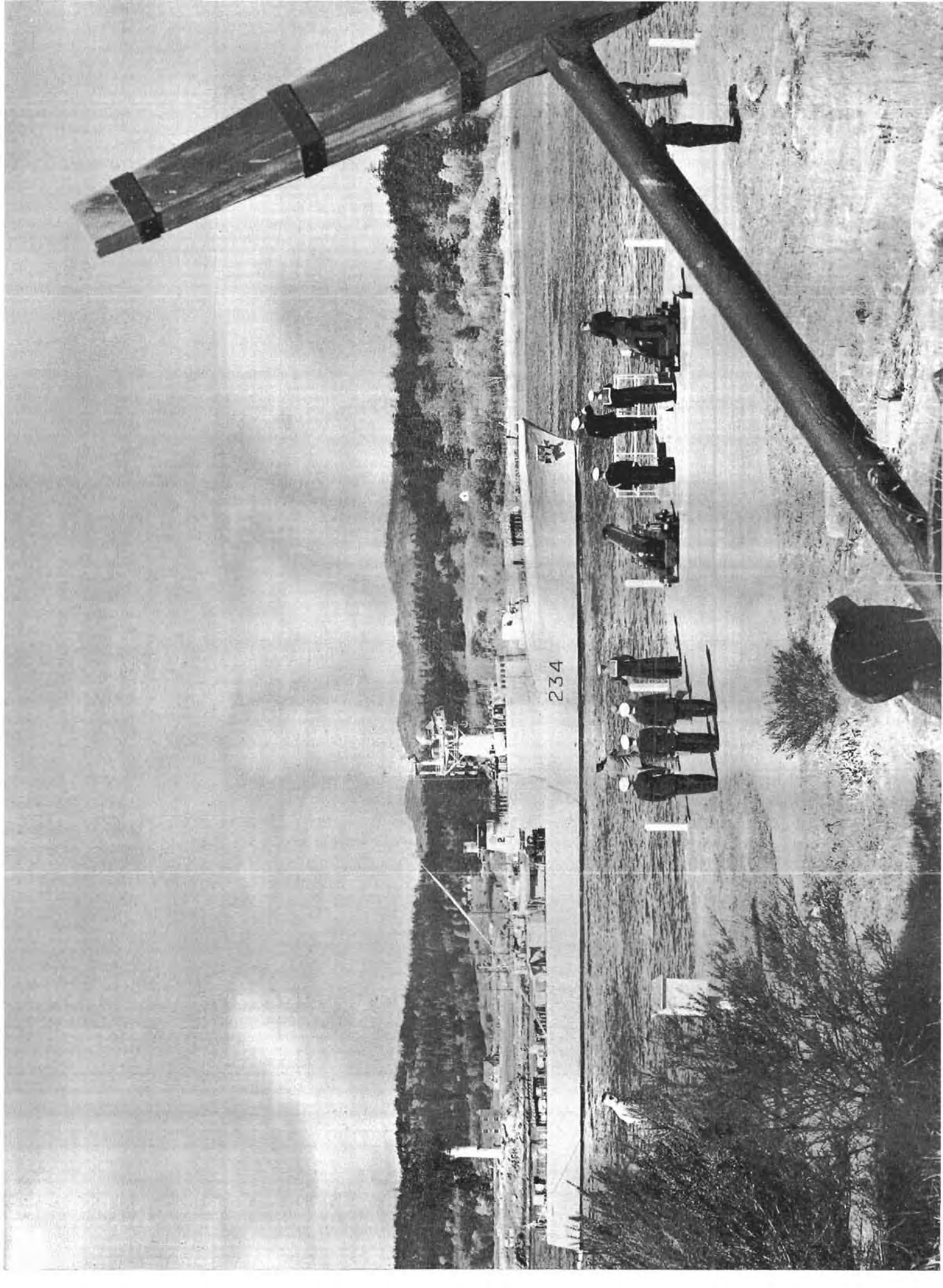


The CROWNEST

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AIR INLET



The CROWSNEST

Vol. 14 No. 14

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER 1962

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<i>Naval Lore Corner No. 111</i>	<i>Inside Back Cover</i>

The Cover—The past year's performance of the RCN's Tracker aircraft and their record in anti-submarine exercises reflected credit not only on the pilots and their aircrew but on the ground crews who keep them flying. Here trained air mechanics work on the port engine of a Canadian-built Tracker in a maintenance hangar at *Shearwater*. (DNS-29176)

LADY OF THE MONTH

At the moment HMCS *Assiniboine* does not present a ladylike appearance as shipyard workers go about the job of transforming her into a ship with new and more deadly anti-submarine capabilities.

When the picture on the opposite page was taken last summer, she was flying the paying-off pennant that signified her withdrawal from active duty to prepare for the long ordeal from which she will emerge with variable depth sonar and helicopter platform and hangar.

Her sister ship, HMCS *St. Laurent*, is undergoing a similar transformation. (E-66101)

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

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

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Naval Headquarters,
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RCN NEWS REVIEW

In a grey November setting, a CS2F-2 Tracker aircraft prepares to land on HMCS Bonaventure to end another anti-submarine patrol. Glimmering amid the general gloom is the mirror landing aid on the flight deck. The photograph was taken from the Bonaventure's plane guard, the destroyer escort Terra Nova. (HS-70380-18)

Trackers Score High in Exercise

The sea-going detachment of Air Anti-Submarine Squadron 880 had a total of 59,360 miles pass under its wings as it maintained its Tracker aircraft airborne 24 hours a day in NATO naval exercise Sharp Squall overseas, October 13 to 18.

VS 880 was operating from the aircraft carrier *Bonaventure* at the time with helicopters of HS 50. The Canadian carrier and ships of the First Canadian Escort Squadron from Halifax were working with surface units of the Royal Navy, submarines from Norway, Denmark and Britain, and additional air cover of Argus aircraft, from the RCAF and other Trackers from the Royal Netherlands Navy.

The success of VS 880 exceeded all expectations and the fine co-operation of the ships allowed Canadian Trackers the opportunity to record the greater proportion of the submarine detections and "kills."

St. Laurent Gives Funds to Charity

The United Appeal campaign of the RCN's Pacific Command received a \$186 boost from the ship's fund of HMCS *St. Laurent*, when she paid off for refit and conversion.

Profits from the ship's canteen were disbursed in accordance with the wishes of the crew. In all, more than \$2,300 was donated to charitable funds and organizations, most of them in the Greater Victoria area.

Included among the recipients of these donations are the Royal Canadian Navy Benevolent Fund, \$348; the Salvation Army, \$232; the "Conquer Cancer" campaign, \$186; the *Times* and *Colonist* Christmas funds, \$186 each; St. Joseph's Hospital building fund, \$69; Royal Jubilee Hospital, \$69; the Queen Alexandra Solarium, \$46; and the Armed Services' Leave Centre, \$116.

COs of Naval Divisions Meet

The 14th annual conference of commanding officers of Canada's 21 naval divisions was held in Hamilton November 27-29 at the headquarters of Commodore P. D. Taylor, Commanding Officer Naval Divisions.

Senior naval officers from Naval Headquarters, Ottawa attended the conference for one day, November 28.

The Ottawa officers included Rear-Admiral M. G. Stirling, Chief of Naval Personnel; Rear-Admiral C. J. Dillon, Naval Comptroller; Commodore H. G. Burchell, representing Chief of Naval Technical Services; Commodore A. B.

Fraser-Harris, Assistant Chief of Naval Staff (Air and Warfare); Captain Raymond Phillips, Director of Naval Organization and Management, and Captain E. P. Earnshaw, Director of Naval Training.

Naval reserve matters discussed included personnel, training, administration, supply, maintenance, financial control, University Naval Training Divisions and Royal Canadian Sea Cadet Corps.

Old Jetty Zero To Be Rebuilt

The Foundation Company of Canada has been awarded a \$381,390 contract for the repair and rebuilding of Jetty 1 at HMC Dockyard, Halifax.

Scheduled for completion within 12 months, the contract calls for demolition of the present superstructure, leaving the creosoted bearing piles, bracing and wales (horizontal timbers) intact.

A new crane support system of precast, reinforced concrete piles and concrete beams is to be constructed, and the superstructure will consist of creosoted pile caps supporting a composite timber and concrete deck.

New creosoted timber fender piles will be driven around the perimeter of the jetty, and bollards and ladders will be installed at various locations.

The existing jetty is 470 feet long and 50 feet wide. It was acquired during the Second World War and, until recent times, was known as Jetty Zero.

ASW Commander

Visits Halifax

Vice-Admiral E. B. Taylor, USN, Commander Anti-Submarine Warfare Forces Atlantic, visited Maritime Command Headquarters in Halifax October 17-18.

He was accompanied by Rear-Admiral G. P. Koch, USN, Commander Fleet Air Wings Atlantic; Rear-Admiral C. B. Jones, USN, Commander Destroyer Flotilla II, and a number of the staff.

Diving Course

For Officers

A seven-month clearance diving course for officers will begin in the spring of 1963, according to Cangen 173, promulgated in September. The course will include four months of training at the RCN Diving Establishment (East Coast) and three months with a United States Navy diving facility.

Previous restrictions limiting the course to former executive branch officers have been waived and entry is open to lieutenants with less than six years' seniority. The work involved, qualifications required and career prospects are outlined in GO 49.60/6.

Present intentions are to employ officers, who complete the course, in two clearance diving appointments, separated by a general service appointment. Any further clearance diving appointments will be on a voluntary basis only.

Submarine Under

New Command

Lt.-Cdr. George C. McMorris has taken command of HMC Submarine *Grilse*. He succeeded Cdr. Edmund J. Gigg who has been appointed to the staff of the Director Naval Ship Requirements and promoted to his present rank. He had commanded the *Grilse* since her commissioning into the RCN in May 1961.

Lt.-Cdr. McMorris was on the staff of the Director of Naval Training until August of this year when he went to the United States for further submarine training.

Born in Edmonton on August 10, 1926, he joined the navy as a midshipman in July 1945, took his early training with the Royal Navy, served in Canadian destroyer escorts, and later returned



LT.-CDR. G. C. McMORRIS

to Britain where he qualified as a submariner and became first lieutenant of the RN submarine *Scythian* in May 1953. He commanded HM Submarine *Selene* from June 1955 until August 1956.

Lt.-Cdr. McMorris returned to Canada in January 1957 and served as executive officer of the destroyer escort *Fraser* from June 1957, until January 1959.

Supply Has New Message Centre

A new message sub-centre went into operation at Naval Headquarters, Ottawa, on December 18 and is expected to do much to relieve the overburdened facilities of the Naval Communications Centre.

The new facility, located at the headquarters of the Director General Naval Supply, 147 Albert Street, goes by the title of CANAVSUPCON (Canadian Navy Supply Control) and will handle all messages relating to routine logistics and supply matters generally which are of interest only to the DGNS organization. Although completely separate from the Communications Centre at Naval Headquarters, CANAVSUPCON is capable of communicating with any other authorized message address.

Institution of the sub-centre was undertaken to relieve the main message centre of the burden of the hundreds of messages daily referring to routine logistics and supply matters, which are of no interest to other than the sender and the addressee, both usually within the supply organization.

The new system provides a closer link between the Headquarters inventory control points and the supply depots. With about 300,000 items on the line in the Navy's inventory control, the receipt, distribution and dispatch of the materials and the messages referring to these stores is an acute problem unless there are close communications between the facilities. The new system is expected not only to increase the efficiency of the supply control system but also to avoid a certain amount of duplication and will effect certain economies.

The sub-centre is under the control of the Director of Naval Communications and is manned by civilian communications personnel.

Before CANAVSUPCON went into operation the Naval Communications Message Centre handled 18,000 messages a month, about 6,500 originating at Naval Headquarters and 11,500 from outside sources. An average of 50 copies is made of each message, making a total of about 1,000,000 copies of messages being distributed each month. Of these, about 300 a day or 9,000 a month concerned supply. With the advent of CANAVSUPCON the message traffic in and out of the main message centre has been cut sharply. The reduction will be about 30 per cent because messages concerned with policy will still be handled by the Communications Centre.

Depending on the success of the new message set-up, consideration is being given to installing separate communications facilities at the Naval Supply Depots at Halifax and Esquimalt, to give the Navy's main supply centres direct communications with each other and with the inventory control points.

Porte St. Louis

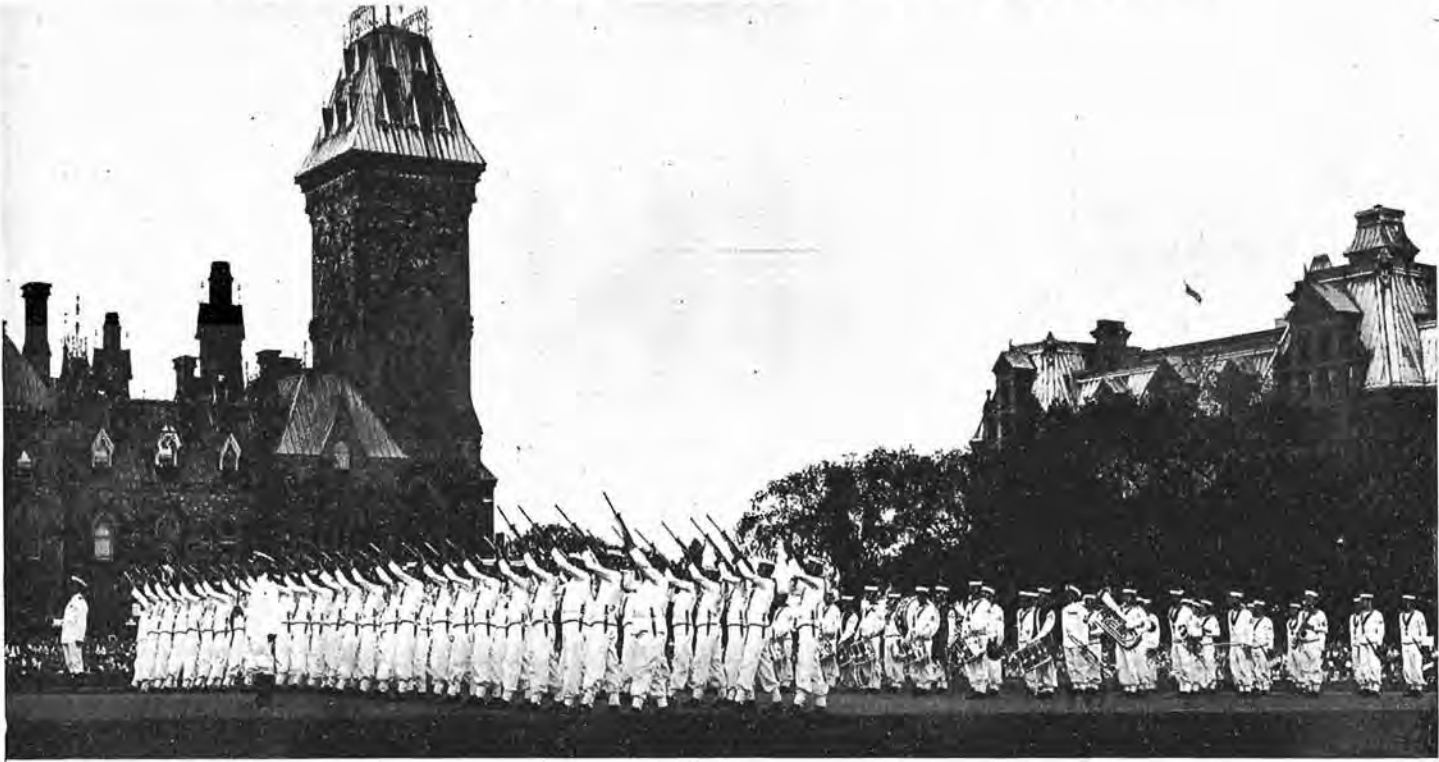
Returns to Coast

HMCS *Porte St. Louis*, one of three training vessels under the Commanding Officer Naval Divisions, sailed for Halifax November 19 to assist in winter trials programs being carried out from the Atlantic Command base.

