The CROWSNEST

Vol. 15 No. 2 February, 1963

The CROWSNEST

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The Cover—UNTD cadets stormed ashore on a rocky island in the Hudson Bay last August only to find it inhabited by fierce, hungry husky dogs, confined there for the summer by their Eskimo owners. The noise of the landing and the sight of rifles proved enough to keep the huskies at bay. (CCC9-264)

LADY OF THE MONTH

There are three good reasons why HMCS *Restigouche* should be chosen as "Lady of the Month". First, she has been awarded the L. W. Murray trophy as the most proficient ship in gunnery in the RCN; second, she has won the Fifth Escort Squadron efficiency trophy for 1962, and, third good reason, she won the plaque presented by the Halifax Junior Chamber of Commerce for the ship mounting the best Christmas illumination.

Her last appearance as "Lady of the Month" was in the July 1958 issue, in recognition of her commissioning the previous month as name ship of the Restigouche class.

This striking photograph was taken off Halifax on a winter afternoon by Ldg. Sea. Charles Quick. (HS-70961)

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Here is a visual progress report on the transformation of HMCS Assiniboine. Her stern has already been remodelled to accommodate variable depth sonar and construction of the helicopter hangar is well advanced. (E-70700)

Drifting U.S. Soldier Saved

A young American soldier has reason to be thankful that the gale that forced him 40 miles out to sea was strong enough to discourage two Canadian frigates from anchoring.

The soldier, Gregory Morrison, 21, an armour specialist attached to Fort Irwin near Barstow, California, spent 52 hours in a small open boat, without food or water, in gale-tossed seas off the California coast before he was picked up by HMCS *Beacon Hill*.

Morrison got into his predicament when he hooked a shark on a fishing trip and struck a deadhead which knocked off the outboard motor. He was then driven to sea by 50-knot winds which lasted for the next 18 hours. He lost two improvised sea anchors and drifted for 40 miles.

Morrison was blown out to sea on a Friday. The following Sunday the U.S. Coast Guard started a search, relaying a call to the frigates *Beacon Hill* and *Jonquiere*, en route to Long Beach, California, with Captain D. S. Boyle, Commander Fourth Canadian Escort Squadron, embarked.

"The weather was so bad," said Captain Boyle, "that we decided to ride it out at sea, rather than anchor as had been intended."

Several ships passed nearby and aircraft passed overhead, but the *Beacon Hill* was the first to notice the soldier's plight. Morrison said when he saw the *Beacon Hill* he waved his jacket, paddle and anything else what was loose, to attract attention.

The young soldier had been without food and water for two days. An Army-issue boot provided a bailing utensil to keep the water level in the boat down.

His lips were puffed and his eyes bleary and face marked from exposure, but otherwise he was in good condition when he was brought on board.

"I couldn't go to sleep" he said, "I had to stay awake to keep the boat pointed into the wind to keep from getting swamped."

He said there were lots of times he didn't think he would make it.

Put to bed on board the frigate and given a bowl of hot soup, he said it was the best soup he could ever remember eating.

Morrison was later transferred to a U.S. Coast Guard ship for the trip back to the mainland.

Restigouche Wins Gunnery Trophy

The L. W. Murray Trophy has been awarded to HMCS *Restigouche* as the most proficient ship in gunnery practices in the Royal Canadian Navy during 1962. The *Restigouche*, commanded by Cdr. Bernard C. Thillaye, is attached to the Fifth Canadian Escort Squadron based at Halifax.

The trophy was presented in 1934 by Rear-Admiral Leonard W. Murray, CB, CBE, RCN (Ret), when he was Captain (Destroyers) Eastern Division of the RCN. The winner each year is determined by Naval Headquarters.

Other laurels won by the *Restigouche* during the past year were the Fifth Escort Squadron efficiency trophy for the second year running and a plaque presented by the Halifax Junior Chamber of Commerce for the ship in harbour mounting the best Christmas illumination.

Two Frigates on Training Cruise

The frigates *Beacon Hill* and *Jonquiere* left Esquimalt January 7 on a 14-week training cruise to Long Beach, California, and the Hawaiian Islands.

Evenly divided between the two ships were senior term *Venture* cadets.

On board were more than five tons of used children's clothing for needy youngsters of South Korea. The clothing was to be delivered to Pearl Harbour, and from there transported to its destination. It was sent as a gift from the "Save the Children Fund" of Victoria, and the city's Junior Chamber of Commerce.

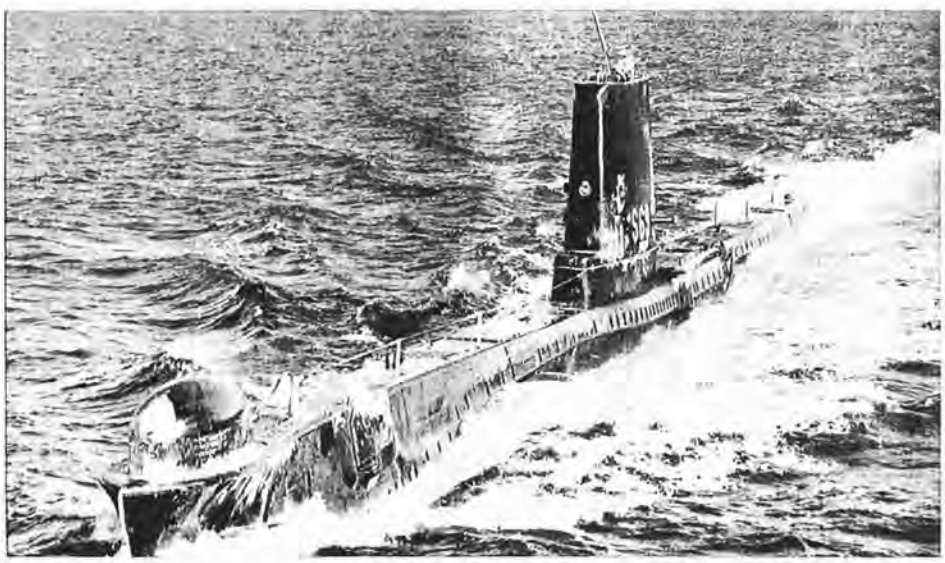
Major-General R. W. Moncel, new General Officer Commanding, Eastern Army Command, called on Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic) on December 7. He arrived on board the aircraft carrier Bonaventure at the Shearwater jetty by naval helicopter. He was accompanied by his aide, Lt. J. S. MacAulay, Black Watch. (BN-4913)

U.S.-Canadian Units Exercise

United States and Canadian naval units on February 1 began a two-week anti-submarine exercise off the U.S. eastern seaboard. Participating were ships and aircraft of the U.S. Navy's Anti-Submarine Warfare Group Bravo, the U.S. nuclear submarine *Nautilus* and destroyer escorts of the RCN Atlantic Command.

Rear-Admiral Paul D. Buie, USN, Commander A/S Warfare Group Bravo, directed the exercise. USN units taking part included the aircraft carrier *Wasp*, with Tracker aircraft and anti-submarine helicopter embarked, and six destroyers.

RCN ships participating included four Restigouche class destroyer escorts of the Fifth Escort Squadron and HMCS *Crescent*. Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic), attended the exercise as an observer.



The British submarine Auriga had begun to build up a deck cargo of ice by the time she had entered Halifax harbour to join Royal Navy's Sixth Submarine Division there for another 18-month commission on the Canada station. The streamlined "A" class boat previously served the RCN Atlantic Command in 1959-61. The British division was formed in Halifax in March, 1955, to provide anti-submarine training for ships and aircraft of the RCN and Maritime air squadrons of the RCAF. The Auriga replaces the Astute, which has returned to England. (DNS-30305)

Aircraft Join Bermuda Exercises

Four CS2F-2 Tracker anti-submarine aircraft of Anti-Submarine Squadron 880 and two T-33 Silver Star jet aircraft of Utility Squadron 32 were deployed to Bermuda February 1, to support "Maple Spring '63" exercises of ships of the RCN Atlantic Command.

RCN ships in the Bermuda area from late January to mid-March include destroyer escorts, frigates, minesweepers, a mobile repair ship and a submarine.

In overall command of "Maple Spring '63" is Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic).

HMCS *Cape Scott*, mobile repair ship, left Halifax January 26 in the van of the fleet which she is supporting from Bermuda.

Auriga Arrives Back On Station

The British submarine *Auriga* arrived in Halifax on February 1 from the United Kingdom to join the Royal Navy's Sixth Submarine Division.

Commanded by Lt.-Cdr. M. R. Wilson, RN, the *Auriga* replaces HMS *Astute*,

FIGHTING FIRES 100 YEARS AGO

LANDING a fire brigade from a naval ship a century ago to fight a fire on shore may well have given the inhabitants more cause for alarm than the fire itself. At least it would appear that way from an account of the instructions issued to naval fire fighters in *Alston's Seamanship,* first published in 1860.

In answer to Question 540 which asks: "On a fire breaking out on shore, you are sent in charge of a party to aid in extinguishing it: What will you take with you, and what course will you pursue on landing?" the following instructions were given:

FIRE ON SHORE—The following disposal of a "fire brigade for landing," was drawn up for a corvette. On the boats being called away for the above purpose, the pinnace-men will drop their boat under the main yard, ready to receive the engine and field-piece limber carriage; and the midshipman of the boat will see all the wash-deck buckets passed into her by the boat's crew, and will be responsible for their not being lost ashore.

The gunner and his crew will provide a 100-lb. barrel of powder (previously bored and plugged), two port-fires or a fathom or two of Bickford's fuze in preference, if there is any, and a slow-match; pass them into second cutter; and, on landing, be in readiness to blow up any building that it may be necessary to level, to arrest the progress of the fire.

The boatswain, with forecastle-men and riggers not belonging to boats, provide fire-grapnel, and two hook-ropes; pass them into the second cutter, and, on landing, take charge of them.

The carpenter and his crew, having passed the engine gear into the pinnace, will provide a couple of axes, and go down into the boat.

The sergeant will tell off 12 men into the pinnace, under a corporal to work the engine; and fall in a corporal and eight men on the quarter-deck, in readiness, to receive ball cartridge, and then land in charge of them in the first cutter.

The lieutenant in charge will take the second gig, and be accompanied by the assistant-surgeon with provisions for accidents, and with a bugler to sound the assembly, for calling the men together at any particular spot.

All the party are to shift in their old blue clothes, and to rig in caps, shoes and stockings. On landing, they will man the drag ropes and, with all speed, transport the engine and gear to the scene of action.

Mr. ..... will remain in charge of the boats and boat-keepers.

If the fire is not very alarming, the right thing to do will probably be seen at a glance; but, should it already have spread to any great extent, or have caught, by the falling sparks, etc., at more points than one, with many intervening buildings, the exertions of your party cannot be efficiently directed unless you have been able to take a survey of the fire from the top of a house which commands a view of the whole. From such a position, you can see where a stand must be made to check its progress; and, having formed your plan, let nothing divert you from its accomplishment. No time should be lost in passing out furniture, and in tearing down windows, jalousies, doors, and wooden erections of all kinds; for, by trying to save too much, you risk the loss of all. If you have any scaling-ladders, they will be found of the greatest use; and the range of the engine may be considerably increased by placing your thumb on the nozzle occasionally, that, on its withdrawal the water may escape with greater force.

Wherever there are no organized fire companies, indecision is always painfully apparent. A plan is no sooner hit upon than it is abandoned for another which appears more feasible; while the fire, in disadvantageous contrast, steadily pursues its undeviating course. Wherever, therefore, the services of his men are needed, the naval officer should promptly assume the direction of affairs.

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which sailed for England Febraury 4 after an 18-month period with the Atlantic Command.

The *Auriga* previously served with the Sixth Submarine Division at Halifax from November 1959 to April 1961. The Division was formed in March 1955 to provide anti-submarine training for ships and aircraft of the Atlantic Command and maritime air squadrons of the RCAF.

The *Auriga* joins HMS *Alderney,* which has been serving with the Division for the past year.

Dockyard Mishap Rate Improves

Accident prevention showed a marked improvement in HMC Dockyard at Halifax during 1962, according to reports compiled by the Atlantic Command Safety Department. They noted a major reduction in the accident frequency rate from 12.8 to 10.8 per million man-hours of work in the yard.

They attribute the steady decline in the number of "lost time" accidents and attendant costs to the aggressive programming of safety education at all levels and the continued interest shown by management and employees.

R. J. Giovannetti is the Command safety officer, William B. Power, the Dockyard safety engineer and L. D. Kehoe, the Dockyard safety inspector.

Education of personnel by use of visual aids and training was conducted throughout a score or more of shops in the dockyard. During the year, 40 supervisors attended a one-week course in the fundamentals of industrial safety. Supervisory safety training courses conducted twice a year contribute substantially to making line management more safety conscious, reducing accidents and increasing productivity by promoting accident prevention, they noted.

"Atlantic Command statistical records indicate a general trend toward improvement in accident prevention and reduction in lost man-hours", said Mr. Giovannetti. Exact records were established in 1958, although there were more generalized data earlier.

Rear-Admirals To Exchange Posts

Rear-Admiral Kenneth L. Dyer, Flag Officer Atlantic Coast and Maritime Commander Atlantic, with headquarters at Halifax, and Rear-Admiral Jeffry V. Brock, Vice-Chief of the Naval Staff at Naval Headquarters, Ottawa, will exchange appointments in July.

Rear-Admiral Dyer has held his present appointment since August 1960. He will become a member of the Naval Board on taking up his new appointment.

Rear-Admiral Brock has been Vice-Chief of the Naval Staff since June 1961.

OIL-POLLUTED SEAS

Most sailors are aware of the serious problems arising from the discharge of fuel oil into the sea—befouled ship's sides, filthy beaches and destroyed birdlife. Last year the International Conference on the Prevention of Pollution of the Sea met under the auspices of the Inter-Government Maritime Consultative Organization (IMCO). Forty nations, representing over two-thirds of the world's shipping tonnage and well over half the oil tanker tonnage, subscribed to a convention that represented a long step forward in meeting the oil pollution problem. The article reprinted here from The UNESCO Courier *outlines the problem and tells of some of the steps proposed to meet it. The writer is David Woodward, a documentary writer-producer for the British Broadcasting Corporation, London.*

ON THE SHORES of the seven seas, from the Antarctic to Florida and all along the West coast of Europe, the pollution of the sea by oil fuel has for years been an unmitigated nuisance to all those who look to the seashore for their pleasure or for their livelihood.

Oil, washed up on the beaches and left behind by the receding tide, is at the least unpleasant. It spoils the enjoyment of swimmers and holiday makers, ruining their clothes and their shoes. If these conditions prevail over any length of coastline, the dispirited holiday maker can pack up and go home or, if he is lucky during the holiday season, find somewhere else to go; but thousands of people whose livelihood is provided by the seaside suffer a loss of trade as well as damage to the carpets and furnishings of their hotels or lodging houses.

Inshore fishermen suffer, for it is impossible to wash fish covered with oil. Lobsters do not breed. And even the most thoughtless must deplore the plight of sea birds whose feathers have become coated with oil and have thus been deprived of their power to swim or to fly. Unless they receive highly skilled help, such birds are doomed to a miserable end by starvation. As an indication, it is calculated some quarter of a million sea birds perish in this manner every year around the coasts of Great Britain alone.

In the Antarctic the plight of seals and penguins covered with oil has touched the hearts of even the tough whaling men. Dr. Harry R. Lillie, a former surgeon to an Antarctic whaling fleet, said in a newspaper interview:

"I have found half-grown seals covered in a sticky tarry mess, their eyes bloodshot with irritation; and penguins hopelessly clogged, waiting for a slow death."

Dr. Lillie added that he had spent a lot of time cleaning up the birds on board the factory ship:

"I must say with respect to the whaling crews, they were generally little concerned with the suffering of harpooned whales, but I never found any of the men around me who ever felt that our butter supply was too good to be used to clean up oiled penguins."

