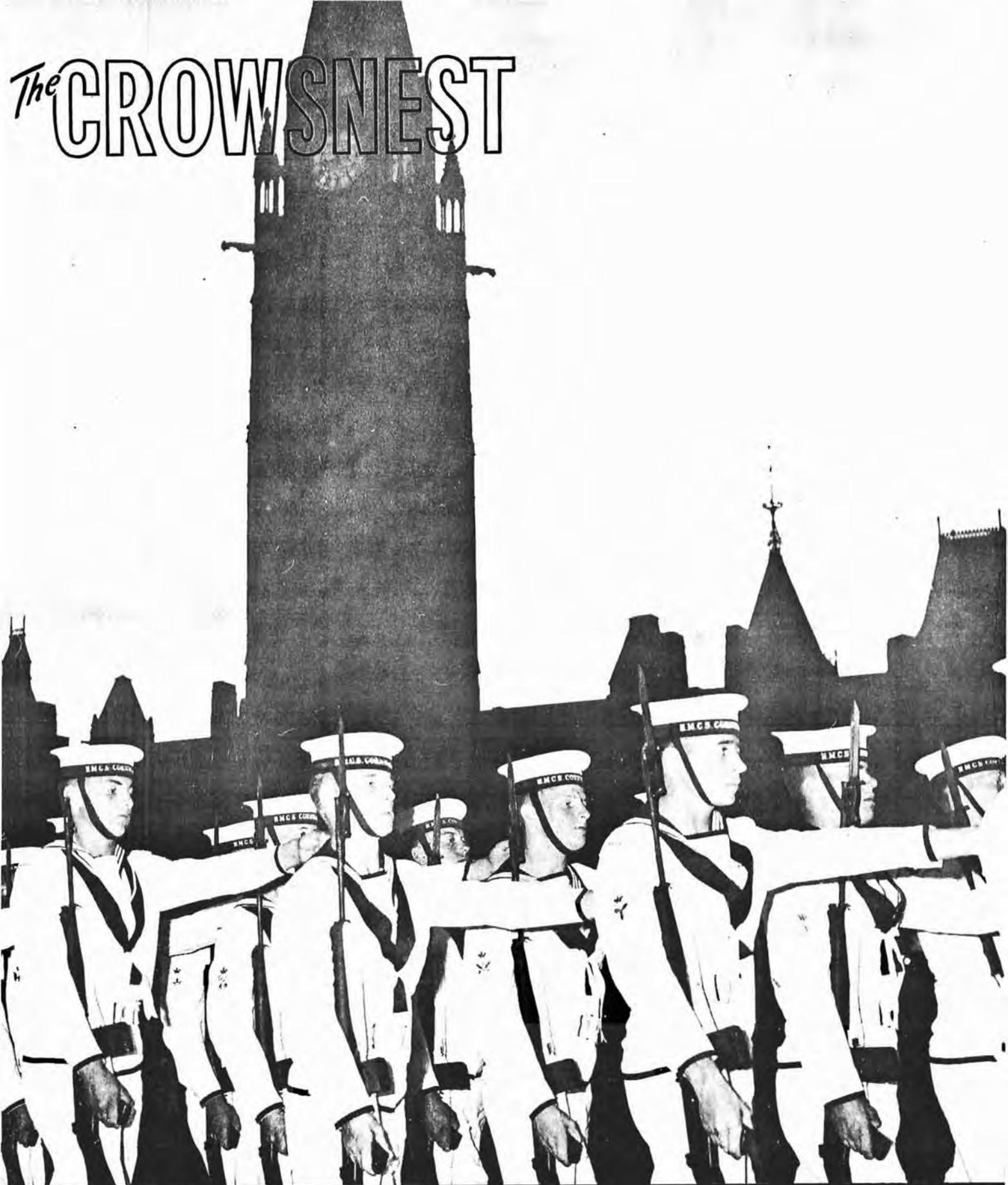
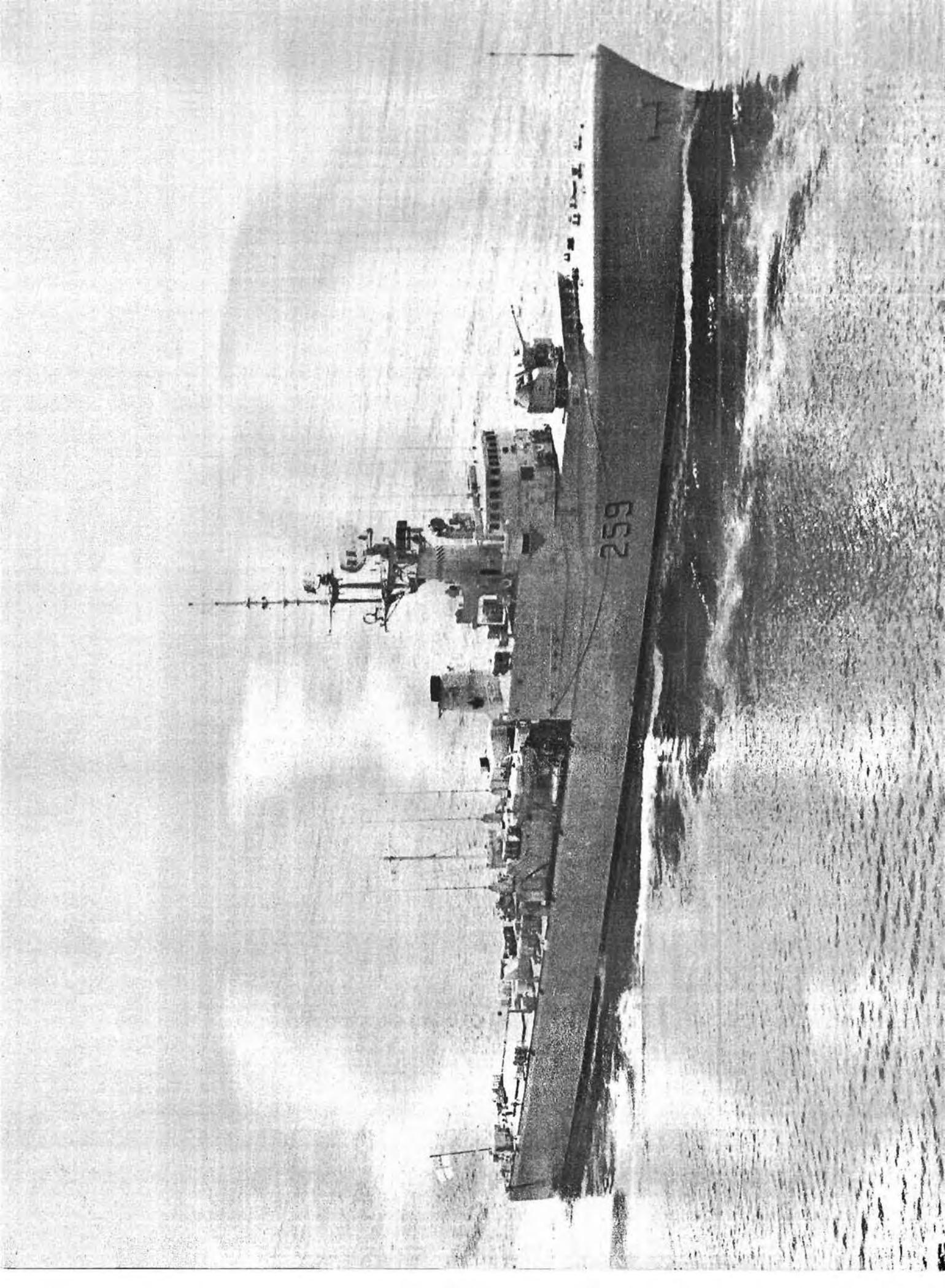


The CROWSNEST



Vol. 12 No. 9

July, 1960



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The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1960

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LADY OF THE MONTH

It is entirely fitting that HMCS *Terra Nova* should be present during the visit to Lisbon, Portugal, August 6 to 15, of ships of the Fifth Canadian Escort Squadron.

The purpose of the visit is to do honour to the memory of Prince Henry the Navigator, whose enthusiasm and knowledge did so much to inaugurate the Age of Discovery 500 years ago.

Although the *Terra Nova* bears the name of a Newfoundland river, that name is also redolent of voyages to distant, previously unknown lands in the days when a voyage across the ocean was as fearful an undertaking as a journey to Mars would be regarded today. (DNS-24215)

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The Cover—For three nights around the Dominion Day holiday, the Royal Canadian Navy presented the moving Sunset Ceremony on Parliament Hill, Ottawa, honouring the 93rd anniversary of Confederation and the RCN's Jubilee. The guard and gun crews, made up of men who have just completed their new entry training at *Cornwallis*, and the band, mostly from *Cornwallis*, later presented the ceremony in Toronto, Montreal and Quebec City.—(0-13008)



RCN NEWS REVIEW

On Friday, June 10, birthday of His Royal Highness the Prince Philip, ships and establishments dressed overall from colours to sunset and salutes were fired. The class of boatswains, above, under instruction at Stadacona, fired the salute under direction of Lt. David Taylor, centre rear. (HS-61427)

Governor General Cheered by Navy

His Excellency, Governor General G. P. Vanier, on board HMCS *Fraser*, received the traditional rousing three cheers from the ship's companies of 14 ships of the Pacific Command as they steamed past the Fraser in a line ahead formation May 16.

The Governor General and Mrs. Vanier, with their party, boarded the *Fraser* in Vancouver. The ship sailed for Victoria, escorted by the *Assiniboine*, *St. Laurent* and *Skeena*.

As the group approached Discovery Island, the three destroyer escorts in company with *Fraser* detached, increased speed, and took up their positions at the head of a line of seven frigates and four minesweepers in formation off Brotchie Ledge.

In conjunction with the sail-past, there was also a fly-past in which aircraft from 407 (Maritime Patrol) Squadron, Comox, participated.

Shortly after 5 p.m. the line of four-teen ships moved off on an eastward course, passing close to Beacon Hill Park and Clover Point. The *Assiniboine's* ship's company was the first to "man ship" and cheer for the Governor General, the remaining ships carrying out the ceremony in succession.

The *Fraser* proceeded into the Inner Harbour of Victoria, where His Excel-

lency disembarked and inspected a naval Royal Guard drawn up on the wharf. He was then driven to Government House where he and Mrs. Vanier and their party resided during their visit to Victoria.

On the afternoon of Wednesday, May 18, the *Fraser* again entered Victoria's Inner Harbour. The Governor General boarded the ship and she returned to Vancouver where the Vice Regal party disembarked, marking the end of Governor General Vanier's tour of Western Canada.

Wedding Gift For Princess

Members of the RCN shared with other Commonwealth navies in providing a wedding gift for Her Royal Highness the Princess Margaret. The RCN's contribution, remitted to Admiralty, totalled \$1,687.04.

The wedding gift was formally presented to Her Royal Highness by the Board of Admiralty at a ceremony in Clarence House on Thursday, May 4.

Part of the gift is a fine 18th century two-drawer chest with a moulded top of Escalette marble. The remainder of the gift was intended to be devoted by Her Royal Highness partly to the many needs which would arise when she moved into her new home and partly to naval charities to be selected by Her Royal Highness.

Princess Margaret, in accepting the gift, expressed her delight and asked that her very warm thanks be conveyed to all those who subscribed.

Ships Back from Far East Cruise

Three destroyer-escorts of the RCN Pacific Command's Second Canadian Escort Squadron returned to Esquimalt at the end of April to complete a two-and-a-half-month operational training cruise which took them across the Pacific and to several Japanese ports.

Returning to their home port by way of the Aleutian Islands were the *Ottawa*, *Saguenay* and *St. Laurent*.

In the opinion of Captain J. C. Pratt, Commander of the Second Canadian Escort Squadron, the cruise presented one of the most exacting series of exercises ever conducted by ships of that squadron. Although he was not with the destroyer-escorts, Captain Pratt visited the three ships while they were in Japan.

He said the exercises with units of the United States fleet had resulted in "hard competition and splendid training for all concerned."

The Canadian ships took part in three separate exercises with the USN, one of them lasting the best part of a week, and involving a carrier, destroyers and submarines. That was in the Okinawa area.

Just before returning to Esquimalt the homecoming ships were met by three of their "sisters" of the Second Canadian Escort Squadron—the *Fraser*, *Margaree* and *Skeena*. Together they carried out a series of manoeuvres and exercises, including night illumination and gunnery workouts.

Submarine Loan To RCN Authorized

President Eisenhower has signed a Congressional bill authorizing the United States Navy to lend a submarine to the Royal Canadian Navy for five years, with permission to extend the loan for another five years, if needed.

The submarine offered by the USN is the USS *Burrfish*, veteran of the war in the Pacific. Canada is paying the costs of activating, equipping and supporting the boat. She will be given a Canadian name and will carry out training duties in the Pacific Command similar to those performed by the Sixth Submarine Squadron of the Royal Navy operating out of Halifax.

The *Burrfish* was built by the Electric Boat Company of Groton, Connecticut, in 1943 and was originally of the "Balao" class, although she was converted to a radar picket submarine in recent years.

Her displacement is 1,526 standard and 2,425 tons submerged, according to "Jane's Fighting Ships". Her dimensions are 311½ by 27 by 17 feet. Her top surface speed is given as 20 knots and submerged, ten knots. The normal peace-time complement is 78 officers and men.

Professors Taken On 'Sea' Voyage

Presidents, deans and professors of 41 universities and colleges across Canada found their sea legs on the fresh water of Lake Ontario in early June as guests of the Royal Canadian Navy.

More than 100 leaders in Canadian education, attending the National Conference of Canadian Universities and Colleges, were taken for a two-hour cruise in the destroyer escorts *Columbia* and *Chaudiere*.

Units of the Fifth Canadian Escort Squadron, the ships visited Kingston during a training cruise through the St. Lawrence Seaway and in the Great Lakes. They were due back at Halifax June 24.

The Navy took its distinguished guests on conducted tours of the destroyer escorts and provided an opportunity for them to see at first hand how ships operate and who operates them.



For his prompt and efficient action in preventing damage on board the destroyer *Skeena* earlier this year, Chief Petty Officer Cecil H. Gillette, 2755 Fernwood Road, has been commended by the Chief of the Naval Staff. The framed commendation was presented to him May 30 by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, at a ceremony on board the *Skeena*. On January 21 CPO Gillette was on duty in the boiler room of the *Skeena* when a mechanical fault resulted in the escape of hot lubricating oil. CPO Gillette used his right hand to prevent escape of the oil and in so doing prevented serious damage to the ship's turbo blower and subsequent delays in the ship's operational program. (E-55959)

On return to Kingston, the delegates disembarked at the Royal Military College, where they were the guests of the Commandant, Commodore D. W. Piers, at a buffet dinner. The conference, which began June 1, ended Saturday, June 4.

Spanish Ship Visits Halifax

The Spanish naval training ship *Juan Sebastian de Elcano* visited Halifax May 16-24. A four-masted schooner, she is under the command of Cdr. Don Miguel Dominguez Sotelo and carries cadets.

