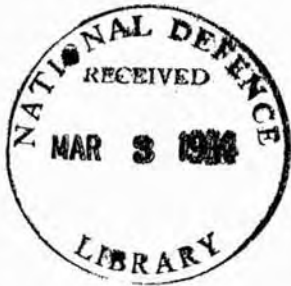
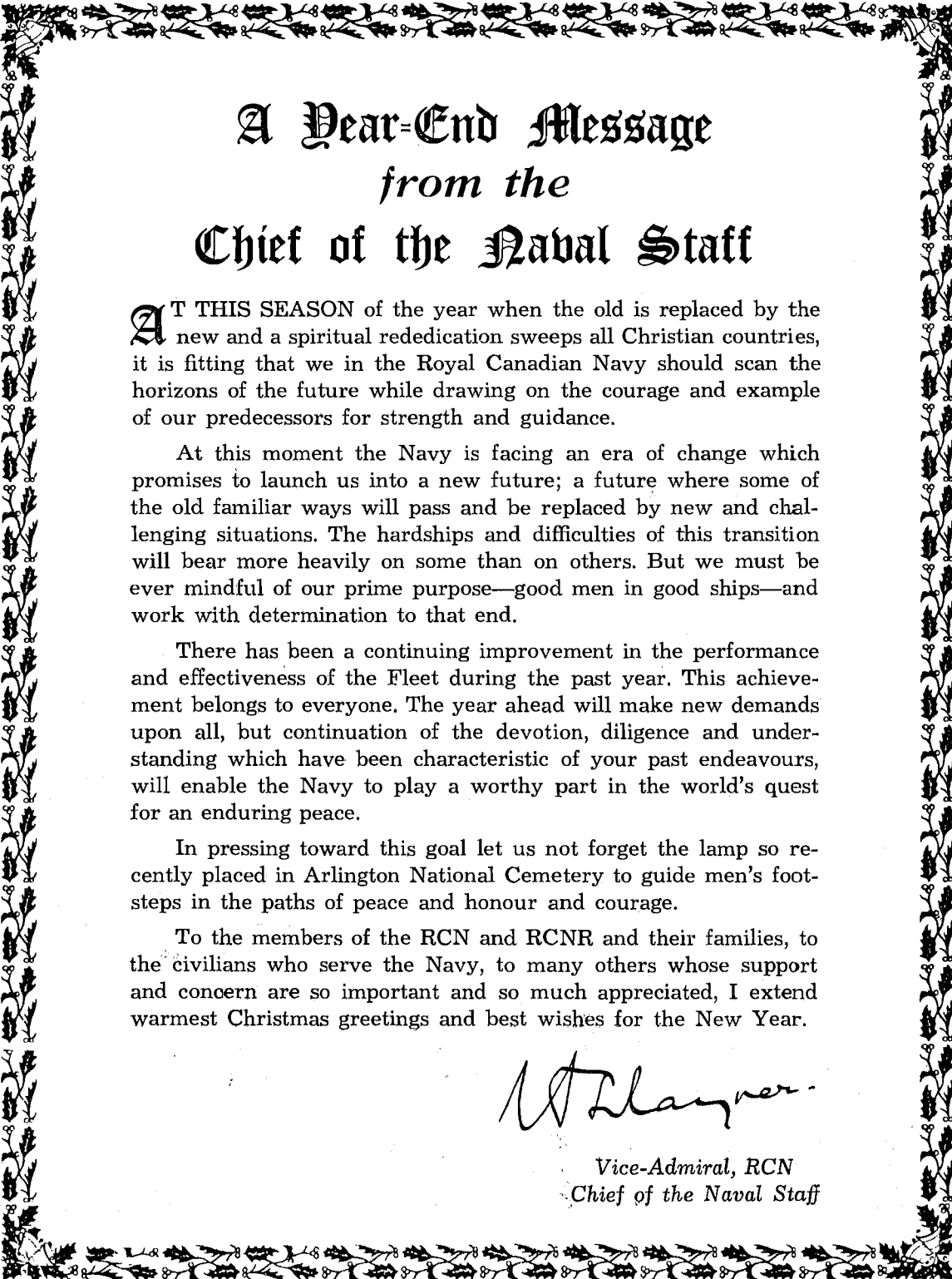


# The CROWSNEST

(c2)





## A Year-End Message from the Chief of the Naval Staff

AT THIS SEASON of the year when the old is replaced by the new and a spiritual rededication sweeps all Christian countries, it is fitting that we in the Royal Canadian Navy should scan the horizons of the future while drawing on the courage and example of our predecessors for strength and guidance.

At this moment the Navy is facing an era of change which promises to launch us into a new future; a future where some of the old familiar ways will pass and be replaced by new and challenging situations. The hardships and difficulties of this transition will bear more heavily on some than on others. But we must be ever mindful of our prime purpose—good men in good ships—and work with determination to that end.