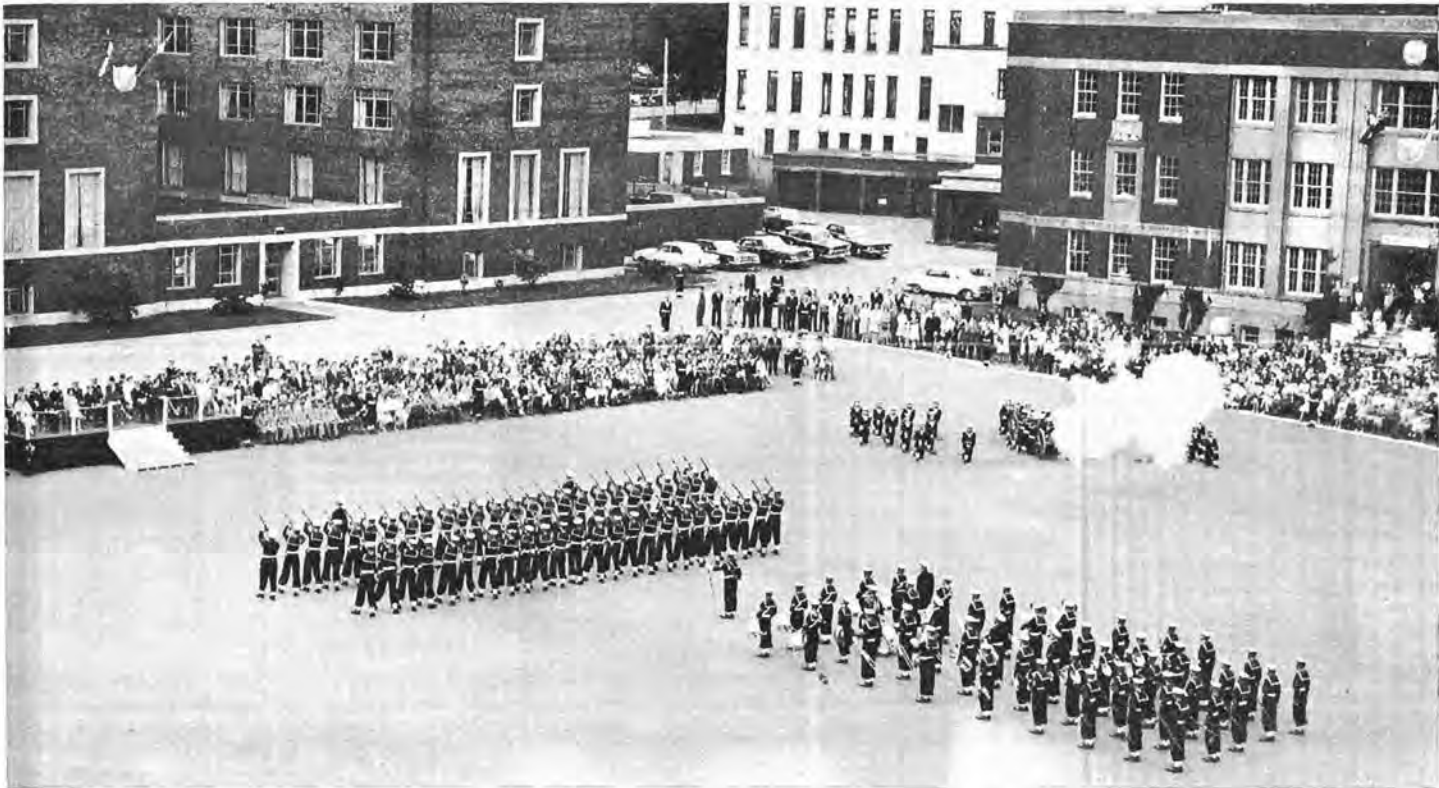
On completion of her duties with the Atlantic Command next spring, the *Porte St. Louis* will return to Hamilton to rejoin the fleet of RCN ships taking part in the 1963 naval reserve training program on the Great Lakes.

For her Hamilton-Halifax passage, the *Porte St. Louis* was commanded by Lt.-Cdr. James Butterfield, with a crew of 23. The complement was made up of officers and men who came to Hamilton from Sorel, Quebec, where they had delivered the destroyer escort *Athabaskan* for long refit.

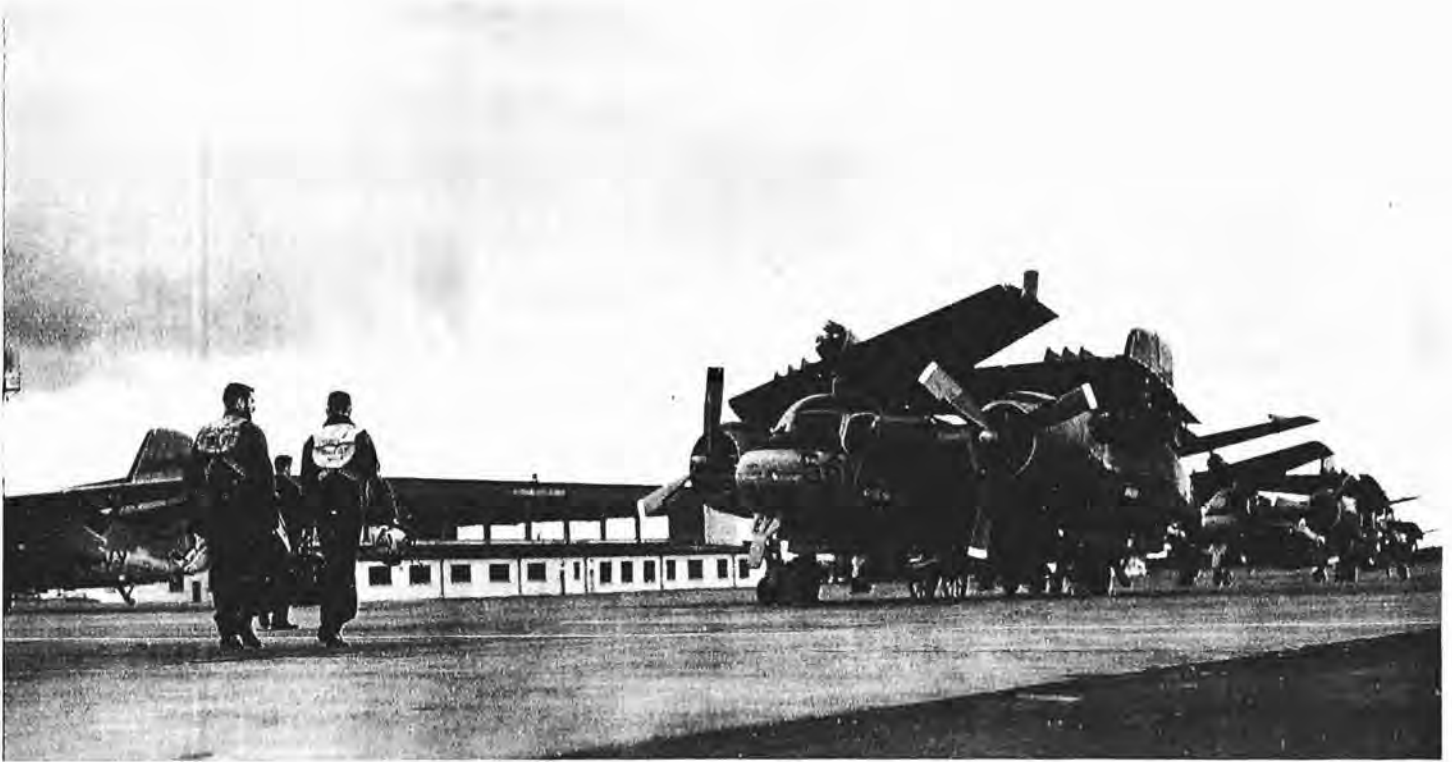
Last Summer's Sunset Ceremonies



Naval personnel who presented the Sunset Ceremony before a crowd of 20,000 persons on Parliament Hill on July 2 were congratulated by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, in these words: "Congratulations to all personnel who took part in the Sunset Ceremony on Parliament Hill this evening on your excellent performance. You have upheld the high standard which has been set by the naval contingents on Parliament Hill in previous years." (O-14419).



Following their Dominion Day triumph in Ottawa, the Cornwallis sunset guard and guns' crews, with a combined band from HMCS Ships, Stadacona and Shearwater, presented the Navy's Sunset Ceremony on the night of Thursday, July 12, at Stadacona. The general public from Halifax-Dartmouth area as well as a large group of sailors from visiting American ships attended the ceremony and were thrilled by the precision of movements of the guard and band. (HS-69171).



Back - Seat Drivers



A back-seat driver in both "Turkeys" and Trackers, Cd. Off. Ken Bullock is the author of this article on the naval aircrewman trade. (O-14649)

WE WERE taking part in air exercises with the Fleet Air Arm of the Royal Navy. AB Jimmy Spicer, usually very quiet, was seated in the mid-upper position of our Canadian Grumman Avenger; he was peering around the sky for the first sign of a formation of RN de Havilland Hornets, coming to attack us. The pilot, now Lt.-Cdr. John Riley, was holding formation and waiting too for the practice strike.

Suddenly the quiet of the inter-com system broke and a voice warned: "Look out, John! They're right on top

of us". In the excitement of the moment little Jimmy had broken the tradition of service protocol to warn of the intercepting fighters.

In our branch, when we talk of the good old days, memories need only adjust as far back as 1950 when the first observer's mate course graduated at HMCS *Shearwater*.

In this short span of 12 years many of the old faces are gone, some commissioned or transferred, some, alas, killed on duty, others honourably discharged. Only a few remember such

Particularly timely is the accompanying story on the naval aircrewman trade. Applicants are being sought for this trade in both Halifax and Esquimalt port divisions.

The decision to apply may be a little more difficult for the westerners because the transfer will involve spending much of their service career away from their home port division. It still will not be a hard decision for anyone who catches the enthusiasm for the trade with which Cd. Off. Ken Bullock has infused his article.

*The author went to sea at the age of 16 in the British Merchant Navy. Graduating from an observer's mate course in 1951, Mr. Bullock has served in 743 and 881 Squadrons, helped commission *Shearwater's* first ground controlled approach unit and is now naval aircrewman training officer and divisional officer of VS 880 in the *Bonaventure*. At present he is the only commissioned naval aircrewman in the RCN.*

The photographs were taken by naval aircrewman Ldg. Sea. J. G. D. Thompson, a former naval photographer, whose hand on the shutter has not lost its cunning.



CPO Paul Martin, after 14 years of flying, finds himself explaining what's in those mysterious black boxes to two new squadron naval aircrewmen. (O-14643)

characters as "Ace" Harnell, the observer's mate who could detect a floating bottle on radar at four miles and read the message inside!

As time inevitably passed other faces appeared to thrill us with exploits. Remember the time when "Chuff" Carlson ditched? He was sitting in the rear seat of a "TurKey" (TBM Avenger) when the aircraft hit the sea in a nose-down attitude, he dived out of the back door and then hung suspended in mid-air. He had forgotten to undo his rather strong helmet cord attachment!



CPO Bob Tuckwood follows the tactics of a VS 880 crew in action at the flight simulator unit at Shearwater. A naval aircrewman with 2,000 flying hours to his credit, Chief Tuckwood lends a valuable hand to the training of new Tracker crews. (O-14648)

And so the observer's mates manned the radio and radar sets of the aircraft squadrons based at *Shearwater* and in the *Maggie*. With each succeeding year new ASW equipment provided more work for our Navy's only non-commissioned flyers.

The complement of the branch wavered between 30 and 50 strong as the young trade struggled for a firm foothold within the growing organization of the Royal Canadian Navy.

In 1956 the long-awaited CS2F1 Grumman Tracker arrived at *Shearwater* from de Havillands at Toronto. Previously, with Avengers, the crew structure had been set at pilot, observer and observer's mate. Now, with the introduction of the Tracker, the crew structure changed. The observers disbanded, many changing to pilot status or integrating with the fleet, and the new crew formed as two pilots and two observer's mates. So began a new era, training, training, and more training.

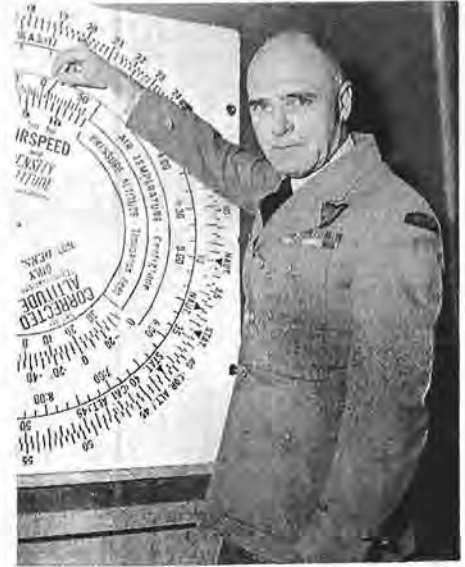
By 1960 the old name of observer's mate disappeared and the naval aircrewman came into existence. The branch had grown considerably now, and NAs were serving in other fields besides VS 880. Flying in the Tracker was considered a piece of cake.

Today the tempo of training new aircrewmen has reached a new high. Candidates from many branches in the Navy have been selected for the NA qualifying courses, subsequent to meeting the required standards and passing the selection board held at the aircrew division at *Shearwater*. On successful completion of an extremely intensive and diversified course, the naval aircrewman, Trade Group Two, is drafted to the operational squadron VS 880.

What then does a naval aircrewman do when he is flying and chasing submarines? Well, first of all he has a relationship to the radioman (RM) and radioman special (RS). He is required to send and receive Morse code at least 18 words a minute, operate a voice circuit, and be conversant with CW procedures, brevity and cryptographic systems and other electronic mysteries.

Like the radar plotter (RP) the naval aircrewman operates a radar set. In this case airborne radar, and he must effect different types of radar homing and master radar navigation.

He is comparable to the sonarman (SN) by virtue of his utilizing passive sono techniques and explosive echo ranging, and, in the near future, he will be required to fly in helicopters operating dunking sonar.



CPO Ted Churlish has taught the principles of air navigation to hundreds of budding aircrewmen at Shearwater. A veteran RN observer who has been with the RCN since 1951, Chief Churlish is shown explaining the intricacies of the Dalton computer. (O-14645)

His work with magnetic anomaly detection equipment is unique in the Navy, for this ASW device is only carried in Tracker aircraft. Here, the NA watches stylus-pen deflections on a recording device. The deflections, representing changes in the earth's magnetic field, are more pronounced when the aircraft flies over a submarine. Thus the experienced NA will indicate an accurate position to attack the sub with homing torpedoes.



"All equipment serviceable," is the report made by Ldg. Sea. W. F. Peavey, a sonarman turned naval aircrewman, to his crew commander before a training exercise off the Nova Scotia coast. (O-14647)



PO D. D. Ruttan, who started his naval career as a radar plotter, now is in the ground controlled approach business and here is shown aligning his scope to bring home a Navy Tracker returning to base in foul weather. (O-14644)

In addition to the equipment that must be operated, subjects such as meteorology, armament, anti-submarine warfare, survival, air navigation, situation analysis and tactics all become part and parcel of an NA's tool kit as he progresses through a squadron tour.

For ground duties the NA does administrative tasks or helps to maintain a day-by-day training schedule to improve the efficiency of all the squadron NAs.

After at least four years of squadron service, serving at *Shearwater*, on board the *Bonaventure* or in other detached areas, the NA, with many operational and training exercises under his belt, is ready for a shore billet.

Perhaps the best known of these is ground controlled approach. This is where the operator, utilizing a special radar, guides an aircraft down an invisible glide path to a safe position to land on the runway. GCA has proved to be a valuable friend to pilots wishing to land at airports in very poor weather conditions.

The aircrewman, however, may be selected for duties in the flight simulator. As part of crew training, the flight simulator plays an important role and its ability to simulate actual flight conditions is something just short of being phenomenal.

An elaborate target generating and tracking system allows the flight simulator team to develop a typical air-

borne ASW action and, after the flight is all over, the crew is de-briefed and suggestions are made to improve the crew's efficiency for when they are actually flying.

Another draft for the experienced NA is VX 10, the experimental squadron. Soon after his arrival the aircrewman finds himself involved in projects that some day will improve the effectiveness of the Tracker and its crew.

"Service 56—*Shearwater* tower—duty runway 16 right—the wind 180—gusting 25—altimeter 29,96—cleared to join down wind-number one in approach."