The ship fired a national salute to Canada off Maughers Beach, with the Canadian Army returning the salute and then the Spanish vessel fired a personal salute to the Flag Officer Atlantic Coast on approaching the dockyard. Naval field guns from *Stadacona* fired the return salute from the Dockyard parade ground.

There was a full round of entertainment for the Spaniards, ranging from social events to bus tours and attendance at the various RCN Golden Jubilee celebrations taking place during their visit.

The 309-foot, 3,500-ton vessel has a normal complement of 224 officers and men and 80 cadets. She is named for the first circumnavigator of the world (1519-26) who succeeded to command of the expedition led by Magellan. Diesel auxiliary power gives her 9.5 knots.

She left Cadiz, Spain, early in January and visited ports in Africa and the U.S.A.

Oceanographers Form Joint Group

The East Coast Working Group of the Canadian Committee on Oceanography was formed at Halifax in early June with J. R. Longard, Scientific Adviser to the Maritime Commander Atlantic as chairman. Elected secretary was Dr. Neil J. Campbell, Acting Oceanographer-in-Charge of the Atlantic Oceanographic Group. Naval member of the new body is Lt.-Cdr. J. M. Steel.

The East Coast Working Group has been formed to develop liaison and co-operation among the various oceanographic interests on the East Coast. They include the Fisheries Research Board's Biological Station at St. Andrew's, N.B.; the Atlantic Oceanography

Group, newly located at Halifax; Dalhousie University's Institute of Oceanography; the Marine Services and Meteorological Branch of the Department of Transport; the Nova Scotia Research Foundation and, for the Department of National Defence, the Defence Research Board Naval Research Establishment, the Maritime Commander Atlantic, the Flag Officer Atlantic Coast and the Maritime Air Command.

Dr. W. M. Cameron, recently-appointed Director of Oceanography for the Department of Mines and Technical Surveys, addressed the new group on the background and aims of the parent Canadian Committee on Oceanography. Briefs on the programs for the coming summer were given by the members and arrangements for co-operative use of ships were proposed. The possibility of using aircraft for high speed oceanography data collection was mentioned by the RCAF representative and raised considerable interest.

Triton Circles Globe Submerged

Four hundred and forty years ago Magellan's expedition was plodding its way around the world in the first successful attempt to circumnavigate the globe. Only one ship of the five that sailed from Spain on September 20, 1519, returned three years later. Magellan had been slain in the Philippines in the spring of 1521.

On the morning of May 10 last, the world's largest nuclear submarine, the *Triton*, surfaced off the coast of Delaware after having steamed around the world without surfacing in 83½ days. Much of the route lay along Magellan's path.

Twice on the journey the *Triton* thrust her sail above water—once to pay homage to Magellan off the coast of Spain and, on an earlier occasion, off Uruguay to transfer a sick crew member. The *Triton* is commanded by Captain Edward L. Beach, who is equally famed as a submarine commander and author.

The 7,750-ton *Triton*, commissioned last November, is powered by two nuclear reactors and two separate propulsion units.

The most trying period on board the submarine was the two weeks when the psychologists carried on board banned smoking.

"The psychologists suffered more than anyone else," Captain Beach was quoted as saying. "They also like to smoke and the crew said they were a bunch of sadists."



A totem pole, erected temporarily outside the Weapons Division of RCN Barracks, in Halifax, is being presented to HMS Excellent, the Royal Navy Gunnery School, by the officers and men of the Royal Canadian Navy who have done qualifying courses there in the past. The pole was carved by Chief Mungo Martin of the Kwakiutl Tribe of British Columbia. The totem pole has been named by Chief Martin "Hosagami", meaning "a man in authority" and the bottom figure represents a "speaker" or instructor. It was to be taken to the United Kingdom in July by the Fifth Escort Squadron. (HS-61345)

Press comment was that the journey of the cruiser-sized *Triton* not only demonstrated the potency of the nuclear submarine as a weapon but also was prophetic of the day when bulk cargo carriers, nuclear-powered, would steam beneath the oceans.

Veterans Form Club at Kingston

A Naval Veterans' Association for Kingston, Ontario, and district was

formed May 30 at an organization meeting at HMCS *Cataragui*.

Officers of the new association are William Weaver, president; Harry Lloyd, first vice-president; William Scott, second vice-president; Stanley Owston, secretary, and Frederick Smith, treasurer.

The purposes of the organization were outlined by William Slatter and Milton Schmidt, members of the executive of the Belleville, Ontario, Naval Veterans' Association.

Frigates Take Cadets to Japan

Seven frigates of the Pacific Command's Fourth Canadian Escort Squadron left Esquimalt on June 20 with 180 naval officer cadets on board for a six-week training cruise to Japan and the Hawaiian Islands. They were due back at Esquimalt on August 5.

Ships making the cruise were the *Sussexvale*, *Antigonish*, *Beacon Hill*, *Ste. Therese*, *Jonquiere*, *New Glasgow*, and *Stettler*.

The naval officer cadets, all either first or second year cadets under the Regular Officer Training Plan, were apportioned evenly among the frigates.

The cruise schedule was: Adak, Alaska, June 27-28; Yokohama, Japan, July 7-11; Midway, July 18-20; and Pearl Harbor, Hawaii, July 25-27; return to Esquimalt, August 5.

The cadets' 12-week training period began in May at the Canadian Services College, Royal Roads, where they received classroom instruction in navigation.

Commencing June 4, the cadets spent two weeks in the frigates in local waters undergoing practical training in navigation, anchorage, seamanship, and related studies. They visited VU-33, utility air squadron at Patricia Bay, where they attended lectures relating to naval aviation and were taken on familiarization flights.

On the night of June 17 the naval officer cadets attended the annual ROTP ball at Royal Roads.

UBC Has Top UNTD Division

University of British Columbia's University Naval Training Division has been selected as the top UNTD for 1960.

Runners up in order of merit were: Halifax University and Colleges, University of Alberta, Edmonton, University of Western Ontario, London, and Memorial University, St. John's Nfld.

Only small point spread separated these top five UNTDs.

RN Conducting Wreck Survey

THE GIANT TANKERS now using the English Channel are making the Royal Navy take a second "look" at the seabed wrecks of ships of two World Wars. Because of the increasing draughts of these large vessels, it is necessary that possible obstructions should be pinpointed on marine charts and the safety margin of water over them re-examined. A start was made in March in the Channel between Dover and Dungeness by HMS *Scott*, a survey ship commanded by Lieutenant-Commander D. E. P. D. Scott, RN.

After the last war, naval survey ships checked wrecks around the coasts and those in important channels and likely to be a danger were afterwards depth-charged to give a clearance of at least 45 feet at low water by trawlers of the RN Wreck Dispersal Fleet, which was disbanded in 1958.

It is now considered, however, that there should be at least 60 feet over these wrecks in view of the size of the tankers built in recent years, and their whereabouts fixed accurately by the scientific equipment now available for this purpose.

There are some 50 to 60 wrecks, whose positions and depth may have changed, within the limits in which the *Scott* is being employed. Her task is likely to take some three months. The latest sonar will ensure that the wrecks are accurately fixed on future Admiralty charts, which are used by every maritime nation. By Oropesa and drift sweeping, the clearance above them will be measured and possible risks to shipping reported.

After their positions had been determined by survey vessels, hundreds of wrecks were tackled by the Wreck Dispersal Fleet after the war and effectively "buried" or broken up. Since 1958 naval responsibility for the dispersal of dangerous wrecks has been taken over in the majority of cases by Trinity House.—*Admiralty News Summary*.

Units Exercise With Pacific Fleet

Surface and air forces of the Maritime Commander Pacific took part in anti-submarine exercises with units of the United States Navy Pacific Fleet in mid-June.

HMC Ships *Assiniboine*, *Ottawa* and *Saguenay* left Esquimalt June 4 for Pearl Harbour. Five Neptune aircraft

of 407 Maritime Patrol Squadron RCAF left Comox June 8 for the flight to Hawaii.

The mid-Pacific exercises were directed by the Commander-in-Chief Pacific Fleet, Admiral H. G. Hopwood, USN.

In the course of the exercise about 50 RCAF officers and men from 407 Squadron had an opportunity to see how the other half lives. These Air Force ground support maintenance personnel embarked in the three ships for the trip to Hawaii by sea. The ships carried a supply of stores and spare parts for the RCAF aircraft.

The three destroyer escorts made brief recreational visits to Pearl Harbour and Hilo. Thirty-four naval officer cadets from the three Canadian Services Colleges and a number of Canadian universities made the cruise in the course of their summer professional training period.

The exercise established two firsts for Pacific Maritime Command; first time RCN ships and RCAF Maritime aircraft had operated in company on international exercises based on Hawaii; first time a large group of RCAF personnel had been embarked in RCN ships on a Pacific cruise.

Cadets Give to N.S. Blood Bank

Cadets of University Naval Training Divisions, on annual summer training

on the East Coast, made 56 donations in one week to the Nova Scotia Red Cross Blood Bank.

The cadets, all volunteers from those under training at *Stadacona*, attended the Red Cross clinic on three successive evenings. There might have been more donors but for the fact that a good number had already contributed to blood banks in their home towns before coming to the coast for naval training.

Nonsuch Double Trophy Winner

The Edmonton naval division, HMCS *Nonsuch*, is the winner of the Naval Divisions' Efficiency Trophy, presented by the Canadian Shipbuilding and Ship Repairing Association, it was announced in June by the Commanding Officer Naval Divisions, Hamilton.

Nonsuch was also selected as the naval division showing the most improvement during the preceding 12 months, thereby qualifying for the Barry German Trophy, presented by the Naval Officers' Associations of Canada. This is the first occasion on which this trophy has been awarded.

The runner-up trophy to the efficiency award, the HMCS *Malahat* Trophy, is shared by HMCS *Scotian*, the Halifax naval division, and HMCS *Hunter*, the Windsor, Ontario, division.

Last year the Naval Divisions' Efficiency Trophy was won by HMCS *York*, the Toronto naval division.



HMCS *Lanark*, one of two Atlantic Coast frigates serving on the Great Lakes this summer for naval reserve training, makes her way into a Welland Canal lock during passage from Lake Ontario to Lake Erie. (COND-5833)

HAPPY BIRTHDAY

THE ROYAL CANADIAN Navy received numerous birthday messages on the occasion of its 50th anniversary.

Addressed to Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, greetings were received from the Ambassador of France, the British Admiralty and the Chiefs of the United States, Italian and Australian navies.

His Excellency Francis Lacoste, Ambassador of France, said: "I wish to associate my country with yours in the celebration of the 50th anniversary of the glorious Royal Canadian Navy. No Frenchman can forget that our naval forces fought side by side during the two world wars, and together made heavy sacrifices for the common victory. That is one among other important factors of the closeness of the present

alliances and friendship which so happily unite Canada and France."

A message from the British Admiralty said: "The Royal Canadian Navy has always been held in warm regard and affection by the Royal Navy and the Royal Marines and they look forward with confidence to the continuance of the co-operation and comradeship which has always existed between the two navies."

Admiral Arleigh A. Burke, USN, Chief of Naval Operations, sent best wishes on behalf of the USN, stating: "The excellence of performance and professional ability of the officers and men of the Royal Canadian Navy are well known throughout the world. They have contributed many honoured chapters to maritime history. We are proud to be joined with the Canadian navy in maintaining the freedom of the seas which is so vital to the continued well-being of our free-world community."

Admiral Percori Giraldi, Chief of the Italian Naval Staff, said: "On the occasion of the 50th anniversary of the RCN, the Italian navy is glad to present the warmest felicitations and wishes the best fortunes to the friendly and allied navy."

The Australian Naval Board sent congratulations, and added: "We may not have been able to see much of one another during the first half-century but hope that we may improve the frequency of our meetings during the next 50 years."

On May 16 His Excellency The Governor-General took passage in HMCS *Fraser* from Vancouver to Victoria and units of the Pacific Fleet passed in review, as the *Fraser* neared

Vancouver Island. Following the review, His Excellency sent the following message to the Flag Officer Pacific Coast:

"It is a source of deep satisfaction for me to have seen so many officers, men and ships of the Pacific Command. I am proud of them and of the display today which does them infinite credit. I commend all concerned on this great naval occasion and offer my warmest congratulations to the RCN on the celebration of their 50th anniversary. The passage from Vancouver to Victoria in HMCS *Fraser* will be a highlight of my western tour. Splice the main-brace."

The following was received from the Rev. Dr. W. J. Gallagher, General Secretary, Canadian Council of Churches: "On behalf of the Canadian Council of Churches I extend hearty congratulations to the Royal Canadian Navy on its 50th anniversary. We pray God to guide, bless and to receive into His Almighty and Most Gracious Protection all personnel of the RCN and the fleet in which they serve."

Archbishop M. L. Roy, Vicar General, sent the following message: "Sincere congratulations are offered to the Royal Canadian Navy on its Golden Jubilee. On this Battle of the Atlantic Sunday, I ask the blessing of Divine Providence on Navy personnel ashore and at sea, with a special remembrance for those who will guide its destiny. Je suis heureux d'offrir mes félicitations et mes vœux à la marine royale du Canada à l'occasion de son jubilé d'or. En ce dimanche de la bataille de l'Atlantique, je prie la divine Providence de répandre ses bénédictions sur les chefs et sur tous les membres de notre marine."

Jubilee Noted By Parliament

Tribute was paid in the House of Commons on May 4 to the Royal Canadian Navy and to those who are serving and have served in it. The occasion was the 50th anniversary of the establishment of the naval service.

Noting the absence of the Minister of National Defence and the Associate Minister of National Defence, Edmund L. Morris, MP, Halifax, Parliamentary Secretary to the Postmaster General and a former officer in the RCN(R), asked whether the Defence Minister's Parliamentary Secretary had a message of congratulation "for the gallant men and ships of the fleet".

Replying, Egan Chambers, MP, said: "The minister is attending ceremonies on the West Coast in connection with this anniversary.

"Fifty years ago today royal assent was given to the naval service bill after one of the more memorable debates in the history of this House. This was one more step in Canada's emergence as an independent nation ready to take her share of the responsibilities that devolve upon nations, Canadian seamen and Canadian ships fought gallantly in two world wars and in Korea. Today the Royal Canadian Navy, with a strength of 20,000 men and women and 62 warships, is stronger than ever before in peace time. This strength is employed today, as it always has been, in the preservation of peace and freedom.

"Mr. Speaker, I know that hon. members would like to join me in paying tribute to the officers and men of today's Royal Canadian Navy, and to those who have gone before them".



ADMIRAL PULLEN RETIRES

"Good ships, good comrades, and bad weather."

SOME YEARS AGO these words were used by Rear-Admiral Hugh F. Pullen to sum up, during an interview, his impressions of the Navy in peace and war.

Now Admiral Pullen's naval career, which began back in 1920 at the old Royal Naval College of Canada at Esquimalt, is drawing to a close with the hauling down of his flag as Flag Officer Atlantic Coast on August 1. He was to be succeeded on that day by Rear-Admiral K. L. Dyer.

