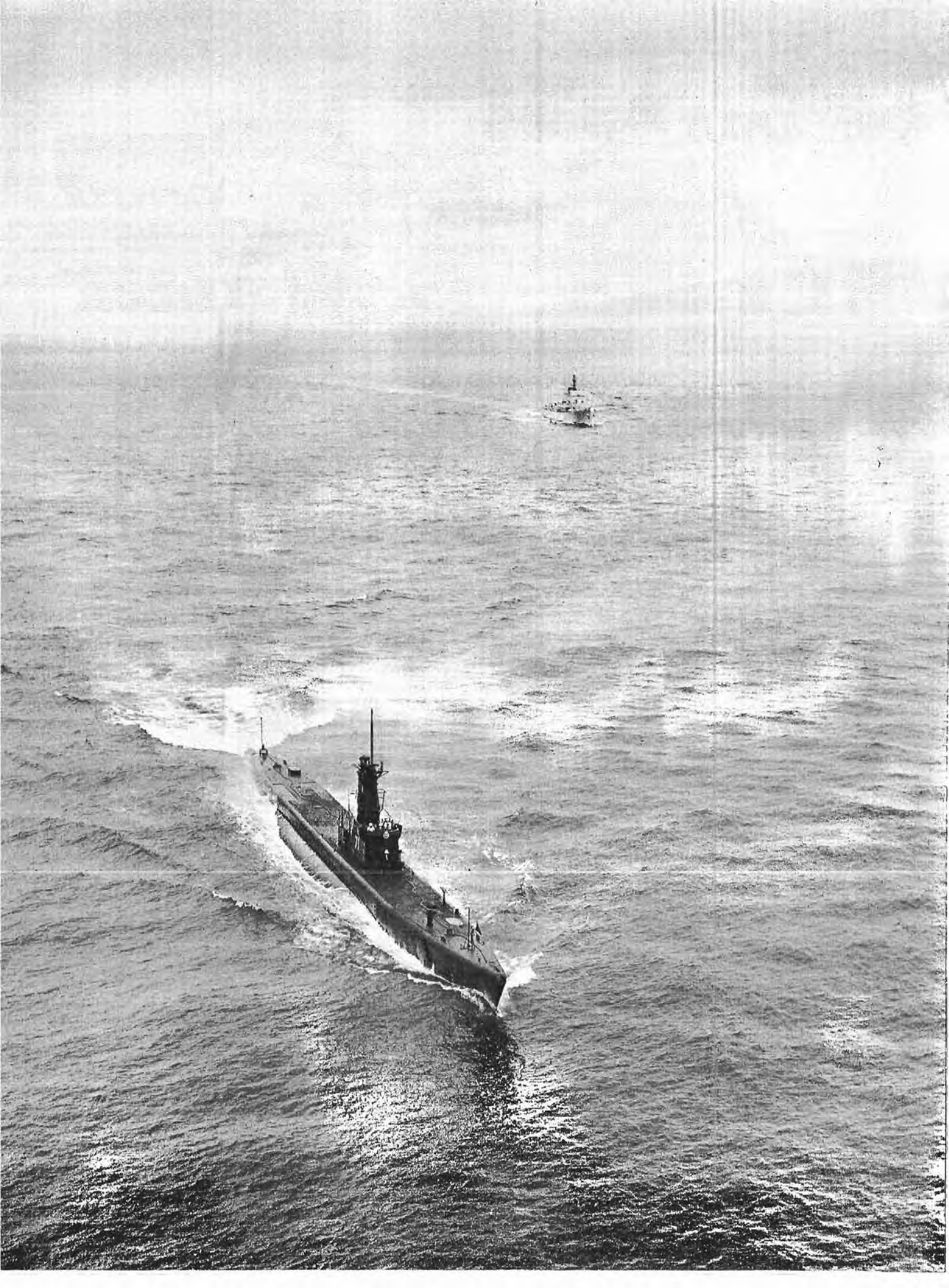


# *The* CROWSNEST



Vol. 14 No. 2

December, 1961



# The CROWSNEST

Vol. 14 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER 1961

## CONTENTS

	Page
<i>RCN News Review</i> .....	2
<i>The 1961 Yachting Season</i> .....	4
<i>The Navy—Goodwill Envoy</i> .....	5
<i>Officers and Men</i> .....	7
<i>Weddings and Births</i> .....	7
<i>The Padre and the Pigs</i> .....	10
<i>Bonnie Thanksgiving</i> .....	11
<i>Arctic Expert</i> .....	13
<i>Afloat and Ashore</i> .....	15
<i>Science and the Navy</i> .....	19
<i>Here and There in the RCN</i> .....	21
<i>Books for the Sailor</i> .....	23
<i>The Navy Plays</i> .....	25
<i>Retirements</i> .....	27
<i>Naval Lore Corner No. 100</i> .....	<i>Inside Back Cover</i>

## LADY OF THE MONTH

The picture on the opposite page is in the nature of an historic document, since it records the arrival of HMCS *Grilse* in Canadian waters on July 14 last. Nearly half a century had passed since a submarine of the Royal Canadian Navy had sailed those waters. In the background is a frigate of the Fourth Escort Squadron, one of several that were at sea to greet the newcomer. Since that summer day the *Grilse* has been "sunk" many a time by anti-submarine forces of the Pacific Command but has carried on, unperturbed, in her task of bringing ships and aircraft to a high peak of efficiency in anti-submarine warfare. (E-62067)

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only .....	1.00

## SUBSCRIPTION RATE

*The Crowsnest* may be subscribed for at the rate of \$1 per year; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,  
Department of Public Printing  
and Stationery,  
Ottawa, Ont.

Communications, other than those relating to subscriptions, should be addressed to:

EDITOR,  
The Crowsnest,  
Naval Headquarters,  
Ottawa, Ont.

*The Cover*—Wintry scenes came early for the *Bonaventure* in 1961. This picture was taken by AB Barry Squirrell on October 5 as the carrier proceeded through Gray Strait toward Hudson Bay during Exercise Trapline. The rugged, snow-dusted hills in the background are on Killineck Island at the northern tip of Labrador. Gray Strait lies between that island and the Button Islands at the mouth of Hudson Strait. (HS-66400-75)



Three navies are represented among the women officers serving at Naval Headquarters in Ottawa. Lt. Cynthia Dunn (centre), of New York City, is the first USN Wave officer to serve on exchange duty with the RCN. At the left is Second Officer Mary Dawson, WRNS, of Exmouth, Devon, and, at the right, Lt. Alma Doupe, RCN. The trio made a short familiarization tour of the Atlantic Command recently. (O-14028)

### **Far East Cruise For Three Ships**

Three destroyer escorts of the RCN's Pacific Command were to sail from Esquimalt, January 5, to take part in Commonwealth fleet exercises centred on Ceylon.

HMC Ships *Assiniboine*, *Margaree* and *Ottawa*, are making the cruise under the command of Captain Victor Browne, Commander Second Canadian Escort Squadron and commanding officer of the *Assiniboine*. The *Margaree's* commanding officer is Cdr. J. H. MacLean and the *Ottawa* is commanded by Cdr. I. A. MacPherson.

Ships from Australia, New Zealand, India, Pakistan, Ceylon and Britain will take part in the exercises. The RCN ships will return to Esquimalt about April 19.

### **Ships Operate From Sydney**

Nine destroyer escorts from Halifax took part in exercises off the coast of Nova Scotia in mid-October, operating from Sydney, N.S., during the two-week exercise period.

A headquarters organization under Commodore M. G. Stirling, Senior

Canadian Officer Afloat (Atlantic), controlled the forces from temporary headquarters in Sydney.

Units taking part included the *Algonquin*, *Huron*, *Haida*, *Restigouche*, *St. Croix*, *Columbia*, *Chaudiere*, *Athabaskan* and *Iroquois*. They were supported by HMCS *Porte St. Jean* and the ocean tug *St. John*.

### **Stricken Ship Towed to Safety**

The West German Motor Vessel *Senator Hagelstein*, rudderless 300 miles south of Halifax December 9, was brought safely to Halifax by the Navy.

When the Pictou-built, 3,100-ton freighter sent out a distress call on the 9th, HMCS *Outremont* was diverted from exercises to stand by. The frigate arrived on the scene late that day. When it was discovered that no commercial tugs were available to take the disabled vessel in tow, the *Outremont* put a line aboard near midnight. Meanwhile, CNAV *St. John*, ocean tug, was sailed from Halifax at 2 a.m. Sunday, December 10.

The tow was transferred to the Navy tug Sunday night and the *Outremont* was able to rejoin the exercises. The *St. John* towed the *Senator Hagelstein*

against adverse weather and rising seas without incident and, in the forenoon of the 12th, slipped the tow to commercial interests just north of George Island in Halifax harbour.

Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, subsequently signalled the Navy ships:

"Your prompt assistance and successful tow of the MV *Senator Hagelstein* to Halifax was in the best sea-going traditions. Well done."

### **School Officials Taken on Cruises**

The fourth in a series of annual cruise-programs to familiarize educational authorities with navy life was held October 21-22 in the Pacific Command.

More than 60 principals, vice-principals, and career and guidance counsellors from high schools of Western Canada toured Pacific Command facilities. They visited the Naval Technical School, the apprentice wing and the gymnasium, of *Naden* and then embarked in the destroyer escorts *Ottawa* and *Skeena* for short cruises in the Strait of Juan de Fuca.

Later they visited the Canadian Services College, *Royal Roads*, and HMCS

Venture, the navy's junior officer training establishment.

On October 22 the visitors toured the dockyard in the morning and in the afternoon boarded RCAF aircraft at Patricia Bay for the return flight to their homes in the Okanagan, Edmonton, Saskatoon, Calgary, Regina and Winnipeg areas.

Liaison officer for the tour was Lt.-Cdr. Douglas J. Williams, of *Naden's* academic division.

### **Londonderry Says 'Thank You'**

An enthusiastic account of HMS *Londonderry's* cruise of the west coast of North America last summer has appeared in *Navy News*, the newspaper of the Royal Navy and Royal Naval Association. The writer has some nice things to say about the RCN, Esquimalt and Vancouver.

The Canadian visit followed a call at Acapulco, Mexico, where the British sailors became acquainted with a strange commodity they referred to as "Tekiller".

"Then we sailed a long way north, changed into blues, and found ourselves in Esquimalt, the West Coast naval base," the story continues. "Here we were quite overwhelmed by the kindness and hospitality of the RCN and the local people, who invited everybody out and entertained us magnificently. Esquimalt has beautiful scenery,



J. R. Garland, Member of Parliament for Nipissing, officially opened the Tri-Service Recruiting Centre in North Bay, Ontario, on November 29. This is the 11th city in Canada in which the service recruiting units have been merged under one roof. Pictured are F/Lt. J. Spencer, RCAF, Lt. Gerald Patterson, Canadian Army, Mr. Garland and Lt. William Aveling, RCN. The officers are in charge of recruiting for their respective services. The city of North Bay was represented at the ceremony by Mayor C. Hewitt. Lt. Gerald Heatley, RCN Area Recruiting Officer, was present as was Major C. A. MacKenzie from the Army Personnel Depot in Oakville, Ontario.

the best salmon fishing in the world, and lots of nice girls. What more could you want?

"Vancouver is just a few miles away from Esquimalt and was our next port of call. And, although it's a fine city, a fair proportion of the ship's company seemed to be catching the ferry back

to Esquimalt, but whether to review the scenery, refight the fish, or rejoin the nice girls was never asked. We don't ask silly questions.

"May we say a heart-felt thank you to the Royal Canadian Navy and our Canadian friends? You gave us a marvellous time."

## *Greetings from the Ministers*

The following messages of greeting were sent to members of the Canadian Armed Forces and civilian staff of the Department of National Defence at Christmas:

*From Hon. Douglas S. Harkness,  
Minister of National Defence:*

"I welcome this opportunity to send my warmest Christmas greetings to the members of Canada's Armed Forces, and to the civilian personnel of the Defence Research Board and of the Department of National Defence.

"During this season of the year we are reminded by holy example that our common goal is peace. This is something for which we are striving, and which, if we continue our efforts, we will eventually attain. The great responsibility which is yours, to protect our Christian way of life which is based on a cherished love of peace and

good will toward all men, is especially appreciated at this Yuletide season.

"With this message I should like also to send a special wish of good cheer to those who are serving abroad and to those separated from their families at this time of the year.

"I hope that all of you associated with the Department will have a merry Christmas and that you will find an even greater measure of happiness throughout the New Year of 1962."

*From Hon. Pierre Sevigny, Associate  
Minister of National Defence:*

"The Christmas season affords us the opportunity to express that good will toward our fellow men which is such an important part of our Christian tradition. It is with the greatest pleasure that I offer my whole-hearted wishes for a very happy Christmas to the members of the Armed Forces, to

the Defence Research Board and to the civilian staff of the Department of National Defence.

"It is through efforts such as yours and of people like you in other parts of the alliance that we have been able to maintain some semblance of peace in the world today. Your responsibilities are indeed great and I know that they very often entail a certain amount of hardship for you and your families. I wish to extend a special Yuletide greeting to those of you who are serving with our NATO Forces in Europe with the contingents of the United Nations and with other international missions stationed in the far corners of the world.

"To the Armed Forces of Canada and to the entire staff of the department, I send greetings and warmest good wishes for a merry Christmas and for a prosperous and peaceful New Year."

# THE 1961 YACHTING SEASON

THE REGULAR 1961 sailing season has passed and once the frost-bite series on the coasts and on the lakes were completed, the yachts were hauled up for the winter.

During the season RCNSA sails dotted the Lakes and coastal waters much of the time, but it was in the classics like the Marblehead, Swiftsure, the Mainguy and the annual Egg Island, that skippers and crews showed their skill.

The Swiftsure Lightship classic started from Victoria on May 27, with yachts from all over the Pacific Northwest entered, including HMCS *Oriole*, and competitors from other years such as the AA class yachts *Sea Fever*, *Maruffa*, *Troubador*, *Diamond Head* and *Spirit* and the smaller *Buccaneer*, *Coral Reef*, *Courageous*, *Nautilus IV*, *Serada* and *Winsome III*. In all 62 yachts converged on the starting line.

Sailing the *Oriole* was Lt.-Cdr. C. A. Prosser, in command, assisted by *Venture* cadets, navigated by Lt.-Cdr. J. K. Kennedy, and with two seasoned yachtsmen as watch captains, Rear-Admiral E. W. Finch-Noyes and Captain J. C. Pratt. It didn't seem to matter to the crew that they were sailing the oldest vessel with the biggest handicap—all 107 tons of her.

Precise timing brought her to the starting line with the gun and she was first over, heading for open sea and the lightship 62 miles distant. Past the first hazard, Race Rocks, the *Oriole* was sailed well clear of the current, as the tide was opposing, and managed to blanket her only opponent at the time, *Tatoosh*, an 80-foot ketch.

In the early afternoon the *Oriole* found herself in the lead but this was short-lived, for the *Maruffa* and *Diamond Head* came up, snapping at her heels, and they split tacks time and again, clawing to windward along the coast of Vancouver Island. Finally the venerable old lady bowed to the inevitable and let the *Maruffa* go by.