The familiar voice of the *Shearwater* air traffic controller gives landing instructions to a Navy Tracker. This duty has been almost exclusively fulfilled by selected Chiefs and POs of the non-flying naval airman (AM) branch for many years. Today senior NAs are being selected for this responsible position and soon NAs and AMs will be working together to provide a valuable service to all aircraft based at the *Shearwater* naval air station.

Fleet School Air (Aircrew Division) has a continuing requirement for naval aircrewmen instructors to teach NA courses at all trade group levels. So the cycle evolves, the seven months of an aircrewman's basic course seems to spin by, a brief ceremony at wings parade and the NA qualifier is drafted to the operational squadron to begin his challenging career.



And, if the worst comes to worst, the naval aircrewman has had thorough instruction in how to increase his chances of survival. PO C. D. Laming is warm and dry inside his immersion suit during wet dinghy drill in the "gym" pool at *Shearwater*. (O-14642)



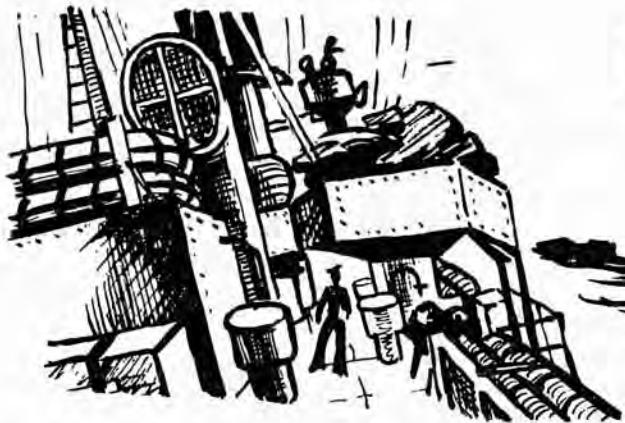
The sea-going equivalent of ground controlled approach is carrier controlled approach. PO R. J. Fletcher receives the message on board the *Bonaventure*: "Stand by to recover four Trackers". (O-14646)

While the shore billets provide a certain diversion from squadron routine, an essential part of the air direction team on board the *Bonaventure* is staffed with naval aircrewmen. Carrier controlled approach, similar in concept to GCA guides carrier-based aircraft to a visual position to land on board in bad weather conditions.

Thus the demands upon naval aircrewmen are heavy. He must be in good physical shape because, almost without notice, he may find himself involved in a complete escape and evasion exercise at Camp Gagetown, with all the trimmings of a concentration camp if he gets caught by the Canadian Army defenders!

While we have talked of NAs and their work, a word or two about someone else is needed to make the picture complete. As elsewhere in the Navy, responsibility of bringing up a family while Dad is away can be trying and tedious to the naval aircrewman's wife. A vote of thanks is therefore extended to all our gals and the next time that baby wakes as a Tracker flies overhead, we know you'll understand!

For the future, our Navy flyers can expect new fields of endeavour. In the years to come it is envisaged that NAs will fly in helicopters serving with DDEs as well as the carrier. In this respect our NAs may have a first hand opportunity to renew old acquaintances in former branches and observe the intricate procedures performed by officers and men of the fleet in which we serve.



Home from the Sea



NOAC Honours Admiral DeWolf

The creation of the position of honorary vice-president of the Naval Officers' Association of Canada and its conferral on Vice-Admiral H. G. DeWolf, retired former Chief of the Naval Staff, was among the transactions of a meeting of the NOAC board of directors in Ottawa in November.

The honorary president, Rear-Admiral Walter Hose, founder of the RCNR and first officer of the RCN to be entitled Chief of the Naval Staff, was present at the meeting.

Under the chairmanship of A. P. (Sandy) Gregory, president, the meeting was attended by C. H. Wills, past

president; N. M. Simpson, honorary counsel; vice-presidents H. R. MacDonald (Maritimes), E. W. Burns (Quebec), C. V. Laughton (Ontario), W. R. Hickey (Prairies), R. Rich (West Coast) and Captain G. A. Brown (Reserves), and R. G. Bundy, chairman of the information committee; N. J. MacDonald, chairman of the public relations committee, and Harry McClymont, secretary.

The meeting was addressed by Vice-Admiral H. S. Rayner, Chief of the Naval Staff; Commodore A. B. Fraser-Harris, A/CNS (Air and Warfare), Commodore John Deane, Deputy Chief of Naval Technical Services; Commodore R. L. Hennessy, Deputy Chief

of Naval Personnel, and Cdr. R. C. Hayden, Director of Naval Information.

The meeting decided not to revive the *NOA Journal* but to send a quarterly newsletter to all paid-up members and later consider a monthly news letter.

The annual general meeting of the NOAC will be held in London, Ontario, on June 6, 7 and 8. It will be preceded on June 5 by a meeting of the board of directors.

York Honours Captain Baker

Professor A. W. Baker, of Beaverton, Ontario, was presented with a scroll on Dec. 5 at HMCS York by Commodore J. W. F. Goodchild, commanding officer of the reserve establishment. The scroll was in recognition of the work that Professor Baker has done in fostering interest in the sea and the Royal Canadian Navy through the Navy League of Canada. It was presented on behalf of Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

In presenting the scroll, Commodore Goodchild said,

"Many years before the Second World War, although on the staff of the Ontario Agricultural College at Guelph, Professor Baker was closely associated with the Hamilton branch of the Navy League of Canada, a branch which for nearly half a century has boasted a fine sea cadet corps. Subsequently, under his leadership, a vigorous branch of the league was established in Guelph.

"Early in the Second World War, our guest became a naval officer and was immediately assigned the important duty of organizing University Naval Training Divisions across Canada from which many of our present day officers, including many ex-sea cadets, graduated. His success is evident, as he was promoted to the rank of captain."

Professor Baker thanked the ship's company assembled at evening quarters, and wished them success.



Two of the honoured guests at the annual Trafalgar Ball held by the Sault Naval Veterans' Association, Sault Ste. Marie, Ontario, were Cdr. G. R. Gislason, USCG, and Mrs. Gislason. The guard for the occasion was supplied by RCSCC Royal Sovereign. Other guests included Lt.-Col. N. S. Currie, 49th MAA Reg., and Mrs. Currie, Lt.-Col. John L. Elder, USAF, and prominent residents of Sault Ste. Marie. Left to right are Ldg. Cadet W. Dukes, Ldg. Cadet M. Jargan, Ldg. Cadet P. Pelleran and PO Cadet M. McInnes presenting arms as Ldg. Cadet P. Johnson pipes Cdr. and Mrs. Gislason aboard. (Photo courtesy Sault Daily Star)

OFFICERS AND MEN

Bursary Goes to Elizabeth Parker

Miss Elizabeth Marie Parker, 17-year-old daughter of CPO and Mrs. Joseph Parker, has been awarded the King's College Naval Bursary.

The bursary, established in 1958 and currently worth \$300, will assist her in a science course at King's. Hitherto she attended Mount Saint Vincent Academy and, in seven subjects involving 10 provincial exams, averaged 73.4 per cent.

Miss Parker, whose father is an electronic technician at *Stadacona*, was born in St. Hyacinthe, Quebec, her father being stationed at the famous wartime signal school there. She attended school in Lower Sackville, Nova Scotia, before entering the Mount for three years. A former Girl Guide, Miss Parker hopes to join a debating group at King's.

In order to commemorate the unique and valuable relationship between the University of King's College and the Royal Canadian Navy during the Second World War, ships and establishments of the Atlantic Command set up a bursary to enable a student to attend King's. Applicants for the bursary

must be children of either officers and men serving in the Royal Canadian Navy or retired from the RCN on pension and must also be acceptable to, or registered in, King's College.

The bursary is awarded annually but it is intended to be tenable by the same student to the completion of his course at King's College, provided he makes acceptable progress. The bursary will be withdrawn in the event of academic failure or withdrawal from King's College for any reason.

Mementoes of Ship Sought

The new HMCS *Saskatchewan* will have something old to link her with the past when she is commissioned into the Royal Canadian Navy in mid-February.

The "something old" will be a colour print of the first HMCS *Saskatchewan*, presented to Cdr. Mark Mayo, commanding officer designate, by Captain John Garrard, commanding officer of *Malahat*, Victoria naval division. Several pieces of the war-time ship's silverware including a large bowl and

a cigar box, are being returned for the commissioning.

The new destroyer escort, a sister ship to the recently commissioned HMCS *Mackenzie* is being completed at Yarrows Ltd., Esquimalt, shipyard.

New Commander For 6th Division

Cdr. Kenneth Vause, RN, of Bolton, England, arrived in Halifax in October to take command of the Royal Navy's Sixth Submarine Division. He succeeds Cdr. Stephen Jenner, RN, who has returned to the United Kingdom.

The Sixth Submarine Division, which at present consists of the submarines *Astute* and *Alderney*, provides anti-submarine warfare training for ships and aircraft of the RCN and maritime aircraft of the RCAF.

Cdr. Vause entered the Royal Naval Reserve as an ordinary seaman in March 1943 and received his commission later that year when he entered the submarine branch. During the Second World War he served in the submarines *Upshot*, in home waters, and *Vigorous*, in the Far East.

From 1946 to 1948 he served successively in the submarines *Sturdy*, *Trade-*

U.S. Ship Flies Canadian Flag

A USNS tanker, phased out of service, on charge to the United States Air Force, leased to a Canadian company, manned by a Canadian crew and flying U.S. colours at the foremast and the Canadian Red Ensign at the ensign staff.

A story in the December 1962 issue of *Sealift Magazine* of the Military Sea Transport Service discloses that the USNS *Chestatee* arrived at the Naval Supply Depot, Seattle, Washington, dressed in this manner.

According to the magazine it came about in a devious way. In 1957 after the ship had completed five years, manned by a Canadian crew, on the DEW Line re-supply, it was decided there was no further need for her and she was to be phased out of service to the Reserve Fleet. Here the U.S. Air Force stepped into the picture and asked that she be transferred to them. They in turn leased her to a Canadian company, Northern Transport, Ltd., who transported petroleum products to northern defence outposts until recently when she was returned to MSTs and laid up with the Reserve Fleet at Olympia, Washington.

Five other USAF-leased, Canadian-operated ships continue with the schedule.



ELIZABETH MARIE PARKER



CDR. KENNETH VAUSE, RN



The No. 62 Officer's Course last summer re-enacted a dramatized version of the famous Battle of the Barents Sea in the Second World War. The improbable photograph taken in front of the Leadership Division at Cornwallis shows, from left to right, Captain Stange (Cd. Off. Jack Lysne), Admiral Kummetz (Cd. Off. Aubrey L. Wright), Captain Hartmann (Cd. Off. Clifford Stainfield), all representing the German principals in the battle, and Cdr. Kinloch (Cd. Off. Edward Hopps), Admiral Burnett (Cd. Off. Harry Kryz), and Captain Sherbrooke (Cd. Off. Neil Sutherland), representing the principal Royal Navy officers. The Battle of Barents Sea has been re-enacted many times by course officers in the Leadership Division. This was the first occasion that the battle was put on by the new Limited Duty Officer's course, recently graduated from the Leadership Division.

wind, *Artemis* and *Alderney* in United Kingdom waters. He transferred to the Royal Navy in 1949 and that year became executive officer of the submarine *Scorcher*. During the next four years he commanded the midget submarines XE 7 and XE 8, served as executive officer of HMS *Artful*, and commanding officer of HMS *Seraph*, both submarines.

Cdr. Vause was executive officer of the destroyer *Carron* from 1955 to 1957, when he took command of the submarine *Amphion* of the Sixth Submarine Division at Halifax. He returned to the United Kingdom in 1958 and for the next two years commanded the submarine *Narwhal*.

He was appointed to the staff of Flag Officer Submarines at HMS *Dolphin* in 1960 as submarine training commander and later as flotilla officer matériel. He was promoted to commander in December 1960.

RCNR Personnel On Survival Course

Knowledge and skills acquired during a two-week National Survival Training course at Camp Gagetown, New Brunswick, last summer are being passed on by the RCNR participants to their home naval divisions during the winter training season.

Ten officers, chief and petty officers took part in the Canadian Army course,

which included lectures on the National Survival program and its administration, together with practical demonstrations of rescue methods and first aid.

RCNR participants were from Halifax, Saint John, N.B., Quebec City, and Ottawa, Toronto, Windsor, and Kitchener, Ontario.

New Executive Officer for UNTD

Sub-Lt. Edward C. Fudge, of Moncton, has succeeded Lt. David McLay as executive officer of the University Naval Training Division at the University of New Brunswick.

Dr. McLay has joined the Department of Physics at Queens University. The

appointment of a new executive officer was announced by the commanding officer, Lt.-Cdr. D. G. Sedgewick.

Sub-Lt. Fudge is in his final year of electrical engineering at UNB. He joined the UNTD during his freshman year and after completing his three years of training was promoted to sub-lieutenant. He has been acting as an instructional and divisional officer with the division for the past two years.

Four Given Awards For Suggestions

Two petty officers of the Royal Canadian Navy and two civilians employed by National Defence (Navy) have earned cash awards for suggestions submitted to the Suggestion Award Board of the Public Service of Canada.

PO Byron G. Freeman, *Bonaventure*, suggested a modification to radar displays.

PO Frank W. Smith, *Shearwater*, suggested a modification to CS2F Tracker aircraft.

Robert Cowan and Arthur Raincock both of HMC Dockyard, Esquimalt, devised jointly a new method for packing grease in vehicle bearings.

Parade Promotes Safe Driving

Naval motor transport operators in Halifax-Dartmouth area marked Safe Driving Week in early December with a parade of motor vehicles through HMC Dockyard, Halifax.



Identified as a wolf eel, this five-foot, two-inch denizen of the deep was speared in 60 feet of water off Royal Roads by a diver from HMCS Cape Breton. The nine-pound eel is seen being (ugh) admired by naval diver AB Donald R. Moriarty. Cdr. Ben Ackerman, in charge of the diving school, says the wolf eel is one of the few dangerous underwater species in the Esquimalt area. (E-69259)



Point Edward Naval Base employees in Sydney, N.S., received the fire prevention "message" during Fire Prevention Week from the base fire department. Demonstrating the mouth-to-mouth respiration technique at a typical lecture are Fire Lieutenant S. Aucoin and his victim, H. Hicks, (HS-70138-58)

Bearing safe driving signs and slogans, the transport procession proceeded along the Dockyard waterfront to the North Gate from the Motor Transport Pool.

George Little, Command Safety Officer, had all rolling stock wearing black-on-yellow bumper stickers with safe-driving messages.

The unit safety officer is Cyril White. The motor transport sections located in the Dockyard, Redford Magazine and *Shearwater*, in shore support of the fleet and naval aviation, embrace several hundred vehicles, including mobile cranes, flat bed trailers, trucks, buses, wagons, cars, jeeps and "mules".

Department of National Defence personnel and dependents were urged to co-operate and accept their responsibilities as motorists and pedestrians not only during the week but throughout the year.

"It is better to be five minutes late arriving at one destination than to be 50 years too early at another", was the food-for-thought message with which Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, urged all personnel of the Pacific Command to appreciate the present and future values of National Safe Driving Week.

As a grim reminder of tragic results of careless driving, the twisted wreck of an automobile was displayed near the main gate of Esquimalt Dockyard. A sign across the front of the car read:

"... and sudden death."

Dockyard Master Attendant Jack Wolfenden hoped the mangled car, with its grim message, would serve as a reminder for safe and careful driving at all times.

In co-operation with the Command's efforts to reduce driving accidents, a Victoria motor firm provided free of charge a complete safety check of any care whose owner produced a Department of National Defence identification card. The company's service continued throughout Safe Driving Week.

Naval Base Jetty To Be Repaired

A contract for repair work to the main jetty at Point Edward naval base at Sydney, Nova Scotia, has been awarded to T. C. Gorman (Nova Scotia) Limited, of Halifax, by the Department of Public Works. The firm's bid, the lowest of eight submitted, was \$367,416.57.

The repair work, which is scheduled for completion in 12 months, consists of the reconstruction of the superstructure and fendering system of the jetty to provide berthing facilities for ships of the RCN. The jetty is about 1,375 feet long by 50 feet wide.

The work represents the second of a three-stage repair and dredging program at Point Edward. The dredging is near completion and the third stage, to be undertaken later, will consist of repairs to the quay wall.