The fact that pollution has become a major problem is due to the enormous growth of oil fuel used throughout the world—a 50-fold increase in the last 40 years, and almost all this oil is carried about the world in tankers.

By David Woodward

Sir Gilmour Jenkins, President of the IMCO Conference which met in April, told the meeting:

"Last year 500 million tons of oil were carried across the seas and oceans of the world. If we assume that only a very small proportion, say one part in a thousand, of this vast amount found its way into the sea in the form of persistent waste, we get the terrifying total of a half a million tons."

This oil, for the most part, is the sludge left behind in the tanks of the ships after they have discharged their cargo. The tanks are washed out by sprays of hot water and pumped into the sea. And there it floats. Man has always used the sea as a vast cesspit, for such various commodities as sewage, unwanted high explosives and atomic waste. But the oily waste is persistent and may well stay in the sea for ever.

A secondary source of this oil is the practice of oil-fuelled merchant ships replacing the fuel which they burn during a voyage by water ballast. Later, the water ballast, now contaminated by oil, is pumped out, and another addition is made to the pollution of the high seas.

To deal with the whole problem two approaches are being tried. One is to limit the areas of the sea in which oily waste may be pumped overboard. The other is the use of machinery on board ship, known as separators, which remove the oil from the waste water or the provision at ports of plant to receive the tank washings. These are both fairly expensive proceedings. A separator also may cost between £500 and £1,000 ($1,400 and $2,800). At one large port for oil tankers, the plant to receive tank washings has cost some £300,000 ($784,000). At the same time, the period spent in getting rid of the washings must be cut to an absolute minimum. Every day's delay to a big tanker can easily cost as much as $1,000.

A third source of oil on the sea, happily much rarer, is through accidents, when a ship is lost and her oil tanks perforated, or when the oil fuel must be jettisoned to free the ship from a position of danger. As one example of the damage that may be caused under such circumstances, there is the case of a tanker which ran aground at the mouth of the River Elbe, and lightened herself by pumping overboard 6,000 tons of oil. An enormous floating island of oil was thus released, which slowly drifted about the North Sea. Oil islands like this usually last for some 50 miles before they break up and patches float away, but the record is held by an oil island which appeared in the Red Sea and covered a distance of 500 miles before it began to dissipate.

As for the oil island from the Elbe, some of it came ashore on the island of Sylt, where the authorities spent vast sums of money to get rid of it. A little further to the north, six miles of beach on the island of Fanoe, off Esbjerg,

were covered with oil. The Danes tried spraying it with sawdust and then attacking it with flame throwers, but the oil survived, and the sand that it had contaminated had to be bulldozed into open trenches.

Another example of the difficulty of getting rid of the oil was provided by a tanker which was in collision in the Solent, off Portsmouth, in England, a couple of years ago. Two months later the authorities of that town were still trying to clean up the mess. An enormous tonnage of oily shingle (beach pebbles) had to be taken away and four thousand tons of clean shingle brought in to take its place.

Among recent experiments made to get rid of oil which has accumulated in this way has been a Danish attempt to impregnate the oil with a powder which would cause it to sink. Some fully effective remedy of this sort may eventually be devised, but it will always be expensive; the logical way of dealing with most of the oil in the sea is to prevent its deliberate discharge and to encourage the wider use of facilities ashore. This, in fact was what the IMCO Conference did.

The world's conscience had already been aroused by the oil pollution problem before 1962. An international Convention on Pollution of the Sea by Oil was drawn up at a conference held in London during 1954 and was later ratified by 17 nations, including many of the largest shipowning countries. Scientific investigation was undertaken and, in some cases, was followed by legislative action.

To start with, it was necessary to plot the ocean currents which carry the oil. For that purpose, aircraft dropped thousands of plastic envelopes into the sea. Inside each envelope was a message inviting the finder to say where the envelope had been found. And a piece of cork which made certain that the envelope floated. Two vessels of the international force of weather ships dropped an envelope overboard every day of the year 1954 at noon. The results of all this research were plotted by the British National Institute of Oceanography.

Some governments also took legislative action. For example, the United Kingdom introduced the Oil in Navigable Waters Act which forbade British ships to discharge oil within 50 miles of the coast. But national measures could not be successful by themselves; it was clearly necessary to persuade all nations owning large merchant fleets to adopt the same kind of measures. This was the background to the IMCO Conference of 1962 where a number of resolutions were unanimously adopted which aim at increasing the effectiveness of the earlier measures and at strengthening them through a new Convention. Many delegates emphasized the importance of mineral oils to man, but deplored his casual approach to the fouling of seas or shores and the destruction of birds and marine life.

The new Convention has considerably increased the areas of the sea in which it is forbidden to discharge oil. Formerly fixed as any area less than 50 miles from the coast, this zone has now been increased in many parts of the world.

Discharge is now completely forbidden in the North Sea and the Baltic; the 50-mile limit has been superseded by a limit of 100 miles off the north-eastern coast of North America, the Mediterranean, the Red Sea and the Persian Gulf as well as the west coast of Canada, the Atlantic coast of Spain, the coast of Portugal, the Arabian Sea, the Bay of Bengal and Australian waters.

Three years after the ratification of the agreement by the Soviet Union and Rumania, the Black Sea and the Sea of Azov will become a zone in which discharge of oil is completely forbidden. These arrangements are probably rather more than a halfway house to an eventual ban on the discharge of oil anywhere at sea.

Clearly the seas of the world will not become suddenly cleaner as a result of last April's conference or the new convention. But useful progress has been made. Much will depend on the oil companies which control a large share of the world's tanker tonnage. And, as William Graham, Acting Secretary-General of IMCO, said "no truly successful result can be achieved without the active co-operation of those directly responsible for operations on board ship and ashore which may cause oil pollution".

(Reprinted from the UNESCO Courier, September 1962.)

OFFICERS AND MEN

Movie Personality Cdr. Farrow Dead

Honorary Commander John Villiers Farrow, RCNR (Ret), 58, of Beverley Hills, California, movie director, producer, author, and one-time Controller of Naval Information, died at his home of an apparent heart attack on January 28, 1963.

Cdr. Farrow was born in Sydney, Australia, on February 10, 1904. He first expressed interest in the Royal Canadian Navy in 1936, and later that year had his name placed on the Emergency List for "service in time of war".

He reported to HMCS *Discovery*, Vancouver, and applied for entry into the Canadian naval service at the outbreak of the Second World War. Commissioned as an acting lieutenant, RCNVR, in March 1940, Cdr. Farrow was appointed as Controller of Naval Information in June of that year.

In November he was appointed to HMCS *Stadacona* for new entry officers' preliminary training courses and, later, to the armed yacht *Elk* for sea training.

In April 1941 Cdr. Farrow was loaned to the Royal Navy and appointed to HMS *Goshawk*, naval base in Trinidad, additional as assistant to the Senior British Naval Officer, Curaçao.

He returned to Naval Headquarters, Ottawa, in late 1941, having contracted typhoid fever and was given a medical discharge in January 1942. While convalescing, Cdr. Farrow undertook direction of the film "Wake Island", which won an award from the New York Film Critics Circle.

HON. CDR. JOHN V. FARROW

In July 1943 his services were once again requested by the Navy in connection with the proposed Royal Canadian Navy Show, which he attended as technical consultant. He was commissioned as Honorary Commander, RCNVR, at this time.

Before the cessation of hostilities in 1945, Cdr. Farrow was again summoned to Ottawa, travelling to Britain for work in connection with the Director of Special Services. He was awarded the Canadian Forces Decoration in September 1953.

An outstanding producer and director, his films included "Five Came Back", "Two Years Before the Mast", "California", "Botany Bay", "Hondo", "Back from Eternity", "Commandos Strike at Dawn", and the screen play of "Around the World in Eighty Days". Among his literary works were *Laughing Ends* and *Damien the Leper*.

Cdr. Farrow was a keen yachtsman and a member of the Royal Irish Yacht Club, the Royal Societies Club, Pacific Writer's Yacht Club, Royal Vancouver Yacht Club, Yacht Club de Cannes, and the Club Nautique de Roumania.

In September 1936 he married Maureen O'Sullivan, from County Dublin, who retained her maiden name on the road to Hollywood stardom.

Naval personnel who put in to Long Beach, California, will remember John Farrow as a man who never failed to take a keen interest in their welfare and entertainment.

Promotions and Appointments

Recent appointments and promotions have included:

Captain E. T. G. Madgwick, to attend the Imperial Defence College, London, England;

Cdr. Mark W. Mayo, appointed to take command of HMCS *Saskatchewan* on commissioning in mid-February;

Cdr. Keith P. Farrell, Director of Ship Design and Construction, Naval Headquarters, promoted to the rank of captain;

Cdr. K. E. Grant, appointed to Commanding Officer Naval Divisions, Hamilton, as Command Sea Cadet officer;

Cdr. Alexander E. Fox, appointed in command of HMCS *Columbia*, Fifth Escort Squadron;

Lt.-Cdr. James M. Cutts, commanding officer of HMCS *Micmac*, promoted to the rank of commander.

Weddings

Able Seaman J. W. Dorrington, *Gloucester*, to Lyse Casper, of Ottawa, Ont.

Leading Seaman W. T. Kennedy, Naval Radio Station Masset, to Leona Davidson, of Haida, B.C.

Sub-Lieutenant Vernon R. Miller, *Shearwater*, to Valerie Louise Jones, of Biggar, Sask.

Able Seaman T. C. Montgomery, Naval Radio Station Masset, to Georgina Hunter.

Able Seaman B. J. Pukalo, *Crescent*, to Betty Anne MacColl, of Edmonton, Alta.

Able Seaman Barry Richard Vollet, *Margaree*, to Pamela Grace Elizabeth Reid, of Victoria.

Lieutenant-Commander S. MacN. Ross, *Stadacona*, to Margaret Elaine Langille, of Truro, N.S.

Sub-Lieutenant Henry William Schaumberg, *Stadacona*, to Elaine Margaret Thompson, of Kingston, Ont.

Births

To Leading Seaman C. H. Andrews, *Churchill*, and Mrs. Andrews, a son.

To Lieutenant V. A. Andrews, *Crescent*, and Mrs. Andrews, a son.

To Able Seaman D. J. Barton, *Crescent*, and Mrs. Barton, a daughter.

To Leading Seaman W. J. Bramfield, *Crescent*, and Mrs. Bramfield, a son.

To Leading Seaman R. G. Brown, *James Bay*, and Mrs. Brown, a son.

To Leading Seaman D. L. F. Churchill, *Churchill*, and Mrs. Churchill, a daughter.

To Petty Officer G. S. Gibbs, *Haida*, and Mrs. Gibbs, a daughter.

To Petty Officer R. H. Peletier, *Crescent*, and Mrs. Peletier, a daughter.

To Able Seaman K. H. Reitz, *Haida*, and Mrs. Reitz, a daughter.

To Leading Seaman H. J. Romme, *Haida*, and Mrs. Romme, a son.

To Able Seaman R. A. Sturk, *Churchill*, and Mrs. Sturk, a daughter.

To Able Seaman L. J. Turcotte, *Haida*, and Mrs. Turcotte, a daughter.

To Leading Seaman G. C. Walsh, *Haida*, and Mrs. Walsh, a son.

Lt.-Cdr. Lawrence Farrington, promoted to the rank of commander and appointed to COND as Chief Staff Officer Personnel Division and Commander Personnel Planning Department;

Lt.-Cdr. Robert A. Beach, promoted to commander and appointed in command of HMCS *Cap de la Madeleine* and as Commander, Ninth Canadian Escort Squadron;

Lt.-Cdr. Henry William Vondette, promoted to commander and appointed to the staff of the Sea Training Commander, Halifax;

Lt.-Cdr. Arthur Butroid, on the staff of the Director of Naval Intelligence, Naval Headquarters, promoted to commander, and

Lt.-Cdr. MacGregor F. MacIntosh, appointed in command of HMCS *Resolute*, First Minesweeping Squadron.

RCNR Officers Promoted

The following officers of the Royal Canadian Naval Reserve have been promoted to their present ranks, with seniority effective from January 1, 1963:

Captain John M. Robertson, commanding officer, HMCS *Carleton*, Ottawa;

Surgeon Captain Lemuel E. Prowse, commanding officer, HMCS *Queen Charlotte*, Charlottetown;

Cdr. Walter J. Piercy, commanding officer, Kitchener, Ont., tender to HMCS *Star;*

Cdr. John B. Lemaister, executive officer, HMCS *Chippawa*, Winnipeg;

Cdr. William Mellalieu, commanding officer, HMCS *Brunswicker*, Saint John;

Cdr. (E) Cyril B. Thomason and Cdr. (L) Harry C. Tilbury, executive officer, HMCS *Star*, Hamilton, and

Surgeon Cdr. Edison L. R. Schram, HMCS *Prevost*, London, Ont.

Officer Attests Son into Navy

Lt. George A. Stone, of HMCS *Cap de la Madeleine*, supply officer for the Ninth Escort Squadron, on January 18 travelled from Sydney, N.S., where his ship was in refit, to Halifax, to attest his son, George Ronald, into the Royal Canadian Navy.

Following his 15-week new entry training course, Ord. Sea. Stone hopes to qualify in one of the administrative trades.

Lt. Stone entered the Navy in the stoker branch in 1939, left the service in 1948, went on the active list of the Reserve at Scotian in 1949, and re-entered the permanent force in 1950. He was commissioned in January 1954 as an acting commissioned stores officer.

Lt. George Alfred Stone (left), of 18 Garshan Road, Dartmouth, attests his 17-year-old son, George Ronald, as an ordinary seaman in the RCN, before Lt.-Cdr. B. N. Webber, RCN Area Recruiting Officer, Halifax. Lt. Stone is supply officer of the Ninth Escort Squadron. (HS-71010)

Young George was attending Prince Andrew High School, Dartmouth, N.S., before joining.

Two Awards For Suggestions

John Earl Dobie, an ammunition worker at the RCN Ammunition Depot, Kamloops, B.C., has earned a cash award from the Suggestion Award Board of the Public Service of Canada and a congratulatory letter from the Deputy Chief of Naval Personnel for his suggestion concerning a modification to anti-submarine equipment.

The idea has been adopted for use by the RCN.

CPO Frank S. Myers, *Cornwallis*, was similarly recognized for suggesting a safety device for ships' electrical switchboards.

Esquimalt Dockyard Tops Fire Contest

HMC *Dockyard*, Esquimalt, was named for the top award in the National Fire Protective Associaion competition for 1962. The awards are for efforts in reducing fire losses and educating people in fire safety. The Dockyard headed 92 National Defence entries for the grand award.

Area fire chief at the Dockyard is Lt.-Cdr. Norman Stewardson, and fire officer is Earl Powell, who also was chairman of the 1962 fire prevention committee. In naval competition, winners were:

Large establishments (more than 3,500 personnel): First, HMC Dockyard, Esquimalt; second, HMC Dockyard, Halifax, and third, HMCS *Shearwater*.

Medium establishments (1,500 to 3,500 personnel): First, HMCS *Cornwallis;* second, HMCS *Naden*, and third, Belmont Park Married Quarters, Victoria.

Small establishments (under 1,500): First, Naval Air Facility, Debert, N.S.; second, RCN Magazines, Bedford, N.S., and third, RCN Ammunition Depot, Renous, N.B.

Sisters Join RCN On Same Day

Two "real-life" sisters from Ste. Clothilde, Quebec, who joined the Navy on the same day as nursing sisters, will be serving together this spring in the Pacific Command. They are Sub-Lieutenants (NS) Marie Aline Carmen and Estelle Marie Rachel Teasdale.

From *Donnacona*, where they joined last August, the Teasdale sisters were appointed for tri-Service courses at Centralia and Camp Borden, Ontario, before taking up their nursing appointments at the Armed Forces Hospital, HMCS *Naden*, Esquimalt, late in March.

