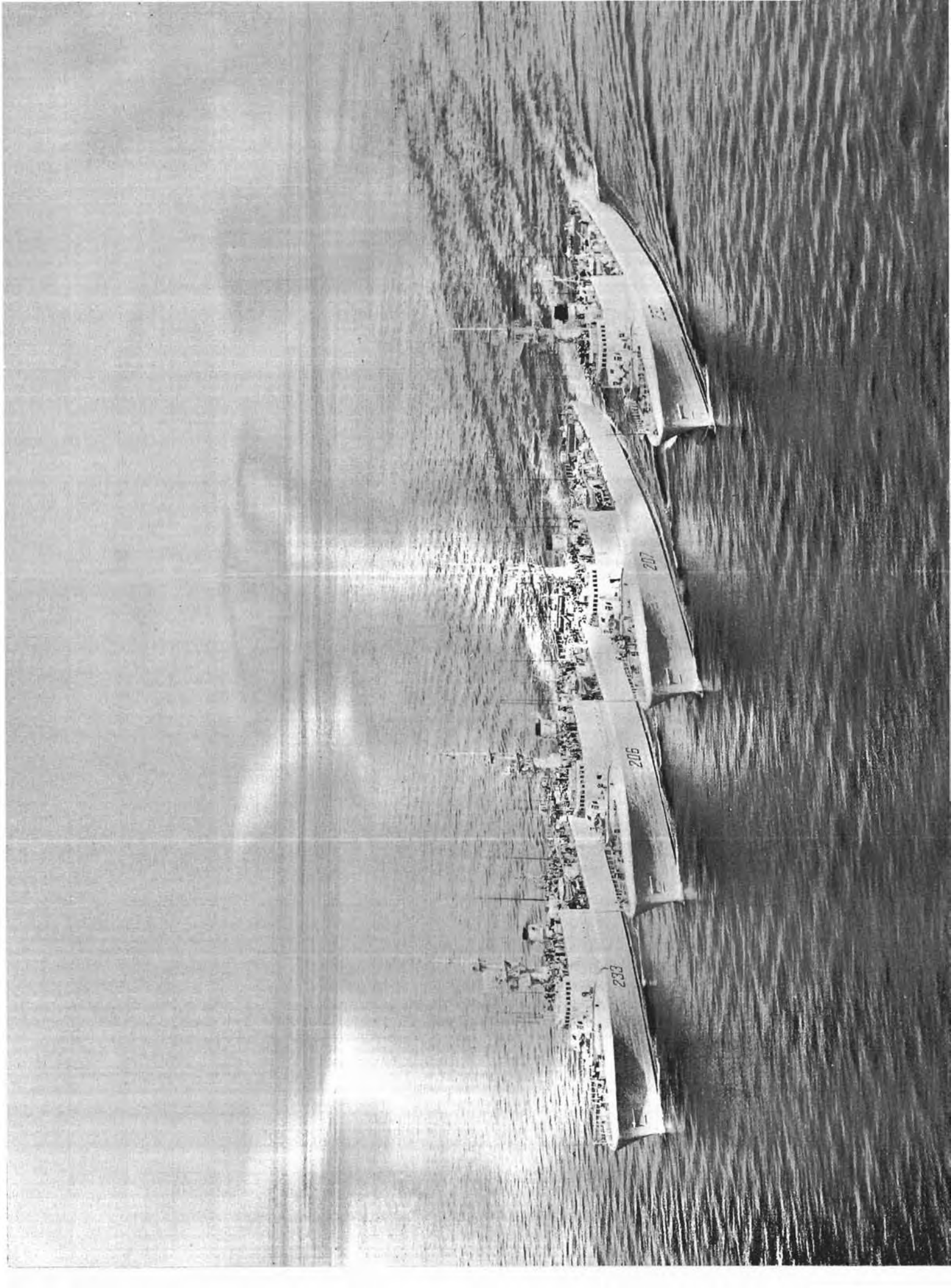


# The CROWSNEST





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Vol. 15 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST 1963

## CONTENTS

	Page
<i>The State of the RCN</i> .....	2
<i>RCN News Review</i> .....	13
<i>The Last Days of Sail</i> .....	15
<i>Here and There in the RCN</i> .....	18
<i>Home from the Sea</i> .....	19
<i>The RCN's Plot</i> .....	20
<i>Afloat and Ashore</i> .....	21
<i>Swift but not Sure</i> .....	23
<i>Books for the Sailor</i> .....	25
<i>Memorial to 'Maggie'</i> .....	26
<i>The New Pay Schedules</i> .....	27
<i>Retirements</i> .....	28
<i>Naval Lore Corner No. 119</i> .....	<i>Inside Back Cover</i>

*The Cover*—It has become an established tradition for the Royal Canadian Navy to present the famous Sunset Ceremony on Parliament Hill in Ottawa on Canada's birthday, July 1. This picture was taken as this year's presentation of the ceremony was about to begin. (0-15062)

### LADY OF THE MONTH

It takes remarkably good seamanship to carry out an evolution like the multiple jackstay transfer depicted on the opposite page—even in waters as calm as those so often found in the vicinity of Victoria.

The destroyer escort at the right of the picture is HMCS *Margaree* and to her starboard, in order, are the *Skeena*, *Saguenay* and *Fraser*. (E-72168)

Because of the space devoted in this issue to the evidence of the Chief of the Naval Staff before the special committee on defence some of the regular departments are omitted.

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# THE STATE OF THE RCN

## *Its Task, Its Resources, Its Future*

*On the morning of Tuesday, July 9, 1963, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, appeared before the House of Commons special committee on defence, under the chairmanship of Maurice Sauvé, MP. Admiral Rayner's presentation, which was accompanied by slides,*

*gave a comprehensive picture of the Royal Canadian Navy of today and its plans for the future. The text of Admiral Rayner's evidence, as it appears here, has been modified only slightly to conform to the magazine's style.*

**M**R. CHAIRMAN, members of the committee, it is a great privilege for me to appear before you and discuss with you some matters of particular interest underlying the purpose and tasks of the Navy, the RCN as it is today, including current ship construction programs, the strength of the Navy, and naval expenditures in recent years.

### **Threat**

To view the RCN requirements in perspective, it is essential to have a good understanding of the maritime threat which has to be countered.

I will review this briefly for you under three main aspects any of which could affect possible RCN operations and, therefore, the forces we should have. These are:

1. Soviet submarine force—the dominant maritime threat,
2. Soviet long range aviation as a maritime threat; and
3. Soviet fishing fleet activities in the Western Atlantic.

### **Soviet Submarine Force**

Russia has and is continuing to build and modernize the largest submarine fleet the world has ever seen.

It has a capability of:—

- (a) Missile attack,
- (b) Torpedo attack,
- (c) Mine laying.

This fleet is estimated to include over 400 submarines of which over 20 are nuclear-powered. It is anticipated that as the numbers of nuclear boats increase, the numbers of conventional submarines will decrease over the next few years. Also it follows that increased numbers of nuclear submarines will greatly increase the power of the Russian submarine force.

### **Soviet Long-Range Air Threat**

On Tuesday, June 4, 1963, six Russian jet bombers flew a reconnaissance mission over a USN task force northeast of Japan. This is an example of Russian long-range aircraft being employed on distant overseas reconnaissance. These forays have taken place far out into the Atlantic as well as in the Pacific, thus demonstrating that these aircraft have the range and capability of operating over the greater part of these oceans. Such aircraft are equipped with stand-off weapons which could be used against any maritime forces.

### **Soviet Fishing Fleet**

Russia operates a very large and well-disciplined fishing fleet off the East Coast of Canada. In 1962 there were about 550 trawlers and supply vessels at the peak of the fishing season. The numbers have varied from year to year and during the course of the year. The presence of a force of this size, in modern well found ships, must be considered a potential menace in time of crisis or hostilities.

Furthermore, some of these vessels are well equipped for the support or cover of a number of activities of a military nature. Their very physical presence would greatly hinder anti-submarine operations.

Those then are the main aspects of the maritime threat against which the Canadian naval plans and programs should be viewed.

In recent years there has been much evidence that the Soviet Union has become keenly aware of the maritime nature of global geography. Historically content to think and act primarily as a land power, within the confines of Europe and Asia, Russia today is reaching out over the oceans. It is abundantly clear that the USSR has recognized the economic and political importance of the oceans.

You will recall that last year the Soviet Union attempted to establish a missile base in Cuba. However, before her preparations could be completed, a naval quarantine was imposed by the United States. Russian ships, laden with strategic weapons and materials, were forced to alter course and not proceed to their destination. Once again it was clearly shown that prior to establishing a military base overseas, it is essential to be assured of the unrestricted use of the seas.

The Soviets have also been concentrating on their merchant marine which in the last decade has doubled in tonnage and now totals 4,000,000 tons. There are indications that they plan to triple this tonnage by 1967. Their efforts in oceanographic research have accelerated in an ever widening geographic coverage. Three of their ships were in Halifax in late April to replenish prior to returning to their work in the Gulf Stream a few hundred miles south of Nova Scotia.

To give you a general idea of the comparison between the water and land masses which cover the earth, it is of interest to note that the high seas cover approximately 140 million square miles in contrast to about 52 million square miles occupied by land areas and inland waters. In other words, 70 per cent of the earth's surface is water.

Plying the trade routes of the world on any given day, there are about 18,000 ships of over 1,000 tons at sea, while another 11,000 are in harbours around the world. During 1962, 141,183 vessels engaged in international or coastwise shipping arrived at Canadian ports and loaded or unloaded approximately 102 million tons of international cargo.

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## VOTE OF APPRECIATION

*At the 17th annual general meeting of the Naval Officers' Associations of Canada, June 6-8, in London, Ontario, the following resolution was passed:*

*"WHEREAS The Naval Officers' Associations of Canada are aware of the high state of efficiency which exists throughout the Fleet;*

*AND WHEREAS The Naval Officers' Associations of Canada appreciate the personal efforts being extended by all members of the RCN in carrying out their duties;*

*AND WHEREAS The Naval Officers' Associations of Canada are proud of the contribution being made by the RCN to the preservation of peace throughout the world;*

*NOW THEREFORE BE IT RESOLVED That a sincere expression of appreciation be forwarded to the Chief of the Naval Staff and through him to all personnel of the Royal Canadian Navy and the Royal Canadian Naval Reserve for their continuing efforts on behalf of the citizens of Canada in maintaining the fleet at a high state of excellence and their contribution to the keeping of the peace and the preservation of the Freedom of the Seas."*

---

Another statistic which is of interest in illustrating our dependence on the sea is that 96 per cent of the world's principal cities and over 50 per cent of the world's population are located within 250 miles of the sea or on less than 5 per cent of the land mass.

We live close to the sea because the sea is important to us—for food, for commerce and transportation.

## The Purpose of the RCN

**H**OW IMPORTANT is the sea to Canada? Our shores are washed by three oceans and our coast lines total 19,100 miles. This, together with our large overseas trade, makes the sea tremendously important to us.

In this connection I would like to quote from a pre-Confederation speech given by Thomas D'Arcy McGee in a New Brunswick town, in 1864:

*"I rejoice, moreover, that we men of insular origin are about to recover one of our lost senses—the sense that comprehends the sea—that we are not about to subside into a character so foreign to all our antecedents, that of a mere inland people. The union of the provinces restores us to the ocean, takes us back to the Atlantic, and launches us once more on the modern Mediterranean, the true central sea of the western world."*

Our geographical and political situation has inspired and encouraged a reasonably steady growth of the Navy over the years since it was first established in 1910, more or less keeping step with the expansion of the country.

I have been asked by all sorts of people from members of Parliament to Boy Scouts, what is the purpose of the Navy?

We define the purpose of the RCN—

*"To ensure that Canada in co-operation with allied and friendly nations will have unrestricted use of the seas in peace and war."*

Please note the words "in co-operation with allied and friendly nations".

## The Role of the RCN

**S**OME FORM of collective security is essential for Canada. In thinking of the part or role that the Navy has to play we assume that, in time of emergency, in addition to operating with the Air Force and the Army, the RCN will also operate in conjunction with allied navies. In principle and in practice, this has already been well established by the setting up of integrated RCN-RCAF Maritime Commands at Halifax and Esquimalt and by frequent exercises with NATO maritime forces. It has been agreed that the role of the RCN is to support Canada's external policy and de-

fence policy through the provision of versatile naval forces.

These forces must have the capability to:

- (a) defend Canada's interests against attack from the sea;
- (b) meet Canada's commitments to collective security arrangements; e.g. to NATO and to Canada-US defence arrangements. We have agreed to provide to the Supreme Allied Commander, Atlantic, known as SACLANT, on an alert, one A/S carrier and 29 A/S escorts, and to the CAN-US region of NATO—14 A/S escorts and 10 minesweepers, for a total NATO commitment of one A/S carrier, 43 A/S escorts and 10 minesweepers. In view of the magnitude of the submarine threat it is clear that a strong integrated NATO A/S force is very definitely part of the overall deterrent;
- (c) contribute to other external undertakings, e.g. to UN operations (Korea and Suez);
- (d) support the Canadian Army in actions arising out of (b) and (c); and
- (e) contribute to the maintenance of Canadian sovereignty in the Arctic.

### Operational Tasks of the RCN

ARISING from the role, the tasks of the RCN have been listed as:

- (a) to defend sea lines of communication through control, escort and convoy of shipping;
- (b) to detect, locate and destroy enemy submarines;
- (c) to contribute to early warning of attack launched from over, on or under the sea;
- (d) to patrol the coastal areas and approaches to Canadian waters;
- (e) to keep Canadian ports, anchorages and approaches free of mines;
- (f) to provide logistic support for the fleet both afloat and ashore;
- (g) to transport, land and support Canadian Army contingents as required;
- (h) to provide mobile command and base facilities for external undertakings;
- (i) to carry out and support operations in the Arctic.

In addition, the RCN must be ready to:

- (a) assist in survival operations—this is an additional task of the 21 Naval Divisions which are established across Canada;
- (b) assist in maritime search and rescue operations.

As regards the first task (a):

The principal threat to sea communications is the submarine and, as you know, the RCN has specialized in anti-submarine warfare ever since the advent of NATO.

