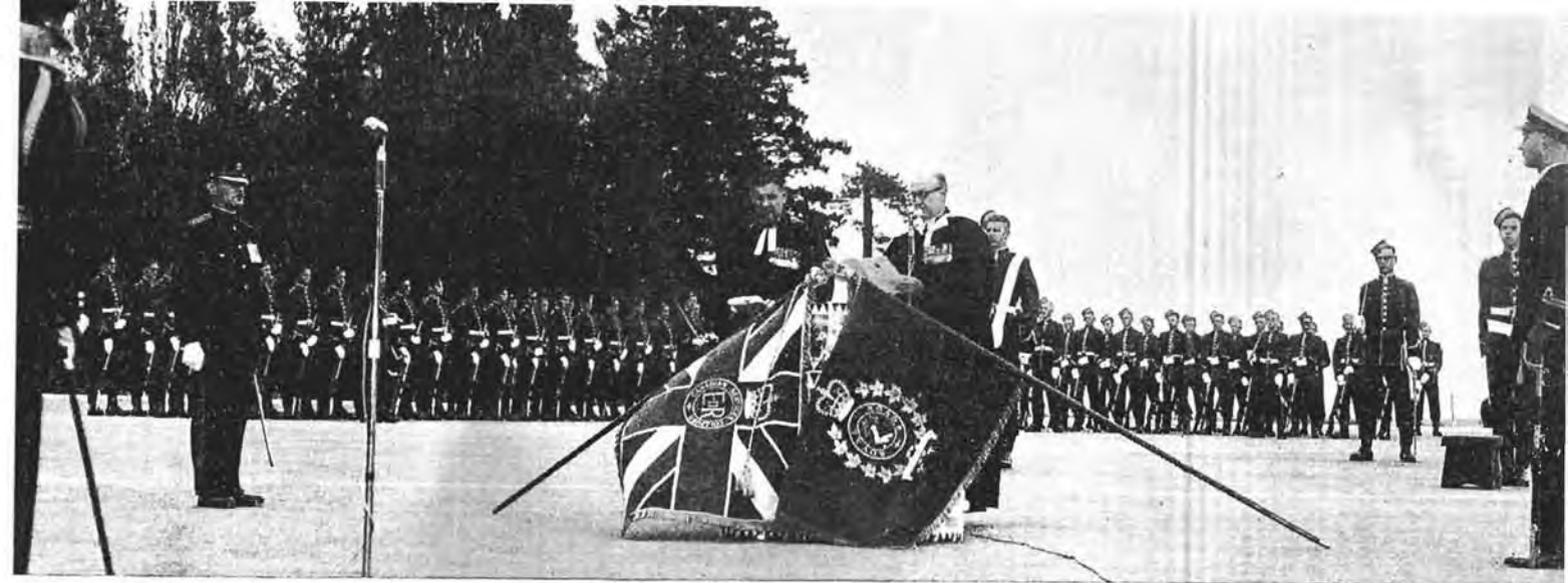


# *The* CROWSNEST



Vol. 14 Nos. 9 and 10

Summer, 1962



# The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY-AUGUST 1962

## CONTENTS

	Page
<i>RCN News Review</i> .....	2
<i>Journey into Asia</i> .....	5
<i>Officers and Men</i> .....	11
<i>Sea Burial for Commodore</i> .....	14
<i>The Benevolent Fund</i> .....	15
<i>MASTU Goes Home</i> .....	16
<i>Hostess to a Queen</i> .....	17
<i>Navigation by Eye</i> .....	19
<i>A Speedy Trip</i> .....	21
<i>York's Divers</i> .....	23
<i>Afloat and Ashore</i> .....	25
<i>Home from the Sea</i> .....	28
<i>The Plastic Gun Shield</i> .....	29
<i>Here and There in the RCN</i> .....	30
<i>Books for the Sailor</i> .....	32
<i>Retirements</i> .....	34
<i>Naval Lore Corner No. 107</i> .....	<i>Inside Back Cover</i>

## COLOURS FOR ROYAL ROADS

Brilliant pageantry and military precision were blended in the historical ceremony of the presentation of the Queen's Colour and regimental colour to the Canadian Services College, Royal Roads, on May 25. The presentation was made by His Excellency Governor-General Georges P. Vanier in conjunction with graduation exercises at the college.

Shown on the opposite page (not in chronological order) are the blessing of the colours, the inspection of the officer cadets by His Excellency, the presentation of the regimental colour and the march past.

Consecrating the colours were Chaplain General (P) E. G. B. Foote and Chaplain General (RC) L. A. Costello. (E-66666; E-66660; E-66663; and E-66668)

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*The Cover*—Summer brings the White Ensign to Canada's inland seas, the Great Lakes, for the annual reserve training season and on goodwill visits. This accounts for this early summer scene at the Commanding Officer Naval Divisions' jetty in Hamilton. (COND-7751).

# RCN News Review



A tug takes charge of the 22,000-ton tanker supply ship *Provider* following her launching at the yard of the Davie Shipbuilding Company, Lauzon, Quebec, on July 5. (ML-11162).

## The Provider

**T**HE LARGEST SHIP ever built in Canada for the Royal Canadian Navy was launched July 5 at the shipyards of the Davie Shipbuilding Company Limited, Lauzon, Quebec.

A 22,000-ton tanker supply ship, the vessel was named the *Provider* by Mrs. Wright, wife of Rear-Admiral R. A. Wright, former Naval Comptroller.

When fully loaded, the *Provider* will displace 2,000 tons more than the aircraft carrier HMCS *Bonaventure*. However, the carrier—which was built in Belfast, Ireland—will retain her title as the Navy's "biggest" by virtue of her greater length and size of the ship's company.

The *Provider's* primary purpose will be to enable other ships to extend their period of operations at sea through the supply of fuel, provisions and other necessities.

In fleet operations, the *Provider* will function as a "one-stop" supply ship. This means she will be capable of refuelling ships while at the same time supplying fresh stores, ammunition, spare parts, etc. Usually individual tankers and supply ships accompany the fleet when required at sea.

The facilities of the *Provider* meet NATO specifications which will enable her also to supply units of allied navies at sea.

The *Provider*, 551 feet long, will have 26 cargo tanks capable of holding

12,000 tons of fuel oil, 1,200 tons of diesel fuel, 1,000 tons of aviation gas, plus storage for spare parts, ammunition and 250 tons of food.

A feature of the *Provider* will be a helicopter landing platform and a hangar that will enable her to carry spare helicopters. Provision has been made for the future fitting of workshop equipment for the maintenance and repair of helicopters.

In the event of entering a nuclear fallout zone, the *Provider's* boilers and main engines would be remotely controlled from an enclosed air-conditioned area, free from the immediate effects of fallout and radiation.

Sonar, radio and navigation equipment in the *Provider* will be of the latest design.

The ship is expected to commission in about a year's time.

The *Provider* will be the second ship in the RCN to bear that name. The first was a base supply ship which was completed at Marine Industries Limited in Sorel, Quebec, in December 1942. She

became "mother ship" for a force of Fairmile motor launches of the 73rd Motor Launch Flotilla and operated mostly in the Bermuda area.

The first *Provider* was paid off in 1946 and was declared surplus a year later. She was eventually sold to Empresa Petrolera Fiscal of Lima, Peru, where she is now employed under the name of *Olaya*.

## Goodwill Visit Paid to Boston

The destroyer escorts *Iroquois*, *Sioux*, and *Huron* of the Third Canadian Escort Squadron and the escort maintenance ship *Cape Scott* paid a goodwill visit to Boston early in June and participated in Nova Scotia Day observances in the Hub City on June 9.

A *Cornwallis* sunset party, including the band, guns' crews and a 48-man guard, accompanied the task unit and thrilled thousands of Bostonians with their music and precision marching.

The guard and band took part in pre-game ceremonies at Fenway Park, home of the Boston Red Sox, on June 9, highlighting Nova Scotia Day in Boston. Participating in the inspection of the guard were the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia, Brigadier General T. J. Regan, aide-de-camp to Governor Volpe, of Massachusetts, and Captain G. C. Edwards, Commander of the Third Escort Squadron. Following the inspection, the band

## Combined Issue

This enlarged issue combines the July and August editions of *The Crow'snest*. Regular monthly publication will be resumed with the September issue.

played the Canadian and United States national anthems and Lieutenant Governor Flou threw the first ball of the game.

That evening the *Cornwallis* contingent presented the Sunset Ceremony in Copley Square in downtown Boston. The following day, divisions and divine service were held by the task unit and were attended by Rear Admiral R. H. Weeks, senior USN officer present afloat, who inspected divisions, Stuart Hemsley, Canadian vice-consul, Boston, and other guests.

During the visit the *Cornwallis* band presented three concerts on the Boston Common and a special concert for children at the Children's Medical Centre. The ships were open to the public on two occasions while in port.

### **20,000 View Sunset Ceremony**

*Cornwallis* new entry seamen from across Canada performed the famed Sunset Ceremony before an estimated 20,000 spectators during Dominion Day

observances on Parliament Hill in Ottawa on Monday, July 2.

The performance was carried live on the CBC television network and was also telecast over CTV private stations.

Several thousand Ottawans and visitors viewed a dress rehearsal on Parliament Hill on the evening of June 30.

All 10 provinces and the Yukon were represented among the 132 members of the guard and field-gun crews. The *Cornwallis* band was augmented for the occasion by a number of bandmen from *Stadacona*.

The officer-in-charge was Lt. N. Bruce Pakenham and the guard was led by Lt. Roy B. Bartlett, with Sub-Lt. R. Allen Fatt as second officer of the guard.

### **Frigates Visit Overseas Ports**

An overseas cruise for 150 UNTD cadets got underway June 23 with the sailing from Halifax of five frigates of the Ninth Canadian Escort Squadron.

The five ships (*Cap de la Madeleine*, *La Hullose*, *Lauzon*, *Swansea* and *Buckingham*) fuelled at St. John's, Nfld., then called at Portsmouth, England, July 4-9. They were to visit Dublin, Eire, July 13-18, returning to Halifax on July 27.

The first UNTD summer training cruise, in June, involved visits to ports of the Maritime Provinces. The third cruise will be to the Far North, particularly in Hudson Bay.

Cadets embarked in the frigates were among 450 on annual training this summer at *Cornwallis*.

### **Chilean Sailing Vessel at Esquimalt**

The Chilean Navy's training ship *Esmeralda* arrived at Esquimalt Harbour on June 13 for a five-day visit in connection with Victoria's centennial celebrations.

"Open house" programs from 2 to 6 p.m. on each afternoon enabled Victorians and tourists to go through the visiting ship.

## *The Navy Will Do Its Share*

**T**HE ROYAL CANADIAN NAVY has undertaken to do its share in effecting economies of money and material as a contribution toward strengthening Canada's international financial position.

The essentials of the RCN's economy program have been listed in general message (CANGEN 142) despatched from Naval Headquarters. The text of this message follows:

A series of measures has been adopted by the government to strengthen the Canadian dollar. These measures include, among others, a reduction in government expenditures. With its sister services and other government departments, the Royal Canadian Navy will bear a share of the task of achieving this reduction.

In devising a schedule of economies for the RCN, care has been taken to ensure that:

- (a) The operational strength required for national and international commitments is maintained;
- (b) Existing shipbuilding and replacement programs continue, and
- (c) Service conditions for officers and men remain unchanged.

The principal steps that it has been agreed the Navy will take to effect savings are:

- (a) Personnel strength will be maintained at the present figure of 21,270. This number will permit commitments to be met;
- (b) Some restrictions will be placed on ships' fuel consumption. These will not affect existing commitments or exercises currently being planned;
- (c) VF 870 (Banshee squadron) will be paid off by the end of September instead of the end of December;
- (d) The refit of HMCS *Huron* will be cancelled;
- (e) Travel will be reduced;
- (f) The 1962-63 RCNR program will be held to the level of 1961-62 activity;
- (g) Shore construction projects will be deferred to some extent, as will the procurement of training equipment.

*By taking action to reduce spending, the Navy can render an important national service. Specific measures such as those listed above will produce a substantial saving but, if we are to do our full part, it is essential that the very best use be made of the Navy's resources of money, material and manpower and that economy be practised by every individual member of the Navy in the daily performance of his duty.*

Amplifying instructions are being issued.

The four-masted schooner was berthed at the Government jetty adjacent to HMCS *Naden*, and personnel of the Pacific Command took advantage of the opportunity of returning the warm hospitality which the navy and the people of Chile have extended to RCN ships which have visited that South American country over the past several years. Early in 1960 four frigates of the Pacific Command's Fourth Canadian Escort Squadron visited Chile and were given an especially warm welcome.

A dance was held for the visiting seamen at the Fleet Club and Chilean sailors were taken on tours of southern Vancouver Island. A reception was held in *Naden* wardroom on June 14.

Built in Spain and completed in 1952, the *Esmeralda* was transferred to the Chilean Navy in 1953. She has a complement of 308 personnel—including 16 officers, 65 naval ensigns, 60 seamen apprentices, 131 ratings, and 36 Petty Officers.

Displacing 3,673 tons when fully loaded, the training schooner is 309 feet in length, and has nearly 27,000 square feet of sail. Her armament consists of two 57-mm guns.

This was the *Esmeralda's* first visit to British Columbia waters.

### Help Given with Furniture Storage

Authority has been granted for the storage of part of the furniture and effects of an officer or man when some of it has been moved to a unit without married quarters or where unfurnished married quarters are provided.

This authority became effected on April 1, 1962, in circumstances when, in the opinion of the Minister, it is desirable and in the public interest to exercise it.

The amendment to QRCN 209.84, which contains the authority, also is applicable to movements to remotely situated units which are provided with new transportable homes with no basement and very limited storage facilities

### French Solve Tongue-Twister

Captain C. P. Nixon, Commander of the Fifth Canadian Escort Squadron, discovered during the five national NATO air-sea exercise Dawn Breeze that some of the navies operating from Gibraltar were finding his message title a tongue-twister—"Cancomcortron Flve".

This was shortened, for purposes of exercise traffic, to "C5" to the satisfaction of all concerned but the French. They christened him, operationally and socially "Charlie Cinq".



Canada's war dead were honoured on the occasion of the visit to Victoria in June of the Chilean Navy's training ship *Esmeralda*. Bearing wreaths in the above picture are His Excellency M. Rodriguez, Chile's ambassador to Canada, and Cdr. Daniel A. Macleod, commanding officer of the visiting ship. (E-66994)

and which are equipped with certain domestic appliances.

### Depot Established At Gloucester

The establishment of an RCN depot in HMCS *Gloucester*, radio training establishment near Ottawa, has been approved and it will begin operations October 1.

The depot at *Gloucester* will be responsible for the drafting and personnel administration of men of the Radioman Special trade and all men of that trade will be transferred to the *Gloucester* port division on October 1 and will have the suffix "G" added to their official numbers.

Men of the RS trade will continue to be allowed to state a preferred command for seagoing drafts. Men of trades other than RS, employed in supplementary radio stations or *Gloucester*, are not affected by the new setup.

### Fastener-Gun Warning Issued

A recent fatal accident in a Department of National Defence establishment caused by the fastener from a powder-actuated fastener tool passing through the wall and piercing the body of a person in an adjoining room has led to a general message urging extreme care and safety precautions in the operation of power-actuated tools.

Among the precautions urged by the message are the adequate control of powder-actuated tools and the limiting of their use to trained operators; establishing proper authorization for the operation of these tools; the designation

of areas in the vicinity of powder-actuated tool operations as hazardous, including the opposite side of the work, the posting of adequate warning signs, and the alerting of all personnel to the dangers of powder-actuated tools.

### Car Insurance Rule Relaxed

The requirement for naval personnel to provide proof of third party liability insurance before they may be authorized to travel on duty by privately owned motor car has been rescinded.

Although General Order 209.25/1 has been amended to the above effect, the Naval Board has said that the advisability of carrying adequate third party liability insurance as a protection against serious financial loss should be self-evident.

### RCN Officer Tops Submarine Class

A Canadian naval officer made history in June by topping all 90 of his U.S. classmates in the officers' basic submarine class at the USN Submarine School, Groton, Connecticut.

He is Lt. Clifford J. Crow, who is the first officer from outside the United States to head the officers' basic submarine class in the 45-year history of the school.

Lt. Crow completed the six-month course with an academic average of 3.556 out of a possible 4.0, which works out to 88.9 percent.

The graduation exercise took place Friday, June 22.

Lt. Crow was to report for service in HMCS *Grilse* in July.

# JOURNEY INTO ASIA

AT 0900 on Friday, January 5, three destroyer escorts of the Royal Canadian Navy's Pacific Command slipped from Esquimalt and headed southwest toward Hawaii.

So began the longest peace-time cruise ever undertaken by ships of the Pacific Command.

HMC Ships *Assiniboine*, *Margaree* and *Ottawa*, of the Second Canadian Escort Squadron, commanded by Captain Victor Browne, returned home on the morning of Thursday, April 19, almost exactly 105 days after leaving their home port. The three-and-one-half-month cruise took the ships a total distance of 25,000 miles, to nine ports in Asia, and into two major training exercises.

As the ships cleared the Straits of Juan de Fuca and entered the open sea, Captain Browne said in a message to all officers and men: "As we set out on this important cruise, we have before us a formidable task of representing the RCN in an operational role with the U.S. Navy and with Commonwealth navies, plus that of our representational role as Canadian in many countries in the Far East.

"That you will meet these tasks with credit I have no doubt."

The tone of the cruise was set almost as soon as the three destroyer escorts cleared harbour. Gunnery practice began the afternoon of the first day, and this was but a taste of things to come, for the next three and one half months would see the ships exercise intensively among themselves and with ships, submarines and aircraft of the United States, Great Britain and many other countries.

The first of these many exercises took place several days before the ships reached Pearl Harbour when they joined up with units of the United States First Fleet, including the anti-submarine warfare carrier USS *Bennington*, close to 30 destroyers of various types, and a number of submarines.

The Canadian ships gave a good account of themselves, the *Assiniboine* being the first of all participating ships to "kill" a submarine.

Without doubt the Canadian destroyer-escort division profited greatly from working with the United States task group and was able to add still

more to its already considerable store of knowledge of anti-submarine warfare.

As the Canadians left the exercise area south of Hawaii to continue their cruise to Asia, a message was received from The Commander, Anti-Submarine Warfare Force Pacific, Vice-Admiral J. S. Thach, USN. He said: "The ASW team of the United States Pacific Fleet is always delighted to have the opportunity to exercise with their Canadian

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By  
Lt. R. G. Nightingale  
RCNR

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teammates. Hope you will return soon and often."

From Pearl, the destroyer escorts headed for Midway and on this leg ran into their first taste of bad weather. A gale greeted the ships two days before they reached the home of the "gooney birds". However, the versatile seaman can take the sea's angry moods in his stride and the ships were quickly closed up for heavy seas and a rough ride.