There has been a continuing improvement in the performance and effectiveness of the Fleet during the past year. This achievement belongs to everyone. The year ahead will make new demands upon all, but continuation of the devotion, diligence and understanding which have been characteristic of your past endeavours, will enable the Navy to play a worthy part in the world's quest for an enduring peace.

In pressing toward this goal let us not forget the lamp so recently placed in Arlington National Cemetery to guide men's footsteps in the paths of peace and honour and courage.

To the members of the RCN and RCNR and their families, to the civilians who serve the Navy, to many others whose support and concern are so important and so much appreciated, I extend warmest Christmas greetings and best wishes for the New Year.



Vice-Admiral, RCN  
Chief of the Naval Staff

# The CROWSNEST

Vol. 15 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER 1963

## CONTENTS

	Page
<i>RCN News Review</i> .....	2
<i>The Navy in 1964</i> .....	5
<i>Venture Plan Ends</i> .....	6
<i>Messages from the Ministers</i> .....	7
<i>A Dog's Life</i> .....	8
<i>Officers and Men</i> .....	11
<i>Weddings and Births</i> .....	11
<i>Home from the Sea</i> .....	15
<i>Here and There in the RCN</i> .....	16
<i>Afloat and Ashore</i> .....	18
<i>Books for the Sailor</i> .....	22
<i>The Navy Plays</i> .....	24
<i>Ideas into Dollars</i> .....	26
<i>Retirements</i> .....	28
<i>Naval Lore Corner No. 122</i> .....	<i>Inside Back Cover</i>

*The Cover*—In evergreen British Columbia every photo is a Christmas card. This shows HMCS *Mackenzie* in aptly named *Calm Channel*, near the mouth of *Bute Inlet*. In the foreground is the Indian village of *Church House* and across the water are *Maurelle* and *Sonora Islands*. (CCC2-1247)

## The Crowsnest Extends to Its Readers All Best Wishes for the New Year

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

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

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OTTAWA, Ontario.



## RCN NEWS REVIEW

A cruise to Pearl Harbour and points west was the first operational undertaking of the newly converted St. Laurent early in the New Year. She is pictured with her new hangar and flight deck during autumn trials in the Pacific Command. (E-74495)

### **Jonquiere First In A/S Standing**

The 1963 Pacific Command anti-submarine proficiency award, competed for by ships of the Fourth Canadian Escort Squadron, has been won by HMCS *Jonquiere* with 82.6 points. The runner-up was HMCS *Beacon Hill*, less than two points behind with a score of 80.8.

Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, commended both frigates for their high score and extended particular congratulations to the *Jonquiere*.

### **Assiniboine on Flying Trials**

The converted destroyer escort HMCS *Assiniboine* began flying trials with the Sea King (CHSS-2) helicopter out of Halifax during the first week in December.

During the same period the *St. Laurent*, second ship to undergo conversion, was carrying out sea trials on the West Coast and two other *St. Laurent* class destroyer escorts, the *Ottawa* and *Saguenay*, were in shipyard hands being fitted with helicopter facilities and variable depth sonar.

The *Ottawa* is expected to return to service early in 1964.

On December 3, Rear-Admiral J. V. Brock, Flag Officer Atlantic Coast, sent the following message:

"Due to a concerted effort by the many agencies involved, the *Assiniboine*

begins the flying phase of her program this week as planned.

"Please convey my congratulations to all the Dockyard workers who tackled the problem with such enthusiasm and vigour. Well done."

### **Admiral Lauds Exercise Units**

Admiral Sir Charles Madden, Commander-in-Chief of NATO's Eastern Atlantic area, sent the following message to air and sea components October 28, to wind up NATO Exercise Flatrock:

"On the dispersal of the NATO forces assembled for Flatrock, I wish to congratulate all who took part. The spirit of enthusiasm shown by all made this exercise a success despite the adverse weather. Another step forward in the practical co-operation between our national naval and air forces has been made. I look forward to our next meeting. Goodbye and good luck."

The British admiral spent October 22-24 on board the Canadian aircraft carrier *Bonaventure* during the exercise in a stormy northeastern Atlantic. The Canadian components included four Halifax-based ships and three RCAF Argus aircraft from Greenwood, N.S. Altogether, more than 30 ships from Britain, Denmark, France, The Netherlands, Norway and Canada were involved.

### **Ships Sail on Pacific Cruise**

Three destroyer escorts of the Pacific Command of the RCN were to sail January 7, on a training cruise in the Pacific.

The ships are the *St. Laurent*, *MacKenzie*, and *Fraser*, of the Second Canadian Escort Squadron. The squadron commander is Captain G. H. Hayes embarked in HMCS *Fraser*.