Most of the foregoing tasks are wartime tasks. The principal employment of the fleet in peacetime is to prepare to carry out its mission in war or in an emergency. In line with Canada's increasing interests on virtually all continents, there arises the necessity for the Navy to be familiar with differing conditions around the world. This is mandatory if our ships are to be ready to undertake operational tasks, in any part of the world, including Army support operations. It is also clearly desirable that, in conjunction with sea training, the ships should be available, during visits to foreign ports, to assist the Department of External Affairs and the Department of Trade and Commerce in projecting abroad a sincere and well-rounded image of Canada. In this connection, the following are some of the visits carried out by Canadian ships from the East Coast during 1962; Kingston, Jamaica and Trinidad for Independence Day celebrations; Accra, Ghana, and Lagos, Nigeria, for Canadian trade fairs; Amsterdam, Rotterdam, Wilhelmshaven and Dublin. In the same year ships from the West Coast visited Singapore, Rangoon, Colombo, Trincomalee (Ceylon), Port Swettenham (Malaya), Bangkok, Hong Kong and Yokosuka (Japan) in conjunction with a Commonwealth naval exercise in the Indian Ocean.

Opportunities are welcomed to fit in visits to foreign countries with training cruises and exercises. We carry out most of our international exercises with NATO forces, but we also exercise with the United States Navy and the Royal Navy and also with other Commonwealth forces. Advantage was taken during the recent visit of French fleet units to exercise with the French ships off Nova Scotia in the middle of June.

### The RCN Today

TO MEET the role and to carry out the tasks that I have listed, the RCN consists of one A/S aircraft carrier, 43 anti-submarine escorts, 10 minesweepers and a variety of support and auxiliary craft. These ships are based as follows:

On the East Coast we have:

- 1 aircraft carrier with a squadron of Tracker aircraft and a squadron of helicopters embarked
- 11 destroyer escorts of the St. Laurent, Restigouche and Mackenzie classes
- 8 Tribal class destroyer escorts
- 10 frigates
- 6 minesweepers

- 3 Royal Navy submarines on loan
- 1 fleet replenishment ship
- 1 maintenance repair ship
- 3 squadrons of aircraft shore-based at the Naval Air Station, Dartmouth

On the West Coast we have :

- 7 destroyer escorts of the St. Laurent and Mackenzie classes
- 7 frigates
- 4 minesweepers
- 1 submarine
- 1 maintenance repair ship
- 1 squadron of aircraft shore-based at Patricia Bay.

I would like to show you these various types of ships and aircraft by classes.



Figure 1: HMCS Bonaventure. (BN-3307)

First, the aircraft carrier, HMCS *Bonaventure*, a 20,000-ton ship, was commissioned in Belfast in 1957 and carries up to 18 CS2F or Tracker aircraft and up to six helicopters. Both types of aircraft are used in the anti-submarine warfare role. She is essentially an anti-submarine ship for use in hunter/killer or convoy



Figure 2: Variable depth sonar installation in HMCS St. Laurent. (E-65750)

defence operations. But she could be quickly converted for temporary use as an Army troop transport and support vessel. The *Bonaventure* is expected to remain in service until the mid 1970s.

You will recall that last September while the *Bonaventure* was on passage to European waters for a NATO exercise she played an important part in an air-sea rescue incident, when an American plane loaded with U.S. servicemen and their dependents went down in the Atlantic off Ireland.

Next we turn to the escorts. These can be divided into three main categories: the older type destroyers of Second World War vintage, such as the Tribal class; then the new types, the St. Laurent, Restigouche and Mackenzie class destroyer escorts, and lastly the frigates, smaller and slower, which, once again, are older wartime-built ships.

But, first, before showing you photographs of the escorts I would like to give you a brief explanation of the anti-submarine equipment and weapons used by ships.

The device used by ships for detecting, and tracking submarines up to the moment of attack is sonar, which is an abbreviation of the phrase "sound navigation and ranging". Sound waves from a transmitter in the bottom of the ship travel out in ever widening circles. When these waves strike an object such as a submarine an "echo" travels back to a receiver in the ship. Electronic devices compute the bearing and range of the object and display and record this information in the ship. A fire control computer calculates when the anti-submarine weapons should be fired and fires them.

Figures 2 and 3 show the variable depth sonar, or VDS, a Canadian development. With this device the sonar transmitter and receiver can be suspended hundreds of feet below the ship on a cable, well away from surface noises. The depth selected is that below the area where sudden temperature changes occur in the water and produce a "temperature layer", which bends and distorts the sound waves in the same way that a prism bends light waves.

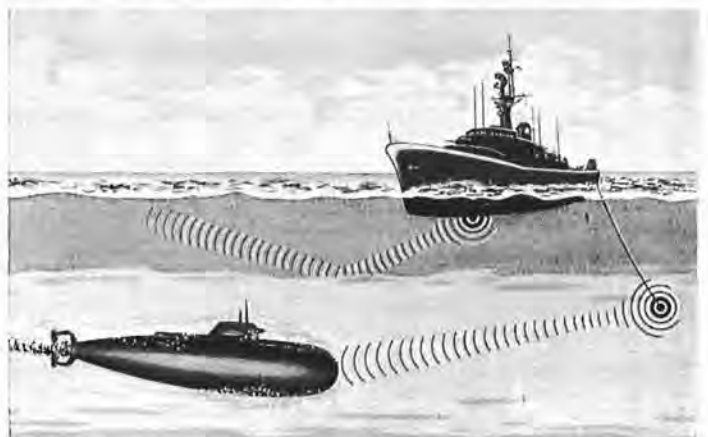


Figure 3: How variable depth sonar works. (CN-6031)

The submarine can be attacked with one of two ship-borne weapons: a pattern of depth bombs, or with a torpedo which homes onto or seeks out the submarine.

Figure 4 shows a Tribal class destroyer. There are 11 ships of this type which were built during and shortly after the Second World War. They are equipped with guns for use against surface and air targets and also shore bombardment. They also have good anti-submarine equipment and weapons. Thus they are versatile ships with a good general purpose capability. But, after distinguished service, they are rapidly wearing out and should be phased out completely by 1970.

Next we have the St. Laurent class destroyer escort. These ships entered service in 1955 and there are seven of them. This was the first Canadian-designed A/S ship.

In recent months there has been quite a lot of public speculation about the capability of our modern destroyer escorts, the St. Laurents and their successors. The sailors nicknamed these ships "Cadillacs" when they first joined the Fleet, not only because of their cost but because they were the best and latest of their kind.

What is their potential today? Are they up-to-date? This is important because these ships, the St. Laurents and their successors, the Restigouches and the Mackenzies, will form the backbone of our A/S surface forces for several years ahead.

The seven St. Laurents were designed in 1949 and completed from 1955 onwards. The seven Restigouches and six Mackenzies, which followed, were both designed in 1956 but the basic design was the St. Laurent. The Restigouches were completed between 1958 and 1960 and the Mackenzies, which are essentially repeat Restigouches, are just being completed now. Three Mackenzies have been commissioned and the class will be completed in 1964. The last two Mackenzies will be a great advance on the 18 earlier ships for reasons which I will come to.

These 20 ships are all highly specialized anti-submarine vessels. They were designed to destroy the modern conventional submarine. As you might expect they are a great advance on anything we had in the Second World War, but so is the modern, conventional submarine.

But the really significant advance in naval warfare was the advent of the nuclear submarine *Nautilus* in 1957, to be followed by the Polaris submarines in 1960. These events changed matters almost overnight. Instead of having to deal with submarines with fairly high submerged speeds, but very limited endurance underwater, navies are now faced with the problem of hunting submarines, with very high submerged speeds, greater diving depth and sustained underwater endurance. In fact, as far as the nuclear submarine herself is concerned, she can stay under water for months on end. Fortunately for us, at the present time there are comparatively few of these boats at sea, but many more will undoubtedly come.

One of the most urgent military problems confronting the West—and for that matter the East also—is the problem of defence against the nuclear submarine armed with long-range missiles—or indeed against any nuclear submarine.

Our present destroyer escorts have a very limited capability against nuclear submarines, but they are first-class against conventional submarines which, as you have heard, constitute the vast majority of submarines in the Russian fleet today.

However, what are we doing about defence against the nuclear submarine?

Much research and development has been done and continues. Although the problem is a long way from being solved, there are promising developments and some good hardware has been produced. In Canada we have developed variable depth sonar which provides more reliable detection at increased ranges. This device is being fitted in the last two Mackenzies, which



Figure 4: HMCS Cayuga, Tribal class destroyer escort. (OT-3357)



Figure 5: HMCS St. Laurent before conversion.





Figure 6: Artist's conception of converted St. Laurent class destroyer escort, with helicopter platform, hangar and variable depth sonar. (CN-6407)

I mentioned earlier. The seven St. Laurent escorts are also being converted to carry variable depth sonar.

At the same time as they are being equipped with variable depth sonar, our destroyer escorts are being given landing platforms, and the facilities for operating helicopters, which will carry both sonar and weapons. This is an important Canadian concept, the idea of operating a large, all-weather, A/S helicopter, equipped with both sonar and weapons from a destroyer escort. The Sikorsky HSS-2s are on order and the first was accepted for trials in May. These helicopters will be much faster than nuclear submarines. This destroyer escort helicopter combination will normally work as a unit.

Figure 6 is an artist's impression of a converted St. Laurent. The first ship of this class to be converted is the *Assiniboine* who will complete her conversion this month and will commence helicopter trials in October on the East Coast. These will be extensive trials lasting at least six months. She will be joined by the converted *St. Laurent* herself in early 1964. It is planned to complete the conversion of seven St. Laurents by the end of 1965.

Finally, we have (Figure 7) the slowest of the escorts, the Prestonian class frigates. There are 17 of them. They are smaller than the destroyer escorts and

much less complex. They have an ASW capability against conventional submarines and a twin four-inch gun which gives them a surface-to-surface capability. Like the Tribals these ships are rapidly reaching the end of their economical lives.

The RCN also has in commission 10 Canadian-built coastal minesweepers (Figure 8).

The life expectancy of these ships when certain improvements have been made is estimated to be in the mid 70s.

## Submarines

TURNING FROM surface ships to undersea craft, the RCN requires submarines for training RCN and RCAF anti-submarine forces and also for use in anti-submarine operations.

Experience in other navies has shown that submarines themselves are very effective in the detection and destruction of other submarines. The submarines required for this anti-submarine role are specially fitted for the task and carry long range detection devices. Carrying these devices deep into the ocean and away from the surface noise and weather, the anti-submarine submarine can hover silently and listen out for an enemy. It has the capability of detecting other sub-



Figure 7: HMCS Beacon Hill, Prestonian class frigate. (E-44533)



Figure 8: HMCS Miramichi, coastal minesweeper. (E-43508)

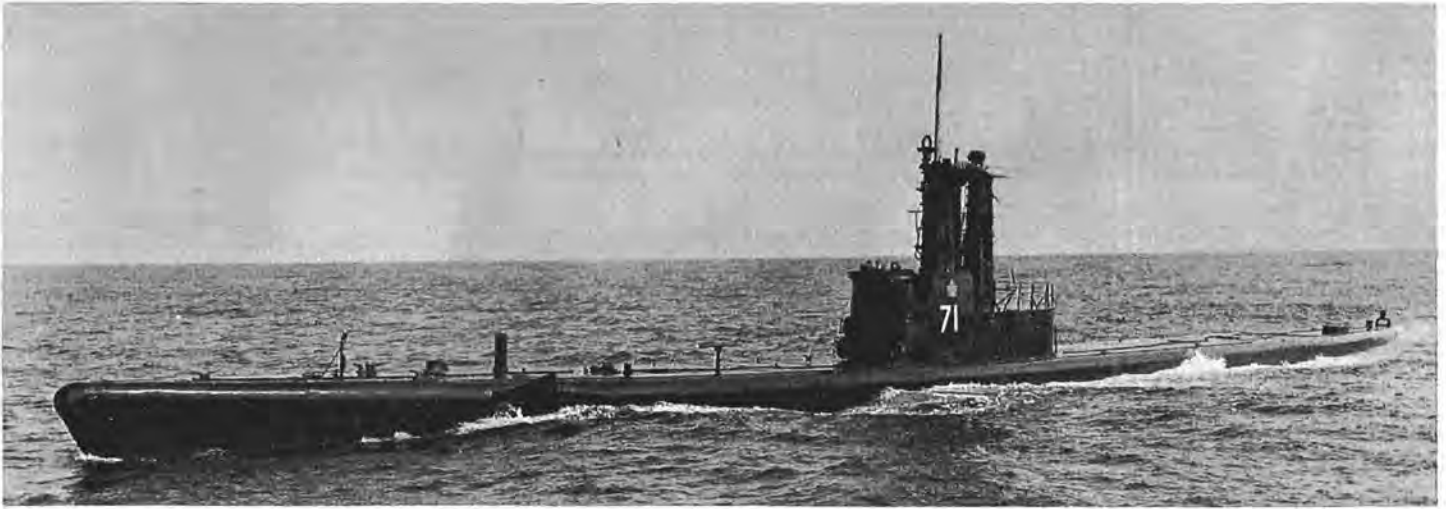


Figure 9: HMCS Grilse, West Coast submarine on loan from the USN. (E-63569)

marines many miles away and it is thus an important member of the anti-submarine team.

Anti-submarine warfare must be a team effort. This, together with the conditions of wind, weather, ice, and the vastness of the sea which surrounds Canada, dictate that ideally our anti-submarine force should be a comprehensive anti-submarine team consisting of ships, submarines, aircraft and fixed installations. The addition of submarines to our present maritime forces would improve and diversify our anti-submarine capability. It would also greatly increase the overall operational effectiveness of our forces and improve the operational training of the crews. Our surface and air A/S forces require constant practice with submarines to achieve a high state of training.

At present this training requirement is partially met on the East Coast by the loan of three submarines from the RN, two of which are normally on station while the other is undergoing refit; and on the West Coast by the loan of one submarine from the USN.

The loan agreement between the British Admiralty and the RCN requires that we pay operational and

maintenance costs and provide some of the personnel to man the three East Coast submarines. The agreement has been in effect since 1955 and has provided much of the live submarine practice on the East Coast. These RN submarines are unlikely to be available after 1966 or 1967 and the Admiralty is not planning to replace them.

In the case of the submarine *Grilse* on the West Coast, she is on loan for five years from the USN and is completely manned by RCN personnel (Figure 9).

### Aircraft in the RCN

TO COMPLETE the picture of RCN A/S vehicles we should now look at carrier aircraft, and Figure 10 shows a CS2F or Tracker.

We have 72 of these modern fixed-wing A/S aircraft, up to 18 of which are carried in the *Bonaventure*. The remainder are shore-based, where some are employed for advanced operational training, and others are available as back up for the carrier. The Trackers carry submarine detection equipment and anti-submarine torpedoes.