Admiral Pullen comes from a family with a seagoing tradition that goes back for more than a century and a half. From this has stemmed a keen interest in the history and traditions of the naval service. He will long be remembered as a prime force behind the establishment of both the Maritime Museum of Canada at Halifax and the Maritime Museum of B.C. at Esquimalt. He sought to preserve the time-honoured traditions of the navy and he will be remembered as an officer who believed with all his heart that a taut ship is an efficient and happy ship.

Born in Oakville, Ontario, on July 9, 1905, Admiral Pullen attended Lakefield Preparatory College, near Peterborough, before entering the Royal Naval College of Canada in 1920.

A less propitious moment for entering on a naval career could scarcely have been chosen. A waif on the doorstep of Canada's defence, the Royal Canadian Navy was almost without visible means of support. The college closed down in 1922 and Admiral Pullen spent the next two years at sea as a cadet with the Canadian Pacific Steamship Company. He returned to the RCN in 1924 and went overseas for training with the Royal Navy. On his promotion to midshipman in 1925, he was awarded the Admiralty Dirk as "best all-round cadet" in his class.

In the years that followed he served in ships and establishment of the Royal Navy and RCN, among them the battle cruiser *Hood* and the RCN destroyers *Champlain*, *Sleena* and *Saguenay*.

A memorable event during his service in the *Saguenay* was the unveiling in 1936 of the Canadian Memorial on Vimy Ridge. The *Saguenay* provided a Royal Guard for the occasion. It was the first time the RCN had paraded such



REAR-ADMIRAL H. F. PULLEN,
OBE, CD

a guard for the Sovereign. The officer in command was Lieutenant H. F. Pullen.

When the Second World War broke out, Admiral Pullen was first lieutenant in the destroyer *Ottawa*. Later he was in charge of the Gunnery School at Halifax. In 1940, six of the 50 over-age destroyers involved in the British-U.S. destroyers-for-bases deal were turned over to the RCN. Admiral Pullen was appointed in command of one of these "four-stackers", HMCS *St. Francis*, also serving as flotilla gunnery officer.

In August 1941 he became commanding officer HMCS *Ottawa*, River class destroyer, and later the same year was appointed Superintendent of the Naval Armament Depot in Halifax. He commanded the destroyer *St. Laurent* from January to March 1943.

The *Ottawa*, which he had commanded briefly in 1941, was torpedoed in the North Atlantic in September 1942. A successor was acquired in 1943, and Admiral Pullen took command of her on her commissioning in March. His destroyer duties around this time included the responsibility of senior officer of convoy escort groups.

Canada's first modern cruiser, HMCS *Uganda*, was commissioned in October 1944 at Charleston, South Carolina, with Admiral Pullen as her executive officer. The *Uganda* was the only warship of

the RCN to go into action in the Far East against Japan. She took part in a number of bombardments, including one against the island fortress of Truk.

On December 1, 1945, a month after he left the *Uganda*, Admiral Pullen was appointed to Naval Headquarters as Director of Naval Reserves, a post in which he served for nearly two years. In September 1947 he became commanding officer of the Tribal class destroyer *Nootka* and captain (D) of the Canadian Destroyer Flotilla.

During the latter part of 1948 and early 1949 he took a staff course, on completion of which he assumed command of the cruiser *Ontario* on June 21, 1949.

Promoted to the rank of commodore on January 1, 1951, he shortly thereafter commanded the *Ontario* on a major training and goodwill cruise to Australia. In October he became Commodore RCN Barracks, Halifax.

He was promoted rear-admiral on March 15, 1953, shortly before taking up the appointment of Chief of Naval Personnel at Headquarters.

Appointed Flag Officer Pacific Coast in February 1955, Admiral Pullen took up the appointment of Flag Officer Atlantic Coast in September 1957, with the additional appointments of Commander Canadian Atlantic Sub-Area, under SACLANT, and Maritime Commander Atlantic.

THE NEW CANFLAGLANT

REAR-ADMIRAL Kenneth L. Dyer, appointed Flag Officer Atlantic Coast, effective August 1, has been entrusted with the task of keeping Canada's anti-submarine defences in the North Atlantic in a state of effective readiness.

Born in Burma in 1915, Admiral Dyer came to Grand Pre, Nova Scotia, in 1928. He attended King's College School, in Windsor, Nova Scotia, and one year university at King's College, Halifax, before entering the RCN as a cadet in 1933.

He did not have to wait for the outbreak of war to learn at first-hand that the navy has its stirring moments. He witnessed a collision of the giants when the world's biggest battle cruiser, HMS

Hood, in which he was serving as a midshipman, came into contact in mid-Atlantic with the battle cruiser *HMS Renown* on January 23, 1935. The *Hood* went into dockyard hands for repairs.

He was serving in *HMS Enterprise* on the East Indie Station in 1936 when Emperor Haile Selassie, of Ethiopia, whose country had been invaded by Mussolini's troops, was evacuated by the British warship.

Numerically and in terms of personal danger this was a minor evacuation compared to two in which Admiral Dyer was to have a part in 1940—those of Dunkirk and St. Valery. He was in Plymouth blitzes and won a commendation.

A gunnery specialist, Admiral Dyer returned to Canada late in 1940 for duty in the gunnery school at *Stadacona*.

In May 1942 he took command of the River class destroyer *Skeena* in the rank of acting lieutenant-commander. On July 31, the *Skeena* teamed with the corvette *Wetaskiwin* in a U-boat hunt that brought about the destruction of *U-588* in the North Atlantic about 700 miles east of Newfoundland. Admiral Dyer was awarded the DSC.

He commanded the destroyer *Kootenay* for a year and then finished out the war at HMCS *Somers Isles*, the escort training base in Bermuda.

For the duration of her Canadian commission, he was executive officer in the aircraft carrier *Warrior*. Staff courses in the United Kingdom were followed in 1949 by his appointment to Naval Headquarters as Deputy Chief of Naval Personnel.



REAR-ADMIRAL K. L. DYER,
DSC, CD

His last sea appointment was as commanding officer of the *Magnificent*, from October 1951 to April 1953. He was then promoted to the rank of commodore and became Commodore, RCN Barracks, Esquimalt.

Before his appointment as Chief of Naval Personnel in 1957 he had seen service as Assistant Chief of the Naval Staff (Warfare) and had attended the National Defence College in Kingston.

His new appointment as Flag Officer Atlantic Coast carries with it the additional appointments of Commander Canadian Atlantic Sub-Area, and Maritime Commander Atlantic.

- - AND THE NEW CAN FLAG PAC

A NAVAL OFFICER with the "busman's holiday" hobby of yachting, Rear-Admiral Edward W. Finch-Noyes is the new Flag Officer Pacific Coast, having raised his flag at Esquimalt on June 30.

Admiral E. W. Finch-Noyes was born in Hamilton on June 9, 1909, and was living in Oakville, Ontario, when he entered the RCN as a cadet in September 1926.

He trained and served with the Royal Navy, then returned to Canada in June 1931 and spent two years in the destroyer *Champlain*. After a further period with the RN, he came back to Canada in January 1936 and served in the destroyers *Saguenay* and *Vancouver*, and at Naval Headquarters, Ottawa.

During the Second World War he served at Naval Headquarters, in east coast establishments, as executive officer of the auxiliary cruiser *Prince Henry* and in command of her sister-ship, the *Prince Robert*.

He also commanded the destroyer *Saskatchewan* and, from May 1944 to June 1945, was senior officer of C-4 convoy escort group, composed of Canadian frigates and corvettes, in the North Atlantic.

In the three years following the war he commanded the destroyer *Iroquois*, served as executive officer of the cruiser *Uganda* and of *Stadacona*, and attended staff and tactical courses in the United Kingdom.

He became Chief of Staff to the Flag Officer Atlantic Coast in October 1948 and a year later was appointed in command of the RCN air station, *Shearwater*. From there he went to Headquarters as Deputy Chief of Naval Personnel in August 1951.



REAR-ADMIRAL E. W. FINCH-NOYES,
CD

Admiral Finch-Noyes took command of HMCS *Quebec* on September 11, 1953, and became Commodore RCN Barracks, Halifax, in August 1955. He took up the appointment of Commanding Officer Naval Divisions with headquarters at Hamilton, Ont., on April 2, 1958.

Admiral Finch-Noyes was the first chairman of the Royal Canadian Naval Sailing Association, which was formed to foster sailing, cruising and seamanship in the RCN.

As the son of an enthusiastic yachtsman, he was taken sailing on Burlington Bay, Hamilton, at the age of two months. When he was 16, Admiral Finch-Noyes became a member of the Royal Canadian Yacht Club in Toronto and was for a time a crew member of the late Commodore N. G. Gooderham's yacht *Yolandi*.

While training and serving with the Royal Navy he sailed in European waters.

In 1949, Admiral Finch-Noyes skippered the RCN yacht *Grilse* in the Marblehead race, winning the Oland trophy for being the first Canadian yacht on corrected time.

Boy Seaman to Personnel Chief

EVERY STEP of the ladder but one is the story of the progress of Rear-Admiral P. D. Budge from boy seaman to his present rank.

The missing rung of the promotion ladder was that of "chief petty officer", but by way of doing penance in advance

for going directly from petty officer to warrant rank, Admiral Budge did a spell in the lowly rank of "acting ordinary seaman".

Rear-Admiral Budge took up the appointment of Chief of Naval Personnel and member of the Naval Board on June 30, having served since October 1959 as Deputy CNP.

Admiral Budge's first service was with the Royal Navy, which he joined as a boy seaman in 1921. By 1928 he had qualified as a leading torpedoman. That same year his parents moved to Canada and he transferred to the RCN in the rank of able seaman, rated leading seaman the day following his entry.

Training at *Stadacona* took up much of his time during the early years of the RCN, but he spent two years in the

destroyer *Saguenay* as torpedo gunner's mate.

He qualified for warrant rank at HMS *Vernon* in 1934 and was promoted to gunner (T) in December of that year. The following year he was with RN anti-submarine flotillas, but he returned to the *Saguenay* in early 1936 and was with her until the outbreak of the Second World War.

Life in the pre-war fleet was brightened considerably by the presence in it of three capable entertainers, Lt.-Cdr. Frank Houghton, who retired in the rank of rear-admiral in 1950 and is now general manager of the International Grenfell Association, Sub-Lt. Rufus Pope, RCNVR, lost when the *Margaree* was sunk in 1940, and "Mister Budge". Lt.-Cdr. Houghton was an expert ma-

gician, versifier and entertainer. Mr. Budge and Sub-Lt. Pope formed the "song-and-dance" team of "Budgy and Popy" and gained a fair slice of immortality by composing the RCNVR song "Wavy Navy."

Admiral Budge's interest in group singing was evidenced in post-war years when he formed at *Cornwallis* a sailors' choir that gained a considerable reputation in the Maritimes.

While serving in HMCS *Ottawa* in 1940, Admiral Budge was mentioned in despatches "for good services in an attack on an enemy U-boat". In 1944, while executive officer of the Tribal class destroyer *Huron*, he was awarded the Distinguished Service Cross "for good services in action with a destroyer force" just after D-Day.

His first command, in February 1945, was the destroyer *Ottawa*, second of the name, and at the war's end he commanded the destroyer *Gatineau*.

Between shore appointments, Admiral Budge spent more than three years in the cruiser *Quebec*, a year and a half of that time as executive officer and, from January 1952 to September 1953, in command.

Since coming ashore he has served as Chief of Staff to the Flag Officer Naval Divisions, Commodore RCN Barracks, Esquimalt, Chief of Staff to the Flag Officer Atlantic Coast and Deputy Chief of Naval Personnel.

ASROC

THE UNITED STATES Navy has unveiled ASROC, its newest and deadliest submarine killer aboard the destroyer-leader *Norfolk*.

ASROC is an integrated weapon system consisting of four major parts; an underwater sonar detection device, an electronic digital fire-control computer, an eight-missile launcher, and the ASROC missiles.

In a matter of seconds after sonar detection of a submarine has been made, a computer charts course, range, and speed, of the sub and the missile launcher whirls into firing position. The ship commander can then fire either a rocket-propelled torpedo or a depth charge.

The missile, aimed with deadly accuracy by the shipboard digital fire-control system, follows a ballistic trajectory, shedding its rocket motor at a pre-determined signal and its airframe shortly before water entry. When the payload is a torpedo, a parachute blossoms in flight to slow its plunge into the water in the target area.—*Army, Navy, Air Force Journal*.



Seven years later and two ranks higher, these senior officers are together again. When this picture was taken of Captain Patrick D. Budge (right) and Cdr. Ralph L. Hennessy, they were, respectively, commanding officer and executive officer of the cruiser *Quebec*. Today Rear-Admiral Budge is Chief of Naval Personnel and Commodore Hennessy is Deputy CNP. (QB-676)

OFFICERS AND MEN

61 Graduate At Royal Roads

Sixty-one officer cadets of Canada's three armed forces participated in the graduation day program of the Canadian Services College, Royal Roads, on the afternoon of Thursday, May 19.

Guest of honour and inspecting officer was His Honour, Frank Ross, Lieutenant-Governor of British Columbia.

The graduation program included a ceremonial parade of both first and second year classes of the officer cadets, an inspection and march-past, an address by the Lieutenant-Governor, and the presentation of major awards to a number of cadets who had attained outstanding marks in leadership, academic and military studies, and sportsmanship over the past year.

During the inspection, the Lieutenant-Governor was accompanied by the Cadet Wing Commander, Officer Cadet R. C. Waller, Colonel P. S. Cooper, commandant of Royal Roads; Lt.-Col. H. E. C. Price, deputy commandant and Officer Commanding Cadet Wing; Lt.-Cdr. G. W. S. Brooks, executive officer of Royal Roads; and Captain H. P. Stickley, staff adjutant.



WEDDINGS

Sub-Lieutenant Michael P. Bowen, *Fraser*, to Maxine Edith McClure, Victoria.

Able Seaman Robert Bowles, *Cap de la Madeleine*, to Patricia Frances Doyle, Charlottetown, P.E.I.

Sub-Lieutenant George Douglas Braithwaite, *Ottawa*, to Judith Ellen Noonan, Oak Bay, B.C.

Able Seaman Douglas Coxon, *Kootenay*, to Ruth A. Evans, Dartmouth, N.S.

Sub-Lieutenant J. G. Dean, *York*, to Sandra Jean Spence, Hawkesbury, Ont.

Able Seaman Ronald Hurst, *Kootenay*, to Roberta E. Baker, Halifax.

Lieutenant E. A. Kieser, *Shearwater*, to Ann Marie Grant, Dartmouth.

Able Seaman Joseph Logan, *Kootenay*, to Willa A. Dockrill, Halifax.

Able Seaman James Proulx, *Stadacona*, to Kathleen Macdonald, Sudbury, Ont.

Ordinary Seaman Patrick Stanislaw, *Kootenay*, to Patricia H. M. Tait, Halifax.

Sub-Lieutenant Donald K. Stirling, *Shearwater*, to Susan Bryson Cooper, Montreal.

Sub-Lieutenant Lucien Voyer, *Stadacona*, to Marleen Thibodeau, Kingston.

Able Seaman Lloyd Walling, *Kootenay*, to Barbara M. Hines, Halifax.

Ordinary Seaman Donald Webster, *Stadacona*, to Elizabeth Luella Frail, Caledonia, N.S.