First port of call was to be Pearl Harbour.

### **Naval Housing For Dartmouth**

A brief ceremony on November 29 marked the beginning of a new era in housing for Royal Canadian Navy personnel in the Halifax-Dartmouth area when the first eight of 397 "private enterprise" housing units in North Dartmouth become available for naval occupancy.

At the ceremony Layton Dempsey, representing the builder and owner, Murray Elias of Dartmouth Investment Ltd. introduced Mayor I. W. Akerley, of Dartmouth, who declared the housing project open. Mr. Dempsey then turned over the keys for the new units to Commodore Ralph L. Hennessy, Commodore Personnel Atlantic Coast, who in turn presented the keys of one of the houses to the first occupant, AB John Woodford, now serving in HMCS *Granby*. AB Woodford and his wife Joan, have six children, ranging in age from infancy to 10 years.

The project, named Wallis Heights after the famous Halifax-born Admiral of the Fleet Sir Provo Wallis, represents a new departure in housing for naval personnel. Becoming available over the next 12 months, the 64 four-bedroom and 333 three-bedroom houses and maisonettes are being built by Dartmouth Investment Ltd. under an agreement with the Department of National Defence and Central Mortgage and



All Canadians shared in the grief and dismay of their southern neighbours when on November 22 President John F. Kennedy died the victim of an assassin's bullet. On that sad day and during the period of mourning that followed, ensigns in RCN ships and establishments were at half-mast. The destroyer USS *Charles Berry* entered Esquimalt Harbour at the precise moment that Commissionaire J. Leek was lowering the ensign at Duntze Head at the harbour entrance on the day of the assassination.

### Indian Name For RN Ship

Canadian High Commissioner George Drew was not only invited to the commissioning of HMS *Mohawk* November 29 at Vickers Armstrong in Britain, he was also asked to address the ship's company—and with good reason.

The general-purpose frigate boasts a fine North American Indian name, one that at least eight other warships of the Royal Navy have borne. Some of them were either Canadian-built or operated in this country's waters during colonial wars.

The first recorded HMS *Mohawk* was a sloop out of Oswego on Lake Ontario. She was destroyed the same year when Montcalm's forces took Oswego. The second was a snow from Oswego which took part in the land inland battle of the British and French below Fort Levis in the St. Lawrence in 1760. The third was a schooner on Lake Ontario from 1781 to the early 1800s. There is uncertain reference to another, Kingston-built schooner of 1802-3. Naval historians don't count her.

The fourth *Mohawk* was a steam paddle sloop at Kingston in 1845-6; the time of the "Fifty-Four Forty or Fight" fuss. She was not only the first iron-hulled warship on the Lakes but also the first effective fighting ship of iron hull in the RN. She operated from 1846 in Lake Erie and in Georgian Bay to 1852.

Of the *Mohawks*, the sixth was also of interest to Canada. She was a third-class cruiser at Halifax with the North America and West Indies squadron towards the turn of the century. The eighth was a Tribal class destroyer torpedoed and sunk in the Mediterranean in 1941.

Housing Corporation. Dartmouth Investment Ltd. retains ownership under a long-term mortgage and lease arrangement.

Allocation of the units is the responsibility of the RCN Housing Administrator.

The houses incorporate the latest advances in accommodation and it is expected they will assist materially in easing the shortage of housing for naval personnel in the area.

### Air Crash Kills Two Naval Pilots

Funeral services were held on November 29 at HMCS *Naden* for two Pacific Command pilots who died on November 23 when their T-33 jet plane crashed into a mountain near Vancouver.

The final rites were for Lt. Donald S. Clark, 29, and Lt. Norman J. Ogden, 33, both with homes and families in Victoria.

Held in the Protestant chapel of HMCS *Naden*, the service was conducted by Command Chaplain (P) A. J. Mowatt, assisted by Chaplain (P) W. L. Dalton. Burial took place in the Veterans' Cemetery, close to the naval barracks.

Attached to VU-33, the RCN's utility squadron at Patricia Bay, the plane had left that base on the morning of November 23 for ground-controlled landing exercises at the RCAF Sea Island base near Vancouver. The jet disappeared from radar tracking screens about 20 minutes after take-off.

A search was started immediately with a host of ships and aircraft taking part.

On November 26 an RCN helicopter piloted by Sub-Lt. Ian A. Powick spotted the wreckage scattered over a large area of jagged rocks and tall trees at the 4,500-foot level of Mount Strachan, 12 miles north of Vancouver. The bodies were recovered the next day.

### Army Joins Navy In Fleet Exercise

The Royal Canadian Navy and the Canadian Army co-operated in a series of fleet operations off the northeast coast of Nova Scotia early in December.

Designated "Exercise Boat Cloak," the manoeuvres were held in the area of Madame Island, east of the Strait of Canso, from December 2 to 13.