By sunset the 20-knot wind began to fall and lighter sails were sent aloft, first the Genoa and Yankee jibs and finally the mizzen staysail. But in spite of the new sails, now sighing in the darkness, the speed slackened and by midnight she was becalmed with sails sagging.

To the south the lighter yachts ghosted along the American shore, in the merest breath off the land, streaming in steady numbers off Cape Flattery toward the lightship 13 miles distant.

For three hours in the middle watch the *Oriole* drifted on the tide until 0300 when an easterly breeze caught and lazily spun her around. She crawled away at two knots toward the lightship 20 miles away. The race had reversed and it looked hopeless that the *Oriole* could bridge the gap between the leaders and herself.

She rounded the Swiftsure Lightship at 0600 and headed back under capricious winds at about five knots. By 1600 the easterly had died again and even the lead yachts were becalmed.

Suddenly a wind sprang up from westward and the *Oriole's* crew raced for the spinnaker and, as the wind increased, every square foot of sail she owned was hoisted—14,000 square feet of it. Within the next four hours she passed 20 yachts with Rear-Admiral Finch-Noyes and Captain Pratt alternating at the helm, for under this amount of canvas exact steering was vital.

The *Oriole's* express train dash through the Race Passage and on to the finish line came a little too late and the *Troubador* of the Royal Vancouver Yacht Club edged over the line first, to win the City of Victoria Cup, and the *Diamond Head* came second. One hour and 15 minutes later the venerable old *Oriole* swept over the finish line amid thunderous cheers.

In the East the Royal Canadian Navy Sailing Association's yacht *Goldcrest* (ex-*Grilse*), skippered by Lt.-Cdr. C. J. Benoit, sailed into second finishing position and first place on corrected time in September to win the Friar cup in the 75-mile annual Egg Island race. Sponsored by the Royal Nova Scotia Yacht Club, the race was the closing fixture of the 1961 season.

Five vessels started the event at 1000 Saturday, September 16, and 16 hours later all five yachts had passed the finish line.

The *Goldcrest* took the lead by hoisting her red spinnaker for a slow run to Outer Automatic, off Halifax Harbour. Close on her stern was the schooner *Hebridee*, followed by the RCNSA yacht *Pickle*, skippered by CPO Charles Church. Then came the *Vagrant* and, ten minutes later, the *Tamar*.

The *Pickle* hoisted her spinnaker and moved into second place at Outer Automatic, with the *Hebridee* third. In the 24-mile reach to Egg Island the yachts spread out; the *Pickle* took the lead and *Goldcrest* hung on a close second.

The *Pickle* rounded the whistle buoy 35 minutes ahead of *Goldcrest* and she made good time on the return leg, but the winds fell to light at Outer Automatic and she made poor time on the beat-in, where the *Goldcrest* was able to point better and closed the gap by six minutes.

Elapsed and corrected times were:

1. *Goldcrest*—14:37.00-10:30.20; 2. *Pickle*—14:08.00-11:00.32; 3. *Hebridee*—16:55.25-12:00.21; 4. *Tamar*—18:08.35-12:30.29; 5. *Vagrant*—19:02.50-14:09.39.

About halfway between these two fixtures the Mainguy Trophy Dragon class races took place on Lake Ontario with the RCNSA sailing to victory over the Royal Canadian Yacht Club of Toronto.

There were four races in the series and the Navy won three, although the final points were very close—80½ to 76½.

The strong breeze out of the northwest on the morning of the race dropped off and remained light and fluky for the rest of the day.

The win for Navy was the first since 1957 and its third since the inception of the challenge in 1954. The post race dinner was attended by Admiral E. R. Mainguy, RCN (Ret), who presented his trophy.

Down East again the Army-Navy Sailing Club members were joined by the Bedford Hornet Fleet for the first frostbite series in October. Lt.-Cdr. Benny Benoit won both whaler races.

Earlier in the month the Garrison Sailing Club beat out the RCNSA to win the annual Army-Navy Sailing Races trophy.

The Garrison Club gained 4,340 points to the Navy's 4,111.

Meanwhile in the West, Rear-Admiral Finch-Noyes, in the Pacific Command annual sailing regatta in Esquimalt Harbour, captured one of the three main categories with a win (his second) in the "Sailorette" class event, and one of his staff officers, Lt.-Cdr. Fred Henshaw took another, the whaler class, making it his third annual win.

In the dinghy race CPO Sid Bryant, from HMCS *Stettler*, came out on top.

Rear-Admiral Finch-Noyes won the "Little O" trophy, given some years ago by the cruiser *Ontario*, and Lt.-Cdr. Henshaw was presented with the Captain C. V. Green cup.

Thirty-seven entries from ships and establishments in the command competed.

# THE NAVY - GOODWILL ENVOY

- - *A Report from the Department of External Affairs* - -

ALTHOUGH the expressions "showing the flag", "sailor diplomats", and "on foreign station" have been clichés since the days of sail, they serve still to indicate that naval forces have a place in the conduct of international affairs. Representation of Canada overseas has been a continuing and expanding function of the Royal Canadian Navy since it was established by the Naval Services Act of 1910. Today, the Navy is primarily concerned with its military tasks; the seaward defence of Canada, fulfilment of Canadian NATO defence and United Nations commitments, protection of commercial sea lanes and maintenance of the efficiency of its ships, aircraft, shore es-

tablishments and men. In carrying out these primary tasks, the ships of the fleet often call at foreign ports. Thus, from time to time the RCN is asked to assume particular representational assignments that arise from Canada's overseas interests, and the crews of the visiting ships become Canada's own "ambassadors".

Over the past few years calls by ships of the Royal Canadian Navy at foreign ports have numbered in the hundreds. The following table, of principal foreign visits only, illustrates the far-ranging activities of Canada's distinctively-named warships during the past three years:

Date	Ships	Ports Visited
1958		
January	Ontario	Acapulco
January-March	Crescent, Cayuga, Skeena Fraser, Margaree	Tokyo, Yokosuka, Hong Kong, Saigon, Okinawa
March-May	Ontario	Suva, (Fiji), Auckland, Sydney
July-September	Crusader	Portsmouth, Gibraltar
October-December	Bonaventure, Haida, Huron	Malta, Naples, Gibraltar, Toulon, U.K. ports
1959		
June-July	Sussexvale, Beacon Hill, Ste. Therese	Manzanillo (Mexico)
November-December	Athabaskan, Sioux, Iroquois	Portsmouth, Antwerp
1960		
February-April	Ottawa, Saguenay, St Laurent	Hong Kong, Midway, Kobe, Yokosuka, Okinawa
February	Kootenay, Terra Nova	Port of Spain, Willemstad (Curacao)
June-July	Sussexvale, Ste Therese, Antigonish, Stettler, Beacon Hill, New Glasgow, Jonquiere	Yokohama, Midway
July-September	Columbia	Lagos, Takoradi, Freetown, Ponta Delgada (Azores)
August	Gatineau, Terra Nova, St. Croix, Kootenay	Lisbon
September-November	Iroquois, Nootka, Haida	United Kingdom ports
1961		
January-April	Sussexvale, Beacon Hill, New Glasgow	Auckland, Sydney, Suva (Fiji), Pago Pago
April	Algonquin	Freetown, Ponta Delgada (Azores)
May-July	Cap de la Madeleine	Barbados, Lucea (Jamaica)

In addition, many visits are paid annually to cities on the east and west coasts of the United States and to Bermuda and Hawaii.

NAVAL VISITS to foreign ports may be formal, informal or operational. These designations determine the extent of the official representational duties the ship or squadron will undertake while in port. In all cases it is customary for naval vessels to salute with flag or guns on entering a foreign harbour. The senior visiting naval offi-

cer usually exchanges calls with the local civil and military dignitaries, and with the head of the Canadian mission in the host country, even in the case of operational visits. Whenever it is appropriate, officers and men of visiting Canadian ships participate in foreign national and local celebrations, special commemorations, church services, wreath-layings, fairs and like observances. Canadian naval ships of all classes—the aircraft carrier, the Tribal class destroyers, the new Canadian-designed destroyer escorts, the frigates

and minesweepers—demonstrate Canadian hospitality by entertaining both formally and informally. Social occasions on board even the smaller fleet units are enhanced by colourful surroundings and by the customs and traditions of the naval service.

Performances by naval bands, the landing of colour parties and guards of honour, and march-pasts in the streets of foreign cities are usually greeted with public enthusiasm. The most popular and impressive of such displays has been the traditional "Sunset Ceremony". Canadian sailors have performed it in many parts of the world. Under normal circumstances public visiting hours are arranged and publicized by Canadian ships in foreign ports. Organized groups are welcome to tour Canadian ships from stem to stern. Canadian sailors have become noted for the extraordinarily successful and varied children's parties they manage to organize even during brief visits. In extending invitations to such parties, particular attention is paid to orphanages and similar children's institutions.

ON TWO OCCASIONS in a single year, ships of the Royal Canadian Navy have been designated to represent Canada at the independence celebrations of Commonwealth countries in Africa. HMCS *Columbia* sailed for Lagos for the observance of Nigerian independence in September 1960, while HMCS *Algonquin* visited Freetown for Sierra Leone Independence Week in April 1961. On each occasion the ship's commanding officer, as representative of the Canadian Armed Forces, participated in the official activities in support of the Canadian delegation. On each occasion also, the facilities of the ship afforded an opportunity for hospitality to be offered in a distinctively Canadian atmosphere. Both in Lagos and Freetown members of the Government and other distinguished visitors, members of the armed forces, the public and, of course, children were welcomed on board. In both capitals officers and men of the ship's companies took part officially and unofficially in the many festivities of the independence celebrations.

From time to time regular naval training cruises can be planned to coincide with particular events occurring in other countries at which Canada wishes to be represented. In the spring of this year ships of the Fourth Canadian

Escort Squadron visited New Zealand at the time of the "Festival of Wellington" and also of the celebrations at Waitangi, near Auckland, commemorating the conclusion of a peace treaty between Queen Victoria and the Maori chiefs more than a century ago. Later the same squadron visited Sydney to assist in the 50th anniversary celebrations of the Royal Australian Navy.

**N**AVAL VISITS, other than the briefest operational calls at port, require a good deal of preparation and close co-operation among the Department of National Defence, the Department of External Affairs, the visiting ships themselves, the Canadian mission and local military and civil authorities in the country to be visited. Agreement for the visit must be obtained, timetables settled upon, the exchange of formalities, salutes and calls arranged. Shipboard entertainment and ship's company participation in activities ashore require careful planning. The visiting ships' domestic requirements of a berth or mooring, fuel, stores, food supplies, fresh water, local currency, dockyard services and transportation ashore to be met. The landing of shore patrols must be facilitated. Arrangements are made to satisfy press interest in visiting Canadian warships.

Tours of the cities and the countryside are popular, and sports-minded Canadian sailors enjoy meeting local challenges from teams in the country visited. Usually a detailed program of the events of the visit is prepared. If it is thought necessary, an officer from the visiting squadron can be sent ahead by air to assist in making all these preparations. In short, visits of RCN ships to foreign ports depend on close and practical interdepartmental, as well as international, co-operation.

Canadian posts abroad may recommend that ships of the Navy visit the country in which they are located. A naval operational and training plan for



Perched high on the battlements of Morro Castle, San Juan, Puerto Rico, three CMR officer cadets gaze across the Caribbean Sea. They took part in a summer training cruise on board the *Cap de la Madeleine*. (HS-65432-70)

the employment of ships of the fleet is prepared annually in September for the following year. The plan is developed in consultation with the Department of External Affairs. Foreign visits are usually arranged for the periods from January to May, and from September to November in any year, in order that the ships may return to their home ports in Canada at Christmas and to allow their crews annual leave during the summer.

Canada's naval service contributes significantly to the maintenance of good relations between Canada and many countries through the development of personal contacts and good will in ports around the world. From the generous welcomes extended to them, it is evident that the officers, men and ships of the Royal Canadian Navy successfully carry out their responsibilities in representing Canada overseas.—*External Affairs magazine*.





# OFFICERS AND MEN

## 500 Parade on Remembrance Day

About 500 officers and men of the Royal Canadian Navy, RCN(R) and sea cadets formed a naval contingent for the Remembrance Day services in Halifax on November 11.

The Halifax parade moved off from the Commons at 10 a.m. As the parade proceeded along Spring Garden Road, the salute was taken at the Burns Memorial by His Honour the Lieutenant Governor of Nova Scotia, Major General E. C. Plow.

The parade divided at Dresden Row, a company from each service and veterans organization continuing at the Grand Parade; the others, mainly reserves from HMCS *Scotian*, sea cadets and naval veterans proceeded to the Sailors' Memorial on Citadel Hill where services were held.

## Weddings

Able Seaman J. J. Auld, *Kootenay*, to Agnes R. Campbell, of Halifax.

Sub-Lieutenant P. E. Bryant, *Kootenay*, to Judith D. Allen, of Woodstock, Ont.

Lieutenant R. S. Burns, *Chaleur*, to Beverly Rose Oland, of Medicine Hat, Alberta.

Able Seaman G. E. Cherry, *Kootenay*, to Alexandra Emery, of Halifax.

Able Seaman Harold Cooper, of *Churchill*, to Beulah Collins, of Cornerbrook, Nfld.

Able Seaman Charles Daly, *Churchill*, to Margaret-Rose Colombo, of Kitchener, Ont.

Leading Seaman R. L. Fitzpatrick, *Kootenay*, to Catherine O'Connor, of Halifax.

Able Seaman T. C. Gamble, *Kootenay*, to Hilda Palmer, of Amherst, N.S.

Able Seaman Robert Lavoie, *Athabaskan*, to Anne Bard, of Grand Falls, N.B.

Ordinary Seaman Ernest W. Laird, *St. Therese*, to Diane Jones, of Victoria.

Able Seaman J. D. MacKie, *Kootenay*, to Patricia Fraser, of Halifax.

Leading Seaman Dale L. Nordstrom, *St. Laurent*, to Colleen Martin, of Port Arthur, Ont.

Petty Officer Edward D. O'Brien, *Niobe*, to Brigid Margaret Leonard, of Dublin Ireland.

Able Seaman Floyd M. Ruttan, *Naden*, to Gail Marie Griffin, of Victoria.

Sub-Lieutenant John B. Simpson, *Stadacona*, to Nancy Maude Dickie, of Kingsport, N.S.

Leading Seaman Howard Shears, *Kootenay*, to Glenda F. Tabor, of Springhill, N.S.

Able Seaman George Snooks, *Churchill*, to Shirley Mailman, of Annapolis Royal, N.S.

Able Seaman J. M. Underhill, *Kootenay*, to Marlene A. Garden, of Enfield, N.S.

While the parade was in progress, HMCS *Loon*, Bird class patrol vessel, sailed with naval reserves and sea cadets to the Halifax harbour approaches where a service was held and a wreath dropped.

In Dartmouth, 100 men from HMCS *Shearwater*, under the command of Lt.-Cdr. L. C. Rosenthal, paraded for services at the Region War Memorial.