From Midway, course was set for Japan and on January 29 Fujiyama, the Sacred Mountain, was off the port bow.



A flying fish that landed on the *Assiniboine* near the Philippines was a reminder to Canadian sailors that they were nearing waters celebrated in Kipling's "Road to Mandalay". PO Lawrence Patton was the captor. (CCC2-66)

The naval base at Yokosuka was host to the Canadian ships for eight days while they underwent a period of self-maintenance. The period afforded the opportunity for all hands to visit the vast Tokyo area with its 10,000,000 people, shop along the famous Ginza, sample many strange but delicious foods, and four famous beauty spots in the Tokyo-Yokohama-Hakone-Kamakura areas.

The Canadians also made many new friends among the Japanese and Americans on the base and ashore. Local teams, both Navy and civilian, met Canadian Navy athletics in basketball, soccer, softball, volleyball and hockey. Climaxing the sports activity was a hockey game between the Canadian division and an all-star team drawn from a Tokyo industrial league. Played in Tokyo's famous Korakuen Ice Palace, the encounter saw Navy defeat the fast-skating and expert Japanese 10-3. The Canadian ambassador to Japan, W. F. Bull, officiated at the opening face-off between AB Wayne (Rook) McLeod of Fort Frances, Ontario, and Kodaira Gaku, of Tokyo.

Heartiest congratulations were earned by PO Art Wadlow, of Mirror, Alberta, for his efficient coaching of the Navy team.

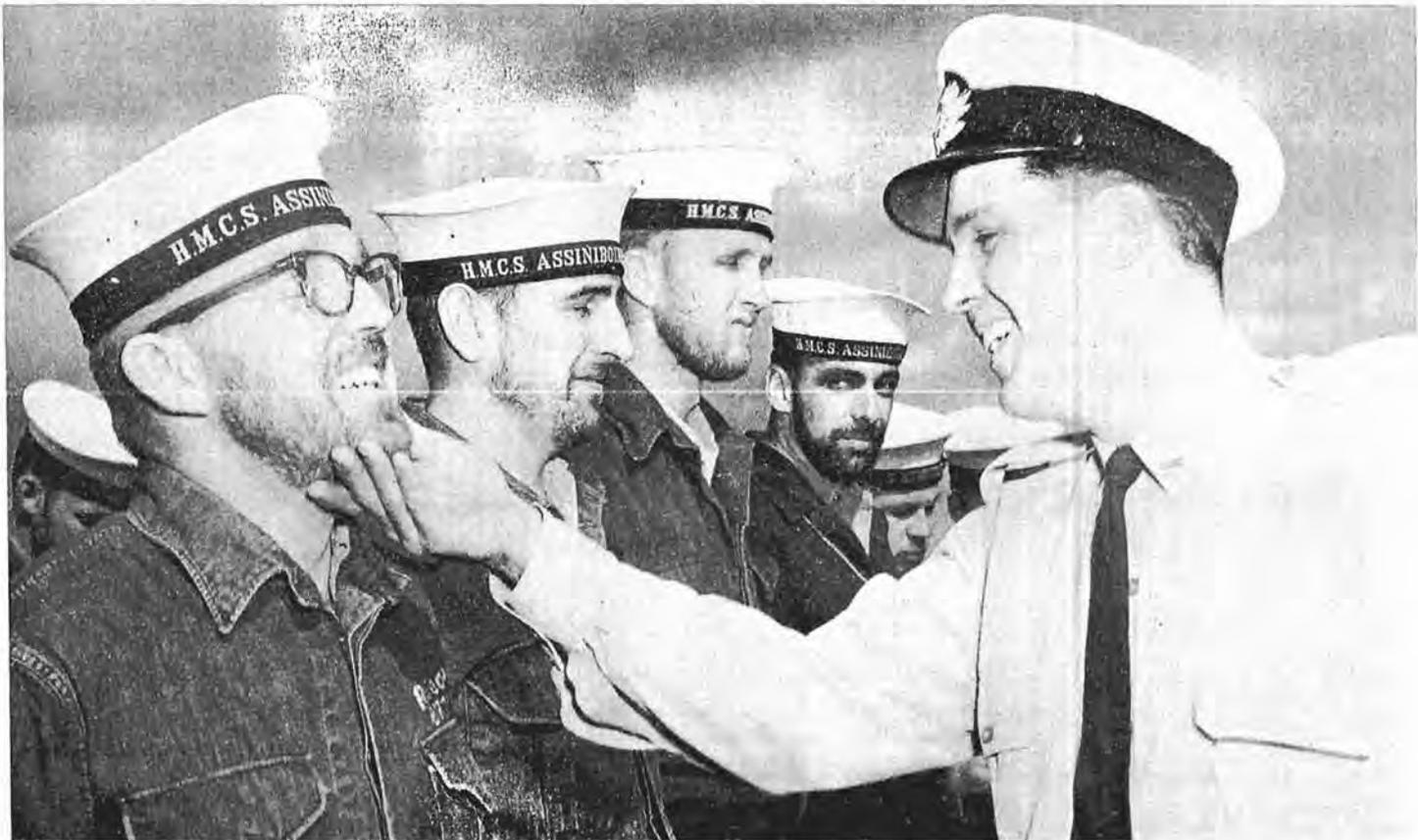
Following the pleasant but busy visit to Japan, the division headed for Singapore by way of Subic Bay in the Philippines. Exercises of various types marked the passage across the China Sea, and the ship's companies quickly adapted themselves to hard work in the hot and humid tropics.

Their course to Singapore took the ships through areas where many of the most famous land and sea battles of the Second World War took place . . . Okinawa, Iwo Jima, Bataan, Corregidor, the Malay Coast, and Singapore itself. Brief descriptions of the historic battles were broadcast throughout the ships as each area was passed.

Two days were spent in Singapore, refuelling and storing for the voyage across the Indian Ocean to Ceylon. The two days afforded an opportunity to see a part of the Orient different again from Japan and to become acquainted with men of the Royal Navy and Royal Malaysian Navy who are stationed there.



A guide tells CPO H. A. Bulmer, PO Robert Sharp and CPO A. E. Bouchard the story of the 16th century castle at Odawara, Japan. (CCC-6224)



One way of gauging the length of a cruise is by the number and luxuriousness of the beards. Here Lt.-Cdr. E. A. Wiggs, executive officer of the Assiniboine, checks on the progress of a set grown by PO Ralph Cooper. (CCC2-572)

Singapore would be visited again later in the cruise.

However, the two-day visit enabled one group of Singapore residents to have a fine afternoon aboard the ships. One hundred children were entertained at a party, playing games, touring the ships, operating some of the equipment, and feasting on candy, cakes, cookies, soft drinks and other goodies. The sound of laughing, squealing children made it clearly evident that they enjoyed themselves immensely.

Singapore meant a parting of the ways for the ships. Once clear of the Straits of Malacca, HMCS *Margaree* headed for Rangoon, Burma, while the *Assiniboine* and *Ottawa* headed across the Indian Ocean for Colombo, the capital of Ceylon.

For the two ships, the Indian Ocean passage included an afternoon of relaxation and hi-jinks. A slight diversion of course during exercises would take the *Assiniboine* and *Ottawa* over the Equator, and lives there a man of the sea who does not want to have the experience of "crossing the line"?

For days before the event, Shellbacks, or those who had previously crossed the line, huddled in secret conclave, seemingly to plan terrible things for the poor young uninitiated Tadpoles who were still unclean and not worthy of entering into the Realm of King Neptune, the Ancient Ruler of the Mysterious Deep.

At noon on February 20, the *Assiniboine* and *Ottawa* crossed the invisible line in longitude 87° 15' E, both ships sounding their sirens loud and long, a signal for all Shellbacks to pounce on the luckless Tadpoles and drag them kicking and screaming to the throne of the King to answer for their sins.

More than 300 officers and men bowed before the Royal Couple, swallowed a terrible pill, allegedly made from a weird concoction of seaweed, fish livers and salt water, and were then hurled backwards off the special chair into a pool of sea water and dunked thoroughly until deemed clean and worthy of becoming members of the illustrious king's realm. The first to face this ordeal was none other than the Squadron Commander, Captain Browne.

Later, all members of the ship's companies, Shellbacks all, gathered on the quarterdecks for the traditional feed of hot dogs and a sing-song.

The next day, it was back to exercises as the ships pushed on toward Colombo. Two days later the island of Ceylon hove into view, and the ships were soon nudging up to the jetty at the capital. Ceylon is one of the most beau-



Canadian sailors ashore in Bangkok, Thailand, found it a city of ornate temples. Left to right are Ord. Sea. Malcolm Nicholson, PO Donald Ferguson and PO Frank McLeod. (CCC2-1011)

tiful islands in Southeast Asia, an overflowing cornucopia of enchanting scenes. The Canadians were welcomed in Colombo and took advantage of the many opportunities provided to explore this small country.

A highlight of the stay in Colombo was a party planned by the Canadian High Commissioner to Ceylon, James George and Mrs. George. Held on the grounds of this charming couples' official residence, Canada House, the party was attended by about 250 officers and men. Mr. George had arranged for a performance on his lawn by the famous Kandy Dancers of Ceylon, natives who dress in brightly coloured costumes trimmed with pure silver and dance to primitive rhythms beaten out on bongo-type drums.

Members of the ships' companies also watched ritualistic demonstrations of fire walking at the Hindu Devale of Pannipitiya, about 10 miles from Colombo.

The capital of Ceylon was also the scene of the first "open house" of the cruise. An estimated 5,000 people took advantage of the opportunity to board the Canadian ships and be escorted on tours by members of the ships' companies.

The visit to Ceylon was the first of several goodwill visits to ports in the Orient, visits which show that representing Canada overseas continues to be as important a function of the Royal Canadian Navy as it has ever been since the Navy began 52 years ago.

Each year, ships of the Navy call at foreign ports, assignments which result from Canada's expanding overseas interests. Their officers and men, in effect, become ambassadors of goodwill, a phrase not as hackneyed as it sounds. Training cruises can be planned to assist this country's diplomatic representatives abroad to interpret this country, its people and its ideals to the citizens of other nations.

The 1962 Far East cruise was an example of just this kind of assistance, and every officer and man played a part in it, from welcoming and entertaining visitors aboard, to shopping in local stores and visiting local shrines, temples and other sites of national and historic importance. In return, the Canadians were able to learn much about Southeast Asia and the problems being faced by the various countries and their peoples.

Travel is said to be one of the best forms of education, and there is no doubt that the 700 Canadians who took part in the cruise returned home with a broader knowledge of the world and its needs.

This is particularly true of the 10 young Royal Canadian Sea Cadets borne in the *Assiniboine* and *Margaree*. These young men, aged 17 or 18, can regard themselves as having been extremely fortunate to have had the opportunity of seeing so much of the world.

Also on the cruise were eight Royal Canadian Naval Reservists from HMCS *Chippawa* in Winnipeg and HMCS *Tecumseh* in Calgary.

For some of them, this was their first taste of extended sea time, and it afforded them a wonderful opportunity to put class-room theory into practical application and at the same time learn of life on board ship.

The reservists and the cadets were unanimous in their enthusiasm, and all

proved to be "able seamen", if a play on words may be permitted.

From Colombo, the ships headed for Trincomalee, the Royal Navy's former base, on the northeast coast of Ceylon, where a large Commonwealth fleet was assembling for Jet-62, an extensive maritime warfare exercise involving more than 50 ships. The *Margaree* would also rejoin her sister ships there, having completed her interesting goodwill visit to Rangoon.

All hands looked forward with keen anticipation to the exercise, for this was the main reason for coming this long distance—to spend most of the month of March in intensive exercises with ships of the Royal Navy, the Royal Australian Navy, the Indian Navy, the Royal New Zealand Navy and the Royal Malayan Navy, and with shore-based aircraft of the Royal Air Force, the Royal Australian Air Force and the Royal Ceylon Air Force.

Many ships with illustrious names were assembling at Trinco and elsewhere in the Indian Ocean area: HMS *Centaur*, HMS *Belfast*, INS *Mysore*, INS *Vikrant*, HMAS *Vampire* and HM Submarine *Amphion*, to name but a few. They included aircraft carriers, cruisers, destroyers, frigates, submarines and Royal Fleet Auxiliaries.

It marked the first time that Canadian warships had taken part in Commonwealth fleet exercises in the Far East, Jet-62 being the 12th successive exercise of its type.



CPO Jim Borthwick, RCNR, of Winnipeg, admires the traditional costume of a little girl in Tokyo. He made the Far East cruise in HMCS *Margaree*. (CCC2-577)

The particular aim of the exercise was to emphasize tactical command and control of Commonwealth naval forces in a realistic setting. Naval commanders of each participating nation, in turn, exercised tactical control of surface forces throughout the period of the exercise.

The strategic setting for the exercise was that "Orange" forces were held on the sixth parallel of an Asian country following the battle of Jet-61. Since then, there had been an uneasy truce during protracted negotiations in the UN. Orange forces had refused a resolution to stop work on a large airfield on the Nicobar Islands.

An ultimatum was delivered to Orange to the effect that military action would be taken by "Blue" forces unless work ceased by the 2nd of March 1962.

Orange refused the ultimatum, and the Commonwealth fleet put to sea.

During Jet-62, almost all aspects of ocean warfare were exercised. Ships of the Canadian division were provided with the opportunity to participate in a greater variety of tasks than in any previous exercise. Anti-submarine warfare continued to be a major part of the exercise, but so also were air defence, replenishment at sea, air and surface bombardment, and tactical defence against nuclear threats.

The Canadian destroyer escorts, as expected, gave a good account of themselves, participating in several submarine kills, and the ships and their men exercised extensively in all of the above-mentioned phases.



School girls from Kuala Lumpur, Malaya, listen with intent seriousness to AB A. M. Kerr's description of his ship, the *Assiniboine*. (CCC2-944)

The Canadian ships many times came under air attack. Royal Navy Scimitar and Sea Vixen jet fighters and Indian Navy jet aircraft were used during certain periods as Orange forces, striking out of the sun or at low level at the ships.

At other times, the Canadian ships worked closely with the *Centaur*, the Royal Navy carrier, acting as her screen during air strikes against opposing forces. This phase was carried out at high speeds, and the engineroom teams maintained high efficiency in spite of temperatures reaching as high as 122 degrees F.

Working with the Royal Fleet Auxiliaries also proved to be a valuable experience as the Canadian ships took on fuel, food and other supplies by day and night during fleet replenishment periods.

For the younger seamen, Jet activities proved quite a challenge, but under the guiding hand of older, more experienced shipmates, they quickly learned the ins and outs.

As Captain Browne put it later: "Every officer and man in our ships played his part to the fullest and demonstrated that our training is of a high order. The lessons learned and the knowledge gained as a result of Jet cannot but help to be of benefit to all of us as seamen and to the RCN as a whole."

The operational phase of the vast exercise ended for the Canadian ships at the island of Lankawi off the Malaya peninsula, where all the participating ships dropped anchor for a day of rest



The infant son of Lt.-Cdr. R. E. Buddhu, USN, and Mrs. Buddhu was baptized on board the *Margaree* at Yokosuka, Japan, by Chaplain (P) Tom Jackson. (CCC2-616)

on Saturday, March 10. From the beaches of this lovely tropical island, the fleet anchored in the bay made a most impressive sight.

But other ports of call awaited the Canadian ships, and soon the *Assiniboine*, *Margaree* and *Ottawa* were headed for Port Swettenham, the busy port for the Malayan capital, Kuala Lumpur, for a goodwill visit.

Here again the ships were open for public inspection, and parties were held aboard for children. Young people everywhere love a party, and these Malayan tots were no exception. Their initial shyness on coming on board ships from a far distant country was soon overcome by the gaily costumed seamen, and bright smiles quickly lighted the faces of the children.

Visiting Kuala Lumpur proved to be a great pleasure, the friendly people making all who came in contact with them feel quite at home. But one thing else will also be remembered—the heat. Temperatures ranged up to 115 degrees, the highest of the cruise.

The Canadian division next headed for Singapore for a return call of six days of self maintenance and to attend a critique of Jet-62 for officers and senior men of all participating ships. Closing remarks were given by national commanders and by Admiral Sir David Luce, Commander-in-Chief, Far East.

The six days afforded an opportunity for shopping and sightseeing on this historic island off the southern tip of Malaya. It was also a pleasure to meet and talk with men of the other Commonwealth navies who had participated in the exercise and to compare notes.

March 21, the first day of spring back home, saw the Canadian ships heading for Bangkok, the capital of Thailand. Sometimes called "The Land of Smiles", Thailand, or Siam, is a country of many contrasts. Its fabulously beautiful temples are like pages out of the past, yet its modern office buildings, highways, railroads and traffic jams are as new as today.

Thousands of Buddhist images are to be found in Thailand, and guided tours took the Canadians to many of these, much to the delight of the camera fans.

The visit to Bangkok ended all too quickly, and the ships were soon at sea again.

Hong Kong, a bustling city with a western face against an Oriental background, was reached on March 30. Well known to Canadian seamen, this fabulous city on the slopes of beautiful Victoria Island, and Kowloon on the China mainland was looked forward to with keen anticipation by all hands, for it meant an opportunity to look up



PO James Barlow chats with one of the famed Kandy dancers of Ceylon. (CCC2-759)

many old friends among the Chinese and Canadian communities, shop in famous stores and dine in some of the finest sea-food restaurants to be found anywhere in the world.

Hong Kong also meant the paying of humble tribute to more than 500 Canadians who gave their lives in the Second World War. In Saiwan War Cemetery, located on a gentle hill overlooking a peaceful bay, lie men of the Winnipeg Grenadiers, the Royal Rifles of Canada, and other Canadians who gave their lives in December 1941. One battalion of each regiment fought alongside British and Indian Army regiments in the closing days of a dark year over 20 years ago.

In a simple but moving ceremony on Sunday, April 1, the Canadian seamen, joined by members of the local Canadian community, gathered at Saiwan to pay their respects to those gallant soldiers. Captain Browne laid a golden wreath in the shape of a maple leaf at the base of the cenotaph in memory of those who paid the supreme sacrifice.

Dotting the Canadian section of the cemetery are many grave stones which bear the simple inscription "A SOLDIER OF A CANADIAN REGIMENT, KNOWN BUT TO GOD".

The Hong Kong visit ended, the ships were soon at sea again, heading for Yokosuka, Japan, and the voyage home to Esquimalt. Warm tropical weather which had been enjoyed for the past two months ended quickly, and the cold winds of the north could definitely be felt. Off the southern tip of Taiwan, the ships ran into another gale and the



Ord. Sea. William Bedisky is overshadowed by a strange figure guarding the Royal Chapel in Bangkok, Thailand. (CCC2-1016)

passage to Yokosuka can only be described as rough.