ALOUETTE

NAVAL communications are expected to draw important long-term benefits from the successful launching of Alouette, the first international satellite to be built by a nation other than the United States or Russia, at Vandenberg Air Force Base in California, at 11.06 PDT on September 28.

The satellite was designed and built by scientists, engineers and technicians of the Defence Research Telecommunications Laboratory at Shirley Bay, near Ottawa.

By December 11, Alouette had completed its 1,000th orbit of the earth and had been sending back a wealth of

information, including valuable new data about the top regions of the ionosphere, a layer of the atmosphere that reflects radio waves.

Dr. Jack Meek, superintendent of the laboratory, said at that time that the satellite had already provided a complete "profile" of the ionosphere. An important long-range objective of the research, according to Dr. Meek, is accurate forecasting of the ionospheric "weather" so that radio communicators can be informed in advance of radio frequencies best suited to conditions.

At a press conference that followed the launching, Dr. Hugh Dryden, deputy administrator of the U.S. National Aeronautics and Space Administration, and his associates were high in their praise of the DRTE staff members who designed and built "one of the most complex satellites to be placed in orbit".

Scientific information about the high regions of the ionosphere, provided by the satellite, is being reduced and analysed by DRTE's Communications Laboratory.

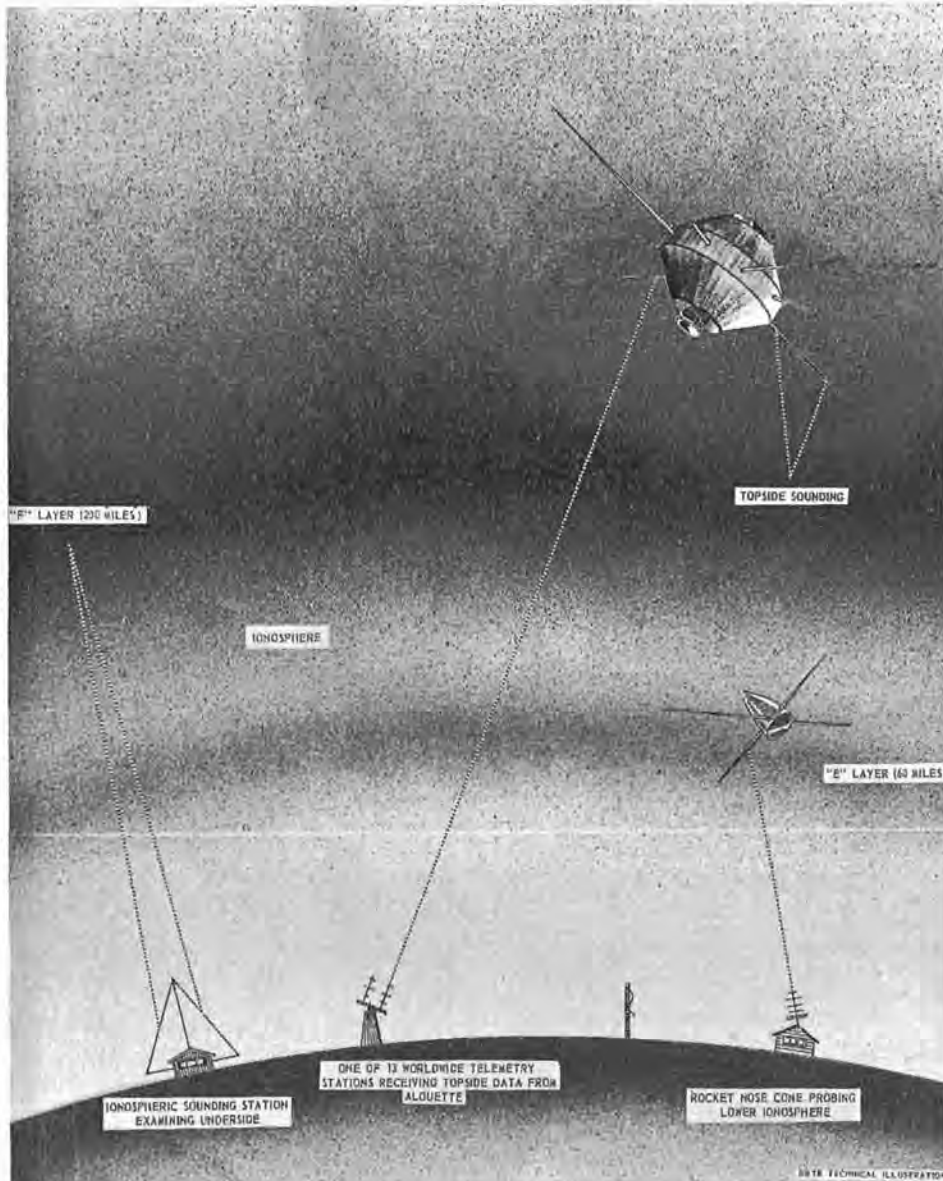
The launch of the ionospheric topside sounder satellite into a planned near-circular orbit of 630 miles altitude around the earth was made with a two-stage Thor-Agena B vehicle.

The Alouette project is part of the Topside Sounder Program under the technical direction and management of NASA's Goddard Space Flight Centre at Greenbelt, Maryland. The Alouette and the U.S.-sponsored S-48 satellite, to be launched in 1963, will support each other in ionospheric investigations.

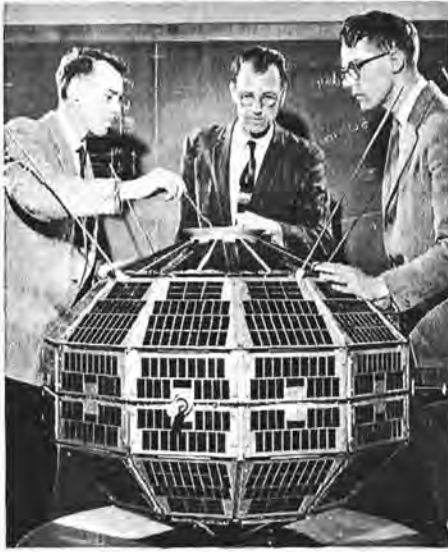
The Alouette, an oblate spheroid in shape, is conducting four experiments, three for DRTE and the fourth on behalf of the National Research Council.

A fabrication technique, originated in Canada, gives the satellite a unique feature—a 150-foot radio antenna, believed to be the longest to date in a space vehicle. Associated with it is another antenna, 75 feet from end to end. Both are made of thin, heat-treated steel and were stored on drums within the satellite, much like the tape of a carpenter's rule. They extended after the satellite separated from the launch vehicle.

The 320-pound Alouette was launched in a southeasterly direction into a nearly circular orbit of 80 degrees in-



Much of the ultraviolet radiation from the sun is "stopped" or absorbed in the earth's atmosphere at heights ranging approximately from 50 to 250 miles. Some of this energy splits air particles into electrically charged ions and electrons, creating, in effect, an electrical conductor high in the atmosphere. This region, which surrounds the earth and has the properties of a spherical reflecting mirror for radio waves because of its shape and composition, is called the ionosphere. The successful launching of the Canadian satellite, Alouette, permits the study of the ionosphere from above. (Photo from DRTE)



Three key members of the Defence Research Board team responsible for designing and building the topside sounding Alouette satellite discuss some features of the prototype model. All staff members of the Electronics Wing of the Defence Research Telecommunications Establishment, of Ottawa, they are, left to right, Dr. Colin Franklin, K. R. Brown and Dr. John Barry. (DRB Photo)

clination. It orbits the earth about every 105 minutes, approaching 10 degrees of latitude from the north and south poles.

Approximately 6,500 solar cells, covering the outer spacecraft shell, provide power for the research instrumentation within by converting sunlight into electrical energy to charge the satellite's batteries. The instrumentation was designed to function for up to a year.

The primary Alouette experiment uses topside-sounder sweep frequency equipment to probe the ionosphere below the orbiting spacecraft. The sounder will attempt to measure the way the number of free electrons in the ionosphere varies with the time of day and latitude. This is being accomplished by sending out "sweeping" radio signals from 1.6 to 11.5 megacycles.

Two other DRB experiments are measuring the galactic radio noise that appears to originate in outer space and the radio noise produced within the ionosphere itself.

NRC instrumentation is conducting the fourth experiment which is observing cosmic rays, high energy particles that enter the earth's atmosphere from the sun and cosmic space. A "bonus" from this experiment, unforeseen during the early planning stages, is the information the satellite is providing about the artificial radiation belt created high above the earth following nuclear tests.

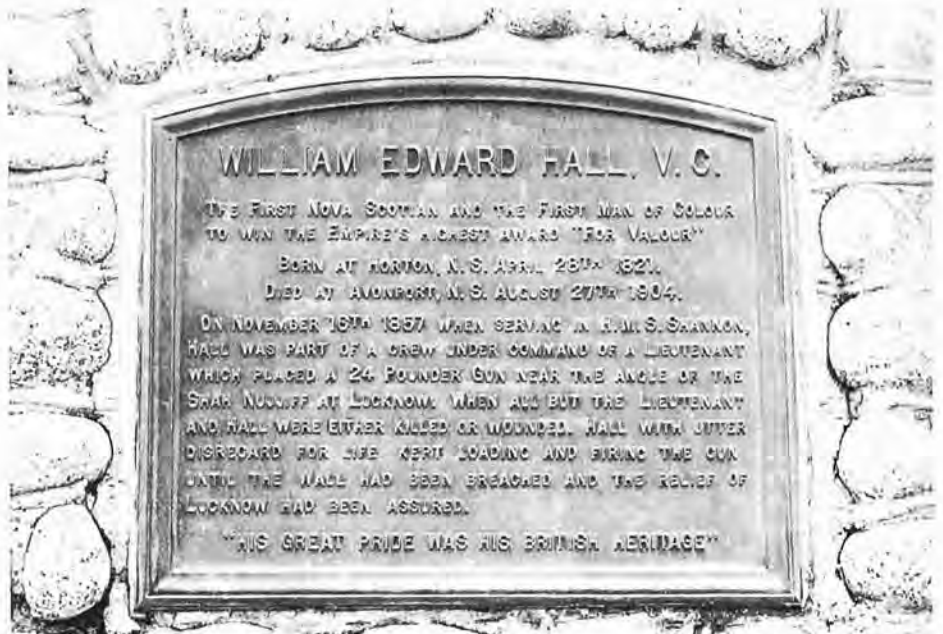
Scientific data are being obtained at 13 ground stations, three constructed in Canada by DRB and manned by Canadian personnel, two, one at Singapore and the other in the South Atlantic, operated by Britain, and eight NASA stations.

While the long antennae are sounding the top levels of the ionosphere from above, the lower layers are being sounded at various locations by ground-

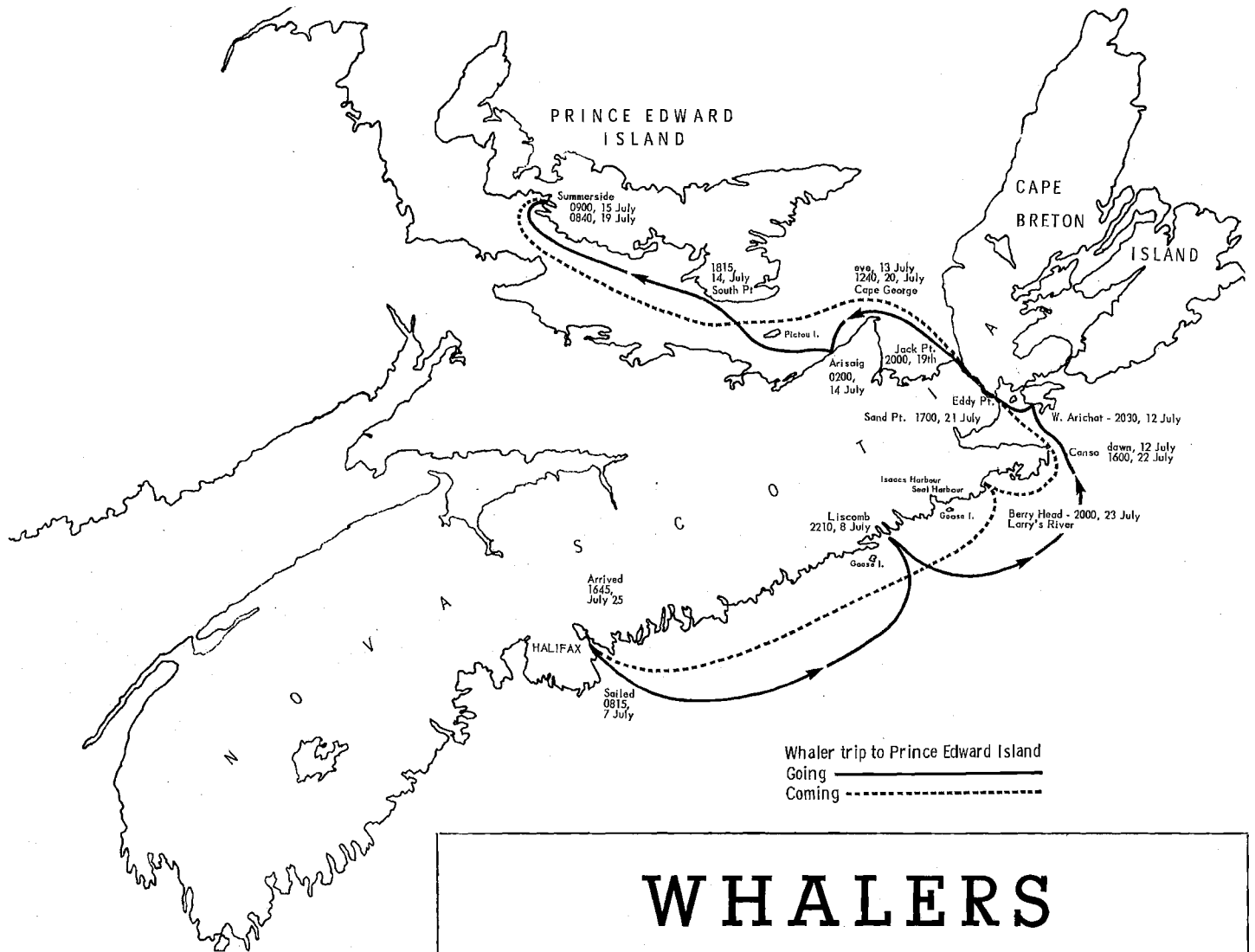
based equipment. Comparisons of the topside and underside results will give scientists clues to the structure and effects of the ionosphere.

The scientific information obtained from the satellite has a direct bearing on radio communications and will be forwarded to world data centres, where it will be available to scientists of all nations.

Canada's First Naval VC



On November 18 Cdr. H. Shorten, representing the commanding officer of Cornwallis, and a guard from the training base attended the William C. Hall memorial services at Hantsport, Nova Scotia. First officer of the guard was Lt. J. V. Ouellette and second officer-of-the-guard Cd. Off. D. P. Raven. The guard was made up of new entries under the direction of PO B. E. Boughton. The service was conducted by Chaplain (P) B. A. Peglar. Cdr. Kenneth Vause, commanding officer of the Royal Navy's Sixth Submarine Division in Halifax, represented the Royal Navy at the Ceremony. (DB-17309; DB-17312)



WHALERS and SAILORS

TWO STRENUOUS voyages by whaler this past summer—one along the rugged coast of Nova Scotia, the other along the almost equally rugged shore of Georgian Bay—have established that the new 27-foot plastic whaler is a safe, rugged boat, capable of navigating heavy seas for long distances.

Crews of both whalers, as a result of their experience, have suggested certain modifications to the design which should prove useful in future production of this class of workboat.

EARLY last summer, after HMS *Astute*, of the Sixth Submarine Squadron, had been invited to participate in the Summerside Lobster Festival, several crew members, always keen on an expedition, decided to sail a service whaler from Halifax to Prince Edward Island, and return, and rendezvous there with the *Astute*, and with

two other crew members who would pedal overland by bicycle. The total distance by sea, return, is about 650 miles. They all achieved their objectives: the cyclists apparently without incident, since their journey is unchronicled, the *Astute* in her usual efficient fashion, and the men in the whaler with high adventure.