Sailors Help Fire Victims

Personnel stationed at HMCS *Churchill* rallied to give assistance to victims of a fire in the townsite of Churchill on January 24. Following the fire, in which five families were burnt out naval radio station personnel produced $107.50 in donations. This amount was matched by the ship's fund and cheques were presented to each of the unfortunate families.

In addition to funds, clothing and household items were also given to help the families get back on their feet.

Long Service Recognized

In recognition of more than 25 years' continual service with the federal government, Hugh Reid of 1241 Effingham Street, Victoria, has received a special award from the Department of National Defence.

A certificate and gold pin were presented to him by Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, during a ceremony held in the Admiral's office on February 6.

Mr. Reid, 44, was born in Victoria, and in September of 1937 started his government service with the radio division of the Department of Transport. He transferred to the naval dockyard early in 1939; served three years with the Canadian Army until the end of the war; then returned to HMC Dockyard. He now serves as executive assistant to the Chief of Staff.

IN NORTHERN WATERS

AN INLAND SEA, 600 miles wide, 1,000 miles long and covering nearly half a million square miles, larger than the Sea of Japan, more than twice as extensive as the North Sea, Red Sea, Black or Baltic—and rarely thought of as a sea at all.

Such is Hudson Bay, whose southern tip, in James Bay, is as far south as Calgary, Alberta, or the English Channel and whose great bulk lies in the sub-Arctic.

Because of the forbidding nature of its winter climate and the rugged terrain which forms its shores, Hudson Bay is not regarded as a resort area either in summer or in winter and yet, cruising its broad expanses last summer, the Ninth Canadian Escort Squadron found that the Bay possessed certain advantages as a naval training area.

The first and most obvious of these was that there was little or no shipping or fishing craft to worry about when conducting manœuvres. A second advantage was the comparative freedom from tempestuous seas of the kind experienced in the North Atlantic even in summer. During the month of August, the period spent in the north by the squadron, the weather was generally cool but not uncomfortably so.

The story of the squadron's UNTD training cruise, told here from the viewpoint of the senior ship, HMCS *Cap de la Madeleine,* had its beginning when the frigates sailed from Halifax, in mist and rain, at 0830 on August 13.

Once outside, the weather cleared briefly and a surface shoot was carried out. Despite a makeshift gun's crew of seamen and cadets the results were good. The score was 180, a squadron record.

Thick fog descended at 1300 and remained for 560 miles, when it suddenly lifted at 0400, on August 15, off Ferryland Head. St. John's was entered in a freshening northwest breeze and a berth was made on the south side for fuel.

On completion of fueling, berth was shifted to the U.S. Army Pier, a difficult manœuvre with gusting 40-knot winds, but the beam-on berth was completed with the port anchor down to control the bows.

On August 16 the signalman handling the jackstaff halyards at Colours noticed a young woman struggling in the water near the corner of the jetty and passed the alarm aft. Two men immediately rushed ashore to assist, incurring the displeasure of those at prayers on the inboard ship, but they extricated the swimmer from the chill water in the nick of time.

St. John's was left astern on August 16 and course was set for the Strait of Belle Isle in a rising northwest gale and bright sunshine. Steep headseas and a full gale made the next 24 hours wet and uncomfortable, with much seasickness among the newly embarked cadets.

The first iceberg was sighted at 0500, August 17, when the Labrador current was entered just south of Belle Isle. It was one of the largest seen all month, nearly 1,000 feet long. More were seen during the forenoon and at 1430 the four-inch guns fired six rounds of HE at a berg at ranges from 13,000 down to 10,000 yards, followed by 40mm weapons at 2,000 yards.

The large size of the bergs provided the gunners with a rare opportunity for long-range shoots. High explosive was used to pinpoint the splash more

accurately. The performance at high elevation, as usual, was excellent and the closer bombardment of the berg with 40mm was impressive. The spectacular bursts and resulting avalanches gave the ship's companies a new respect for these weapons.

THE 1,000-MILE leg from St. John's to the entrance of Hudson Strait occupied three days and nights, the latter part with following seas and moderating weather. A full moon during the brief nights revealed bergs many miles distant.

Increasing fog banks were encountered on approaching Cape Chidley, together with low growlers between the bergs, which forced reduction of speed to ten knots and line-ahead formation to reduce chances of damage. Bergs were met all along the Labrador coast at intervals of about 20 miles along the track 50 miles off shore. They were all dectectable by radar. Most had one or two growlers in their lee. One produced undeniable sonar echoes at 800 yards while still 2,000 yards distant by radar, an indication of the tremendous underwater bulk.

To promote full economy, avoid ice and still maintain an ambitious speed of approach, it was decided to enter Hudson Strait by way of Gray Strait between the Labrador mainland and the Button Islands. This channel is about three miles wide and 12 miles long with tidal streams up to seven knots and a mean depth of about 150 fathoms.

Dense fog concealed the channel on the squadron's arrival at 0800, August 19, and the transit offered an excellent blind pilotage exercise, with the ship travelling 22 knots over the ground before flood tide and being swept off track at intervals by the spectacular eddies and tide-rips. Although well charted, the strait offers a few surprises, as when the echo sounder ran up from 190 fathoms to 30 fathoms in mid-channel just as the fog lookout on the forecastle head reported "Right ahead—breakers near". This turbulence results from an 800-foot hill on the sea floor obstructing a seven-knot current to within 30 fathoms of the surface.

The 500-mile passage up Hudson Strait was made along the south shore in accordance with ice advisory bulletins. The sea temperature fell to 41 degrees, the air temperature to 42 degrees and fog was frequent. A heavy easterly current, sometimes approaching two knots, was also experienced, but the sea remained calm and no ice was seen except for peaks of distant bergs along the northern horizon and an occasional stranded berg close inshore against the bleak, southern coast. In Ungava Bay, the *Cap de la Madeleine* and *La Hulloise* detached to maintain a 15-knot speed of advance to Port Harrison, while the rest of the squadron proceeded at a more leisurely speed to Churchill.

Again to save fuel and time, Hudson Bay was entered through a narrow channel between the Quebec mainland and the Digges Islands. Thick fog shrouded the entrance and high speed radar was used to follow the tortuous channel.

At one point in this passage the ship ran out of a fog bank into dazzling sunlight that revealed dozens of whale-backed reefs ahead, apparently barring any exit to the glittering sea beyond. It was far simpler to return to the familiar chart table and radar scope and run by blind pilotage than to try to orient the ship visually in the seascape outside.

Safely in Hudson Bay, the remainder of August 20 was spent basking in unfamiliar sunshine on the southward

This picture of the two frigates at anchor at Port Harrison clearly shows the bleak, treeless expanse of rock, where growth is limited to lichens, tufts of grass and other sparse Arctic vegetation. (CCC9-261)

course along the brown, low ledges and islands of the Quebec coast. The sparkling blue waters of Hudson Bay, with the clouds of ducks, geese and fat "tinkers" skittering along the surface, was a welcome relief. It was not hard to realize how the early explorers were led to believe that this was the route to Cathay.

Good weather was almost continuous throughout the stay in the "Bay", if such a name can be applied to a sea whose area is greater than the Baltic, Black, Caspian and Aral seas combined.

After another of the North's brief nights, in which the glassy sea reflected a flaming sunset, the Northern Lights (somewhat south), glittering stars and a waning moon, Port Harrison was approached without difficulty, chatting all the while with the DOT operator there over the day's program.

THE SETTLEMENT of Port Harrison turned out to be a neat cluster of white buildings and Eskimo tents on a green, grassy slope above white sand dunes at the mouth of a narrow, fast river. Most buildings boasted a dazzling white flagpole, flying a scarlet Canadian flag. Nor did the neat appearance of the settlement vanish with closer viewing. Even the sturdy Peterhead schooners were gaily painted and the 400 Eskimos were immaculately dressed in white duck parkas, and the 20 whites in tweeds and flannels, collars and ties.

In the Northern tradition the local dignitaries, without waiting to be called on, came politely aboard in a courteous and friendly procession as soon as the ship anchored.

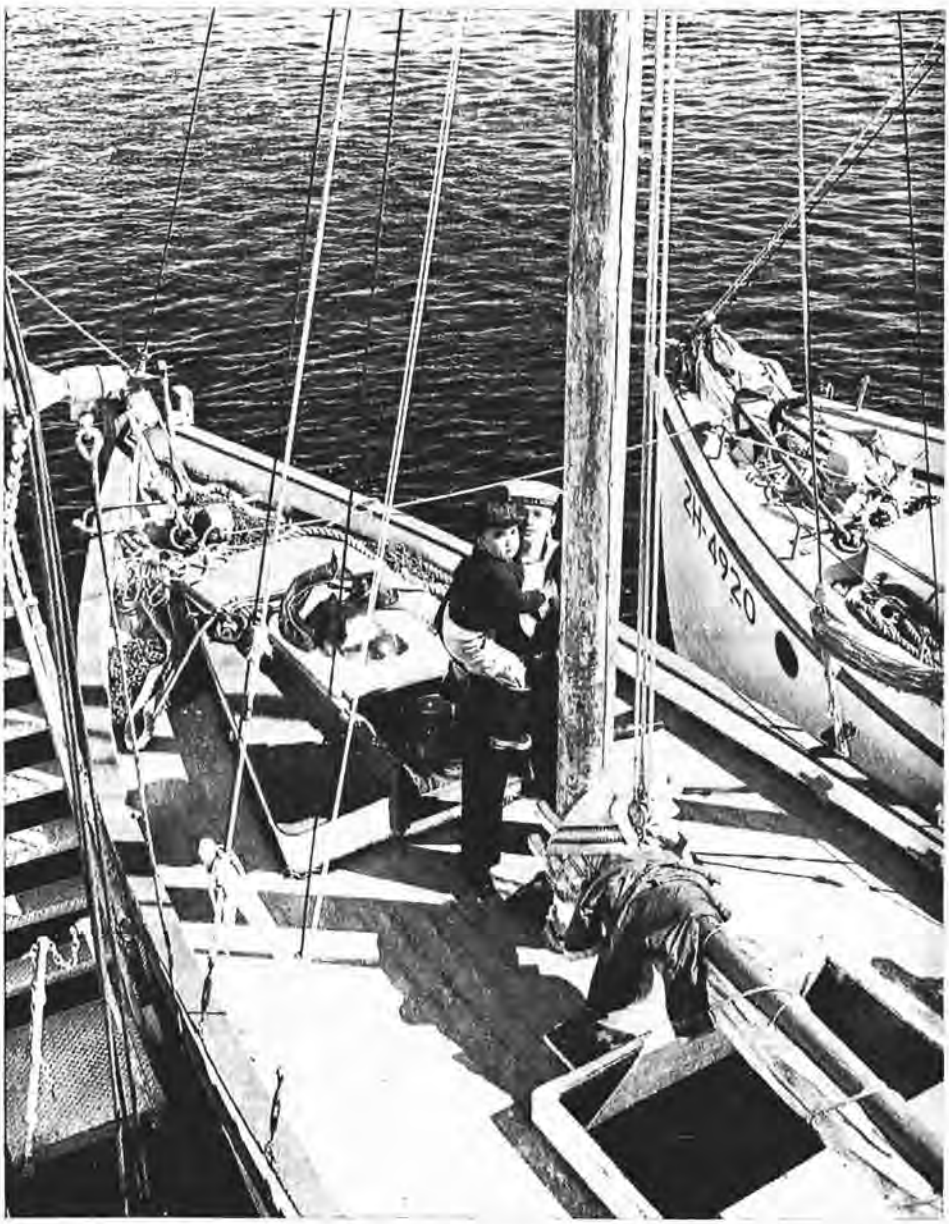
The senior government man was Rod Evans, Northern Services Officer, accompanied by the Eskimo head man, Tommy Palliser, a silver-haired but agile patriarch with crinkled blue eyes and an Irish accent. Other visitors included the Hudson's Bay Company manager, two school teachers (a married couple), two male nurses and their wives from the Nursing Station, three DOT operators, an Anglican missionary, a civil engineer making a survey, and a number of youthful wives with their children.

This procession was shortly followed by three more Peterhead schooners crowded with more than 100 beaming Eskimos. Two other schooners were routed to the *La Hulloise*.

Then came the *raison d'etre* for the visit to that part of Hudson Bay. A schooner carrying 22 Navy League cadets, all Eskimos. These Eskimo youngsters from Povungnituk, 100 miles north, ranged in age from 10 to 14 years, and in height from four to five feet. They were immaculate in their cadet uniforms with white belts and were lined up in a carefully sized rank along the schooner *Tobiak's* deck as it putt-putted alongside. Each cadet had his eyes rigidly trained ahead and none wavered until dismissed, in true Whale Island gunnery style, by their youthful, bearded commanding officer, Lt. S. T. Mallon, NLC, a native of Belfast, now teaching school at Povungnituk.

A program of evolutions had been laid on for the Sea Cadets, but because of the calm sunny air and the general holiday atmosphere it was decided to take the local population to sea later in the day. To this end, the Eskimos were invited to return after dinner for the trip, but to no avail. They stayed on deck all lunch hour waiting for the event. Their head man explained that Eskimos have no regular meal hours and are never troubled by hunger, but the galley staff rejected the theory and somehow fed the multitude after the Navy League cadets had eaten in the cafeteria. They enjoyed everything except the split pea soup which they regarded as too thin for nourishment.

At 1330, amid a certain amount of confusion, the two ships weighed and carried out a three-hour program of jackstay transfers, boatwork, pyrotechnics and squid, four-inch and 40mm firings. The Eskimos liked it all except the four-inch shoot, which was halted



PO Paul Huffman, of Cap de la Madeleine, carries an Eskimo boy back to his schooner. (CCC9-255)

after the third round because adults and infants alike were cowering in terror.

The most interesting equipment for the natives proved to be the signal projectors at work "talking between ships" and the elderly jeep lashed on deck—the first wheeled vehicle many had ever seen.

On anchoring again at 1630 it was expected the visitors would leave but they had heard rumours of a movie that evening, so they squatted contentedly on the quarterdeck in the afternoon sunshine to await nightfall.

Once again the galley staff weakened and managed to get together platters of spam, loaves of bread, cans of jam and a sack of oranges, all which was well and truly demolished.

The canteen, meanwhile, did a roaring trade in licorice candy and gum, specially ordered as a result of earlier experience in Frobisher Bay.

The evening movie, "The Jackie Robinson Story", which was held on the quarterdeck, was obviously mystifying but enjoyed and the guests finally departed at 2200. The ships then displayed searchlights, set off fireworks and fired starshell to seaward, an effort which was quietly surpassed an hour later by the more spectacular Northern Lights.

For these and about 400 more Eskimos at Port Harrison it was a red-letter day when Cap de la Madeleine and La Hulloise dropped anchor in their harbour. Here they wait for something else new and exciting to happen. (CCC9-248)

ALTHOUGH there were no official visitors scheduled for next morning, several Peterhead schooners found it necessary to call. All were manned by remarkably large crews of young men, most wearing black cowboy sombreros with their parkas. This fashion ended abruptly when it was discovered that the canteen was well stocked with naval officers' caps, carried for the benefit of the UNTD cadets. By noonday each Eskimo wore one, and the schooner fleet had acquired the air of a smart yacht club. But the old, blue-eyed patriarch, on board for business, was clearly distressed, since he had privately bought the first cap. The stalemate was solved with a somewhat shabby, badgeless commander's cap which he wore ashore with the aplomb of a Mountbatten, gesturing to his juniors to keep clear. They did.

In the morning 62 UNTD cadets in helmets and web equipment, carried out a landing party exercise on a small island in the harbour. Demolition teams from the ships preceded them, detonating charges and igniting smoke canisters to simulate naval bombardment, and later acted as "defenders". This tactical situation took an unexpected turn when it was found that the islet was a summer prison for ferocious husky dogs. Huskies have been known to attack humans and kill babies. These dogs are fed on fish once a week during their summer captivity and are generally treated like caged lions. Once the bombardment commenced they fled. When they returned, at lunch hour, they showed a tremendous respect, especially for cadets carrying FN rifles.