Yokosuka was visited overnight on April 5-6 to take on fuel and fresh provisions. The brief stop, however, enabled the ships' companies to renew briefly the friendships made during the earlier visit.

Passage to Adak in Alaska was on the whole uneventful, even pleasant, the usual choppy northern waters not showing up and the sea looked with

favour on the ships to provide smooth sailing. However, fog was encountered for two or three days and nights, and there was something else—two Tuesdays in the week. The ships crossed the international dateline on April 10, thus putting the clocks back 24 hours. Still, plenty of opportunity was provided for jackstay transfers and other evolutions under less than ideal conditions. The *Margaree* underwent inspection for her Index of Fighting Readiness, with squadron assessment teams transferring from the *Assiniboine*.

The craggy, windswept and cloud-shrouded hills and mountains of Adak came into view through the mist on April 12. The ships refueled and spent the night at Adak and then put to sea the next day for Esquimalt.

Further independent and inter-ship exercises marked the 2,000-mile journey home, these particularly involving communicators, weapons surface and weapons underwater departments. The icing on the cake came the last day out from Esquimalt when full power trials were run.

On the morning of April 19, the ships stopped briefly in Parry Bay to pick up Canada Customs officials and mail, then headed into Esquimalt harbour under a warm sun and clear skies.

An enthusiastic welcome was given the ships and the sailors home from the sea by a large crowd of wives and children gathered on the jetty.

The three-and-one-half-month train-



An obliging little resident of Rangoon, Burma, poses with Ldg. Sea. Robert Young and AB Allen Henning. (CCC2-841)

ing and goodwill cruise was over. Many valuable lessons were learned that can be applied to the ceaseless striving of the RCN to maintain the highest standard of proficiency in the business of anti-submarine warfare.

The Canadian ships and their men showed that they are second to none on the seas, while ashore, from Colombo to Adak, they, as expected, lived up to the title of "Seagoing Ambassadors of Goodwill".



Secured alongside of Trincomalee, Ceylon, former British naval base, are HMC Ships Ottawa (foreground) and *Assiniboine*, destroyer escorts of the Pacific Command during their recent cruise, along with HMCS *Margaree*, to southeast Asian waters. (CCC2-794)

# OFFICERS AND MEN

## **CPO Trepanier Swim Official**

CPO Albert Trepanier was chosen as an official at the Canadian Amateur Swimming Association's swimming and diving championships in Vancouver, July 9-15.

CPO Trepanier, who serves at *Cornwallis*, is an honorary life president of the Nova Scotia Amateur Swimming Association.

His services at Vancouver were requested of the Navy by the president of the CASA.

## **Course Held for Civil Servants**

A two-week course in government administration was recently completed at HMCS *Cornwallis*. It was the fifth year such a course has been held in the Atlantic provinces area and the first time it has been held in *Cornwallis*.

Course members were made up of experienced administrators drawn from federal government departments and agencies in the Atlantic provinces region. The fifth Atlantic Regional Course in Government Administration is one of a number of courses conducted yearly by the Civil Service Commission of Canada.

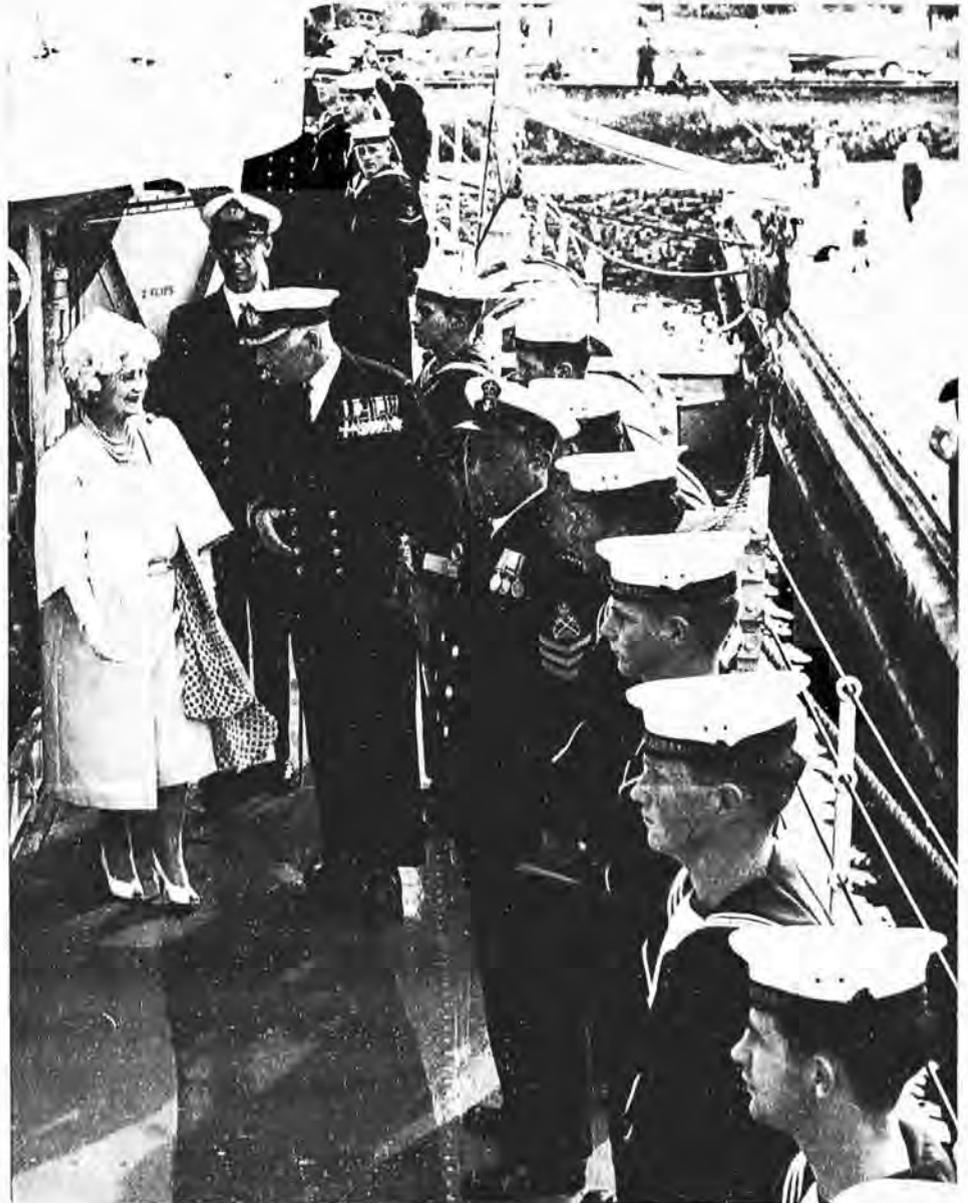
The course covered the major areas of public administration through the medium of lectures, case studies, discussions and comprehensive participative exercises.

## **Commodore Goodchild New SNO Toronto**

Acting Commodore J. W. F. Goodchild was promoted to that rank and appointed as Senior Naval Officer, Toronto Area, June 30, retaining his appointment as commanding officer of HMCS *York*.

Commodore Goodchild in his new appointment succeeded Commodore R. I. Hendy, who had held the appointment since August 1, 1956, and who retired on June 30.

The new Senior Naval Officer Toronto Area has been associated with the Navy since 1941 when he joined the Royal Canadian Naval Volunteer



The frigate *Inch Arran* had the honour on June 13 of taking Her Majesty Queen Elizabeth, the Queen Mother, on a St. Lawrence Seaway cruise from the model pioneer community, Upper Canada Village, to Prescott, Ontario. Her Majesty is shown here conversing with Commodore Paul D. Taylor, Commanding Officer Naval Divisions, on board the *Inch Arran* at Prescott. (COND-7793)

Reserve as a writer. Commissioned in 1942, he served on the West Coast that year and early in 1944 was appointed to HMCS *Prince David*, infantry landing ship, operating before and after D-Day in the European area.

He was demobilized in 1946 and attended Osgoode Hall in Toronto, graduating as a lawyer in 1949. Transferring to the active list of the RCNR in 1951,

Captain Goodchild became commanding officer of the Toronto naval division in July 1958.

Commodore Hendy, by his retirement, brings to an end 26 years of association with the Navy. He joined the RCNVR as a midshipman in August, 1936, and during the war served in RCN and RN ships and establishments. He was demobilized with the rank of

Commander in September, 1945. Joining *York* at the end of the war, he was promoted in 1951 to the rank of Captain and assumed the appointment of commanding officer. In March, 1952, he was appointed Honorary Aide-de-Camp to His Excellency the Governor-General of Canada. Like Captain Goodchild, Commodore Hendy is a lawyer in civil life.

The Commanding Officer Naval Divisions, Commodore P. D. Taylor, sent this message to Commodore Hendy on his retirement:

"On the occasion of your transfer to the retired list of the Royal Canadian Naval Reserve, I would like to take the opportunity of expressing my appreciation of your long and distinguished service. For more than 25 years you have set an example of enthusiasm and

integrity which I hope every member of the Reserves will attempt to emulate. I wish you the best of good fortune in your retirement though I am sure you will still maintain an active interest in the RCNR through your connections with the Canadian Naval Association and the Canadian Defence Association. Thank you and good luck."

### **Former Construction Chief Visits Canada**

A. N. Harrison, war-time Naval Constructor in Chief of the Royal Canadian Navy and now Director of Naval Construction at the Admiralty, London, visited Ottawa May 27 to June 3. He was accompanied by J. C. Thompson, Director of Electrical Engineering at the Admiralty.

## *The Perfect Marriage*

ON JULY 7, 1959, two aircraft squadrons, VS 880 and VS 881, were united. In spite of the original reluctance of the bride and groom, the amalgamation, known as VS 880, has turned out to be one of the successes of Canadian naval aviation.

On this, the third anniversary of the union, it is perhaps time to look into the record books and examine what has been accomplished. Although it is difficult in times of peace to assess a military force, a few statistics may indicate what has been done to achieve the degree of preparedness which the squadron has reached.

Even to those in the squadron, it comes as a surprise to find out that squadron aircraft have landed on the carrier more than 10,000 times. To those who appreciate the hazards of a deck landing, it might be added that 2,281 of the landings were done at night.

Between these landings, the squadron flew 37,694 hours and 5,450,000 miles passed under the wings of the Tracker aircraft. This is the equivalent of an aircraft being in the air continuously for four and a quarter years, and in the process circling the earth 227 times.

While space does not permit all figures such as gasoline consumption and stores carried to be mentioned, it is evident that squadron personnel were never bored in the preceding three years.

Statistics, however, are only the bare bones of any story, and it is the officers and men behind the achievements, both in an active and support role, to whom the success belongs. The names are too numerous to mention, but it is a direct reflection of the calibre of squadron members, past and present, that VS 880 is an effective operational unit in anti-submarine warfare, and one of the best VS squadrons in the NATO Shield.—*The Navalair*.

They also visited Halifax, and toured Canadian shipbuilding and electrical engineering firms.

In 1942 Mr. Harrison was loaned to the Canadian Government from the Royal Navy and was appointed Director of Naval Construction (later Naval Constructor in Chief), serving in this capacity, in the rank of Captain, until 1948.

He was awarded the OBE in January 1946 for having been "largely responsible for building hundreds of ships during the rapid expansion of Canada's Navy."

### **USN Midshipmen, RCN Cadets Swap**

Two RCN officer cadets who have completed their third year at Royal Military College, Kingston, are training this summer with the United States Navy on an exchange with two midshipmen from the U.S. Naval Academy, Annapolis, Maryland.

This is the second year that an exchange of cadets and midshipmen of the permanent force of the two navies has taken place.

Cadet John E. Croft, and Cadet Jacques J. Duval were at Annapolis for two days before joining the USS *Ft. Berry* and USS *L. Thomas* (destroyer escorts) until July 26, when they were to return to Canada.

Their U.S. Navy counterparts, Midshipmen R. E. Berry and D. C. Hawkins, are taking their summer sea training on board two RCN destroyer escorts of the Pacific Command, the former in the *Fraser* and the latter in the *Ottawa*. They are training with senior RCN cadets from Royal Military College and Canadian universities.

### **Squadron SO Wins Idea Award**

A suggestion by Cdr Kenneth E. Grant, has earned him a cash award from the Suggestion Award Board of the Public Service of Canada and a letter of congratulation from Rear-Admiral P. D. Budge, Chief of Naval Personnel.

Cdr. Grant's suggestion concerning a device to assist in solving tactical problems during anti-submarine operations has been adopted for use in RCN ships.

Cdr. Grant served in the RCNVR for five years during the Second World War and shortly after his demobilization, in 1946, rejoined the naval reserve as a lieutenant. He transferred to the regular force in January 1951. Since February 1961 he has served as commanding officer of the frigate *Cap de la Madeleine* and as Senior Officer of the Ninth Canadian Escort Squadron

Two other suggestions have received similar recognition: CPO Edward J. Black's suggestion concerned the incorporation of a counting device in aircraft armament equipment. It was forwarded to the Board for assessment and has been adopted for use in service aircraft.

CPO Black entered the RCN in 1945 and has served in three successive RCN aircraft carriers, the *Warrior*, *Magnificent* and *Bonaventure*.

Clifford John Baier suggested modifications to electrical equipment thereby increasing the safety factor to personnel. His idea has since been adopted for use in the RCN.

Mr. Baier joined the Civil Service in 1959 and is employed in the fire control shop of the Naval Armament Depot at Esquimalt.

### **NRE Scientist Goes to England**

T. Howard Rogers, colourful scientist who has headed the Dockyard Laboratory at Halifax since it was taken over by the Naval Research Establishment of the Defence Research Board in 1951, has retired and gone to England.

Under the guidance of Mr. Rogers, the Dockyard Laboratory besides normal processing of ship failures, did invaluable work on fatigue failures of aircraft and ship components for the Navy and developed better absorbents for breathing mixtures used by divers. His was the first organization (1951) east of Montreal to have an active radiographic unit to X-ray ship hulls, etc.

Mr. Rogers plans to lecture on corrosion in England.

Highlights of his service in Halifax have included the writing of a book, encouraged by the RCN, called *The Marine Corrosion Handbook* (McGraw Hill 1960), which has had wide international acceptance.

"One of the greatest joys, however," he observed, "has been the co-operation between the Royal Canadian Navy and the scientists in the Dockyard Laboratory. The acceptance by the Navy of the scientist into the 'body of the kirk' has been truly magnificent!"

### **RCN Officer Tops MIT Class**

A Canadian naval officer has topped his graduating class of 28 at the Massachusetts Institute of Technology, on completion of a three-year course in naval construction and marine engineering.

Lt. Thomas Arnold Perry Eyre, came first in a class which also included RCN



LT. T. A. P. EYRE

officers Lieutenants Harold Howard Otto and Ian Baxter Engh.

Lt. Eyre entered the UNTD in April, 1951, transferring to the regular force in September 1952, when he attended Royal Roads. He was appointed to the Royal Naval Engineering College in 1956. He is now serving at Naval Headquarters, on the staff of the Director of Marine and Electrical Engineering.

Lt. Otto entered the RCN as an acting-lieutenant in July 1955 and studied at the Royal Naval Engineering College before returning to Halifax in May 1959. He is also on the staff of the Director of Marine and Electrical Engineering.

Lt. Engh entered the RCN through Royal Military College in September 1954 and attended Queen's University. He is on the staff of the Director of Ship Design and Construction.

### **Archaeologists Sail in Eastore**

The RCN's supply vessel *Eastore* sailed from Halifax in mid-June to take a Norwegian scientific expedition to Medee Bay in the Cape Bauld area on Newfoundland's northernmost tip in



response to a request to the Canadian Government for assistance. The scientists hope to confirm existence of Viking settlements perhaps a thousand years old.

Leading the expedition is Dr. Helge Ingstad, author-archaeologist. His wife, Anne Stine Ingstad, is archaeological leader. Others include Dr. Kari E. Larsen, state geologist, and Hans H. Bang, photographer. All are from the University of Oslo, Norway.

Dr. Ingstad said:

"I have made two expeditions to the eastern coasts of Canada—Quebec, Newfoundland and Labrador (1960-1961). At present I am starting the third. The purpose of the expeditions was to discover and excavate house-sites from the Norse people who came to America about 500 years before Columbus.

"During last year's expedition I had a boat of my own and the members of the expedition were six. We travelled down St. Lawrence River and examined the coasts of Quebec, Newfoundland and Labrador, covered about 4,000 nautical miles.

"We were lucky, discovered some promising old house sites. We started excavations and the archaeological features made it extremely probable that the sites are Norse and pre-Columbian. The main site is at Lance aux Meadows at Epaves Bay at the northern tip of Newfoundland. Another site that is very promising is located at Porcupine Point, a little south of the mouth of Hamilton Inlet (a short way from Cartwright).

"The purpose of this year's expedition is to continue the expeditions and to make further explorations."

### **RCN Officer Heads Toastmasters**

Lt.-Cdr. M. R. Morgan, Staff Officer (Weather) at Atlantic Command Headquarters, was elected president of the Halifax Toastmasters' Club for the 1962-63 term. The annual meeting took place at the city Club in Halifax May 14.

### **Cash Award for West Coast Officer**

A suggestion by Lt.-Cdr. D. H. Benn has earned him a cash award from the Suggestion Award Board of the Public Service of Canada and a congratulatory letter from Rear-Admiral P. D. Budge, Chief of Naval Personnel.

Lt.-Cdr. Benn is on the staff of the Manager, Engineering Staff, HMC yard, Esquimalt.

# Sea Burial for Surgeon Commodore

**A**SHES of the late Surgeon Commodore Archie McCallum, OBE, VRD, CD, RCN (Ret), were committed to the sea off Chebucto Head June 16 with naval honours. Five warships were involved in the service which took place in calm sunny weather.

Commodore McCallum, who retired in 1952 as Medical Director-General of the RCN, died early June 12 in Toronto. His wife, Dr. Arrabelle McCallum, DDS, LDS, DDC, who retired in the same year as head of the Ottawa High School Dental Clinic, and the commodore's sister, Miss Amy McCallum, attended from Toronto.

The service took place on board the destroyer escort *Chaudiere*. The aircraft carrier *Bonaventure* and three other destroyer escorts of the Fifth Squadron were in company during the service just off the port. A flight of three Navy Tracker aircraft flew past just before the service began.

Officiating was Chaplain Bruce A Peglar, of Toronto, Command Protestant Chaplain. Official mourners included Commodore M. A. Medland, of Toronto,

Commodore RCN Barracks, Halifax, representing the Flag Officer Atlantic Coast; Commodore M. G. Stirling, of Rutland, B.C., Senior Canadian Officer Afloat (Atlantic), who returned thereafter by helicopter to the aircraft carrier *Bonaventure*; Commodore A. M. Hope, retired in Chester; senior medical authorities of the services, relatives and professional associates.