## Bursary Goes To Valerie Bowditch



A former student at Nepean High School in Ottawa, and Sacred Heart Convent and Halifax West High School in Halifax, Valerie Anne Bowditch, daughter of Cdr. R. V. P. Bowditch, supply officer and officer-in-charge of the Aviation Supply Depot, *Shearwater*, is this year's winner of the Naval Bursary, which provides free tuition at Kings College University, Halifax.

The bursary represents substantial assistance toward Valerie's goal of a position in the Department of External Affairs where, she feels, she can make good use of her linguistic talents. She is a recent winner of prizes in Latin, French and English at Halifax West High School.

Now in her first year at Kings College University, Valerie has been permitted to take second year Russian.

## Veterans' Clubs Get Own Homes

Reports that several more member clubs were established in their own clubrooms was regarded by directors of the Canadian Naval Association as further evidence of the stability and assured future of the organization.

The directors held their quarterly meeting in Sarnia, Ontario, on October 8 as guests of the Sarnia branch of the CNA.

The meeting decided to set up regional areas, with various clubs assuming responsibility for the areas until such time as regional officers are chosen.

The Kingston branch reported that plans for the 1962 naval veterans' reunion were well in hand and that it would be held on May 18, 19 and 20, coincident with the first long holiday week-end of the summer.

An invitation was extended to the secretary of the RCN Benevolent Fund to attend the next directors' meeting, at Kitchener in January.

## Officer Honoured For First Aid Work

A naval officer's work in first aid training on board ships of the Royal Canadian Navy was recognized by the oldest surviving order of chivalry November 21 in Government House, Halifax.

## Births

To Able Seaman Merlyn Beemer, NRS Massett, and Mrs. Beemer, a daughter.

To Leading Seaman A. P. Bielby, NRS Massett, and Mrs. Bielby, a son.

To Lieutenant L. W. Bowman, *Stadacona*, and Mrs. Bowman, a daughter.

To Leading Seaman D. M. Cartwright, NRS Massett, and Mrs. Cartwright, a son.

To Leading Seaman L. N. Chase, *Churchill*, and Mrs. Chase, a daughter.

To Leading Seaman W. N. Hayes, NRS Massett, and Mrs. Hayes, a daughter.

To Leading Seaman A. O. Jeffrey, NRS Massett, and Mrs. Jeffrey, a daughter.

To Petty Officer P. C. Kilen, NRS Massett, and Mrs. Kilen, a son.

To Sub-Lieutenant P. M. Mara, *Kootenay*, and Mrs. Mara, a son.

To Able Seaman A. W. Thomson, NRS Massett, and Mrs. Thomson, TWIN SONS.

To Able Seaman V. E. Wales, *Kootenay*, and Mrs. Wales, a daughter.

Major-General E. C. Plow, Lieutenant-Governor of Nova Scotia, invested Lt.-Cdr. Clifford A. Brown as a Serving Brother in the Order of St. John.

Lt.-Cdr. Brown, who joined the Navy as a sick berth attendant on the outbreak of the Second World War, has been administrative assistant to the Command Medical Officer in Halifax for the past three years.

He served afloat and ashore in Canada during the Second World War including service on board in the destroyer *Algonquin*. He is married to the former Helen E. Mullin, of Powell River, B.C. He received his commission in 1949.

The Order of St. John is in its 960th year of existence.



COMMODORE W. G. ROSS

### **Promotions and Appointments**

Surgeon Cdr. Walter M. Little, Chief of Radiology, and Regional Consultant and Staff Officer of Atomic, Biological and Chemical Health Hazards, Atlantic Coast, Armed Forces Hospital, Halifax, has been promoted to the rank of Surgeon Captain.

Cdr. Robert L. Lane, on the staff of the Chief of Naval Personnel, Naval Headquarters, has been promoted to the rank of Captain.

Surgeon Lt.-Cdr. Donald A. Maciver, Chief of Surgery and Regional Consultant, Atlantic Coast, Canadian Forces Hospital, Halifax, has been promoted to the rank of Surgeon Commander.

Surgeon Lt.-Cdr. Chris A. West has been appointed to the staff of the new National Defence Medical Centre, Ottawa, and was promoted to the acting rank of Surgeon Commander.

Cdr. Wylie C. Spicer has been appointed in command of HMCS *Huron*, a destroyer escort of the First Canadian Escort Squadron.

### **Commodore Ross Leaving Service**

Commodore William G. Ross, Director General Support Facilities at Naval Headquarters since March 1961, proceeded on retirement leave in December after 23 years of naval service.

Commodore Ross was born in Woodlands, Quebec, on June 12, 1907, and entered the former Royal Canadian Naval Volunteer Reserve in 1938. He went on active service in 1939, served at HMCS *Stadacona*, in HMS *Alaunia* (armed merchant cruiser) and in HMCS *Prince David* (auxiliary cruiser).

After serving briefly at HMCS *Naden*, he was posted overseas for a course in

naval ordnance. He served for a time on the staff of the Superintendent of the Naval Armament Depot, Halifax, and then was made Superintendent of the Naval Armament Depot, St. John's, Nfld., later going to Naval Headquarters as Assistant Director of Naval Ordnance. Following the war he became Superintendent of the Naval Armament Depot at Dartmouth, N.S.

Commodore Ross transferred to the regular force in April 1946 and a year later became Director of Naval Ordnance at Headquarters. He was made Director General of Naval Ordnance in March 1949 and was appointed Director General Support Facilities in March 1961.

Commodore Ross is keenly interested in curling and was president of the RCN Curling Club for the 1957-1958 season. He was one of the originators of plans for the building of a rink in Ottawa and provided much of the behind-the-scenes energy that brought the building at Dow's Lake to successful completion.

He also was largely responsible for the formation of the RCN Curling Association and was president of the national body for 1957-1958, 1958-1959, and 1959-1960. He helped to establish the national bonspiel and has been an active participant.

### **Navy Cited For Blood Donations**

A citation from the Canadian Red Cross Society has honoured the Atlantic Command for the support it has given

the blood donor service. Over the signature of His Honour, the Lieutenant Governor of Nova Scotia, E. C. Plow, the citation reads:

"The Royal Canadian Navy, Atlantic Command, is recognized for outstanding support by its officers and men to the free blood transfusions service of the Society. Commenced during the Second World War to supply the needs of our wounded men overseas, this service has grown to a nationwide scope. In this growth it has been nurtured by those whose need gave it birth.

"In 1948, the first clinic was held at HMCS *Shearwater*, followed in quick succession by clinics at HMCS *Cornwallis* and HMCS *Stadacona*. Since then, the naval and civilian personnel of all establishments have joined with them in contributing regularly and generously, including HMC Dockyard, Naval Armament Depot, Bedford Magazine, Point Edward Naval Base and all ships of the Atlantic Fleet.

"To date a total of more than 70,000 blood donations has been contributed.

"On behalf of those whose lives have been saved by this service, and in recognition of the ready support in times of emergency, the Canadian Red Cross Society awards this expression of appreciation for a magnificent record.

"In witness whereof this citation is duly issued by the Nova Scotia division this 30th day of October, 1961."

### **Doctor Studies Diving Medicine**

An eight-week course in diving medicine has been completed by Surgeon Lt.-Cdr. C. J. Knight, who was among 28 USN and foreign medical officers to receive certificates on October 27 after completing the course at the Naval Weapons Plant's diving school in Washington, D.C.

The class was the largest to graduate from the school since it was established in 1926.

The course, related to the study of submarine medicine, dealt with underwater physiology and the medical aspects of diving operations. Bends and air embolism cases received particular study during the two-month course.

Certificates were awarded to the doctors by Cdr. Norval E. Nicherson, USN, in command of the school. The class left the same day for the submarine base at New London, Connecticut, to undergo advanced studies in submarine medicine.

Lt.-Cdr. Knight, whose promotion to his present rank came during the course, was one of four non-U.S. officers in

attendance. The others were from Italy, Peru and Norway.

A former resident of Edy's Mills, Lambton County, Ontario, Surgeon Lt.-Cdr. Knight joined the RCN while he was studying medicine at the University of Western Ontario. After interning at Victoria Hospital in London, Ontario, he was appointed to the RCN Hospital at Esquimalt in July 1958. Since January 1960, until going on course to Washington, he had served in the frigates *Ste. Therese*, *Beacon Hill* and *Sussexvale* as squadron medical officer.

### **Engineer Becomes Governor's Aide**

Lt.-Cdr. Stanley L. Foreman, recently was appointed naval aide-de-camp to the Lieutenant-Governor of Nova Scotia, and became the first engineering officer of the RCN to be so honoured. During the 1959 Royal Tour of Canada by Her Majesty the Queen and His Royal Highness the Prince Philip, he served in the Royal yacht *Britannia*.

Lt.-Cdr. Foreman is training officer with the Engineering Division, Fleet School, HMCS *Stadacona*.

### **Trophy Offered For Running**

In keeping with the fine competitive spirit always predominant among communication personnel throughout the Navy the Communication Division, Fleet School, *Cornwallis* has struck the M.A. Turner Trophy for distance running.

This smart looking trophy will be awarded annually to the class whose times for their first three men is the fastest over a prescribed route of from two to five miles. In addition to the winning class receiving the trophy the first and second place runners in the race will receive gold and silver medallions. The trophy may be competed for by all personnel serving in the Communication Division.

The initial competition for the trophy and the medallions took place on Wednesday, October 18, in *Cornwallis*. The weather and all conditions were ideal as eight Trade Group Two and One classes under training in the Division stood poised ready to go the distance. The course was calculated to be slightly over three miles and this was covered in the average time of 17 minutes and 55 seconds.

The race officials declared RM119 class the winners with an average time of 16 minutes and 40 seconds. The gold medallion went to Ord. Sea. M. White, who covered the distance in 15 minutes



During the 66th annual meeting of the Navy League of Canada in Victoria during October, Cdr. F. C. Aggett, RCN(R), (Ret), of Toronto, (left) newly elected national president of the league, presented a sterling silver tray to retiring president, R. J. Bicknell, of Vancouver, "in recognition of his outstanding leadership in continuing the patriotic objectives of The Navy League of Canada for Sea Power and its specialized training program for Canadian youth."

and 35 seconds, topping his nearest rival, Ord. Sea. C. McNeil, by 40 seconds.

The advent of the trophy has served to sharpen the enthusiasm and keen competition evidenced during the race and also perpetuates the name of the Officer-in-Charge Communication Division, Lt.-Cdr. M. A. Turner, whose keen interest and continual participation in the division's sporting activities are recognized in *Cornwallis*.—A.S.B.

### **President's Cup For B.C. Sea Cadet**

The President's Cup of the Navy League of Canada, awarded annually to the Canadian sea cadet with the high qualifications of leadership, proficiency and general knowledge, has gone this year to PO Sea Cadet Philip Perry, son of Mrs. Wanda Perry, Vancouver.

The cup was presented to 18-year-old Philip at Government House in Victoria, by His Honour, Lieutenant Governor George Pearkes, VC, as his mother looked on. His father, CPO Kenneth A. Perry, died on August 15, 1960, leaving nine children, of whom Philip is the second oldest.

Philip, who is attached to RCSCC Captain Vancouver, is a grade 12 honour student at David Thompson School. He hopes to continue his education at Royal Roads.

### **Toronto UNTD Cadet Wins Shield**

The Reserve Training Commander's Shield for the best all-round first year UNTD cadet has been awarded to Officer Cadet D. D. Doederlein, a member of the University Naval Training Division attached to the University of Toronto and HMCS *York*.

The best second year cadet, who was awarded a sword, was Chief Cadet Captain C. T. Lebrun, of HMCS *Scotian*, the Halifax naval division. The runner-up and recipient of a telescope was Cadet Captain W. E. MacDonald, of HMCS *Discovery*, the Vancouver naval division.

### **Awards to Three Civil Servants**

Three people shared in two cash awards from the Suggestion Award Board of the Public Service of Canada in October.

Norman H. Doughty and John W. Wicks, both civil service electricians in the Pacific Command shared an award for a tester for radio equipment they designed.

Marcel J. Sylvestre, a technical officer with the civil service on the staff of the Naval Supply Depot, Montreal, received an award for a modification to certain types of ship-borne radar sets used in the RCN.

# The Padre and the Pigs

SOMETIMES the padre must wonder sadly whether his message is getting through. Does that look of rapt interest on the face of AB Gasperson—a confirmed and diligent “bird”—spring from attention to the sermon or from the recollection of an outlandish experience in some far-off place? Will his captive audience respond to moral suasion and lead better lives or does it all add up to casting pearls before swine?

It may interest the seagoing clergy to know that one of their number, no longer ago than the Second World War, preached a sermon that brought immediate and confirmable results and the subject was—swine.

Navy people who served at HMCS *Niobe*, the manning establishment near Greenock, Scotland, will recall that it was not only a barracks but also a piggery.

This resulted from the desperate food shortage in Great Britain. Pigs were being raised there before the Royal Canadian Navy acquired the former Poor Law Infirmary and its 87 acres

of ground, and the Ministry of Food continued to send piglets there for rearing after the Canadians moved in.

A certain tension, not always well concealed, existed between the front office and the sailors assigned to piggery duties, who cringed at the thought of the lies they would have to tell in years to come when some shrill voice piped: “What did you do in the war, Daddy?”

Because of this animosity, a former commanding officer of *Niobe*, Captain J. R. Hunter, RCN(R) (Ret), of London, Ontario, recalls that there were rumours of sabotage when one of the pigs died. On the part of British officials there were suspicions that Canadians were pampering a taste for young, fresh pork.

It did nothing to allay either set of suspicions when a second pig died. The captain was worried. This was an international issue. He wasn't quite sure what lay behind the two disasters, but he cleared lower decks and told the sailors it had to stop.

Then a third pig died. The Principal Medical Officer, a little concerned about what the Royal Society of Veterinarians

(if such existed) would do to him, performed a post mortem.

What did he find? Two forks and a knife, and sufficient reason for the CO to jam leave, parade the ship's company and subject them to a beration from both himself and the Executive Officer.

The next morning another porker went to that shining Pigsty in the Sky.

This time—before all the fuses were blown, windows shattered or walls cracked—the padre stepped in.

“Let me handle this,” he said.

At Sunday divisions the next morning, any orthodox sermon the chaplain may have prepared during the week went unpreached. Instead he launched into a lurid and imaginative description of the horrible death agonies of four or five little pigs which had come to an untimely end, all because of the carelessness of a few sailors who had scraped their cutlery into the gash cans as they left the cafeteria mess.

So effective was the discourse that four seagoing sailors (including the XO), who had defied the North Atlantic to do its worst, became ill.

No more pigs died before their time.



Bunched together as if for warmth, helicopters of anti-submarine squadron 50 have completed their day's stint of flying and await lowering to the hangar deck. The one still in the air is from utility squadron 21. (HS-66400-98)



## Bonnie Thanksgiving

ON THANKSGIVING DAY, the aircraft carrier *Bonaventure* was in the Hudson Strait with other ships on Exercise Trapline.

This was a part of Canada first explored in depth by the fur traders, trappers and voyageurs of the North West Company and the Hudson's Bay Company. These men were noted for their conviviality, and it was knowledge of the history and proceedings of one of the more formal occasions of the day that inspired the style of the carrier's Thanksgiving celebrations. A general "pipe down" from the sustained operations did much to enhance events.