Six submariners, under the command of Lt. J. V. DeButt Gray, RN, borrowed a plastic whaler from HMCS *Stadacona*, made a few necessary repairs, fitted it with a canvas cover for protection from the elements while sleeping, loaded it with stores sufficient for the trip and, at 0815 on July 7, set sail. During the next nine days, they spent a damp existence in strange surroundings, pelted by rain, shrouded in fog, hove to in gusts

and gales or becalmed by fickle winds which forced oars out to pull the boat. The return trip took seven days. Once, out of sheer necessity, they illegally secured their boat to a whistle buoy until a fisherman put them on course.

The first night saw them at sea off Eastern Nova Scotia, drenched by almost continuous rain. They arrived at Liscombe at 2210 on July 8, sailed the following morning and for the next two days, with little or no winds, in rain and fog, they beat their way up the coast to Cape Canso, sheltered the night of July 12-13 in West Arichat Harbour, Cape Breton Island.

By noon they had locked through the Gut of Canso causeway, were off Cape George that evening and arrived at Arisaig, two hours after midnight on

July 14. There they spent the balance of the night.

The following morning, in pouring rain, work was carried out on the sails and some minor repairs were made to the boat. Sail was set in the afternoon and Pictou Island, which they at first mistook for Prince Edward Island, was put abeam to port. With following winds, course was set for South Point, P.E.I. This was sighted about 1815. Sail was kept set throughout the night, Seacow Head was rounded and the boat was alongside at Summerside on July 15 in time for breakfast.

The two cyclists arrived the following morning and the *Astute* made harbour on July 17.

The sailing party remained with their boat, at a cannery, where they could repair their gear and keep watch on it at the same time.

For the next two days, despite the distractions of the Lobster Festival, the boat party worked on their gear, topped up their provisions and made ready for the return journey. As for lobsters, it wasn't until the proprietor of a drug store overheard a chance remark by a crew member, that they managed to get a lobster feed. With the mayor's permission the proprietor bought seven lobster dinners and delivered them to the boys on the cannery wharf.

On the morning of July 19, and having changed two of their crew members for the two cyclists, they again set sail,

under fickle winds, finally putting Cape George abeam at 1240 on July 20. Canso Lock was raised at 0040 on the 21st and once through they secured for the night, to make a late start at 1115 for a tedious beat down the Strait. That night, with poor visibility and a 20-knot gusting wind, they put into harbour at Sand Point on the Strait of Canso.

A late start on the 22nd with poor winds, poor visibility and navigational hazards, brought the boat into Canso Harbour, across Chedabucto Bay, in the late afternoon.

Sail was set at 0620 on July 23, but by afternoon the fickle winds had dropped and they were becalmed off Berry Head. The covers were removed and the boat was pulled into Larry's River for the night. The next morning, July 24, Larry's River was cleared at about 0920 and the plastic whaler headed into an uncomfortable swell. The wind, however, was good and allowed the try sail to be goose winged, but as the day progressed the weather managed to send rain, thunderstorms and fog.

By now the submariners were anxious to raise Halifax, and decided to press on. Accordingly, while the fog was with them, they navigated from whistle buoy to whistle buoy until the fog finally lifted about 2030. The wind lasted longer, breathing its last at 0230 on July 25. Then at 0430 it suddenly got up from the opposite direction pro-

ducing a choppy sea. Finally at 0600 it became moderate until 0900, when they were again becalmed.

With an afternoon wind from the southeast, they were beating round Devils Island at 1430, and at 1645 made it alongside at the Dockyard.

From their memorable trip they discovered several things, among them what they would and wouldn't do on their next excursion. They also made several sound suggestions and recommendations concerning modifications to the particular type of plastic whaler they used for the trip, which could well result in a better product for the RCN.

At most of their overnight stops they were alongside fish wharves, the people they met at sea were all fishermen and a good deal of their own time was spent—fishing. Because of this it was inevitable that fish would be featured on their menu. For this reason, possibly, one item they feel should be left out of future provisions is chicken haddie.

A DAY AFTER the *Astute's* expedition began and more than 1,000 miles away, another similar cruise started, this one involving a plastic whaler and five sailors from HMCS *Inch Arran*, which, with her sister frigate *Victoriaville*, was visiting Georgian Bay in Lake Huron.

For the purpose of the cruise from Parry Sound 140 miles southward to Collingwood on Nottawasaga Bay, the *Inch Arran's* whaler was given the call sign "*Tally Ho*", a famous name in submarine annals, although the intention was to sail waters no rational submariner would approach.

With Lt. H. L. Davies as skipper, the 27-foot craft was manned by PO A. R. Hamilton, Ldg. Sea. L. F. Girvan, Ldg. Sea. L. E. Turner and AB E. E. Patterson. No radio transmitter was carried, but, hopefully, the crew felt it could keep in touch with the *Inch Arran* via Department of Transport or private stations along the way.

On July 8, the *Tally Ho* slipped from Parry Sound in light westerly breezes and shaped a course for Snug Harbour about 17 miles away. The breeze freshened, and camp was made four a half hours later. The weather then deteriorated, until rain arrived at dawn the next morning. In retrospect, the most amusing incident occurred when the cook left dinner unwatched for a few moments, and helplessly watched as steaks were scooped by a flock of seagulls in nothing flat. For this oversight, the cook was awarded two nights stoppage of mosquito netting.



The crew of the *Tally Ho*, as the *Inch Arran's* whaler was dubbed for the cruise on Georgian Bay, found they could make good as much as eight knots in the brisk breezes they encountered.

The following morning dawned wet and windy. It was not decided to sail until 1045. The *Inch Arran* was reached on the commercial radio installed in a local fisherman's boat. As the owner hadn't been able to get it to work for many months, Ldg. Sea. Girvan examined it with his professional eye, made a switch, and watched it burst into life, thus earning the undying thanks of the impressed owner.

After the whaler had cleared Snug Harbour, the wind proved stronger than expected, gusting to 20 knots, so two reefs were taken in the mainsail. Course was shaped to meet the *Inch Arran* as she was due to leave Parry Sound. Due to the high winds and the confined harbour, the ship's sailing was delayed until the next day.

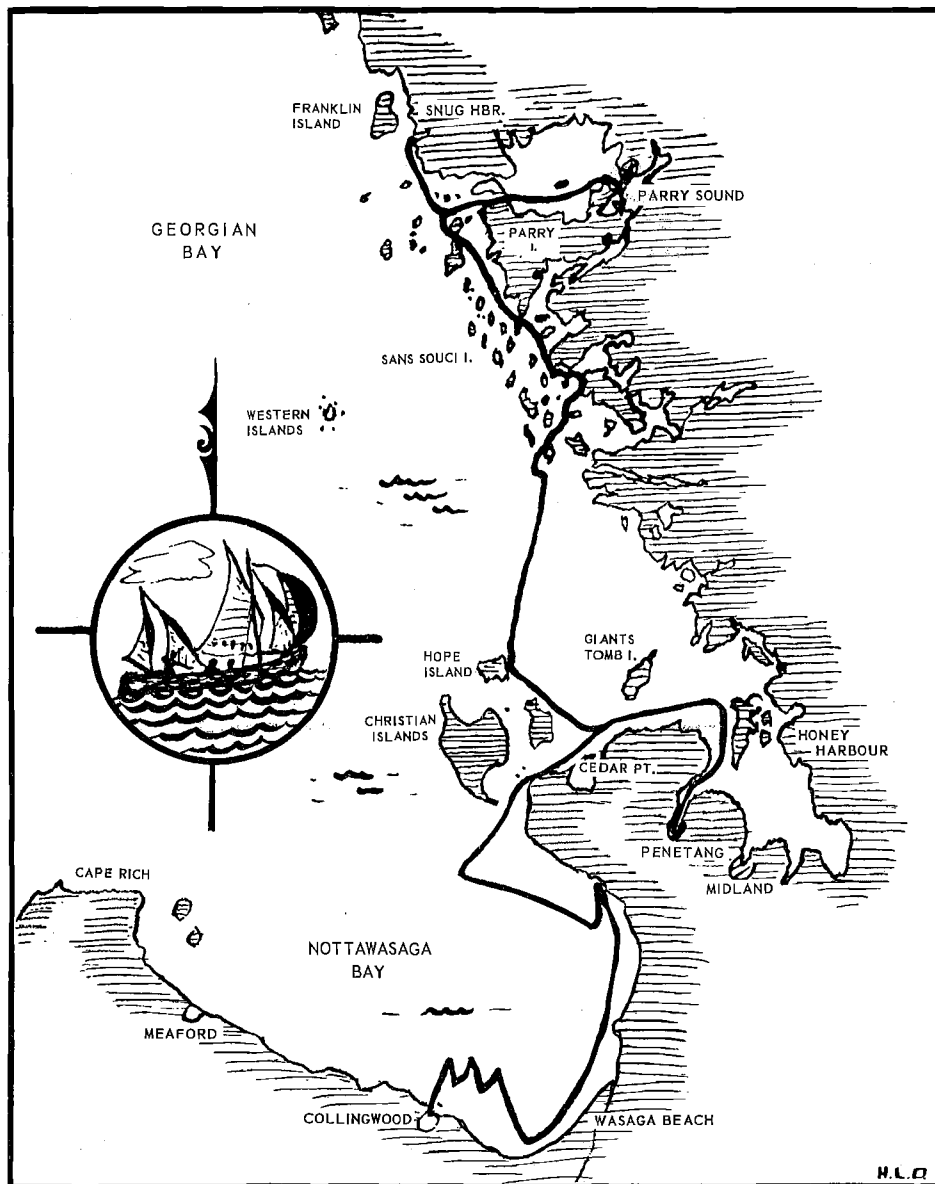
After a few miles of sailing in open water, the lee of the offshore islands was gained and first one, and then the other, reef was shaken out and a speed of eight knots was maintained.

A quick lunch of the inevitable beans was taken on one of the islands, and the *Tally Ho* moved out into the open Bay. The wind having increased to 25 knots and backed to the northwest, speed of approximately four knots was made good under foresail and mizzen only. After two hours of these winds, and with a seven-foot swell running, it was obvious the weather was going to worsen. Course was altered to take shelter behind the islands. Through this whole period, when considerable water was taken over the windward bow, one member of the crew managed to sleep soundly.

After arriving at Sans Souci and on learning that the *Inch Arran* had not sailed, the *Tally Ho* phoned the ship and passed an arrival report. Then it was learned that a resident of Snug Harbour, seeing the whaler there overnight, assumed that the *Tally Ho* was in trouble and informed Parry Sound. As a result the ship's motor cutter had been searching since noon.

Rested and refreshed, the freshwater sailors proceeded down the inside channel for another three miles and set up camp for the night. However, it was not to be an uneventful evening. Shortly after supper, a seaplane was slowly moving about the water, apparently lost and looking for a place to secure.

After being signalled, the pilot approached, but his engine died before a line could be passed, and the plane started to drift rapidly down on a reef a cable and a half away. The whaler was promptly launched, oars and crutches were shipped and the *Tally*



Ho pulled hard to the aircraft, just beating a motor boat with the same aim in mind.

A line was passed, and the aircraft was pulled to safety, while the modern motor boat stood off with a certain amount of respectful awe. The airmen were poured a strong cup of coffee to settle their nerves while they told their story of having an engine failure just above the water, being forced to land across the rough swell and sustaining some damage. When two other aircraft arrived to help, the little island began to look like a small aerodrome.

Shortly after 0900 the next morning the *Tally Ho* raised sail and began the lengthy beat out into the open bay. After a pleasant and uneventful day's sail through the Christian Islands, past Giant's Tomb Island, she reached Penetang harbour, just as the wind died. As it was then two miles from any suit-

able dock, the local cottagers and townspeople were treated to the unusual sight of a whaler rigged for sail being pulled up the harbour.

Penetang proved to be most hospitable. Rain was threatening and the owner of the *Penetang 88*, a converted RCN Fairmile, used for excursions on Georgian Bay, offered the facilities of his craft. This was gratefully accepted. After a welcome wash and shave, the crew spent the evening exploring the historic town, once a naval base, active in the War of 1812-14.

The next morning, after stocking up on supplies, the sailors left Penetang at 1030. The wind then looked promising and they hoped to go as far as Meaford that day. However, after an hour of good sailing, the wind died down and it became apparent the *Tally Ho* wouldn't get far. Eventually Cedar Point was reached, after covering only

19 miles. Camp was made on a good sandy beach, and later in the evening the crew watched *Inch Arran* and *Victoriaville* carry out a starshell shoot, some 15 miles to the north.

Friday morning dawned with 18-knot northwesterly winds, and, under five sails (having added spinnaker and mizzen staystail), the whaler ran down the shore, making good eight knots for some two hours. While following the coastline of Nottawasaga Bay, the crew had an excellent opportunity to look at Wasaga Beach, a densely populated and popular resort area, boasting a beach no less than nine miles long. In the middle of this beach there is a large midway, with ferris wheels etc., and three "pubs". Weather conditions did not, however, favour beaching the whaler for a look around.

The southern end of Wasaga Beach proved to be rocky and shallow, entirely unsuitable for beaching the whaler for the night. There was no alternative but to proceed straight to

Collingwood where the whaler arrived at 2330, two hours after the *Inch Arran*.

For the trip several modifications were made to the plastic whaler. As the outboard motors ordered for this class of boat had still not been delivered, and as experience had shown that under severe sea and wind conditions, a considerable amount of water was shipped through the motor well, a semi-permanent cover was fitted. The design of drop-keel box in this class of whaler also permits water to enter the boat while under way in any swell. This too was blocked.

A halliard was rigged to the mizzen mast to carry the stay-sail borrowed from the ship's service sailing dinghy. This sail proved quite useful on every point of sailing but close hauled. The spinnaker was hoisted on the foresail halliard, sheeted through deadeyes secured to crutch sockets abaft the shrouds, and a boat hook was used as a whisker pole. The spinnaker, also borrowed from the ship's sailing dinghy, was most useful when running or

broad reaching and largely contributed to the several runs on which a speed of eight knots was maintained for some time. A boat's compass was permanently secured in the stern sheets.

A busman's holiday, this trip may seem to many, but to the five who made the trip, it was more than just a pleasant week away from the daily routine of a frigate. After sailing 140 miles in Georgian Bay in all types of weather conditions, a lot had been learned. Each person took his own watch, did his own navigation, decided on what sails to use and had them set as he wanted them. After the one particularly rough day, it was found out from practical experience that what the seamanship schools had taught for years is quite true—the whaler is a safe, reliable seaboat in rough weather.

"We had a lot of fun on the trip, we also worked hard, and after it was over, there was a certain sense of accomplishment in having made it." said the skipper.



The *Inch Arran's* whaler came to the rescue of a float plane, which had been forced down on Georgian Bay by an engine failure and was drifting toward the rocks and islets along the shore.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS James Bay

On August 20 the *James Bay* was in company with the ships of the Second Canadian Minesweeping Squadron as they slipped and proceeded in close diamond formation out of Esquimalt harbour. The squadron was on the first leg of a six-week cruise to Southern California.

Having encountered some rough weather off the North Pacific Coast, it was a pleasure to enter calm California waters and berth at Treasure Island in the San Francisco Harbour. Although the visit to San Francisco entailed replenishment of stores and consequently was a fairly short stay, everyone had an opportunity to see the beautiful city and to view such famous landmarks as the Golden Gate Bridge, Alcatraz Island, Chinatown and "The Top of the Mark".

The squadron next proceeded south to the U.S. Naval Base Long Beach. Here they joined a large number of units from the U.S. Pacific Minesweeping Force for a comprehensive and arduous minesweeping exercise along the California coast and the off-shore islands in the Santa Barbara area. The RCN units gained valuable experience and were also able to observe the methods used by the USN.

Before commencing passage back to Esquimalt the squadron paid a short visit to San Diego and again to Long Beach. During the second visit to Long Beach, officers and men were afforded the opportunity to meet the members of U.S. MINDIV 93 and exchange views and information. The five ships of this division were to join the squadron in a fall exercise at Prince Rupert, B.C.

On September 27 the *James Bay* entered Esquimalt Harbour. All departments of the ship were well prepared for the annual admiral's inspection,

which was carried out from October 5-12, with the Chief of Staff, Captain Victor Browne, representing the Flag Officer Pacific Coast.

On November 5 the *James Bay* together with the remainder of the Second Canadian Minesweeping Squadron and their friends in the five MSOs (Minesweepers Ocean Class) of U.S. MINDIV 93 sailed from Esquimalt for the exercise area off Prince Rupert.