Twenty ships of the Navy's Atlantic Command, manned by approximately 3,500 officers and men, participated in

the operations, together with approximately 200 officers and men from Camp Gagetown, New Brunswick, and naval aircraft from *Shearwater*.

The Army provided patrol, signals and reconnaissance groups, landing parties and interrogation teams, as well as personnel for liaison duties aboard ship.

RCN units participating included destroyer escorts, seven frigates and three minesweepers.

### **First Sea Lord Visits Canada**

The First Sea Lord of the British Admiralty, Admiral Sir David Luce, visited Ottawa, November 26 to 28, and Atlantic Command headquarters in Halifax, November 29 and 30.

In Ottawa he conferred with Hon. Paul Hellyer, Minister of National Defence, and senior officers of the Armed Forces.

This was Admiral Luce's first visit to Canada since assuming his appointment in August.

### **Safe Driving Week Observed**

The Atlantic Command observed Safe Driving Week, December 1 to 7, with extensive programs designed to stimulate safe driving throughout the year.

At HMC Dockyard, Halifax, in addition to safe driving slogans and signs, the Command Motor Transport Safety Officer arranged for pamphlets to be distributed. Safety films were shown in

many of the shops. At the North and South gates, grisly but graphic displays depicted the results of carelessness behind the wheel.

On December 3 personnel at the dockyard and from HMC ships had the opportunity of taking a provincial driver's test. Two days later Halifax City Police carried out free vehicle inspections at the Dockyard.

Other naval establishments in the Atlantic Command carried out similar campaigns to promote the aims of the Canadian Highway Safety Council, sponsors of Safe Driving Week.

Co-ordinator for the Navy was George Little, Command Motor Transport Safety Officer at HMC Dockyard.

### **COs of Divisions Meet in Hamilton**

The 15th annual conference of the commanding officers of Canada's naval divisions was held in Hamilton November 19 to 22 at the headquarters of Commodore P. D. Taylor, Commanding Officer Naval Divisions.

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

The commanding officers, representing Royal Canadian Naval Reserve establishments across Canada from Newfoundland to British Columbia, visited Ottawa by RCAF aircraft on November 21 to meet senior officers at Naval Headquarters.

## **NOA SCHOLARSHIPS**

THREE SCHOLARSHIPS have been awarded to members of the Royal Canadian Naval Reserve by the Naval Officers' Association of British Columbia for study at the University of British Columbia and Victoria University.

The winners are Ldg. Wren Dawn Gray, of HMCS *Discovery*, a third-year arts student taking a combined honours course in Asian studies and French; Lt. R. T. Walker, RCNR, Staff Officer UNTD at Victoria University and HMCS *Malahat* and UNTD Cadet Simon Whitlow, who is a third-year arts (honour chemistry) at UBC.

The scholarships are valued at \$150 each.

Miss Gray is the first female winner of an NOA scholarship. She plans on graduation to apply for a position with the Department of External Affairs.

Lt. Walker is a graduate of the Venture Plan and served a total of eight

years in the RCN before resigning to study medicine at Victoria University. He plans to re-enrol in the Navy under terms of the 45-month medical undergraduate subsidization plan.

Cadet Whitlow spent two years at Victoria University before entering UBC. On graduation, he plans to enter the field of industrial research.

All three winners speak highly of their naval training as a valuable supplement to their academic studies.

Since 1960, the Naval Officers' Association of British Columbia has awarded nine scholarships, and has advanced almost \$3,000 in bursary-loans. Preference is given in the selection of candidates to those who are present or former members of a cadet force, the reserve, or sons and daughters of present or former members of Commonwealth naval forces or the Merchant Navy.



For several months during 1963 RCSCC Falkland, the Ottawa sea cadet corps, had the distinction of having four brothers in training at one time. Sons of Mrs. Lucienne Dupuis, of Ottawa, and all of them students at Ottawa Technical High School, they are (bottom to top) Daniel, 14, Robert, 16, Paul, 17 and John, 18. The older brothers, Paul and John, joined RCSCC Port Lennox, Grande Linge, Que., early in 1959 and transferred to Falkland later that year. John left the corps last September as a petty officer. Paul, a petty officer, first class, is senior cadet of the corps this year, Robert is a leading cadet instructor and Daniel, who entered last March, is an ordinary cadet. The three seniors have been outstanding cadets and have won individual awards for efficiency. (O-15184)

Much as naval personnel may regret the passing of familiar ships and establishments, some positive factors have emerged from the naval cutbacks.

These were outlined in a general message to the Fleet as follows:

"For some time the Navy has been short of skilled men in certain higher trade groups and there has been an urgent need to bring commitments more in line with manpower resources. The balance between commitments and manpower will now be greatly improved, thus permitting a better distribution of trained manpower in our operational forces than has hitherto been possible, and also improving our ability to provide the trained men we need.