A final visit was made ashore to repay calls and inspect Eskimo carvings (which were presented free on inquiring the price), the ships weighed at 1600, August 23, and proceeded rather reluctantly to sea. The last to go ashore from the ships were the cadets from Povungnituk, now laden with new cap tallies, lanyards, seamen's knives and other gifts from the welfare committee, and with gifts from individual members of the ship's company. Aboard their schooner, *Tobiak*, they donned neat blue parkas, each embroidered with the owner's name, pulled on knitted toques, and then prepared for their two-day journey home.

IT WAS a cloudy crossing of Hudson Bay into worsening weather to Port Churchill on August 24. Mariners' instructions said the harbour and anchorages are safe, except when the wind is from the Northeast. "Fog", added the instructions, "is infrequent". On this occasion the wind was blowing NE 40 and the fog was dense. Radio beacons and echo sounder provided the only aids to navigation until the low, marshy coast could be seen on radar. Shoal water extended for many miles offshore, aggravating the swell, and causing a great deal of plunging and yawing. Fuel was down to 40 per cent and entering the harbour seemed desirable, since berths were available for all five frigates—a rare situation in Port Churchill in the grain season.

Finally the port's grain elevator, visible for 20 miles in clear weather, was picked up through the rain by radar and harbour was entered at 1100. With seas too heavy over the bar for the pilot to come alongside, he was embarked inside the harbour.

Along with the northeast gale, a flood tide was running at two knots and an attempt was made to turn in midstream to stem the current, turning to port with the port anchor under-foot and using maximum rudder and revolutions. Unfortunately many merchant vessels, using the same technique have levelled and polished the sea floor smooth with their anchors.

The anchor dragged rapidly and the ship, in light of fuel condition, moved

swiftly up the river. Churchill's only tug was outside the harbour meeting the *La Hulloise*.

Two shackles of cable were veered without effect. The starboard anchor was let go under foot. Both screws were turned ahead at 160 revolutions until the stem was within 40 feet of the ship alongside. Still the *Cap de la Madeleine* remained broadside to wind and tide, moving upstream at nearly a knot. Less than 200 yards of navigable water remained to leeward so the ship was driven ahead to make fast to the berthed frigates. With lively assistance from the *Buckingham*, this succeeded and the bow was secured, the stern swinging slowly to rest against a dredge which fortunately had just finished extending the channel to that spot. Both anchors came home easily and were weighed, and in her new position the ship was easily swung and brought alongside. Meanwhile a message advised the *La Hulloise* to use the tug, but even so her berthing was slow and difficult.

These events had made the squadron commander late for his call on the Commandant of Fort Churchill, Colonel G. S. Galloway. Graciously, however, he himself came on board on arrival and took all five captains to lunch.

The Canadian Army proved excellent hosts, entertaining the ships' companies at receptions and smokers, and providing transport from the camp to the waterfront. Equally helpful was the staff of the naval radio station, HMCS *Churchill*, whose fine building is probably the most impressive sight in Churchill. Their hospitality was returned on behalf of the squadron by a reception on the quarterdeck of the *Cap de la Madeleine*.

THE SQUADRON sailed at 1420, August 26, in mist and rain, and proceeded northeast in calm, foggy weather for the next 36 hours before turning eastward at Coral Harbour.

Cadet training progressed well and there was even an opportunity for eight second-year cadets to practise ship-handling on August 27. The Bay was empty of ice as far as Foxe Basin and proved an excellent training area in many respects. Sun-sights and star-sights were essential to navigation in the absence of Decca and Loran. Officers-of-the-watch learned to record soundings every 30 minutes for the entire 680-mile passage to Cape Wolstenholme, the depth never exceeding 100 fathoms. A 12-hour gyro failure refreshed all watchkeepers' knowledge of magnetic compasses, deviation and variation, particularly since the latter changes from hour to hour in these regions.

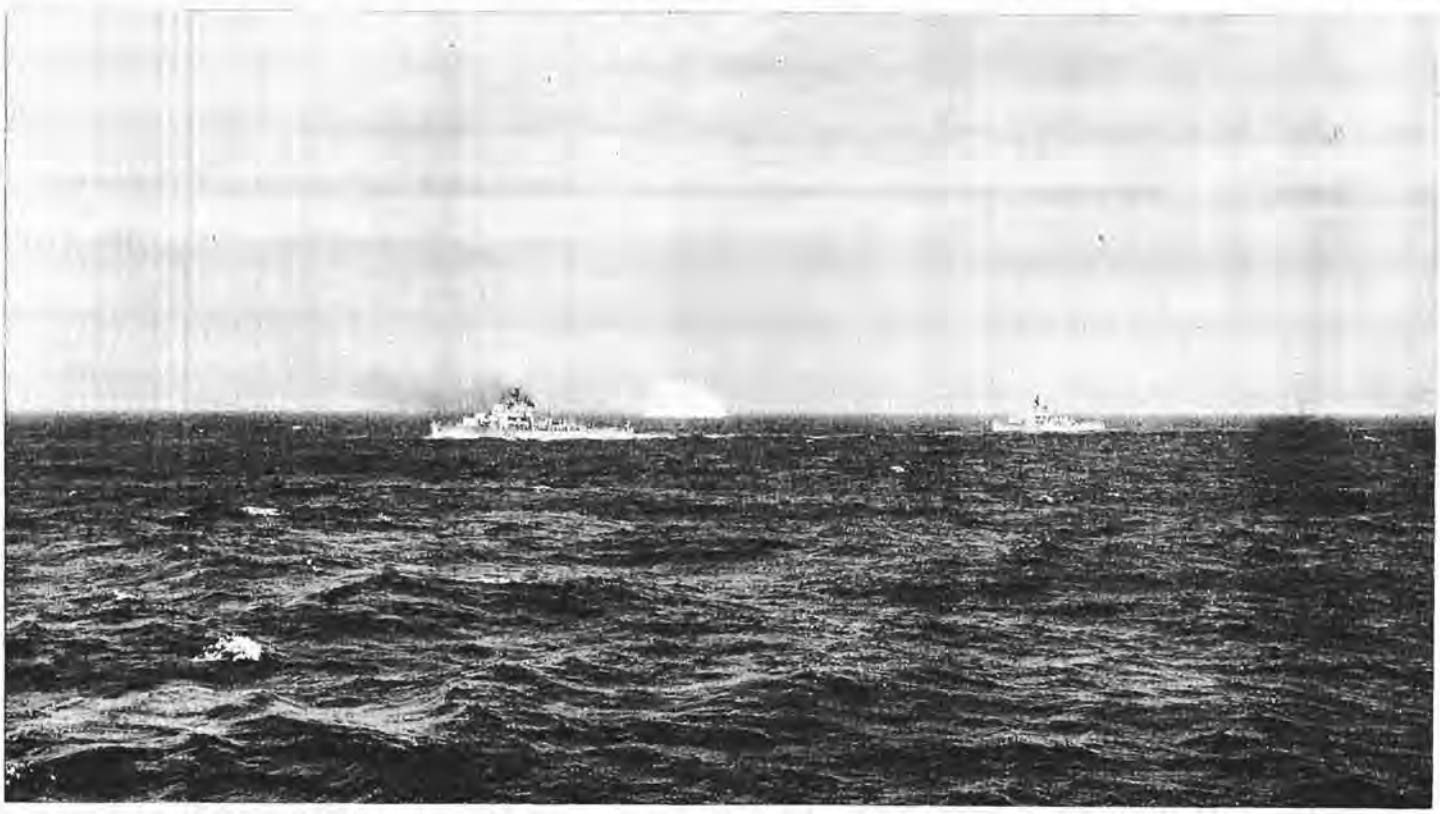
In the glassy calm, simultaneous light-line transfers were made with the other ships of both divisions of the squadron. Air temperatures were in the high 40s and low 50s, but working conditions on the upper deck were not unpleasant if weather jackets were worn. The absence of shipping, fishermen and strong currents made the Bay in summer a more peaceful training ground than the busy coasts of Nova Scotia. The sea state itself appeared less tempestuous.

At Nottingham Island, at the western entrance to Hudson Strait, there was a distinct chill in the air and on the evening of August 28 the air temperature dropped to 38 degrees, and the sea temperature to 37 degrees. A northeast gale with steep head seas prevented upper deck training across Ungava Bay, but the easterly current sped the ships on their way.

The North Atlantic was re-entered at 1000, August 30, after an echo sounding sweep through Gray's Strait at Cape Chidley. Milder weather greeted the ships' return to deep water. Anti-submarine weapons were fired and recovered at 1630.

It was a calm, sunny day, with air temperature of 49 degrees on August 31, 30 miles off Labrador, so a general clean-up was ordered and departmental routines were suspended.

The month ended with the ship approaching Belle Isle Strait and crossing the wandering line that separates the Arctic from the sub-Arctic region.



SOLDIERS AT SEA

A DOZEN soldiers from the Army's Camp Gagetown in New Brunswick put their feet on terra firma in the Dockyard at Halifax apparently grateful that they are soldiers and not sailors.

They had been at sea for two weeks with destroyer escorts of the First Canadian Escort Squadron sampling the all-too-typical tasks of the Canadian sailor on North Atlantic patrol in winter.

One senior non-commissioned officer who had been a guest in HMCS *Micmac* resolved a personal conflict of many years' standing. It had been a toss-up long ago between joining the Army or the Navy. *Hors de combat* for most of the cruise, he confided to a sailor friend once the ship reached the relative calm of the harbour; "I did right when I joined the Army!"

The *Micmac* had the most Army observers—two officers and three senior non-coms.— for the January 20—February 1 patrol and anti-submarine exercises off the East Coast of Canada. The destroyers returned to port with a scum of ice over their upperworks.

Destroyer escorts of the First Escort Squadron recently had on board a dozen soldiers from Camp Gagetown, N.B. during patrol and anti-submarine exercises in the stormy winter seas off Canada's east coast. Interested in HMCS Micmac's fire control table are left to right, WO2 Walter N. Granger, CPO Kenneth Thompson their instructor; Staff Sgt. Thomas A. Adair and Staff Sgt William E. Vincent. (HS-71134-1)

Cdr. James M. Cutts, commanding officer of the *Micmac,* said it had been a "hard-slugging, working trip, with continual icing which we had to pick at constantly. The ships endured two storms, one with 85-knot gusts of wind, and the swell they left behind made it bumpy all the way along."

The Army officers and other ranks, drawn from various corps at Gagetown, gained a valuable insight into the role of the Navy, although the anti-submarine exercises of the ships kept their hosts pretty well tied up operationally. The soldiers made their way around, department by department, and the officers stood the odd watch on the bridge. The general consensus favoured trench or tank, depending on corps.

Lt. Terry Seeley, as the senior officer of the group, said: "This sort of inter-service indoctrination should continue. I had no real conception of the naval role, but I found that basically we are working under the same sort of pressures and even have mutual problems."

The winter cold troubled him no more than the sailors, since he has been on Army winter schemes throughout Canada. A Royal Canadian Dragoon, he prefers tanks to ships: "The close confinements of a warship and the continual rough motion made us suffer, for a while," he admitted.

Lt. Seeley drew consolation from a sailor's admission that once he had been sick during a tank ride. The dragoons have a historic affinity with the Navy. When tanks were introduced on the Western Front in 1916, they were manned at first by Royal Navy personnel. Some naval terms still endure in tank warfare, such as "hull", "deck", "port and starboard."

Second Lt. Anthony F. Charters, from the Royal Canadian Corps of Signals, found his sea legs readily enough in HMCS *Cayuga,* largely because of several ocean crossings in passenger ships, but the Arctic wind whistling over the seas bothered him most. "It's cold," he said. "Usually you can find a tree or something to hide behind on land, but those open bridges at sea...!"

"On the whole," he concluded, "it was beneficial to see how the Navy operates in its sphere of work. Personally, I learned quite a bit." A second generation soldier, his father is Regimental Sergeant Major T. F. Charters, serving in the 2nd Battalion, Black Watch, in Germany.

The shoe was on the other foot recently. Sailors of HMCS *Mackenzie's* boarding and landing party were almost breaking their necks at the Army's ski school in Gagetown during small arms familiarization and survival training in the bush.

Ldg. Sea. David Campbell, left, coaches Bombardier Verne Leroy Stengrim, from the Army's Camp Gagetown in New Brunswick, during a familiarization cruise on board HMCS Mackenzie. (HS-71134-5)

The battleship, once the most formidable ship in the navies of the world, is virtually extinct. The four last representatives of the breed, the Iowa, Missouri, New Jersey *and* Wisconsin, *have been laid up for five years and more and the expectation is that they will be stricken from the U.S. Navy's list of vessels in the near future.*

According to Ted Bush, writing in Navy Times, *a recommendation has been made that the four battleships be restored to service as "commando ships" to provide heavy fire support for amphibious landings. Each of the four battleships is armed with nine 16-inch guns with a range of 23 miles, although in their proposed role they would have the after triple turret removed and a helicopter deck installed in its place.*

Supporting the proposal, according to Navy Times, *are the U.S. Marines who feel that jet planes and missiles do not offer the dependable, sustained support for all types of targets available from naval gunfire under nearly all conditions. Admiral George W. Anderson, the USN's Chief of Naval Operations, has said the proposal is under study but has given no further details. The cost of restoring the battleships to service in their new guise appears to be an important consideration.*

What it was like in the days when the big guns of warships of lesser firepower than battleships supported landing operations is described in the accompanying story by a retired U.S. Army Officer, in which Captain Paul L. Massa, tells of his experiences during the Normandy invasion.

Captain Massa, who lives in Mount Vernon, Ohio, here gives a vivid description of the use of naval fire power in a land battle.

FIRE FOR EFFECT

By
Captain Paul L. Massa
U.S. Army (Ret)

I DOUBT if there are very many men who have directed as much naval gunfire against enemy ground targets as I did during the Second World War. This may sound like an unusual statement, considering the fact that I was a soldier, not a sailor.

The 4th U.S. Infantry Division was one of the beachhead assault divisions in the Allied invasion of Normandy. I was a naval-gunfire spotter, assigned to the 1st Battalion of the 12th Infantry Regiment of the 4th Division. The morning of June 6, 1944, found me and my shore fire control party scrambling across Utah Beach and heading for the 1st Battalion's assembly area, on the road east of St. Martin de Varreville.

Upon moving out of the assembly area, the 1st Battalion met resistance almost immediately. I tried without success to contact the ship designated to support the 1st Battalion. It was a British monitor with one turret of two 15-inch guns. I later learned that it had sustained a muzzle burst during a fire mission before H-hour and was out of action.

I could see the steeple of a church in Emondeville and I wanted to direct naval gunfire on it. We were constantly being pinned down by small arms fire and then shelled with amazing accuracy, and I was sure that the Germans were using this steeple as an observation post to watch our movements.

I radioed Fire Direction Centre and asked for another ship to fire for me. Almost immediately I was told to call the USS *Tuscaloosa*. In a few minutes, after an over and a short, I had the nine eight-inch guns of the *Tuscaloosa* firing for effect on Emondeville.

The following morning, I again directed naval gunfire on Emondeville, this time using HMS *Black Prince*, a light cruiser. Later the same day, I fired the *Black Prince* on a wood occupied by German infantry. Most of the shells became air bursts as they struck tree trunks and the heavier branches, and the fragments reached down into the foxholes looking for Germans, as the woods developed into a huge cloud of blue smoke. I learned later that the Quartermaster Corps removed the bodies of dead German soldiers from that woods by the truckload.