The American friends were impressed with the rugged British Columbia scenery, although the weather, mostly rain, was not too acceptable.

During the exercise close liaison was maintained between all ships. On one occasion divers from the *James Bay* and *Cowichan* were able to assist USS *Guide* in carrying out underwater repairs.

Before bidding the U.S. ships farewell the commanding officer, Lt.-Cdr. John E. Hobbs, presented ship's badges to the *James Bay's* guests ships, the USS *Enhance* and USS *Lucid*.



The president and the past president of the Naval Officers' Association of Canada chat with the Chief of the Naval Staff and a former Chief of the Naval Staff during the meeting of the 17th board of directors of the NOAC in Ottawa in early November. Left to right are A. P. (Sandy) Gregory, president of the NOAC; Vice-Admiral H. S. Rayner, Chief of the Naval Staff; Rear-Admiral Walter Hose, head of the RCN from 1920 to 1934, and C. H. Willis, past president of the NOAC. (O-14652)

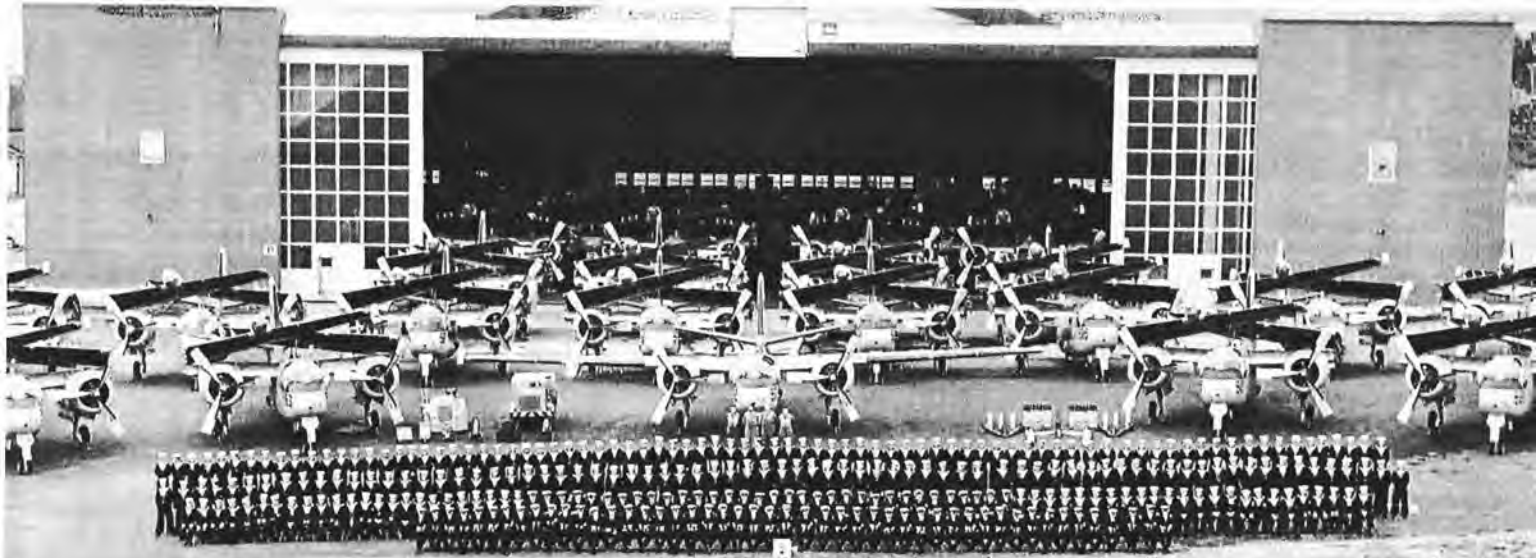
ATLANTIC COMMAND

VS 880

VS 880 sailed in the *Bonaventure* from Halifax on September 17. The cruise was initiated to conduct submarine exercises in the Western Approaches to Europe. The first week at sea was used to requalify all the pilots on board in deck-landings and also entailed a great deal of crew training flights to work up for the forthcoming exercise. When bad weather precluded flying, lectures were held to improve combat readiness.

On Sunday, September 24, at 2130 the ship's company was informed that the *Bonaventure* has answered a distress call from a Flying Tiger Airline aircraft that had been forced to ditch 300 miles to the north, and that course had been altered towards the area, with the *Athabaskan* in company. This started an historic search and rescue in which the *Bonaventure* figured prominently as search area commander.

The first flight of Trackers was launched at 0400 the next day after the squadron armourers and other personnel had worked in poor conditions on the flight deck to fit each aircraft with a 20-man liferaft in the bomb bay.



FAMILY PORTRAIT— "Repérer et Détruire"—"Seek out and Destroy"—is the motto of 880 Squadron, whose personnel, assembled here in front of a Shearwater hangar with their fleet of Trackers, maintain and fly a substantial portion of the RCN's anti-submarine capability.

The aircraft were in the search area at first light. But they were certainly not the first on the scene, for by this time the air was becoming crowded with USAF aircraft flying out of Keflavik, Iceland, and Prestwick, Scotland, and the RAF out of St. Mawgan, in Cornwall.

The first survivors were picked up by the Swiss freighter *Celerina*. Tracker flights continued over the area and at noon Cdr. D. M. MacLeod, the squadron commanding officer with his crew relieved a USAF aircraft at the scene and became the search area commander until the arrival of the *Bonaventure* at 1730. The conditions for the search certainly were not ideal—high winds and 10 to 15 foot seas. This only enhanced the RCN aviators' respect for the pilot of the downed aircraft whom they considered must have done a remarkable job in ditching.

Tuesday broke with similar weather conditions and the helicopters were then widely used in that phase of the search.

That afternoon, Pedro, the ship's rescue helicopter, executed several transfers under most difficult flight conditions. The helicopter took Wing Cdr. Coons, RCAF, *Bonaventure's* Principal

Medical Officer, over to the *Celerina* and returned with the more seriously injured and the dead.

The search continued throughout Wednesday with no success.

The fatalities recovered by other ships were transferred to the *Bonaventure* by Pedro. At 1800 the carrier departed the area and proceeded to Shannon to land the survivors. They were flown off by HS 50 at 1000 on Friday.

On Friday the ship weighed and proceeded to Spithead for much needed fuel. Upon departure from Spithead on Saturday afternoon, a Tracker was launched for Rotterdam with the Senior Canadian Officer Afloat (Atlantic), Commodore (now Rear-Admiral and Flag Officer Pacific Coast) W. M. Landymore on board. The ship arrived in Rotterdam on Sunday morning, passing down the New Waterway, which is lined with a fantastic array of docks.

Because of the delay en route, the program in Rotterdam was somewhat crowded. In spite of this, many good tours were arranged and representative teams from the *Bonaventure* played against the Royal Netherlands Navy.

Following departure from Rotterdam bound for Plymouth, VS 880 Trackers

flew crew training and other routine missions. Saturday and Sunday were spent at anchor in Plymouth Sound and, on Sunday, a Canadian soccer team played against the Royal Navy and lost in the first round of the NATO soccer tournament.

The *Bonaventure* sailed from Plymouth on Monday for Exercise Plymex. This was a week of workups preceding the main exercise.

The week of October 13-18 saw the *Bonaventure*, Cancortron One, HS 50 and VS 880 working with surface units of the RN, submarines from Norway, Denmark and Britain, and additional air cover of Argus from the RCAF and CS2Fs from the Royal Netherlands Navy in Exercise Sharp Squall. The success realized by VS 880 exceeded all expectations.

For the first time in the *Bonaventure's* history, an officer of the full rank of admiral was on board in the person of Sir W. J. Woods, KCB, DSO, an old submariner, now appointed as Commander-in-Chief Portsmouth.

After this intensive five days, VS 880 and the other Canadian forces enjoyed a week's stay in Portsmouth, allowing a 72-hour short leave to everyone. Many tours were made of the surrounding

countryside, plus visits to Hawker and Rolls Royce for the aircrews, all of which were thoroughly enjoyed.

Coincident with a better weather forecast and the rising tension over Cuba, the *Bonaventure* and *Cancortron One* (less the *Nootka*) sailed a day early. The *Nootka* stayed to provide transport for personnel who did not receive the recall notice in sufficient time. The *Nootka* proved an excellent host according to those who took passage in her to Halifax.

Naval Air Facility Camp Debort

One of the smallest but perhaps most public-spirited naval fire departments in the RCN Atlantic Command, that of the Naval Air Facility at Camp Debort, N.S., spearheaded a busy Fire Prevention Week program in the Debort area in October.

Base Fire Chief Joseph Saxton, three other fire officers and 15 men:

- were hosts to Truro and District Boy Scout, Girl Guide, Cub and Brownie organizations at live displays and instruction, followed by open house in the Fire Hall;
- inspected buildings, holding fire evacuation drills and lecturing to Camp personnel each weekday;
- held open house each evening at the Camp fire hall for service and civilian personnel;
- launched a Fire Prevention Week essay contest for pupils of Grade IV-VII at Debort Village School;
- on the final night, moved displays to the Onslow Fire Department where further lectures were followed by a dance.

The naval firefighters, organized but a few months before the 1961 Fire Prevention Week, nevertheless won an honourable mention certificate for their efforts.

One of the main National Defence components in the Camp Debort complex is the Naval Air Facility, which makes use of the airfield—hence the existence of the naval fire protection body there. The camp commandant, Capt. S. T. Jessome, RCOC, gave his naval firefighters full co-operation in their endeavours.

RADIO STATIONS

HMCS Gloucester

The annual dinner of the chief and petty officers at HMCS *Gloucester* was held in their mess on Friday, November 2, with Commodore R. L. Hennessy, Deputy Chief of Naval Personnel, as guest of honour.



Ships of the Third Canadian Escort Squadron from Halifax lent a hand last September in activities associated with the first annual meeting of the national council of the Navy League of Canada to be held in St. John's, Nfld. Chatting with luncheon guests on board HMCS *Sioux* is the commanding officer, Cdr. C. A. Law, Rear-Admiral R. E. S. Bidwell, RCN (Ret), of Halifax, is in the centre and on the right is Dr. H. D. Roberts, president of the Newfoundland division of the League, which was host to 70 delegates from across Canada. (NFD-7287)

Other head table guests included Cdr. J. B. C. Carling, Director of Supplementary Radio Activities; Cdr. A. P. Johnson, Senior Officer Supplementary Radio Stations and commanding officer of *Gloucester*; Lt.-Cdr. L. P. Mann, executive officer, and Chaplain (P) Robert Shannon.

Also present were warrant officers and senior NCOs from the Ottawa area, representing the Canadian Army, RCAF, RCMP and U.S. Marine Corps.

NAVAL DIVISIONS

HMCS York

Retirements are taking their toll of the senior Chiefs at HMCS *York*. Four went ashore in November and December.

All will be sorely missed, as each contributed greatly to the operation of Toronto's naval reserve establishment. They were: CPO W. R. Franklin, CPO E. T. Izzard, CPO James Henry and PO A. J. C. Morgan.

Chief Izzard, who two years ago was named "Man of the Year" at *York*, was one of the senior men in the ship, having a total of 34 years service. He joined on April 27, 1928, and served in the RCNVR in a good number of ships during the war and in peace time. He also served with the Royal Navy during the war. In the last few years at *York* he was in the regulating office.

Chief Henry has been one of the stalwarts on the drill deck, keeping *York* looking right and marching right for the past eight years.

PO Morgan, who served in the Royal Navy from the late 1920s until 1950, came to *York* in 1956 and has been a valuable asset since.

CPO Franklin, better known throughout the service as "Swede", has been like an institution at *York*, serving actively almost from the day he entered the reserve in 1934 until last November. The bearded and tattooed chief won a mention in despatches in 1943 for his part in the rescue of some 44 stranded merchant seamen in a raging blizzard on the North Atlantic.

The merchant seamen were on board the stern section of a ship that had been torpedoed off Newfoundland. "Swede", taking part in the rescue, dived into the freezing waters several times to pull feeble survivors to safety. Once in the RCN minesweeper, the men were placed in "Swede's" charge, and he nursed them back to port.

He did this by keeping the worst cases of frost-bite in ice. Doctors in Newfoundland said this action helped save the lives of those most affected.

Commodore J. W. F. Goodchild, commanding Officer HMCS *York*, commenting on the retirements, said the Navy wishes them all good sailing in the years ahead.—A.W.

HERE AND THERE IN THE RCN



The Pacific Command of the RCN bade farewell to one flag officer and welcomed another during ceremonies in HMC Dockyard, Esquimalt, on November 1. Retiring after more than 36 years with the naval service was Rear-Admiral E. W. Finch-Noyes, at left. Succeeding him was Rear-Admiral W. M. Landymore. At extreme right is Cdr. J. L. Neveu, Admiral's secretary. (F-69376)



A modest building with a modest staff at Point Edward Naval Base in Sydney with a vital role in the RCN is the Naval Records Section where official files, pruned to essentials, eventually find their way. Naval Fireman J. Bennett, of the base Fire Department, checks a fire extinguisher against a background of neatly shelved folders. (HS-70138-57)



The photographic staff of the aircraft carrier Bonaventure made international news in September by their motion picture and still coverage of the search and rescue operations involving the ditching of a passenger aircraft in the Atlantic. Left to right are Ldg. Sea. William Cardiff, Ldg. Sea. William Parrell and CPO Fred Polischuk.



Children from a sunshine camp at Harbour Grace, Newfoundland, were treated to a diving display and goodies by crew members of HMCS Sioux last summer. The destroyer escort was taking Lieutenant-Governor Campbell L. Macpherson on his annual visit to Old Colony outposts. Shown are Ldg. Sea. Charles D. Musgrove, who doubles as a Clearance Diver Ships; Audrey Penny, of Harbour Grace, and AB Daniel F. Quinn, on engineering mechanic. (HS-69100-18)



Sub-Lt. Heather Marie Anderson, a former school teacher, on October 29 became the captain's secretary and wren division officer of HMCS Cornwallis. (HS-69744)



Kenneth Troughton, 1st Shearwater "C" Pack, was awarded his 14th Proficiency Badge (Observer Badge) by Mrs. K. Booth, District Cubmaster, recently at the RCN Air Station. This is the first occasion in Shearwater Wolf Pack records that a cub has obtained all of the badges that could be earned. Kenneth has been a two-star cub for one year and serves in the pack as Senior Sixer. The present Cubmaster of "C" pack, PO G. A. Troughton, Ken's father, looks on with justifiable pride. (DNS-29863)



New faces appeared for the opening of fall training at HMCS Scotian, the Halifax division. Among them was that of Donna M. Thompson, shown being sworn in by Lt. D. J. Gillis, recruiting officer for Scotian. (HS-69756)



PO John Albert Harris receives a blood donor certificate from Mrs. H. M. Warne, of the Red Cross branch in Digby, N.S., following an autumn clinic at Cornwallis. (DB-17050)

Reviewing officers paused in admiration before Ldg. Sec. David J. Neill, during ceremonial divisions of the Ninth Canadian Escort Squadron at Halifax. Left to right are Cdr. K. E. Grant, squadron commander; Lt. Michael Hodgson; Lt. Darrach MacGillivray, and Ldg. Sec. Neill, who is a weaponman in the frigate Lauzon. (HS-70139)



SCIENCE AND THE NAVY

Oceanographic Charts Produced

An important advance in the rapidly developing science of oceanography in Canada is the regular production, in HMC Dockyard at Halifax, of charts depicting oceanographic conditions off Canada's East Coast.

At present used mainly by the research worker, these charts may well prove valuable in future to the fisherman in the location of new fishing grounds.

The charts are somewhat similar to weather maps for they depict sea-temperature distribution, variation of sea temperatures etc. They represent the first Canadian effort to present data on short-term changes in the characteristics of the temperate seas bordering Canadian coasts. They are produced in the Dockyard from reports of observations, made and sent by radio, from a number of federal agencies: the Royal Canadian Navy, the Royal Canadian Air Force, Defence Research Board,

Fisheries Research Board, the Department of Mines and Technical Surveys, and from U.S. vessels as well.

Warships, government survey vessels, and other craft, by pre-arrangement, make bathythermographic observations (the bathythermograph is a device for recording water temperatures down to a depth of several hundred feet). They radio their findings to the Dockyard which receives hundreds of reports a month from all parts of the Northwest Atlantic Ocean. In the case of sea-surface temperature, some 200 reports are received daily.