"As previously stated by the Minister, 'Our aim is to find ways and means of reducing overhead and, by cutting operation and maintenance costs, achieve a redirection of expenditures to improve our defensive capability.' By making the reductions which have been announced it will be possible to allocate a higher percentage of the funds available for new equipment and other improvements in overall effectiveness.

"The improvements which are already underway include the continuation of the modernization of the St. Laurents, the commissioning of two Mackenzie class destroyer escorts in 1964, the acquisition of three Oberon submarines, with the first of these entering service in 1965, and the provision of additional CHSS-2 helicopters."

## THE RCN IN 1964

A FAIRLY COMPREHENSIVE picture of reductions in operational strength and supporting units of the Royal Canadian Navy during 1964 emerged with the turn of the year.

A message from Vice-Admiral H. S. Rayner, Chief of the Naval Staff, on December 5, said, in part:

"When budgetary considerations dictate a reduction in the shape and size of the naval force, it is always extremely difficult to select the areas from which the savings must be realized. The reductions which have been announced were decided upon after thorough consideration of all possible alternatives.

"It is realized that the closing of the facilities and establishments listed will have serious consequences for many of the loyal civilian employees of the Navy. Every effort will be made to relocate such personnel with other government departments and agencies wherever possible.

"The reduction in the Naval Reserve is governed by the need to curtail costs and at the same time to maintain a viable and effective reserve. The role of the RCNR remains unchanged and the present standard of training will be maintained because an effective RCNR is indispensable to the country's naval effort.

"Within the funds which will become available it will be possible to continue existing approved programs for the improvement of the fighting effectiveness of the fleet...

"At this time, the full co-operation and understanding of all personnel both naval and civilian is essential to enable the task of paying off the units and establishments listed to proceed smoothly and expeditiously."

The reductions, announced in two phases, affect both the RCN and RCNR, ships, shore establishments and aircraft. They include the following:

- Three additional Tribal class destroyers, Canadian-built and commissioned shortly after the Second World War, will be paid off for disposal. They are the *Cayuga*, *Micmac* and *Nootka*. Of the four Canadian-built Tribals, only HMCS *Athabaskan* will be retained in service.

- Ships of the First Canadian Minesweeping Squadron (*Chaleur*, *Chignecto*, *Fundy*, *Quinte*, *Resolute* and *Thunder*), based at Halifax, and of the Second Canadian Minesweeping Squadron (*Cowichan*, *Fortune*, *James Bay* and *Miramichi*), based at Esquimalt, will be paid off and placed in reserve. These are the only minesweepers in service in the RCN.

- The West Coast mobile repair ship, HMCS *Cape Breton*, will be paid off to reserve.

- Ten auxiliary vessels will be taken out of service. These include two small stores ships, two 46-foot harbour ferries, two 75-foot harbour ferries, one fire tug, two Glen class tugs, and one Saint class tug. The one Saint class tug will be placed in reserve.

- HMCS *Acadia*, summer training establishment for Sea Cadets at Point Edward Naval Base, will not open, but the facilities will be retained under care and maintenance. Sea Cadet training will be conducted on a reduced scale at HMCS *Cornwallis* and HMCS *Quadra*.

- Reserve officer cadet training in the universities will be reduced by about 50 per cent. This reduction will affect the UNTD, COTC and URTP. No reductions are contemplated in respect of officer cadets of the regular forces.

- VU-32, the utility air squadron at *Shearwater*, will be reduced by four Trackers and two T-33 jet trainers. VU-33, the utility air squadron at Patricia Bay, B.C., will be reduced by the two HUP-3 helicopters now in service.

• The naval ship repair facility at Point Edward Naval Base will be closed, but the Naval Depot and Records Centre will remain in operation.

• Naval activities at Fort Pepperell, the former U.S. base at St. John's, Nfld., for which the Navy has been providing caretaker service, will be discontinued except for HMCS *Cabot*, the naval division, and the establishment will be transferred to another government agency.

• The RCN Armament Depot at Longueuil, Que., and Ammunition Depot at Kamloops, B.C., will be closed, as will the Naval Supply Depot at Lynn Creek, B.C.

• The following naval divisions will be closed: *Scotian* (Halifax), *Queen Charlotte* (Charlottetown),

*Prevost* (London), *Queen* (Regina), *Nonsuch* (Edmonton), *Chatham* (Prince Rupert), *Malahat* (Victoria) and the Kitchener tender to HMCS *Star*.

• Reserve air squadrons VC-920, attached to HMCS *York*, Toronto, and VC-922, at Patricia Bay, will be paid off.

• RCN personnel released from the above commitments will be re-absorbed in complement. The RCNR will be reduced to 2,700 officers, men and UNTD cadets.