My initial fire missions terrified our own infantry, who had only been accustomed to the relatively small 105mm shells of their own supporting artillery. Naval vessels use high velocity guns with a flat trajectory, and just the sound of the shells screaming through the air a bare 100 feet overhead is awe-inspiring. Then too, when I fired for effect, using all 10 of the *Black Prince's* 5.25-inch guns, some shells would burst within 100 yards of our own men. When I told some of the infantrymen near me that a British man-of-war was shelling the woods in front of us, I heard a GI say, "Britannia rules the waves, and also this part of Normandy".

On one occasion during the early days of the invasion a rifle company of the 90th Division was reinforcing the 1st Battalion, and had gone into position where I had my observation post. These men did not know that naval gunfire was being used, so I told a sergeant to pass the word that I was going to fire the USS *Tuscaloosa* on the enemy in front of us and to keep down as the shells would be bursting close to our position. They had not paid any attention to me before I said this.

"Hey, Lieutenant!" the sergeant screamed to his platoon leader, "This guy is psycho. He thinks he's a battleship."

Psychoneurosis, sometimes called "battle fatigue", was not unusual in the infantry, and the standard procedure was to take the stricken man's weapon and to place him under guard.

I began my fire mission and in a few minutes the eight-inch shells of the *Tuscaloosa* were annihilating the attacking Germans. There was silence as the sounds of the last salvo echoed

away. The men from the 90th Division looked about in wide-eyed amazement. The silence was broken by the cries of "Kamerad" as the few surviving Germans walked toward us with their hands clasped behind their heads.

My men packed up the radio and we went back to the 1st Battalion, where we were better known. As we were leaving, I heard one rifleman telling another something about "battleships", and I have often wondered since if they ever realized exactly what had happened. I felt that I had a close shave, because if I had not fired that mission as quickly as I did, I might have ended up in the "psycho" ward of some field hospital.

I once used the church steeple in Emondeville for my observation post. I took Corporal Fishman and a radio operator with me. The steeple turned out to be the best OP I had ever had. The first likely target I saw was an enemy airfield and hangar, which I immediately fired on. Then I directed

Four U.S. Army officers, who served as naval gunfire spotters. Left to right, Captain James Peacock, Captain Paul Massa (author of the accompanying story), Lt. Carter Wall and Lt. Joseph PuGash. The two last-named officers were killed in Normandy.

fire on every crossroad I could see, every bridge, every wooded area and anything at all in our sector that looked like a worthy target. I kept the *Tuscaloosa*, the *Black Prince* and two destroyers busy most of the day.

I was nearly killed while I was in the church steeple. Units of the 90th Division, which was in reserve, were following the 1st Battalion through Emondeville. Every rifleman that would see me in the steeple would open fire with his M1 rifle. Corporal Fishman would then bellow a string of cuss words, which usually convinced them that we were not German snipers.

By this time, the reputation of naval gunfire was held in high regard by men of the 12th Infantry Regiment. I believe that at first, they might have doubted that naval vessels could fire accurately on targets far inland. They gained confidence when they saw how readily I could fire for effect on any target that would present itself. Also, they were inspired and impressed because

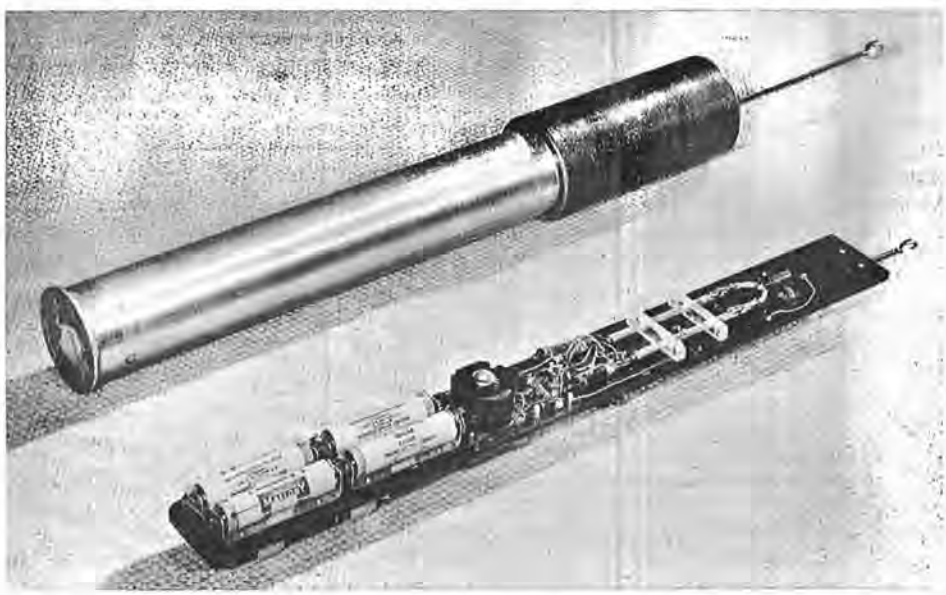
DISTRESS BEACON DEVISED BY NRC

A simple distress beacon, developed by the aids to navigation section of the National Research Council's Radio and Electrical Engineering Division, successfully passed its final trial in December. It has been acclaimed by search-and-rescue authorities as a "potential invaluable aid for searchers seeking distressed pilots, yachtsmen and hunters".

The radio device, which has a maximum range of 34 miles, is put in operation by breaking a seal and pulling out its aerial to its full length. The antenna is a quarter-wave dipole operating at 243 megacycles. The lower portion of the antenna is formed by a cylinder inside which the transmitter and battery are placed.

Waterproof and buoyant, the complete unit weighs only three pounds, a third of the weight being accounted for by the four-unit mercury battery which has a useful life of 90 hours—close to four days. The unit is only 19 inches long and 2 1/4 inches in diameter.

The first tests, conducted off Halifax, showed that the maximum range of the beacon was between 30 and 34 miles. Tests were later conducted on Lake Ontario from the NRC's MV *Radel II*,



This is the new distress beacon developed by the National Research Council. The compact device weighs only three pounds, is buoyant and its signal has a range of 34 miles. (NRC Photo)

a converted Fairmile used in electronic studies. The signal from the distress beacon was picked up and identified within 35 minutes of a search plane's take-off and at a distance of 27 miles. Final trials confirmed the 34-mile maximum range and the remarkable reliability of the device.

Four times in four tries, the distress beacon guided with complete accuracy an RCAF aircraft to the *Port Dauphine*, RCN gate vessel on loan to the Department of Transport for Great Lakes research.

The device will be produced at Carleton Place, Ont.

Emondeville, France, two days after D-Day.

This is the church tower in Normandy used by the author as a naval gunfire spotting post.

the firepower of a heavy cruiser is far greater than that of a division of field artillery.

Our reputation also spread throughout the German units, but I doubt if they knew that they were being shelled by naval guns. On one occasion, under a flag of truce, the commanding officer of the 1st Battalion gave a German unit the choice of either surrendering within 10 minutes or being shelled. The entire unit, officers and men, surrendered.

By this time, the heavy fighting that we had experienced ever since we hit the beach had taken a heavy toll. The 1st Battalion, which had over a 1,000 men on D-day, now only had 315 men left. The Naval Shore Fire Control Party with the 2nd Battalion had never functioned, as Captain Peacock, the spotter, had been wounded on the beach. The Naval Shore Fire Control Party with the 3rd Battalion had ceased functioning when Lt. PuGash, the spotter, was killed. I had been trying to support the whole 12th Infantry Regiment by myself.

The regiment had been moving parallel to the Normandy coastline, and that was the reason that we were within the range of naval guns for such a long period of time. Now that the infantry had seen the paralyzing effect of naval gunfire upon the enemy, my services were in constant demand by the three battalions of the 12th, until, finally, the warships were called away for other missions.

One of the highlights of my career as a spotter was at Cherbourg. I was ordered to report to the 9th Infantry Division, which held the high ground overlooking the port city of Cherbourg. It was a beautiful sight to see the blue waters of the English Channel beyond the city, and there I could see the *Black Prince, Tuscaloosa* and other ships which had been firing for me. It was a thrilling experience for me to watch the ships fire on the targets in the city before me, and this was the only time I was ever able to see both the enemy and the firing ships at the same time.

During the time I was with the 12th Infantry, the regiment captured 4,776 prisoners, more by far than its own original strength. The prisoners, many of them veterans of the Russian front, said that they had been terrified by the accuracy and destructive power of our artillery. Maybe they should have been told that, most of the campaign, they had been up against two of the finest cruisers of the Allied navies.

Home from the Sea

New President For Main Brace Club

F. K. Anderson was elected president of the Bathurst, N.B., Main Brace Association at its annual meeting in January. He succeeds Edgar Gauthier.

Other officers elected were T. J. Doucet, first vice-president; Karl Blackett, second vice-president; Fred Leslie, secretary-treasurer; Jim Robbins, membership; Ray Doucet, canteen; Wilfrid Blanchard, house; and Lawrence Frigault, entertainment.

CNA Directors Meet in Toronto

Despite some of the worst winter weather in years, there was an excellent turnout of delegates and visitors at the January meeting of the board of Directors of the Canadian Naval Association at its headquarters, 14 Hayden Street, Toronto.

Representatives were present from the new Ottawa Naval Association to make formal application for their club's admission to the CNA, an application which was cordially accepted.

Further discussion took place on the proposed design for a CNA banner, a subject that has involved a great deal of correspondence and consultation. The executive hopes that details will be cleared up in time for a decision to be made at the next meeting.

Regulations applying to naval veterans taking part in the Warrior's Day Parade at the Canadian National Exhibition were discussed, with the prospect that the CNA will present a trophy for the best naval veterans' contingent.

Reporting on the forthcoming naval veterans' reunion in their city in May, the Sarnia delegation said a special invitation was being given to all those who had served in the Bangor minesweeper HMCS *Sarnia*. Former members of the ship's company are urged to send their names to the reunion committee's address, Box 456, Sarnia.

The election of officers of the CNA will take place at the first meeting following the union and member clubs are reminded that the term of office is two years.

Plans have been completed for the celebration of the 40th anniversary of the Royal Canadian Naval Volunteer Reserve at HMCS *York*, Toronto naval division, on April 16.—S.R.P.

Ottawa Veterans Affiliate with CNA

Formed last May, the Ottawa Naval Association on January 20 became a member club of the Canadian Naval Association.

By the year-end the new association had a membership of 64 and was engaged in a busy program of activities. A successful dinner dance was held late in November, curling is under way and plans are afoot for a stag and a spring dance. The club also proposes to charter transportation to the Naval Veterans' Reunion at Sarnia in May.

Regular meetings are held on the first Tuesday of each month at the Montgomery branch of the Royal Canadian Legion in Ottawa.

At the first general meeting in September, the following officers were elected:

C. J. Hill, president; G. K. Weedmark, vice-president; A. H. Gowling, treasurer; G. S. Rice, secretary, and executive members E. B. Baker, K. A. Pettigrew, D. H. Gillis, J. B. Burns, H. Nixon and E. H. Grant.

Veterans Form 'Me Too' Club

The Royal Canadian Naval Volunteer Reserve was established on January 31, 1923, and the approaching 40th anniversary was in the thoughts of a member of the Pre-War RCNVR Club at Toronto in the early days of this year.

At a meeting of the club in the Chief and POs' mess at HMCS *York* in January, the member in question remarked to another that he had an anniversary of his own to celebrate—he had joined the VRs exactly 30 years ago to the day.

His friend did some quick calculations and came up with the information that he, too, had joined exactly 30 years ago.

This called for a toast, which was postponed briefly while they described the coincidence to a third member who had joined them.

"Me, too," said the third man—and proved it.

What kind of celebration might have developed will never be known, for at that moment a voice intoned:

"Time, gentlemen, please."

The three pioneer VRs are known to their friends as "Hank" Hanson, "Pony" Moore and "Jack" Ewing.—S.R.P.

Sargasso Sea Delays Ship

When the Finnish freighter *Vasa Leader* docked recently at Halifax, her master told reporters that he arrived a day late because he had sailed around the fabled Sargasso Sea. He said that the sea of seaweed, lying east of the Caribbean, was so thick that he feared there would be considerable delay if he tried to sail through it.

According to Dick Nivala, steward in the ship, "In the early morning mist, for miles and miles, the sea looked like a desert, with the weed so thick no ship could have ploughed through it. The area was larger than British Columbia . . .

"With our powerful field glasses, we noted a weird assemblage of creatures that live in the weed mass as involuntary passengers. Small fish, crabs, shrimp, and innumberable larvae of assorted creatures were sighted."

The Sargasso Sea was discovered by Christopher Columbus on his first voyage, and he reported that his little fleet was involved in it for several days.

Ancient legend has it that the sea is supposed to contain the hulks of many ships caught up by the seaweed and unable to break free.—*Sealift* magazine (USN)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Cormorant

HMCS *Cormorant* acted as a seagoing ambulance in mid-January when she was called on to take a patient off a Germany-bound American troopship.

U.S. Army Master Sergeant Walter F. Blake, Jr., became seriously ill onboard the *General William Darby* and course was diverted to transfer the soldier to the RCN vessel off Chebucto Head. The *Cormorant* then took the master sergeant to the RCN Minesweeping Base Facility near Point Pleasant Park, Halifax, from where an ambulance whisked him off to the Armed Forces Hospital at *Stadacona*.

The *William Darby* continued on to Bremerhaven.

HMCS Stadacona

Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, has written as follows to HMCS *Stadacona*s

"The Command has exceeded the United Appeal target of $30,600 by 11 per cent.

"The contribution of $5,360.06 from *Stadacona* was 107 per cent of your quota, a most commendable effort. Your contribution and those of other ships and establishments who met or exceeded their quotas have been a major factor in the success of the naval campaign.

"A special plaque is being awarded to all ships and establishments which have achieved or exceeded their objective. Yours is now being inscribed and will be forwarded shortly.

"The chairman of the Halifax-Dartmouth United Appeal joins me in thanking your organizer, canvassers and members of your ship's company for their most generous contribution. Well done."

The Haida Indians of the Pacific Coast are well aware and proud of the fact that their tribal name is borne by the veteran destroyer escort HMCS Haida. Recently they delivered a hand-carved tray to Naval Radio Station Masset in the Queen Charlotte Islands to be forwarded to the ship. Here Victor Adams, of the Haidas, points out to PO I. E. Graham and AB W. T. Logan, of the radio station staff, some of the features of the tray. The long sides of the tray are carved to represent war canoes and the tray's traditional Haida designs are inlaid with various kinds of wood and abalone shell. The picture was taken by Cd. Off. E. A. Burke, officer-in-charge of the station.

NAVAL DIVISIONS

HMCS Star

Elaborate plans have been made by HMCS *Star* for the celebration of the 40th anniversary of the Hamilton naval division. The ceremonies and social occasions will extend over the six-week period from April 20 to early June.

The opening social event of the celebrations will be an officers' dinner on April 20 to which all past and present officers are invited. It had been hoped that all former commanding officers would be present but their ranks were broken by the death of Cdr. John McFetrick, RCNR(Ret), war-time commanding officer, in Montreal in early February.

The 40th anniversary committee has announced that other events during the celebration period will include an Admiralty ball, chief and petty officers' reunion dance, Battle of the Atlantic parade, Navy Week open house, ship's company dance, a social occasion for ex-wrens and, on June 1, a grand ball. Still in the planning stage are naval events on Hamilton Bay and parade square ceremonies.

Third Nuclear Sub for RN

A firm order for the building of a third nuclear submarine for the Royal Navy was placed in London recently with Vickers-Armstrong (Shipbuilders) Ltd. This occurred at the same time as HMS *Dreadnought*—also being built by Vickers—was leaving Barrow at the start of her sea trials as Britain's first nuclear submarine.

The third nuclear submarine, to be built at Barrow, will be a repeat of the Valiant hunter-killer class ship laid down at Vickers Yard in Barrow in January last year. Unlike the *Dreadnought*, which is based on an American hull design and uses an American reactor, the second and third nuclear submarines will be entirely British designed. They will use reactors based on the Royal Navy's prototype at Dounreay in Scotland—*Admiralty News Summary*

Kitchener Tender

Reservists in Kitchener, Ont., were pleased to hear recently from their former shipmate, Lt. D. C. Milne, who is stationed in Ghana as an instructor at the Military Academy.