By showing changes in sea temperatures, the charts should prove most useful to the fisherman. The cod-fishing grounds in the Northwest Atlantic, for instance, shift from year to year, and these movements are apparently associated with changes in temperature. With more study it should be possible to use these charts to indicate the probable direction of these movements.

The new Bedford Institute of Oceanography will be a valuable new source

of assistance in the production of the charts. Not only will the Institute direct research to developing improved methods of processing the data for the charts but its ships will be additional sources of information on the waters in which they work.

Cameron Directs Marine Sciences

Dr. William M. Cameron, an international authority in oceanography and a former Director of Scientific Services for the Royal Canadian Navy, has been appointed director of the recently established Marine Sciences Branch of the Department of Mines and Technical Surveys. The appointment was announced October 11.

Dr. Cameron has been chief of the branch's division of oceanographic research since early in 1960.

In his new position, Dr. Cameron will direct the oceanographic research and hydrographic survey program of the Department of Mines and Technical Surveys—a sizeable task for, under the five-year research program set up recently by the Canadian Committee on Oceanography, the Department has been charged with the major responsibility of meeting Canada's expanded oceanographic requirements not specifically biological in nature.

The Marine Sciences Branch comprises the Canadian Hydrographic Service under Dominion Hydrographer Norman Gray; the Division of Oceanographic Research; the new Bedford Institute of Oceanography under D. W. N. English, and a new Ship Division under Rear-Admiral A. H. G. Storrs, RCN (Ret).

Famous Survey Ship Paid Off

The Royal Research Ship *Discovery II* arrived home at Plymouth in September for the last time after 33 years of service, mainly on scientific research, all over the world.

The ship, operated for the National Institute of Oceanography by the Admiralty's Royal Fleet Auxiliary Service, was paid off.

Since she was built in 1929 she had been adapted several times to take an



HMS Devonshire, the Royal Navy's first guided missile destroyer, is shown in port after completing sea trials with the Seaslug anti-aircraft guided missile. Behind the missile launchers is the radar beam rider which guides the missile onto its target. (British Information Service)

ever-increasing amount of scientific apparatus and navigational equipment, and although she is 1,065 tons gross (larger than most research vessels) the National Institute of Oceanography commented:

"The point has finally been reached when space in which to live—let alone in which to work—has become an acute problem. In view of this, and of her age, the *Discovery II* is being replaced by a new vessel now building and expected to be completed towards the end of the year."

When the *Discovery II* was first commissioned for the Discovery Committee her task was the investigation of whale biology and their oceanic environment. Since then she has steamed some 700,000 miles, most of them in the stormiest seas of the world. She has been as far south in the Antarctic as it is possible for a ship to go to study the breeding grounds of the shrimp-like krill on which whales feed, and much of her work has been carried out in the ice and dangerous water of the Antarctic.

As a result of her work there the nature of the Antarctic Ocean is probably better known than that of any other ocean. The results of her work take up 32 volumes and, although she has paid off, there is still a back-log of unpublished reports to be dealt with.

Bedford Institute Officially Opened

Even before its official opening on October 25, the Bedford Institute of



Oceanography, Canada's new centre of marine sciences on the Atlantic Coast, had begun functioning; by then about a third of the full staff of 300 scientists and supporting staff were at work in the new institute.

The full complement, which will include oceanographers, hydrographers, fisheries research scientists, geophysicists, underwater geologists and engineers, is expected to be reached by 1965.

The new institute is located on the outskirts of Dartmouth on the shore of Bedford Basin. The director of the institute is Dr. W. N. English, one of Canada's foremost authorities on marine physics.

The institute was planned and built at a cost of \$4½ millions to house and centralize federal scientists and engineers of the Department of Mines and Technical Surveys and of the Fisheries Research Board, involved in the study of Canada's Atlantic and sub-Arctic waters and underlying seabeds.

In line with the federal policy of co-ordination of effort in oceanographic research, the new institute will work

with the Royal Canadian Navy, other federal agencies and universities interested in oceanography. These include Dalhousie University, which has set up an Institute of Oceanography for the training of scientists, many of whom will later be employed in the new institute.

The new marine sciences centre consists of a modern laboratory and office building, an equipment depot and workshop for minor repairs to ships, and specialized equipment, docks and jetties to accommodate up to 10 ships. The laboratory and office building is 345 feet long and 55 feet wide, with an exterior of brick masonry with sandstone trim and porcelain-enamelled panels of marine blue.

The building contains 22,000 square feet of laboratory space and is designed throughout for maximum flexibility in laboratory layout. Its laboratories are fitted with the latest in laboratory and scientific equipment.

In the office wing, there are 55 offices for scientific personnel, a board room, a library and a cafeteria.

The equipment depot and workshop building houses carpenter, machine, welding, electrical and paint shops; facilities for minor repairs; a large storage area, and offices for the depot manager and section foreman.

The ship's berthing facilities comprise a 700-foot quay wall and a 500-foot jetty, which may be expanded to three jetties.



Next-door-neighbour to Shannon Park naval married quarters on the outskirts of Dartmouth, N.S., is the New Bedford Institute of Oceanography, which was officially opened on October 25.

DECISION AT TRAFALGAR

AMONG ALL the books written about Nelson, and about Trafalgar, there was none, in Dudley Pope's opinion, that "set out to describe the most famous naval campaign and battle in history from all practicable points of view."

Having drawn this postulate, Mr. Pope bravely undertook to fill the gap. And, with his *Decision at Trafalgar*' he has succeeded in blending an assortment of separate material into a single, readable product.

One of his principal aims was to "tell the story of the actual battle as it was seen through the eyes of the contending British, French and Spanish admirals, captains, lieutenants and ratings, frequently using their own words." At the same time he tried to present a picture of life and events in Britain and France during the period.

Thus embellished, his account of the battle takes a form different from any others. Fortunately for the reader, it is accompanied by a series of charts and diagrams depicting the more significant developments and actions. Without these, it would be a laborious business trying to trace and retrace the course of the battle.

Not only was Trafalgar decisive from the military standpoint, but it had far-reaching political and economic effects as well. Those effects, says Mr. Pope, are still felt in Britain today, more than 150 years later.

"Something which in the long run may prove more valuable than the material benefits still remains . . . Nelson and Trafalgar established a tradition of bold tactics, a standard of personal bravery, of devotion, and a lesson in dedication to duty which has become a part of the British character."

Regrettably, says the author, there is another element of the Trafalgar-inspired character that at times has placed Britain in a position of great peril. This is the heroic but illogical and dangerous belief that the British, like virtue, always will triumph in the end, regardless of any initial lack of preparedness.

Mr. Pope wryly suggests, as have other authors, that Nelson today would not even be able to get in the Navy. "By the standards of a welfare state, Nelson at any period in his life was an undersized weakling.

"Nor did the sea strengthen that thin body; in fact, tropical sickness, and the wounds of war conspired to shatter even further his fragile constitution . . .

BOOKS for the SAILOR

Born a weakling, he was constantly ill at sea . . . his health was ruined by fever . . . at Copenhagen the cold almost killed him . . . spasms of perpetual coughing . . . his head buzzed with toothache . . . his muscles knotted with rheumatism . . . a regular pain in his chest." Says Mr. Pope, "In the gallery of great war heroes, Nelson is the odd man out."

For all this, he set a shining standard whose eminence, brilliance and

purity have wholly withstood the passage of time.

What were the qualities that made Nelson such a great leader, that won for him such great devotion? There was his humanity—a rare thing in those harsh times; his loyalty, upward and downward; his example, and the trust in others that inspired even greater trust in return.

There are those who say we can get too much Nelson. Is it that Nelson and the things he did and the things he stood for are regarded by these people as being no longer valid? We trust this is not so.—R.C.H

DECISION AT TRAFALGAR (published in England as ENGLAND EXPECTS), by Dudley Pope, J. B. Lippincott Company, New York.

WHITHER RUSSIA?

THE AIR FORCE College Journal for 1962, although it is regrettably lacking in naval contributions, offers a rich and stimulating bill of fare that admirably carries on the Journal's policy of providing an open forum for the discussion of military and international affairs.

Some interesting conclusions on Russia's aims are drawn in the leading article, "Flux in the Red World", by Mark Gayn, Toronto editorial writer

and columnist, conclusions he agrees may be upset by the early death of Khrushchev and his succession by a more reckless leader, by the departure of Adenauer and a subsequent move in West Germany toward rapprochement with Moscow or by China attacking U.S. forces in Asia and involving her reluctant ally, Russia, in war with the West.

Mr. Gayn finds that the "new Soviet Society . . . is literate and sophisticated." It is a country coming increasingly under the control of the intellectuals, scientists and technologists, where the desire for affluence is replacing revolutionary fervour.

"Being an optimist, I believe the gap between the Soviet Union and us, but not yet between China and us, is narrowing. I believe that it is possible to deal with these people on terms of sanity. But though it is possible, it will never be easy."

Colonel G. M. C. Sprung, director of the Historical Section, Canadian Army Headquarters, writes on "The Defence of Western Europe". Although he does not draw the parallel, it is obvious from his discussion that Canada is not the only place where nuclear policy is the subject of soul-searching debate. Britain's decision in 1957 to become a nuclear power, ranking next to the United States and Russia, appears five years later, to have been of questionable wisdom, says the author.

Maybe Mommy Has the Answer

What's the rest of it? Who wrote it? Where was it first published? These are questions bothering a correspondent of a Toronto press clipping service who recalls only a fragment of a war-time poem entitled "What Did You Do in the War, Mommy?"

The remembered lines are:

"I was a Wren,
With a stroke of my pen
I lost 50 men
Who were never, thereafter,
Heard from again."

The inquiry was directed to the National Press Clipping Services Ltd., of Toronto, in the hope there might be some ex-Navy types with long memories among its clientele.

"Britain has weakened her conventional air and army forces stationed in Europe without rivalling the two major nuclear powers."

Even in the larger sphere of NATO there are unsolved nuclear problems. Do the U.S. missiles installed in NATO countries (Britain, Italy and Turkey) belong to NATO or the U.S.? "Their targets have been allotted by the NATO air staff but clearly there is even today

no agreed NATO procedure for deciding to shoot them."

"NATO and the Future" is the contribution of Brigadier General S. L. A. Marshall, USAR (Ret), military historian and commentator who warns that we should not expect too much of NATO and, at the same time, not forget that NATO has, for 13 years, been the chief deterrent to nuclear disaster.

The foregoing is just a sampler from a wide range of military subjects dealt

with in this issue of the Journal. The winner of this year's prize essay is K. J. Radford, Director of Systems Evaluations at Air Force Headquarters, whose subject is "The Expected Performance and Utility of the Supersonic Transport".—C.

AIR FORCE JOURNAL, 1962; published by the Air Force College, Armour Heights, Toronto 12; \$1.

LETTERS TO THE EDITOR

Dear Sir:

For many years *The Crowsnest* has, in a very interesting and attractive form, disseminated news of our Navy, both at work and play. In recent years it has widened its scope to include news of the naval veteran and the various activities of the naval veteran movement. This has been very gratifying to ex-naval personnel and warrants further thought and utilization by those in this category.

When in a reminiscent mood, the naval veteran must often wonder what many of his war-time messmates are doing, and would be interested to know how fate has dealt with them since. The possibility of *The Crowsnest* bringing former shipmates together was recently exemplified by my own particular case. I received a letter a few months ago from a Bill Murphy, with whom I had served in HMCS *Battleford* in the early days of the war and of whom I had no news. He had noticed my name at the bottom of something I had written to *The Crowsnest*, and decided that he would find out if I was, in fact, the old shipmate he knew.

He is now Chief Officer aboard an Imperial Oil tanker and, by all accounts, enjoying the life and the extensive travel which is involved. Undoubtedly is the envy of many a land-bound ex-matelot, who would welcome the chance to sail the seas once more.

Thanks to *The Crowsnest*, through correspondence we have relived some of the old days and have been able to exchange news of some of the old crew.

Some of the *Battleford* boys may recall Hugh Garner, who recently made headlines in the literary world with what is expected to be a Canadian best seller, *The Splendor on the Shore*, and wish him further success in his chosen vocation.

The annual reunions serve a similar purpose in bringing together erstwhile

shipmates, but, until such time as we can hold a truly national reunion, the columns of *The Crowsnest* could provide a medium whereby we would keep in touch with each other even across the wide national scene. Hoping for further developments, and thanking *The Crowsnest* for its generous co-operation, I remain,

Yours sincerely,

SIDNEY R. PINER

241 Hillcrest Ave.,
Hamilton, Ont.

Dear Editor:

What I need is a "learning machine", whatever that is.

The reason I need a "learning machine" is because of the large numbers of new words coming on the word-market these space-age days. Some of these words are way-out, as far as I'm concerned, and most of them I glean from advertisements, articles and manuals on modern-day technology.

For instance, one article about a machine in use in the RCN mentioned "write-in", and it didn't mean a letter

to the editor. Further on, the same story used the terms "computer print-out", "slow-scan" and "over-condensed". Fairly simple, I guess, to someone with even a limited technical background, but when it went on to say, "in-line readout display" and later "convert computer target data output into real-time radar signals", I was lost.

Unfortunately I'm neither engineer nor technician and I can't be "computerized". I don't even know what "checkout systems" are, except that I know they have nothing to do with supermarkets. And the little item "modes of heat transfer in solids and in single- and two-phase fluids". Most of that is simple, but what in the name of a "thermionic generator" is a single- or two-phase fluid. I thought a fluid was a fluid, though it may be linked to the "hydrodynamics of mixed flow", or even the "liquid metal boiler". Which reminds me, is the liquid metal boiler a boiler of liquid metals?

No matter, because I'm also stymied on "nano-second pulse transmitters and receivers" and on "incremental velocity changes" and "cryogenic temperatures".

The one thing I do know is a "turbine helicopter with an eight-minute foldability" and believe me, in this day and space age, that it something.

For a while I thought there might be hope for me, despite being over 40, but this illusion was dispelled recently when my grade-two son came home from school and announced that he was going to be an astronaut and could hardly wait to be strapped into his space capsule and say: "All systems go, and 'A' OK". A clear case of an 18,000-knot son of a 30-knot father. Such is progress.

L. W. TURNER,
Lieutenant, RCN

Naval Headquarters,
Ottawa.



THE NAVY PLAYS

Golf Trophies Presented

The 12th annual dinner and trophy presentation night of the RCN Golf Association was held in the Dockyard Recreational Hall, Esquimalt, on December 5.

Major trophies were awarded as follows: The Corby Wiser trophy to Ldg. Sea. A. Murray; the Ontario trophy to Ldg. Sea. "Con" Bergstrom; and the open trophy to CPO Tom McIntyre. Awards were presented by Commodore J. A. Charles.

Officer Awarded Memorial Trophy

A proud moment for Lt.-Cdr. Douglas Williams came on November 26 when he was presented the Charles McDonald Memorial trophy by Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast. The trophy is awarded annually to the individual contributing the most to the sports program of the Pacific Command.

Given honourable mention were PO Michael Shymkovich, *Naden*, and Sub-Lt. J. C. Slade, who serves in the destroyer escort *Ottawa*. The ship was at sea at the time of the presentation ceremony. Present for the ceremony was Lt.-Cdr. R. (Doc) Savage, in charge of the Pacific Command's physical and recreational training program.

Lt.-Cdr. Williams is course officer at the Preparatory School in *Naden*. Since first being appointed to Esquimalt in 1954 he has been continually active in a wide variety of sports, with emphasis on rugby. At one time he either managed or coached, or both, three rugby teams in the command at the same time. He has also played an active part in organizing basketball teams, water polo games, and volleyball contests.

Most Friday evenings find him at the *Naden* swimming pool, working with other off-duty naval personnel who are teaching crippled children to float, swim, or just get some wholesome exercise in the water. He also works with the Vancouver Island Chapter of the Multiple Sclerosis Society and is an executive member of that organization.