Wreaths were cast into the sea at the committal by Commodore Medland, on behalf of Command Officers; Surgeon Captain F. G. MacHattie, on behalf of the family; Surgeon Captain William Chapman, on behalf of the Medical Branch, and Lt.-Cdr. C. M. Leighton, on behalf of the *Chaudiere*.

Commodore McCallum, who served the Navy for 35 years in the regular force and the reserve, was born at Cartier, Ontario, on April 17, 1890. He was educated in Ottawa schools and at the University of Toronto, whence he graduated in medicine in 1916. He joined the Royal Navy as a surgeon-lieutenant in 1917 and was assigned to duty in the naval hospital at Portsmouth, England.

He was next appointed to a mine-clearance sloop, engaged in North Sea convoy duty. He was awarded the King's Badge for mine-clearance duties. After the war, he volunteered to remain with the minesweepers and also saw service in the battle cruiser *Malaya* and aircraft carrier *Argus*.

In 1921, Commodore McCallum was transferred to the Royal Canadian Navy



A casket containing ashes of the late Surgeon Commodore Archie McCallum, RCN (Ret), who died in Toronto at the age of 62 are committed to the deep by Chaplain (P) Bruce A. Peglar, Command Chaplain, in a ceremony on board HMCS Chaudiere off Chebucto Head. Sidemen pipe his remains overboard while the White Ensign is at half mast. Five ships and a flight of three Navy Tracker aircraft took part in the ceremony.

as Fleet Medical Officer. With the termination of his three-year appointment in 1924, he took up private practice in Toronto. A few weeks later he joined the RCNVR there.

On September 3, 1939, he was recalled to active service and went immediately to Halifax to take up duties there as Principal Medical Officer, with the rank of surgeon commander. He was called

to headquarters in February 1940 as Senior Naval Medical Officer.

He was appointed Medical Director-General and promoted to the rank of surgeon captain on July 1, 1942. He transferred to the RCN on October 26, 1944, the day a permanent medical service was established in the Navy. Before that date naval medical officers entered by way of the Royal Canadian Naval Volunteer Reserve.

His retirement in 1952 also brought about his wife's retirement. A third doctor in the family is their daughter Barbara, who graduated in medicine from the University of Toronto in 1948. In 1950 she married Dr. Desmond Blake and began joint practice of medicine at Burin, Nfld. They now reside in Ottawa.

A service was held on June 13 in Porter and Turner Funeral Home, Toronto.

## Admiral DeWolf New Head of Fund

VICE-ADMIRAL Harry G. DeWolf, (Ret), was elected president of the Royal Canadian Naval Benevolent Fund at the 17th annual general meet-

ing in Ottawa. Admiral DeWolf was one of the founding members of the RCNBF when application was made to the Secretary of State, in July 1945 for a charter.

He succeeded Vice-Admiral H. T. W. Grant, RCN, (Ret), who had held the office for six consecutive years.

Both were former Chiefs of the Naval Staff, Admiral Grant from 1947 to 1951 and Admiral DeWolf from 1956 to 1960.

In his sixth and final speech to the delegates attending the meeting, Admiral Grant noted that since the incorporation of the fund in 1945 there had been outright grants of \$1,250,000 and loans of nearly \$1,000,000. He had praise for a campaign conducted last fall to make the fund better known within the service. As well as making the fund better known, the campaign resulted in an increase in numbers of serving naval personnel supporting it through assigned pay.

During 1961 the fund assisted 630 persons. Outright grants were up 10 percent, at \$88,067, and loans were up 24 percent, at \$106,601.

The Board of Directors for 1962 will consist of Vice-Admiral DeWolf, Rear-Admiral W. B. Creery, RCN (Ret), of Ottawa; Cdr. Colin Glassco, RCNR, (Ret), of Hamilton; Rear-Admiral R. A. Wright, of Ottawa; Dennis Evans, of Ottawa; Cdr. D. C. Crone, of Victoria; CPO D. J. Strickland, of HMCS *Cornwallis*; Captain R. P. White, RCNR (Ret), of Ottawa; Captain E. A. Thompson, RCN, (Ret), of Halifax; Miss A. I. McPhee, of Ottawa; A. B. Coulter, of Ottawa; A. B. Campbell, of Halifax; Rear-Admiral P. D. Budge, of Ottawa; CPO F. R. Henderson, of *Shearwater*; Chaplain A. G. Faraday, of Halifax; Lt. W. G. S. George, RCN (Ret), of Victoria, and Cdr. T. R. Durley, RCNR, (Ret), of Montreal.

Lt.-Cdr. Harry McClymont continues as general secretary.

Admiral Creery and Chaplain Faraday were named for a two-year period as vice-presidents and CPO Langton and Commander Durley for one-year periods as vice-presidents.



It has become an established tradition with RCN ships in Hawaiian waters to erase the ravages of time from the monument to Captain James Cook at Kealahou Bay, Island of Hawaii, near the spot where the great navigator was slain. Paying practical homage to the memory of Captain Cook are Venture cadets who sailed to Hawaii on board the frigate *Sussexvale* early this year. (CCC4-1135)



Seven years of service to the Royal Canadian Navy ended on May 23 for Mobile Anti-Submarine Training Unit 1 at HMCS Montcalm, Quebec City's naval division, when the unit made the last call of its 1962 spring training schedule. From Quebec, the unit went to Halifax, from where it first set forth in 1955. (COND-7752)

## MASTU GOES HOME

**A**FTER SEVEN YEARS of training naval reservists across Canada in the techniques of anti-submarine warfare, The RCN's Mobile Anti-Submarine Training Unit returned last May to Halifax where, in the summer of 1955, it was fitted out as an attack teacher on wheels with the intention of providing the officers and men of the RCNR in 15 inland divisions, from Calgary to Quebec City, with an opportunity to learn and practice anti-submarine command, control and operating procedure.

The unit, which consists of two 46-foot tractor trailers, when set up, was as complete as any attack teacher in a shore establishment. The major difference was that it had to be broken down and reassembled every time it moved, and in the course of its seven-year commission it made over 100 moves, visiting 15 inland divisions, *Tecumseh, Non-such, Unicorn, Queen, Chippawa, Griffon, Hunter, Prevost, York, Star, Catarqui, Carleton, Donnacona, Montcalm* and the Kitchener tender to *Star*.

At these naval divisions MASTU spent a total of 1,076 days, trained 1,837 officers, 988 UNTD officer cadets and 3,385 men and played host to 8,713 Navy League cadets and sea cadets. In addition, MASTU has been a display at the Canadian National Exhibition, the Quebec Provincial Exhibition and the Weston Fair, not to mention the many

times the unit was open to the general public in the different cities it visited. On these occasions no fewer than 35,000 persons toured through the unit.

MASTU was based at HMCS *Patriot* in Hamilton and operated under the command of the Commanding Officer Naval Divisions. It was normally manned by a crew of six, including the officer-in-charge, all of whom, in addition to instructional duties, were required to drive the vehicles and operate and maintain the equipment. The crew, naturally, changed during the seven-year period, with a total of two officers and two petty officers having charge of the unit and one reserve CPO, four RCN petty officer electricians, three RCN PO sonar men, eight RCN leading seamen and able seamen and three reserve able seamen serving as crew members.

MASTU started its first training trip on September 26, 1955, at HMCS *Griffon*, Port Arthur, and completed its last visit at HMCS *Montcalm*, Quebec City, on May 23, 1962. During this seven-year period MASTU vehicles, which consisted of the two tractor trailers and a staff car, travelled an accumulated total of 175,000 miles of highway in Canada and the U.S. under all road conditions, winter and summer, without accident, and all schedules were maintained.

The MASTU yearly program followed a pattern that was more or less stand-

ard. From mid-January to the end of May training was carried out in the divisions in Ontario and Quebec, June, July and August were spent at *Patriot* to provide a leave and refit period. On occasions MASTU was used as part of the Armed Forces displays at the Canadian National Exhibition and the Quebec Provincial Exhibition. In September the western training tour began and took in the divisions in Alberta, Saskatchewan and Manitoba and HMCS *Griffon*, at the Lakehead. This tour lasted till mid-December.

On June 1, 1962, MASTU was turned over to the RCN, ending seven years as a training unit of the RCNR a period during which 53,000 miles of highway were travelled, highways that passed through small towns and large cities and as MASTU, which was sometimes referred to as "the prairie schooner", rolled along these highways and stopped in the towns and cities, the RCN was put before the eyes of the public in form of two impressive tractor-trailers.

The unit has never failed to evoke comment from the public and it has brought thousands of people, who might otherwise never have given the Navy a thought, into contact with the RCN. MASTU as a training unit fulfilled its purpose. As good advertising for the RCN it had no equal. Anyone who has ever seen the "prairie schooner" under way will agree to this.—T.W.S.



HMCS *Inch Arran*, which proceeded to the Great Lakes in June with the *Victoriaville* for the summer training season, proudly wears the personal flag of Her Majesty Queen Elizabeth, the Queen Mother, who had luncheon on board during a brief cruise of the St. Lawrence Seaway. (COND-7768)

## HOSTESS TO A QUEEN

**D**URING THE VISIT to Canada of Her Majesty Queen Elizabeth, The Queen Mother, HMCS *Inch Arran* was honoured by Her Majesty taking passage from Upper Canada Village, near Morrisburg, Ontario, to Prescott, a few miles above the Iroquois locks of the St. Lawrence Seaway.

Her Majesty, after visiting Upper Canada Village during the forenoon of June 13, was brought to the ship, lying at anchor off the village, by the RCMP vessel *Cutknife*. She was met at the bow by Commodore P. D. Taylor, Commanding Officer Naval Divisions, and Lt.-Cdr. B. A. Mitchell, Commanding Officer of *Inch Arran*. After the presentation of the ships officers, Her Majesty and her entourage proceeded to the wardroom for cocktails and luncheon.

The *Inch Arran* then weighed anchor, and proceeded up river, wearing Her Majesty's personal standard.

After lunch, the Royal party went up to the 4-inch gun deck for coffee, to

enjoy the scenery and to witness the passage through the Iroquois locks. The locks were decorated for the occasion and the embankment on the Canadian side was crowded with spectators, mostly school children, waving flags and cheering.

The 22-mile trip was quiet and peaceful, the sun continued to shine and Her Majesty spent most of the trip on the 4-inch gun deck, which had been specially altered for the occasion. A plexiglass screen was placed around the forward end and a platform was built on which Her Majesty and others could sit to view the scenery better, and to permit her to be seen by all, while sheltered from the sun by an awning.

During the afternoon, Her Majesty spoke for several moments with Ldg. Cadet William Ferguson, RCSCC *Stor-mont*, of Cornwall, Ontario, who had recently been awarded the Life Saving Medal.

After tea on the 4-inch gun deck, the *Inch Arran* approached the jetty at the

Lower Lakes Terminal, near Prescott, which was crowded with spectators, Sea Cadets, Scouts and Brownies. The *Victoriaville* on the other side of the jetty, manned the ship's side and gave three rousing cheers for Her Majesty as the *Inch Arran* passed.

After coming alongside, the ship's side was manned and all was ready for Her Majesty's departure. While making her way to the gangway, Her Majesty spoke to several of the ship's company, and was introduced to the skippers and crews of the four vessels—two RCMP launches, two U.S. Coast Guard cutters—which had escorted her during the trip.

Her Majesty thanked the commodore and the captain for what she described as a most enjoyable and relaxing trip, and invited the ship's company to splice the main brace.

As Her Majesty drove away from the jetty, the ship's company raised their caps and gave three cheers which were probably heard as many miles away.

# COVERDALE'S PICNIC GROUND



This beauty spot is on naval property of HMCS Coverdale, radio station near Moncton, N.B. Shown is the spring run-off over the new dam, built last year to give Coverdale a reliable water supply. (Photo from HMCS Coverdale)

**T**HE NEW WATER supply system at HMCS *Coverdale*, the naval station near Moncton, New Brunswick, has paid more than one bonus.

Until last year the radio station had relied on well water for its needs. The construction of a dam across a stream on naval property to form a reservoir was undertaken in May 1961 and *Coverdale* now has one of the best trout pools in the area, as was happily discovered by anglers from the station on the opening day of the trout season, April 15.

Although the anglers had eyes only for the pool below the dam where the trout lurked, others felt the area—one of considerable natural beauty—could be put to other uses. This led to Operation Blackfly, best described by quoting directly from the commanding officer's monthly report of proceeding for May:

**O**PERATION BLACKFLY took place on the last afternoon in May. It was not a follow-up of the mosquito control program, as its name might imply, but rather an exploitation of the natural beauty of the water reservoir dam site to improve the area for campers and picnickers. All available personnel participated.

Those from British Columbia were equipped with adze, axe and chain saw to construct a log-cabin-style kitchen shelter in Operation Nester.

Operation Puddle Jump built a suitable footbridge across a creek. Operation Leapfrog built a combination stone stairway and footpath joining the bridge with the kitchen shelter. Operation Humpback transported building and flat rocks to the kitchen shelter.

Operation Waterlog employed a skin diver, boat and crew to remove debris

from the reservoir and beaches. Operation Sluice built a stone culvert across the access road leading to the dam site.

Operation Snakepit, using a rum keg from undisclosed sources piped spring water from a nearby hill to the camping area. This is probably the only rum-flavoured spring water in the province—another "first" for *Coverdale*. The operation was named for the reptiles inhabiting the spring area, i.e. garter snakes and others known locally as "king" snakes. Because female dependents accompany naval personnel to the camping area, the need for piping water out of the "snakepit" becomes obvious.

The final operation of the day was "Scran." Only sailors could survive and thrive on the fare provided: hot dogs, cake and suds.

# NAVIGATION BY EYE

The birds and bees, so they say, have a "homing instinct". Used in this sense, the word "instinct", which doesn't explain anything, simply implies that birds and bees have the happy knack of being able to fly around as they please without getting lost.

It has been suggested that birds, in their fall and spring migrations, are able to maintain a true flight path by sensing the "Coriolis effect", which is the apparent force exerted on a body moving from the equator toward the pole, or vice versa.

THE CAPTAIN came on the bridge and took a quick glance at the flotilla leader. "Sub, you are outside your distance and astern of bearing. Get up into station." I checked the statement with the stationkeeper and the compass. He was right: I was a bare quarter of a cable outside for distance and half a degree astern of bearing. But how did he know? It was the snag with these destroyer captains—they could navigate by eye. They could judge distances and bearings without the use of instruments.

I peered down the compass again and wondered if I would ever reach that standard. Again the Captain snapped at me: "Stop moving that compass ring around; it will get red hot. Put that stationkeeper down. Learn to do it by eye. Practice by day and then you will be able to do it by night." I could see I was in for a troublesome watch. This was a long time back. They were fine teachers, these men, and I was grateful in later years for their instruction.

They also had an uncanny knowledge of where they were on the ocean relative to port or to the flagship. They would turn for home or to join the admiral and steady on a course which

As for bees, it is thought they are sensitive to polarized light and thus can detect the direction of the sun even when the day is cloudy.

Poor man, stripped of almost all his instincts when he started to reason, has no built-in inertial navigator, like the birds, or celestial guidance system, like the bees. To make up for these deficiencies he has had to invent the compass, the sextant, the chronometer, radio direction-finding, radar, Loran, Shoran and a host of other devices and methods, none of which he fully trusts.

was never far off from the right answer. I once encountered a Tyne pilot with the same gift. It was in a new destroyer not yet accepted for the Royal Navy and we were out on a 12-hour fuel consumption trial at a steady speed.

He took her to a position well east of the Firth of Forth and at the prescribed moment he turned for home. "That should about make the Shields at the end of the trial," he said. "Steer southwest by south." I felt a bit nervous about this, so when he was not looking I took a peep at the chart which had lain untouched in the drawer since leaving harbour. To my horror, I found it was a small scale chart covering the whole of the East Coast. I wondered what Their Lordships would have said if they had known that one of their latest destroyers was being navigated on a murky day in the North Sea on what was little better than an Automobile Association map, with no apparent allowance for tides, magnetic deviation, or other maritime errors. But all came well. At the end of the 12 hours, the lights of the Shields were dead ahead one mile and we slipped straight into harbour. It was masterly.

My turn was to come. It was in the winter of 1940 and I was now captain

Despite all this, some seafarers seem to have an unhappy talent for getting lost and others the canny ability to go where they want to go with little reliance on navigational aids.

Something approaching a "homing instinct" can be acquired, according to an article that appeared on March 22 in *The Times of London* under the title "Navigation by Eye". Although the article was unsigned, it has since been learned that it was written by Captain G. T. Cooper, OBE, RN, who is retired and living in Surrey. His story follows:

of my own destroyer, which was part of the escort for a homeward bound Atlantic convoy. During the night the convoy was heavily attacked by U-boats and 12 ships were sunk out of 48. One of these, named *Whitford Point*, broke in half when she was torpedoed and sank in 20 seconds. We were quite close at the time and it was shattering to see the two halves rear up on end and disappear so suddenly.

The attack went on for three hours and we were busy charging round firing star-shell and trying to ward off the U-boats from the convoy, which was continually making emergency turns. Soon after midnight the attack ceased and the Commodore of the convoy ordered me to go back to look for survivors. I had no idea where I was as there was no automatic pilot in my ship and we had been too busy to keep an accurate reckoning. I turned the ship towards the west and put my two hands on the compass to form a rough arc in which I estimated the survivors were likely to be and steered down the middle of it.

I ran back at 25 knots for nearly an hour and then sighted a patch of oil.



I reduced speed to 15 knots and shortly afterwards I heard in the middle of the ocean 500 miles from land on a darkish night the clear penetrating sound of a whistle blowing. It was very eerie, I immediately stopped and went astern as the way came off my ship I heard a man below me calling out: "Don't go away, that destroyer. Don't go away." I looked over the side and there he was going down my starboard side on a piece of wood "Stop starboard," but I was too late and I washed him off his plank. I could hear him calling: "I can't swim. Don't go away", but I reckoned his lifebelt would hold him, I took the ship back alongside him and picked him up. He was the Chief Officer of the *Whitford Point*. He had been three hours in the water and was, in his own words, waiting for a *Sunderland* in the morning.

This was one of those miracles that sometimes occur at sea. The chances of this man being rescued were practically nil. He had been a minute object in a great ocean 20 miles away and it was a cold winter night, but my navigation by eye had proved so accurate that I almost hit him. He had heard me coming and started blowing his whistle and he could almost have touched the stem with his hands before the bow wash pushed him aside. A little later we picked up two Malays on a raft with their cat. They were the only survivors we found in the area.

Before landing at Londonderry, the officer came and thanked me for saving his life. "Don't thank me," I said. "Thank your Creator for guiding my ship to you, and your whistle." "A friend told me to carry a whistle," he said. "You had better find him and give him a good dinner," I replied. I often wonder what happened to this man and whether his luck held. He was certainly the witness to the most satisfying piece of navigation I ever did.