Figure 10: A Tracker aircraft (CS2F) as borne in HMCS Bonaventure. (DNS-23997)



Figure 11: The HSS-2, latest A/S helicopter, which is being acquired by the RCN. (CN-6572-R)

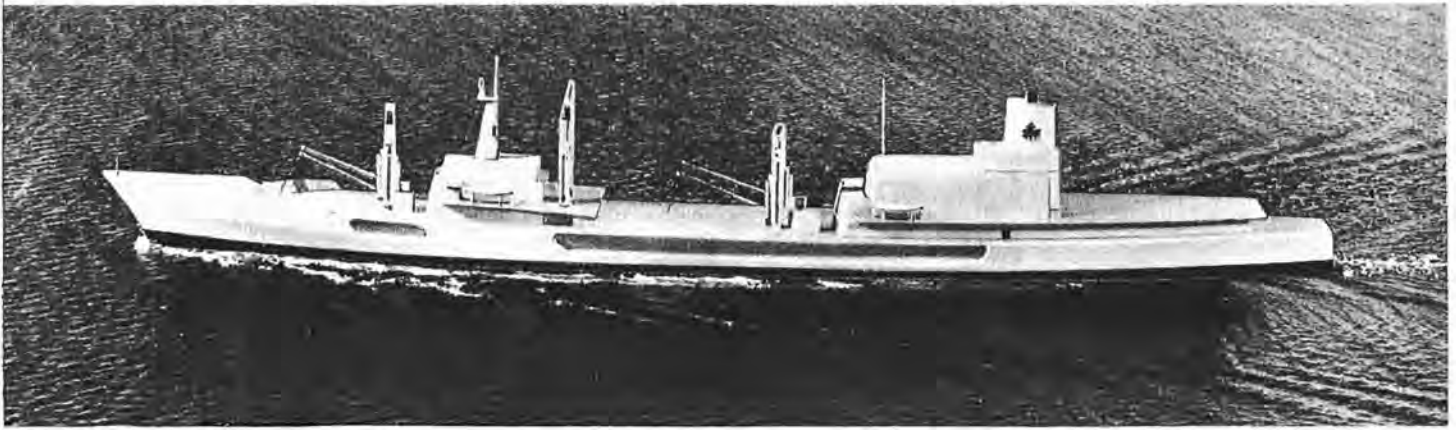


Figure 13: HMCS Provider, fleet replenishment ship, entering service this year. Artist's conception.

Figure 11 shows the HSS-2 helicopter using its dunking sonar. Dunking or dipping sonar is the name given to the helicopter's submarine detection device. It is similar in principle to the variable depth sonar which I described earlier.

The HSS-2 is the latest A/S helicopter, and was designed in the United States specifically for A/S operations. It is an all-weather helicopter and in addition to its dunking sonar for the detection of submarines it carries anti-submarine torpedoes for the attack.

Six of these helicopters will be carried in the *Bona-venture* and one will be carried on each of the converted St. Laurent class destroyer escorts. Three CHSS-2s have recently been supplied to the RCN.

### Afloat Logistic Support

A DESCRIPTION of the fleet would be incomplete without a few words on afloat logistic support. NATO nations are individually responsible for the logistic support of the forces they provide to the Alliance.

Any maritime force should have afloat support facilities, for maximum operational effectiveness, flexibility and mobility. Wherever our combatant ships are to be found, and whatever they are doing, there must be satisfactory arrangements for their replenishment with fuel, ammunition and stores, and also for main-

tenance and repair facilities. Ideally this support should be afloat, and move to a distant area with the combatant ships. Afloat logistic support is also a very satisfactory means of dispersing stores and facilities from our shore bases.

We now have two Cape class maintenance repair ships (Figure 12), which although old and slow, are adequate for their purpose. A new fleet replenishment ship, HMCS *Provider*, will enter service this year.

Aside from their normal role of replenishment and repair these vessels, particularly the Cape class, possess a good capability for carrying Army troops and their equipment.

Figure 13 shows an artist's conception of our new fleet replenishment ship, the *Provider*. The *Provider* will be able to replenish at speeds up to 20 knots and will carry fuel oil, diesel fuel, avgas, ammunition, spare helicopters, and dry stores.

The *Provider* is a large ship, 22,000 tons, 551 feet in length, a beam of 76 feet and a draught of 30 feet. She will have a top speed of 20 knots and a crew of 159. She is being built in Lauzon, Quebec.

Another interesting vessel under construction in Esquimalt, is this research ship (Figure 14). She will be operated on the Pacific Coast by the Navy, as required by the Pacific Laboratory for the Defence Research Board.



Figure 12: HMCS Cape Breton, maintenance repair ship. (E-66886)



Figure 14: Research ship under construction at Esquimalt.



Figure 15: A British Oberon class submarine. (CN-6433-R)

She will be 235' long, 38' beam and displace 1,600 tons. She will have a diesel-electric drive, be very quiet up to six knots and have a top speed of 16 knots. She will have a long endurance, so 60 days of refrigerated storage is being provided, and she is also being stabilized. She will have accommodation for 12 scientists and a crew of 26.

### Replacement of Overage Ships

**G**ENTLEMEN, I have described very briefly the existing fleet and the ships under construction. As I mentioned, the nine Tribal class destroyers and 17 frigates are rapidly reaching the age where it is becoming uneconomical to keep them in commission for much longer. Two Tribals and one frigate have already been replaced by three Mackenzie class escorts.

Between now and 1970, the remaining 26 ships will reach their normal age limit. Our present commitment of 43 escorts is being met by 17 post-war St. Laurent type escorts and the 26 older ships.

In addition to the three overage ships that have already been replaced, a further three ships will be replaced by the last three Mackenzies which will be completed by next year. In order to maintain our commitment at its present level it will be necessary to continue the replacement program to provide modern units.

In this connection, I would like again to refer to the need in the RCN for submarines to train A/S ships and aircraft. SACLANT has indicated that ocean-going A/S submarines, acquired by the RCN to train A/S forces, could also be counted toward NATO force goals, in the ratio of one submarine to one anti-submarine escort. It is for this reason, that we regard submarines as replacement vessels. Approval in principle was given last year for the purchase of three conventional submarines of the Oberon class, subject to satisfactory negotiations with Britain.

Figure 15 shows an Oberon submarine. These are the latest conventional ocean-going A/S submarines. They would serve us well for up to 20 years for training and also for several years for A/S operations.

### General Purpose Frigate

**I**N MARCH 1962, the government approved the construction of eight General Purpose Frigates (Figure 16) as part of the ship replacement program. These ships would be somewhat larger than the present destroyer escorts, and would give the fleet the versatility which the Tribal destroyers have provided in the past. They would have an anti-submarine capability. They would introduce for the first time into the RCN, surface-to-air guided missile systems for anti-air defence. In addition, the ships would carry a general purpose helicopter and a gun with a good surface-to-surface



Figure 16: Artist's drawing of proposed general purpose frigate. (CN-6523)

and shore bombardment capability. They would also be able to carry 200 troops with light equipment and would be capable of landing and supporting those troops in practically any part of the world.

These ships would replace the over-age Tribal class destroyers.

You will appreciate that the men from the older ships would have to receive a good deal of re-training in order to provide them with the skills necessary to maintain and operate the much more complex and modern equipment which would be fitted in this new class of ship. Plans to achieve this are in hand. This is a long term project for, as you know, it takes longer to develop highly skilled and experienced personnel than it does to build a ship.

As the Minister indicated in his opening statement this program is under review.

### Hydrofoil—R-200

ANOTHER very interesting vessel, for which a contract was recently let to deHavilland is the ASW hydrofoil R-200. Figure 17 shows an artist's conception of an ocean-going A/S hydrofoil craft. The hydrofoil first appeared at the turn of the century, but it wasn't until after the Second World War that development started in earnest. Development of this principle has been conducted in various countries including the United States, Italy and the Soviet Union as well as in Canada. No country has yet produced an ocean-going hydrofoil. We hope Canada will be the first to do so. Our effort is complementary to that of the United States. We look upon this project as a development program and we are working on the design for a weapons system for the craft, should it prove to be a useful ocean-going addition to the fleet.

The hydrofoil will be 151½ feet in length, have a beam of 21½ feet and a draught of 23 feet in the displacement mode and 7½ feet when foil borne. In the displacement mode the ship will displace 180 tons and

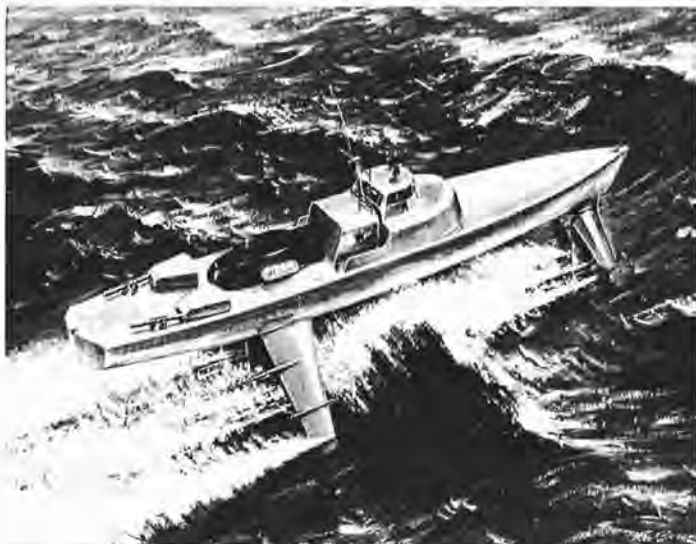


Figure 17: Ocean-going A/S hydrofoil craft under development for the RCN. Artist's conception. (CN-6571)

cruise at about 16 knots. She will do over 50 knots when foil-borne. Her crew will be something over 20 personnel.

This Canadian development program, if successful, should place our industry in the forefront of hydrofoil design and construction. It would provide industry with the knowledge, advanced techniques and skills required to meet future national defence requirements and also to compete favourably with other foreign countries.

That completes a survey of the ships and aircraft we have and expect to have in the immediate future.

### Organization

I WOULD like to show you very briefly the basic organization of the RCN (Figure 18).

Approximately 2/3 of the RCN is serving on the Atlantic Coast and 1/3 in the Pacific.

The two most important parts of the Navy are the ships including aircraft and the personnel of the Navy.

### ORGANIZATION OF RCN

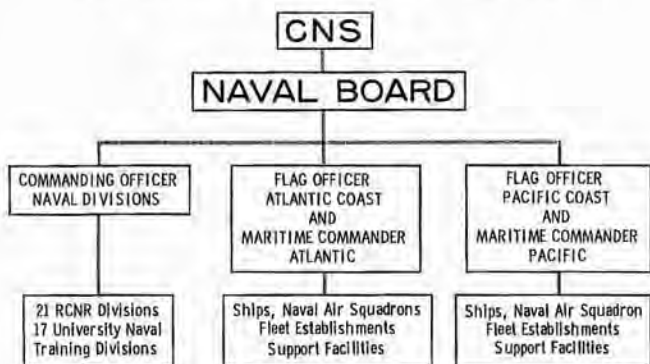


Figure 18

### RCN MANPOWER

OFFICERS, MEN, CADETS AND APPRENTICES  
CIVILIANS

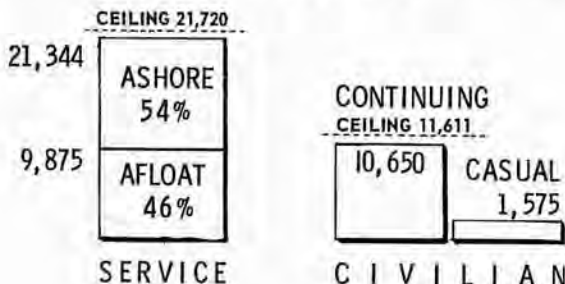


Figure 19

## NAVAL EXPENDITURE by CATEGORY



Figure 20

Today, the authorized strength of the Navy is 21,720. Against this are borne 21,344 officers and men (Figure 19). Of these some 46 per cent are serving at sea and the balance ashore. The great majority of those who are employed ashore are either instructors or are under instruction in the Fleet Schools. The remainder are employed in billets suitable to their trades, thus permitting a necessary measure of rotation between sea and shore duty.

I would like to emphasize again the importance of the training task facing a modern-day Navy. As equipments become more and more sophisticated, the need for higher degrees of maintenance and operating skills increases. These needs must be met by continuous and progressive effort by ships and schools. This challenge is being met in a most heartening manner by all concerned.

It has long been the policy of the Navy to employ civilians to the greatest possible extent in shore establishments and support activities. At the present time 11,611 civilians are so employed, and provide most useful and loyal service to the Navy in a great many fields.

### Naval Expenditures

**F**INALLY what does the Navy cost? Figure 20 shows expenditures by category from 1955 to 1963.

Naval expenditures were reduced progressively from 1956 to 1961 and you can see how procurement of equipment was squeezed out between a lower total vote and slowly rising operational costs.

In Figure 21 we see expenditures on operations and maintenance, broken down further. You will note that maintenance costs since 1955 have remained much

## NAVAL EXPENDITURES OPERATIONS & MAINTENANCE

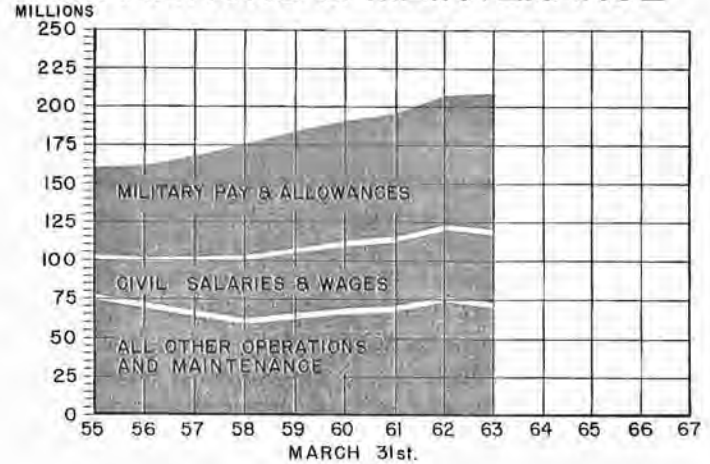


Figure 21

the same, despite increased wages and material costs. Also, the number of ships in commission has increased during this period.

The Navy is constantly looking for extra yardage from defence dollars because, as in so many other enterprises, costs are rising. The wonderful new equipment which is becoming available is much more effective, but it is also much more costly.

### Conclusion

**I**N CONCLUSION, may I point out that the best way to gain a better understanding of maritime defence, and naval problems, is to visit ships and establishments, to see the Navy operating, to talk to Naval personnel on the job, and if possible, to go to sea.

I would like to extend a very cordial invitation to the members of the Committee to visit ships and establishments at any time. I know you will be welcomed aboard.

I believe the economic, military and political importance of the oceans is becoming more widely recognized and that during the '60s and the '70s we will see much larger merchant navies and more powerful fighting fleets in many parts of the world.