Lt.-Cdr. Williams was born in Wales and between 1940 and 1946 served with



That's a 426-pound tuna being displayed proudly by Lt. E. W. Rowe, of HMCS Avalon, and it represents the first tuna taken in the first boat built in Newfoundland specifically for tuna fishing. The boat, *Tina Marie*, was built by William Rowe at Chance Cove, Trinity Bay, Nfld., for his son Reg, of St. John's. The boat was being operated by Reg's brother Max, who invited Bill (Lt. Rowe) along to Conception Bay to take up the tuna chase. Boating the bluefin took an hour. It was the season's 25th tuna for the province. The *Tina Marie* is 36½ feet long and will do 12 knots.

the Royal Naval Volunteer Reserve. He came to Canada in 1952 and went first to Windsor, Ontario. He joined the Royal Canadian Navy in the summer of 1953. Early the following year he went to *Venture* for a two-year appointment. Later he served with the Atlantic Command in Halifax and, early in 1959, returned to the West Coast and the "Prep" School at *Naden*.

Carry Me Back To Old Cornwallis

The *Cornwallis* 1962 spare-time landscaping and beautification program, in which every officer and man took a hand at one time or another, backfired when the UNTDs under training there were "asked" to do their share.

Lt. J. D. Connors, a Haligonian on the cadet training staff in *Cornwallis* and normally Staff Officer (Training) at *Carleton*, Ottawa naval division, had a spell of what became known as "Green Thumb Officer"—co-ordinating the spadework and planting to be

carried out by cadets around their portion of the big shore training establishment.

A group of them left after the spring planting for UNTD Cruise Bravo overseas. Some of them made it a point to ask Lt. Connors and their *Cornwallis* buddies to write them about how their "corn and taters" were coming along. The cadets, being college students, were quick to grab the fad name and soon all flowers, shrubs and exotic plants embellishing the base (located in Nova Scotia's beautiful Annapolis Valley) were called "corn and taters".

The Bravo group returned in about a month and their first question was: "How are our corn and taters?" The lieutenant, finally and thoroughly suspicious, made careful rounds of the lovely gardens upon which the group had lavished so much care.

Peeping through the shrubbery and blooms which make HMCS *Cornwallis* a delight to the eye were, sure enough, "corn and taters"—and carrots—and turnips!

Origin of the Jack

While the Canadian "jack" is not the one worn by the Royal Navy, it is nevertheless, still referred to as a "jack" and its origin is the same.

A jack, according to an early seaman's manual, is a flag to be flown only on the "jack" staff, a staff on the bowsprit or forepart of the ship.

It is believed the term "jack" is derived from the abbreviated name of the reigning sovereign, King James I, under whose direction the flag was constructed, and who signed his name "Jacques". An alternative derivation may have been from the "jack" or leather surcoat worn over the hauberk from the 14th to the 17th century inclusive, and which was emblazoned with the St. George's Cross. Jack is a contraction of "Jazerine", a corruption of Ghizerine, Italian for a clinker-built boat, the jack being formed of overlapping plates of metal covered with cloth velvet or leather.

In 1680 the Duke of York (afterwards James II) gave an order that the Union Flag should be worn by the King's ships. From its naval use the Union Flag became generally known as the Union Jack.

It is interesting to note that virtually every navy in the world flies a "jack". The "jack" worn by the Royal Canadian Navy was authorized in 1911 to be the Blue Ensign.

RETIREMENTS

CPO WALTER ALFRED HUBBARD CLEMENTS, C1SG4, of Glasgow, Scotland; joined RCNVR June 13, 1934, transferred to RCN Jan. 18, 1940; served in Saskatoon Naval Division, Naden, Fraser, Stadacona, Snowberry, HMS Dominion, Ottawa, St. Hyacinthe, Hochelaga, Drummondville, Givenchy, Avalon, Prince Rupert, Kokanee, Seaclyffe, Uganda, Royal Roads, Sioux, Cornwallis, Crescent, Assiniboine, Saguenay; awarded CD; retired December 30, 1962.

CPO JOHN RICHARD AITKEN DAVIES, C2ER4, of Edmonton, joined December 5, 1942; served in Nonsuch, Star, York, Naden, Givenchy, Stadacona, Niobe, Scotian, Tillsonburg, Ontario, Uganda, Tecumseh, Rockcliffe, Cayuga, Ste. Therese, Digby, Crescent, Assiniboine, James Bay; awarded CD, retired December 10, 1962.

CPO PETER RUSSELL HEROLD, C2LT4; of Reist, Alberta; served from Sept. 13, 1937 to Feb. 14, 1946, re-enrolled May 27, 1946; served in Naden, Fraser, Nootka, Stadacona, Ottawa, Venture, Sambo, Saguenay, Trail, Fort Ramsay, St. Hyacinthe, St. Laurent, Peregrine, Niobe, Ontario, Tecumseh, Givenchy, Crescent, Rockcliffe, Cornwallis, Antigonish, Crusader, Star, Patriot, Assiniboine, Jonquiere; awarded L. S. & G. C. Medal; retired December 22, 1962.

CPO HOWARD WOLFE LIBBEY, C1ER4, of Sydney, N.S.; joined RCNVR June 17, 1941, transferred to RCN Feb. 23, 1945; served in Stadacona, Hochelaga II, Calgary, Cornwallis, Avalon, Sherbrooke, Hallowell, Peregrine, Jonquiere, Scotian, Warrior, Magnificent, Iroquois, La Hulloise, Micmac, Haida, Wallaceburg, Algonquin, Portage, Cape Breton, Nootka; awarded CD; retired December 16, 1962.

CPO CHARLES EUSTACHE GRANT NOBLE, C2WV4, of Halifax, N.S.; joined March 19, 1934, transferred to RCN Nov. 10, 1944; served in Stadacona, Champlain, Fraser, Laurier, Prince David, Regina, Avalon, Peregrine, Donnacona, Hochelaga, Scotian, Haida, Swansea, Huron, Whitethroat, Portage, Quebec, Micmac, Naden, Sioux, Patriot, York; awarded L. S. & G. C. Medal; retired December 14, 1962.

CPO MERVILLE JACKSON PATTERSON, C1ER4, of Granville Ferry, N.S.; joined November 18, 1940; served in Naden, Stadacona, Avalon, Pictou, Cornwallis, Kamloops, RNO Port Arthur, Border Cities, St. Catharines, Portage, Iroquois, Nootka, La Hulloise, Magnificent, Fort Erie, Huron, Bonaventure, Outremont; awarded CD; retired December 13, 1962.

CPO NORMAN ELIJAH SELLARS, C2FC4, of North Sydney, N.S.; joined RCNVR Sept. 23, 1942, transferred to RCN May 4, 1944; served in Stadacona, Cornwallis, Sydney, Red Deer, Runnymede, Avalon, Lauzon, Niobe, J-3393, Warrior, Magnificent, Iroquois, La Hulloise, Haida, Wallaceburg, Nootka, Haida, New Liskeard, Assiniboine, Crescent; awarded CD; retired December 21, 1962.

OFFICERS RETIRE

LT.-CDR. DAVID MARTIN WALTON, CD, of Ottawa; joined the RCNVR as a writer January 10, 1940, promoted to paymaster sub-lieutenant August 15, 1942, transferred to the RCN August 15, 1946; served in Stadacona, Venture, Prince Henry, Naden, Cornwallis, Naval Headquarters, Micmac, Iroquois, Haida, Algonquin, Niobe, Carleton; last appointment Supply Officer, HMCS cember 15, 1962, retires June 10, 1963.



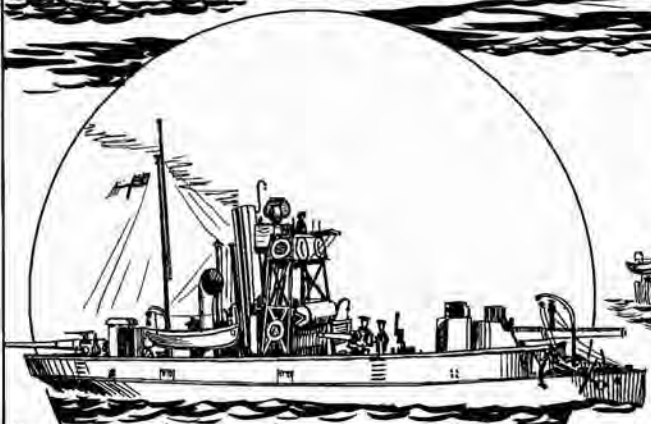
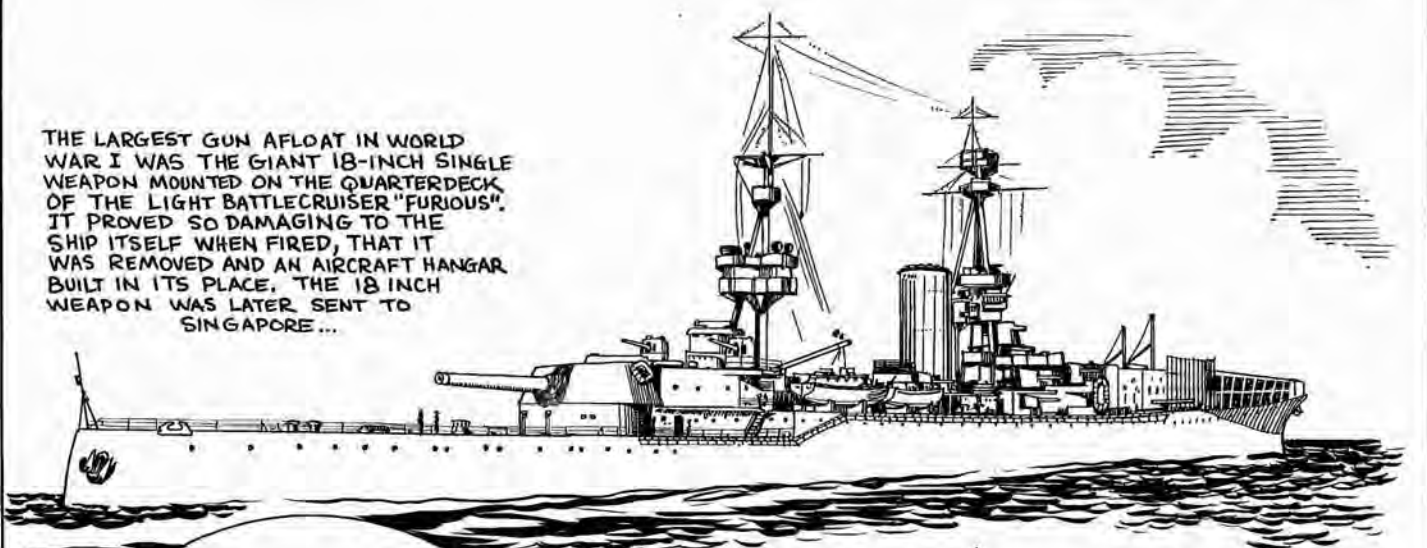
Here are 32 naval technical apprentices who graduated on November 9 with the rank of petty officer second class after completing 39 weeks of study. Left to right, front row: Douglas Miller, Edwin Dalgety, William Thomson, Walter Corbett, George Landerkin, Glendon Jones, Thomas Scott and Euclde Chaisson. Centre row: David Gray, Lawrence Davis, Gordon Kenyon, James Lang, John Burnett, Douglas Grainger, Stefan McPherson, Adrian De Bruyn, Keith Olsen, Alwin Stennes, John Dench and George Tufnail. Rear row: Robert Boswell, John Osborne, Joseph Wright, William Fisher, Floyd Ruttan, Donald Marshall, Raymond Bergen, Leslie Lane, Kenneth Tomalty, Horace Teed, Eric Brown and Earl Stone. Absent is Lawrence Sheperd, who also graduated. (E-69499)

Naval Lore Corner

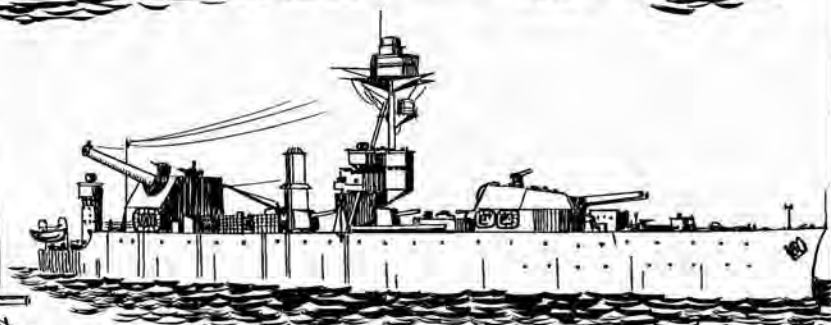
Number 111 THE LARGEST GUNS AFLOAT

IN MODERN NAVAL ORDNANCE, THE LARGEST WEAPONS FOUND GENERALLY PRACTICAL WERE THOSE OF 16-INCH CALIBRE. HOWEVER, EVEN LARGER GUNS WERE ATTEMPTED... AND IN SOME CASES PROVED LESS THAN SATISFACTORY...

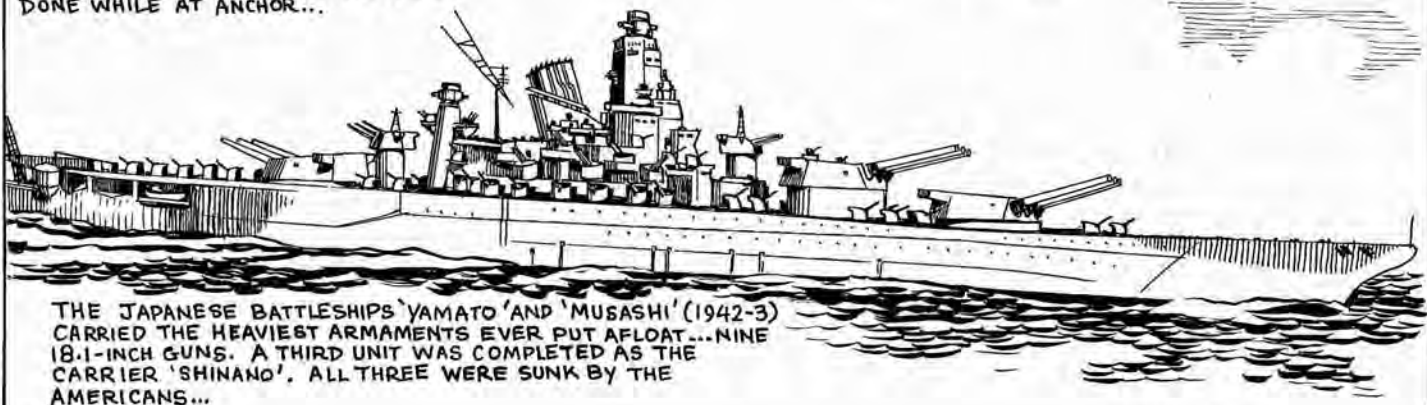
THE LARGEST GUN AFLOAT IN WORLD WAR I WAS THE GIANT 18-INCH SINGLE WEAPON MOUNTED ON THE QUARTERDECK OF THE LIGHT BATTLECRUISER "FURIOUS". IT PROVED SO DAMAGING TO THE SHIP ITSELF WHEN FIRED, THAT IT WAS REMOVED AND AN AIRCRAFT HANGAR BUILT IN ITS PLACE. THE 18 INCH WEAPON WAS LATER SENT TO SINGAPORE...



H.M.S. BUSTARD...A "FLAT-IRON" GUNBOAT REFITTED TO BOMBARD THE BELGIAN COAST (1915) WAS ARMED WITH ONE 9.2-INCH GUN, ONE 6-INCH GUN AND ONE 4-INCH GUN...SURELY THE HEAVIEST ARMAMENT MOUNTED ON SO SMALL A VESSEL! HER SHOTS WERE DONE WHILE AT ANCHOR...



THE MONITORS H.M.S. LORD CLIVE AND H.M.S. GENERAL WOLFE (1915) WERE BUILT TO MOUNT TWO 15-INCH GUNS. IN 1918 EACH WAS FITTED WITH A GIANT 18-INCH GUN IN A FIXED TURRET. (THE SHIP HAD TO BE TRAINED). THE GUNS HAD BEEN 'SPARES' FOR THE "FURIOUS".



THE JAPANESE BATTLESHIPS 'YAMATO' AND 'MUSASHI' (1942-3) CARRIED THE HEAVIEST ARMAMENTS EVER PUT AFLOAT...NINE 18.1-INCH GUNS. A THIRD UNIT WAS COMPLETED AS THE CARRIER 'SHINANO'. ALL THREE WERE SUNK BY THE AMERICANS...

Roger Duhamel

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