The wardroom was alerted some days in advance by a large poster, in Old English print, which read:

"Know ye by these presents that the most honourable company of gentlemen trading into Hudson Straits and Ungava Bay out of Fort Bonaventure plan to have a gala and fête on the eve of 9 October.

"This occasion will celebrate Thanksgiving and the arrival in these waters of a squadron of HM Ships commanded by Commodore Stirling and including that most excellent and relaxed ship HMCS *Press-on-Regardless* under the command of that redoubtable seaman Captain Horatio Hornblower Frewer.

"Suitable meats, drinks and divers entertainments will be arranged by the president and officers of the company."

On the evening itself, this was the wardroom bill of fare:

Potage Habitant, Smoked Salmon, Ptarmigan Ungava, (rich gravy and giblets) Log Cabin Potatoes, Buttered Broccoli, Carrot Fingers, Brandied Peaches, Asparagus Sauce, Hollandais Sauce. (The "ptarmigan" tasted suspiciously like turkey from the freezers, but was nonetheless delicious).

The ship's company dinner, inscribed on a hilarious menu, was called a "potlache", with "all sourdoughs welcome."

The potlache included Glacier Chilled Apple Juice, Frobisher Celery Sticks, Moccasin Consommé, Roast Tundra Turkey, Baked Muskoxy Ham, Esquimo Berry Sauce, Sourdough Savory Dressing, Aurora Gravy, Yukon Apple Sauce, Cream Whipped Baffin Island Potatoes, Blubbered Permafrost Peas, Caribou Carrots, Greenland Salad, Bush Pilot Pickles, Prospectors Pudding, Hudson Bay Sauce, Bonanza Pumpkin Pie, Hot Igloo Rolls, Klondike Biscuit, Trapper Tea, Muskeg Coffee, Reindeer Milk, Mixed Gold Nuggets, Moosehead Sluice Juice, all "Rusted up by Sourdough Higham and his Gold Nugget Band... Igloo set up by Mad Trapper Farndale and His Huskies."

The ship's company menu fast became a collector's item (every copy was swiped as fast as it reached the notice board). It showed Captain Frewer as an Esquimo, the *Bonaventure* as his sleigh, with Trackers and helicopters for sled dogs; an aircrewman trying to

harpoon a whale from his rubber dinghy, a sailor making time with a northern lady, with a walrus as their park bench, while a polar bear was combining forces with the whale against a fishing expedition from the ship.

In a special issue of the *Double Deuce*, the ship's paper, some of the historical background of such a Thanksgiving celebration was outlined.

The Beaver Club originated in Montreal in 1785 and was basically a dining club, one of the first in North America. It consisted of the leading members of the North West Company, a fur trading syndicate, later absorbed by the Hudson's Bay Company. Initially, members were restricted to those having spent a winter in the North West, but later this rule was relaxed and the privilege given to those who had some connection with the North West. The Beaver Club dinners were affairs "par excellence" and the menus of some of these are

recorded by the Canadian Historical Association.

The Beaver Club is still very active. It publishes a monthly magazine and dines annually in rooms named after it in Montreal's new Queen Elizabeth Hotel. The dinners are attended by many famous men of Montreal and elsewhere. For example, Donald Gordon and Dr. Wilder Penfield are members. In 1960, several naval officers were invited to attend, including Rear-Admiral H. F. Pullen (now retired) and Cdr. Howard D. Minogue, engineer officer of the carrier.

Most of the early fur traders and explorers in the North were Scots, or of Scottish decent. As a result, the affairs of the Beaver Club have a very distinctive Gaelic flavor. In keeping with this tradition, every effort was made to give Sunday evenings' entertainment a Scottish accent, including a sing-song featuring Scots ballads.—H.C.W.

The deft brush of AB Clayton (Jesse) James, air rigger, was responsible for the emblems of "Pedro", the flying burro, which appear on the Bonaventure's rescue and utility helicopter and the pilot's hard hat. The inference is that the machine is an aerial beast of burden. (HS-66400-117)



Spray swept from the grey sea by the Arctic wind forms rivulets on the Bonaventure's flight deck as "Pedro", the rescue and utility helicopter is repositioned. The flexible rotor blades are lashed down to keep the motion of the ship from snapping them. The picture was taken during Exercise Traplaine. (HS-66400-108)

# Arctic Expert

**A** MONUMENT of a man whose attainments have measured up to his physical stature is leaving the Royal Canadian Navy. In so far as the Navy is concerned, it is unnecessary to say that the reference is to Commodore Owen Connor Struan Robertson, GM, CD, RCN, whose associations with the regular force and the old Royal Canadian Naval Reserve go back for nearly 30 years.

Commodore Robertson, six feet seven inches tall and widely known as "Long Robbie", has been recognized in recent years as an authority on Arctic navigation and has a secure place in the history of the exploration of the North as the first captain of any nation to take a large ship through the fabled Northwest Passage.

For the past four years Commodore Robertson had been in command of HMCS *Niagara*, the RCN establishment in Washington, D.C., Naval Member of the Canadian Joint Staff (Washington), Canadian Naval Attaché (Washington) and Senior Officer in Command. His retirement leave commenced on September 30 and he will retire on March 16, 1962.

Commodore Robertson was born on March 16, 1907, in Victoria and entered the former RCNR in 1932 while serving as an officer in the merchant service. He served on naval training and voluntary service in the destroyer HMCS *Saguenay*, at Naval Service Headquar-

ters, Ottawa, and in HMCS *Venture* (training yacht), before August 1939, when he came on active service and took command of the minesweeper *Fundy*.

Early in 1941 he became the first Commanding officer of HMCS *Kings* war-time officers' training establishment in Halifax. In December of that year he joined HMCS *Prince Robert* (auxiliary cruiser) as executive officer and in April 1943 joined the staff of the Commander-in-Chief, Canadian Northwest Atlantic. Two months later he became Commander of the Dockyard and King's Harbour Master at Halifax. In June 1944 he took up the appointment of Commanding Officer, HMCS *Scotian*, the dockyard establishment housing the administrative offices. In the same month he was awarded the George Medal for his 1943 exploit of taking command, in Halifax Harbour, of a ship, afire and loaded with explosives, in which fire fighting efforts had been abandoned by her crew. Commodore Robertson directed the fire fighting, brought the ship down harbour, beached her, avoided an explosion and saved the ship.

In 1947 he commissioned the new Tribal class destroyer *Cayuga*, which he commanded for a year and a half. Following a senior officers' technical course in the United Kingdom, he was appointed, in April 1949, as Naval



Commodore Robertson tosses out the first ball in a baseball game played by crew members of the U.S. submarine *Seadragon* at the North Pole. (Official USN Photo)

Member Canadian Joint Staff (London) and commanding officer of HMCS *Niobe*, RCN establishment in the United Kingdom.

He returned to Canada in June 1952 and attended courses at McGill University and the University of Montreal while standing by HMCS *Labrador* (Arctic patrol vessel) then in the final stages of her construction. He commissioned the *Labrador* as commanding officer in July 1954 and immediately sailed for the Arctic. On her maiden voyage the *Labrador* negotiated the Northwest Passage, the first time a warship or ship of any appreciable size had done so. The *Labrador* returned to Halifax by way of the Panama Canal and thus became the first naval vessel to circumnavigate North America.

For his achievement he was recognized by the Royal Geographic Society in London with the award of the Back Grant, an annual financial grant made for "exceptional work by scientific geographers and explorers".

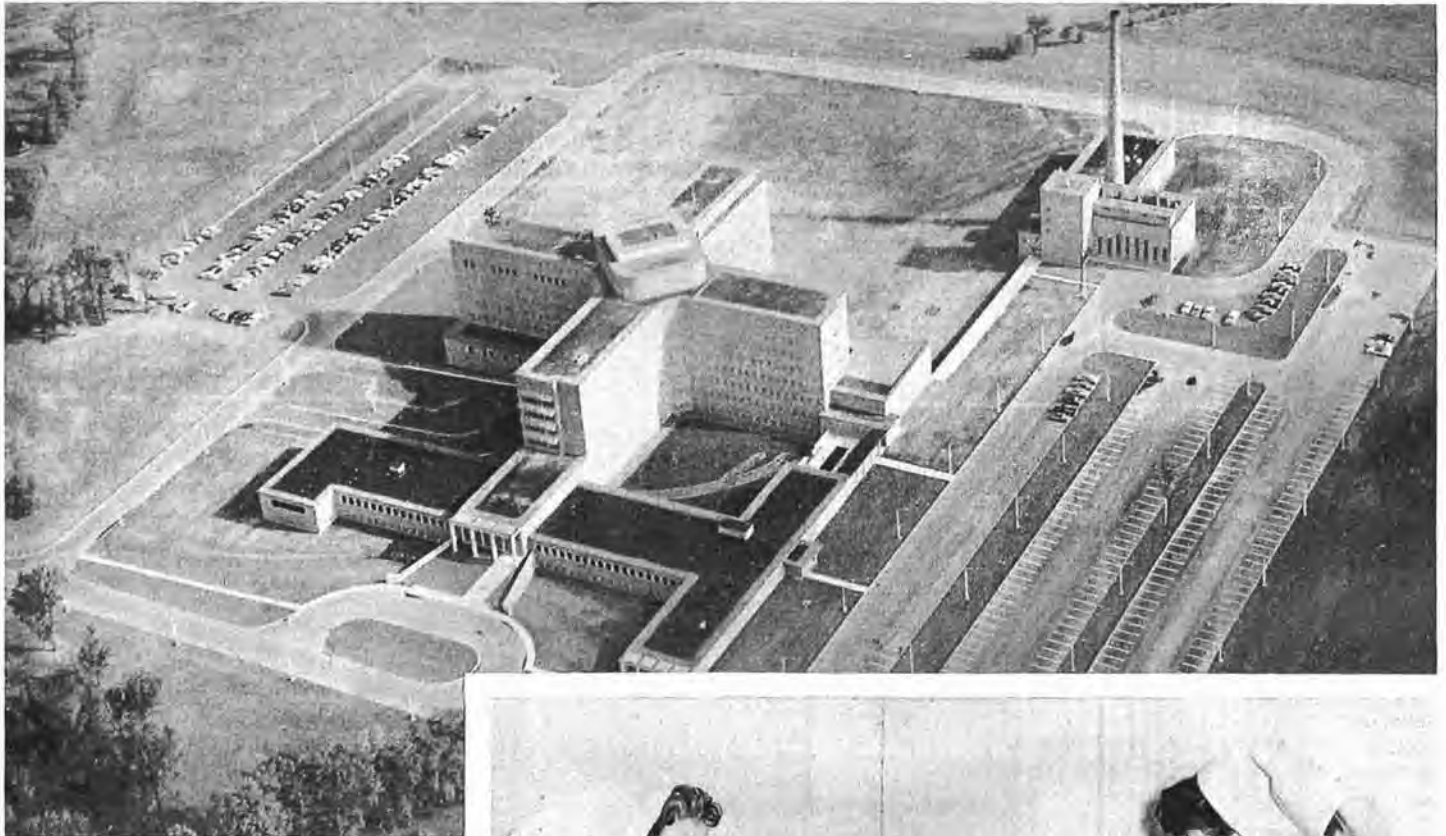
In 1955 Commodore Robertson, in the *Labrador*, served as commander of a 14-ship Canadian and U.S. task group which carried out the seaborne supply of DEW Line sites in the Foxe Basin area of the Eastern Arctic. During the operations extensive hydrographic and scientific surveys were made.

Commodore Robertson's "HMCS *Labrador* Report of Summer Operations 1955" has been recognized as an excellent guide for ships proceeding to the Canadian Arctic.

Commodore Robertson participated in other Arctic operations with the United



Commodore O. C. S. Robertson (centre) studies a navigational problem during his cruise to the North Pole in the U.S. submarine *Seadragon* in 1960. (Official USN Photo)



The National Defence Medical Centre, which opened recently in Ottawa, is much more than a hospital. In addition to making possible advanced medical and surgical care for servicemen, RCMP and Ottawa district veterans, it provides a central location for training, research and support of the tri-service Canadian Forces Medical Service. The main building, nine stories high and cruciform in shape, has wards for 350 patients, large areas for out-patients, medical research laboratories, a medical library and administrative offices. Joined to it by tunnel is the building housing the power-house, heating plant, laundry and maintenance shop. The centre is administered by the RCAF and staffed by members of the Canadian Forces Medical Service. (PL-120577). The first patient to be admitted to the new building was Ord. Sea. John Woodley, of HMCS Gloucester, under treatment for a back injury. He rated special attention from Lt. Gareth Forgrave, RCN, and Flying Officer Nora Martin, RCAF. (PL-138966).



States Navy, notably a flight in the blimp ZTG2 from the U.S. to Ice Island T3 in August 1958, an operation under the polar pack in the submarine USS *Sargo* in January 1960 and the trip of the nuclear submarine USS *Seadragon* through the Eastern Arctic to the North Pole and back through Bering Strait to Honolulu in August-September 1960.

As a result of his voyage in the *Seadragon*, Commodore Robertson became the first Canadian ever to reach the North Pole by submarine. When the question of suitable observance of the polar visit arose, he suggested that nothing could be more appropriate than

a game of baseball—the U.S.A.'s national sport.

Thus it came about that a baseball diamond was laid out on the snow, with the pitcher's box (as nearly as could be calculated) at the North Pole and the base runners slipping and sliding right around the world. Commodore Robertson tossed out the first ball.

He has been commended for the excellence of his work by several United States naval authorities, including the Secretary of the Navy and the Chief of Naval Operations. He was elected a Fellow of the Arctic Institute of North America in 1956 and was ap-

pointed a Governor of the Institute in 1958. He is a member of the USN's Officers' Research Panel and is a consultant on the U.S. Air Force Geophysics Panel.

His close association with the United States Navy included duty as Deputy to the Commander, Military Sea Transport Service, Atlantic Area, to which he was posted in April 1956.

In 1961 he was awarded the Massey Medal of the Royal Canadian Geographical Society for his outstanding performance of duty and contributions to geographical knowledge of the Canadian Arctic.



# AFLOAT AND ASHORE

## RADIO STATIONS

### NRS Gander

Naval Radio Station Gander is relatively small in complement and size. A first impression of the base is somewhat bewildering. There is a cluster of buildings surrounded by the beautiful woods of Newfoundland and about the only identification of its naval significance is the mast and White Ensign.

Throughout the past year, the personnel of NRS Gander were called upon at various times to contribute to the community in many different ways, in sports, community projects, civic ceremonies or emergencies. Although the voice of the station in these matters has been relatively small, it was heard throughout the community.

During the past summer, at the height of the forest fires, everyone turned out to fight the raging inferno. Many of the men worked their normal shifts and, on completion of their naval duties, volunteered for firefighting. A few were placed with the Department of Transport fire department, while others joined the many hundreds on the firelines.

There were times during the past year when blood was urgently needed at the Sir Frederick Banting Memorial Hospital. RCN blood was donated on request. During the Red Cross drives, the dependents and personnel of Gander also contributed.