I think that in the present RCN we have an effective, modern Navy, with a sound base for future growth. We recognize the necessity to maintain and increase our effectiveness and versatility in the face of changing conditions. The challenge for us is to ensure that our country, with its three long coast lines, the longest in the world, will have a strong Navy in the years to come. We will do our utmost to meet this challenge but we need the blessing and firm support of the people of Canada.

# RCN NEWS REVIEW

## Bravery Award For Petty Officer

PO Frederick G. Hasler has been awarded the Queen's Commendation for Bravery for saving a man from drowning in the Chaudiere River in July 1961.

PO Hasler saved a man's life when he dived into the Chaudiere River and brought the drowning victim up from the bottom at considerable risk to his own life.

PO Hasler had been at Garneau Beach near Lauzon, with two friends who were not strong swimmers and knew he could expect no assistance in the water from them. But, without hesitation he dived into the river and grasped the drowning man, who had gone down for the second or third time. Once the man was brought ashore artificial respiration was administered and he recovered.

Born in Hamilton on June 16, 1930, PO Hasler entered the Royal Canadian Navy in October 1951 as an ordinary seaman.

He has since served at establishments on both coasts and at Montreal and Hamilton, and at sea in the aircraft carriers *Magnificent* and *Bonaventure* and the destroyer escort *Sioux*.

PO Hasler, his wife and two children make their home at 28 Erin Drive, Dartmouth, N.S.

## Ships Welcomed On Europe Visits

The visits of six destroyer escorts of the Fifth Canadian Escort Squadron to Kiel, Germany, and Copenhagen, Denmark, during July were unqualified successes, according to the Canadian Ambassadors to West Germany and Denmark.

In a message to the Commander Fifth Canadian Escort Squadron, Captain C. P. Nixon, His Excellency the Canadian Ambassador to West Germany, John K. Starnes, said:

"I would like to express to you and all the officers and men under your command my appreciation of the magnificent way in which the Fifth Escort Squadron represented Canada in Kiel. There is no doubt that the visit was a great success. I would also like to express my personal thanks for the warmth of your hospitality."



Ceremonies commemorating the 96th anniversary of the founding of the Dominion of Canada were conducted on July 1 at the headquarters of Admiral H. P. Smith, USN, Supreme Allied Commander Atlantic, in Norfolk, Virginia. Captain R. W. Timbrell, Canada's representative at the honour ceremony, hands the Canadian flag to a Marine colour guard for the national day honours. Vice-Admiral John McN. Taylor, USN, Chief of Staff (right), presented the Canadian colour for the ceremony. (SACLANT Photo)

From His Excellency, the Canadian Ambassador to Denmark, Hector Allard, the following message was received:

"The visit of the Fifth Canadian Escort Squadron to Copenhagen has resulted in much favourable comment and praise, including that from various officials and diplomatic colleagues, and interesting publicity. I join with many others in thanking you, your officers and your men for a memorable occasion.

"We would of course have liked to have had you here on July 1, our Na-

tional Day. However, as this was not possible, your arrival on the second day of the month resulted in extending our annual celebration over a three-day period.

"The appearance, conduct and bearing of your ships' companies was in the highest traditions of Canada's Navy and I look back to your seven-day visit with great pride and satisfaction. It was a pleasure to meet you personally and I sincerely wish you and your squadron bon voyage."

The *Chaudiere* and her five sister-ships, the *St. Croix*, *Terra Nova*, *Gatineau*, *Kootenay* and *Columbia* were on an eight-week training cruise that took them to Plymouth, England, Kiel, Copenhagen and Londonderry. The Canadian warships arrived at 'Derry on July 12 for an operational visit lasting until July 28, during which they took part in the exercises with the British Joint Anti-Submarine School.

## Sign Gets Laugh —and Attention

It may or may not be original, but a little sign near HMC Dockyard, Esquimalt, got a few chuckles.

New grass was starting to sprout along a boulevard just finished near the naval base. Stuck in one corner was a notice which read: "Caution: New Blades!"

## **Assiniboine Rejoins Fleet**

HMCS *Assiniboine*, first St. Laurent class destroyer-escort of the Pacific Command to undergo major conversion for a new anti-submarine role, was re-commissioned at HMC Dockyard on June 28.

The conversion featured installation of variable depth sonar and the addition of a helicopter flight deck and hangar. The ship now also has two funnels located athwart ship. Initial work was done by the shipbuilding firm of Victoria Machinery Depot Co., Ltd., with completion being handled in the Dockyard. The conversion was started in June 1962.

Commanding officer of the *Assiniboine* is Cdr. Walter Blandy, native of Victoria, who has described the converted ship as the most deadly anti-submarine warship anywhere.

The ship carries 235 officers and men, most of whom are from homes in Western Canada.

The *Assiniboine* will proceed in early autumn to Halifax to join the Atlantic Command.

## **PO Appointed to Moscow Post**

PO Robert Brockley, of Windsor, Ont., and Halifax, has recently joined the staff of the Canadian Naval Attaché to the Ambassador of Canada to the USSR in Moscow. Accompanied by his wife, he will reside in Moscow for the next three years while carrying out his duties.

PO Brockley entered the Royal Canadian Navy as an ordinary seaman in November 1962. Following his basic training at *Cornwallis*, he specialized as an administrative writer and has served at establishments in Halifax, Esquimalt, London, Ont., and Montreal, and at sea in the cruiser *Quebec* and the *Bona-venture*.

He has been serving for the past year at HMCS *Niobe*, in London, England.

## **Officer Heads Technologists**

Lt. Robert G. Armstrong is the new national vice-president of the Canadian Society of Laboratory Technologists (SLT). He is officer in charge of the clinical laboratory at the Canadian Forces Hospital in Halifax.

Lt. Armstrong served during the Second World War in the RCNVR, thereafter attending Ontario Veterinary College, Guelph, Ont. He married the former Jean Miller of Ottawa in 1946.

## **Let Each Look After His Own**

The smallest Navy League Cadet embarked in HMCS *Crescent* during her Halifax to Lauzon refit run in July was a bespectacled nipper, Paul MacGillivray, 12-year-old Haligonian.

Cdr. V. J. Murphy, the captain, was quizzing him on the bridge to test his nautical know-how. Asked what he'd do if the ship had a disaster and began to sink, Cadet MacGillivray replied:

"I'd put on my life jacket and jump overboard, sir."

Cdr. Murphy pointed to hungrily cavoring whales and porpoises through which the *Crescent* was steaming at the time and asked:

"But what about them?"

Answer: "They'll have to get their own life jackets, sir."

It took quite a while to restore the command position to normal.

He rejoined the Navy in 1949 as a petty officer, serving in the Korean war theatre, and was commissioned in 1956. He has been in charge of naval laboratories on both coasts.

In 1958 he was elected president of the Vancouver Island Academy of CSLT and in 1960 Nova Scotian branch director of the national executive. Later he was elected national chairman of public relations and membership. He was public relations chairman for the second North American conference of medical laboratory technicians in Washington in 1962.

This year he chaired the 27th national convention of the CSLT June 23-27 in Halifax at which time he was raised to national vice-president.

## **Wartime DOP Dies in Halifax**

A member of the fifth term at the Royal Naval College of Canada which



CAPTAIN E. A. THOMPSON

he entered in August 1914, Captain E. A. Thompson, RCN (Ret), died suddenly in Halifax on July 4.

Captain Thompson had retired before the Second World War but returned to the Navy to serve for most of the war as Director of Officer Personnel. He was awarded the OBE on New Year's Day, 1946, the citation observing:

"For the greater part of the war he has been almost entirely responsible for appointments of all officers, ashore and afloat. The remarkable lack of misfits, particularly at sea, is a tribute to his psychological acumen and justice."

A private funeral for Captain Thompson was held on Friday, July 5, from All Saints Cathedral, Halifax.

## **First RC Chaplain Of Fleet Dead**

The Rt. Rev. Basil Martin, RCN (Ret), the first Roman Catholic Chaplain of the Fleet in the Royal Canadian Navy, died on July 25, at Truro, N.S., at the age of 62 years.

Funeral services, with naval honours, were held from Immaculate Conception Church, Truro, on July 29.

A native Haligonian, Monsignor Martin came from sea-faring ancestors on both sides of the family. At the outbreak of the Second World War he sought entry to the Royal Canadian Navy but the chaplaincy service had not been organized at that time and Monsignor Martin worked among naval personnel with the Canadian Army rank of major.

When the RCN formed its chaplaincy service in February 1941, Monsignor Martin became senior chaplain Halifax and a member of the naval service.

In November 1942 he was transferred to Ottawa as staff chaplain and served as assistant principal chaplain until becoming Chaplain of the Fleet (RC). He organized the Roman Catholic chaplaincy service for the RCN in Britain and he served for three months at sea in the armed merchant cruiser HMCS *Prince David*. He was awarded the OBE in the 1945 New Year's Honours List and retired the following September after having served for nearly six years.

Monsignor Martin brought to the RCN considerable experience as a naval padre. From 1927 to 1937 he was a parish priest in Bermuda and during that time served as a part-time chaplain with the Royal Navy.

On his retirement from the RCN, Monsignor Martin returned to his former parish at Ketch Harbour, in the archdiocese of Halifax. He was succeeded as Chaplain of the Fleet (RC) by Rev. M. P. MacIsaac.



# THE LAST DAYS OF SAIL

## Part Four

IT was two years before there was any great amelioration in general living conditions in the Royal Navy. By that time "Jackie Fisher" had become First Sea Lord and had embarked on a scheme of long overdue reform so far as the lower deck was concerned. The following circular was issued to the fleet:

"The attention of receiving officers is to be drawn to the fact, that as regards fresh meat and other provisions received from contractors, the prices at which articles are supplied, are not to influence their judgment. Quality alone, as provided in the contract specifications, is to be the consideration which should decide the acceptance or rejection of all articles supplied to the fleet."

The result was an immediate improvement in our food. There was more flesh than bone on the meat and it was obvious that for years someone had been getting a handsome rake-off at the expense of our stomachs.

Admiral Fisher thought of everything. He stopped the practice of making tea for the whole ship's company in the coppers by issuing the following instruction:

"As regards the tea ration, it appears to be the general practice on board ship to place the whole quantity issued for the various messes into the coppers at one time, the result being a decoction instead of an infusion. My Lords have therefore decided that this practice is to be discontinued and that when practicable, the tea is to be issued to the messes in a raw state and facilities are to be afforded by supplying hot water to enable messes to prepare the beverage themselves."

This decision enabled us to distinguish between a "decoction" and an "infusion" and also had the undoubted advantage, only to be appreciated by the lower deck, that the tea no longer tasted of onions and salt pork, from which odour the coppers, however well scrubbed, could never be entirely free. The new practice of "wetting the tea" in "fannies" was welcomed by all.

Furthermore the men had no longer to pay a mess bill at the end of the month. In some cases, if they did not take up all their rations, they became entitled to a considerable mess allowance, receiving extra money in lieu, with which they were able to buy extras

from the canteen such as eggs and bacon and tins of sardines. Hitherto sugar, milk, tea, butter and potatoes had been the first things to go down on the canteen chit, adding quite a lot to the mess bill, but these things now became part of the ration.

Another reform was in regard to the length of service. A man was no longer forced to remain with the colours for 12 years from the age of 18. Now he could enlist for five years, with seven in the reserve, so that he could leave at the age of 23 and not be obliged to remain with the navy until he was 30 when he would find it hard to get a job in civil life. There was no full employment in those days, you must remember.

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By  
Arthur Walpole

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The new scheme had an immediate effect. There was now no longer any shortage of recruits. The new short service ratings became known as "Ticklers" after a certain brand of jam which was issued at the same time.

Even so, life was tough in the navy in those days. I remember one morning when we were being inspected at divisions, an able seaman, one of the roughest of our rough company, was called out for being dirty. He stepped from the ranks and began to abuse the officer. Leading Seaman Livingstone who was in charge, thereupon knocked him cold and, muttering an apology to the commander, said audibly, "You'll have no more trouble with him, sir". Just that.

IN THE *EGERIA* we were uncomfortably overcrowded. I leave it to you to imagine what it was like in those cramped quarters with all the hammocks slung the regulation 18 inches apart. The lucky boys slung their hammocks in the foc'sle where they could get fresh air coming up through the hawsepipes. The less fortunate had to sleep half stifled in the other part of the deck. We had no sick bay on board. The sick or injured had to manage as best they could until the ship came to a port and they could be transferred to the naval hospital at Victoria.

During my service in the *Egeria* we had two fatalities. One of the boys was killed in an accident at Esquimalt. The other was Leading Seaman Livingstone, to whom I have already referred. Although he was a strict disciplinarian, he was generally popular. He unhappily died of pneumonia. He was caterer of my mess and I was chosen to be one of the funeral party, my first experience of the kind. I was one of the coffin bearers and we had to draw the corpse on a gun carriage for three miles to the cemetery.

Dead men's effects were sold immediately after the burial of their owners. They were laid out on the upper deck and put up for auction. Quite often large sums were realized, for once an item had been knocked down, it was handed back for sale again. I have known as much as £100 to be raised in this way apart from a whip round for the man's widow. In Livingstone's case the crew subscribed for a headstone and his grave was maintained by the ship's company while the *Egeria* remained in commission.

The now familiar battleship grey was not introduced 60 years ago. The *Egeria* had a black hull and was copper sheathed below the waterline, with white upper works and yellow masts. When we were under sail the two-bladed propeller was disconnected from the main shaft and hoisted up through the screw well, clear of the water, thereby increasing our sailing speed. We could sail at between six and eight knots, whereas our steaming speed, as I have said, was 11 knots. Sailing was frequently interrupted, as quite a lot of the men would be away in boats when we were surveying.

WE HAD two steam pinnaces, the *Herald* and the *Alert*, two 14-oared cutters, a jolly boat, a whaler, a captain's gig and a wardroom skiff, which hung at the stern rails for use by the officers. It was manned by two boys in turn to avoid favouritism, for the crew of the wardroom skiff had a cushy job. The pinnaces were Heath Robinson affairs about 25 feet long, with covered-in stokeholds amidships. The stoker fed the fire from sacks of coal on the deck and the stoker petty officer worked the engine under the enclosed hatch, putting out his head from time to time to get a breath of fresh air. Each pinnace was steered

by a tiller and there was a tiny cabin in the stern which could take six men at a pinch. There was a regular crew of five—a coxswain, two ratings, a stoker petty officer and a stoker. And both the *Herald* and *Alert* had jaunty brass funnels which had to be kept beautifully polished.