After the war, I was again the captain of a destroyer. One morning we were cruising down the Clyde and ship was stationed 3,000 yards on the bow of the leader. I came up on the bridge after breakfast and took a quick look round before turning to the Officer of the Watch and saying, "Sub, you are outside your distance and astern of bearing. Get up into station." An amazed look came over his face as if to say "I know, but how did you?" I knew exactly how he felt. It was the snag with these destroyer captains.

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Yes, you are seeing double! Busy polishing twin barrels of a Bofors gun at the Naval Technical School at Esquimalt are identical twins Dennis R. Beckley and Douglas J. Beckley. That's Douglas on the left. The Navy has overcome the problem of identification by labelling them "Beckley Four" and Beckley Five" in keeping with their official service numbers. (E-66923)

## THEY LOOK ALIKE

**M**EET "Beckley Four" and "Beckley Five."

The two of them have proved one thing to the Navy—you can't tell these players without a number.

Able Seaman Dennis Robert Beckley and Douglas James Beckley are identical 21-year-old twins now taking a weapons course at the Naval Technical School, *Naden*. Dennis' official number is 52004-E and Doug's number 52005-E. Hence the "Beckley Four" and "Beckley Five" routine.

Born in Lloydminster, Sask., the twins were about a year old when their family moved to Victoria. With only a few exceptions they were together in the same classes throughout all their grade school and high school years.

They both joined the Royal Canadian Navy on February 9, 1960, through HMCS *Malahat*, the Victoria naval division.

Needless to say, the two of them have had many unusual and sometimes humorous incidents because of their sameness.

Douglas was caught smoking on the parade ground at *Cornwallis* when they were taking their new entry training.

But it was Dennis who was fined four dollars!

They straightened that out later.

After initial training they were both drafted to the *St. Laurent*. It took their shipmates quite a while to figure out how "Beckley" could be in two places at once.

They started their present course at the Naval Technical School in May.

Dennis and Douglas are both red-haired, both weight 144 pounds (give or take a few ounces), both list fishing and football as their favourite hobbies. Doug is almost a quarter of an inch taller than his twin brother. Each has 5,000 freckles. Count 'em.

Douglas is married; Dennis isn't.

They won't say much about their earlier days but one gathers from their grins that there were some hilarious occasions. They're not talking.

Ask them about their childhood days, and they will tell you their mother had no trouble whatsoever telling them apart.

But with Dad it was different. He cheated. He always had to check for an almost invisible birthmark on Dennis' right wrist.

# Speedy Trip for Little Ships

"It was almost as if they could hardly wait to get to Hamilton."

THAT WAS the comment of Lt. Hugh Peden, former executive officer of HMCS *Porte St. Jean*, on the fast trip of the two gate vessels *St. Jean* and *Porte St. Louis*, from Sydney, Nova Scotia, to Hamilton, Ontario, late in June.

The ships, which were being transferred from the Atlantic Command to the Commanding Officer Naval Divisions, left on Monday afternoon, June 18, and arrived early Tuesday morning, June 26, having spent three days in Montreal.

"At one point, we were making good in excess of 15 knots," Lt. Peden said. Lt. Peden was the navigator in *Porte St. Jean*, the lead ship.

This was a result of a favourable tide in the St. Lawrence River, efficient engine-room techniques, and good piloting by the St. Lawrence Seaway pilot, Lt. Peden commented.

Top-rated speed for the ships is around 11 knots, so the ships outdid themselves on the trip. One more factor in the fast trip was the clearance

through the Seaway itself. The two ships left Montreal at one o'clock, Sunday afternoon, June 24, and 20 hours later were in Lake Ontario.

The St. Lawrence Seaway pilot on board the *Porte St. Jean* commented that this was "fast" considering the ships."

The two "Porte" class ships now are employed by COND, with the vessel *Scatari* and the frigates *Inch Arran* and *Victoriaville* to train reservists during the summer at the Great Lakes Training Centre in Hamilton.

"The addition of the *Porte St. Jean* and *Porte St. Louis* to the GLTC fleet will considerably increase our training facilities and allow us to train even more naval reservists through this Hamilton naval base," Commodore P. D. Taylor, Commanding Officer Naval Divisions, said.

The two auxiliary minesweepers are commanded by two reserve officers. Lt.-Cdr. Thomas Anthony Smith, of Windsor, Ontario, is senior officer of the two ships and the *Scatari*. Lt. F. R. Berchem, from Toronto, is in command of HMCS *Porte St. Louis*. Lt.-Cdr. Smith,

who is on the RCNR retired list, was the commanding officer of the *Scatari* for the past two years when the ship was used, as in its present role, to train reserves at GLTC. Lt. Berchem, who was executive officer of the UNTD at HMCS *York*, the Toronto naval division, last winter, served the previous two summers in Royal Navy submarines in the Atlantic command.

Lt. J. H. Ellerton was the commanding officer of the *St. Jean* for the past two years. His ship was commissioned in 1958 and has been used in various duties since. While he was in command the *St. Jean* took part in Wintex, Fallex, and several cruises. One of her main duties was to operate with RCN ships off Bermuda, towing targets. Lt. Ellerton turned over command of the *St. Jean* to Lt.-Cdr. Smith in a special ceremony at the GLTC on June 27.

Lt. Ellerton and most of the RCN personnel from the two ships' companies returned to the Atlantic Command.

Laid down in 1951, the gate vessels were launched in 1952 at the yard of George T. Davie Ltd., Lauzon, Que.—H,A,W,

## The Far-Flung Radio Stations

SCATTERED around the perimeter of Canada are a number of naval radio stations, so remote from the centres of population that it is doubtful many Canadians are aware of their existence.

Farthest from the highways or even the byways of Canada are the sailors who man the radio station at Alert, on the north-east coast of Ellesmere Island, only a few hundred miles from the North Pole. Any claim they might make for having the coldest climate, however, might be disputed by the sailors at Inuvik, just beyond the Arctic circle, at Churchill, in northern Manitoba, or at Frobisher, on Baffin Island.

The radiomen at Masset, on the Queen Charlotte Islands, could well argue, with the amount of rainfall received in those regions, they couldn't get any wetter if they went to sea. And Gander, in Newfoundland, could throw in its nickel's worth about the weather, too.

Varied though their climates may be from bad to worse the radio stations

have in common remoteness from the densely inhabited areas and the necessity of personnel adapting themselves to environments that do not offer the standard opportunities for recreation or even for what are regarded as normal, everyday activities.

How do they pass the time at some of the remote radio stations? A perusal of recent reports of proceedings indicates there is more to do at these places than just sit around waiting for the next plane or dog team to come to one's rescue.

Some of the activities are of a kind to be expected at any naval establishment. For instance, the May 1962 report of proceedings from Masset tells of naval personnel observing Battle of the Atlantic Sunday by a parade to St. Paul's Anglican Church in Masset, where the lessons were read by CPO J. W. Wood and Lt. D. A. Potter.

But other things that happened were not quite so routine. During May, both the village of Masset and the nearby

Indian community of Haida suffered heavy losses from fire. On May 12 an idle lumber mill in Masset was destroyed and 11 days later the house of the chief councillor of the Haida Indians was heavily damaged and an elderly man, blind and deaf, the only occupant at the time of the fire, was badly burned. Naval personnel played a major part in controlling the Haida blaze by manning fire fighting equipment.

The Masset sailors also discovered a new way of earning pocket money. Extreme tides early in the month made it possible for them to drag octopuses from their lairs under off shore rocks. They sold their catches to local fishermen, who use the "devilfish" as bait for halibut.

They also played softball, but the senior officer bragged little about the results, although he observed that improved muscular conditioning was resulting in better scores.

Curling, bowling and ice-fishing provided winter recreation at Gander and the annual inter-mess winter carnival, conducted by the RCAF Station in March was a rousing success. During May the station's recreational cabin at Jonathan's Pont was opened for the summer and the fishing there was reported to be good.

Thanks to the presence of the U.S. Strategic Air Command, naval personnel at Frobisher were able to enter a team in a 10-pin bowling league, but curling continued to be the main winter sport.

Although southern Canada was enjoying the onset of spring, April 4 at Frobisher brought a 24-hour blizzard that put a halt to all outside activities. Winds reached velocities up to 80 miles an hour and the temperature sagged to 18 degrees below zero. It was almost 24 hours before the watch could be relieved.

Winter lingered on into May, with low temperatures, high winds and blowing snow but radio station personnel held divisions and attended church on Battle of the Atlantic Sunday. Following the morning services they were hosts at a reception for veterans, members of the armed forces and civilian representatives.

And what was happening at Inuvik?

"Reasonably good weather and the impending inspection of the station spurred on all departments in cleaning away the winter debris and giving the station a spring face-lifting," says the report for May. "Windows were washed, walls dusted, grounds raked, entrances painted and a hundred other little jobs which require doing at this time of year were done."

So keen was the baseball league on getting started that practices were held in the school gymnasium until the ball diamond was clear of snow.

The merry month of May saw not only the annual inspection and its attendant social occasions, but also farewell parties for a departing chief and two POs and the marriage, held locally, of a leading seaman. The arrival of spring in the Far North was celebrated with the initial break in the river ice on May 27.

The foregoing is a mere sampling of how life goes on in the outposts—enough to show that life there is not all peaches and cream and also enough to show that the sailor, wherever he is stationed, is a pretty resourceful person, capable of doing a good job and still having fun under difficult circumstances and in forbidding surroundings.



If man ever reaches the water-poor planet Mars, he may find a landscape much like this one on the arid coast of Lower California, Mexico. Agaves, cacti and scrub that have learned to conserve the scant moisture they receive are examined with interest by Ldg. Sea. Lavern Gillie during last winter's Venture cadet training cruise by HMC Ships Stettler and Sussexvale to Magdalena Bay and other southern areas. (CCC4-1067)



Five-year-old Barbara Lavertz, of Halifax, turned up at Navy Day celebrations in the miniature uniform of a reserve wren of HMCS Scotian, Halifax naval division. The pleasure was mutual as naval fireman Art Webber showed her over a Navy pumper which was part of the display. (HS-68387)



RCNR divers, Cdr. T. C. Turner, Lt. J. J. MacQuarrie and PO Walter Martin, braved five-below weather in January to assist the RCAF in raising an aircraft from Lake of Bays, 140 miles north of Toronto, last January. Above is the scene of the combined operation and, below, Lt. MacQuarrie emerging from the lake. (Photos courtesy Toronto Star)

## YORK'S DIVERS

**P**RAISE FROM the top of the service ladder has been given to HMCS *York's* clearance diving team.

Air Vice-Marshal D. M. Smith wrote to the Chief of Naval Staff in April to "express my sincere appreciation for the willing and effective assistance" rendered by divers from the Toronto naval division to the RCAF last January.

The commendation resulted from the assistance given by *York* divers when an RCAF Otter, on survival exercises, went through the ice on the Lake of Bays, about 140 miles north of Toronto.

*York* replied to the RCAF request for assistance by assigning the diving team, under Cdr. T. C. Turner. Cdr. Turner and Lt. J. J. MacQuarrie made an inspection trip on the week-end following the Otter crash (January 20) and laid on the salvage operations for the following week-end.

The RCAF flew Cdr. Turner, Lt. MacQuarrie and PO Walter Martin to the scene by helicopter, and the crew immediately changed into their underwater gear in a nearby cottage. They then braved the five-degree-below-zero weather and 20-mile-an-hour winds to dig under the iced-in aircraft.

Each diver made two dips into the icy water that Saturday afternoon before the job was completed. They stayed below for 25 minutes on each dive,

working on the project to detach the engine cowling and to hook slings underneath the fuselage.

Air temperature was so low on the surface that the divers had to be careful each time they came up for tools that their wet hands didn't freeze to their lifelines. In addition, they had to be careful that their breathing regulators didn't freeze. A few seconds in the open air could have clogged this equipment and suffocated them.

Daylight was fading by the time the job was done and the *York* divers left for home with the RCAF salvage crew making the final arrangements to raise the aircraft during the next few days. The RCAF crew finished the job on the following Tuesday, January 30, and the aircraft was carried out by road to Trenton, where it was to be repaired.

If *York's* divers had not been available, the Canadian taxpayers might have lost a \$100,000 aircraft in the 80-foot lake. The prompt co-operation between the forces saved the calling in of civilian divers, and saved the expense of flying in an RCN diving team from the coast.

Captain J. W. F. Goodchild, commanding officer of *York*, had praise for the reserve divers and commented that this reflected the fine, close relationship *York* had with the other services.



To prove further this point of service co-operation, Lt. MacQuarrie and Ldg.-Sea. David Dunk, another *York* diver, went to the RCAF pool on Avenue Road in Toronto following the Otter raising, and there instructed a Canadian Army diving team in Navy methods.

# THE CEREMONY OF THE KEYS

A MILITARY spectacle rarely witnessed by Canadians is the Ceremony of the Keys at Gibraltar. Performed when NATO sea-air exercise units of Dawn Breeze VII were at Gibraltar dockyard, it was seen early this year by a number of officers and men of the six Canadian ships then involved in the exercise.

The First Battalion, Somerset and Cornwall Light Infantry (Lt.-Col. W. Hine-Haycock) did it to a "T".

The Keys of Gibraltar have been symbolic of possession of the Fortress ever since Britain took the Rock in 1704. As such they are handed to each new governor with appropriate solemnity upon his arrival. The ceremony recalls the locking up of the fortress at dusk daily.

During the Great Siege (1779-83) the governor wore them at his sword belt except when the Key, or Port, Sergeant locked the gates at sunset under armed escort and opened them in the morning to allow sappers and workmen to strengthen the outer defences.

The garrison band was added later and its martial airs warned non-resident workers that it was time to leave the Rock. This procedure continued every evening for 140 years without interruption until after the First World War. Revived in 1933, it had one more modification. A platoon from the Outpost Company paraded in the Grand Casemates Square facing east half an hour before Retreat.

The fast moving county men (160 paces to the minute), in the forest green uniform of riflemen, were smartly turned out. Armed with the NATO standard rifle now used by Canada's armed forces, they performed drill manoeuvres with the minimum of orders.

Forty-five minutes before the Outpost Platoon appeared on the scene, "Half Hour Dress" was sounded, representing the time gun formerly fired. The Port Sergeant and his escort of one large-voiced non-com and three riflemen moved off with the band after this, parading by Southport Gate and passing the governor's house (The Convent) while the guard there turned out to present arms. They then entered the Casemates Square. A sentry meanwhile was posted at the gate. The Outpost Platoon crashed to attention as they appeared.

As Governor Sir Charles Keightley arrived in full military regalia, the adjutant brought the parade to attention and the band accorded His Excellency a Royal Salute, after which the adjutant reported back to the Governor, now on the saluting base with keys ready. The Port Sergeant moved forward, received the keys and marched back to this original position with the escort.

It was a glorious band, more than 50-strong, whose instrumental balance made for sonorous, organ-like tones as they played the static piece Lohengrin Prelude to Act 3 on arrival. They now marched and counter-marched at slow and quick time (sometimes both at once!). Flawlessly, they played Standard of St. George, S.A.L., Hard Farrant (Band and bugles), Palace Guard (at the slow), Army of the Nile, Prince Albert (bugle fanfare), Light Bob (bugle march), Trombones to the Fore, The Thin Red Line, then halted in front of the Outpost Platoon.

A sunset fanfare and retreat was sounded, flags were lowered and the six o'clock gun was fired. All very smartly done.

The Outpost Platoon, followed by keys and escort, moved off, marched past the saluting base and Governor Keightley and proceeded to the gate. The platoon marched through as though to its outpost duties but keys and escort were halted and challenged by the sentry.

The Port Sergeant then locked the gate and rejoined the escort. The Royal Salute was given and the full National Anthem played. The whole parade moved off, marching past, and then along Main Street to the Convent. His Excellency meanwhile returned there before them, so the Port Sergeant handed him back the keys on arrival, reporting "The fortress is secure and all's well."

Later in the month, the band of this crack county outfit was heard again in the Dockyard. They sounded Retreat on the jetty by the cruiser HMS *Bermuda*, flag ship of Dawn Breeze forces. Synchronized with them was the Sunset Ceremony of the cruiser's Royal Marines. Some people were hard put to decide which of the ceremonies was better performed.

The Royal Canadian Navy was once accorded the honour of performing the Ceremony of the Keys.

HMCS *Prince Robert*, auxiliary cruiser, made several stops at "Gib" while providing AA cover for convoys bound from Britain to the Mediterranean. The Governor asked Captain Adrian M. Hope (now Commodore, Retired) to provide sailors for the Ceremony. This the commanding officer was delighted to do and it was a proud ship's company that landed the necessary officers and men in 1944.—H.C.W.



PO W. S. Whitefield, describes a Bofors gun to Miss E. Leadbetter, principal of the Westville, Nova Scotia, high school and one of her students, Don Wright. The occasion was a schools relations cruise to Pictou, by the Outremont, Halifax-based frigate, which also visited Bathurst, N.B. (HS-68567)

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS Algonquin

The past year has been a busy one for the *Algonquin*. During this period she has participated in a number of exercises: Tartan, Fallex 61, Slamex, Trapline and Wintex 62, to mention a few.

One of the more interesting periods was Canedex, in which she exercised with the Netherlands ships *Karel Doorman*, *Limburg* and *Groningen* and units of the First Canadian Escort Squadron, in thick fog.

Visits were paid to Baltimore, Norfolk, Charlottetown, Bermuda, San Juan, Culebra and Charlotte Amalie. The visit to Culebra for bombardment exercises gave rise to a whaler sailing race for the adventuresome of the First Squadron. The course was from Culebra to Charlotte Amalie, south of Sail Rock, a distance of 45 miles, mainly in the Virgin Passage. Contestants arrived at their destination in the order *Haida*, *Algonquin* and *Huron*.

The *Algonquin* participated in Atlantic Command playdown hockey, reached the semi-finals but had to withdraw at that stage due to injuries. The softball team was also active, playing in many of the ports visited.

In association with the *Haida* and *Huron*, the *Algonquin* "adopted" a deaf child for the school year; made regular contributions to the Nova Scotia Association for the Help of Retarded Children and gave more than \$1,500 to various charities since last fall.

The ship went into refit at Canadian Vickers, Montreal, in July for the fitting of a new bow. She is due to return to the fleet in November.

### HMCS Lanark

A little over a year ago, the *Lanark's* commanding officer received a letter from a Mrs. Thompson, of Edmonton, to say that she had just formed a Sea Ranger Crew consisting of some 16 girls. As Mrs. Thompson came to Canada from Scotland, the name "Lanark" had appealed to her, and she wrote to the ship to ensure that it would be acceptable if her crew were named "Sea Ranger Ship *Lanark*".