The bell and mace of the cruiser HMCS Ontario were recently placed with the Province of Ontario for safekeeping. The presentation was made by Commodore R. I. Hendy, Senior Naval Officer Toronto Area, and the historical objects were accepted on behalf of the provincial government by Premier Leslie Frost. Rear-Admiral Walter Hose (nearest camera), second Director of the Naval Service and first Chief of the Naval Staff, is shown here with Premier Frost. Displayed in the cabinet is a replica of the ship's badge, presented to the people of Ontario by the cruiser. (COND-5761)

Music for all graduation activities was provided by the naval band of HMCS *Naden*, under the direction of Cd. Off. William Gordon.

In the fall, members of the graduating class will continue academic studies to degree level at the Royal Military College.

Awards presented to RCN officer cadets during the graduation ceremony included:

Nixon Memorial Award, for the best all-round officer cadet of the second year class, to Officer Cadet Richard Waller, of Regina, who was also awarded the H. E. Seller's telescope as the cadet wing

commander chosen in the final slate of cadet officers;

Lieutenant - Governor of Quebec Medal, for the English-speaking officer cadet who has made the greatest progress in French during his two years

BIRTHS

To Able Seaman Guy Belanger, *Kootenay*, and Mrs. Belanger, a daughter.

To Leading Seaman Ivan Nicholls, *Kootenay*, and Mrs. Nicholls, a daughter.

To Able Seaman Robert Park, *Kootenay*, and Mrs. Park, a daughter.

To Petty Officer Albert Rowe *Kootenay*, and Mrs. Rowe, a daughter.

To Able Seaman Ronald Swan, *Kootenay*, and Mrs. Swan, a son.

at Royal Roads, to Officer Cadet Charles I. Motterhead, of Kelowna, B.C.;

Director of Studies Cup, for first year award for outstanding athletic ability and sportsmanship, to Officer Cadet John R. Pirquet, of Prince George, B.C.

Marine Mishaps Involve RCN

Atlantic Command personnel have figured prominently in three marine incidents.

Naval divers recovered four bodies from the Lunenburg, N.S., longliner *Margaret Lou* after the wreckage was found awash following a severe storm March 9-10.

The bodies were returned ashore on board HMCS *Lauzon*. The *Margaret Lou* later sank during salvage attempts.

A second derelict longliner, the *Laura Ellen*, was sunk by bombs of an RCN Banshee jet fighter after she was reported a menace to navigation by a U.S. Coast Guard ship about 100 miles south of Halifax. The aircraft was piloted by Lt. David Tate.

On April 15 five officers and men of the RCN were rescued by the West German merchant ship *Sternenfels* and transferred to U.S. Coast Guard ships and aircraft after their Tracker aircraft ran out of fuel and ditched en route to Bermuda. None was injured.

Admiral DeWolf Presents Air Awards

The presentation of two flying awards by Vice-Admiral Harry G. DeWolf, Chief of the Naval Staff highlighted ceremonial divisions May 20 at the RCN Air Station, *Shearwater*.

Sub-Lt. P. A. Hamilton was the first winner of the Gordon Mowatt Memorial Trophy for being the sub-lieutenant making the most progress in flying ability in the calendar year. The trophy was donated by Mr. and Mrs. Leslie G. Mowatt, of Montreal, in memory of their son, Sub-Lt. Gordon Mowatt, who was killed while taking off in a Tracker last December from the aircraft carrier *Bonaventure*. The parents were guests at the divisions and presentation.

The Wilkinson Trophy, which goes to the squadron making the most contributions to the efficiency and effectiveness of naval aviation in the RCN, was won for 1959 by Fighter Squadron 870. Cdr. W. J. Walton, who was in command of VF 870 during this period, received the trophy. He is now in command of VS 880. The trophy was donated several years ago by Lt.-Cdr. L. D. Wilkinson, RN (Ret'd), who commanded the first RCN fighter squadron, 803, formed at the end of the Second World War.

The squadron is equipped with Banshee all-weather fighters.



A new naval aviation award, the Gordon Mowatt Memorial Trophy, was presented for the first time during ceremonial divisions May 20 at *Shearwater*. The trophy was donated by Mr. and Mrs. Leslie G. Mowatt, of Montreal, whose son, a sub-lieutenant, was killed taking off last December from the aircraft carrier *Bonaventure*. It goes to the sub-lieutenant making the most progress in flying ability during the calendar year. Left to right are Vice-Admiral Harry G. DeWolf, Chief of the Naval Staff, who presented the award; Sub-Lt. P. A. Hamilton, the first winner, and the Mowatts, who donated the trophy.

In addition to carrying out its normal naval duties last year, VF 870 took part in numerous NORAD exercises, which, on analysis, showed the squadron to have an exceptionally high intercept record. Toward the end of the year the squadron gave a further demonstration of its skill when it destroyed five out of six Firefly drones with Sidewinder missiles.

In addition to maintaining a high degree of readiness and operational efficiency, the squadron helped to promote public interest in the Royal Canadian Navy by means of air displays. The aerobatic section of the squadron, under the name "Grey Ghosts", took part in numerous air shows, including the opening of Miami's International



Cdr. W. J. Walton holds the Wilkinson Trophy awarded the squadron he formerly commanded, Fighter Squadron 870, for its 1959 contribution to the efficiency and effectiveness of naval aviation in the RCN.

Airport early in 1959, and won wide acclaim for its flying skill.

The award for 1958 was won by Helicopter Anti-Submarine Squadron 50.

Petty Officer Enters Church

A former petty officer in the Royal Canadian Navy was ordained in June as a priest in the Anglican Church of Canada.

Rev. Joseph Henry Rogers, of Alix, Alberta, and Hamilton, was ordained by Bishop Walter Bagnall, Bishop of Niagara. The ceremony was attended by Captain G. A. MacLachlan, commanding officer of HMCS *Prevost*, London, Ontario, naval division, and members of the chief and petty officers' mess of HMCS *Patriot*, Hamilton. As a petty officer, Mr. Rogers was a member of the mess.

Mr. Rogers' parish is at Wainfleet, near Welland, Ontario.

He joined the RCN in 1946 at *Tecumseh*, Calgary naval division, as a pay writer. He served on both coasts, on the staff of the Naval Member Canadian Joint Staff (Washington) and at sea in HMC Ships *Portage*, *La Hullose* and *Magnificent*.

While serving on the staff of *Patriot* in 1957-58, he attended St. Augustine's Anglican Church. The church's vicar, Rev. J. C. Fricker, learned of Mr. Rogers' interest in the ministry and assisted him with private tuition in theology.

In September 1958 Mr. Rogers requested his release from the RCN and



Following his ordination as an Anglican priest, former Petty Officer Joseph Henry Rogers is given a warm welcome into the church by the Rt. Rev. Walter Bagnall, Bishop of Niagara.

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enrolled at Seager Hall, Huron College, the Anglican theological college, in London, Ontario.

Mr. Rogers has transferred to the Royal Canadian Navy (Reserve) at *Prevost*.

Stamp Club Formed In Atlantic Command

Meetings held in the P&RT Centre, HMCS *Stadacona*, during May and June have resulted in the formation of an RCN Stamp Club (Halifax-Dartmouth District).

Officers elected for the balance of the year are: Lt.-Cdr. W. F. Harris, president; PO James Turner, vice president, and Cd. Off. (MT) S. R. Wallace, secretary-treasurer.

The club had its origin in a request from a number of philatelists serving in HMCS *Gatineau*.

The objects of the club, as stated in the constitution are: to encourage the collecting and study of postage stamps; to promote interest in the hobby, and to meet for the purpose of exchanging and acquiring stamps for the mutual benefit of all members.

Because sea-going members would not always be able to attend if only one meeting a month were held, it was decided the club should meet on the first and third Tuesdays of each month in the Library, Engineering Division (MTE), at *Stadacona*.

A link has been formed with the Nova Scotia Stamp Club, and it is expected this group will provide speakers from time to time. The Public Relations Officer, Post Office Department is setting up an educational syllabus for the Navy group and members are likely to profit from this program. —S.R.W.

Invention Wins \$2,911 Award

A minesweeping invention submitted by a civilian has resulted in the largest cash award so far under the Public Servants Inventions Act to a recipient working with the Navy.

Arthur Mansfield, 575 Richmond Road, Ottawa, on the staff of the Electrical Engineer in Chief at Naval Headquarters, has won a net award of \$2,911.

The invention, which is classified, has resulted in increasing the Navy's ability to deal with mines and has effected a financial saving to the Department of National Defence.

Mr. Mansfield was born in England and has lived in Canada 36 years. He was employed in Windsor and Toronto



ARTHUR MANSFIELD

before entering the RCNVR at Windsor in 1940. On his release from the Navy in 1946 Mr. Mansfield served as a naval overseer at Halifax and in 1948 was transferred to Naval Headquarters.

Mr. Mansfield's invention was processed by the Inter-Service Committee on Inventions.

The Public Servants Inventions Act was passed by parliament to safeguard crown interests in the inventions of employees and at the same time provide for compensation to the inventor for any loss of rights. Regulations set out under this act were brought into force in May 1955.

To qualify under this act, an invention must come within the terms of the Patent Act. Ideas and suggestions which do not qualify are considered by a Suggestion Award Board for cash awards.

Youngsters Pass Swimming Tests

Final swimming tests were held at the Royal Roads swimming pool June 29 and 63 enthusiastic young students performed before the critical eyes of Red Cross examiners.

PO Alf Aylward can be justly proud of the record produced at the Royal Roads pool this year. He has been teaching the dependent children each Saturday afternoon since September of last year and his students have won 48 Royal Life Saving Society awards and medallions and 92 Red Cross awards.



The Ecuadoran destroyer Presidente Alfaro, centre, and HMCS Sussexvale at Tagus Cove, Galapagos Islands. (E-54346)

GALAPAGOS SHORE-RUN

THE GALAPAGOS Archipelago consists of 15 larger islands and numerous rocks and reefs, all volcanic, lying 'on the line' six hundred miles west of Ecuador. Total land area is about 3,000 square miles; population around 2,000.

The cold Humbolt current, teeming with marine life, sweeps northwestward from the Antarctic and tempers the climate to one of pleasantly warm days and "one-blanket" nights. But the land is bleak. So bleak and desolate is it, indeed, that Herman Melville was moved to write of it: "In no world but a fallen one could such lands exist."

Rain is almost unheard of save high on the windward slopes where passing trade wind clouds support lush tropical

vegetation. Elsewhere sparse cacti, thorn, acacia and bleached bones remind one that many a sailor shipwrecked hereabouts has died of thirst.

Into this lost world so largely responsible for Charles Darwin's theory of evolution, steamed HMC Ships *Sussexvale*, *Antigonish*, *Ste. Therese* and *Stettler* early one morning last February. We were come, with thirty-seven senior *Venture* cadets embarked, to spend a week amongst the islands. Our aims were cadet anchorage training, a squadron regatta and general recreation before tackling informal visits to South American ports.

We brought as special guest A. J. Pick, the Canadian ambassador to Peru. He had joined in Balboa for passage to

Callao, and kept us constantly entertained and informed on all things South American.

The *Sussexvale* spent the first two days anchored just outside Wreck Bay on Chatham Island. There, in a shanty town called Baquerizo Moreno, the capital and port of entry of the islands, live more than half the Galapagan population, while five steep and dusty miles inland from the bay, at a village with the unlikely name of El Progreso, several hundred more Ecuadorans eke an existence from farming and the slaughter of wild cattle which roam the heights.

A small Ecuadoran naval garrison at Wreck Bay administers to the needs of the outlying islands. The former Hunt



Twenty-two years ago the River class destroyer Fraser left her name high on the cliff above Tagus Cove in the Galapagos Islands and the paint looks as fresh today as it did then. The Fraser was sunk in a collision in the Bay of Biscay on June 25, 1940—the RCN's first loss of the Second World War. (E-54342)



Canadian sailors from ships of the Fourth Canadian Escort Squadron hold a skin-diving party at Academy Bay in the Galapagos Islands during this spring's training cruise. (E-54326)

class destroyer *President Alfaro* (ex-HMS *Quantock*) was at anchor when we arrived. Her midshipmen challenged our cadets to various sports: all save softball were resounding victories for the Mids.

The *Antigonish*, *St. Therese* and *Stettler* spent this time anchored at Academy Bay on Indefatigable Island, some 50 miles further west, where about 150 pioneers of Ecuadoran, German, Swiss, Norwegian, Italian and Czechoslovakian descent wrest a simple but contented living from the sea and the windward slopes.

The *Sussexvale's* next call was Post Office Bay on Charles Island, so named for the world-famous "Barrel Post Office" set up in a clearing by whalers over a century ago. The ship was stopped on the glassy evening sea a mile off shore, and 15 "adventurers" (armed with two dozen or more cameras and over a hundred unstamped letters), put ashore in the motor cutter. A heavy surf on the steep white shingle caused several amusing moments as floundering photographers held their cameras high—but this only heightened the spirit of adventure. How many hundred whaleboats must have landed on this same strand in days gone by?

During the war of 1812 Captain Porter, USN, learned the names and whereabouts of English ships lurking in

Galapagan waters by reading their mail in the Barrel. Through trickery, he soon had taken 12 prizes.

Since those early days it has been the custom for visiting ships and yachts to collect letters from the barrel and mail them at their next port of call. No use stamping your own letters: one never knows who will pick them up or where they'll eventually be posted. I scribbled the very first note to my young son and popped it into the barrel. I wonder will he ever read it?

Charles Island came briefly into the public eye 28 years ago when a self-styled Austrian Baroness arrived from Paris with her two male consorts and laid claim as Empress. Twenty-seven years ago she and one consort disappeared. The parched body of the other man was found soon after on a neighbouring island.

We tarried only long enough to realize that life in that place would be virtually impossible. As we returned to the beach tiny lizards scampered into the gorse, and a frigate bird plummeted into the bay after his supper.

Ships rendezvoused early the following morning and came to a formation anchorage in Elizabeth Bay which is on the West Coast of Albermarie, largest island of the group. There, ringed about by stark volcanoes whose flanks were not green, we stayed for five days of

drills and evolutions which culminated in a hotly contested pulling and sailing regatta.

Excellent swimming was to be had in a little bay behind a black lava headland (but woe betide the bather who tried to navigate the baked clinker shoreline without shoes!). A seal eyed us quizzically, then cavorted amongst us. One swimmer nearly caught a pelican that skidded to a halt in our midst, but he misjudged the underwater distance to the great bird and surfaced five or six feet short. Probably just as well!

Giant iguanas, sea-going reptiles found nowhere else on earth, could be easily caught because of their complete confidence that they had no enemy on land. Throw one into the sea, however, and watch him swim directly to shore at your feet! There were penguins, too (a cocky little breed quite at home on the equator because of the cool sea), sea lions basking on the nearby rocks, and double-sized cormorants, which long ago decided they need never fly again and whose stub wings now serve as excellent flippers.