It was gathered from the letter that Lt. Milne is enjoying both the work and the social life of Ghana. He recently visited ships of the Ghanian Navy, which has acquired two new corvettes of new design.

The Milnes and other Canadians stationed in Ghana celebrated Christmas in an 86-degree temperature with the traditional turkey dinner.

Lt. Milne indicates that he has become quite expert at the Ghanian national dance, "Highlife". He and Mrs. Milne have joined the Ghana Army Saddle Club, which is sponsored by the 1st Cavalry Squadron and whose members receive the same type of training as the troops.

Lt. Milne has his own section in the saddle club and observes:

"All I need is a sabre and a lance and I'll be away."

SEA CADETS

RCSCC Courageous

RCSCC *Courageous,* based at HMCS *Prevost,* the London, Ontario, naval division, has raised $1,100 toward the $10,000 cost of buying a former U.S. minesweeper the sea cadets will use for training purposes.

The ship, now at Burlington, was bought on behalf of the sea cadets with the aid of a bank loan. The cadets are selling chocolate bars to help pay off the debt.

RCSCC Rainbow

Jeanette Keays was promoted to PO2 at a parade of the Navy League Wrenettes at RCSCC *Rainbow* headquarters in Victoria recently.

Promoted to Leading Wrenettes were Joan Marshall and Shearl Mason. Receiving the rank of Able Wrenette were Francis Butler, Catherine Eames, Linda Coldwell, Geraldine Glasspoole, Hannah Krueger, Dorothy Restall and Donna Robinson.

On successful completion of new entry examination, Marilee Turner, Linda Green and Hilary Bitten received entry certificates and the rank of Ordinary Wrenette.

Badges and certificates were presented by Mrs. Pat Dufour, president of the Victoria branch of the Navy League of Canada.

An excellent response from Shearwater was recorded in the first blood donor clinic for 1963. During a three-day period, the appeal for blood was answered by more than 600 civilians, servicemen and their dependants. Mrs. G. C. Edwards, wife of the commanding officer of Shearwater, is seen having her blood tested. Left to right are E. S. Allen of the Red Cross Clinic, Lt. Robert C. Jones, of the Shearwater medical staff, Mrs. Edwards, Captain Edwards, and Miss Catherine A. McNeil, of the Blood Transfusion Service. (DNS-30331)

RCN divers of the Pacific Command recently descended to the bottom of the sea to inspect degaussing range installations and weren't sure whether they had discovered a garden or a zoo. A colony of sea anemones had taken up residence on the equipment. The mass of tentacles which grasp passing sea creatures can be seen fully extended in some instances. Other sea anemones, probably sensing the presence of the divers, have partially or fully inverted their tentacles into the body cavtiy. (E-68965)

Occasionally—but only occasionally—women serving in the RCN get a chance to spend a day at sea in a warship. The Crescent was hostess to the girls in navy blue on a recent outing from Halifax. Clockwise from upper left, the visitors were Wren Jean Smith, Sub-Lt. June Hodges, Wren Sandra Stewart, Wren Frances Reid, Sub-Lt. Celine Villeneuve (nursing sister), Sub-Lt. M. M. Hartwig and Wren Donna Walker. (HS-71040; 71038; 71039; 71036; 71041)

THE SUPPLY SYSTEM

THE ROYAL CANADIAN NAVY's supply system is big business.

Surprisingly enough the RCN supply system did not come into its own until the decade of the 1950s. During this period the size, variety, and complexity of modern military equipment made it apparent that, if the RCN was to be supported adequately, it required a supply system which would operate much along the lines of successful business corporations; that is, follow the principle of decentralized authority and responsibility under centralized policy guidance.

This in essence is what happened; the RCN Supply System as it exists today is based on centralized control of policy and management with a decentralized distribution operation.

The heart of the RCN Supply System is in Naval Headquarters, where the Director General Naval Supply, Commodore Donald McClure, co-ordinates and directs, on behalf of the Chief of Naval Technical Services, the entire supply system.

The headquarters staff of the RCN supply system includes 450 persons. The responsibilities of the headquarters staff can be broadly described as follows: It undertakes the determination of replenishment requirements for procurement, directs the inventory or stock control for all material in the naval supply system, as well as cataloguing and identification of naval materiel and, finally, arranges for the redistribution and disposal of materiel as required.

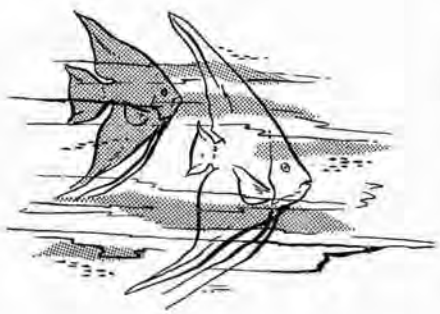
Since one of the main tasks of the headquarters staff is the inventory of naval material, the main working units of DGNS are identified as inventory control points. An inventory control point has full authority and responsibility over one of the following categories of materiel: ordnance stores, aviation stores, mechanical stores, electrical and electronic stores, provisions, clothing and general stores.

Each inventory control point is headed by an inventory manager who is responsible to the DGNS, through the Director of Materiel Supply Control, for regulating and directing the acquisition, distribution and disposal of materiel under his control. Inventory managers usually look to a technical director general for guidance and assistance in technical matters. However, certain routine technical functions are handled by a small group of technical personnel who are employed on the staff of the Director Materiel Supply Technical in the DGNS organization.

The centralized inventory supply concept gives the inventory control points the responsibility for the great bulk of the 250,000 line items in the naval supply system. Through the medium of supply support agreements certain major equipments and components, may be placed under control of technical directors.

The inventory managers in DGNS relieve the technical directors of many of the burdens of inventory control, and also of the necessity to provide for supply support of components and parts. Because of the direct relation between any major item and the parts that support it, there is a close liaison between inventory control point personnel and technical personnel whether the latter be on the staff of DGNS or the technical director.

Two recent additions to the DGNS organization have contributed significantly to improving the calibre of materiel support in the navy. The first section is the Provisioning group, a part of the organization of the Director of Materiel Supply Technical, and secondly the Program section located in the organization of the Director of Materiel Supply Control. The prime purpose of the provisioning section is to co-ordinate the determination of initial requirements of supporting repair parts of new equipment being introduced into the RCN. In order to ensure the availability of materiel at specific times during a program all planned requirements are established and controlled by the Program group in DMSC.



The DGNS organization is supported internally by a wide range of staff groups, each of which contributes immeasurably to the organization for materiel management in the RCN. For example, the Planning Section undertakes projects concerned with systems and procedures work, data processing development and management analysis work. In another section, the Director of Transportation and Supply Facilities provides headquarters direction and advice to the operating level on supply facilities, packaging and preservation techniques as well as the control of transportation and movement operations.

Because the Naval Supply System is primarily engaged in the supply support of ships, most of the naval wholesale distribution points are located at the coast. This aspect of the naval supply system employs over 1,600 persons. Naval Supply Depots are located at Halifax and Sydney, Nova Scotia; Montreal, and Esquimalt, B.C. There is also a sub-depot located at Lynn Creek, B.C. Ordnance or armament stores are located in Naval Armament Depots located in Dartmouth and Sydney, N.S., and Longueuil, P.Q. Aviation stores support is provided by the Aviation Supply Depot at Dartmouth. Each Supply Depot forms an important and vital link in the chain of supply support in the RCN. All depots provide complete support for all categories of stores, except ordnance and aviation stores.

All depots under the management control of the Director General Naval Supply are replenished on the basis of the analysis of consolidated stock status reports, generally compiled quarterly. In this operation, all supply depots post their stock records manually. Each depot then converts issue and receipt information into machine language through the use of punched cards. These punched cards are forward to the Director General Naval Supply, Data Processing Section, which is also located in Headquarters. The Data Processing Section, using conventional punched card equipment, produces quarterly a consolidated stock status report reflecting the status of each item in the centralized inventory control system.

THE NAVY PLAYS

Puck Crown for Ship First in Decade

The *Bonaventure's* team emerged as 1963 Atlantic Command hockey champions, the first time that a ship has won the honours since 1953.

This year, the winner of the fleet championships and the runner-up (Ninth Escort Squadron) met the two shore finalists in a single round-robin tournament described as a "torrid series".

Commodore M. A. Medland, Commodore of the Barracks and Chief of Staff (Personnel and Training) to the Flag Officer Atlantic Coast, presented the trophy to the carrier pucksters.

On the way to the top, *Bonaventure* defeated the Fifth Escort Squadron 13-3, the Seventh Escort Squadron 10-8, the Ninth Escort Squadron 7-5 and 10-5, Albro Lake 8-7 and *Shearwater* 5-3.

Stad Top Scorer At Rifle Meet

Stadacona defeated both RCAF Greenwood and *Shearwater* all the way to win an invitational rifle meet at RCAF station in early February. *Stad's* score was 1,441. Greenwood scored 1,436, and *Shearwater* 1,434.

Stadacona marksman, CPO Reg Winter, took the individual men's honours with a 295.

Stadacona women's division scored 1,119 to Greenwood's 1,094 and *Shearwater's* 1,009. Wren W. Cockrall, also of *Stad*, topped the individual women's list with a 286.

Skeena Wins Hockey Final

The *Skeena* humbled a vaunted *Naden* team 9-5 in a gruelling match for the Pacific Command hockey championship.

The *Skeena* team dominated the early play and once, playing a man short, outshot *Naden* 8-0. The first period ended 2-0.

Early in the second *Skeena* again scored while playing a man short. This tally was followed by one from a *Naden* stickhandler, answered in less than a minute by *Skeena*, with swift retaliation by *Naden* to end the second period 4-2 for the *Skeena*.

In less than two minutes of the third, *Skeena* flipped the rubber over a prostrate *Naden* netminder and then added tallies six and seven in short order.

Naden counted its third goal, but *Skeena* drilled in the eighth. Plucky *Naden* scored again, but once again *Skeena* retaliated. *Naden* had the last word in goals but it was too late and the game ended four up for *Skeena*.

Hockey No Longer Canadian Monopoly

Hockey players from HMCS *Bonaventure* last fall came to the conclusion that Canadians no longer hold the edge overseas in Canada's national game. In an exhibition game with the Brighton Tigers, Brighton, England, in October, the *Bonaventure* team lost by a score of 8 to 3 before 4,000 fans.

In the overall picture, however, the ships' teams on cruise do very well and win more games than they lose.

Five-Pin Title For Sheawater

Shearwater took the honours in the annual Atlantic Command five-pin bowling championships in January, defeating *Stadacona*, 3350 to 3328 in the

For the first time in 10 years a ship has won the Atlantic Command hockey championship. This is the team from HMCS Bonaventure that accomplished it. (HS-71103)

three-string playoff, after each had won a section title. The average score per man per string for the winners was 220.

Warren Brown, *Shearwater,* swept the field in individual honours. He had the high single, 396; triple, 989 and average 241.

Hockey Manager Appointed to Sea

The officer-in-charge of the Classification Centre at Cornwallis, Lt.-Cdr. J. M. Bond, has been appointed to the *Cayuga* as executive officer, effective April 4.

This completes Lt.-Cdr. Bond's third appointment in *Cornwallis.* He has been active as manager of the *Cornwallis* Cougars hockey team for the past two years and has taken part in many other activities as well.

Albro Lake Wins Badminton Title

Albro Lake Naval Radio Station won the Atlantic Command badminton title at *Shearwater* in January.

Members of the winning team were PO Daniel Kostuk, Leading Seamen Morris Kennedy and John Dunn, and AB James Studley.

Stadacona Wins Small-Bore Shoot

Stadacona won most of the honours in the annual Atlantic Command small-bore rifle meet in mid-January with a score of 1159 out of a possible 1200. Other team scores were: *Shearwater* 1150; *Cornwallis* 1131; 9th Escort Squadron 1104; 6th Submarine Division 1053; 1st Escort 953 and *Bonaventure* 935.

In aggregate CPO Reg Winter, *Stadacona,* led with 295 out of 300. Second was PO E. L. Moffat, Stad, 293. In single target PO Jack Marsden, *Shearwater,* won with 100-8x, with CPO Winter second with 90-8x.

Shearwater Rink Ready by Fall

Shearwater personnel by next October will be skating and playing hockey on their own ice, in a rink now under construction at the RCN air station, instead of trekking the four or five miles to Dartmouth.

For several years *Shearwater* investigated all possible means of building its own rink on the base, but it was an expensive proposition and the use of government funds was ruled out. The committee then turned to the possibility of a rink financed by the non-public funds division, and from this investigation came an offer from the *Shearwater* branch of the Bank of Montreal to provide a low-cost loan.

Construction companies were invited to tender and the contract was let to Atkinson Prefabricated Steel Building Products.

Headquarters approval had been sought and this arrived on the final day of Captain T. C. Pullen's appointment in *Shearwater.* Consequently, one of his last official acts before he relinquished command last October was to turn the first sod for the new rink. Excavation by power equipment followed early in November.

The rink will be 220 by 120 feet, enclosing an ice sheet 180 by 80 feet, and it will be built in two stages. The first stage provides for the erection of the building and the installation of the freezing plant and pipes. The final stage will be undertaken when the loan has been retired and it will include the building of bleachers and six changing rooms. This stage is not in prospect for about five or six years.

Until then, *Shearwater* skaters and hockey players will be able to take to their own ice yearly from October until April, regardless of the lack of the other facilities.

Fencing Club Resumes Classes

The *Stadacona* Fencing Club resumed formal classes at the *Stadacona* gym on January 30, with Lucien Ledaire as the club instructor. He has held the appointment since 1958.

Stadacona fencers have met competitors from College Militaire Royal de St. Jean, RCAF Station Greenwood, HMCS *Cornwallis,* visiting ships and from the Halifax area.

Ledaire, a 37-year-old Dartmouth architect, has fenced for more than a dozen years. French-born and Irish-educated, he was 1954-55 secretary of the Irish Fencing Federation and in 1955-56 captain of the Irish Free State amateur team against the Northern Irish. Accomplished in the foil and épée, he fenced with prominent European amateurs before coming to Canada.

Assisting him is PO Bernard (Spud) Hughes, of *Stadacona's* PT staff. Membership is open to RCN personnel, civil servants and RCN dependents over the age of 15 years.

Half of the main beams were already in place when this picture of the ice rink being built at HMCS Shearwater was taken on January 23. A non-public fund venture, the rink is adjacent to the gymnasium, part of which is shown on the left. (DNS-30238)

RETIREMENTS

CPO ROBERT VICTOR BACON, C2WS4, of Calgary; joined July 31, 1939; served in *Naden, HMS Malaya, Stadacona, Assiniboine, Annapolis, St. Croix, Midland, Chilliwack, Cornwallis, Matapedia, Restigouche, Springhill, North Bay, Runnymede, Uganda, Micmac, Haida, Shearwater, Magnificent, Shearwater, Ontario, Quebec, Niagara, Stadacona, Huron, Haida, Iroquois, Outremont*; retired February 18, 1963.

PO JOHN DOUGLAS BOYLE, CD, P1ER4, of Ottawa; served April 17, 1939, to May 29, 1946, re-entered February 7, 1948; served in *Naden, Restigouche, Stadacona, Niagara, St. Francis, Niobe, Kootenay, Avalon, Protector, Capilano, Peregrine, Antigonish, Givenchy, Ontario, Malahat, Athabaskan, Rockcliffe, Sault Ste. Marie, Beacon Hill, New Waterford, Cornwallis, New Glasgow, Micmac, Jonquiere, Cape Breton*; retired February 16, 1963.