The Sea Scouts Troop of Stadacona held a one-day car wash near the Fleet School's heating plant recently. Shown are Sea Scouts Tony Husher, Paul Crump, Tom Crump, Dick Eldridge, Bruce Leadley, Douglas Baker, Jim Saunders (just his cap) and David Stuart. (HS-68731)



During the *Crescent's* spring visit to the USN Submarine Base at New London, Connecticut, the ship's company was presented with a huge, handsomely iced cake by the ship's company of USS *Fulton*. (Official USN Photo)

Since that time, the ship's company has kept Sea Rangers informed of the *Lanark's* activities, and sent photographs of the ports visited. In addition, photographs of the ship and ship's company have been sent, along with a reproduction of the ship's badge. During the winter, the Edmonton CBC-TV station featured the Sea Rangers, and the *Lanark* received considerable publicity in the west, in spite of being an East Coast ship.

Last Christmas, the Sea Rangers presented a trophy to the ship. This is a replica of a sailing dinghy of the type used by the Sea Rangers, who sail under the guidance of HMCS *Nonsuch*, the Edmonton naval division.

With the *Lanark's* commission coming to an end, the ship's company decided to repay the girls' kindness and sent each of them *Lanark* sweaters.

### HMCS Hochelaga

The Senior Steward's Refresher and Orientation Course was given to eight members of the Canadian Coast Guard Service in *Hochelaga* from May 7 to 18.

It was primarily an assessment course for officer-like qualities, and to this end, the members of the course attended divisions with *Hochelaga*, as well as taking instruction in general stores, commissary, administration, and non-public funds. It was a busy two weeks for the course members and the results were most gratifying.

Although commissary courses have been given to Department of Transport personnel in both French and English in the past, this course was the RCN's first direct contact with the Canadian Coast Guard Service and proved a most interesting experience.

The course was set up at the request of the Coast Guard and Captain E. S. Brand, RCN (Ret), Director of Marine Operations.

## NAVAL DIVISIONS

### HMCS Nonsuch

Sub-Lt. C. W. Turner, was named winner of the HMCS *Nonsuch* annual award as the most proficient junior officer at the Edmonton naval divisions in the 1961-62 season.

Other awards went to PO Dale Walker, most proficient chief or petty officer; Ord. Sea. Donald Martin, most proficient new entry; and Wren Elsie Briggs, most proficient new entry wren.

The best division award was won by the ship's band.

All winners were honoured at the annual awards night held in mid-June at *Nonsuch*. The awards were presented by Cdr. C. H. Rolf, commanding officer. He also took the salute during the march past.

The evening ended with dancing to music of the *Nonsuch* band under the direction of Lt. J. Achtymichuk.

### HMCS Unicorn

Awards won by members of the ship's company of *Unicorn*, the Saskatoon naval division, were presented in May following the annual inspection by Captain J. C. Littler, Chief of Staff to the Commanding Officer Naval Divisions.

Representatives of the other armed forces, RCMP, police department and city council witnessed the inspection



**FAMILY PORTRAIT**—Busy is the word for the mine-sweepers of the Pacific Command, but the ship's company of the *Miramichi* managed to find a few minutes to pose for this portrait. (E-67926).

and the general drill which followed. A feature of the drill was the rigging of a jack-stay from the east to the west bulkheads of the drill deck.

Police Chief Jim Kettles and Assistant City Commissioner Carl L. McLeod, a former commanding officer of *Unicorn*, both volunteered to take the trip from one side of the drill deck to the other.

The awards for the best performances in winter training went to PO H. MacLean for proficiency; AB G. Burlingham for achievement; Ord. Sea. A. W. Rebeyka and Wren H. R. Kaese for best new entries; PO F. Morrison, the Rowney trophy for rifle marksmanship; and Fraser division under Sub-Lt. D. Ravis for outstanding division.

Cdr. D. M. Keith, commanding officer, also presented awards for 100 percent attendance at training.

## SEA CADETS

### RCSCC Falkland

Presentation of awards to the three top cadets by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, highlighted the annual inspection of the Royal Canadian Sea Cadet Corps *Falkland* in May at HMCS *Carleton*, the naval division at Dow's Lake.

Inspection of the 128 officers and cadets took place in the drill shed before several hundred relatives and friends, including senior naval officers and officials of the Navy League of Canada, which sponsors the Sea Cadet movement. Commanding officer of the *Falkland* Corps is Lt.-Cdr. W. J. Eastwood, RCSC.

The *Falkland* Bell trophy for the cadet showing the "most outstanding qualities of leadership and proficiency" went to Cadet Petty Officer Hugh O'Neil, 19. The trophy was donated by Lt. W. E. F. Bell, recently retired from the RCN, in memory of the four Canadian midshipmen killed during the Battle of Coronel in 1914. The corps is named after the ensuing Battle of the Falkland Islands, which avenged the Coronel defeat.

### HMCS *Quadra*

*Quadra*, the West Coast training establishment on Comox Spit for western Royal Canadian Sea Cadets, is the place where several hundred youngsters are learning what "sail" means in sailing.

The cadets arrive in waves of 250 or so every two weeks for a 14-day training period. When they leave for their

homes, anywhere from Victoria to Fort Frances, Ontario, they have mastered at least the fundamentals of small boat handling.

Accompanied by their instructors from their home corps, all hands get a full two weeks of summer camp routine. But the emphasis is on sailing.

The cadets spend a period each day at the tiller or handling the sheets of a whaler or dinghy. They take away the boats by themselves and must berth them in like fashion.

As might be expected, collisions are commonplace during the first week but the instructors usually look the other way and let the boys get out of their own predicaments. There is always a motor cutter with a rescue crew standing by, so the hazards of a capsized

dinghy are all but removed. Each cadet must have a life jacket before stepping into a boat.

Commodore P. D. Taylor, Commanding Officer Naval Divisions, Hamilton, was a keen observer of this method of seamanship training during a recent informal inspection of the establishment.

Accompanied by Lt.-Cdr. R. L. Gleadow, commanding officer of *Quadra*, Commodore Taylor saw all phases of a day in the life of a cadet at summer camp. He was particularly interested in a colourful chart on the parade square which graphically demonstrated a competition set up for the six divisions into which the cadets are divided. Trophies passed out at the end of each training period are well earned.

## LETTERS

*The following letter was received recently at the Halifax headquarters of the Flag Officer Atlantic Coast:*

My Dear Sirs:

The Canadian ship HMCS *Inch Arran* was anchored for about two weeks at the Port of Palm Beach which is right next door to where I live here in Riviera Beach, Fla.

During the stay of this ship, I had many opportunities to meet and talk with the young men who comprise the crew. On several occasions I gave some of these young men a ride either to Palm Beach or Singer Island.

What I want to tell you is this: I have never seen a finer group of young men during my lifetime. They are perfect gentlemen in every sense of the word and highly intelligent. This has been the opinion of everyone I have talked to in the Palm Beaches. It has been a real pleasure to meet these young men and I hope they come back again soon.

My one regret is that more Americans do not know more about your wonderful country. I am a native of Michigan and have visited Canada many times. I have made it a point to learn all about you. Someday I hope to spend more time in Canada and really learn more about you. Until then,

Best of luck,

JURDEN MOORE

Box 10574  
Riviera Beach, Fla.

Dear Sir:

Having finished Captain Heenan's series on *The Little Ships* I thought you might be interested in correcting some

of the records of the 70th Flotilla in Bermuda.

The group photo of the *Q104* does not include Lt. Charles Cooper who came down with the 70th and did a marvelous job of introducing the Canadians to the Bermudians. The officer on the right is Lt. John F. MacLaughlin, now of Vancouver, SO of the 70th, and the left his first lieutenant, Frank Johnson, of Winnipeg.

The MLs were stationed first near Hamilton and later moved to St. George's when HMCS *Provider* returned to Bermuda late in 1944—not the other way around. Also the MLs making the direct trip from Halifax to Bermuda did not use extra tanks. They topped up with gas on the last day and sailed direct at economical speed. I was in command of *Q109* at the time and have copies of the photographs shown as well as many others which may be of interest to the Navy.

Having served with MLs from September 1942 until the end of the war, I enjoyed Capt. Heenan's story and would like to see more of the same type in *The Crow'snest*. It's a fine magazine—keep up the good work.

J. G. W. MACKENZIE  
Lt.-Cdr. RCNR (Ret)

144 Beverley Avenue,  
Montreal 16, Quebec.

NOTE—The error in identification of the officers in the photograph mentioned here was not Captain Heenan's. The author recalled the order for installing extra tanks in the MLs but not that it had been rescinded.—Ed.



# Home from the Sea

## Maynard Returned As Head of CNA

The annual general meeting and election of officers of the Canadian Naval Association, held recently in Peterborough, Ontario, saw H. A. Maynard, of Oshawa, returned as national President.

C. E. Moore, of the Toronto Pre-War RCNVR Club, was the choice for executive vice-president. N. J. Yorston, of Toronto, the hard-working and capable secretary-treasurer, was again the unanimous preference in that capacity. The remainder of the executive will be appointed at the next directors meeting, in Brantford, Ontario.

The increasing interest in reunions of naval veterans is reflected in the news that, in addition to the recent reunion held in Kingston under the auspices of the CNA several other functions of this nature are planned for this year. Naval veterans of St. John's, Newfoundland, held a get-together on June 16. Another reunion for naval veterans was planned for June 29 and 30, in Windsor, Ontario. The Main Brace clubs of the Maritimes, several of which are already affiliated with the CNA, are holding a reunion and business convention in Truro during the Labour Day week-end.

Some of these functions will be attended by an authorized delegate with a view to the continued expansion of the CNA.

The possibility of naval veterans convening on a national scale in Winnipeg as part of Canada's Centennial in 1967 was discussed. A letter was sent to *The Winnipeg Free Press* on this subject, and reaction is awaited before further action is taken on this prospect. Joe Vecchiola was appointed sports director for the CNA and will co-ordinate the activities of member clubs in this field.

Mr. Maynard proposed a vote of thanks to the Peterborough Naval Veterans' Association, with special refer-

ence to the ladies, for the cordial and generous hospitality it extended at this meeting. This received the unanimous and hearty endorsement of all present.

Several contacts have been made with newly formed naval veterans' clubs with prospects of having them join the CNA.—S.R.P.

## Sailors Guests Of Veterans' Club

Members of the ships' companies of RCN vessels engaged in training duties and goodwill visit in the Great Lakes this summer have been frequent guests of the Hamilton Naval Veterans' Association.

The ships have included the frigates *Victoriaville* and *Inch Arran*, and the half-dozen vessels of the First Canadian Minesweeping Squadron.

The veterans' association, in a letter to the press, had some nice things to say about their guests:

"During the recent visit of Royal Canadian Navy ships to Hamilton, we were privileged to have as our guests on several occasions a number of members of the crews of these ships.

"The executive and members of our association wish to go on record as being highly impressed by the deportment and irreproachable conduct of the boys on each occasion. If circumstances permit, we hope they will pay a return visit, as we shall always be proud to entertain them.

"To them, and the officers, our best wishes for the future, and may they enjoy a measure of 'smooth sailing'."

The letter was drawn to the attention of *The Crowsnest* by Mrs. D. Price, of Hamilton.

## LETTER

Dear Sir:

In the May issue of *The Crowsnest* we noted the interesting letter from

Mr. J. F. Marr, Royal Marine Association, Hamilton, and gladly support the claim that, when this group (small though it may be at present) turns out on parade, its precision, smart appearance and uniformity of dress, provide an example which many veterans' organizations could emulate to their advantage. From the letter we learn also that Hamilton acquires another first.

Following a procedure inaugurated last year, the Hamilton Naval Veterans' Association again presented a number of awards to sea cadets of RCSCC *Lion* at the annual inspection in May.

Our Saturday night dances, which have been enjoyed so much during the winter months, are being suspended during the summer, but will be in full swing again September 8.

Ten new members were initiated at our last meeting, and the club is progressing quite favourably. Now that we have our own club rooms we anticipate that many more naval veterans in this area will be joining us.

Our annual "Bass Derby" will be held July 29, with a trophy to be awarded the lucky fisherman.

Visits to Sunnybrook Hospital, in the interests of naval veterans in that fine institution, are carried on throughout the year.

The mixed bowling league will be starting up for the winter early in October.

The regular annual picnic, eagerly anticipated by the children, is being held in August.

Plans were well advanced for our annual fall dance on the drill deck of HMCS *Star*, for which we have the kind permission and generous co-operation of CO, Captain W. H. Houghton, to whom we extend our earnest thanks.

Yours sincerely,

SIDNEY R. PINER

241 Hillcrest Avenue,  
Hamilton, Ont.

207



Light, tough and weather-resistant are the plastic gun shields developed by the RCN to protect the intricate mechanisms of the 3-inch-50 guns in the destroyer escorts. The shields are visible both fore and aft in this picture of HMCS Skeena. (E-60468)

## Plastic Gun Shield

ANY POSTWAR projects have been pioneered by the Royal Canadian Navy in the field of naval equipment and one of these is a plastic gun shield, which has been fitted in almost every destroyer escort of the RCN armed with the three-inch, 50-calibre gun.

Soon all destroyer escorts so armed will be fitted with this worthy development which has increased significantly the efficiency of the mounts by providing protection for the complicated guns and their crews under all types of weather, especially severe weather at sea coupled with icing conditions. Routine maintenance has been made far easier since the shield was introduced to the fleet.

At first, when 3-inch-50s were originally acquired, the RCN considered developing an aluminum shield, a project carried out by the USN in the mid-'50s. But Canadian designers felt they could improve on the weight and

strength factors by using polyester resin reinforced with glass fibres. This sort of shield can withstand energy loads many times greater than an aluminum structure.

The two-ton plastic shield also has a strength many times greater than steel of the same weight. This allows for greater resistance to shell and other battle-produced splinters. Trade-named "Vibrin", the material for the prototype was made for the Navy by Naugatuck Chemicals, of Elmira, Ontario, a division of the Dominion Rubber Company Limited. It is easily molded and immune to salt water.

The prototype was fitted in 1956 to HMCS *Algonquin*, anti-submarine destroyer escort, for trials and tests. An improvement was fitted in HMCS *Saguenay* in 1958 for further trials. Then, as refit schedules allowed, the bare gun shield was mass produced by contract while the fitting of electronics, ventilation and the mounting was carried out through naval resources, thus minimizing the cost of the shields.

So far as is known, no other navy has devised a shield comparable to that fitted in ships of the Royal Canadian Navy.

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The RCN-developed plastic gun shield can be seen on the fore of this West Coast destroyer escort, pictured passing beneath the Lion's Gate bridge at Vancouver. (E-57346)

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# HERE AND THERE IN THE RCN

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Reserve wrens from all 21 naval divisions across Canada will have taken a fortnight's new entry training course at HMCS Cornwallis by the summer's end. The class above is engrossed in a written test. (DB-16789).



HMCS Porte St. Louis (183) pulls alongside the Porte St.-Jean at the jetty of the Great Lakes Training Centre in Hamilton. The two ships, both gate vessels, were sailed up the Seaway from Sydney in June. The ships are being used to train reservists this summer, each carrying some 30 new entry trainees every two weeks. (COND-7755)



Captain F. C. Frewer, commanding officer of the Bonaventure, helped his ship to set a record 512 pints of blood at a donors' clinic on board the aircraft carrier. The Red Cross attendant is Pat Thompson, of Halifax. In the background, Lt. E. C. Alexander, RCN co-ordinator for the clinic, holds the "Best Effort" shield which is awarded to the ship-board department that provides the highest percent of contributors at a clinic. (BN-4690).



After six years in office, Vice-Admiral H. T. W. Grant, RCN (Ret), has been succeeded as president of the Royal Canadian Naval Benevolent Fund by Vice-Admiral H. G. DeWolf, RCN (Ret). Admiral Grant (left) and Admiral DeWolf, are both former Chiefs of the Naval Staff. (O-14347)



Visitors thronging the casemate of the submarine HMS Alderney pause to watch a formation of Tracker aircraft rumble overhead during Navy Day events in Halifax in May. The Bonaventure lies astern of the Alderney. HS-68385).



St. Laurent division won the bi-monthly new entry boxing championship at Cornwallis recently. Members are left to right Ord. Sea. Jacques Sylvester, who won the flyweight open; Ord. Sea. William Jefferson, welter weight finalist; Ord. Sea. Hector Stevens, who won the light-heavy bout, and Ord. Sea. Fred Wright, light middleweight winner. (DB-16628)

# THE STRATEGY OF SEA POWER

IF HISTORY has a lesson for us, it is that the world profits but slowly from the lessons of history. Some reviewers of Captain S. W. Roskill's new book, *The Strategy of Sea Power*, have even expressed surprise, on reading the sad record of the Royal Navy's failure to profit by past experience, that Britain ever attained and maintained her stature as the leading sea power over a period of centuries. The answer would seem to be that other navies profited even less from their past mistakes and successes.

A striking example of this failure to learn from history is drawn by Captain Roskill from the career of Lord Nelson, who had clearly demonstrated how to fight and win at sea. Nelson's great contribution lay in abandoning the rigid line of battle and in giving wide discretion to his subordinates. What he taught was forgotten for a century thereafter.

"It is one of the greatest puzzles of history," writes Captain Roskill, "how a service which has never ceased to worship the *memory* of Nelson has remained so blind to the chief reason for his successes, and after his death followed with almost monotonous regularity the opposite course to that which he himself adopted."

Sometimes a strategic concept is adopted but never fully trusted. Such is the convoy system, which has established itself over a period of hundreds of years as the most effective means of protecting merchant shipping.

However, despite the established efficiency of the convoy system, Admiralty

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## AIR FORCE COLLEGE JOURNAL ANNOUNCED

An international array of writers on military subjects has been assembled for this year's edition of the *Air Force College Journal*, which will make its appearance in early November.

The *Journal* will contain a selection of the best essays submitted in the 1962 contest and will review new books on military subjects of general interest.

The *Journal* will be available at \$1 a copy from The Editor, *Air Force College Journal*, Air Force College, Armour Heights, Toronto 12. Cheques should include bank exchange and be made payable to the *Air Force College Journal*.

was still arguing against it in January 1917 on the ground that the number of ships assembled in a convoy presented too great a choice of target for the enemy submarine. It was an argument that failed to take into account that the convoy actually reduces the extent of the exposed flank of shipping and permits the concentration of defence forces. This time the Admiralty was overruled by the British government and convoys soon proved their worth.

The opposition to the convoy system had not died, however. In 1937 the Air

## BOOKS for the SAILOR

Staff argued that ships massed in convoy would offer easier targets than single ships. It was agreed that the convoy system would only be instituted "if" the enemy resumed unrestricted U-boat warfare.