Last spring, Gander's service clubs held their annual winter carnival. The RCN, along with the RCAF and the USAF, provided escorts for each of the candidates for carnival queen. The naval uniforms helped to make the carnival more colourful, and it also provided another opportunity for the men of the station to add to the community effort.

During the year, naval personnel assisted as instructors and leaders with the Scouts and Cubs as well as participating in various church groups and organizations.

In sports, the station put its best foot forward when the station softball team placed third in the Gander senior softball league. Although the squad lost a hotly contested semi-final, it was played



Lt. (MN) Vivian I. Mussell, with one of her little charges at the Fort Churchill Military Hospital. He is Phillip Powderhorn, a young Indian lad who had been admitted to the Children's Ward. Lt. Mussell, recently of Naden, has been appointed in charge of the women's and children's ward of the hospital. Many of her patients are Indian and Eskimo children from the local area and points north. (Photo by Cmd. Off. E. A. Burke)

with the true sportsmanship the navy is known for. Other sports station personnel participated in were volleyball, bowling, flag football and, for those with hockey ability, there was the opportunity to play with various RCAF teams.

## ATLANTIC COMMAND

### HMCS Cornwallis

New entry training has adapted itself smoothly to the substitution of the divisional chief petty officers in place of the former divisional officers.

There has been a considerable change in the divisional staff since July 6, 1961. Officers as follows:

Cdr. C. H. LaRose, Lt.-Cdr. J. A. Abraham, Lt.-Cdr. E. E. Moore and Lt. J. B. Murray.

Division CPOs are as follows:

Chief Petty Officers Stewart Mein, Sam Thomas, Gordon Dark, Nick Lazaruk, Calvin Holmes, Thomas Carter, Harvey Jones (all from Esquimalt) and Thomas Starkey, John Laverdure, Frank Duncanson, Edward Rigby and Howard Oliver (all from Halifax).

A few changes were made in the new entry training syllabus, with three divisions, *Assiniboine*, *Gatineau* and

*Ottawa*, on an advanced syllabus in order to complete new entry training before Christmas leave.

The Canada Savings Bond drive was most satisfactory among new entries at *Cornwallis*. The sum of \$71,000 was subscribed. The RCN Benevolent Fund has received approximately \$373.65 monthly toward its good cause.

The new entry sports and efficiency ratings for the months of September and October gave *St. Laurent* Division five trophies in September and five trophies in October for the dual swim, bowling, cleanest block, efficiency and Cock of the Walk. *Skeena* Division took two out of the seven trophies for September for Canadian football and cross-country run and, in October, *Fraser* Division won the Canadian football trophy, and with it a trip to Halifax to attend the *Shearwater* vs *Dalhousie* game.

*Assiniboine* Division, with its remarkable basketball team, won the basketball trophy, beating the second best team, *St. Laurent* Division by a score of 78-0.

The teams competing in sports and efficiency in the two-month period have shown a high standard in morale and spirit.

### HMCS La Hullose

The ship's company of the frigate *La Hullose* gained high praise for its contribution to the gala reopening ceremony in "Nelson's Dockyard" at English Harbour, Antigua, in the British West Indies.

His Honour Ian Turbott, Administrator of Antigua, sent the following message to the *La Hullose*, commanded of Lt.-Cdr. Peter H. Grady, as the ship headed for fall exercises with Canadian and American forces off the southern United States coast:

"As you leave Antigua, know that you take with you our heartfelt thanks for your wonderful assistance and friendship during the reopening ceremony of Nelson's Dockyard. I could not have wished for better co-operation and I sincerely thank you. Good luck and please return."

The former Royal Navy dockyard was established centuries ago to support ships combatting the depredations

of French privateers in the West Indies and was the base of the Leeward Islands Station. Horatio Nelson served on this station as a captain. Later, as a vice-admiral, he replenished here while pursuing the French and Spanish in a long chase culminating in the Battle of Trafalgar.

English Harbour is entirely hidden from seaward but is becoming a popular port of call for sailing craft of all kinds, including charter-service vessels. The western side of the dockyard has been preserved through the efforts of the Friends of English Harbour, with HRH The Princess Margaret as fund patron.

Men of the Royal Canadian Navy and Royal Navy in the past eight years have contributed materials and skilled work towards its restoration when in the area. Rear-Admiral H. F. Pullen, now retired from the RCN, continues to take a personal interest.

There was a great colour to the opening ceremony: gun salutes to honour the memory of Nelson, a yacht majestically under sail, detonations at the

harbour mouth . . . The Governor of the West Indies, Administrator of Antigua and other dignitaries proceeding across the harbour in a *La Hullose* whaler coxswained by PO Mike Bidnock, his supply department crew in period costume.

Lt. Paul Godbout was naval coordinator of events. In addition to the Canadian frigate and a U.S. Navy minesweeper, a dozen yachts were on hand. The RCN contingent combined with one from the Antigua Volunteer Regiment to present a Sunset Ceremony, with the British West Indies Regimental Band furnishing the music, including the naval marchpast, "Heart of Oak". Lt. Phil Okendorf was in command.

There were suitable social events on the occasion of the reopening, and night fireworks supplied by the RCN and RN and detonated by a party under Lt. B. E. Walsh.

Lt.-Cdr. Grady, assisted by AB W. C. S. Wright and Ord Sea. D. A. Eaton presented a bust of Lord Nelson to the Administrator on behalf of the

British Admiralty. The ship's badge was presented to the Dockyard museum there as well.

For the duration of the visit (November 13-16) Lt. J. B. McKenzie proudly carried out the traditional duties of Assistant Queen's Harbour Master.

#### Communication Division

(Cornwallis)

Course RM 117 completed the shore phase requirements for Radioman TG1 November 6 with Ord. Sea. R. F. Scott leading the class.

Ord. Sea. G. R. Siewert was top man of RM 118, which completed the shore phase requirements on November 22. The latter date saw RM 206 complete its shore phase requirements for Radioman TG2. Top man of this class was AB F. E. Rollet.

The Communication Division said farewell to Lt. B. W. Green and CPO Ron Bennett during November. Lt. Green is retiring and returning to his native England and CPO Bennett is going to the West Coast.

#### HMCS Kootenay

HMCS *Kootenay* was honoured on October 19 by the visit of Lord Carrington, First Lord of the Admiralty, accompanied by Rear-Admiral F. R. Twiss, secretary to the First Lord, and Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast.

The First Lord was escorted around the modern destroyer escort, and later, in a message to the ship, gave his impressions:

"I much enjoyed my visit to your fine ship yesterday and the chance of meeting your officers and men. I was greatly impressed with everything I saw and congratulate you on such a clean ship. I wish you all the best of luck."

#### HMCS Loon

The trim little Bird class vessel *Loon* made a bit of history when she took part in Saint John and Fredericton commemorative celebrations of the arrival of New Brunswick's first Governor, Sir Thomas Carleton, in November 1784.

Spotlighting this colourful and significant chapter in the province's history were an official visit by Lieutenant-Governor J. Leonard O'Brien to Saint John and a cruise up the St. John River to Fredericton by a group of Saint John city officials on board the 92-foot *Loon*, commanded by CPO T. F. R. Lovekin.



What this perhaps slightly confusing montage shows is three of the diving contestants during the visit of athletic teams from College Militaire Royal to the Atlantic Coast during the fall. Each of the contestants is shown here within inches of the ceiling of the Stadacona pool. Wearing the striped bathing trunks is Staff Sgt. Ken MacDonald, representing Cornwallis, wearing black is AB Wayne Noseworthy, of Stadacona, and white, Officer Cadet Bob Armstrong, of CMR.

The patrol vessel was made available through the courtesy of Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, at the request of HMCS *Brunswicker*, naval division in Saint John, and it was the first RCN warship to sail as far as Fredericton after passing through the famed Reversing Falls. Sub-Lt. Gerald L. Perr, of *Brunswicker*, was river pilot for the occasion.

During the visit to the provincial capital, the ship's company of the *Loon* was entertained by local naval veterans. Members of the Royal Canadian Sea Cadet Corps *Fredericton* were given conducted tours on board. The vessel was a great source of interest to the cadets and the sailors were kept busy answering all sorts of questions.

### Leadership School (Cornwallis)

On Monday, October 31, Junior Officers' Technical and Leadership Course "Tango" commenced a five-week stay in *Cornwallis* that began with a one-week course in the Leadership School. On November 6, course members proceeded to the Communications Division of the Fleet School to commence a four-week course, being replaced in Leadership School by No. 60 Officers' Divisional Course and No. 117 Petty Officers' Leadership Course.

On November 27, JOTLC "Uniform" completed a four-week communications course and came to Leadership for a week.



Fresh from their last qualifying dive, six of eight reservists from HMCS *Discovery*, Vancouver, pose for a class photo after completion of their course with the RCN Diving School at Naden. Taking the course at the same time was Lt.-Cdr. Robert Hughes, of the *Jonquiere*. Standing are PO Ian Muir, PO Gordon Nebisuk, PO Fred Holland, AB Thomas Sayers and AB Donald Peters and (kneeling) Lt.-Cdr. Robert Hughes and Ldg.-Sea. A. Charles Conlon. Qualifying in the first course and not shown were Lt. Ken McIntyre and Ldg. Sea. Fred Wright (E-63858).

During this period there were 25 officers and 24 petty officers undergoing training in the school.

December 1 saw a convoy of fast cars leaving *Cornwallis* for Halifax, loaded

down to the axles with jubilant "JOLTS".

An intense though friendly rivalry exists between No. 60 Officers' and No. 17 Petty Officers' Courses in the field of sports. In early events honours were equally divided, No. 117 winning two tabloids and No. 60 coming out on top in the most recent aquatic tabloid and broomball tournament.

## NAVAL DIVISIONS

### HMCS *Hunter*

The fall and winter training season at *Hunter* got off to a good walking start with three parades and an organized march to the blood bank.

The first public activity was a church parade on Sunday, October 15, in honour of Trafalgar Day. The new commanding officer, Lt.-Cdr. Dalton E. Charters, took the salute on the march past.

On Sunday, November 5, *Hunter*, along with the other reserve units and veterans in Windsor, participated in the Remembrance Day ceremonies under the direction of the Royal Canadian Legion.

On Saturday, November 11, *Hunter* accepted an invitation from American Legion authorities in Detroit to have the ship's company march in their annual Veterans' Day parade. The group



The first drops of blood that precede the main event are taken from the fingers of CPO W. C. Donald and PO V. S. Rickert, of HMCS *Hunter*, the Windsor naval division, during a recent mass visit to the Red Cross blood donor clinic.

consisted of colour party, guard, band and two platoons. After the march past, Governor John Swainson, of Michigan, personally congratulated Lt.-Cdr. Charters on the fine appearance of the contingent.

In the weeks that followed the division was busy planning the annual Christmas party at which the ship's company entertain on the drill deck many of the under-privileged children of Windsor.

#### HMCS Discovery

The murky, muddy bottom of Vancouver harbour holds no terrors for eight sailors on strength at HMCS *Discovery* who have qualified as Clearance Divers (Ships) after a summer-fall course recently introduced for RCN(R) personnel.

Night dives in zero visibility at the RCN's diving school at *Naden*, three-mile underwater swims, and a seven-

mile cross-country run, the latter in full diving dress, negative tanks and fins, plus hours in the diving chamber, were some of qualifying "musts" for the reserve sailors before they graduated from the course.

All work on the qualifying course was carried out in underwater situations with zero visibility. The Vancouver sailors had to remove and replace bolts in flanges, each bolt being of different size and thread; cut chain with a hammer and cold chisel, and cut wood and pipe. Candidates labelled the number one challenge "a chamber in which the diver had to seal himself and escape by removing a bolted plate from the far end of the chamber".

The eight successful reservists, out of an original 16 aspirants, were Lt. Ken McIntyre, AB Fred Wright, PO Fred C. Holland, PO Ian Muir, PO G. H. Nebisuk, Ldg. Sea. C. Conlon, AB T. J. Sayer and AB E. Peters.

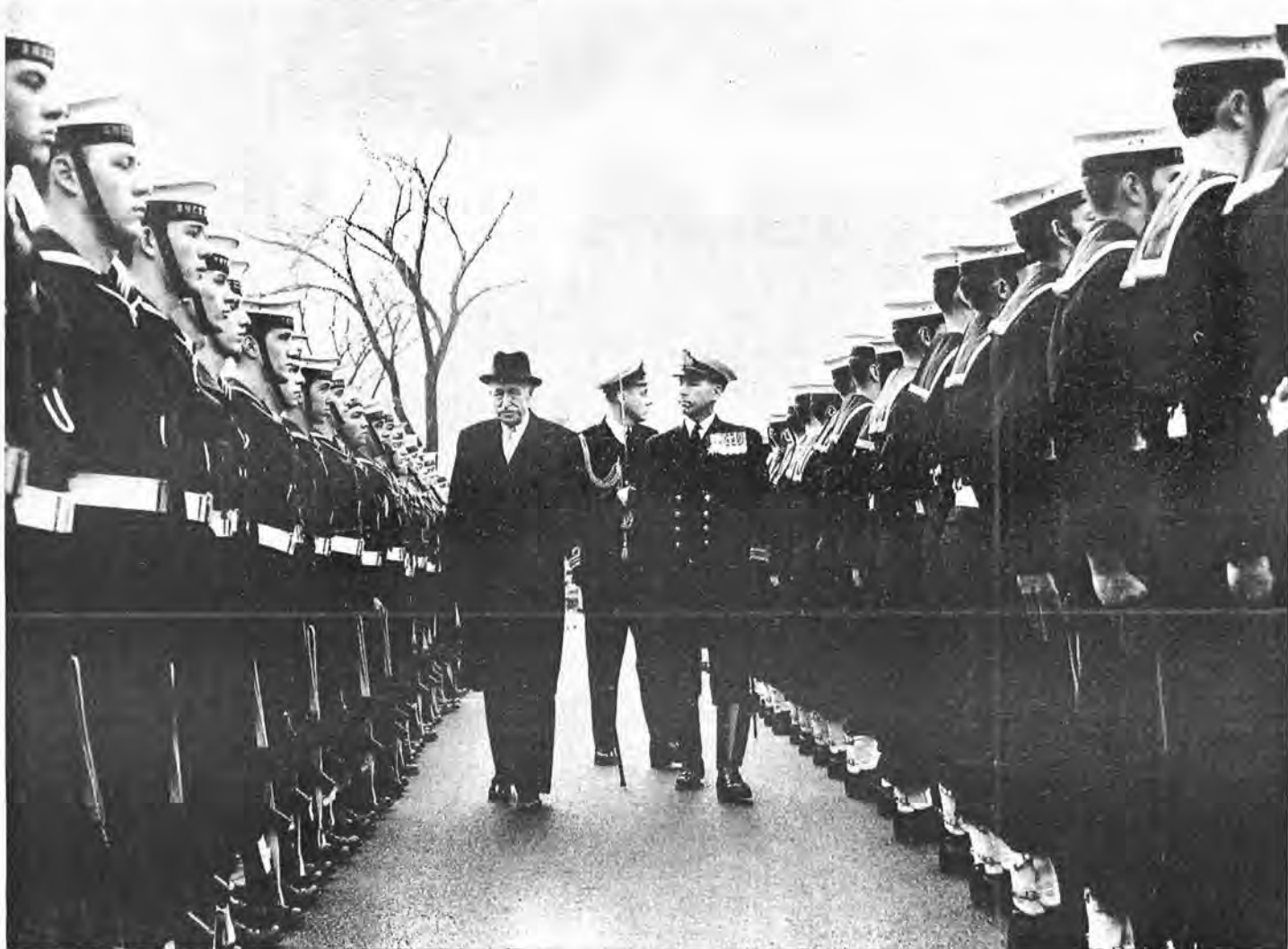
#### HMCS Scotian

Rendered homeless by a fire which damaged divisional headquarters, HMCS *Scotian*, the Halifax naval division, has been provided with temporary quarters in the Minesweeping Base Facility Halifax.