CPO GEORGE EDWARD DOUTAZ, CD, C2FC4, of Abbottsford, B.C.; served July 15, 1940, to July 14, 1947, re-entered February 11, 1949; served in *Naden, Wolf, Edmunston, Stadacona, Micmac, Givenchy, Ontario, Discovery, New Waterford*; retired February 10, 1963.

CPO JOHN BANCROFT KNOWLES, CD, C1AT4, of Vancouver; joined RCNVR May 26, 1942, transferred to RCN March 20, 1940; served in *Discovery, Tecumseh, Nonsuch, Naden, Givenchy, York, Stadacona, Peregrine, Niobe*, RNAS Worthy Down, HMS *Gadwall*, HMS *Condor*, HMS *Pintail, Warrior*, RCNAS Dartmouth, RNAS Eglinton, *Magnificent*, (19 CAG), *Shearwater, Cornwallis, Shearwater* (VX10), *York, Bytown*; retired February 27, 1963.

PO DONOVAN ARTHUR GEORGE SIMPSON, CD, P1FC3, of Hardesty, Alberta; joined RCNVR November 12, 1940, transferred to RCN February 4, 1941; served in *Naden, Royal Roads, Skidegate, Grizzly, Givenchy, Chedabucto, Stadacona, Assiniboine, Niobe*, RNB Chatham, *Haida, Peregrine, Scotian, Petrolia, Givenchy, Ontario, Athabaskan, Cayuga, Cornwallis, Crusader, Chippawa, Skeena*; retired February 3, 1963.

OFFICERS RETIRE

LT-CDR. JOHN ALDERTON, of Aylmer, P.Q., served in the RN from 1934 until 1953, joined the RCN(R) April 30, 1953, transferred to RCN May 6, 1953; seved in *Scotian, Niobe, Stadacona, Naden, Niagara, Niobe II, Bonaventure*, Naval Headquarters; last appointment on staff of Director of Naval Ship Requirements, Naval Headquarters; commenced retirement leave February 6, 1963, retires May 6, 1963.

LT. WILLIAM TOLMIE CLOGGIE, CD, of Lachine, P.Q., joined RCNVR November 16, 1962, as an ordinary seaman, served until December 13, 1928, re-entered the RCNVR January 7, 1930, transferred RCN January 3, 1933; promoted to acting warrant engineer August 1, 1944; served in *Naden, Vancouver*, HMS *Danae*, HMS *Victory, Skeena, St. Laurent, Nootka, Ottawa, Restigouche, Niobe, Stadacona, Bellechasse, Quatsino, Givenchy, Vencedor, Chignecto, Strathadam, Fredericton, Scotian, Charlottetown, Warrier, Beacon Hill, Bytown, Star, Patriot, Sault Ste. Marie, Hochelaga*; last appointment on the staff of the Principal Naval Overseer, Montreal Area, as Assistant Engineer Overseer; commenced retirement leave March 9, 1963; retires November 3, 1963.

LT. (NS) LILLIAN VIOLET DESCHAMPS, of Middle Porter Lake, N.S., joined RCN as an acting sub-Lieutenant December 1, 1950; served in *York, Stadacona, Cornwallis*; last appointment Canadian Forces Hospital, Halifax; commenced retirement leave on March 10, 1963, retires June 30, 1963.

LT.-CDR. JOHN LEROY FRASER, of Ottawa, joined the RCNVR as a sub-lieutenant (SB) on February 26, 1941, demobilized December 4, 1946, joined the RCN(R), October 14, 1952, transferred to RCN October 15, 1952; served in *Stadacona*, HMS *Victory*, HMS *Wasp*, HMS *Britannia*, HMS *Dartmouth II*, HMS *Collingwood, Fort Francis, Niobe, Scotian, Shearwater*, Naval Headquarters; last appointment for duty with the Director of Scientific Services, Naval Headquarters; commenced retirement leave March 12, 1963, retires June 9, 1963.

CDR. ERNEST THOMAS JEFFERYS, CD, of Sydney, N.S., joined RN as an ordnance artificer apprentice December 31, 1928, promoted warrant ordnance officer August 28, 1942, transferred to RCN October 1, 1948; served in HM Ships *Fisgard, Excellent, Renown, Pembroke, Cairo, York, Kent, Cumberland, Sussex, Superb, Tyne, President*, and HMC Ships *Stadacona, Niobe*, Naval Headquarters, Point Edward Naval Base, Sydney, N.S.; last appointment Senior Naval Officer, Sydney, and Base Superintendent, Sydney, N.S.; commenced retirement leave March 12, 1963; retires October 5, 1963.

LETTERS

Dear Sir:

My attention has been drawn to your comments in the November 1962 issue of *The Crowsnest* on my article on Allied Sea-power in the Cold War in the U.S. *Naval Review 1962/63*.

I very much regret if my omission of a detailed examination of the Royal Canadian Navy's contribution to the forces available to SACLANT should have given the impression that I was not fully aware of the very important part which the Canadian Armed Forces play in the defence of the West. The article in question was intended to be critical of weaknesses in Allied Sea-power, and since the Royal Canadian Navy is more than pulling its weight in this respect, as I hope I have made clear in my remarks in the Maritime Affairs section of the *Army (Defence) Quarterly* for January 1963, it escaped the close scrutiny focused on some of the other allied navies.

Nevertheless, I offer my apologies to the Royal Canadian Navy for what was an unintentional slight on their splendid service.

Yours sincerely,
B. B. SCHOFIELD
Vice-Admiral (Ret)
(Royal Navy)

Newholme
Lower Shiplake,
Henley on Thames
Oxon, England.

Dear Sir:

In further reference to Naval Lore Corner No. 110 in the Christmas 1962 issue of *The Crowsnest*:

The tankers *Bachequero, Misoa* and *Tasajero* were shallow draft lake tankers operating in the Lake Maracaibo (Venezuela)—Aruba shuttle service. They were owned by "Esso" (Standard Oil of New Jersey) but were under British registry and managed and operated by Lago Shipping Co., Ltd., of London, England, a wholly owned subsidiary of the Jersey Company. They were manned by British merchant navy deck and engineer officers, Chinese cooks and steward and B. W. I. and Dutch West Indian ratings.

In 1941, as stated by Lt. J. M. Thornton, they were requisitioned by the British Admiralty and after proceeding to Curacao for degaussing and arming proceeded to the U.K. for conversion to LSTs, took part in the North African invasion and were returned to Standard Oil Co. in New York after completion of hostilities, where they were reconverted to tankers at great expense.

While serving as LSTs they retained their original names, which refer to oil production fields in the Maracaibo basin.

I believe they are now engaged in Venezuela coastal hauls under the Venezuelan flag and named by Venezuelans.

I would like to take this opportunity of saying how much I enjoy *The Crowsnest*, specially the Naval Lore Corner.

Yours sincerely,
LUNN EASTEN

302 N. Madison Ave.,
Clearwater, Florida.

HERE AND THERE IN THE RCN

Vice-Admiral H. S. Rayner, left, Chief of the Naval Staff, is greeted on arrival in Shearwater by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast on January 30. Admiral Rayner, accompanied by the Chief of the Air Staff and the Deputy Minister of National Defence, spent the day in conferences with Halifax service authorities. Admiral Dyer will this summer become Vice-Chief of the Naval Staff. (DNS-30280)

Shown with Brownie smiles in place and making their presentations to Mrs. A. Howard, a Dartmouth representative of the Unitarian Service Committee are, left, Cathy Brown of the Third Shearwater Pack, presenting a money order of $38 for the USC Cookie Fund, the money having been earned at a sale and tea. Cheryl Bays, centre, of the 3rd Shearwaters, presents a knitted afghan made by the Pack for a Korean orphanage, and Robyn Spicer, 1st Shearwater Pack, presents, on their behalf, a large carton of baby clothes and a gift of money to buy powdered milk. (DNS-30102)

The Nova Scotia Red Cross Blood Donor Service visited Cornwallis in January and found a special reason for having a memento photo taken. Here, donating the 24,000th unit of blood since the reopening of the basic training establishment in 1949, is Ord. Sea. Vivian G. Langtry, flanked by Miss Joan McClare, Reg N, left, and Mrs. Louise Murray, both of Dartmouth. Ord. Sea. Langtry is the divisional captain of the Ottawa Division of new entries. The donation was his fifth to the Red Cross. (DB-17481)

Mayor John E. Lloyd, of Halifax, in mid-January paid a visit to the submarine HMS Alderney, a unit of the Royal Navy's Sixth Submarine Division at Halifax. His Worship takes the helm as CPO A. M. MacLean, the boat's coxswain, looks on. (HS-70937)

LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is March 1, 1962. Names are grouped according to trade.

Atlantic Command

For Promotion to Chief Petty Officer First Class

C2BN4 Dawe, N. G. 4593-H

C2WS4 Demone, M. S. 12457-H

C2FC4 Thomas, C. R. 6913-H

C2SN4 Hogan, F. P. 6155-H
C2SN4 Yorke, J. C. 5852-H

C2RP4 Kurts, D. A. 6139-H
C2RP4 Mandy, L. B. 5993-H
C2RP4 McDonald, M. A. 6510-H

C2SG4 Worthington, D. E. 6262-H

C2RM4 Carr, G. V. 3821-H

C2ER4 Bergstrom, L. G. 9730-H
C2ER4 Jackson, A. C. 23002-H
C2ER4 Osborne, R. 10850-H
C2ER4 Shapland, G. R. 25409-H
C2ER4 Young, J. 18896-H

C2ET4 Brisdon, J. H. 4842-H

C2LT4 Corbett, T. J. 5560-H

C2HT4 Halverson, O. G. 51059-H

C2NA4 Churlish, J. W. 32989-H
C2NA4 Mills, H. M. 6062-H

C2EA4 Cassidy, I. M. 50121-E

C2ST4 Nevett, W. E. 12499-H

C2PT4 Mittershead, T. M. 3420-H

C2BD4 MacKay, D. A. 51739-H

For Promotion to Chief Petty Officer Second Class

P1BN4 Stevens, J. F. 22274-H

P1WS4 Alliker, L. T. 24942-H
P1WS4 Cavanagh, J. F. 6995-H
P1WS4 Hemming, E. L. 5680-H
P1WS4 Howell, D. R. 11894-H
P1WS4 Johnson, E. 23551-H
P1WS3 Keysell, K. R. 25567-H
P1WS4 Martin, D. K. 25126-H
P1WS3 McMillan, R. A. 7006-H
P1WS4 Obee, G. J. 31316-H
P1WS4 Porter, A. M. 5999-H
P1WS3 Skinner, L. C. 5453-H
P1WS4 Southern, R. F. 6275-H

P1FC4 Wibberley, R. B. 13063-H

P1SN4 MacKay, K. J. 6926-H
P1SN4 McCarthy, T. J. 13758-H
P1SN4 O'Neil, R. K. 9930-H

P1RM3 Wilson, K. G. 6156-H

P1ER4 Bennett, M. L. 22463-H
P1ER4 Dunn, S. R. 10684-H
P1ER4 Lyon, R. A. 7231-H
P1ER4 Mackintosh, K. W. 5799-H
P1ER4 Wright, A. J. 23231-H

P1ET4 Brodeur, J. P. 18585-H
P1ET4 MacDonald, H. 19752-H
P1ET4 Miles, W. 10571-H
P1ET4 Watts, M. K. 10212-H

P1LT4 Steele, W. M. 51913-H

P1WA4 Crawford, J. E. 23028-H

P1NA4 Doucette, J. R. 18562-H
P1NA4 Laming, C. D. 14667-H
P1NA4 Wooder, F. K. 10857-H

P1AM4 Strickland, K. L. 5514-H

P1AT4 Peters, E. L. 51673-E

P1EA4 Caudle, D. A. 5317-H

P1RA4 Walker, A. S. 11480-H

P1AW3 Burton, R. E. 6233-H

P1CM4 Howard, J. W. 51873-H
P1CK3 Layfield, R. R. 50059-H
P1CK3 Moore, H. C. 50269-H
P1CM4 Purdy, W. O. 50050-H

P1VS3 MacLeod, A. M. 51841-H
P1ST4 Strycker, K. H. 5660-H

P1MA4 Fortin, J. A. 9916-H
P1RR4 Ruxton, J. J. 51399-H

P1PT4 Hughes, B. A. 6405-H

P1BD4 Hemingway, E. T. 25490-H

P1PH4 Stevens, R. M. 4463-H

For Promotion to Petty Officer First Class

P2BN3 Bell, B. W. 16200-H
P2BN3 Gilby, D. E. 15843-H
P2BN3 Henderson, L. F. 14674-H

P2WS2 Anderson, W. T. 10557-H
P2WS3 Austin, G. B. 14350-H
P2WS2 Byrne, F. 12087-H
P2WS3 Davies, R. W. 11857-H

P2WS3 Goudie, L. R. 14393-H
P2WS4 Hays, V. D. 34669-H
P2WS4 Hollywood, P. A. 12851-H
P2WS3 Kay, L. D. 7044-H
P2WS4 Kilpatrick, W. B. 35204-H
P2WS4 Kingston, J. E. 12758-H
P2WS3 McLeod, W. 25506-H
P2WS3 Scott, C. S. 19647-H
P2WS4 Smith, B. R. 37626-H
P2WS4 Woods, G. W. 24964-H

P2FC3 Donovan, D. K. 26063-H

P2WU3 Cormier, C. V. 16044-H
P2WU3 Lowe, W. R. 44158-H

P2SN3 MacDonald, A. J. 12470-H
P2SN3 McKenna, O. D. 13379-H

P2RP3 Doolittle, F. C. 16731-H
P2RP3 Gill, K. W. 25380-H
P2RP3 Milberry, W. L. 12015-H
P2RP3 Ruth, C. C. 13674-H
P2RP3 Squires, W. R. 16357-H

P2SG3 Beckett, B. H. 25872-H
P2SG3 Evetett, C. P. 25754-H
P2SG3 Fraser, P. E. 23427-H
P2SG3 Hunter, J. J. 16856-H
P2SG3 McKee, F. G. 18927-H
P2SG3 Taylor, R. W. 15787-H

P2RM3 Coffill, G. H. 12183-H

P2ER4 Beaudry, J. E. 23336-H
P2ER4 Dyson, J. W. 35346-H
P2ER4 George, R. S. 23044-H
P2ER4 Gowin, J. A. 44698-H
P2ER4 Horwood, G. D. 34273-H
P2ER4 MacKay, J. J. 12452-H
P2ER4 MacKinnon, J. R. 12370-H
P2ER4 MacWilliams, D. S. 11890-H
P2ER4 Morrison, R. A. 45845-H
P2ER4 Simpson, F. L. 35590-H
P2ER4 Strum, G. E. 12364-H
P2ER3 Taylor, G. S. 16282-H

P2ET3 Dark, D. B. 19654-H
P2ET4 MacLaughlin, T. A. 10686-H

P2LT4 Babcock, L. J. 26250-H
P2LT4 Bland, E. A. 28512-H
P2LT4 Cooper, R. K. 24475-H
P2LT4 Griffin, L. R. 27100-H
P2LT4 Whitefield, W. S. 16894-H
P2LT4 Latulippe, J. L. 18552-H

P2HT4 Urquhart, J. W. 15960-H

P2WA3 McKinney, W. J. 15778-H

P2NA3 Parsons, H. N. 27988-H

P2MA3 Roy, E. K. 12052-H

P2AT4 Corrigan, A. G. 13095-H
P2AT4 Foster, G. D. 9684-H
P2AT4 Owens, M. L. 7194-H

P2EA4 Graham, T. B. 14363-H

P2RA3 Hughes, K. E. 12607-H

P2AW3 Plumton, R. F. 9597-H

P2PW3 Gagnon, J. A. 9855-H

P2CK3 Gould, W. C. 10516-H
P2CK3 Millington, A. T. 51754-H
P2CK3 O'Laughlin, T. F. 10589-H
P2CK3 Patterson, M. W. 7057-H
P2CK3 Rumsby, N. L. 12539-H