We could not take our leave of the Enchanted Islands (such they were called by the early navigators, for they seemed to appear like magic due to the mysterious currents) without a quick



Among the evidences of evolution Charles Darwin found in the Galapagos Islands was the development of a sea-going variety of iguana. The lizards still feel safer on land, however, and, if tossed into the sea, will promptly swim ashore at the feet of their tormentor. Ldg. Sea. Alex Peden is shown with one of the "baby dinosaurs" during a visit to Academy Bay. (E-54335)

visit to Tagus Cove 25 miles further north on Albermarie. The *Sussexvale* anchored close off the entrance to the sea-breached crater and sent away all boats to investigate the place.

"Look up there on the cliff," someone called as we entered the cove. There,

high above us, familiar names smiled to be recognized: HMCS FRASER 1938, HMCS SKEENA, HMCS SAGUENAY. But where was ST. LAURENT? Our first lieutenant, Lt.-Cdr. Bob Dewhirst was a seaman gunner in the *Fraser* in that far off winter cruise. His "crossing the line" certificate shows that "*Sally*" was there as well. She, too, must have visited Tagus 22 years ago almost to the day. Their names might have been placed there only yesterday, so bold and white the paint; a thousand years will not erase them.

Some energetic hikers gained the landward rim from which they had a magnificent view of Tagus and of a drowned crater a mere two hundred yards inland. Others chased a million scarlet land crabs along the water's edge, or tried their skill at crayfishing with an aqua-lung.

Finally it was time to be off. After giving excited chase to a barn door-sized manta ray whose wing-tips were seen tracing lazy circles close inshore (who would swim with him around?) we returned to the ships. Boats were hoisted and secured for sea. A clean anchor came slowly from the crystal depths. We turned, gathered way, and stood towards our rendezvous out by the sunset.—R.D.S.C.

A shimmering sea, wheeling seabirds and a stormy sky frame the silhouettes of the destroyer escorts St. Laurent and Ottawa somewhere on the broad Pacific. The picture was taken from their sister ship, the *Saguenay*. (CCC2-023)



HERE AND THERE IN THE RCN



Cdr. M. W. Mayo (left) accepts the traditional piece of "parcel post" from Cdr. A. B. German, at ceremonial divisions June 24 in Stadacona. The deed to the parade square was also turned over by Cdr. German, officer-in-charge of the Weapons Division of the Fleet School, to Cdr. Mayo as OIC of the Operations Division. The latter division inherits control of ceremonial in the barracks as a result of the changes in the RCN trade structure. The parcel is six inches in diameter and weighs 112 pounds, as many a former student at the old gunnery school, caught sleeping in class, can testify. (HS-61540)



PO Leo Myers presents a cake model of HMCS Cayuga and an easier-to-eat 30-pound marble cake to children of the Halifax Protestant Orphanage. The Cayuga model has been given to Cdr. Evan Petley-Jones on his relinquishing command of the destroyer escort. He asked that it go to the orphanage. PO Myers, the cook, included a bigger cake and carried out his wishes.



As the picture was snapped, Cadet Wing Commander Richard Waller was shouting "Order ARMS" to the cadets at Royal Roads. An RCN officer cadet, he received two major awards during the graduation exercises in May. (E-55427)



CPO Jack G. Gillard, is shown with his son, Sub-Lt. Rodney Gillard. The father, an engineering artificer, serves in the engineroom of the Bonaventure. The son formerly served in the destroyer escort Terra Nova, and is now on course at the Royal Naval Engineering College, Manadon, Plymouth, England. (DB-13803)

AFLOAT AND ASHORE

PACIFIC COMMAND

Second Escort Squadron

On May 16, 1960, HMCS *Fraser* escorted by HMC Ships *Assiniboine*, *St. Laurent*, and *Skeena*, of the Second Canadian Escort Squadron, proceeded from Vancouver to Victoria with His Excellency, Major General George P. Vanier, Governor General of Canada, Madame Vanier, and suite embarked. This was the occasion of His Excellency's first official visit to Vancouver Island as Governor General of Canada.

When the formation arrived off Discovery Island, the three escorting destroyers detached and proceeded towards Victoria at 25 knots. As the *Fraser* arrived off Clover Point, four Neptune Aircraft of 407 Maritime Patrol Squadron, based at Comox, flew past in salute to His Excellency. Shortly afterwards 14 ships of the Pacific Command sailed past. All participating units manned ship and three cheers rang out from each as it passed by.

On completion of the sail past, the aircraft again flew past—this time singly and at low altitude.

The names of the Governor General and HMCS *Fraser* have been linked before. In June 1940, as France was falling to the armed might of the Third Reich, General Vanier escaped from that country on board the first *Fraser*, a River class destroyer.

As the highlight of the return passage to Vancouver, Their Excellencies were entertained at a mess dinner in the Wardroom, during which the Governor General was presented with a pewter stein, on which were engraved the badges of both the old and the new *Fraser*. The date June 23, 1940, was inscribed beneath the badge of the old *Fraser* to commemorate his rescue from France by that ship, and the date May 18, 1960, beneath the badge of the present ship to commemorate his passage this year.

ATLANTIC COMMAND

HMCS *Terra Nova*

The ship's company of the *Terra Nova* ended an eventful first year in commission on June 6.

In honour of the occasion, the ship's cookery staff prepared filet mignon with



Commander W. H. Willson, commanding officer of HMCS *Terra Nova*, and Mrs. Willson cut the destroyer escort's first birthday cake at a ship's company dance. In her first year the ship was away from home port two thirds of the time and steamed a notable 37,252 miles.

all the trimmings, topped off by a birthday cake. Further appropriate festivities took place in the holding of a ship's dance. During the intermission, the captain and his wife cut the ship's first birthday cake.

During the year it is thought that the ship may have established a new yearly record by steaming 37,252 miles. The ship spent two-thirds of her time away from home port, 163 days at sea, and visited such places as San Diego, the Canal Zone, Curacao, various Caribbean ports, Boston and the St. Lawrence Seaway.

Fifth Escort Squadron

For the Fifth Escort Squadron, the peak event of an exercise period punctuated with highlights came at the end of the Atlantic Command's winter training program. On March 24, HMCS *Gatineau*, wearing the flag of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, led 16 destroyer escorts out of the narrows at Bermuda.

This was only the second time that all seven Restigouche class DDEs had sailed together, the first time being at the start of Wintex 60, in January, when once again the *Gatineau*, wearing Admiral Pullen's flag, had led the squadron into Norfolk, Virginia.

The 24th was also believed to have been the first time that all Canadian Tribals had sailed together and, as well, represented the largest number of Canadian destroyer escorts ever to manoeuvre as a single unit.

Admiral Pullen led the DDEs through a series of fleet manoeuvres including the famous "gridiron" . . . a most impressive sight, and not only for many newly-joined, on-the-job-training ordinary seamen, but for all personnel a most memorable one.

The exercises themselves were hard but satisfying work, eased or not as the case may be, by the thought of the folks shovelling snow back in Halifax. However, nice as San Juan, Trinidad and Curacao had been, the sight of Jetty 3 even on a cold March morning was a very welcome one for the squadron after a long three months away from home.

Leadership School

The summer routine in the Leadership School is under way, with both reserves and regular force personnel under instruction.

No. 109 Petty Officers' Leadership Course passed out on June 3, and the members returned to their various ships and establishments. Included in No. 109 course were seven graduates from the Apprentice Training Scheme who are going to sea as petty officers.

The first group of UNTD cadets arrived in *Cornwallis* on May 12 and immediately started on a fairly rigorous training scheme. Their day starts at 0600 with physical training under the guidance of a staff instructor from the P&RT School and finishes with organized sports from 1630 until 1730. The cadets spend six weeks in *Cornwallis*, the time being equally divided between the Leadership Communication and Seamanship Schools. On completion of the *Cornwallis* series of courses they return to Halifax where they embark in frigates of the 9th Escort Squadron for a training cruise.

The number of cadets in *Cornwallis* remains around 80 during the summer.

Five surgeon cadets in the school were joined on June 6 by eight cadets of the Royal Canadian Dental Corps. The RCDC indoctrination course was of two weeks' duration and is designed to give cadets an understanding of the Navy way of life.

In late June, 33 CMR preparatory year cadets joined the school for a ten-day course, designed to give them a basic knowledge of navigation to prepare them for the sea phase of their summer training. The course included lectures of general service interest.

HMCS Kootenay

On March 7, the *Kootenay* celebrated her first birthday. The *Kootenay* was commissioned in North Vancouver at the Burrard Dry Dock Company after being laid down in August, 1952, and launched on June 15, 1954.

In her first year of service in the RCN *Kootenay* steamed 30,000 miles. After working up on the West Coast she came to Halifax in April, 1959, via the Panama Canal. During June and July the *Kootenay* had the honour of escorting the Royal Yacht from Gaspé to Port Arthur via the St. Lawrence Seaway and the Welland Canal. The trip included visits to Montreal, Brockville, Kingston, Toronto, Windsor and Detroit, Sarnia, Penetang, Chicago and Sault Ste. Marie.

In August, the *Kootenay* was part of the NATO fleet gathered at Toronto during the Canadian National Exhibition. In October the ship visited Port Everglades and Fort Lauderdale, Florida, and Wintex '60 occupied the last few months of a busy and successful year for the ship.

The birthday celebration was held at sea off Halifax and was climaxed by the cutting of the birthday cake by the captain, Commander R. J. Pickford.

HMCS Bonaventure

Aside from taking care of her air training the *Bonaventure* attained two noteworthy objectives during a single April week while at sea:

On April 21 the miles steamed by the "*Bonnie*" passed the 100,000 mark, a distance equal to four times around the world since her commissioning in January 1957.

A Tracker anti-submarine aircraft, flown by Lt. Richard Davis, earlier in the week became the 5,000th arrested landing to occur on board Canada's only carrier.

The ship returned to Halifax from flying training that involved Trackers.

of the sea-going element of air anti-submarine Squadron 880 and Sikorskys of helicopter anti-submarine Squadron 50. The "*Bonnie*" had been away from Halifax since April 13, roving the seas south of Nova Scotia for ideal flying conditions to further the intensive program of day and night flying.

Four Canadian Army officers were embarked from Camp Gagetown, N.S., to observe the operations and an eight-man CBC crew also was on board to film events. Exercises were carried out with the *Restigouche* and *St. Croix* and the submarine *Auriga* while the *Sioux* and *Nootka* divided plane guard chores, the *Sioux* taking the first part of the program and the *Nootka* the latter portion.

With Lt. Davis in the Tracker making the 5,000th landing were Sub-Lt. Ken

Stephens, his co-pilot, and two aircrewmen, Ldg. Sea. Russell Sutherland, and AB Fred Illingworth. A mock ceremony was held on the flight deck immediately after the landing and Captain J. C. O'Brien, who commands the *Bonaventure*, bestowed appropriate honours on the Tracker personnel.

The CBC team was collecting film and sound material in the carrier and *St. Croix* for one of three TV shows in connection with the 50th Anniversary of the Royal Canadian Navy.

Bill Harper was the producer and Keith Barry handled interviews. The camera crew included Walter Wicks, Dave Carr, and Paul Murray, with technical work by George Elrick, Al Greer and Milton Isnor. All are from CBHT, Halifax.



On June 30 Rear-Admiral E. W. Finch-Noyes became Flag Officer Pacific Coast. He is shown (right) with his predecessor, Rear-Admiral H. S. Rayner, who will become Chief of the Naval Staff, with the rank of vice-admiral, on August 1. (E-56404)



Edward Kelly, president of the host Cobourg-Port Hope Naval Veterans Association, placed a wreath on behalf of his club at the Cobourg cenotaph during the naval veteran's reunion. About 2,000 persons attended the reunion. (O-12928)

REUNION AT COBOURG

THE ROYAL CANADIAN NAVY'S 50th anniversary was the theme of the 6th annual reunion of the Naval Veterans' Association held at Cobourg.

About 2,000 persons visited Cobourg June 11 and 12 to take part in the ceremonies which included a civic reception, a banquet, a grand naval ball, and a church and cenotaph parade. Guests from as far as Halifax and Winnipeg were registered.

HMCS *Lanark* anchored off Cobourg's east pier during the reunion week-end and some 1,500 persons visited the ship via shuttle service operated by the auxiliary vessel *Scatari*.

A civic reception was preceded by an inspection of a guard of honour by Commodore E. W. Finch-Noyes, then Commanding Officer Naval Divisions. The inspection took place in front of the town hall, and Commodore Finch-Noyes was accompanied by Reeve Jack



Singing around the piano had its place during the sixth annual naval veterans' reunion in June at Cobourg. George Ashby, Port Hope; Jim Basky, Port Hope, Wall Farr, Peterborough; Norman Lightfoot, Toronto; and Pat Hasson, Kingston, give their all in a rousing version of "The West Atlantic Squadron". Flying Officer Russ Taylor, RCAF, Peterborough, who was looking up some friends at the reunion, played the piano. (O-12914)



No one attending the Sixth Annual Naval Veterans Reunion at Cobourg could talk about the good old days with more authority than Fred Barrick, 71, of Toronto, and (left) Richard Adams, 78, of Port Dover. Both previously served in the Royal Navy and look forward to their meeting each year. (O-12913)

Heenan, who represented Mayor John D. Burnet, absent because of illness. The guard and an accompanying band were from HMCS *York*, Toronto naval division.

After signing the visitors' book, visiting officials were conducted on a tour of the historic town hall by members of the council. The tour included the Victorian-style opera house.

Later during the day the *York* band presented a concert in the Victoria Park band shell. Reeve and Mrs. Heenan and Councillor Lenah Fisher were members of the receiving line at a cocktail party held at the army for the official party.

A banquet was held at the arena Saturday evening, followed by a ball.

Guest speakers included Ed Kelly, president of the Cobourg-Port Hope Naval Veterans' Association, Rear-Admiral K. L. Dyer, then Chief of Naval Personnel; Commodore (now Rear-Admiral) E. W. Finch-Noyes, then Commanding Officer Naval Divisions; and Commodore R. I. Hendy, Senior Naval Officer, Toronto Area.

As guest speaker Commodore Hendy was introduced by George Clinton, Cobourg, reunion committee chairman, and was thanked by Sid Calvert, Toronto, president of the Canadian Naval Association.

Commodore Hendy reviewed the history and growth of the RCN, and during his address said:

"I do not think there could have been anyone in the navy of 1910 who in his wildest dreams could have predicted the shape of the things to come.

"Notwithstanding these tremendous changes, the basic elements of sea power remain as true today as they were 50 years ago or more than 150 years ago at the Battle of Trafalgar, and these are well-found ships and the willing men of spirit to man them."

Head table guests included: Rev and Mrs. T. B. Asbell of Grafton; Rev. and Mrs. E. S. Bull, Cobourg; Lt.-Cdr. and Mrs. W. H. MacDonald; Lt.-Cdr. W. V.