• Regular force strength of the RCN will be reduced to 20,700 officers and men. This represents a reduction of 793 from the year-end figure of 21,493 and will be reached through normal releases and a temporary slow-down in recruiting.

THE VENTURE PLAN, born in 1954, officially ended on December 20 with the graduation of 20 naval officer cadets whose training commenced two years earlier. The graduating class included five young men from Nigeria.

Graduation day for the last of the Venture Plan cadets started with church services in the morning with the actual graduation ceremony starting at 2:30 p.m. in the HMCS *Venture* gymnasium. Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, was the inspecting officer.

Graduates and guests then attended a tea in the cadets' gunroom and, later, attended a reception in the *Venture* wardroom. The graduation ball was held in the *Venture* gunroom that night.

Preliminary to the graduation ceremonies was a mess dinner held on December 17.

Promotion to the rank of acting sub-lieutenant for the graduates was effective January 1. Early in the new year, air personnel were to go to sea in frigates of the Pacific Command's Fourth Canadian Escort Squadron.

For the five naval officer cadets from Nigeria, there are still some months to spend with the fleet. Their training throughout the year will lead to upper-deck watchkeeping certificates, and it is expected they will return to their homeland late in 1964 or early 1965.

Major award winners at the graduation ceremonies were headed by Naval Officer Cadet G. C. Gordon, winner of the Officer of the Watch Telescope, awarded by the Department of National Defence to the Venture cadet obtaining highest standings in scholastic and professional subjects and officer-like qualities. He also captured top honours for obtaining the highest aggregate mark in the senior term and top honours in naval knowledge studies. Second high-

## VENTURE PLAN ENDS

est honours went to Naval Officer Cadet S. T. Grant.

Naval Officer Cadet M. L. Myrhaugen was awarded the Hampton Gray Shield for outstanding athletic ability and sportsmanship. (This award is presented by the staff officers of the Chief of Naval Personnel in memory of the late Lt. Robert Hampton Gray, VC, DSC, RCNVR).

Cadet B. E. Shaw was judged by his fellow cadets as being "most highly endowed with the qualities of sportsmanship".

Naval Officer Cadet S. R. Price was the winner of the officer's sword, presented by the Navy League of Canada for outstanding officer-like qualities.

Officer Cadet B. M. Thiel won top honours in navigation.

Graduation time for the Venture Plan cadets also marked the conclusion of the first phase of training for the Short Service Officer Plan cadets who commenced their training last September. Several of them received special awards.

They included Naval Officer Cadet C. D. Rainsford, winner of the Venture Officers' Shield, awarded by the officers of HMCS *Venture* to the cadet in early training with highest marks in athletic ability and sportsmanship.

SSOP Cadets J. G. Bergeron, R. Montgomery and I. D. Sparkes all won special awards for making the most progress in a second language (English or French).

In its nine years of operation, the Venture Plan produced 314 officers, many of whom later applied for and were granted permanent commissions. The plan was established primarily to

train officers for naval aviation and it graduated 165 officers to this field. In addition, the Venture Plan produced 149 officers for duty with the surface fleet.

The Venture course was two years in length, and featured a four-month training cruise in the second year. These cruises, in frigates of the Fourth Canadian Escort Squadron, were designed to give the future officers first-hand experience in sea-going life in all departments of the ship. The cruises also provided excellent training in another way, in that Venture cruises took cadets to ports in Europe, Japan, the Indian Ocean, Australia, New Zealand, the South Sea Islands and the Far East. Latterly, the Venture Plan had an even more unique "international" aspect. The final graduating class included five young Nigerian officer cadets.

The new scheme, the RCN Short Service Officer Plan, was approved in the spring of 1963 as a successor to the Venture Plan, and its first class of 73 surface and aviation officer cadets is now undergoing training in HMCS *Venture*.

Like Venture, the SSOP features a seven-year short service appointment, but the new scheme's enrolment qualifications are expected to appeal to a wider range of young Canadians than did the Venture Plan. Venture was restricted to those with junior matriculation standing who had reached their 16th but not their 19th birthday on January 1 of the year of enrolment.

The new scheme is open to young men with junior matriculation standing or better who have reached their 17th but not their 24th birthday on the 1st of January of the year of enrolment. Short Service Officer Plan cadets are paid \$235 a month, the equivalent pay of acting sub-lieutenants.