Captain Roskill regards the sinking of the *Athenia* on the opening day of the Second World War as fortunate, from the strategic viewpoint, since it meant that convoys were organized from the start, that the flow of supplies to Great Britain was maintained and that the U-boat was in trouble by early 1943.

The opponents of the convoy system are bound to be heard from again. They are certain to point to supersonic aircraft, long-range guided missiles, nuclear submarines and nuclear warheads as sure death to ships travelling in company.

Captain Roskill describes the types of weapons and ships essential to maintaining the control of the seas in a future war; but, because of their cost he is less than optimistic that they will be provided.

His observations on the value of the helicopter as an anti-submarine weapon are interesting and closely in line with the thinking of the Royal Canadian Navy:

He says that "Plainly . . . the helicopter or hovering aircraft is the anti-submarine air instrument of the future, and the provision of escort vessels capable of operating them should stand first in the western alliance's trade de-

fence needs. The second most important requirement is in all probability the provision of a long-range anti-aircraft missile."

Captain Roskill's book, compact though it may be, does not limit its discussions to strategy on the high seas. He deals at length with such subjects as the blockade, combined operations and the place of minelaying in warfare.

He is greatly concerned over the loss of bases suffered by Britain and her allies since the Second World War, a loss that can only partially be made good by mobile support facilities along the line of the "fleet trains" in the Pacific. He points out that Malta was able to survive and function despite furious air attacks. The reader may question whether this would have been the case had a single Hiroshima-type nuclear bomb found its mark on that island outpost.

Captain Roskill has built himself a reputation of high stature as a naval historian with his official history "The War at Sea" and the one-volume history of the same period. The Navy at War, 1939-45, as well as other volumes on naval subjects. As a sea officer, his views are practical rather than academic, but he has also obtained recognition in the scholastic world and his present book is based on the Lees-Knowles Lectures delivered by him at the University of Cambridge in 1961.

Understandably, Captain Roskill has little patience with political considerations that stand in the way of military requirements. Readers may take issue with him in such instances and still find the book stimulating and enlightening.—C.

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THE STRATEGY FOR SEA POWER, Its Development and Application, by Captain S. W. Roskill, RN; published in Canada by Collins, 10 Dyas Road, Don Mills, Ontario; 288 pages; \$5.50.

## VASA - THE KING'S SHIP

IF EVER there was an unlucky ship it was the *Vasa*, for she foundered before fairly leaving harbour on her maiden voyage. She bore the name of the royal house of Sweden and was commissioned in the summer of 1628 at

Stockholm where she was built. She got under way on the afternoon of August 10, kedging—for the wind was foul—along the western shore of the harbour. At its southern angle, she pointed ship east-north-east and loosed her canvas, then slipped the stern rope and sheeted home close hauled on the port tack, reaching the harbour mouth. As soon as she got out of the lee of the high ground to the south she heeled her gun ports under, filled and sank on an even keel. About two hours had elapsed since she had cast off.

The salvage experts of the time were not capable of raising such a large vessel from 20 fathoms, but they were able to recover the brass 24-pounders the *Vasa* was armed with. After that, there was no more profit in salvage work on her and she was allowed to rest undisturbed until 1957.

The *Vasa* is the oldest ship definitely identified and in such good condition

in the world. The nearest approach in age is HMS *Victory*, but her keel was laid when the *Vasa* had already been 130 years on the bottom, and the *Vasa* was in perfect condition and with all her stores and gear aboard when she went down. When she was found in 1957, it was this fact and the probability that her oaken hull was still well preserved, embedded as it was in clay, that excited the marine archaeologists.

Cdr. Bengt Ohrelius, in his book, *Vasa, the King's Ship*, describes the loss of the ship, the court in inquiry (as far as existing records go) and the early salvage attempts; the rediscovery and the raising of the wreck. The *Vasa* is now ashore and housed over as the central exhibit of a special museum. The translation is a competent job, but some help with technical language could have been used to advantage. However, if the seaman will overlook the confusion between warping and

kedging and if the scientific-minded know that natrium is another word for sodium, they will find much of interest.

This book is only the beginning of what will probably be a large literature based on the archaeological evidence that the *Vasa* has preserved for 330 years, for cabins held sea chests with full kits, the galley and spirit room yielded all their utensils, and so on all through the ship. Much of it will be written by the archaeologists, but it is hoped that Cdr. Ohrelius will contribute something more for the general reader in, say, five or ten years time when a sound basis of research will have been laid.—Ph. Ch.

VASA, THE KING'S SHIP by Commander Bengt Ohrelius, translated by Maurice Michael; London, Cassel, 1962. 124 pages, 32 plates besides line drawings; distributed in Canada by British Book Service (Canada) Ltd.; \$5.00.

## The Battle of the Restigouche

IT HAS LONG been the contention of Cdr. C. H. Little, who continues to fight the good fight in retirement, that the Navy's part in the conquest of Canada has been sadly underplayed by the historians of the past.

Cdr. Little adds another prop in support of his argument with the publication of *The Battle of the Restigouche*, Occasional Paper No. 10 in the series published by the Maritime Museum of Canada, Halifax.

The title page states that the booklet is about "The last naval engagement between France and Britain for the possession of Canada." Perhaps this is true in its relative importance in the scheme of things but one must not forget the brave, ill-starred engagement fought in August 1760 by Captain Labroquerie on the St. Lawrence River a month after the Battle of the Restigouche.

Like its predecessors, the present booklet is a valuable source of information to the student of Canada's naval history.

The Battle of the Restigouche was fought under unique circumstances. Quebec was captured in 1759. In November of that year the French navy suffered a shattering defeat at the hands of Hawke at Quiberon Bay. Although Quebec had fallen, further inland New France was still unconquered. The homeland was able to muster in the spring of 1760 a pitifully

inadequate relief squadron of a frigate and five small supply ships. Even that small fleet was pursued and scattered by the British so that only three ships reached the St. Lawrence.

Here the French squadron captured a British merchant ship and learned that powerful naval forces were guarding the approaches to Quebec. The French ships, accordingly, set course for the Baie de Chaleur and hid out in the Restigouche River to await further instructions.

An Indian chief informed the British of the presence of the ships and thus came about a battle that saw the small French forces hold at bay for 17 days five British warships with 256 guns. Even with their ships lost the French refused to surrender until mid-October, when they were instructed to do so by Vaudreuil.

The first part of the booklet is from an article, written in French by Mr. Gustave Lanctot and presented in 1918 at a meeting of the Royal Society of Canada, telling of the fate of the last French convoy to Canada. It has been translated and adapted by Cdr. Little.

The second part reproduces a letter written by Captain the Hon. John Byram, RN, on board HMS *Fame* on July 11, 1760, describing the Restigouche engagement.

The booklet is illustrated with pictures of British warships of the time and maps of the area in which the battle occurred.—C.

THE BATTLE OF THE RESTIGOUCHE, edited by Cdr. C. H. Little RCN (Ret); published by the Maritime Museum of Canada; 25 pages; illustrated; 50 cents.

### Handy-Dandy

#### Excuses Listed

His own personal drive and his intolerance of slackness in others are well known characteristics of Vice-Admiral Hyman G. Rickover, the officer usually credited with getting the United States Navy into the nuclear submarine business as soon as it did.

A clear indication of what he expects from his co-workers can be found, in reverse, in a small poster tacked to his office wall, according to *The New York Times*. The poster reads:

The list below is the current popularity rating for excuses. Please specify by number:

1. I thought I told you.
2. That's the way we've always done it.
3. No one told me to go ahead.
4. I didn't think it was very important.
5. I'm so busy I just can't get around to it.
6. Why bother? The admiral won't buy it.
7. I didn't know you were in a hurry for it.
8. That's his job, not mine.
9. I forgot.
10. I'm waiting for an OK.
11. That's not in my department.
12. How did I know this was different?
13. Wait till the boss comes back and ask him.

# RETIREMENTS

CPO FREDERICK EDWARD ADDY, C2BN3, of Kingston, joined RCNVR July 24, 1940, transferred to RCN June 2, 1941; served in Kingston naval division, *Naden*, *Assiniboine*, *Niobe*, *HMS Excellent*, *Lunenburg*, *Peregrine*, *Caraquet*, *Cornwallis*, *Warrior*, *Scotian*, *Iroquois*, *Portage*, *Stadacona*, *Nootka*, *Magnificent*, *Huron*, *Sioux*; awarded CD; retired June 1, 1962.

CPO CLARENCE ROY ARNOLD, CIHT4, of Vanguard, Sask.; joined RCNR December, 1940; transferred to RCN November 27, 1941; served in Vancouver Naval Division, *Naden*, RNO Prince Rupert, *Chatham*, *Givenchy*, *Burrard*, *Prince Henry*, *Peregrine*, *Royal Roads*, *Uganda*, *Discovery*, *Ontario*, *Niobe*, *HMS Phoenix*, *Crescent*, *Assiniboine*; awarded CD; retired April 7, 1962.

CPO NORMAN FREDERICK BOARD, C2ER4, of Loverna, Sask.; joined May 6, 1940; served in *Naden*, *Saskatoon*, *Moorson*, *Niobe*, *Tillsonburg*, *Avalon*, *Peregrine*, *Avalon*, *Whitby*, *Cornwallis*, *Port Colborne*, *Nipigon*, *Charlottetown*, *Rockcliffe*, *Antigonish*, *Cayuga*, *Crescent*, *Sioux*, *Ontario*, *Athabaskan*, *St. Laurent*, *Skeena*, *Haida*; awarded CD; retired May 21, 1962.

CPO RICHARD PETER BODINTON, C2WV3, of Cirencester, Eng; joined May 10, 1937; served in *Stadacona*, *St. Laurent*, *Skeena*, *HMS Osprey*, *Assiniboine*, *Annapolis*, *Snowberry*, *Cobalt*, *Chilliwack*, *Avalon*, *Swansea*, *Bittersweet*, *New Westminster*, *Dunvegan*, *Captor II*, *Murray Stewart*, *Chaleur II*, *Quesnel*, *Peregrine*, *Capilano*, *Scotian*, *Lloyd George*, RCNAS Dartmouth, *Iroquois*, *Warrior*, *Nootka*, *Haida*, *Cornwallis*, *Wallaceburg*, *Crescent*; awarded CD and clasp; retired May 19, 1962.

CPO GABRIEL HERVE CASWELL, C2ER4, of Rimouski, Quebec; served in RCNR Feb. 21, 1941 to Oct. 11, 1945, joined RCN Jan. 7, 1946; served in *Stadacona*, *French*, *Hochelaga II*, *Q058*, *Venture*, *Star XVI*, *Pictou*, *Q074*, *Fort Ramsay*, *Niobe*, *HMS Squid*, *Peregrine*, *Scotian*, *Montcalm*, *Glenbrook*, *Sans Peur*, *Micmac*, *Iroquois*, *Warrior*, *Magnificent*, *Bytown*, *Assiniboine*, *Outremont*, *Donnacona*, *Hochelaga*; awarded CD; retired June 2, 1962.

CPO ALBERT SYDNEY CLEMENTS, C2BN3, of London, Ont.; served in RCNVR April 10, 1939 to August 7, 1945, joined RCN March 25, 1946; served in London naval division, *Stadacona*, *Fraser*, NCSO Quebec, *Madawaska*, *Venture*, *Murray Stewart*, *Captor II*, *Hochelaga II*, *Charlottetown*, *Avalon*, *Louisburg*, *Napanee*, *Cornwallis*, *Port Arthur*, *Penetang*, *Peregrine*, *Haligonian*, *Warrior*, *Magnificent*, *Prevost*, *New Liskeard*, *Acadia*, *Ottawa*, *Shelburne*, PENB Sydney, *Inch Arran*; awarded CD; retired April 24, 1962.

PO ALBERT COWAN COSGROVE, P1BN4, of Calgary; served in RCNVR Oct. 26, 1931 to March 6, 1934, and June 20, 1938 to February 28, 1946; joined RCN April 10, 1952; served in Calgary naval division, *Naden*, *Marauder*, *Givenchy*, *Miramichi*, *Cougar*, *Stadacona*, *Avalon*, *Peregrine*, *Shelburne*, *Tecumseh*, *Ontario*, *Cornwallis*; awarded Long Service and Good Conduct Medal; retired April 9, 1962.



Almost as high as a seven-storey building, the tanker supply ship *Provider* towers above the launching cradle at the Lauzon shipyard where she is being built for the RCN. The actual height is 65½ feet. Her overall length of 551 feet means that, stood on end, she would match the height of a 55-storey building (ML-11175)

CPO ERNEST WILLIAM COZENS, C1ER4, of Calgary; joined May 10, 1937; served in *Naden*, *Skeena*, *St. Laurent*, *Stadacona*, *Galt*, *Nonsuch*, *HMS Manfield*, *HMS Newfoundland*, *Niobe*, *Uganda*, *Rockcliffe*, *Ontario*, *Cornwallis*, *New Waterford*, *Sioux*, *Churchill*, *Cape Breton*; awarded Long Service and Good Conduct Medal; retired May 9, 1962.

PO RONALD RYDER DAWSON, P1PR3, of Saskatoon; joined RCNVR Feb 9, 1942 to December 3, 1945; transferred to RCN March 4, 1946; served in *Queen*, *Naden*, *Cornwallis*, *Stadacona*, *Avalon*, *Eyebright*, *Regina*, *Givenchy*, *Chebogue*, *Peregrine*, *Burrard*, *Prince Robert*, *Discovery*, *Uganda*, *Rockcliffe*, *Ontario*, *Beacon Hill*, *Crusader*, *Venture*, *Churchill*; awarded CD; retired May 31, 1962.

CPO ALBERT FREDERICK DODD, C1BN4, of Aleza Lake, B.C.; joined May 10, 1937; served in *Naden*, *Fraser*, *Ottawa*, *Kamloops*, *Stadacona*, *Sambro*, *Hochelaga*, *Calgary*, *Cornwallis*, *Niagara*, *Niobe*, *HMS Excellent*, *HMS Belfast*, *HMS Glasgow*, *Peregrine*, *J3370*, *Ontario*, *Cayuga*, *Bytown*, *Venture*, *Crescent*, *Assiniboine*; awarded Long Service and Good Conduct Medal; retired June 15, 1962.

CPO FRANK DIO DURKEE, C2ER4, of Calgary; served in RCNVR May 30, 1940, to July 25, 1945, joined RCN July 30, 1946; served in Edmonton naval division, *Naden*, *Royal Roads*, *Cowichan*, *Stadacona*, *Nonsuch*, *Cornwallis*, *Sudbury*, *Burrard*, *Nanaimo*, *Malahat*, *Givenchy*, *Uganda*, *Cedarwood*,

Ontario, Quadra, Cayuga, Discovery, Saguenay; awarded CD; retired June 10, 1962.

CPO GORDON FRASER, C2SG4, of Regina; joined RCNVR January 5, 1942; transferred to RCN March 20, 1944; served in Queen, St. Hyacinthe, Stadacona, Turple Head, Niobe, HMS Decoy, Montcalm, Kootenay, Peregrine, Ste. Therese, Antigonish, Naden, Uganda, Discovery, Ontario, Athabaskan, Sioux, Cornwallis, Sault Ste. Marie; awarded CD; retired April 23, 1962.

PO LESLIE WILLIAM GEDDES, P1BN3, of Benito, Man.; joined RCNVR April 22, 1942; transferred to RCN April 1, 1945; served in Unicorn, Naden, Prince David, Givenchy, Swansea, Cornwallis, Uganda, Stadacona, Scotian, Warrior, Magnificent, Shearwater, Bytown, Niagara, Iroquois, Buckingham, Haida, D'Iberville, Fort Erie, York; awarded CD; retired April 30, 1962.

CPO ARTHUR CAMPBELL GEIZER, C1BN3, of Halifax; joined RCNVR February 26, 1930; transferred to RCN September 30, 1947; served in Halifax naval division, Stadacona, Saguenay, SS Calgary, SS Refast, SS Nicoya, Napanee, Protector, Agassiz, Peregrine, Kapuskasing, Scotian, Border Cities, Whitehead, Deeming, New Liskeard, Nootka, Lloyd George, Iroquois, Catarqui, Cornwallis, La Hullose, Shearwater, Magnificent, Prevost, Hunter; awarded CD; retired April 22, 1962.

CPO DAVID EDWARD GRAVES, C2BN4, of Waldeck, Sask.; joined May 10, 1937 served in Naden, Skeena, Fraser, Nootka, Comox, Stadacona, Restigouche, Givenchy, Niobe, HMS Excellent, Chaudiere, Loch Morlich, Peregrine, Discovery, Ontario, Crusader, Cornwallis, Crescent, Sussexvale, Chippawa, awarded Long Service and Good Conduct Medal; retired May 9, 1962.

CPO CECIL CLAYTON HANCOCK, C1ET4, of Sherman, Vermont; served in RCNVR June 13, 1934 to Jan 17, 1937; RCN Jan 18, 1937 to Oct. 18, 1937, served in RCNVR Aug. 8, 1939 to March 19, 1941; transferred to RCN March 30, 1941; served in Ottawa naval division, Stadacona, HMS Dundee, Annapolis, St. Laurent, Columbia, Assiniboine, Cornwallis, Niobe, HMS Vernon, Ontario, Micmac, Bytown, Magnificent, Iroquois, La Hullose, Donnacona, Restigouche, Algonquin, Bonaventure; awarded CD; retired May 18, 1962.

PO ARTHUR JAMES HICKS, P1ER4, of Esquimalt; joined June 6, 1938; served in Naden, Comox, Ottawa, Stadacona, Niobe, Niagara, Avalon, Cornwallis, Regina, Hochelaga II, Riviere du Loup, Red Deer, St. Laurent, Peregrine, Port Hope, Charlottetown II, Crescent, Givenchy, Rockcliffe, Athabaskan, Beacon Hill, Crusader, Ontario; awarded CD; retired June 16, 1962.

CPO ANDREW HOLWERDA, C1ER4, of Boston, Mass.; joined RCNVR Oct. 31, 1941; transferred to RCN May 1, 1942; served in Hamilton naval division, Nonsuch, Naden, Stadacona, Protector II, Avalon, Fort William, Peregrine, Sackville, Niobe, Magnificent, Prevost, Portage, Swansea, Cape Breton, Chaleur, Bytown; awarded CD; retired April 30, 1962.

CPO CHARLES ARTHUR GEORGE HOWE, C1ER4, of Halifax; joined May 25, 1937; served in Stadacona, Saguenay, St. Francis,

Ottawa, Avalon, York, Naden, Givenchy, Hochelaga, Grou, Niobe, Peregrine, Scotian, Cornwallis, Nootka, Cayuga, Athabaskan, Iroquois, Portage, La Hullose, Haida, New Liskeard, Victoriaville; awarded Long Service and Good Conduct Medal; retired May 24, 1962.