The new location is in the area formerly known as the Seaward Defence Base and more recently as HMC Dockyard South Annex.

The new title of Minesweeping Base Facility is intended to describe more accurately the functions of this portion of the dockyard, since the First Canadian Minesweeping Squadron will use the berth, minesweeping equipment will be repaired there and the specialty of *Scotian* is minesweeping training.

It is intended to provide *Scotian* with permanent quarters in the area.



His Excellency, Governor General G. P. Vanier, and Madame Vanier honoured the city of Windsor with a 26-hour visit on November 30 and December 1. Lt.-Cdr. Dalton E. Charters, commanding officer of Hunter, the Windsor naval division, attended Their Excellencies in the capacity of honorary aide-de-camp. For the first time in the history of Hunter, and Windsor for that matter, an all-Navy 100-man guard was mounted in honour of Their Excellencies. The guard commanded by Lt.-Cdr. N. C. Penney, was composed of 50 men from Hunter, 25 Sea Cadets from RSCC *Agamemnon*, Windsor, and 25 cadets from RSCC *Admiral Hoso*, Riverside, Ontario.

# SCIENCE AND THE NAVY

## **Sub to Descend 15,000 Feet**

A 50-foot aluminum research submarine, displacing 150,000 pounds and designed to explore the ocean at great depths, will be built for Reynolds International Inc., by General Dynamics Corporation's Electric Boat Division at Groton, Conn.

The *Aluminaut*—first submarine ever to be constructed from aluminum—will cost \$2,000,000.

Woods Hole, Mass., Oceanographic Institution will operate the submarine as part of a research program sponsored by the Office of Naval Research. Most of the construction costs incurred by Reynolds will be recovered through lease of the craft for oceanographic research.

Launching is scheduled for 1963. A pioneer in submarine construction, General Dynamics has built 10 of the U.S. Navy's 21 commissioned atomic submarines.

Designed to operate at depths of 15,000 feet, the *Aluminaut*, eight feet in diameter, will be equipped with sonar, TV cameras for detailed observation of the ocean floor and robot hands to obtain specimens.

Director of the *Aluminaut* project for Reynolds is Rear-Admiral Dwight H. Day, USN (Ret).—*Army, Navy Air Force Journal*.

## **Sea Launching of Missiles Planned**

According to Robert C. Toth, of the *New York Herald Tribune*, the US Navy is developing a radically simple method of launching huge missiles.

Placed in the ocean, the missiles float within a few degrees of vertical, well within the correcting ability of the guidance systems. Sixty to 90 per cent of the missile is submerged providing great stability except in the roughest of weather and Archimedes' buoyancy principle makes the missile weightless at the time of firing and helps pop it into the air with a force equal to its own weight.

Present thinking sees giant space and moon rockets of the future taken to sea in floating docks and launched in this



There is nothing unusual about the outward appearance of this 400-ton, wooden coastal minesweeper, but the Royal Navy proudly claims that HMS Shoulton carries the best mine-detection equipment in the world. She arrived back in Greenwich, England, recently after cruising more than 14,500 miles and demonstrating here detection equipment to 14 NATO and SEATO countries. The system, an all-British sonar development, enables the Shoulton to locate and classify any mine-like object on the sea bottom with accuracy and range previously considered impossible. During her cruise she carried on trials with the USN along the Atlantic coast, all the way from Key West to Halifax. (British Official Photograph)

way, obviating the need for the \$30,000,000-plus launching pads required ashore.

One drawback to this system, which has had about two years of successful testing, is the difficulty of making last minute checks at sea.

## **USN Transplants Baby Turtles**

A unique United States Navy operation began in September with the depositing by a naval seaplane of some 30,000 newly hatched green turtles through the Caribbean ocean area, according to *Sealift*, the magazine of the USN's Military Sea Transportation Service.

Scientists are trying to determine whether turtles use certain clues to navigate for distances up to thousands of miles out to sea and back to the place from where they first enter the

sea or whether they return to the place where they were hatched.

The theory is that green turtles return to their spawning grounds three years after hatching to lay their eggs, just as salmon return to the river of their origin to spawn. It is hoped that by transplanting baby green turtles before they have entered the sea, they will return to the new location to lay their eggs rather than to Tortuguero where they were hatched.

If it is possible thus to establish new hatching areas, then residents of those Caribbean islands will have an abundant supply of meat.

## **Fallout More Intense at Sea**

Radioactive debris falls on the sea at a much higher rate than it falls to land, according to the Woods Hole Oceanographic Institution.

graphic Institute and confirmed by the US Weather Bureau.

The findings show that a column of ocean water contains more strontium 90 than a comparable land surface at the same latitude. The experts also found that fallout is higher on the coasts and even greater for islands. As yet they have no explanation for the phenomenon.

### **Malaria Pill Time-Saver**

A new anti-malaria pill has been developed by the U.S. Army Medical Service, according to the *Navy Times*. It has been successfully field-tested in Korea and is available for issue as a standard item to the U.S. armed forces.

Malaria prevention is simplified by the new pill, which is a combination of chloroquine and primaquine. The pill is a result of studies by a doctor at the University of Chicago, and its use in the combined form is a real time-saver. The new pill, too, has been coated to disguise its extremely bitter taste, formerly an objectionable feature of such pills.

### **NATO Doctors Hold Conference**

Thirty-one medical and dental officers from six NATO nations held a three-day medical conference in early November at the headquarters of NATO's Supreme Allied Commander Atlantic, in Norfolk, Virginia.

A demonstration of major interest occurred when all the delegates were inoculated with the new jet-air gun



P. J. Barfield, Chief Hospital Corpsman, demonstrates the USN's new jet-air gun for mass immunization on Surgeon Captain G. W. Chapman, Command Medical Officer, Stadacona. The demonstration was one of several presented to 31 medical and dental officers from six NATO nations attending the first Allied Command Atlantic Medical Conference at SACLANT headquarters in early November. (Official NATO Atlantic Command Photo).

which the U.S. Navy is now using for mass immunization.

The officers also saw demonstrations on the latest medical advances including the use of mobile surgical teams and preventative medicine techniques. They discussed medical problems common to the Allied Command Atlantic.

Typical of some of the problems discussed at the conference were those dealt with by Captain G. J. Duffner, MC, USN, of the Submarine and Shipboard Medicine Branch of the U.S. Navy's

Bureau of Medicine and Surgery, and Major B. T. Costello, USMC, of the U.S. Navy's Nuclear Warfare School.

Captain Duffner explained the importance of atmosphere control equipment used to eliminate toxic vapors and other contaminants in nuclear-powered submarines.

Because sailors are preoccupied with cleanliness, he said, studies had been made of the use of soap, detergents and other cleansing compounds aboard ships. Particularly aboard nuclear-powered submarines, he pointed out, carbon tetrachloride is not allowed. The reason for this, he said, is that normal use of this solvent for 30 days will cause contamination.

Smoking by submariners was also noted. For example, it was discovered that sailors in a nuclear-powered submarine smoke some 2,000 cigarettes a day. This was one of many reasons why an air filtration system is installed aboard atomic submarines.

Major Costello discussed hazards of atomic fallout and enumerated methods to combat it. A dosage of 200 roentgens brought about by atomic fallout, he said, was sufficient to cause 50 percent hospital cases, with no fatalities, whereas 450 roentgens would cause the same percentage of fatalities.

During Major Costello's discussion, the oft-raised question was asked about sterility due to radiation. Major Costello answered that sterility due to radiation was indeed a fact. However, he added with tongue in cheek, the number of roentgens that would cause sterility in the human male was 600—the same number that would cause death. In a way, said Major Costello, it was a case of "sterilization without representation."



A number of "firsts" are represented in this picture. On his first official visit to the Pacific Command, Hon. Douglas S. Harkness, Minister of National Defence, journeyed from Vancouver to Esquimalt in HMCS St. Laurent, the first of the RCN's modern destroyer escorts. Later the minister went on board HMCS Grilse, the Pacific Command's first training submarine, for a brief cruise in the Strait of Juan de Fuca that included a dive. (E-62237)

---

---

# HERE AND THERE IN THE RCN

---

---



Whiling away the many long hours on the Bonaventure's compass platform, Captain (now Commodore) J. C. O'Brien, former commanding officer of the carrier organized himself, his chief yeoman and the Bonaventure's upper deck watchkeepers into an amateur bird-watching group, complete with a log of sightings. When he left the ship in late summer for a new appointment, shipboard wags devised an enormous bird out of a meteorological balloon, damage control wedges and other shipboard materials, labelled it suitably and placed it by his car. He was made to sign for it, too, in the bird-watching log.



Guides and Brownies took over the drill shed at Stadacona on October 5, when approximately 3,000 of them assembled to greet their leader, Lady Baden-Powell, widow of the founder of the Boy Scout movement. She is seen in the centre talking to two Brownies. (HS-66409)



More than 700 officers and men of the Fifth Canadian Escort Squadron took part in ceremonial divisions in HMC Dockyard at Halifax when Captain C. P. Nixon succeeded Captain W. P. Hayes as squadron commander. (HS-65945)



The technical apprentices at Naden have carried on the tradition, born on board the Cape Breton at Halifax, of having a pipe band. This year the band provided the music for the inspection and presentations ceremony for UNTD officer cadets of the Pacific Command at Royal Roads in early August. Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, was the inspecting officer. (E-62373)



The indifference of the sea that men call cruelty was exemplified in the North Atlantic storm that cost the lives of 17 Nova Scotia fishermen last March. This picture of cold, sullen seas and ice-encrusted guns was taken from the bridge of HMCS Haida on March 20, at the height of the storm, by Lt. David Moilliet. RCN warships, exercising or patrolling at the time, were diverted from their tasks to search for the missing fishermen. Officers and men later contributed generously to the relief fund set up for the bereaved families. (O-13649-R)



# Versatility New Naval Trend

## BOOKS for the SAILOR

**I**NTERNATIONAL in scope throughout its more than two generations of existence, *Jane's Fighting Ships*, with the appearance of the 1961-62 edition, becomes international in format.

For many years *Jane's* has given priority to the Royal Navy, placing it at the front of the volume, followed by the Commonwealth navies, in alphabetical order, and then by the navies of the rest of the world, also in alphabetical order.

With this new issue a strictly alphabetical order is followed throughout, so that the navies of the United Kingdom, the United States and the Union of Soviet Socialist Republics are found in close juxtaposition near the end of the volume.

It is one of the little annoyances that editors have to cope with from time to time that after this edition of *Jane's* had gone to press, an official pronouncement was made that, except for highly official purposes, the word "Britain" was to have preference over "United Kingdom". Is it possible that in next year's issue the Royal Navy will be very nearly restored to its former position?

Incidentally, the alphabetical listing was the one favoured by the original author, Fred T. Jane, and was used in the first half-dozen issues.

The disappearance of colonial empires is reflected in the 1961-62 issue by the appearance of 16 new navies, so that the volume now reports comprehensively on the navies of 90 countries and more than 10,000 warships. The practice of summarizing the strengths of the most important navies in a two-page table is continued and provides a convenient way of assessing the relative fighting power of these navies—an assessment which may have to be modified in certain cases by a study of the relative modernity of the armament and performance statistics listed in the section devoted to each navy.

Preparation of this annual is a monumental task—one that has not been made easier by the increased security attitudes of some countries, not always (R. V. B. Blackman, the editor, points out in his foreword) in proportion to their strength and importance.

A valuable aspect of the book, from the viewpoint of the student of mari-

time affairs, is the way it lays out in black and white the aims of naval planners. Certain trends which were becoming evident in earlier editions are becoming even more obvious today. Britain, for example, has moved away from her emphasis on specialized anti-submarine frigates to general purpose frigates with versatile arms that enable them to meet a variety of threats—surface, submarine or air.

"Such interchangeability, concentrating in one vessel the capabilities of several categories of ships, enables her to meet any commitment," observes Mr. Blackman. "In this new concept, general purpose frigates are complementary to the versatility of the aircraft carriers, the ubiquity of the commando carriers and the ships of the Amphibious Warfare Squadron in general, and the invisibility and long endurance of the new submarines, which endows them with the element of surprise and choice of venue which cannot be anticipated."

The mobility and flexibility of the Royal Navy have become more obvious as the number of overseas bases has decreased and the editor discerns in the changes these advantages:

"Sea power can be quickly concentrated and brought to bear where it is needed. Its deployment cannot be prevented by the denial of overflying and staging rights. It can be held poised in readiness at sea without encroaching upon a country's sovereignty, and it can remain unobserved."

The particulars concerning British aircraft carriers draw attention to one of the great problems of peace-time

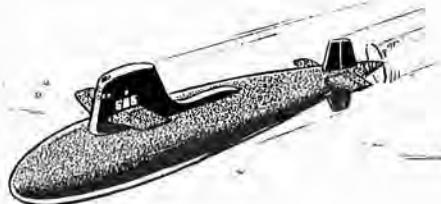
navies—aging. No Royal Navy aircraft carriers have been laid down since the Second World War. True, there have been modernizations and conversions of existing carriers, but the old bones supporting modern equipment are bound sooner or later to get tired.

Even in the case of the U.S. Navy, the world's largest and one that includes the world's most advanced and powerful fighting units, the problem of aging is becoming embarrassing. As the foreword to *Jane's* points out, 70 per cent of the USN's warships were built under Second World War programs. It is difficult for any navy to replace ships that will "do" with ships that meet desired standards. Under such circumstances, a modernization program has to proceed side by side with the new construction program, and that is what the USN is doing.

In the present world situation, much interest is bound to be directed toward what the Soviet Navy is up to. Considering the reluctance with which Russia parts with information in such fields, the mass of detail appearing in *Jane's* is amazing. This edition estimates the strength of the Soviet Navy as 25 cruisers, 165 destroyers, 430 submarines, 275 frigates, 900 minesweepers, 125 patrol vessels, 500 motor torpedo boats, 120 landing craft and 160 auxiliaries—truly a formidable force.

It will be immediately noticed by anyone who has browsed through past volumes that the estimate of the number of Russian submarines is lower than in previous years. The estimate of 430 in the current volume is 20 fewer than last year's and well down from still earlier estimates that ranged as high as 500. The conclusion drawn by Mr. Blackman is that Russia has been discarding the small and obsolete units, and the less numerous present fleet is, in fact, far more formidable than the larger one of a few years back.

The editor does not place much credence in Russia's claims that she has more and faster nuclear submarines than the United States. His estimate is that the Soviet navy has between six and 12 nuclear-powered submarines, complete or being completed, but he says that the number of conventionally-powered submarines with guided missiles has been increased by eight in the past year to a total of 18.