They were used in making the surveying lines for soundings, keeping a straight course between two marks which had to be large enough so that they could be seen right across the strait. To do so, big tripods were erected on a convenient rock. Often it meant scaling a cliff shortly after dawn with the officer carrying a theodolite and the rest of the party armed with pick-axes and spades to clear the selected space. Trees were felled to form the tripod and it was made conspicuous by wrappings of red and white canvas. A boy carried a pail of whitewash and paint for the purpose. When on such expeditions we took with us a day's rations for often we had to climb 2,000 feet but usually there were paths to make the ascent easier. And at night we were taken off by one of the pinnaces.

Often the erection of a tripod took the best part of a day. Sometimes we would find that when operations were due to begin the next morning, no tripod could be seen. It had been dismantled during the darkness by Cluchi Indians, who had purloined the canvas to make

wigwams. Incidentally, the boarding pikes came in very useful on occasion in the erection of the tripods when a smaller mark could be used. They saved the labour of cutting down trees, being firmly driven into the ground as a framework for the canvas but, of course, they could only be used in places where there was no danger from marauding Indians. Such a use for pikes was the only reason I could ever see for their inclusion in ship's stores.

The *Egeria* was equipped with a Thomson sounding machine which enabled her to take soundings without reducing speed. The pinnaces also had sounding devices of 100 fathoms of steel wire on a drum at the end of which was a 21-pound lead grab which would open on hitting the bottom. The sand brought up indicated the nature of the floor of the ocean. If it came up scratched we knew there was rock down below. It was hard work manipulating the lead grab when you had to drag it from the full 100 fathoms. A dial recorded the depth and a bell sounded when the grab touched bottom. We used an ordinary hand lead in shallow water and the sounding machine only came into operation when the water was too deep for the hand lead. The weight of a boat's lead was only seven pounds as against the 14-pound lead used in a ship.

**A**N INTERESTING feature of our routine work was tide watching. It was a job we all liked. A party of men was landed at a chosen point in charge of a petty officer. The tide pole was erected in a suitable position, the water being calm enough to avoid ripples which would confuse the tide watcher and yet far enough out to ensure a true record would be made of the rise and fall of the water. The tide pole, marked in feet and inches, was painted black and white. We lived in tents and took turns to serve two hour watches, making entries in our note books every half hour. At night we obtained light from a ship's lantern. We had a boat so that we could go fishing when off duty. Or we could go off to pick salmon berries, a larger edition of the common loganberry. In fact at such moments we could do as we pleased. We would remain on shore for a fortnight before being relieved—quite a pleasant break for all concerned.

In the course of our duties we landed from time to time at various towns and villages on the foreshore of the island. One was Alert Bay, named after one of our pinnaces, an Indian settlement with an elaborate but crudely decorated totem pole, some 12 feet in height, set in the middle of an open space. There were various deities at intervals, each one separated by a firm



The Royal Navy's drydock at Esquimalt as it appeared a couple of generations ago. The drydock is still in service in HMC Dockyard and what appears in the picture as forested background is now the site of HMCS Naden. (E-37412)

dividing line. The natives on Vancouver Island belonged to the Haida tribe and those on the mainland to the Cluchis. They were not very numerous but were very mischievous. The island was gradually being industrialized. The second largest town, Nanaimo, was already the centre of a coal mining district. It was of far more interest to us that you could buy a tin of salmon for ten cents to vary the monotony of salt pork and hard tack.

THE MAINLAND was more interesting on account of its huge forests where lumbermen were always at work. We could watch them as we lay at anchor in one of the various creeks. You could see the immense slides running from the top of the cliff to the water's edge. The big logs were eased into position by lumbermen carrying poles with long spikes. They were giants among men. They had to be, for their work necessitated giant strength. Occasionally a log would change direction bringing about a jam, succeeding logs piling one on the other until they reached the dimensions of a small mountain. The slide could only be brought into use again by blowing up the encumbrance with dynamite. If nothing untoward happened, the big tree trunks would shoot far out into the creek where they were roped together in the form of rafts to be towed to distant sawmills by means of tug boats.

The lumberjacks used to come on board and invite us to their camps to have a closer view of how the work was done. As I have said, they were immense fellows but very cheery. With the warning cry of "Timber", they could fell the biggest tree in an incredibly short time. You would literally look up at a tall fir tree one minute and the next it was lying at your feet. Then began the task of lopping the branches and when the trunk was bare it would be hauled by wires by donkey engines to the top of the slide on its way down to the creek below.

The lumbermen were very hospitable and their huge meals cooked by Chinese servants were something I still remember. All we could offer in return was a singsong on board the *Egeria*. We sometimes entertained them at Vancouver City, when they came in for the July celebrations, with a firework display.

This was an annual event for which the *Egeria* joined up with the remainder of the fleet and there was a leave of 96 hours for each watch. The lumberjacks poured into the city with lots of money in their pockets, and how

they spent it! The saloons were packed all day and far into the night, for licensing hours were unheard of. If anyone tore a cloth in the many billiard halls, the damage was immediately paid for with piles of gold dollars. And in the merry condition of the lumbermen, there were many rents. After all, it was the only holiday they had in the course of the year. And naturally the gay women of the town shared in their lavishness. They were hardly ever quarrelsome. When all their money was gone, they cheerfully returned to their lumber camps in the mountains to save up for next year's spree.

AS A DIVERSION, the annual fleet regatta was held at the same time. The crew of the *Egeria* could not enter into the major events such as sailing and boatpulling but we came into our own in the profession of copper punts. Each ship carried copper punts for cleaning the copper sheathing above the water line. They were decorated in the form of swans or mermaids. The mermaids had a girl's head and a half submerged tail, with a rudder below to steer the punt. Others would be rigged as replicas of one or other ships in the fleet. It was here that we scored. Our punt was an exact model of the *Egeria*, every rope in place, every rope set, the little boats on their davits, gangway ladders hoisted and figures representing the crew on the deck.

TODAY when the best tinned salmon costs the earth, my mind goes back to the days when we saw the Fraser River in the spawning season. The estuary was discoloured for miles by the rushing torrent. It was alive with salmon, the fish being so numerous that it was hard to pull a boat through the water. And this is no tall angling story. Some of the fish even leaped into the boats and aboard the *Egeria* it was momentarily a case of salmon galore, cooked in every possible way, until you became heartily sick of it.

The natives had their own way of catching smaller fish, using a flat board studded with nails. They used to go out in pairs using an ordinary row boat. One man would row and the other, standing in the bows, would sweep the water with the board. If they happened

on a shoal they could bring up two or three fish at a time.

To get really a lot of fish at one swoop, a seine was used, a big net kept afloat by cork and weighted at the bottom. There was a bag in the middle in which the fish were caught. Such operations usually took place off a sandy beach and the seining party worked from the shore, the seine being taken out into the channel in the form of a semi-circle by a cutter. We used to go out seining in parties in the evening, and cook the fish at open fires on the beach and afterwards have the usual singsong.

The *Egeria* went to sea by both sail and steam. Certainly at the end of the surveying season we invariably entered harbour at Esquimalt under sail. On one occasion the sails were so frozen they could not be furled. There was only one thing to do—brail them up and wait until the weather cleared. An officer on the foc'sle had other ideas and called loudly to the men taking in the foresail to put more "beef" into it. Knowing that any amount of "beef" would not make any difference, one of the old hands, enraged, shouted back: "Shut up, you bald-headed old b . . ." He was duly entered in the captain's report, courtmartialled and given 60 days for insubordination. In the navy it is always best to keep your trap shut no matter how you feel. The inevitable "10A" followed all petty offences. It meant stoppage of the rum ration and all leave, with extra work in the dog watches.

Our surveying work generally ceased a month before Christmas and was not resumed until the beginning of March. During that period the *Egeria* was housed-in as a protection against the weather and thoroughly overhauled while the crew lived in hutments in the dockyard. She was fumigated and dried out. If necessary she went into dry-dock to be cleared of barnacles. It was here that the copper punts were used.

It also gave an opportunity to study the results of the season's work and to get new kit. Our duties took a heavy toll on our clothing and we were given a free issue of six yards of flannel, six yards of serge and six yards of duck to make new gear. If you had enough money, you would pay an experienced shipmate to do the work for you.

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A fifth and final selection from Mr. Arthur  
Walpole's autobiography will appear  
in an early issue

# HERE AND THERE IN THE RCN



Captain G. C. Edwards, commanding Officer, HMCS Shearwater, inspects the Sea Cadet Division at ceremonial divisions during which he talks to Sea Cadet Petty Officer Second Class Frederick Tessier of RCSCC Atlantic, Grand Bank, Nfld. Thirty-five Sea Cadets began a seven-week course in the Fleet School (Air) at Shearwater on July 3. (DNS-31318)



Summertime is training time for three RCNR medical wrens, all from Winnipeg, shown getting instruction in mouth-to-mouth artificial respiration procedures at the RCN hospital in HMCS Naden. From left: Gerri Sobovitch, Sub-Lt. Ann Kelley (instructor) from St. John's Newfoundland; Marilyn McVey and Doreen Bernicot. (E-72724)



Rear-Admiral J. V. Brock, left, has officially assumed the appointment of Flag Officer Atlantic Coast at Halifax. Commodore E. N. Clarke, Commodore Superintendent Atlantic, is in the Centre, and the previous Flag Officer, Rear-Admiral K. L. Dyer, now Vice-Chief of the Naval Staff is on the right. They are on the stairway to Command headquarters. (HS-72479)



These four young ladies from the Shearwater Swim Club turned in creditable performances at the Canadian swimming and diving championships at Montreal. Left to right are: Ann Marie McCarthy, Beverly Britton, who broke two Canadian records, Lynn Palmer and Arlene Henderson. The Shearwater girls were competing for the first time against the best talent from all parts of Canada. (DNS-31433)

# Home from the Sea



## **CNA General Meeting Held**

Naval veterans from as far as Sault Ste. Marie and Ottawa and delegates of other clubs affiliated with the Canadian Naval Association, converged on Toronto the week-end of June 16 for the annual general meeting, and election of officers of the CNA.

The locale was the well-appointed Chief and POs' mess of HMCS *York*, and the host club was the Pre-War RCNVR Association.

A special and welcome guest at the business session was Commodore R. I. Hendy RCN(R) (Ret). The chairman was the national president, H. A. Maynard, of Oshawa.

Correspondence brought to the attention of the meeting that another club will shortly be added to the growing list of affiliates. Cornwall Naval Veterans have organized and requested information on conditions necessary to qualify for membership in the CNA.

A letter from the secretary of the RCN Benevolent Fund Committee suggested that the CNA wait awhile before placing a CNA representative on that committee.

Sarnia was complimented on its capable handling of the recent reunion.

Many anticipated that the city holding the 1964 reunion would be announced at this meeting but, while verbal requests were made, the executive adhered to the rule that all bids must be in writing, so this news must await the next meeting.

The addition of the word "Royal" to the name of the CNA was again pressed, but Commodore Hendy advised that a slight change in the wording of a bylaw in the constitution would be advisable before seeking the permission to use the word. The change was approved and it is possible that the CNA will, in the not too distant future, be known as the Royal Canadian Naval Association.

The CNA beret flashes have come under some severe criticism from time

to time, and the president is investigating the possibility of having one designed from the national crest.

The CNA's new flag was strongly approved, and was a pleasant surprise for those who saw it for the first time.

Contacts have now been established with several western naval veterans' clubs, and the association looks forward, with reasonable optimism, to future affiliation.

The CNA sports chairman, Joseph Vechiola, reported that while the first annual CNA Sports Day on May 11 was not exactly an unqualified success, the experience gained should make the next one more successful.

Following "stand-easy", elections for a two-year term were conducted by Lt.-Cdr. R. A. V. Jenkins. It would seem that delegates were satisfied with the efforts of the previous executive since the slate of officers remained the same: H. A. Maynard, president; C. E. Moore, executive vice-president, S. R. Piner, first vice-president and publicity director; N. J. Yorston, executive secretary-treasurer, and Joseph Vechiola, sports director. The next meeting of the executive will be in Kitchener in October.—S.R.P.

## **40th Anniversary Of RCNVR Noted**

When old salts of the RCNVR got together at HMCS *York* on April 20 to celebrate the Wavy Navy's 40th Anniversary, two of Toronto's originals from 1923 were there.

*York's* first commanding officer, Lt.-Cdr. Gordon B. Jackson, one of the first Canadians commissioned into the RNVR during the First World War, had support at the dinner from Alf Hearst, one of the first instructors when Lt.-Cdr. Jackson took command of the Toronto half company of the RCNVR in 1923.

Captain T. E. C. Orde presided at the dinner and indulged in some colourful yarning with the guest speaker, Rear-Admiral Patrick Budge.

HMCS *York's* present commanding officer, Cdr. Peter Wilch, not himself an RCNVR type, but an RNVR during the Second World War, represented Toronto's naval division.

Four ex-commanding officers of *York*, Captain Geoffrey Sheddon, Captain L. D. Stupart, Commodore R. I. Hendy and Commodore J. W. F. Goodchild, also attended. There were 150 at the dinner. Also at the head table was the president of Toronto's Pre-War RCNVR Association, C. E. (Pony) Moore.

As the toast to fallen shipmates was made, every light in the ship was turned out, then a single brilliant spotlight illuminated the White Ensign as it went slowly to the dip.

With a staging like that, a bugle playing the Last Post, old shipmates all around, and awakened memories, there were bound to be moist eyes.—P.W.

## **Morgan Heads Toronto NOA**

Election of J. H. Morgan to the presidency of Naval Officers' Association of Canada, Toronto branch, was announced in July. He succeeds J. E. D. Stuart.

Mr. Morgan, a retired RCNR officer, joined the RCNVR at *Chippawa*, the Winnipeg naval division, in 1943 and continued on active service until the end of the war. Until his recent retirement from HMCS *York* in Toronto, he had been an active reserve officer in both the Winnipeg and Toronto naval divisions. Mr. Morgan heads up his own firm, Leased Sales and Merchandising Personnel, in Toronto.

Members of the executive and directors for the coming year are R. I. Priddle, vice-president; J. E. D. Stuart, immediate past president; John G. Kingsmill, treasurer; A. G. Richmond, secretary; W. E. Paterson, assistant secretary; P. L. Robinson, membership secretary, and directors H. Gardiner Cowan, W. R. Duggan, C. G. Emery, J. R. Faulds, J. L. Morris, J. K. Murray, Dr. M. J. O'Brien, C. Rathgab and A. C. Theobalds.

# THE RCN'S PLOT

A NOTABLE contribution in the anti-submarine field has been made by a Canadian engineering firm, working in co-operation with the Royal Canadian Navy. This has involved the development and production by Marsland Engineering Limited, of Waterloo, Ontario of a superior anti-submarine plotting system for use in warships.