A. Lesslie, commanding officer, HMCS *Lanark*; Lt.-Cdr. R. A. V. Jenkins; Cdr. W. T. Houghton, commanding officer, HMCS *Star*, Hamilton naval division, and Mrs. Houghton; Mayor and Mrs. W. Wlaydka, Port Hope; Chaplain J. E. Whelley; Lt.-Col. and Mrs. R. S. Lucas; Rev. J. L. Pearson, Cobourg; Captain J. W. Goodchild, commanding officer, HMCS *York*, and Mrs. Goodchild; Lt.-Cdr. and Mrs. H. J. F. Hibbard, RCN (Ret'd), of Port Hope; Colonel T. F. Slater, commandant, 26 Central Ordnance Depot, and Mrs. Slater; Mr. and Mrs. George Clinton; Commodore and Mrs. E. W. Finch-Noyes; Rear-Admiral K. L. Dyer; Sid Calvert; Chaplain of the Fleet E. G. B. Foote; Reeve and Mrs. John Heenan, Cobourg; Mr. and Mrs. Cliff A. Donnaghue, Port Hope.

The *York* band played during the dinner.

Sunday morning veterans paraded to St. Peter's Anglican and St. Michael's Roman Catholic churches. In addition to the veterans, cadets from the Sea Cadet Corps *Skeena* and *Ajax*, along with naval personnel from *York* and the *Lanark*, took part.

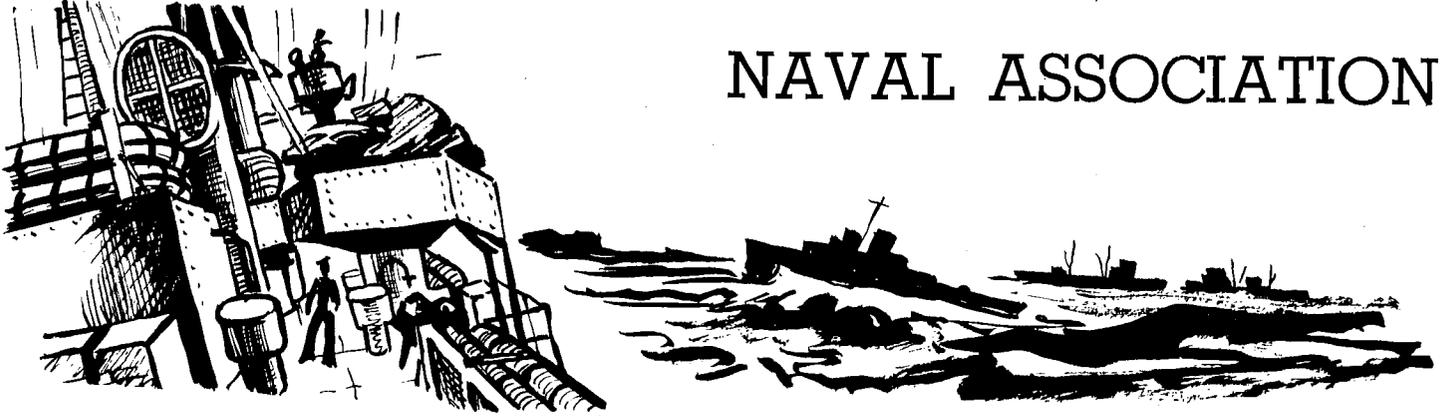
At St. Peter's, the service was conducted by Rev. E. G. B. Foote, Protestant Chaplain of the Fleet, Rear-Admiral Dyer read the lesson. At St. Michael's, mass was said by Rev. J. E. Whelley, Roman Catholic Chaplain of the Fleet. Altar boys were from RCSCC *Skeena*.

Following the church services, parties reassembled to proceed to the cenotaph at Victoria Park. Rear-Admiral K. L. Dyer took the salute, accompanied by Commodore Finch-Noyes.

At the cenotaph Rear-Admiral Dyer placed the RCN wreath; Mr. Calvert placed a wreath on behalf of the Canadian Naval Association, and Mr. Kelly placed the third wreath on behalf of the host club. Other delegates placed wreaths on behalf of associations at Toronto, Hamilton, Belleville, Peterborough, Woodstock, Brantford, Oshawa, Guelph and Sault Ste. Marie.



NAVAL ASSOCIATION



THOUSANDS of naval veterans across Canada today may be unaware that a national organization, operating under a Dominion Charter is active in the promotion and protection of the welfare and interests of naval veterans and their dependents. There is a need today to re-awaken that spirit of "camaraderie" which prevailed during their service days, and was such a potent factor in building up an enviable record by the men—and women—who served in the navy.

The following observations come from a club which takes pride in being affiliated with that national body, the Canadian Naval Association:

Let us glance for a moment at the association's inception and its growth up to the present time. A number of naval veterans' clubs exist from coast to coast and have enjoyed a measure of success in fulfilling the needs of naval veterans in their immediate area. Amalgamation of these clubs had been a live issue in Toronto for many years, but never quite reached fruition.

In May 1955 the first naval veterans' reunion to be held in Ontario since the Second World War was arranged in Peterborough by the naval veterans' club of that city. This had the effect of bringing together, for the first time, representatives of many of the other clubs in Ontario. The reunion was a huge success, showing the initiative and organizational ability of the naval veteran, and was attended by some 2,000 delegates, many accompanied by their wives. Substantial assistance was extended by the RCN, to add colour and interest, and practical help was generously forthcoming from Captain William Strange of Naval Headquarters.

At this reunion, serious discussion took place on the subject of consolidating the various naval clubs into one

By S. H. Piner

President, Hamilton Naval Veterans' Association

body, which would be devoted solely to the needs of naval veterans. As a result of contacts made during the reunion and correspondence entered into, a meeting was convened in Toronto on November 19, 1955, for the purpose of discussing arrangements for a second reunion, and to give serious consideration to the actual formation of a national body.

Up to this time, thinking had been limited to organizing on a province-wide scale, but a number of delegates stood fast in advocating action on a national basis.

The second reunion took place in Oshawa in May 1956 and was honoured by the presence of Vice-Admiral H. G. DeWolf, and again the RCN was there to add the nautical touch. During a business meeting at this reunion, the broader view was accepted and the decision reached to make the organization national in scope. Enthusiasm was the key note of that meeting, and an executive body was elected from the representatives of the various attending clubs.

Results of that first election are of interest and were as follows: President, W. O. Barr (Toronto); executive vice-president, H. A. Maynard (Oshawa); vice-president, C. McClennan (Peterborough); secretary, W. J. Slater (Belleville), and treasurer, G. O'Neil (Toronto).

That first year saw the following clubs joined in one body: Oshawa, Peterborough, Toronto Naval Club, Brantford, Woodstock, Belleville, Pre-War RCNVR Association of Toronto, Port Hope-Cobourg, and Hamilton. The

name given the newly organized body was the Association of Naval Clubs of Canada.

A constitution was drafted, discussed, and was finally adopted. The various clubs, while retaining full local autonomy, merged their interests for the benefit of all naval veterans. From then on, regular meetings were held in the various centres, problems debated, kinks ironed out and an atmosphere of mutual accord was fostered.

By some, the title of the association was considered rather unwieldy and, perhaps, not as concise as was desirable. At a meeting held in Toronto September 15, 1956, after considerable discussion, the name was changed to the "Canadian Naval Association".

The next meeting of special interest convened in Brantford on January 25, 1959, was attended by Commodore R. I. Hendy, Senior Naval Officer of the Toronto area, who presented the amended "Objects of the Canadian Naval Association".

These were given a thorough searching by the delegates, after which approval was given to apply for a national charter. Owing to diligent efforts on the part of Commodore Hendy, the national charter was finally obtained and the CNA reached national status.

Since that first reunion in Peterborough, reunions for naval veterans have been held annually in various cities in Ontario, and it was at the one held in Hamilton in June 1959 that the charter was formally handed over to the CNA president of that time, C. McClennan, of Peterborough, by Commodore Hendy, who expressed willingness to be of assistance in the future, and who had been such a tower of strength to the CNA from the start.

For some time the Main Brace Clubs of the Maritimes had been kept up to

date with information on what was transpiring in Ontario, and the suggestion was advanced that they might give serious consideration to becoming affiliated with the national organization. At the annual general meeting of the CNA in 1958, held in conjunction with the annual reunion in Belleville that year, the Main Brace Clubs, together with Montreal, had delegates sitting in as observers.

In November 1958, the CNA returned the compliment and sent delegates to Moncton, New Brunswick, for the annual meeting of the Main Brace Clubs and the annual naval veterans' reunion for the Maritimes.

We are sure that enquiries from interested naval veterans' clubs will be cordially welcomed by the secretary of

the CNA, whose address is 14 Hayden Street, Toronto, Ontario, and any group of naval veterans desirous of establishing clubs in their area can be assured of prompt advice or practical assistance from us, or any other club in the CNA.

We recently received such a request from Selkirk, Manitoba, and the necessary information went out promptly. Not only has the CNA grown, but it has given impetus to the awakening of the interest which has for too long, been lying dormant. While progress is very encouraging, much remains to be done before the CNA takes its rightful place alongside other national veterans' organizations.

We are confident that the spirit of the naval veteran, which showed to

such splendid advantage during war-time, will overcome obstacles of time and distance, and we shall have a unified voice from sea to sea. We must seek techniques to reach through the curtain of indifference which so many of naval veterans show to the naval veteran movement. Most of them show pride in having served in the Navy, but have not awakened to the opportunity of participating in activities designed to assist their war-time shipmates who may be in need of help or guidance.

We, who were privileged to come back safely, should be ever mindful that it is our responsibility to guard zealously those things for which many of our shipmates paid the supreme sacrifice.



Like a visitor from an era the Royal Canadian Navy never knew—for the Age of Sail had ended before the RCN was born—the Spanish training vessel Juan Sebastian de Elcano was a welcome guest at Halifax during the Atlantic Command's celebration of the RCN's Jubilee. The four-masted schooner is named after the man who succeeded Magellan (who died on the way) as commander of the first expedition to circumnavigate the world in 1519-26. (HS-61218)

LOGISTICS - THE THIRD ART OF WAR

THE THREE ARTS of war are strategy, tactics and logistics, the last-named simply being the art of moving and quartering troops or of supplying and maintaining a fleet.

Logistics is one of those unhappy words that is inflicted on the English language from time to time. It was bandied about so freely and pompously by news magazines during the Second World War that there is likely to be an impression abroad that it is of comparatively recent origin.

However, such is not the case. It has been around since 1879 when it was adapted by someone from the French word "logistique", which is a mathematical expression that has nothing at all to do with the subject but looks as if it may have been derived from another French word "loger", meaning "to lodge".

Despite the bar sinister on its escutcheon, logistics is a legitimate subject for earnest study by anyone with a professional interest in military matters, ashore or afloat.

The sea-going aspects of the subject are dealt with in "Naval Logistics", by Vice-Admiral George C. Dyer, USN (Ret).

The author will be no stranger to many members of the RCN, as he served during 1951 and 1952 as Commander of the United Nations Blockade and Escort Forces in the Korean War. His 40 years of active duty prior to retirement prepared him well for his task of producing a significant contribution to the study of logistics.

In a foreword, Admiral Robert B. Carney, USN (Ret) makes the following statement:

"Logistics is an essential element of the training of every military officer, and some measure of logistical competence is one of the essential qualifications at every rung of the military ladder. Without a proper competence in this field, appropriate to rank and experience, no officer can be considered fully qualified to perform all of the duties of his grade."

"Naval Logistics" makes good reading. Beginning with a review of the history, and the definition of logistics, the author develops the subject through its basic principles, the more specialized field of naval logistics and finally, the more sophisticated areas of joint,

BOOKS for the SAILOR

national, and international logistics. There is a wealth of information contained in this book and it is one which should prove most useful on the book shelf of any officer and many civil servants.

While it is made clear that supply or matériel support is only part of the logistics picture, the author devotes considerable space to this subject, with emphasis on the support organization

Coronel and After

IT SEEMS reasonable to ask why Coronel of 1914 caused such a stir throughout the world. In fact one may wonder why the label "Battle of" became so firmly fixed to an action involving but two four-ship squadrons. The answer, of course, lies in the fact that Pax Britannica, that century of peace on the high seas, following Napoleon's passage to St. Helena, had come to an end on seas largely dominated by the beneficent power of the Royal Navy.

On that November evening off the coast of Chile, the Royal Navy was not only challenged, but one of her squadrons was all but annihilated.

The author of "Coronel and Falkland" tells the story of that sea-fight, and that of its sequel, Falkland Islands, in a most graphic way. In fact, though he does not reveal his sources, it would appear that he had access to some eyewitness accounts, so detailed are some of the scenes aboard ship depicted.

But there is a new slant in this book. The author has attempted to look into the backgrounds, personalities and training of the opposing flag officers, and to come up with answers as to why they took the decisions that they did.

The reader is left wondering if there is perhaps a conflict, or at least a potential one, between formal tactical training and one particular school of tradition. Should a commander always wait until he has superior forces in the right

of the United States Navy. All data is factual and up-to-date. The reader will find a close relationship to problems in the RCN, tempered by the relative size of our services.

In the final chapter the author deals with logistical readiness and performance standards. This chapter in itself contains some sound observations on the place of logistics in the present world situation.

The book is well illustrated with photographs and charts and is recommended for all forward-thinking naval personnel.—C.H.D. and C.

NAVAL LOGISTICS, by Vice-Admiral George C. Dyer, USN (Ret); published by United States Naval Institute, Annapolis, Maryland; 45.

place at the right time, or is there a place for dash and imagination? At any rate, it is a refreshingly interesting approach.—E.C.R.

CORONEL AND FALKLAND by Barrie Pitt, London, Cassell and Co. Ltd., 1960, illustrated, 175 pages. Price \$4.25.

ANSON

MUCH has been written of the great captains of Nelson's day but it is often forgotten that almost invariably, some outstanding sea officer devoted his life at an earlier time to bringing those captains to their greatness.

Such a man was Admiral Lord Anson. It was largely owing to him during both his long service at sea and his work at the Admiralty that the great captains of the mid-eighteenth century Royal Navy contributed so much to Britain's history and even to the founding of the modern Canada. Sea officers of fine calibre loom large in this list: Boscawen, Brett, Byron, Colville, Denis, Durell, Hawke, Howe, Jervis, Keppel, Rodney, Saunders and Warren.

This volume, as the title indicates, is the life of Admiral of the Fleet Lord Anson (1696-1762), a life almost wholly devoted to a constant struggle to keep the Royal Navy battle-ready—officers, men and ships.

But, without doubt, the most fascinating part of the story is Commodore Anson's incredible voyage round the world in the early 1740's, a voyage intended to annoy the Spaniards in the vast reaches of the Pacific, yet one that proved so replete with near-disaster in so many forms that it reminds one of a modern fiction in which the writer crams in just about every product of his imagination.

Of a thousand men, only a third survived; of a squadron of five only one ship, HMS *Centurion*, made the complete voyage—truly the record of remarkable seamanship and outstanding courage in adversity.—E.C.R.

ADMIRAL LORD ANSON, by Captain S. W. C. Pack, RN, London, Cassell & Co. Ltd., 1960, illustrated, 253 pages. Price \$8.00.

WHAT THEY SAY AT INSPECTIONS

IN THIS YEAR of march-pasts and ceremonials of all kinds in honour of the Royal Canadian Navy's Jubilee it is good to know that the answer may have been found to something that has been bothering bystanders for heaven knows how many hundred years.