P2SW3 Boutin, J. A.....13044-H
P2SW3 Crease, R. D.....8801-H
P2SW3 Girardin, H. H.....9545-H
P2SW3 Mahar, F. L.....10453-H

P2NS3 Berube, A. J.....13198-H

P2VS3 Sandy, W. E.....11978-H

P2MA3 Chilibeck, W. B.....33033-H
P2TM3 Flood, R. H.....33686-H

P2CD4 Eisner, A. N.....26685-H

P2BD3 Danis, G. J.....18138-H

Pacific Command

For Promotion to
Chief Petty Officer First Class

C2BN4 Bradshaw, L. R.....3327-E

C2WU4 Ross, D. W.....4837-E

C2SN4 Arsenych, M. D.....7752-E

C2SG4 Hodgkins, F. W.....4274-E

C2RM4 Sargeant, E. C.....6197-E

C2ER4 Anderson, J. C.....22133-E

C2ET4 Nute, D. E.....23083-E

C2ST4 Lockhart, H. R.....21591-E

C2CM4 Smith, A. E.....40838-E

C2MA4 Plastow, J. E.....50090-E

C2PT4 Searle, J. S.....4012-E

For Promotion to
Chief Petty Officer Second Class

P1BN3 Butler, A. H.....6290-E

P1WS4 Laatsch, H. D.....9695-E

P1FC4 Baldwin, R. J.....5354-E
P1FC4 Bell, J. D.....5929-E
P1FC4 Warner, W. G.....4542-E

P1SN4 Colwell, E. W.....14557-E

P1SG3 Smith, J. B.....4745-E

P1RM3 Hindle, F. H.....6314-E
P1RM3 Parent, R. A.....5757-E

P1ER4 Gouldie, G. C.....7577-E
P1ER4 Peressini, L. A.....22820-E

P1ET4 Ovestrud, E. J.....6334-E
P1ET4 Penney, H. J.....5521-E

P1LT4 Gibson, J. A.....8358-E
P1LT4 Wilson, J. W.....8223-E

P1HT4 Shipley, W. R.....18368-E

P1WR4 Kahler, L. J.....51186-E

P1CK3 Appleton, W. H.....51887-E
P1CM4 Lockyer, R. D.....50451-E

P1MA4 Baxter, W. E.....9355-E
P1HA4 Bouchard, G.....50835-E

P1PT4 Aylward, A.....6424-E

P1BD4 Nelson, K. L.....5064-E

For Promotion to
Petty Officer First Class

P2BN3 Mikitka, R. J.....11082-E

P2WS4 Gordon, C. D.....18407-E

P2SN3 Dodd, D. S.....27041-E
P2SN3 Melchior, L. K.....16878-E
P2SN3 Muster, E.....15061-E

P2RP3 Fraser, R. N.....16952-E
P2RP3 Lang, K. A.....11346-E
P2RP3 Prolopow, T. K.....7841-E

P2SG3 Craigie, B. G.....17250-E

P2RM3 Judson, R.....15213-E

P2ER4 Kennedy, N. E.....24098-E
P2ER4 Robertson, J. W.....33209-E
P2ER4 Sigalet, J. W.....8473-E

P2ET4 Crayford, R. A.....15052-E

P2LT4 Newhook, D. H.....24059-E

P2AW3 Hodacsek, J.....5633-E

P2PW3 Neill, F. G.....15117-E

P2VS3 Faust, G. F.....8245-E
P2VS3 Schmitke, E. G.....8353-E

P2NS3 Bernier, M. J.....8034-E

P2CK3 Barrett, W. E.....50668-E
P2CK3 Henderson, C. E.....9637-E
P2CK3 Legg, O. D.....8332-E

P2MA4 Achtymichuk, E. W.....27403-E
P2MA4 Cunningham, N. A.....14563-E
P2OR3 McGibbon, R. E.....24312-E
P2MA4 Poitras, E. J.....7116-E
P2HA4 Taylor, D. C.....9757-E

P2CD4 Thompson, J.....4324-E

Supplementary Radio Stations

For Promotion to
Chief Petty Officer First Class

C2RS4 Marsaw, N. R.....5727-G
C2RS4 McBurney, R. C.....5613-G
C2RS4 Tupper, C. H.....5468-G

For Promotion to
Chief Petty Officer Second Class

P1RS4 Cottrell, A. G.....11791-G
P1RS4 Feeley, M. R.....6268-G
P1RS4 Gordon, T. L.....11272-G
P1RS4 Webb, C. B.....8478-G

For Promotion to
Petty Officer First Class

P2RS3 Beal, R. E.....28748-G
P2RS3 MacLean, R. W.....0203-G
P2RS3 Madden, J. H.....19157-G

Navy League Cadets of the Admiral R. E. S. Bidwell Corps, Dartmouth, N.S., were guests on board HMCS Haida for a familiarization tour on a blustery December Saturday forenoon. The ship laid on refreshments for the youngsters. The corps is open to boys between the ages of 11 and 13 years. (DNS-30082)

Wall Of Quay To Be Renovated

A $139,473 contract has been awarded the Diamond Construction (1961) Limited of Fredericton, N.B., for repair work to quay wall "C" at HMC Dockyard, Halifax.

The present 20-foot wide timber quay wall extends northward from Jetty 1 for a distance of 325 feet, and then eastward for 45 feet to a boat repair slipway. Part of the existing wall is to be demolished and a 388-foot steel sheet-pile wall erected as well as a reinforced concrete anchor wall. The entire area back of the quay wall will be filled with stone and gravel.

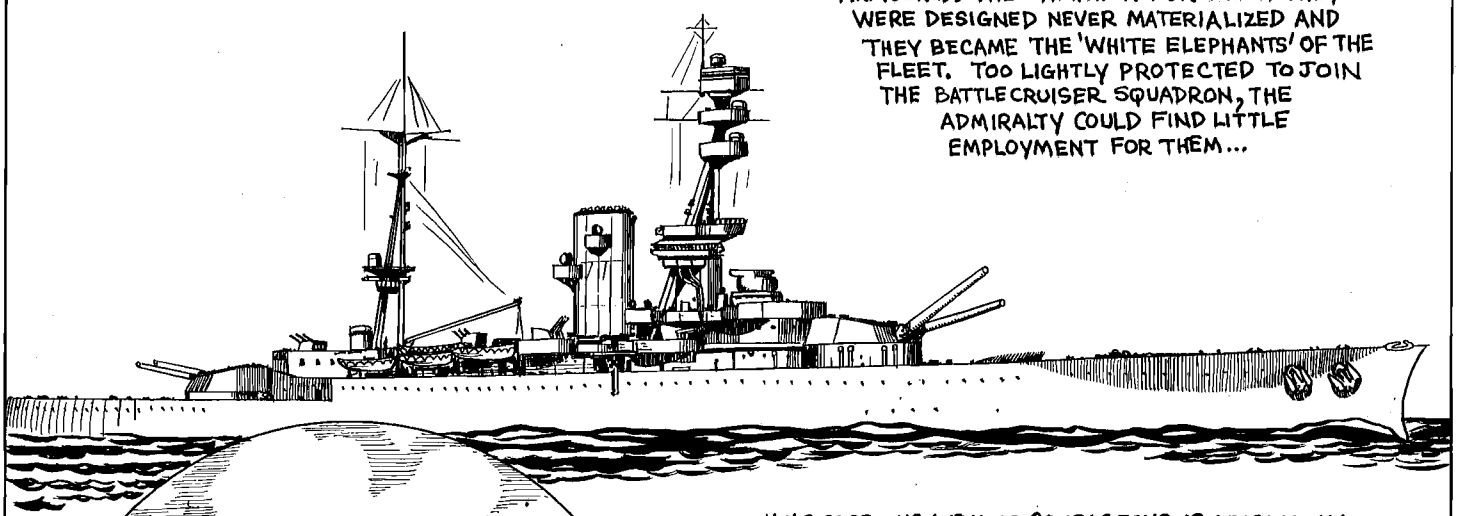
The quay wall will be equipped with a creosoted timber guard and cast iron mooring cleats. When the repairs have been completed it will permit full use of the structure by the RCN.

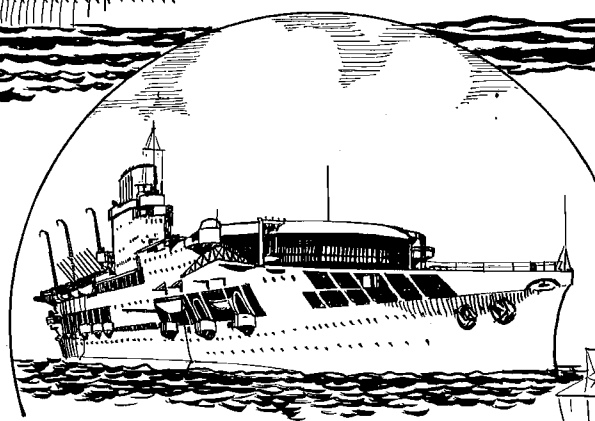
Naval Lore Corner

Number 113

THE GREAT "TIN CLADS"

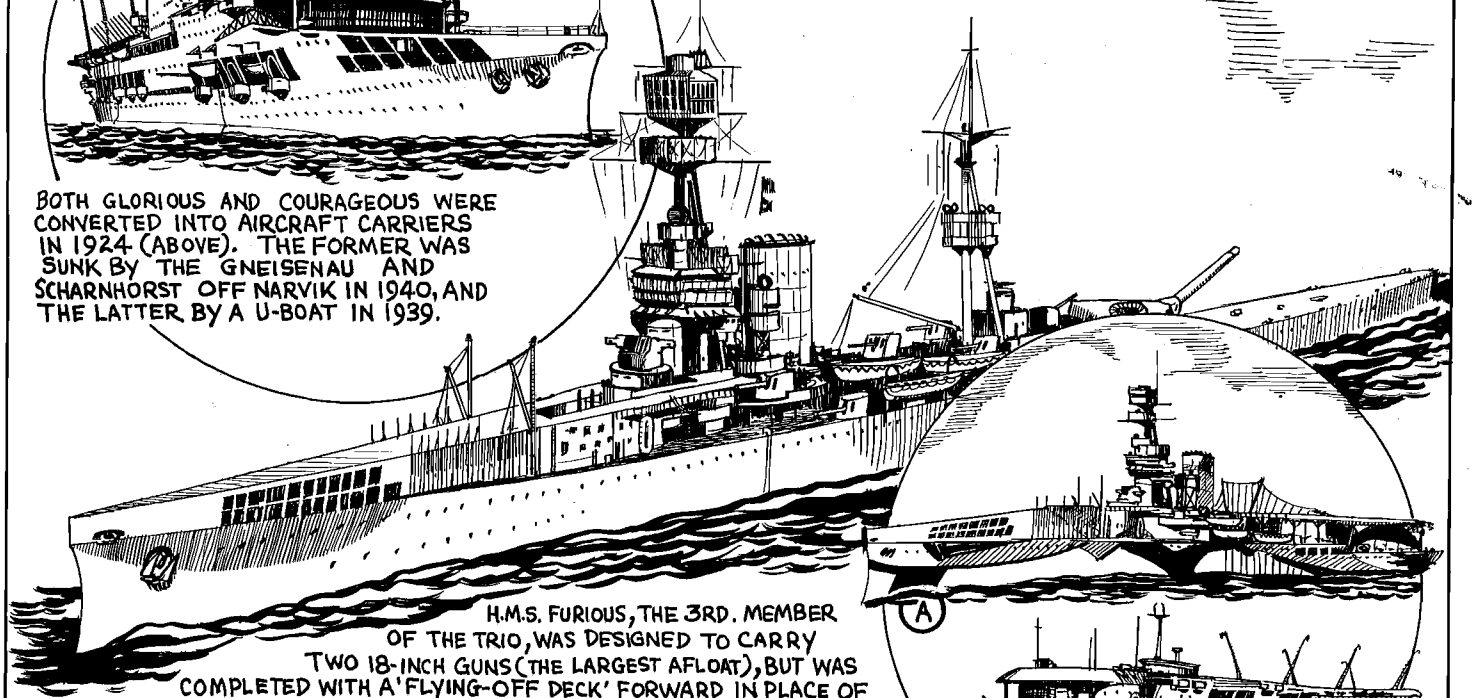
THE BRAINCHILDREN OF LORD FISHER, 3 EXTRAORDINARY SHIPS WERE BUILT IN SECRECY IN 1914 TO OPERATE IN THE SHALLOW BALTIC IN SUPPORT OF ALLIED ARMIES. THEY WERE CALLED "LARGE LIGHT CRUISERS"...SURELY AN UNDERSTATEMENT FOR VESSELS DISPLACING NEARLY 23,000 TONS! THEY MOUNTED A FEW ENORMOUS GUNS, WERE VERY FAST AND LIGHTLY ARMOURED. THE CAMPAIGN FOR WHICH THEY WERE DESIGNED NEVER MATERIALIZED AND THEY BECAME THE 'WHITE ELEPHANTS' OF THE FLEET. TOO LIGHTLY PROTECTED TO JOIN THE BATTLECRUISER SQUADRON, THE ADMIRALTY COULD FIND LITTLE EMPLOYMENT FOR THEM...

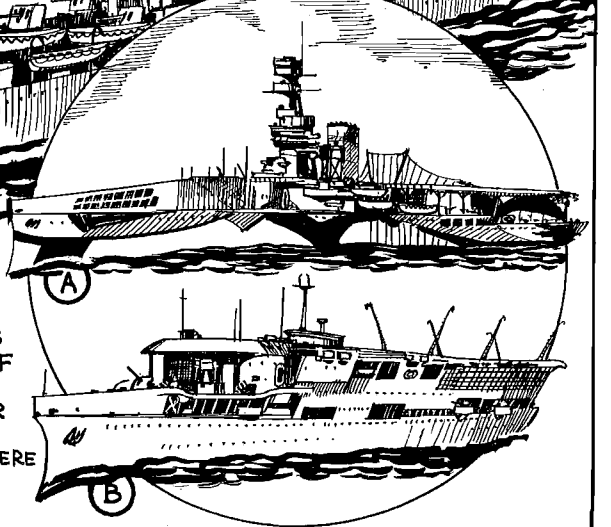




H.M.S. GLORIOUS AND H.M.S. COURAGEOUS AS ORIGINALLY COMPLETED, CARRIED FOUR 15-INCH GUNS AND 18 4-INCH GUNS IN TRIPLE MOUNTS AT 32 KNOTS. COURAGEOUS WAS EMPLOYED FOR A TIME AS A MINELAYER!

BOTH GLORIOUS AND COURAGEOUS WERE CONVERTED INTO AIRCRAFT CARRIERS IN 1924 (ABOVE). THE FORMER WAS SUNK BY THE GNEISENAU AND SCHARNHORST OFF NARVIK IN 1940, AND THE LATTER BY A U-BOAT IN 1939.





H.M.S. FURIOUS, THE 3RD. MEMBER OF THE TRIO, WAS DESIGNED TO CARRY TWO 18-INCH GUNS (THE LARGEST AFLOAT), BUT WAS COMPLETED WITH A 'FLYING-OFF DECK' FORWARD IN PLACE OF ONE OF THE GUNS. SHE WAS THE FIRST WARSHIP TO BE CONVERTED INTO A CARRIER. IN 1918 THE AFTER GUN WAS REPLACED BY A HANGAR AND 'FLY-ON' DECK (A). HER AIRCRAFT SUCCESSFULLY ATTACKED THE GERMAN TONDERN AIR SHIP STATION, BUT HER LANDING-ON CASUALTIES WERE SO HIGH THAT IN 1921-25 SHE WAS COMPLETELY ALTERED WITH A FULL FLIGHT DECK (B). SHE WAS SCRAPPED IN 1949.

J.M. THORNTON

Roger Duhamel

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