Two of the systems were borrowed by the United States Navy from the RCN in 1959 and proved so superior to the equipment in use that a \$4 million contract was placed by the USN with Marsland for similar systems. Other NATO navies are showing interest.

Before 1953, RCN practice was to procure and fit Admiralty type plotting systems. However, none was available in a reasonable length of time for fitting in the St. Laurent destroyer escorts and it was necessary to write an RCN specification. This was for the most part a performance specification, which left the methods of achieving the desired results to the designer.

The specification was circulated to industry without arousing much interest but among the replies was one from Marsland Engineering Limited, indicating that the company appeared to have both the know-how and the facilities to produce the required systems.

In 1955—the year in which the first of the St. Laurent class ships was commissioned—a contract was awarded to Marsland Engineering to produce a pre-production model of the Canadian system. The evaluations were satisfactory and the order was raised to a total of 73 systems. Four more were ordered in 1958, the total of 77 systems being used for fitting in the new construction destroyer escorts, the Tribal class destroyers, the *Sioux*, *Crusader* and *Fort Erie*, and training divisions.

In the meantime, at their own expense, the manufacturers had been seeking to improve the plotting system and by 1958-59, more than five years after the original order was placed, had achieved a major breakthrough, resulting in marked improvements in overall accuracy, reliability, slewing speeds, and the time required to calibrate the system. As a result, a contract was raised in 1961 for the modification of much of the RCN holdings, including all shipborne equipment and a portion of the training equipment, to include improvements.

The Marsland system takes information from the ship's speed log, gyro compass, radar and sonar and provides in return an accurate and continuous display of the location of two targets (they could be a submarine and an attacking helicopter) and an up-to-the-second dead reckoning of the ship's position. This is done by means of projected spots of light on a translucent screen that forms the top of the plotting table and by electro-mechanical latitude and longitude counters.

In normal use, both the plotting table and the dead reckoning indicator derive their position information from electrical signals originating in the speed log and gyro. For training purposes, manual control of speed and course is provided.

In conventional plotting methods, the course of the ship is plotted manually on charts. This is done by drawing vectors at regular time intervals, the length and direction of the vectors corresponding to the distance travelled and heading of the ship. The accuracy of a manual plot depends on how closely a straight vector represents the average course of a ship over a chosen time interval. Such variable factors as

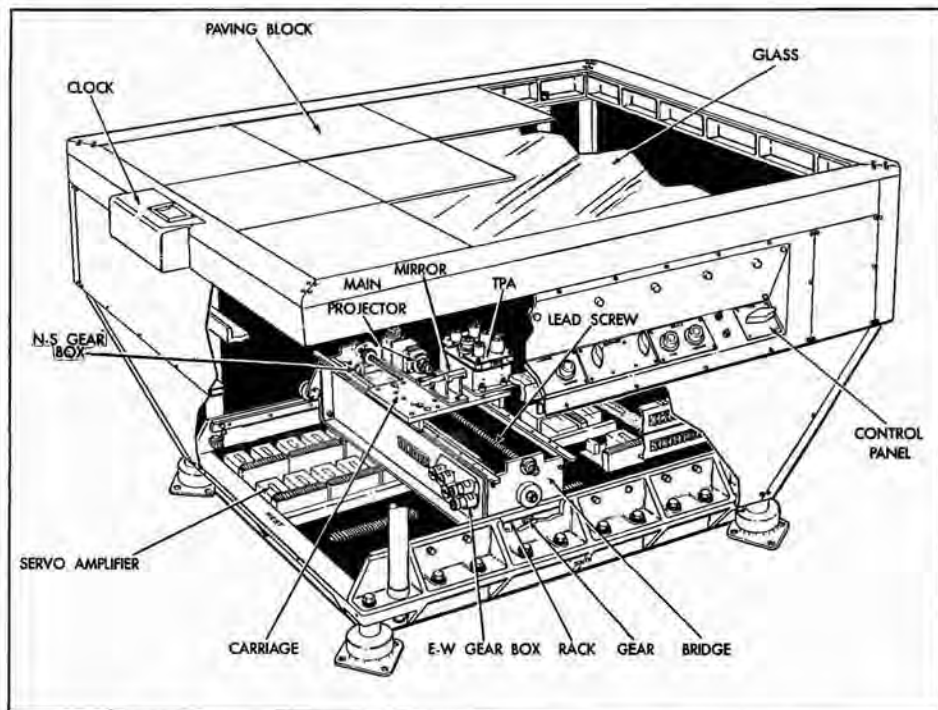
winds, bad steering, compass errors and poor seamanship tend to reduce the accuracy of this method of plotting.

As the course vectors are drawn at specific time intervals (say every hour) they represent approximations. Accordingly, there may be discrepancies between the plotted course and the true course.

In the case of the automatic plotting table, the plot proceeds continuously instead of at fixed time intervals and actual values of speed and course are being processed instead of approximations. Thus, automatic plotting can be highly accurate where wind and current are not exerting undue effects.

On the plotting table itself, the ship's position is the centre point of a polar diagram (a compass rose with range circles added) projected onto the translucent table top. A record of the ship's course can be made simply by tracing the position of the origin on the translucent screen by means of a pencil. Targets are shown on the screen by coloured spots of light, one red and one green, representing respectively sonar data and radar data.

This is another instance of Canada being in the forefront in the development of anti-submarine equipment and one in which the manufacturer has taken helpful initiative.



This is one model of the RCN's plotting table, which is about the size of a large office desk. It has a glass top on which rest squares of translucent plastic. The heart of the plotting table is the "bridge" on which is mounted the main projector and two target plot attachment projectors. The bridge moves in an E-W direction on rails and the projectors are movable in an N-S direction. The plot shows the movements of the ship, and two "targets", say, a submarine and a helicopter.

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS *Bonaventure*

After a frigid refit in Sant John, N.B., the *Bonaventure* arrived back in Halifax looking somewhat shabby from her three long months amid snow and ice. A hectic three-week storing and ammunitioning period, mercifully broken by the long Easter week-end, had the ship ready to embark 880 Squadron and depart for the warmer climate of Charleston, South Carolina.

Three days of work-ups and chipping en route removed most of the rust from

the crew and a little from the ship. The flight deck had suffered considerably from the rigours of winter, and an afternoon was set aside for an Open Invitation Chipping Match, when blisters and small mounds of paint scale grew proportionally.

The ship entered Charleston on a bright sunny morning and crept rather apologetically past rows of immaculate American ships to Pier Kilo, where an immediate start was made on the task of painting her overall.

The weather was hot during the next two weeks but, amid sweat, toil and Number One's tears, the ship lost

her grime and rust, and emerged looking resplendent and respectable once more. Considerable wrathful indignation was aroused among the crew at one stage because a paper from back home had announced that the ship was in Charleston for "rest and relaxation". This had cocked the eyebrow of the average Navy wife who had been receiving paint-stained letters telling tales of sweat, sunburn and blisters.

Just for the record, there is nothing relaxing about painting an aircraft-carrier!

Towards the end of the stay the ship was prepared to go to Haiti but the crisis died down and the qualifying of pilots in deck landings carried on.

After a week in Halifax the *Bonaventure* sailed again for exercises with the Fifth Squadron, and it was on the second day of these that the CS2F Tracker crashed into the sea tragically taking the lives of Lt. D. F. Matheson and PO R. A. Hammer.

A proportion of the remainder of the exercise was spent mournfully hooting around in the inevitable fog banks looking for warm weather both inboard and out but the exercises were successfully concluded and the ship returned to Halifax on June 22.

## NAVAL DIVISIONS

### HMCS *Hunter*

Lt.-Cdr. Dalton E. Charters, commanding officer of HMCS *Hunter*, the Windsor, Ontario, naval division, has been promoted to acting commander, effective July 1 of this year.

Cdr. Charters, who has been commanding officer at *Hunter* since May 30, 1961, when he succeeded Captain William G. Curry, has been active in naval life since 1948. At that time, as a freshman at Assumption University he joined the second class of University Naval Training Division cadets for instruction at *Hunter*.

In September 1960 he became executive officer of the Windsor division.

A lawyer in civilian life, Cdr. Charters is a member of the firm of Donaldson, Charters and Brockenshire. He is married to the former Pierrette Lanoue.

While at university, Cdr. Charters remained with the UNTD and was com-



missioned at *Hunter* as a sub-lieutenant following his graduation. He then attended Osgoode Hall and entered private practice on graduation, retaining his connection with the naval reserve.

### HMCS Scotian

The annual inspection of HMCS *Scotian*, the Halifax naval division, took place on May 27 at divisional headquarters in the Mine Base by Point Pleasant Park.

Inspecting officer was Captain Murray A. Davidson, Chief Staff Officer to the Commanding Officer Naval Divisions.

More than 100 officers, men and wrens were on parade. Three reserve personnel were awarded the Canadian Forces Decoration, Chief Petty Officers H. B. Cleveland and J. C. Anderson and PO K. F. Eisan.

For *Scotian* this is the 40th anniversary year as a naval division, since she was one of the original 16 set up across Canada in 1923. There are 21 today, from St. John's, Newfoundland, to Prince Rupert, B.C.

### HMCS Malahat

A double winner of HMCS *Malahat's* divisional prizes for the past training season at the Victoria naval division was AB B. H. Wilby, who won first prize for seamanship and first prize for sports.

Ord. Sea. C. R. Dawson won the Captain G. A. V. Thomson trophy as the best new entry. Ord. Sea. L. E. Thomas won the communications prize and Ord. Sea. W. C. Warren the prize for the best kit.

AB K. Sturmev won the award for other proficiency subjects.

The Captain Jackson trophy for the most proficient division in *Malahat* was won by General Training IA class, whose divisional officer is Sub-Lt. D. Walton.

## SEA CADETS

### RCSCC Columbia

The fourth annual inspection of RCSCC *Columbia*, Aldergrove, B.C. by Cdr. J. W. McDowell, came as the climax to an exciting year.

E. D. Stone, president of the B.C. Mainland Division of the Navy League, presented the R. J. Bicknell proficiency trophy to the corps for the third successive year. In addition, *Columbia* has been awarded the *Powell River News*

trophy as the best all-round corps in the Pacific area and Able Cadet P. Irons received the Assistant Area Officer's dirk for obtaining the highest pass mark in the Pacific area in the leading cadet paper.

During the Lower Mainland Junior Tattoo in May, *Columbia* provided a royal guard for the Lieutenant Governor, Major General G. R. Pearkes, VC.

Part of the ceremonies was the presentation of fanfare trumpets from

youth groups in the Fraser Valley to the Royal Canadian Engineers band. PO T. Metcalfe, of *Columbia*, Canada's Sea Cadet of the Year, made the presentation.

To round off the year, *Columbia's* regatta crew of Able Cadet E. Mackenzie and Able Cadet F. Carstensen was selected as the result of elimination trials to represent the B.C. Mainland Division at the National Sea Cadet Sailing Regatta in Vancouver in August—J.R.T.

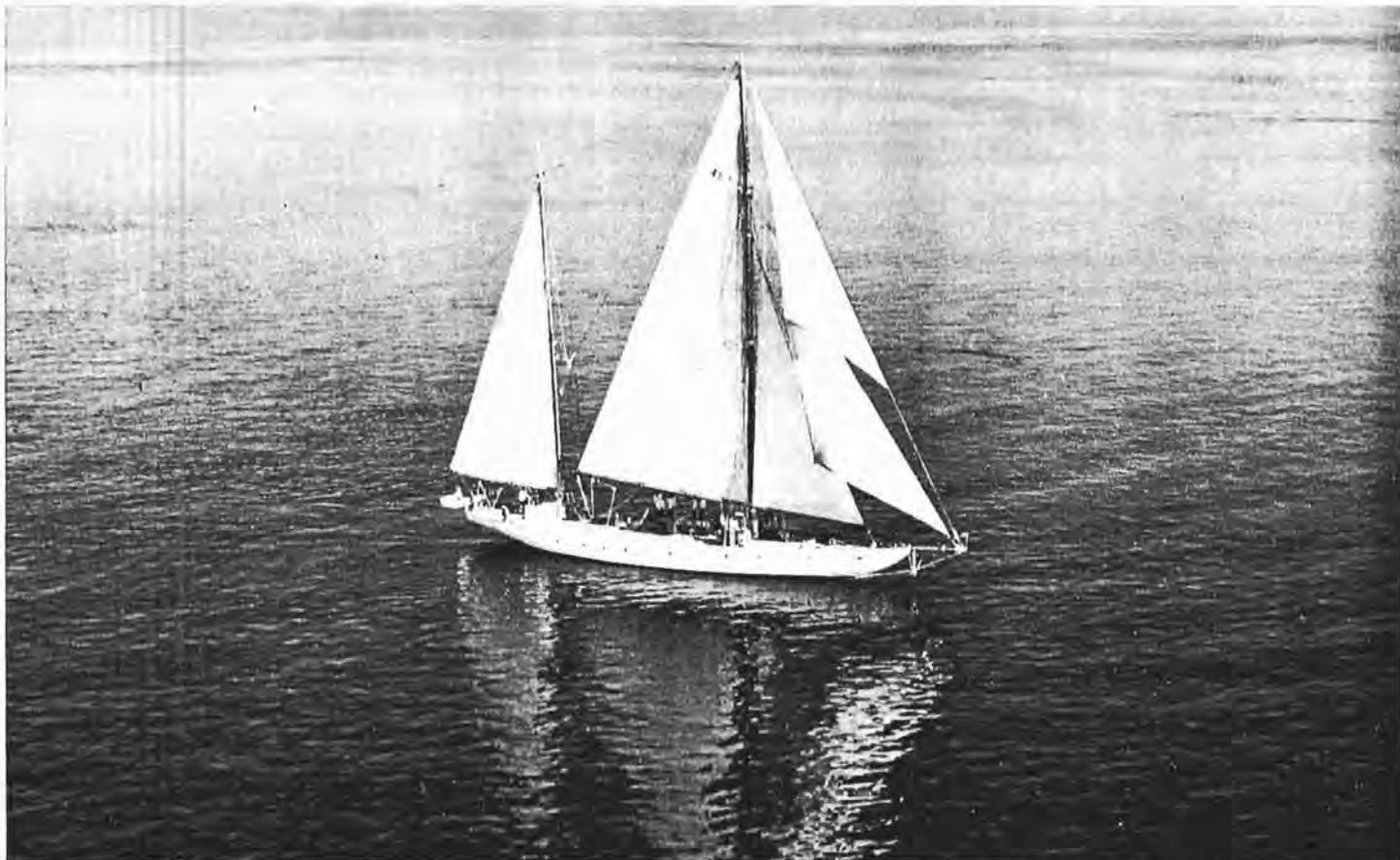


Navy League Cadets stow personal gear in HMCS *Crescent* at the start of a cruise from Halifax to Lauzon, Quebec, July 12-15. CPO Cadet Gary Rafter and Cadet Paul Heerebot were among 15 Micmac Corps cadets embarked as the destroyer escort headed up river for refit. (HS-E2560)



The destroyer escort *Sioux* in early July played host at Hamilton to 480 children of YMCA clubs in the Galt area. Shown is a group of Preston children with their club counsellor Miss Barbara Michener, of Preston, and their tour guide, AB Keith Godwin, formerly of Preston. (COND-8581)





# SWIFT BUT NOT SURE

By

**John Andrews**

Staff Reporter,

The Vancouver Sun

The Admiral summed it up very nicely.