Thanks for this must go to Mr. Monte Roberts, popular columnist of *The Victoria Daily Times*, who chose May 4—the birthday anniversary of the RCN—for his revelations. That he presented his story in tri-service guise should fool no one. Mr. Roberts is an old student of the naval way of life, who has even gone to sea in RCN warships. Without more ado, here is what he sees behind the ceremonial façade:

One of the great mysteries of the military way of life—be it navy, army or air force—concerns itself with the inspection of the Guard of Honor.

The mystery is this: when the inspecting officer stops in front of the fresh-faced serviceman in the front row, leans forward, and asks a question, what is the question?

It is generally believed the conversation goes like this:

OFFICER: Ah, er, what is your name?

SERVICEMAN: Um, sir, Jones, sir.

OFFICER: Very good, Jones, well answered Jones.

MAN: Thank you. Thank you, sir, that is, sir.

OFFICER: What's your home town?

MAN: Sooke, sir. Sir, that is, sir.

OFFICER: Oh, I say, well done, very well done indeed.

I like to think, however, that all parade ground conversations aren't quite so cut and dried. For instances

OFFICER: What's your home town.

MAN: Snooserville.

OFFICER: Well, well. I have a brother who lives there. Don't suppose you happen to know him?

MAN: Certainly do, sir. Everybody knows him, sir. He's the best boot-legger in town, sir.

OFFICER: Any place around here I can get a decent hamburger for two-bits?

MAN: No, No, sir, that is, sir.

OFFICER: Who was that lady I seen you with last night?

MAN: That was no lady, sir, that was your wife.

OFFICER: Hmmm. Thought I'd seen her somewhere before.

OFFICER: How long have you been in the service?

MAN: Six weeks.

OFFICER: Well, well. As a comparatively new entry, perhaps you could use a little help, a little advice. Is there anything I can do to help you, any questions I could answer?

MAN: Yes, sir, please sir. How do you get out of this chicken-pluckin' outfit?

OFFICER: You appear to be an exceptionally upstanding, outstanding, competent, well-aligned, promising serviceman.

MAN: Yes, sir.

OFFICER: I have a feeling you are going to go a long way in the service, and I'll help you all I can.

MAN: Yes, sir, thank you, sir. Can I have the car tonight, dad?



Observe the intent expression on Ldg. Sea. Arthur Giffard's face as he plies his trade of naval diver on the side of a destroyer escort in Esquimalt Harbour. (E-54047)

THE NAVY PLAYS

Iroquois Wins Cock-o'-the-Fleet

HMCS *Iroquois*, First Escort Squadron, won the Cock o' the Fleet trophy, donated by the RCN Pacific Command, by making the top score of 44 points in the RCN Jubilee Regatta, May 20, in Halifax harbour. A sister-ship from the same squadron, the *Nootka*, was runner up with 34 points.

The First Squadron also won Col. S. C. Oland's Aggregate Trophy for having the highest squadron point total, 78. It will be held in the ship of the squadron leader. The Third Squadron was runner-up with 76 points.

A total of 363 sailors in 54 teams from 15 ships competed in whaler pulling and war canoe races. A sunny, but breezy, forenoon slowed the races down over the half-mile course off the Dockyard. The chief and petty officers of the *Athabaskan*, from the Third Escort Squadron, won their event in 8 minutes, 43 seconds—the fastest time of the regatta.

Trophy winners in the whaler races were: Young Seamen trophy, *Athabaskan*; Seamen, *Iroquois*, Chief and Petty Officers, *Athabaskan*, Wardroom, *Cap de la Madeleine*; Veterans, *Micmac*.

The war canoe race was won by the frigate *Swansea*, with *Victoriaville* and *Columbia* in second and third places. There were nine entries. The award for the best costumed war canoe crew went to the repair ship, *Cape Scott*.

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, presented all awards but one. Commodore W. M. Landymore, his Chief of Staff, presented the admiral with a pewter mug whose inscription read, in part: "To the coxswain who steered the straightest course in 1960."

New Entry Breaks Back-Stroke Record

Ord. Sea. Bob Berbeck, from Canada's sunny British Columbia and a representative of *Terra Nova* division, put the June Cock-o'-the-Walk on ice for his division as he won three events in the new entry swimming meet held in the P&RT School swimming pool at *Cornwallis* on June 23.

Berbeck won the 25-metre free style, 100-metre free style and the 50-metre



AB Melvin Cooper, outstanding athlete of the Pacific Command's track and field meet last spring, receives the individual aggregate trophy from Lt.Cdr. W. N. Holmes, of Naden, who, as a boy seaman, was the first winner of the trophy back in 1930. (E-55611).

back. While swimming the 50-metre back, "Bob" smashed the pool record for that stroke with a time of 36.6 seconds.

Terra Nova division, with seven firsts, a second and a third place, compiled a total of 131 points to win the new entry meet. *Margaree* finished a strong second, while *St. Croix* wound up in third spot and *Columbia* was in the cellar position.



Apprentices Top Track Events

Although frigates fielded the outstanding athlete of the day, the track performance of the technical apprentices won the Pacific Command track and field meet for them. Apprentices amassed an aggregate of 43 points. *Naden* and frigates tied with 38 points and destroyers were in the basement with 30.

AB Melvin Cooper was a one-man team for frigates. He won the individual high aggregate by winning the hop, step and jump, the high jump, the shot put, the running broad jump and the discus throw. In the first four events he established Command records.

AB Bruce Wise was Cooper's main opposition and a standout for destroyers. He won the pole vault and javelin throw, setting a record in the latter. He was second in shot-put and running broad jump, third in the hop, step and jump and fourth in discus.

Outstanding for the apprentices was AB Harry Tulip, who won the 100-yard dash, the 220 (record) and was a member of the 440 relay team.

The apprentices dominated the track events, winning every one except for a second in one event. In the mile relay the apprentice team came in 100 yards in front but was disqualified on a take-over.

A team from the *Ste. Therese* won the tug-o'-war in straight pulls.

Cornwallis Wrens Victors

Cornwallis wrens eked out a narrow win over their guests when they met *Shelburne* wrens in a softball game at *Cornwallis* on May 28.

With the score 15-12 for *Shelburne*, the *Cornwallis* girls came through with four runs in the last inning to make the final score 16-15.

Thera Retains Wrestling Title

Naden entry in the B.C. wrestling championships at the University of British Columbia on April 9, AB Dave Thera successfully defended his B.C. senior amateur middleweight wrestling crown.

CPO Jim Goodman, who accompanied Thera as coach, also competed but was unsuccessful in his division.

Volleyball Title Won by Shearwater

A series of skirmishes in Ottawa high school gymnasiums and a nip-and-tuck battle in the capital's Clarke Memorial Centre ended in a dedicated *Shearwater* team capturing the volleyball championship of the Armed Forces of Canada.

The victory of the *Shearwater* Flyers, coming at a time when the Stanley Cup was the most important piece of silverware in the world, hardly received the public attention it deserved, but left the team with the satisfaction of disposing of the best the Army and the Air Force had to offer.

The team also has grateful memories of Dr. W. L. Atkinson, of Ottawa, who took the players under his wing and saw that they were provided with board and room during their stay in Ottawa. Those who couldn't be accommodated in the doctor's home were provided for by the neighbours.

Five teams were entered in the tournament: Fort Churchill, Manitoba, 1959 defending champions, 1960 Western Canada division champions; St. Johns, Quebec, RCAF, Regional Armed Forces champions; Ottawa Army Head-

quarters, District Armed Forces champions; Ottawa Army APLU, Ottawa-Hull Industrial League finalists, and *Shearwater* Flyers, Atlantic Command, Maritime Tri-Service, and Maritime Open champions. The Flyers were coached by Lt. R. J. Langlois.

The draw saw *Shearwater* pitted against St. Johns, RCAF, one of the stronger teams in the tournament. Nerves plagued the Flyers in the first game and it went to RCAF. The second game saw the sleeping giant begin to stir, St. Johns tried in vain to stop the Spikers from getting through. *Shearwater* standing: 1 win; 1 loss.

A long lay-off between games almost proved fatal in the second set: Flyers vs Ottawa, AHQ. In the first game, the Navy trailed 3-13 before coming to life. Bracing themselves for the long haul, they set, spiked, and blocked to take the game 15-13. The second game saw the brilliant play that made *Shearwater* champions. *Shearwater* standing: 3 wins—1 loss.

Ottawa APLU was the next to bow to the Flyers might. Teamwork and spirit were too much for them. With no organized defensive pattern, they were unable to stop the big guns. *Shearwater* standing: 5 wins—1 loss.

The crucial test for the Flyers came in the final set of the round robin; Fort Churchill vs *Shearwater*. Here were the 1959 defending champions, heavily

favoured to repeat last year's achievement.

The game started fast and furious. Both teams, realizing the stakes, were geared for this encounter and refused to give ground. The end of the set now saw each team taking one game. *Shearwater* standing: 6 wins—2 losses.

The six wins were sufficient to place the Flyers first at the end of the round robin, with Fort Churchill a close second with five wins.

In the first game of the two-out-of-three finals *Shearwater* was again slow to start, and trailed 1-9 before coming back to win 15-12. The second game was a battle of wits, *Shearwater* trying to make it a clean sweep and Fort Churchill making a come-back bid. Score 15-13 for Fort Churchill.

The third and deciding game was a do-or-die for both teams. The score seesawed up the ladder, neither team able to out-distance the other. With the score tied 12-12, the *Shearwater* server saw one of the Fort Churchill's back-courtmen getting ready for a snap return. The serve was sent far back in the corner and the gamble paid off. The opponent was caught flat-footed and his attempt to retrieve the ball sent it out of bounds. This was the turning point.

Spurred on by the play of the Setters, the Spikers broke through the defence to end the game 15-12 and win the championship.—R.J.L.



Spring had barely come to Ottawa when this picture was taken but summer was in the hearts of the members of the *Shearwater* Flyers volleyball team. They had just established themselves as the best Armed Forces volleyball team in Canada. Flanking their Ottawa host, Dr. W. L. Atkinson, are (left to right) PO Jack Cribb, Ord. Sea. Jerry Mottl, Sub.-Lt. Leslie Grimson, Ldg. Sea. Phil Lasseline, Ldg. Sea. Ivor Axford, Lt. R. J. Langlois, Ldg. Sea. Pete Davidson and PO Keith Sawyer. (CN-6056)

LOWER DECK PROMOTIONS

Following is a further list of promotions of lower deck personnel. The list is arranged in alphabetical order, with each new rating, branch and trade group shown opposite the name.

ABRAMS, John A.P2NS2
ALPAUGH, Joseph K.LSWU1

BARKHOUSE, Sydney R.LSSN1
BEAL, Ronald E.P2RS3
BEAZLEY, Raymond G.LSEM1
BLOIS, Gerald D.LSFC1
BRAKE, Cyril R.LSWU1
BROWN, Kenneth G.P2SG2
BRUNELLE, Pierre J.LSNS2
BUDGELL, Halden E.P2RM2

CALDWELL, Philip A.LSEM1
CARTER, Lorne F.P2SG2
CHAPMAN, John R.P2PW2
CHARRON, John E.LSCK2
CHARTIER, Henry A.P2AW2
CLARK, Herbert H.LSRS2
CLARK, Kingsley W.P2EM2
COMEAU, Joseph W.P2CK2
CONNELLY, Charles F.LSRS2
COX, Charles W.LSAW2

D'ABREU, Peter K.P2RM2
DALLAS, Frederick W.LSEM1
DAYE, George R.LSLM2

DENNIS, Edward J.LSWU1
DEWLING, George W.P2EM2
DONNELLY, Douglas H.LSSW2
DUBOIS, Romeo J.P2CK2

EHLER, Vernon W.LSSN1
EISNER, Andrew N.P2CD3
EVERETT, Conrad P.P2SG2

FAITHFULL, George D.P2EM2
FAULKNER, John S.LSNS1
FITZPATRICK, Robert L.LSSN1
FLOOD, Ronald H.P2TM2
FRASER, Peter E.P2SG2
FREEMAN, Raymond A.LSAW2

GILL, Marion P.WLSA2
GUNN, Ronald W.LSNS1

HALBGEWACHS, David C.LSSN1
HAMBLY, Dwight D.LSFC1
HAMPTON, Roy S.P2AW2
HANLEY, Harold D.LSCK2
HANLON, Richard A.LSFC1
HARRISON, John C.LSRP2
HAWES, Clyde F.LSCK2
HAY, Donald E.LSCK2
HAY, Elmer J.LSSW2
HAYES, Guilford R.P2EM2
HEARD, Gorge F.P2RP2
HELDT, Karl F.LSCK1
HICKMAN, Robert A.LSSN1
HOLLAND, AnthonyLSAP2
HOOD, Walter A.P2WU3

Carrier Message Baffles Nootka

As the destroyer escort *Nootka* was entering the harbour of Norfolk, Virginia, a few months ago in company with her sister ships, the *Iroquois* and *Huron*, she was called up by light by the 76,000-ton aircraft carrier *Independence*, which sent the terse message: "F-L-Y-N."

The officers and men on the *Nootka's* bridge had been put to the test by USN abbreviations and had usually managed to come up with an answer. But this one baffled them. From captain down they cudgelled their brains and at last admitted defeat.

The explanation was simple. The duty signalman on board the giant carrier wanted to talk to his friend Able Seaman Flyn, who had been in the *Nootka*, a year before.

HUGHES, Clifford N.P2RM2
HUNTER, Glenn G.P2AW2

IRWIN, Robert C.P2AW2

JAMIESON, Sanford G.P2NS2
JEANS, Clarence G.LSSN1
JESSUP, Kenneth J.P2RM2
JOHNSON, Ivan T.P2SN3
JOHNSTON, Duncan H.LSEM1

KELLY, Robert G.P2FC3

LANGDON, Charles F.P2RS3
LEMIRE, Bruce J.LSRP2
LOWNIE, Thomas L.LSAP2
LOWRY, Lyle R.LSRP1
LYONS, Leonard G.LSWS2

MACK, Robert G.P2RM2
MANSFIELD, Lester A.LSRP1
MARGINET, Raymond E.LSSN2
MILLS, Melvyn R.LSRP1
MILTON, Lloyd J.P1RM3
MOIR, Norman R.P2RM2
MOORES, George A.LSET2
MURLEY, Charles E.LSFC1
MURPHY, Joseph F.LSSN1

MacDONALD, John O.LSBN1
MacLEAN, Fraser R.LSRP1
MacPHAIL, JohnP2LT3

McCALL, Robert J.LSFC1
McCLELLAND, James S.P2PR2
McCULLEY, Milford L.LSRP1
McCULLOUGH, Frank W.P2RM2

NEWCOMBE, Kenneth W.P2SN3
NICKEL, Andrew G.LSFC1
NICOLLE, Vincent G.P2EM2

PARENT, Bernard J.P2RP2
PLACE, Albert J.LSRP1

RICHARD, Luc J.LSRP1
RUTH, Cyril C.P2RP2

Nozzer's



"First 'mick"

SABOURIN, Elzear J.LSWU1
 ST. CYR, Real J.LSEM1
 SAUNDERS, Garfield F.LSAP2
 SCHRAM, Hubert E.LSCK1
 SEAGERS, William A.P2RM2
 SINE, Glenn H.LSCD1
 SMITH, George J.P2SG2
 SMITH, Gerald A.LSVS1
 SMITH, James A.P2SN3
 SMITH, John R.LSSN1
 SPARGO, Gordon T.LSSN1
 STRONG, Watson R.LSFC2
 SURETTE, Paul J.LSCK2
 TESSIER, Yves G.LSRP1

THOMPSON, John J.LSNS1
 TURPLE, Edsel A.P2RP3
 VERGE, Lawrence K.LSEM1
 WARD, William H.LSWU1
 WARMAN, Robert C.LSSN1
 WARREN, Reginald G.P2SW2
 WALTON, Bruce E.P2RR2
 WHITELEY, Angus R.P2FC2
 WILLIAMS, Ronald C.LSNS2
 WILSON, Donald C.LSVS1
 WINTERS, Joseph A.P2EM2
 WOODRUFF, David S.LSVS2

Trackers Given To Netherlands

Seventeen CS2F-1 Tracker aircraft of the Royal Canadian Navy will be transferred to the Netherlands under the Canadian program of Mutual Aid to member nations of the North Atlantic Treaty Organization, it was announced in June by Hon. G. R. Pearkes, VC, Minister of National Defence.