# Messages From The Ministers

## Hon. Paul T. Hellyer

Minister of National Defence

*As minister of National Defence, I welcome this opportunity to offer my sincere best wishes for a very merry Christmas to the members of the Armed Forces, to the civilian personnel of the Defence Research Board and the Department of National Defence during this season of the year.*

*As we gather to celebrate the birth of the Prince of Peace, we are reminded that it is through efforts such as yours and of people like you in our alliances that some semblance of peace is maintained in the world today, so that we might live without conflict and cherish good will to all men.*

*To those of you who cannot be with your families and friends, I wish to*

*extend a special Yuletide greeting and good wishes.*

*I hope that 1964 will be a year of greater prosperity and peace for each and every one of you. A very merry Christmas.*

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## Hon. Lucien Cardin

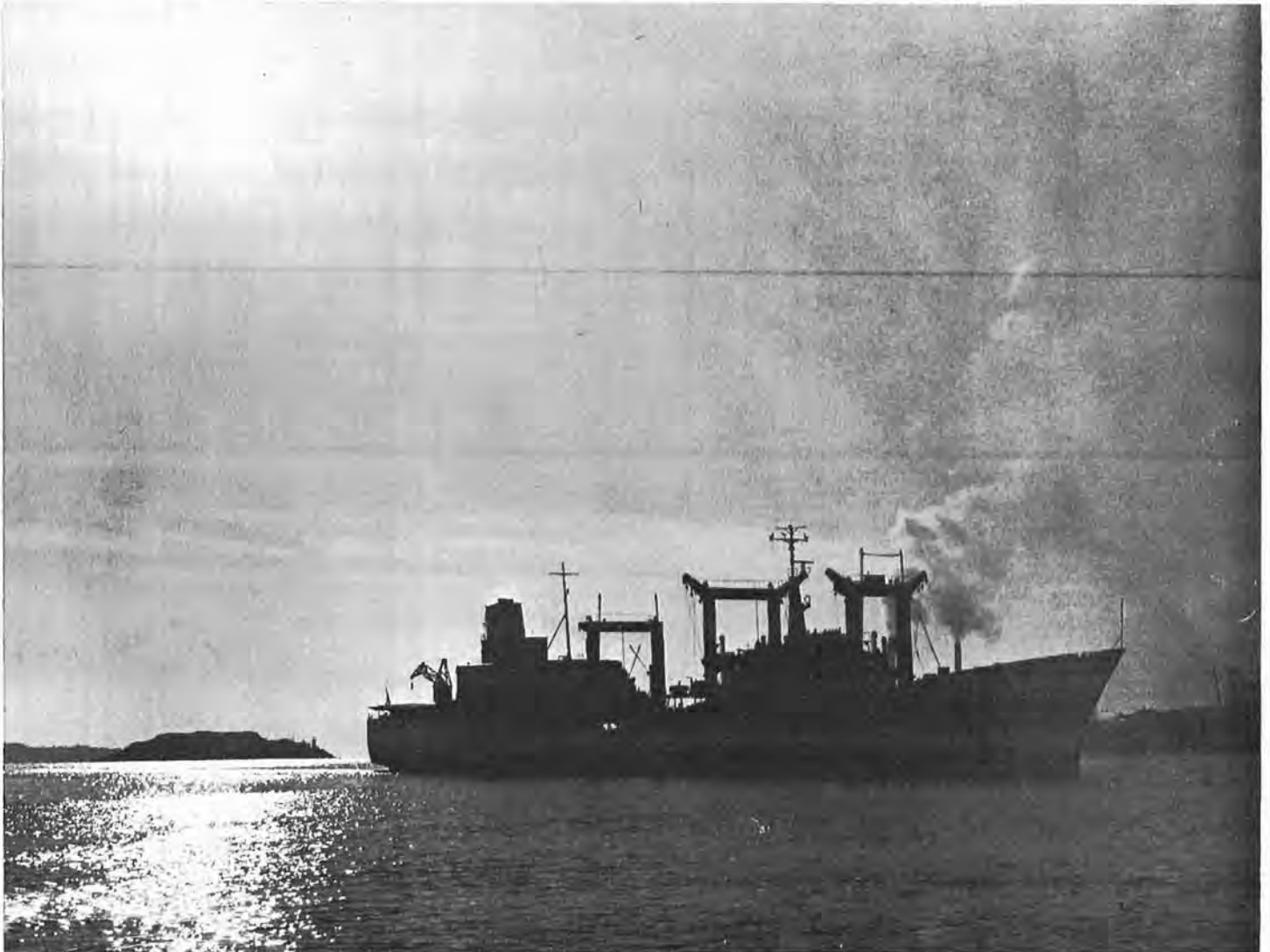
Associate Minister of National Defence

*Peace on earth, good will to all men is as applicable today as it was on that day 2,000 years ago when Jesus, our Saviour, was born. As Christmas approaches, we welcome the opportunity to express this good will towards our fellow men. It is an important part of our Christian tradition.*

*As Associate Minister of National Defence, it gives me great pleasure to express my sincere appreciation to all members of the Canadian Armed Forces, the Defence Research Board and the Department of National Defence for their devotion to duty throughout 1963. Without such support Canada could not maintain her contribution to the collective defence forces of the Western Alliance.*