CPO CARL SHERMAN KILEY, C2ER4, of Prospect, Halifax; joined April 2, 1940; served in Stadacona, Ottawa, Kamasack, Cornwallis, Renard, HMS Loring, Niobe, J11817, Loch Achanalt, Scotian, Peregrine, Micmac, Scotian, Warrior, Magnificent, New Liskeard, Crescent, Iroquois, Toronto, Nootka, Bonaventure; awarded CD; retired June 30, 1962.

CPO RICHARD LEA, C1ET4, of Liverpool, England; joined July 23, 1948; served in Star, Stadacona, Nootka, La Hullose, Micmac, Niobe, Bonaventure; awarded RCN LS and GC Medal; retired June 23, 1962.

CPO GERALD WILLIAM LISTER, C1ET4, of Regina; joined May 10, 1937; served in Naden, Skeena, St. Laurent, Ottawa, Moose, Stadacona, Hamilton, Cornwallis, Pictou, Acadia, Kootenay, Cayuga, Ontario; awarded Long Service and Good Conduct Medal; retired May 9, 1962.

CPO PAUL LYSENS, C1ER4, of Fort William; joined RCNVR August 25, 1941; transferred to RCN May 1, 1942; served in Port

Arthur naval division, Star, Nonsuch, Naden, Stadacona, Nanaimo, Shelburne, Peregrine, The Pas, Scotian, Port Colbourne, Fort Francis, Iroquois, Swansea, Haida, Wallaceburg, Whitethroat, Huron, Ungava, Magnificent; awarded CD; retired April 30, 1962.

CPO GERALD LAWRENCE MASON, C2ET4, of Ottawa; served in RCNVR Nov. 5, 1941, to April 30, 1942; transferred to RCN May 1, 1942; served in Star, Nonsuch, Cornwallis, Stadacona, Avalon, Charlottetown, Niobe, Magnificent, Crescent, Quebec, Saguenay, Athabaskan, Hochelaga; awarded CD; retired May 5, 1962.

CPO DAVID THOMAS MILAN, C1ER4, of Three Hills, Alta.; joined RCNVR March 17, 1942; transferred to RCN April 24, 1944; served in Tecumseh, York, Stadacona, Cornwallis, Nonsuch, Sarnia, Dundas, Peregrine, Huron, Qu'Appelle, Iroquois, Warrior, Magnificent, Queen Charlotte, Haida, Wallaceburg, Micmac, Donnacona, Labrador, Minas, Chignecto, Sioux, PENB Sydney; awarded CD; retired April 18, 1962.

PO CHRISTOPHER SUTHERLAND MOODIE, P1CK3, of Victoria; served Jan. 25, 1940 to Jan. 24, 1947; rejoined April 18, 1947; served in Naden, Stadacona, Prince Henry, HMS Dominion, Niobe, Avalon, Protector, Assiniboine, Cornwallis, Shelburne, Ontario, Sioux, Ste. Therese; awarded CD; retired April 17, 1962.

CPO ROBERT LESLIE RICHARD MURRAY, C1CK3, of Portsmouth, Eng.; joined June 1, 1937, served in Naden, HMS Pembroke, Restigouche, Stadacona, Kings, Skeena, Bytown, Cornwallis, Givenchy, Avalon, Peregrine, Crescent, Ontario, Athabaskan, Magnificent, Labrador, Shearwater; awarded Long Service and Good Conduct Medal; retired May 31, 1962.

CPO JEAN PAUL POTVIN, C1PW3, of Hull, Que.; joined May 10, 1937, served in Stadacona, Saguenay, Bytown, Preserver, Cornwallis, Niobe, Haida, HMS Nabob, HMS Cochrane, Peregrine, Fort Ramsay, Shelburne, Dartmouth RCNAS, Magnificent, Quebec, Shearwater, Naden, D'Iberville, Hochelaga, Donnacona; awarded Long Service and Good Conduct Medal; retired May 9, 1962.

PO ROBERT GILBERT ROBERTS, P1SW3, of Tisdale, Sask.; joined June 2, 1941; served in Naden, Royal Roads, Chatham, Miramichi, Stadacona, Arrowhead, Red Deer, Avalon, Peregrine, Cornwallis, Oshawa, Niobe, Warrior, Cayuga, Antigonish, Beaconhill, Ontario, Venture, New Glasgow, Hochelaga, Skeena, Shearwater; awarded CD (due June 2, 1953); retired June 1, 1962.

PO RICHARD LEO RUSSELL, P2WS3, of Victoria; served in RCNVR Oct. 3, 1942 to Oct. 3, 1945; joined RCN March 18, 1946; served in Naden, York, St. Hyacinthe, Cornwallis, Stadacona, Givenchy, SS Saperton Park, HMS Saker, SS Pt Pleasant Park, SS Afrikonder, SS Simonstown, SS West Bank Park, DEMS Philadelphia, Malahat, Charlottetown, Scotian, Iroquois, Swansea, Nootka, La Hullose, Haida, Algonquin, St. Laurent, Bonaventure; awarded CD June 12, 1953; retired June 21, 1962.

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# OFFICERS RETIRE

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CDR. KENNETH BIRTWISTLE, CD, of Charlottetown, joined RCNVR as acting lieutenant June 10, 1940, transferred to RCN February 27, 1946; served in Charlottetown Naval Division, Kings, Fredericton, Stadacona, Prince Robert, Givenchy, Naden, Scotian, Magnificent, Bytown, Niobe, Niagara, Patriot, York; last appointment on staff of Commanding Officer, Naval Divisions at Hamilton; commenced leave on June 28, 1962, retires January 7, 1963.

LT.-CDR. HAROLD MOORHOUSE COLTER, CD, of Regina, joined RCNVR as acting lieutenant October 31, 1940, demobilized and reverted to retired list October 1, 1947, entered active list of RCN(R) March 23, 1952, transferred to RCN May 30, 1952; served in Regina Naval Division, Stadacona, Nonsuch, Drummondville, Lindsay, Cornwallis, Bytown, Discovery, Naden; last appointment, HMCS Bytown on staff of Directorate of Naval Information; commenced leave on June 2, 1962, retires August 30, 1962.

CAPTAIN JAMES STUART ROSS, CD, of Victoria, joined RCNVR as a lieutenant January 3, 1941, transferred to RCN October 31, 1945; served in Stadacona, Venture, Avalon, Shelburne, HMS Niobe, Warrior, Ontario, Uganda, Rockcliffe, Magnificent, Bytown, Cape Breton, Naden; last appointment as Principal Naval Overseer, West Coast; commenced leave on June 18, 1962; retires December 21, 1962.

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CPO VICTOR GILBERT SCOTT, C1ER4, of Victoria; joined May 10, 1937, served in Naden, Skeena, St. Laurent, Comox, Trail, Hochelaga, Stadacona, Annapolis, Chedabucto, Montreal, Peregrine, Shelburne, Uganda, Rockcliffe, Ontario, Cornwallis, Antigonish, Stettler, Athabaskan, Saguenay; awarded Long Service and Good Conduct Medal; retired May 9, 1962.

CPO WARREN ST. CLAIR WALKER, C1RM4; of Deep Brook, N.S.; joined May 14, 1937; served in Stadacona, HMS Victory I, Restigouche, Saguenay, Prince Henry, HMS Dominion, Skeena, Avalon, St. Hyacinthe, Venture, Iroquois, Peregrine, Niobe, HMS Vindex, HMS Battler, Warrior, Albro Lake radio station, St. Stephen, Crescent, Quebec, Cornwallis, Algonquin, Micmac, Bonaventure, Assiniboine, Haida; awarded Long Service and Good Conduct Medal; retired May 13, 1962.

CPO JAMES EDWARD WICKES, C1CM4, of Lashburn, Sask; joined April 4, 1938; served in Naden, Fraser, Restigouche, Stadacona, Royal Roads, Avalon, Givenchy, Uganda, Rockcliffe, Ontario, Venture; awarded Long Service and Good Conduct Medal; retired April 3, 1962.

CPO WILLIAM JAMES WINGER, C2HT3, of Victoria; joined July 15, 1941; served in Naden, RCN College, Ontario, Crescent, Rockcliffe, Sioux, Cape Breton; awarded CD; retired April 2, 1962.

CPO ERNEST GERALD WORTH, C1ER4, of Victoria; joined May 10, 1937, served in Naden, Skeena, St. Laurent, Stadacona, Saskatoon, Hochelaga, Blairmore, Paisley, Chaleur, Thetford Mines, Cornwallis, Huntsville, Peregrine, New Waterford, Givenchy, Crescent, Crusader, Ontario; awarded Long Service and Good Conduct Medal; retired May 9, 1962.

CPO GORDON ALEXANDER WHITE, C2WV4, of Coniston, Ont.; joined RCNVR Jan. 8, 1935, transferred RCN Dec. 1, 1941; served in Ottawa naval division, Stadacona, St. Laurent, Preserver, Avalon, Wasaga, Chaleur, St. Pierre, Peregrine, Niobe, HMS Glory, J3393, Warrior, Carleton, Nootka, Swansea, Haida, Huron, Portage, Swansea, Wallaceburg, Quebec, Damnacona, Cap de la Madeleine Columbia; awarded CD; retired June 21, 1962.

CPO JOSEPH ALLAN WILDWOOD, C1ER4, of Chatham, Ont.; joined RCNVR Nov 25, 1940; transferred RCN Aug. 12, 1943; served in Toronto naval division, Naden, Prince Henry, Amherst, Avalon, Protector, Brandon, Stadacona, Peregrine, Niobe, Warrior, Magnificent, Cornwallis, Haida, Crescent, Micmac, Donnacona, Hochelaga, St. Croix, Iroquois; awarded CD; retired June 12, 1962.



The Chilean Navy's training schooner Esmeralda approaches Esquimalt Harbour under auxiliary power on the occasion of her courtesy visit to Canada in June. This beautiful sailing vessel, built in Spain, was acquired by Chile in 1953. (E-67005)

### 'Local Accents' Raise Problems

The first question of the fourth estate at the post exercise press conference held by the Commander-in-Chief Eastern Atlantic last March on conclusion of the five-nations NATO sea and air exercise Dawn Breeze VII was half expected by the assembly for it had to do with the language problem in communications.

However, when he put the question, Nowell Hall, naval correspondent for *The Daily Telegraph*, London, had a reverse twist. He related that he was embarked for a period of the exercise in the new French aircraft carrier *Clemenceau* and on one occasion overheard the French in voice communication with the British cruiser *Bermuda*, flagship of the exercise.

Mr. Hall related that the French operator could not understand the English operator. Nor could he! The correspondent delicately alluded to the "strong local accent", much to the mirth of the French, and asked if there could not be a set of broad orders for NATO readily understood by all participants.

The reply, in part: "We've had trouble with this before . . . personnel not speaking English correctly and (we make) very determined efforts to keep the use of English to what it really is" (with the English, Scots and Welsh operators).

However, Admiral Sir Wilfrid Woods, who was Deputy Supreme Allied Commander Atlantic before becoming Commander-in-Chief Eastern Atlantic, added:

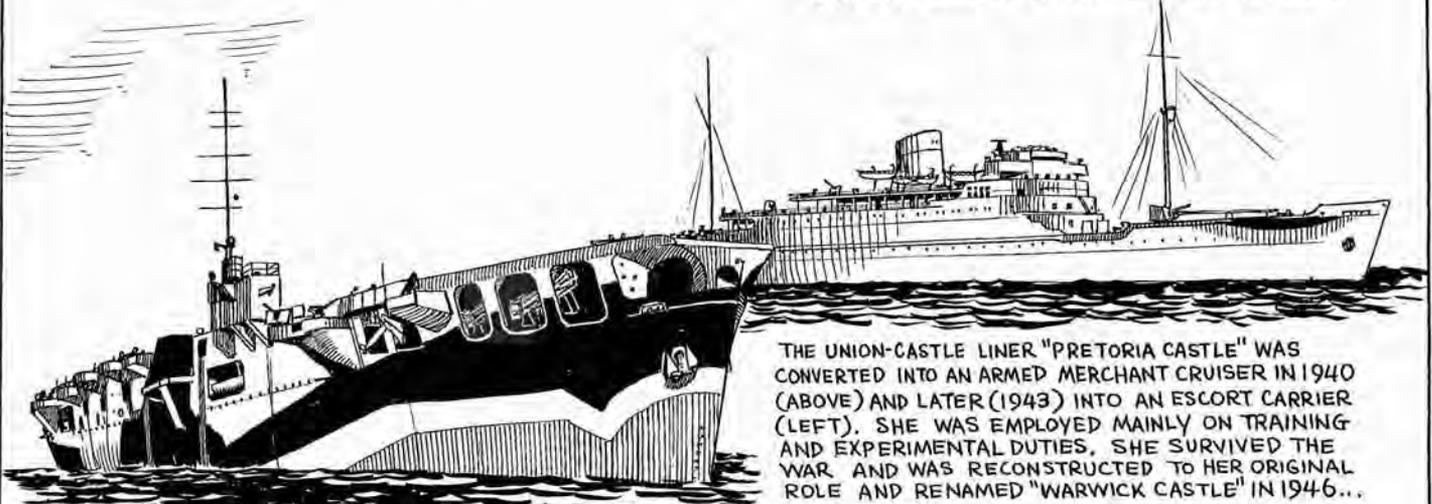
"I don't think you can run the modern kind of anti-submarine war on broad general directives." He added that a plain language code did exist but that it could not be made so specific as to cover the various situations of air and sea combinations in the prosecutions of a submarine contact.

Practising such communications, he pointed out, "was one of the main objects of the exercise".

# Naval Lore Corner

## Number 107 MAKESHIFT CARRIERS

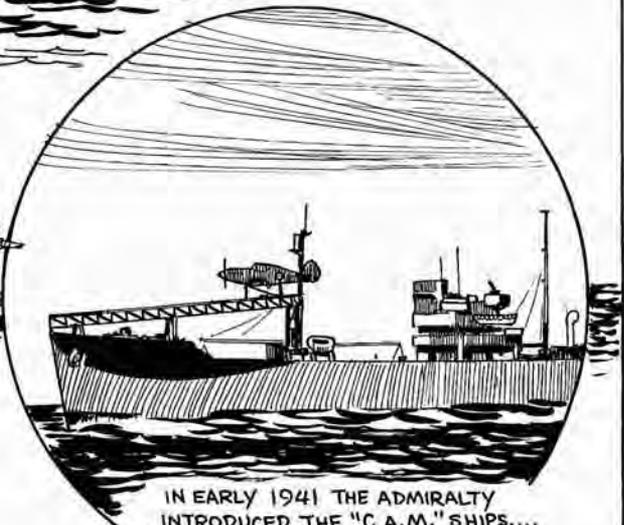
DURING THE EARLY PART OF WORLD WAR II THE LACK OF ESCORTS AND AIR COVER IN THE NORTH ATLANTIC BECAME CRITICAL. THE ROYAL NAVY, DESPERATELY SHORT OF AIRCRAFT CARRIERS, QUICKLY FITTED A NUMBER OF MERCHANT SHIPS WITH FLIGHT DECKS TO "CLOSE THE GAP" UNTIL THE FAMOUS "WOOLWORTH" CARRIERS BECAME AVAILABLE FROM AMERICA...



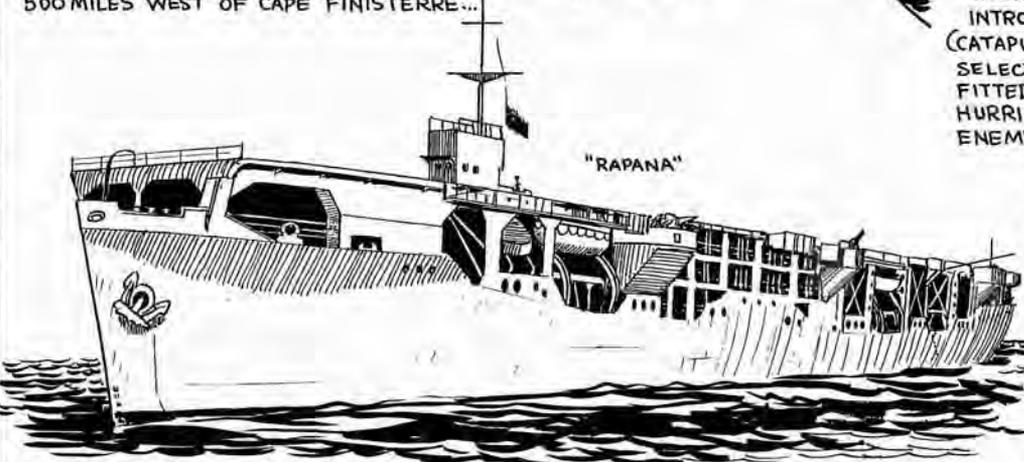
THE UNION-CASTLE LINER "PRETORIA CASTLE" WAS CONVERTED INTO AN ARMED MERCHANT CRUISER IN 1940 (ABOVE) AND LATER (1943) INTO AN ESCORT CARRIER (LEFT). SHE WAS EMPLOYED MAINLY ON TRAINING AND EXPERIMENTAL DUTIES. SHE SURVIVED THE WAR AND WAS RECONSTRUCTED TO HER ORIGINAL ROLE AND RENAMED "WARWICK CASTLE" IN 1946...



THE FIRST OF HER KIND ... H.M.S. AUDACITY (5,537 TONS), FORMERLY THE GERMAN SHIP "MV. HANNOVER," SHE WAS CAPTURED BY H.M.S. DUNEDIN AND H.M.C.S. ASSINIBOINE OFF SAN DOMINGO IN FEB., 1940. FITTED WITH A 420-FOOT FLIGHT DECK, SHE CARRIED SIX "MARTLET" FIGHTERS. AS THERE WAS NO HANGAR, HER AIRCRAFT WERE STOWED ON DECK. SHE WAS SUNK BY A U-BOAT ON 21 DEC., 1941 ABOUT 500 MILES WEST OF CAPE FINISTERRE...



IN EARLY 1941 THE ADMIRALTY INTRODUCED THE "C.A.M." SHIPS.... (CATAPULT ARMED MERCHANTMEN). SELECTED MERCHANT SHIPS WERE FITTED WITH A CATAPULT AND AN HURRICANE FIGHTER TO DEAL WITH ENEMY BOMBERS. ON COMPLETION OF THEIR MISSIONS, THE AIRCRAFT EITHER LANDED ASHORE OR "DITCHED" AT SEA.



LATER IN THE WAR THE "M.A.C." SHIPS (MERCHANT AIRCRAFT CARRIERS) WERE INTRODUCED, (LEFT), THEY WERE GRAIN SHIPS FITTED WITH FLIGHT DECKS AND AIRCRAFT, AND WORE THE RED ENSIGN. THEY PROVIDED AIR PROTECTION FOR THEIR CONVOYS...

*Roger Duhamel*

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