When one considers the tremendous potential of destruction of the world's larger navies, it is with an easing of tension that one turns to some of the smaller ones—say the two inshore mine-sweepers of the Hong Kong Naval Reserve.

There are other innocent and unwarlike pleasures to be derived from the volume—such as tracing the vicissitudes of Second World War ships that once served in the Royal Canadian Navy and are now to be found serving in navies right round the world.

For the science-fiction enthusiast, the forecaster of things to come, there are delights to be found in the drawings and descriptions of some of the almost futuristic ships of the French Navy and others. That the Royal Canadian Navy is in step with the times is indicated in two artist's conceptions of helicopter-equipped destroyer escorts that appear in the late addendum.

To summarize *Jane's* is a task almost comparable to reducing the Bible to a single chapter. In a way, the comparison is not inapt. *Jane's* continues to be

the definitive word on what the navies of the world are and what they are becoming.—C.

JANE'S FIGHTING SHIPS, 1961-1962 edition, edited by Raymond V. B. Blackman, MIMarE, MRINA; published by Jane's Fighting Ships Publishing Company Ltd.; distributed in Canada by The McGraw-Hill Company of Canada, Ltd., 253 Spadina Road, Toronto 4; 438 pages, illustrated; \$35.

## Old Sweat

FOR NEARLY 15 years Doug Smith has been spinning what the Navy would call "salty dips" about the Second World War on his page of *The Legionary*, magazine of the Royal Canadian Legion.

Naturally, there have been suggestions that the writer was resorting, at times, to invention, even if he did serve as an air gunner in the RCAF and a captain in the Canadian Army.

"Well, fellas," Smith wrote not long ago in *The Legionary*, "after yarning

away to you for nigh 15 years, I sometimes wonder myself.

"Most of the stories surprisingly enough are true. Many of them occurred to friends of mine and some, I am sad to relate, cover my own ignoble contribution to the salvation of democracy.

"My key to rainy day columns is that deathless piece of prose—my secret diary. Somehow or other, through all the toil and turbulence of war, the horrors of Soho, the miseries of Place Pigalle and the agonies of the Snake Pit in Brussels, I managed to jot down a few words each head-throbbing day."

Now, it is good to know, Doug Smith has collected the best of these entertaining and veracious tales into a book, *Memoirs of an Old Sweat*. It is also good to know that certain names have been disguised, so that the persons they represent can continue to lead noble lives of community uplift without anyone saying: "Ha!"—C.

MEMOIRS OF AN OLD SWEAT, by Doug Smith, published by Evergreen Press Limited, 1070 SE Marine Drive, Vancouver 15; \$4.50.



Chaplain Ian H. Williams, of HMCS Lanark, conducts prayer before the Cross of Sacrifice in the new Reykjavik cemetery outside the Icelandic capital. A wreath was laid there in memory of Second World War dead and a spray laid at the graves of HMCS Skeena dead nearby during the visit of the Seventh Canadian Escort Squadron to Iceland on UNTD Cruise Charlie.

# THE NAVY PLAYS

## Wooden Whaler Beats New Boats

Sailing an old-fashioned clinker-built wooden whaler, a crew of bos'ns (qualifying) from HMCS *Stadacona* won the annual Naval Research Establishment Rose Bowl sailing regatta last summer.

With PO John Newton at the tiller and POs Les Jenkinson and Mark Draibye and Ldg. Sea. Larry Freeborn handling the sheets and sails, the old whaler crossed the finish line 11 minutes ahead of the next contestant on corrected time. The 10 other boats in the race included a number of fibreglass construction.

## Canadian Football Big N.S. Attraction

Canadian football has really caught on in the Halifax-Dartmouth area. During the opening weeks of play in the Atlantic Football Conference 1961 season, attendance records were shattered by record-breaking crowds at both afternoon and evening games.

Conference President, Phil Carr-Harris, who has sparked the AFC organization, says: "This year's record-breaking attendance is indicative of local interest in the game and is most gratifying to members of the league."

The AFC was organized in 1960 when 11 teams from the Maritime Provinces joined together to form a new football league. The conference is divided into two sections, each of which plays a separate schedule.

In the "A" Section are teams from *Stadacona*, *Shearwater*, Dalhousie, St. Mary's St. Francis Xavier, Mount Allison and the University of New Brunswick.

In the "B" Section are teams from Acadia, Dalhousie, St. Dunstons, St. Francis Xavier and *Shearwater*.

## Sailor Yokum Pick that Oakum

The following is an extract from "Hints to First Lieutenants of Corvettes", issued under the authority of Commander "D", HMCS *Sambro*, at Halifax on December 20, 1941:

"Ensure that men under punishment are given tasks to do, and are dully employed during the times stated in your orders."



Despite their relatively small numbers, personnel at Naval Radio Station Gander fielded a strong team in last summer's softball league at the big Newfoundland air base. The team lost a hotly contested semi-final to wind up in third place in the league standing. Team members pictured here are, front row, left to right, CPO R. G. Kergoat, AB A. W. Simpson, AB Frank Pielak, Ldg. Sea. A. J. Bruneau and AB T. E. Charbonneau. In the top row are Ldg. Sea. J. A. Smith, Ldg. Sea. C. T. Archer, AB D. C. Gillis, AB Michael Juhas and Ldg. Sea. R. N. King.

Following the regular season of play, the two top teams in the "A" Section met in the sudden-death Purdy Cup final on November 18. The winner of this game advanced to the Atlantic Bowl Game which was played in Halifax on November 25. This year the McMaster Marauders from Hamilton journeyed to the twin cities to try their skill against the "best in the east", St. Francis Xavier University and lost out by a score of 14 to 0.

The Bowl Game, which has become an eastern gridiron classic, was preceded by the Atlantic Bowl Ball and the Bowl Parade. A special feature of the Ball was the crowning of the Atlantic Bowl Queen, Carla MacKinnon, 18-year-old freshette from Acadia University, who was selected from the contestants representing each of the teams in the league.

St. Francis Xavier University's float took first place in the parade while HMCS *Stadacona* carried a close second. The winning float depicted the graves of the defeated teams in the Atlantic Football League along with the defender of the St. FX title—a man in full armour astride his steed. The *Sta-*

*dacona* float represented three weeks of planning and construction by the hull section of the engineering division of the Fleet School.

R. T. P. Merchant, chairman of the Atlantic Bowl Committee, worked with his committee for several months on arrangements for the big week-end and says that with football interest at an all-time high in this area, the Bowl Game festivities this year were more exciting than ever.

## CMR Teams Meet Stiff Opposition

Teams from Le Collège Militaire Royal de St. Jean ran up against keen competition when they made their annual visit to Halifax in mid-November to take part in a number of sports competitions against Nova Scotia service teams.

The visiting teams tallied their only victory in basketball when they staged a second-half rally to take the *Stadacona* Sailors by a score of 47 to 45.

A water polo team, made up of representatives from *Stadacona* and Atlantic Coast ships, scored four unanswered

goals in the second half to beat the CMR visitors by 6 to 2.

The swimming meet had *Stadacona* in front with a total of 34 points while CMR was a close second with 31 and *Cornwallis* third with 23.

A team from the RCAF station at Greenwood won the fencing tourney with 16 points to edge the CMR and *Cornwallis* teams, which had 13 and 10 points respectively.

In hockey the CMR team bowed, 3-1, to the *Shearwater* Flyers.

### **Just Chap Who Enjoys Sports**

CPO Jack Strachan describes himself as "just a fellow who enjoys sports... all sports."

But the Pacific Command of the Royal Canadian Navy regards him as a sportsman who "through his own achievements and efforts has contributed most to sports in the Command throughout the past year."

Because of this, CPO Strachan has been awarded the coveted Lt.-Cdr. Charles McDonald Trophy, presented in recognition of such achievement and effort. He was formally presented with the large silver trophy at divisions on December 1 at *Naden*.

Calling Vancouver his home town, CPO Strachan has been interested in sports for as long as he can remember. In various schools of the mainland city he participated in lacrosse, soccer and softball.

He joined the Navy 13 years ago, and ever since then has devoted practically all his free time to sports and athletic events.

Nearly four years of his service career were spent with the Atlantic



Command, and it was there in 1954 that he won the Admiral Jones' Trophy, awarded annually on the East Coast on the same basis as the Charles McDonald Trophy.

In recent weeks CPO Strachan has served at *Naden* on the staff of the Principal Naval Overseer's Office at the Yarrows Ltd. shipyard. For more than two years before, he was in HMCS *Skeena* and participated in a number of the ship's sport programs when time ashore permitted.

Now that he is ashore again, he is back in his sporting stride, with soccer, basketball, and volleyball heading the list. He also plays soccer on "civvy street" with a team in the Victoria and District League.

Chief Strachan's athletic program isn't confined just to land activities. He likes swimming, and last year completed a clearance diving course with the Navy's Operational Diving Unit at Colwood. That led to an enthusiasm for skin-diving. And just a few weeks ago he started curling.

The navy sportsman lives in Belmont Park, with his wife, Lillian; eight-year-old son Robert (who already swims well and is wrapped up in several sports, including Little League Baseball) and daughter, Laureal, six.

And to round out the sporting picture, this "Jack of all Sports" and his wife also enjoy periodic games of table tennis and bowling.

### **Softball Winter Sport in Toronto**

What do they do in Toronto when the snow starts flying? They play softball.

As in previous years HMCS *York* has entered a team in the Toronto Garrison Officers' Indoor Softball League, a 10-team loop that plays at the University and Fort York Armouries.

The schedule opened on October 28 and calls for each team to play eight games during the season. Last year the Navy team came close to taking the honours, losing out in the finals.

### **Fishing Good At Churchill**

CPO Ben Humberstone, HMCS *Churchill*, hauled in a 31-pound lake trout on an eight pound test line in October and, while it may not be the largest lake trout ever boated, it is believed to be the record for the year.

CPO Humberstone was fishing in South Knife Lake, 100 miles south of Churchill, along with Lt.-Cdr. W. J. Swiniarski, *Churchill's* commanding officer, Lt. Arnold Steed, supply officer,



CPO Ben Humberstone, of Churchill, displays the 31-pound lake trout he caught on a fall fishing expedition in northern Manitoba.

CPO C.R. Sabean, PO T. L. Gordon and AB G. J. Johns.

In all, the members of the expedition hooked 62 fish, of which the big one was the 31-pounder, another was 22 pounds and the rest averaged about six to seven pounds.

### **Bridge Sharks Do It Again**

Just about a month after the East Coast bridge team of CPO W. W. Reid and PO Don Jordan racked up a 3,130 hand during lunch-hour play, August 11, in the Academic Division of the Fleet School at *Stadacona*, they did it again and equalled their previous challenge.

Jordan and Reid squared off against CPO Dick Brett and PO C. A. Richardson September 12. Reid held aces of diamonds, clubs and spades, with a seven-card diamond suit with honours. His partner held spades and hearts with the ace and king of the latter.

Seven no trump was bid, doubled and redoubled. Richardson made the first and last move of the game for his side when he led away from his king. Bang, bang, bang went the tricks, while the scorer wet his pencil in glee.

The previous game, reported in the September 1961 issue of *The Crow'snest*, had Reid and Jordan bragging: "CAN ANYONE IN THE FLEET TOP THIS?" Although they didn't exactly top it themselves, they still sit down to play in a bit of a daze.

# RETIREMENTS

CPO STANLEY BIRCH, C2BN4, of Victoria, B.C.; joined November 18, 1940, served in *Naden, Stadacona, Skeena, Arvida, Cornwallis, S343, Uganda, Ontario, Niobe, HMS Excellent, Sioux, Quadra, HMS Dolphin, HMS Chaser*; awarded CD; retired November 17, 1961.

CPO HAROLD HENRY BOOTH, CIHT4, of Winnipeg, Manitoba; joined RCNVR Nov. 8, 1933; transferred to RCN May 12, 1943; served in *Naden, Prince Henry, Givenchy, RNO Yarrows, Chebogue, Niobe, Peregrine, Scotian, Cornwallis, Iroquois, Royal Roads, Ontario, Stadacona*; awarded CD; retired November 14, 1961.

PO NORMAN LESLIE BOURNE, PIET4, of Prince Rupert, B.C., joined November 18, 1940; served in *Naden, Quesnel, Givenchy, Q071, Guysborough, Sans Peur, St. Catharines, Peregrine, Kapuskasing, Middlesex, Ontario, Stadacona, Beacon Hill, Huron, Cape Breton, Portage, Magnificent, Cornwallis, Cayuga, Sioux, Fraser*; awarded CD; retired November 17, 1961.

PO GORDON JAMES BROWN, P1FC3; of Nanaimo, B.C.; served in RCNVR February 2, 1940, to July 30, 1945; joined RCN March 21, 1946; served in Montreal division, *Stadacona, Venture, Festubert, Sunbeam, Andre, Dupre, Adversus, Sambro, Midland, Niobe, Ottawa, Avalon, New Westminster, Whitby, Digby, Peregrine, Donnacona*; awarded CD; retired November 22, 1961.

CPO BERNARD ARTHUR COKER, CIET4, of Heaslip, Manitoba; joined November 18, 1940; served in *Naden, Prince David, Stadacona, Goderich, Iroquois, Huron, Qu'Appelle, Warrior, Ontario, Rockcliffe, Cornwallis, Antigonish, James Bay, Stettler, Naden*

---

## Letter to Editor

Dear Sir:

I have only recently seen the September issue of *The Crownsnest*. While I appreciate having my name in print under the heading "Officers Retire", may I draw to your attention that your source of information in Officers' Records let you down rather badly. My name is *Eric* not *Edward* and I was never in Newfoundland until my work as a School Relations Officer took me there in 1960. I am also a Haligonian.

The correct information must be up there somewhere because the handsome brochure issued to me on retirement appears to be letter perfect.

I served in *Stadacona, Venture, Protector II, Captor, Scotian, Bytown and Huron*.

Yours sincerely,

E. B. MERCER,  
Lieutenant-Commander,  
RCN (Ret)

16 Cambridge Street,  
Halifax, Nova Scotia.

(PNO West Coast), *Discovery, New Glasgow*; awarded CD; retired November 21, 1961.

CPO ALVIN ELMO FARRELL, C2ER4, of Carstairs, Alberta; joined November 18, 1940; served in *Naden, Stadacona, HMS Ramillies, HMS Berwick, Niobe, HMS Drake, J4229, Lockeport, HMS Buxton, Niobe, Prescott, Cornwallis, Peregrine, Grandmere, Sioux, Givenchy, Ontario, ML 124, Magnificent, Crusader, Sussexvale, Stettler*; awarded CD; retired November 17, 1961.

CPO EVERETT EUGENE HAUGHN, C2ER4, of Halifax, N.S.; joined November 18, 1940; served in *Stadacona, Naden, Barrie, Cornwallis, Fort William, Drummondville, Hochelaga II, Fort Erie, Chaleur II, Niobe, J3329, Magnificent, Iroquois, St. Stephen, Crescent, Micmac, Lauzon, Haida, Gatineau, Inch Arran*; awarded CD; retired November 10, 1961.