"Gentlemen," he told the sunburned group clustered around the *Oriole's* wheel, "we are about to make our grand entrance".

Then things began to happen with startling suddenness.

Pushed by a strong following wind and sea, the *Oriole* lifted to a surging 12 knots. Her straining spinnaker pole began an almost unbelievable whipping bend to starboard.

Skipper Bill Walker quickly ordered all hands aft. A moment later, a guy snapped. The huge white spinnaker split with a loud crack as air tore through a hole in its 6,600 square-foot surface.

With the remains hastily cleared away and more sail hoisted to take its place, the *Oriole* swept through Race Rocks Passage.

She made the finish line just 35 hours after a dull, dead-calm start the day

before. It was a start that lost her the race even before she eased achingly across the starting line, bound on a 136-mile run in the 1963 Swiftsure.

I first went aboard the *Oriole* as she lay alongside in Victoria harbour the night before the start.

Trim and neat, she looked a winner as she bobbed lightly beside the other flag-draped yachts.

## The Author

*Like people in other professions, sailors often cannot see the woods for the trees and it's refreshing to have someone drop in from outside once in awhile to point out what is really going on. In this instance, the visitor is John Andrews, marine editor of The Vancouver Sun, who underlines what her fans have always said, that given half a chance, the Oriole could win the annual Swiftsure classic (which she has invariably lost) in a walk.*

I went below and met the most important men aboard. The first was Bill (Lt.-Cdr. W. D.) Walker, the *Oriole's* captain.

Looking absolutely fit and brown as a native, he flashed a grin and gave me the run of the ship. "You're port watch," he told me, as he passed over the crew list.

While I had a look at it, Bill left to wish *bon voyage* to the other skippers and it was then I ran into important man number two.

"Who are you?" he demanded.

"A reporter," I mumbled, meekly.

"Well, I'm the ship's cook," he said. "And that's my galley. In there, I'm the boss!"

I didn't argue and so, assured he was still in command, Benny Theriault, leading seaman, Cape Bretoner, and "the best dam' cook in the navy", decided I would do.

It was the start of the best friendship my stomach ever had.

At dusk, the *Oriole* slipped for Esquimalt and once alongside, the crew removed as much gear as possible to lighten ship.

Before turning in, I was told by a grinning group that I had been assigned a hammock at sea.

Cox'n Dave Ferguson (wearing the biggest grin of all) had also neatly arranged another hammock for *Sun* photographer Brian Kent.

The other civilians aboard, Verne Vosper, a tide and current expert and tug skipper, and John Seale, CBC photographer, drew bunks.

On race morning, long faces all around.

We had a flat calm. No wind, an inbound tide, and a crowded pack to play who-gets-to-the-line-first with.

The gun caught the *Oriole* flat-footed. Well astern of the line, she just managed to ease her bow up to the marker ship, the frigate *Beacon Hill*.

Then she began to slip rapidly astern.

Bill Walker could do nothing. He tried everything. Different sails; shifting weight; muttered threats; pleading promises. We just sat there, sullen and unmoving, our anchor holding us off the nearby shore.

It was while Benny was pumping us full of his waist-bulging food, almost three hours later, that Bill made a dramatic move.

He was the first of about two dozen becalmed skippers to sense a change in the air. Quickly, he ordered all hands on deck.

We began to run the heavy anchor chain aft. More than 200 feet of it was down and as we grunted and groaned our way along the deck, Bill hoisted his spinnaker and mizzen staysail.

Both light nylon, they caught, filled cautiously and with slight way on we crossed the line.

The air stayed light for another two hours, however, and by the time we reached Race Rocks Passage, the lead boats were five hours ahead.

It seemed our big 90-footer had not even the slightest chance of overtaking.

With Rear-Admiral E. W. Finch-Noyes, (Ret), spelling Bill Walker at the helm, we held council.

What wind the *Oriole* had was contrary. To get any distance she would have to beat her way in short legs up Juan de Fuca Strait.

She was at a great disadvantage. For the *Oriole*, in spite of her great spread of canvas, just can't point into the wind.

As she smashed her way through a now growing sea, Bill decided to tack her well out toward the American shore, then beat back and so on, all through the night.



We did have prospects of freshening wind; that at least gave us hope of catching a good part of the fleet, still well ahead.

As dark came, we were alone. Long reaches had taken us over many miles of water. But we had gained little over the true course.

Still, the wind was holding. With *Oriole's* great sail, we might make up a good portion of our lost time.

I managed (without aid of seamen or "mick sticks") to sling my hammock and turned in.

When the middle watch was called, you could feel the change. A heavy sea rolled the *Oriole* with complete disregard for crew and crockery.

Stinging rain lashed us and we were ordered to wear life jackets and step carefully.

I found a cosy corner aft near the mizzen and talked over our position with the Admiral, who had taken the helm.

The *Oriole* was doing well, he said. The more wind the better. The bigger the sea, the easier for her; the harder for the smaller boats.

We'd make the Swiftsure mark by mid-morning, the admiral reckoned.

He was right on the button. At 10:30 a.m. we slipped round the anchored frigate and began the haul for home.

Before we made the mark we saw the lead boats shoot past with all sail flying. The *Adios* was well out in front with most of the pack about an hour astern of her.

Once the *Oriole* had the following wind she acted like an express train; spinnaker drawing like a cloud, she shot away.

By mid-afternoon, she had overhauled a dozen boats. While passing through Race, she was drawing a bead on half a dozen more. That's when her spinnaker let go.

The *Oriole's* time over the homeward leg was 10 minutes faster than that of the first boat to finish. With help, she can do even better.

She needs a deeper keel. Then Bill Walker can dump 10 tons of ballast and point her much higher. The *Oriole* also needs new sails. All this costs money.

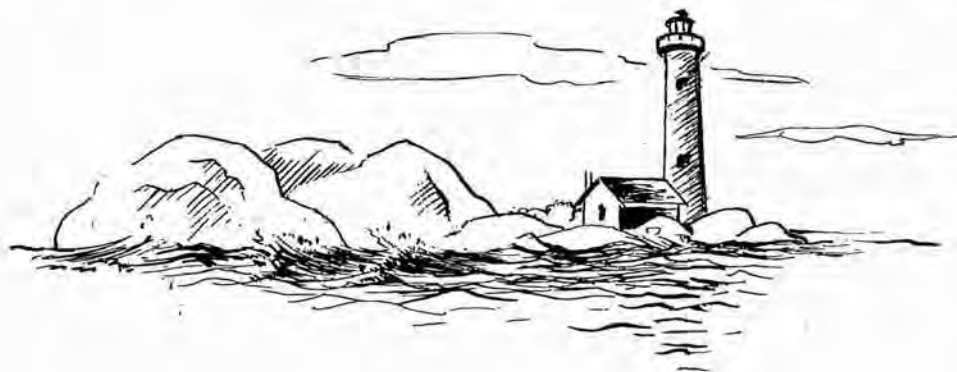
How can she get them? Simple: every man in the navy chips in with a minimum 25 cents. No red tape. No government money problems. The navy takes care of its own.

And why? Well, in years past, most West Coast yachtsmen were inclined to laugh loud and long whenever the *Oriole's* name was mentioned.

Seems she usually finished last, if she finished at all.

The *Oriole* has a cracker-jack crew and a fine captain to lead them.

It's time the laughing stopped.



# 'POLISH'D MANNERS AND FINE SENSE'

AT A MILITARY funeral the casket is always carried feet first, except that of a clergyman, which is carried head first.

This interesting and occasionally useful rule is laid down in *Service Etiquette*, by Captain Brooks J. Harral, USN, and Oreltha Swartz, the second edition of which, with revisions, has just been published by the United States Naval Institute.

Etiquette is a codification of the conventional rules of behaviour in a culture and is not quite the same thing as good manners, although both tend to reduce friction and avert conflict among people. Thus a person can be letter perfect in etiquette and at the same time a complete rotter. This is hardly possible in the case of a person possessed of natural good manners.

Nevertheless, a knowledge of the etiquette and customs of the area of society in which one finds oneself can smooth one's path through life and, in the services—and, as Kipling might put it, show the way to promotion and pay.

Although it is written specifically for the Armed Forces of the United States, *Service Etiquette* contains much that is valid for persons serving in the Royal Canadian Navy (and their wives) and also much to guide the steps of those

## BOOKS for the SAILOR

who are not in uniform. It is, in fact, a text-book of good manners and social customs of broad application and one that can save those who have access to it from frequent bewilderment or embarrassment.

The nine sections of the book are entitled: "Manners and Dress", "The Social Side of Life", "Your Table Manners" (including hints on toasts and tipping), "Entertaining", "General Correspondence and Invitations", "Easy Conversation" (introductions and farewells, and good manners before an audience); "On Your Own" (going to the theatre, reserving hotel accommodation), "Strictly Service" (saluting and other service customs) and "Personal Matters in Everyday Life", wherein guidance is given concerning service weddings and funerals.

Although his rank is given as captain, the male co-author, Brooks J. Harral, is actually a retired rear-admiral who formerly headed the Department of

English, History and Government at the U.S. Naval Academy. As a submariner in the Second World War, he was awarded five major medals. The other co-author, Miss Swartz, is a former newspaperwoman.—C.

*SERVICE ETIQUETTE*, by Captain Brooks J. Harral and Oreltha D. Swartz; published by the U.S. Naval Institute, Annapolis, Maryland; 447 pages; \$6.

## GUERRILLA WARFARE

NATIONS, despite all the atom rattling that goes on, have no desire to fight a nuclear war and, for that very reason, lesser forms of conflict—although they may be just as final for the individual "participants"—are the more likely to occur.

Thus, in today's world, we have refinements of the arts of blackmail, economic pressure and, when the going gets rough, guerrilla warfare.

Suppressing partisan guerrillas is a tedious and costly, but not impossible, process, as the successes of the British in Malaya and of the regular army in Greece proclaim. The lessons of the 12-year-long British campaign are being applied, with modifications, in Vietnam today.

Over the past three years the *United States Naval Institute Proceedings* has published a number of articles on various aspects of guerrilla warfare. These studies have been assembled in a paperbacked volume entitled *Studies in Guerrilla Warfare*. For the most part these articles deal with land operations but attention is drawn to the kinship of human torpedo and inshore mining forays, and other restricted-water operations.—C.

*STUDIES IN GUERRILLA WARFARE*, published by United States Naval Institute, Annapolis, Maryland; 100 pages, illustrated; \$2.50.

### New Catalogue Of Match Books

A revised listing of HMC Ship's book matches has been prepared by Patrick E. Griffiths, 30 Callie Road, Hamilton. A limited number of copies are available and may be obtained by serious collectors from Mr. Griffiths without charge.



Lt.-Cdr. Alan Easton, RCNR (Ret), author of the successful "50 North", was speaker at a meeting of the directors of the Montreal NOAC branch at the Bluenose Inn restaurant in Place Ville Marie recently. Here are Eric Harvey, president of the Montreal Naval Officers' Association, Lt.-Cdr. Easton and Ron King, a director of the association. (Photo by Business & Industrial Photographers Ltd.)



## MEMORIAL TO 'MAGGIE'

UNUSUAL carved wood panels were unveiled in Our Lady of Fatima Roman Catholic Church at Shannon Park on the noon of June 22.

Commodore M. A. Medland, Commodore Personnel Atlantic Coast, unveiled the panels in the Sanctuary of the church. Our Lady of Fatima is one of two churches in Shannon Park administering to the spiritual needs of the naval married quarters population.

The panels were carved by Quebec sculptor Médard Bourgault and are a gift of the ship's company of the former HMCS *Magnificent*, aircraft carrier which preceded HMCS *Bonaventure* in RCN service.

Father Régis Pelletier, Roman Catholic Chaplain, who was responsible for the panels being produced, said that a bronze plaque recognizing the gift will be placed in the church.

Positioned on each side and over the altar, the panels depict religious scenes which are significant to the members of the church. The panel on the right side depicts the "Storm at Sea", in which Christ is shown asleep in the bow of a boat having some resemblance to a naval whaler.

The left panel depicts Christ receiving children, whose garb suggests naval dependents. In the background is the likeness of one of the latest RCN destroyer escorts.

Over the altar is a carving of "Our Lady of Fatima".

Each panel measures six feet by six feet and is up to three inches in depth. The artist carved the panels from Canadian pine.

Father Pelletier said that the gift of money from the *Magnificent* had been

held in trust since the ship was returned to the Royal Navy in 1957. He said that the money had been given from the carrier's canteen profits to erect a commemorative of the *Magnificent* in the church. Several ideas were considered over the past few years but none, up to the wood carvings, seemed to fit the need.

Chaplain Pelletier noted that the wall behind the altar was rather barren. He felt that if this wall were replaced with a wooden face containing wood carvings, the chapel's appearance would be enhanced.

Subsequently, with the permission of the Flag Officer Atlantic Coast, he engaged Médard Bourgault to make the wall carvings. M. Bourgault took several months to complete the commission. His work was installed in early June.

# OFFICERS

Rank	Basic	2 Yrs	4 Yrs	6 Yrs	8 Yrs	ALLOWANCES		
						SUBSISTENCE		Marriage
						Single	Married	
Captain.....	\$899	939	979	—	—	139	165	40
Commander.....	709	734	759	784	809	126	150	40
Lt.-Cdr.....	555	580	605	630	655	113	135	40
Lt.....	428	448	468	488	508	96	125	40
Cmd. Off.....	408	423	438	453	468	95	125	40
	Basic	3 Yrs		6 Yrs				
Sub-Lt.....	331	371		386		90	125	40
Act. Sub-Lt.....	235	—		—		75	110	40
Cadet.....	73	—		—		65	—	—

Medical officer allowances are increased and similar professional allowances are introduced for legal officers.