The Tracker is a twin-engine, anti-submarine aircraft built by de Havilland Aircraft of Canada Limited, Downsview, Ont., under licence from the Grumman Aircraft Engineering Corporation of the United States.

The CS2F-1 has been replaced as a front-line operational aircraft by the CS2F-2. The latter is an improved version of the Tracker and incorporates more advanced electronic gear and methods of submarine detection. The RCN's operational squadron, VS 880, has been re-equipped with the CS2F-2. The CS2F-1 will continue to be used by the Navy's training and utility squadrons.

Considered an outstanding anti-submarine aircraft, the Tracker is equipped with radar, sonobuoys and magnetic airborne detector (MAD) for locating submarines. It is armed with depth bombs and homing torpedoes for their destruction. The aircraft carries a crew of four.

RETIREMENTS

CPO JOSEPH MARCEL BOLDUC, C1ST4, of Hull, Que.; joined May 26, 1939; served in *Stadacona, Saguenay, Skeena, Venture, Niobe, Gatineau, HMS Ferret, RCNAS Dartmouth, Magnificent, Stadacona, Naden, Niobe, Bonaventure, Bytown*; awarded Long Service and Good Conduct Medal May 26, 1954; retired June 17, 1960.

CPO ELDON CAMPBELL MILLS, C1LA4, of Glenelg, Guys County, N.S.; joined RCNVR January 24, 1940, and RCN December 11, 1943; served in *Stadacona, Saguenay, Cornwallis, Peregrine, Uganda, RCNAS Dartmouth, Swansea, Shearwater, Quebec, Niagara, Bonaventure*; awarded CD January 24, 1952; retired June 22, 1960.

PO RENE ROLLINS, PICK2, of Montreal, Que.; joined RCNVR May 15, 1941 and RCN April 13, 1945; served in Montreal Division, *Stadacona, Avalon, Morden, Protector II, Hochelaga, Niobe, (HMS Seymour), HMS Puncher, Micmac, Iroquois, Haida, Naden, Nootka, Shearwater, Cornwallis, Quebec, Algonquin*; awarded CD July 9, 1953 (due date June 14, 1953); retired June 25, 1960.

CPO JAMES BROOKS PAIGE, C1OR4, of Pictou, N.S.; joined RCNVR June 20, 1940, RCN December 10, 1945; served in *Stadacona, St. Hyacinthe, Niobe, Chaudiere, Peregrine, Scotian, Nootka, Cornwallis, Quebec, Cape Breton, Resolute, Ungava, Magnificent*; awarded CD June 20, 1952; retired June 20, 1960.

CPO GORDON VINCENT RODGERS, C1EH4, of Halifax, N.S.; joined March 27, 1940; served in *Stadacona, Assiniboine, St. Laurent, Avalon, Sarnia, Hochelaga, Peregrine, Uganda, Scotian, Nootka, Cayuga, Iroquois, Magnificent, Portage, Quebec, Bytown*; awarded CD January 20, 1958; retired May 10, 1960.

CPO WILLIAM JOHN CASTLES, C2SW3, of Donaloney, Down Ireland, joined May 6, 1940; served in *Naden, Nitinat, Royal Roads, Edmunston, Stadacona, Avalon, Protector II, Prince Rupert, New Glasgow, Givenchy, Crusader, Ontario, Sault Ste. Marie, Sioux, Venture, Ontario, Skeena*; awarded CD July 4, 1952 (due 6 May 1952); retired May 5, 1960.

CPO GILBERT WARREN HOWE, C2SG3, of London, Ont., joined April 17, 1939, served in *Stadacona, Saguenay, Niagara, Eyebright, Napanee, Avalon, Rimouski, St. Hyacinthe, Kamsack, RNO Port Arthur, Oshawa, Scotian, Haligonian, Micmac, Cayuga, RCNAS Dart-*

mouth, Athabaskan, Magnificent, Cornwallis, Huron, Shearwater, Outremont; awarded CD October 30, 1959; retired May 16, 1960.

CPO REGINALD ANDREW POTTS, C2RR4, of Kingston, Ont., joined RCNVR Feb 9, 1940, RCN Dec. 29, 1942; served in *Stadacona, St. Clair, Sherbrooke, Cornwallis, Warrior, Drummondville, Niobe, Ottawa, Scotian, Sioux, Peregrine, Poundmaker, New Lisk-eard, Givenchy, Warrior, Cayuga, Rockcliffe, Beacon Hill, Antigonish, New Waterford, Ontario, Skeena, Ste. Therese*; awarded CD June 19, 1953; retired May 17, 1960.

PO WILLIAM ERNEST TOWERS, P1ER4, of Red Deer, Alta., joined RCNVR March 10, 1939, RCN August 13, 1940; served in *Naden, Chilliwack, Stadacona, Cornwallis, Sorel, Drummondville, Niobe, Ottawa, Scotian, Sioux, Peregrine, Poundmaker, New Lisk-eard, Givenchy, Warrior, Cayuga, Rockcliffe, Beacon Hill, Antigonish, New Waterford, Ontario, Skeena, Ste. Therese*; awarded CD June 19, 1953; retired May 17, 1960.



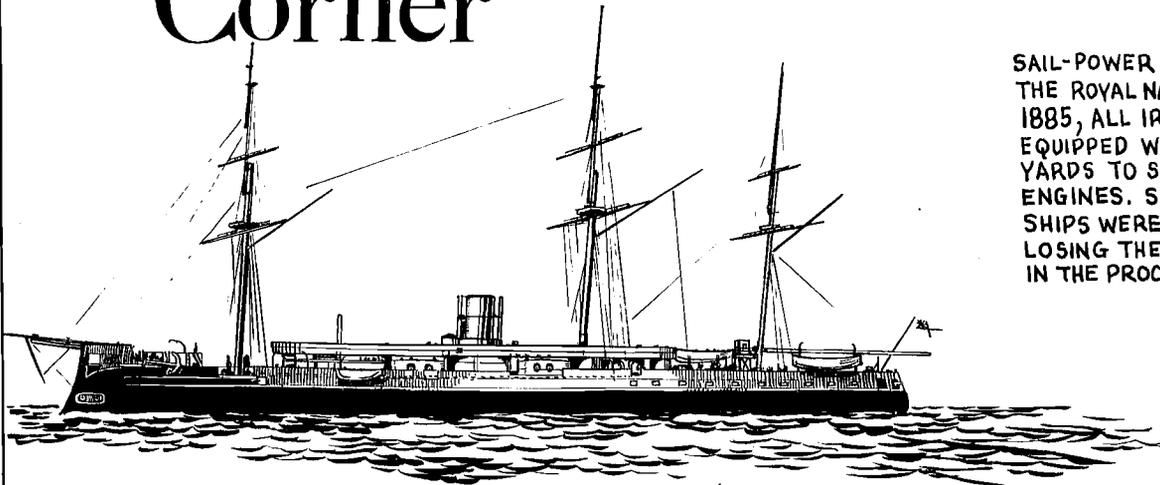
A highway traffic course, given at Naden by and for the Royal Canadian Mounted Police, was attended by three members of the RCN, who learned, among other things, that the evidence of radar is hard to dispute. Lt.-Cdr. Lawrence Chaney and CPO C. J. Henry are given information that other people pay for. Ldg. Sea. W. H. Kellerman, the other naval member of the course, is not shown.

Naval Lore Corner

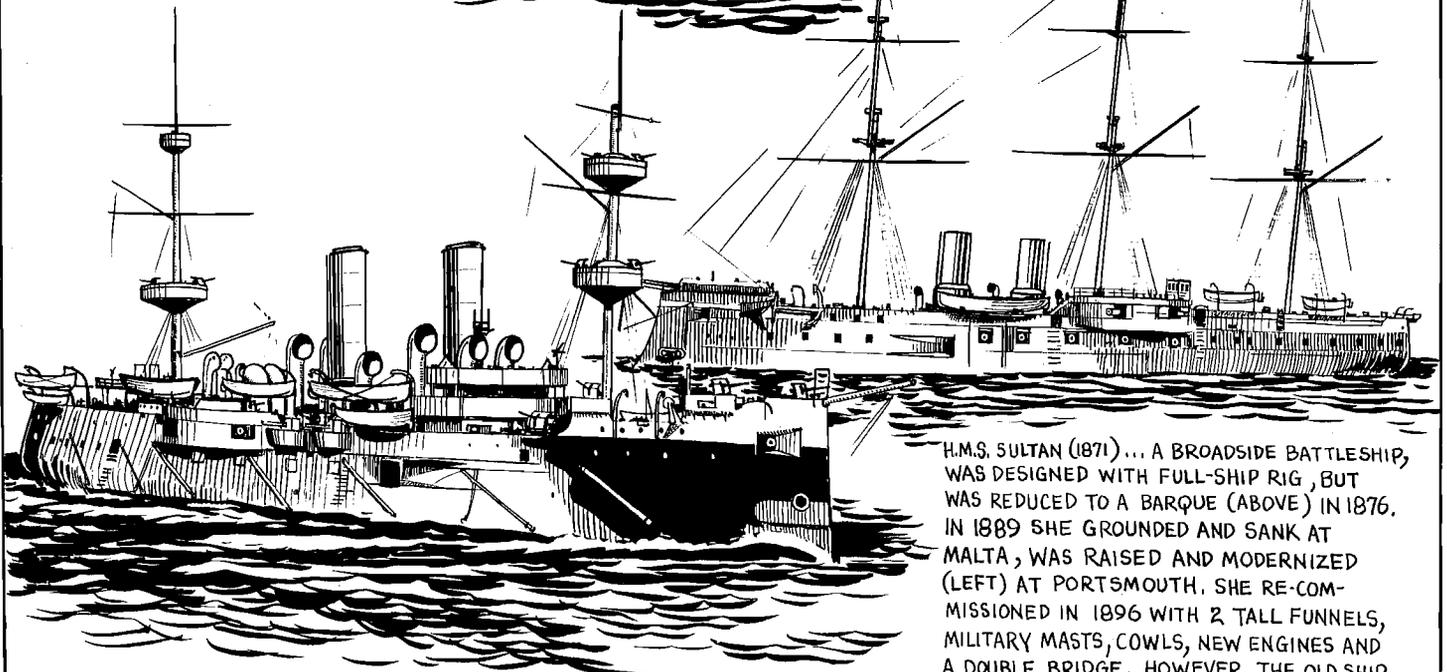
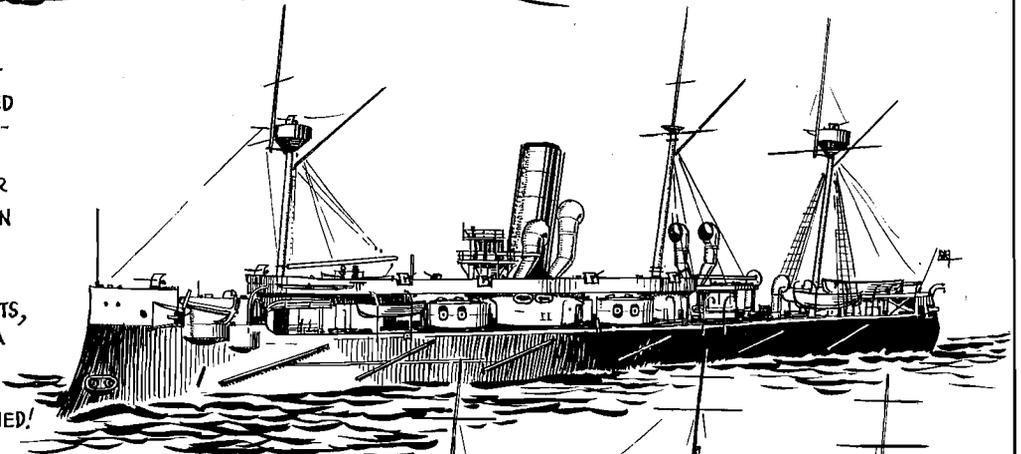
Number 83

THE END OF SAIL IN THE ROYAL NAVY...

SAIL-POWER DIED HARD IN THE ROYAL NAVY. UNTIL ABOUT 1885, ALL IRONCLADS WERE EQUIPPED WITH MASTS AND YARDS TO SUPPLEMENT THEIR ENGINES. SEVERAL OF THESE SHIPS WERE "MODERNIZED", LOSING THEIR SAILING CAPACITY IN THE PROCESS...



H.M.S. MONARCH (1869)... THE FIRST BRITISH SEA-GOING TURRET SHIP AND THE FIRST BRITISH WARSHIP TO MOUNT 12-INCH GUNS WAS ORIGINALLY DESIGNED AS A FULL-RIGGED SHIP AND LATER RE-FITTED WITH BARQUE-RIG (ABOVE). THE RIGGING SERIOUSLY HAMPERED HER GUNFIRE AND IN 1890 SHE WAS TAKEN IN HAND FOR MODERNIZATION. SEVEN YEARS LATER SHE RE-COMMISSIONED (RIGHT) EQUIPPED WITH MILITARY MASTS, A TALLER FUNNEL, VENTILATORS AND A CHART-HOUSE. SHE WAS ALSO RE-ENGINEED. ODDLY ENOUGH, HER OLD MUZZLE-LOADING GUNS WERE RETAINED!



H.M.S. SULTAN (1871)... A BROADSIDE BATTLESHIP, WAS DESIGNED WITH FULL-SHIP RIG, BUT WAS REDUCED TO A BARQUE (ABOVE) IN 1876. IN 1889 SHE GROUND AND SANK AT MALTA, WAS RAISED AND MODERNIZED (LEFT) AT PORTSMOUTH. SHE RE-COMMISSIONED IN 1896 WITH 2 TALL FUNNELS, MILITARY MASTS, COWLS, NEW ENGINES AND A DOUBLE BRIDGE. HOWEVER, THE OLD SHIP WAS NOT WORTH THE "MODERNIZATION" AND PROVED OF QUESTIONABLE VALUE...

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