CPO DOUGLAS ROBERT HOSSER, C2WS4, of Cloverdale, B.C.; joined November 18, 1940, served in *Naden, Stadacona, St. Laurent, ML 055, Cornwallis, Hamilton, Noranda, Collingwood, Avalon, Amherst, Toronto, Saint John, Uganda, Discovery, Rockcliffe, Ontario, Niobe, Excellent, Huron, Athabaskan, Chippawa, Sussexvale*; awarded CD; retired November 17, 1961.

PO JOHN LLOYD McKENZIE KING, PIER4, of North Sydney, N.S.; joined RCNVR July 24, 1941; transferred to RCN; served in Halifax division, *Stadacona, Protector, Burlington, Fort Ramsay, Iroquois, Uganda, Scotian, Haida, Diving Tender #3, New Liskeard, Portage, St. Stephen, Crescent, Haida, Nootka, Swansea, Toronto, Wallaceburg, Quebec, Assiniboine, St. Laurent, Cayuga, Lauzon, Granby*; awarded CD; retired November 1, 1961.

PO DOUGLAS McKENZIE LOCKHART, PIER4, of Penticton, B.C.; joined RCNVR May 31, 1940; transferred to RCN June 6, 1945; served in Vancouver division, *Naden, Ungava, Stadacona, Avalon, Skeena, Cornwallis, York, Portage, Peregrine, Sarnia, Niobe, Warrior, Haida, Cedarwood, Cayuga, New Waterford, Ontario, Fraser*; awarded CD; retired November 8, 1961.

CPO ERVIN THEODORE MILLER, CIHT4, of Middle Musquodoboit, Halifax Co. NS; joined RCNVR July 11, 1940, transferred to RCN Oct. 31, 1944; served in *Stadacona, SS Pasteur, Protector, Venture, Avalon, Hamilton, Scotian, Peregrine, Niobe, HMS Glory, HMS Puncher, J3329, Iroquois, La Hullose, Haida, Cornwallis, Quebec, Algonquin*; awarded CD; retired November 1, 1961.

CPO THOMAS EDWARD MOORCRAFT, C2BN3, of Lancaster, Chorley, England; joined November 18, 1940; served in *Naden, Stadacona, Skeena, Niobe, Peregrine, Scotian, Algonquin, Crescent, Cornwallis, Ontario, Royal Roads, Stettler, Malahat*; awarded CD; retired November 18, 1961.

CPO SAMUEL WESLEY RUMSON, C1BN4, of Carbonear, Nfld.; joined March 1, 1937; served in *Stadacona, St. Laurent, Skeena, Assiniboine, Victory, (Excellent), Stadacona, Prince David, Cornwallis, HMS*

*Malaya, Excellent, Niobe, Naden, Uganda, Rockcliffe, Griffon, Iroquois, La Hullose, Magnificent, Buckingham, HMS Dolphin, HMS Maidstone, Saguenay, Athabaskan, Terra Nova, Star, York*; awarded Long Service and Good Conduct Medal; retired November 18, 1961.

CPO ARTHUR JOHN SMITH, C2ER4, of Hertford, England; joined November 18, 1940; served in *Naden, Stadacona, HMS Ramillies, HMS Berwick, Niobe, HMS Pembroke, Niobe, J4234, Parsley, Monnow, HMS Ferret, Peregrine, Haida, Huron, Scotian, Ross Norman, Qu'Appelle, Nootka, Iroquois, Cornwallis, Magnificent, Micmac, Bonaventure*; awarded CD; retired November 17, 1961.

CPO HAROLD PETER WILLIAMS, CIHT4, of Saint John, N.B.; served in RCNVR October 19, 1940-October 10, 1945; joined RCN March 27, 1946; served in Saint John division, *Stadacona, Vigil II, Captor II, Shelburne, Hochelaga II, Scotian, Avalon, Cornwallis, Donnacona, Givenchy, Rockcliffe, Ontario, Naden, Crusader, Cape Breton*; awarded CD (due Aug. 6, 1953); retired November 27, 1961.

CPO LEWIS ALBERT WOOD, C2ER4, of Oxford, N.S.; joined November 18, 1940; served in *Naden, Outarde, Givenchy, Stadacona, Cornwallis, Avalon, St. Laurent, Gatineau, Prince Rupert, Orillia, Algonquin, Tilsonburg, Fort Francis, Scotian, Nootka, Iroquois, La Hullose, Haida, Portage, Algonquin, Swansea*; awarded CD; retired November 18, 1961.

---

## Officers Retire

LT.-CDR. LESLIE DANIEL KNIFFEN, of Vittoria, Ont., joined RCNVR June 8, 1942, transferred to RCN March 28, 1949, served in *Prevost, Cornwallis, Bytown, Burrard, York, Stadacona, Niobe, Carleton, Shearwater, Star, Patriot, Niagara, Stadacona*; last appointment, HMCS *Shearwater*; commenced leave November 1, 1961, retires March 28, 1962

A/SURGEON CAPTAIN JOHN WILLIAM GREEN, of Trinidad, B.W.I., and Victoria, served in RCAF September 16, 1940, until November 20, 1945; joined RCN(R) December, 1947, transferred to RCN January 6, 1948; served in *Naden, Ontario, Crescent, Donnacona, Discovery, Stadacona, York, Cape Breton, Naden*; last appointment, anaesthesiologist, RCN Hospital, HMCS *Naden*; commenced leave November 22, 1961, retires February 17, 1962.

LT.-CDR. EVAN SYDNEY LLOYD, of Halifax, joined RCNVR September 25, 1939, as a writer, promoted to acting pay sub-lieutenant May 4, 1942, transferred to RCN December 11, 1945; served in *Venture, Avalon, Stadacona, Kings, Kootenay, Niobe, Crusader, Scotian, Iroquois, Naden, Rockcliffe, Bytown, Shearwater, Hochelaga*; last appointment Naval Headquarters as Director of Personnel Stores; commenced leave October 29, 1961, retires May 10, 1962.



Recalling a scene that was repeated hundreds of times during the Second World War, the destroyer escort Terra Nova steams through the narrow entrance of the harbour of St. John's, Newfoundland, during last summer's cruise to the capital of the Old Colony and outports. (NFD-5837)

## *A Century of Naval Lore Corners*

The "Naval Lore Corner", with this issue of The Crownsnest, becomes a centenarian of sorts. Inside the back cover appears the 100th edition of this popular and regular feature of the magazine.

The February issue will see it reach another milestone, the 10th anniversary of its first appearance.

Every drawing has come from the busy pen of Lt. J. M. Thornton, RCN(R), of HMCS Discovery, the Vancouver naval division. The work and research involved in the preparation of the "Naval Lore Corners" have been prodigious. Rarely has a page contained fewer than four pictures of ships and, for special occasions, such as the centre-spreads showing the Canadian Fleet, published October 1951 and in the Jubilee issue in 1960, the number of individual drawings has mounted to many scores.

Recognition of the excellence of Lt. Thornton's work has extended far beyond the boundaries of Canada. "Naval Lore Corners" have



LT. J. M. THORNTON

been reproduced in The Sea Cadet, published in England, in Commando, South Africa's inter-service magazine, and in Varuna, the Indian Navy's quarterly. From a distinguished writer on naval and marine subjects in England came the suggestion that the "Naval Lore Corners" be collected and published in book form. So wide-ranging has Lt. Thornton's choice of subjects been that, if ever such a volume were published, it might well be entitled "The Poor Man's Jane's"

The "Naval Lore Corners" are far from representing the entire output of Lt. Thornton's pen on behalf of the Navy. During the winter training season, he is associate editor of the HMCS Discovery Newsletter and is responsible for the art, layout and production of the publication. And what, among other things, does this involve?

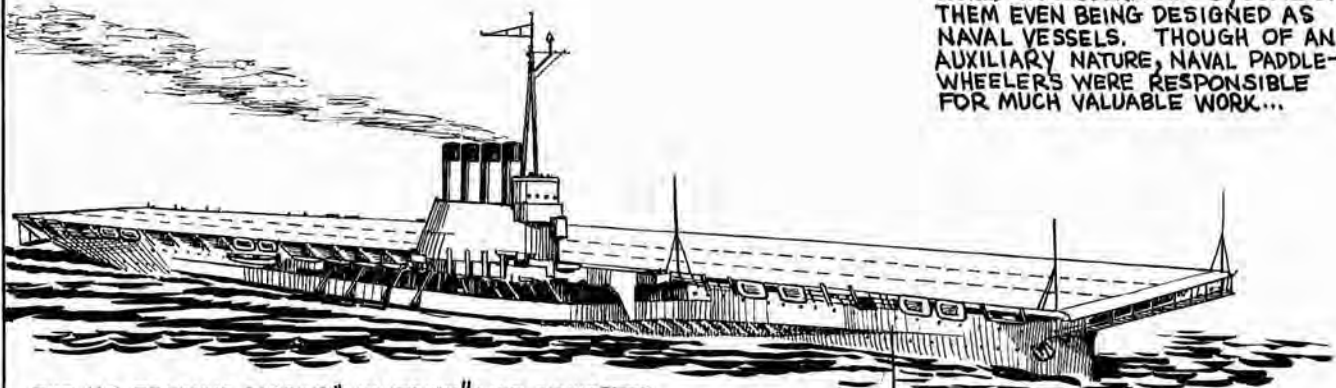
*Drawing more ships.*

# Naval Lore Corner

Number 100

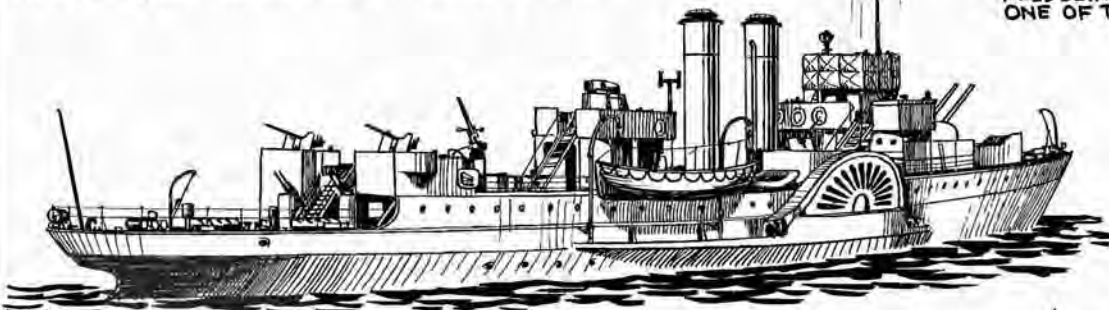
## NAVAL PADDLE-WHEELERS

NAVAL VESSELS PROPELLED BY PADDLE WHEELS HAVE BEEN A RARITY SINCE THE TURN OF THE CENTURY. PADDLE-WHEELERS, HOWEVER, HAVE FOUND THEIR PLACE IN VARIOUS NAVIES OF THE WORLD IN MODERN TIMES, SOME OF THEM EVEN BEING DESIGNED AS NAVAL VESSELS. THOUGH OF AN AUXILIARY NATURE, NAVAL PADDLE-WHEELERS WERE RESPONSIBLE FOR MUCH VALUABLE WORK...



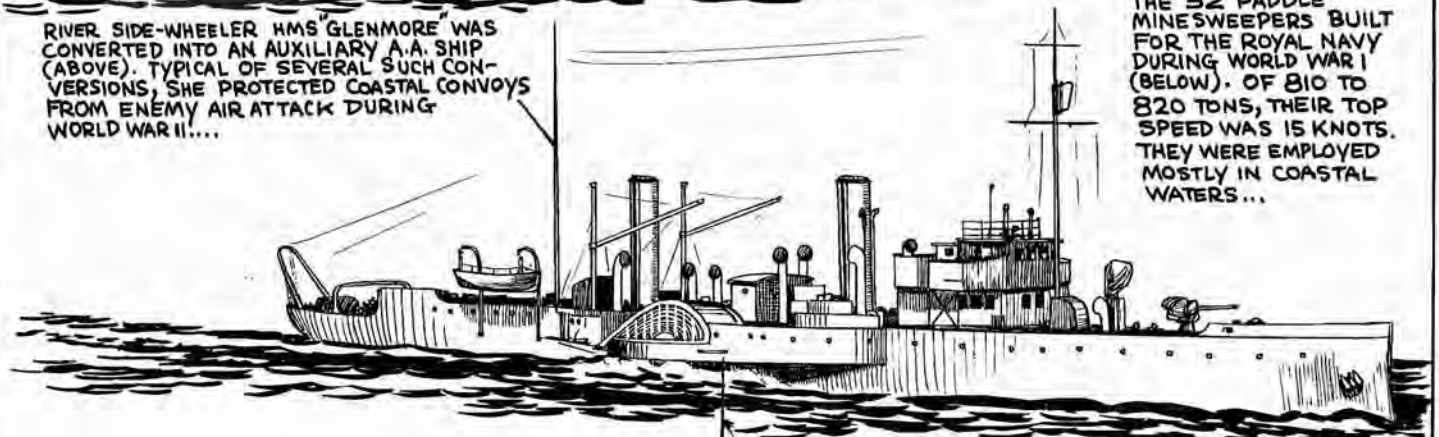
THE U.S. TRAINING CARRIER "WOLVERINE" WAS CONVERTED FROM THE GREAT LAKES CRUISE PADDLE STEAMER "SEEANDBEE" AND OPERATED ON LAKE MICHIGAN DURING WORLD WAR II. A COAL BURNER, SHE WAS UNARMED AND WITHOUT A HANGAR.

"WOLVERINE'S" JOB WAS TO PROVIDE DECK-LANDING PRACTICE FOR FLEDGLING PILOTS. SHE WAS ONE OF TWO SUCH VESSELS...



RIVER SIDE-WHEELER HMS "GLENMORE" WAS CONVERTED INTO AN AUXILIARY A.A. SHIP (ABOVE). TYPICAL OF SEVERAL SUCH CONVERSIONS, SHE PROTECTED COASTAL CONVOYS FROM ENEMY AIR ATTACK DURING WORLD WAR II....

NOT CONVERTED FROM MERCHANT SHIPS, BUT SPECIALLY DESIGNED NAVAL VESSELS, WERE THE 32 PADDLE MINE SWEEPERS BUILT FOR THE ROYAL NAVY DURING WORLD WAR I (BELOW). OF 810 TO 820 TONS, THEIR TOP SPEED WAS 15 KNOTS. THEY WERE EMPLOYED MOSTLY IN COASTAL WATERS...



FRENCH NETLAYER "GUÉPE," BUILT IN 1913 WAS CONVERTED FROM A PADDLE TUG (LEFT).

PADDLE-WHEEL-PROPELLED VESSELS STILL HAVE THEIR PLACE TODAY, AS WITNESSED BY TWO RECENTLY BUILT PADDLE TUGS FOR THE ROYAL NAVY; "DEXTEROUS" AND "FAITHFUL"...

A.S.

*Roger Duhamel*

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

***If undelivered return to:***

The Queen's Printer, Ottawa, Canada

***En cas de non-livraison, retourner à:***

L'Imprimeur de la Reine, Ottawa, Canada