Qualified aircrew officers engaged in flying duties and officers under training for aircrew qualification receive aircrew allowance at the rate of \$75 to \$150 according to their rank, in addition to regular pay and allowances. Qualified submarine officers, serving in a submarine in commission, receive a monthly allowance of \$75 to \$115, and half those rates when undergoing training or serving in "annotated positions". Non-qualified officers are paid \$30 a month while on casual duty in a submarine.

A special allowance of \$30 per month is paid to naval officers in certain specific appointments.

Subsistence allowance is payable only when rations are not provided and quarters are not available, and is thus not normally applicable to junior officers. Marriage allowance is not paid to married officers under 23 years of age.

# MEN

Rating	Basic	2 Yrs	4 Yrs	6 Yrs	ALLOWANCES			Kit Upkeep
					SUBSISTENCE		Marriage	
					Single	Married		
CPO 1.....	\$324	334	344	354	95	110	30	8
CPO 2.....	289	296	303	310	85	105	30	8
PO 1.....	251	257	263	269	85	105	30	8
PO 2.....	219	224	229	234	75	105	30	7
Ldg. Sea.....	195	199	203	207	65	100	30	7
	Basic	Trained	3 Yrs	6 Yrs				
Able Seamen.....	\$138	—	159	186	65	100	30	7
Ord. Sea.....	112	119	—	—	65	100	30	7
Ord. Sea. (under 17).....	60	—	—	—	—	—	—	7

Three new trade pay levels have been introduced, in Trade Group 3—3X, 3Y and 3Z—bringing to six the number of trade groups now in effect. There will be no advancements to the new groups until a current evaluation of all trade groupings has been completed. Trade Group pay is as follows: TG 1—\$12; TG 2—\$36; TG 3—\$54; TG 3X—\$60; TG 3A—\$63; TG 3Y—\$66; TG 3Z—\$72; TG 4—\$72; and TG 4A—\$90. QRCN Art. 204.32 ensures that a promotion or regrouping of a man will not reduce his pay, but that his rate of pay will remain unchanged until the rate of pay to which he subsequently becomes entitled is greater than that which he received before promotion or regrouping.

Qualified aircrew men engaged in flying duties receive flying pay of \$75 a month. Trained submarine personnel serving in submarines in commission receive submarine pay at the rate of from \$65 a month for leading seaman and below and \$75 a month for chief and petty officers. Men undergoing basic submarine training courses are paid at half this rate, as are trained submarine personnel serving in "annotated positions", e.g., spare crew or crews of submarines in refit. An allowance of \$30 a month, all ranks is paid to non-qualified personnel on casual duty in a submarine in commission.

A foreign service allowance is paid for service in ships outside Canadian waters, provided the ship is away for a continuous period of not less than 30 days, at the following rates: CPO1, \$16.50; CPO2 and PO1 \$15; PO2, \$12; Ldg. Sea., AB and Ord. Sea., \$9.

Marriage allowance is not payable under 21 years of age. However a special rate of separated family allowance is payable for men under age for marriage allowance. See QRCN 205.24 para (b).

# RETIREMENTS

## AWARDS OMITTED

The notice of CPO George Charles Van Der Haegen's retirement on April 3, in the *May Crowsnest*, noted that he had been awarded the Long Service and Good Conduct Medal but failed to show that he had received two operational awards, the Distinguished Service Medal for services in HMCS *Sioux* in 1944, awarded January 14, 1945, and the British Empire Medal, for services in HMCS *Athabaskan* during the Korean War, awarded January 27, 1954.

PO RODERICK ARTHUR BOLT, CD; PIPT4; joined May 21, 1942; served in *Discovery*, *Naden*, *Cornwallis*, *Kamloops*, *Stadacona*, *Orkney*, *Antigonish*, *Athabaskan*, *Cayuga*, *Royal Roads*, *Ontario*, *Sussexvale*; retired July 1, 1963.

CPO GORDON HEWITT, CD; C1ER4; joined July 16, 1942; served in *Discovery*, *Naden*, *Burrard*, *Givenchy*, *HMS Mastodon*, *Stadacona*, *Hunter*, *Peregrine*, *Cornwallis*, *Niobe*, *Warrior*, *Magnificent*, *Churchill*, *Crusader*, *Quebec*, *Iroquois*, *Discovery*, *Beacon Hill*; retired July 15, 1963.

CPO PETER HLADY, CD; C2AM4; joined July 15, 1941; served in Calgary naval division, *Naden*, *Prince Robert*, *Canfisco*, *Star*, *Givenchy*, *Stadacona*, *Hamilton*, *Ettrick*, *Hochelaga II*, *Levis*, *Peregrine*, *Carlplace*, *Niobe*, *Warrior*, *Nootka*, *HMS Gosling*, *RANS Gosport*, *RCNAS Dartmouth*, *Shearwater*, *Bytown*, 18 CAG, *Magnificent*, *Cornwallis*, *Bonaventure*, *VU 32*; awarded CD August 18, 1953 (due July 22, 1953); retired July 14, 1963.

PO ARTHUR REGINALD KEDDY, CD; PIBN4; joined RCNVR May 11, 1943; transferred to RCN Oct. 3, 1945; served in *Stadacona*, *Protector*, *Cornwallis*, *HMS Loring*, *Niobe*, *Arnprior*, *Avalon*, *Peregrine*, *Uganda*, *New Liskeard*, *Iroquois*, *Haida*, *Huron*, *Nootka*, *Porte St. Jean*, *Magnificent*, *Scotian*, *Resolute*, *Bonaventure*; retired July 13, 1963.

CPO GEORGE DUNCAN MacINTYRE; C1CM4; joined July 2, 1938; served in *Stadacona*, *Skeena*, *Arleux*, *Cartier*, *Annapolis*, *Niobe*, *Iroquois*, *Cornwallis*, *Avalon*, *York*, *Cornwallis*, *Shelburne*, *Naden*, *Warrior*, *Scotian*, *Cayuga*, *Ontario*, *Fraser*; awarded Long Service & Good Conduct Medal; retired July 1, 1963.

PO ROBERT CHRISTOPHER MCGIRR, CD; PIET4; served in RCNVR July 15, 1941—Aug. 23, 1945; joined RCN Feb. 18, 1946; served in Calgary naval division, *Naden*, *Armentieres*, *Stadacona*, *Niobe*, *Hespeler*, *Avalon*, *Napanee*, *Scotian*, *Peregrine*, *Tecumseh*, *Givenchy*, *Charlottetown*, *Discovery*, *Antigonish*, *Ontario*, *ML 124*, *Cayuga*, *Stadacona*, *Labrador*, *Gaspé*, *Porte Quebec*, *Athabaskan*, *Saguenay*; retired July 30, 1963.

CPO GUY WALTER STANFORD, CD and 1st Clasp; C1RR4; joined RCNVR May 22, 1940, transferred to RCN Aug. 23, 1940; served in *Stadacona*, *Columbia*, *Montreal*, *Donnacona*, *Hochelaga*, *Cornwallis*, *Niobe*, *Peregrine*, *Warrior*, *Magnificent*, *Naden*; retired July 29, 1963.

CPO FENWICK RAYMOND THOMPSON, CD; C2ER4; joined July 8, 1943; served in *Brunswick*, *Cornwallis*, *Stadacona*, *Niobe*, *HMS Stayner*, *HMS Vernon*, *Loch Morlich*, *Protector*, *Warrior*, *Magnificent*, *Nootka*, *Iroquois*, *La Hulloise*, *Haida*, *Wallaceburg*, *Micmac*, *Penetang*, *Fort Erie*, *Kootenay*, *Columbia*; retired July 19, 1963.

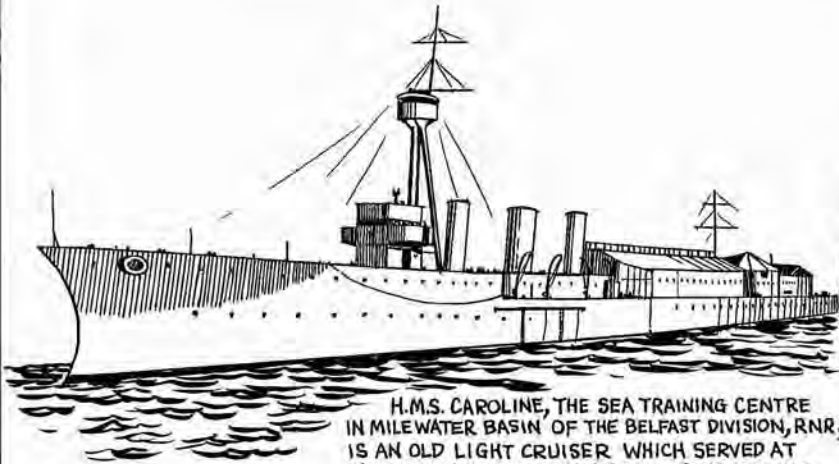


Ships of the Second Canadian Escort Squadron steam over a shimmering tropical sea, down Mexico way, during a training cruise this past spring. (CCC2-1136)

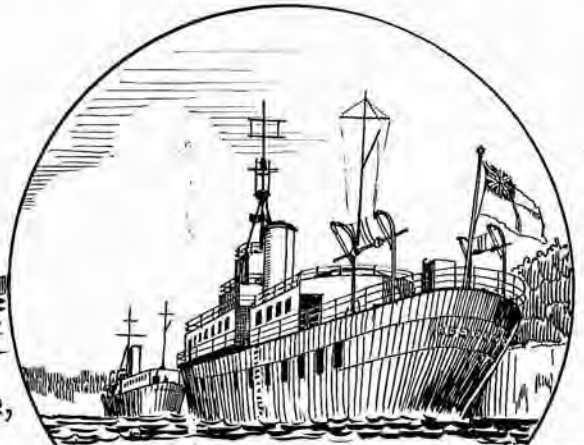
# Naval Lore Corner

## Number 119 R.N.R. DRILL SHIPS

UNLIKE THE RCNR DIVISIONS ACROSS CANADA WHICH ARE "STONE FRIGATES", MANY OF THE BRITISH RNR DIVISIONS HAVE THEIR QUARTERS IN FLOATING DRILL SHIPS SECURED IN PERMANENT BILLETTS TO BERTHS AND JETTIES...

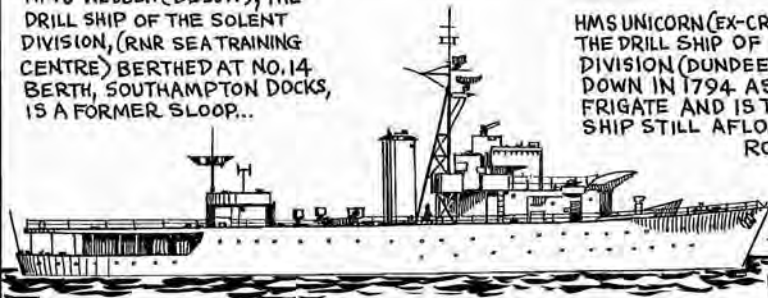


H.M.S. CAROLINE, THE SEA TRAINING CENTRE IN MILEWATER BASIN OF THE BELFAST DIVISION, RNR, IS AN OLD LIGHT CRUISER WHICH SERVED AT JUTLAND AND BECAME A DRILL SHIP IN 1926...

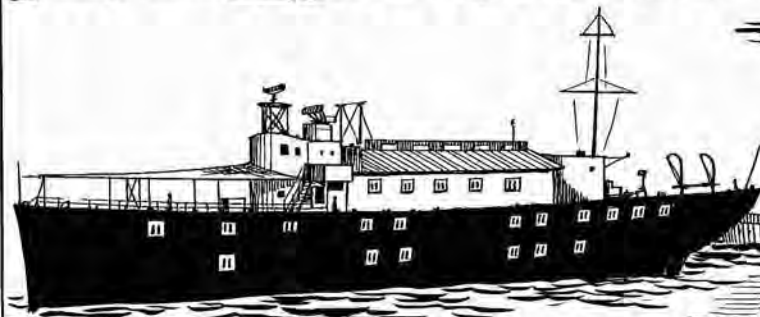


HMS PRESIDENT & CHRYSANTHEMUM-RNR DRILL SHIPS OF THE LONDON DIVISION, SECURED ON THE THAMES EMBANKMENT, WERE EX-FLOWER CLASS SLOOPS BUILT IN 1917 AS Q-SHIPS...

HMS WESSEX (BELOW), THE DRILL SHIP OF THE SOLENT DIVISION, (RNR SEA TRAINING CENTRE) BERTHED AT NO.14 BERTH, SOUTHAMPTON DOCKS, IS A FORMER SLOOP...

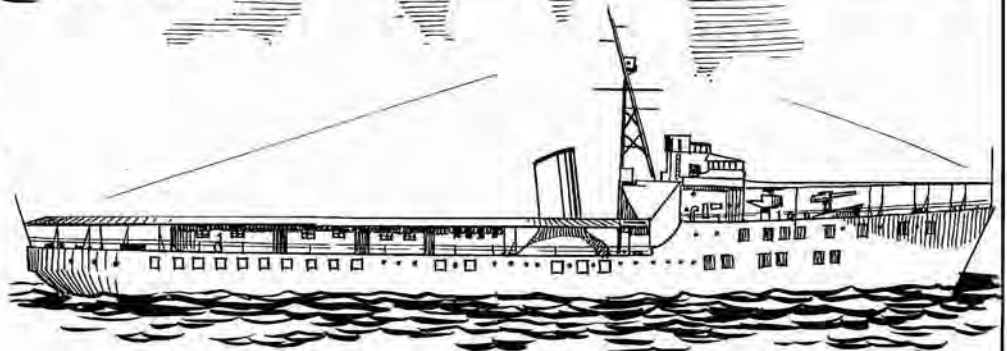


HMS UNICORN (EX-CRESSY) (RIGHT), THE DRILL SHIP OF THE TAY DIVISION (DUNDEE) WAS LAID DOWN IN 1794 AS A 44-GUN FRIGATE AND IS THE OLDEST SHIP STILL AFLOAT IN THE ROYAL NAVY...



THE SEVERN DIVISION (BRISTOL) HAS TWO DRILL SHIPS. HMS FLYING FOX (ABOVE) IS THE RNR SEA TRAINING CENTRE AT MARDYKE WHARF. HMS LOCUST (UPPER RIGHT) IS AN EX-CHINA GUNBOAT...

HMS LABURNUM (RIGHT) WAS THE H.Q. SHIP OF THE MALAYAN R.N.V.R., SINGAPORE DIVISION. EXTENSIVELY ALTERED IN APPEARANCE, SHE WAS AN EX-2-FUNNELED WORLD WARI FLOWER CLASS SLOOP...



*Roger Duhamel*

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