*To those of you who are serving at sea, in remote parts of Canada, with units of our various forces abroad, and away from families and friends at this time of the year, I wish to send a special wish of good cheer.*

*As the festive season approaches, I hope that all of you will have a very merry Christmas and that you will find a greater measure of peace and happiness through the New Year.*



A new silhouette has been added to the East Coast seascape. This "moonlit" scene shows HMCS Provider in Halifax harbour, with George Island in the background. (HS-73622)

You may have read the accompanying story before. It first appeared in the December 1954 issue of *The Crownsnest* and, at the author's request, it was published anonymously. It is reprinted now because of what it says between the lines of the personality and ideals of one of the Royal Canadian Navy's ablest and best-known officers.

The author was among the 118 persons who lost their lives in the crash of a TCA DC-8 jetline near Montreal November 29. He was Cdr. Kenneth E. Grant, 47, Commander Sea Cadets for the RCN since March and before that Commander of the Ninth Canadian Escort Squadron for just over two years.

A native of Vancouver and a graduate of the University of British Columbia, Cdr. Grant was a newspaperman before entering the RCNVR in January 1941 as a sub-lieutenant. He spent much of the war at sea, specializing as an anti-submarine control officer.

Cdr. Grant served as a sea cadet area officer and as Deputy Director of Sea Cadets from 1946 to 1951. He then specialized in damage control, was officer-in-charge of the damage control school in Halifax, went to sea as executive officer of the Algonquin and, from 1957 to 1960, was commandant of the Joint NBCD Warfare School at Camp Borden.

He took command of the frigate squadron, *Cortron 9*, in December 1960, and became Commander Sea Cadets on the staff of the Commanding Officers Naval

Divisions, Hamilton in March 1963. He was on his way back to Hamilton from a sea cadet conference in Halifax when the tragedy occurred.

In his sea cadet appointments and during his three years at Camp Borden, Cdr. Grant met a great many Canadians—youths, private citizens and personnel of the three services. All who met him held him in the highest regard, both personally and as a representative of the RCN. During the time he was in command of *Cortron 9*, the squadron spirit reached an all-time high.

Aside from his other accomplishments, Cdr. Grant was an unusually talented writer and undoubtedly could have done well in this field had he so chosen. Over the years he contributed, sometimes on request but more often voluntarily, numerous articles, book reviews, essays and reports to *The Crownsnest*. At his request, many were printed without identification of the author. That he should have expended so much time and effort of his own volition, and without visible reward or recognition, is, in the opinion of the editors, ample evidence of this officer's deep sense of responsibility and desire to serve.

The editors of *The Crownsnest* feel, along with his countless other friends, a deep personal loss in the death of Ken Grant, and join in extending sympathy to his wife and daughter.

# A DOG'S LIFE

"GOING to sea is a dog's life." For centuries this wise warning has been uttered in every language of mankind by every manner of seafarer since the first cave man paddled home from a trial ride on a pointed log. And for just as many centuries young men have ignored the warning and sailed off in search of new worlds beyond the horizon. *Why?*

First of all, because the veteran seaman usually weakened his argument by staying at sea himself. Whatever he said about life at sea, he made it pretty obvious that he regarded seamen as a much superior breed to the pale tradesmen of the towns who went meekly home to their wives every night at five o'clock.

And, secondly, the old salt, whether he was a Carthaginian trader, an Elizabethan pirate, or a Lunenburg fisherman, was a totally different animal from the landsman—as local magistrates have always known. His beefy complexion, lusty laughter and holiday mood set him clearly apart from the plodding wage-

slaves of the city's pavements. Older citizens might view him with disapproval, but to the younger generations the world-traveller brought a refreshing echo of far lands and high adventure, spiced with suggestions of a more pagan code of conduct than that enforced at home. He rolled off strange, rich-sounding names like Zanzibar, Valparaiso, Timor and Tahiti. Nothing can be more disturbing to a young man faced with a dreary future in tedious

commerce or industry, half a century to be spent between a grim factory and dreary suburb.

And what happens when the youngster goes to sea?

As always, the young man of today gets disillusioned. For centuries the ship, which seemed so lovely in the offing with her towering white canvas and sweeping lines, turned out to be a verminous prison with stinking bilges and unspeakable food. Today's ships, for all their comforts, can become steel prisons filled with endless noise and frustrations, particularly to the new seaman. Most of us would not be surprised to learn that Hell is equipped with long lurching alley-ways, high coamings, watertight doors and steep ladders, all lit by ruby night-lights and scented with the aroma of stale bedding and fresh mal-de-mer. And assuredly Hell must be fitted, by now, with raucous loud-speakers through which His Satanic Majesty makes piercing pipes every few minutes . . . "Souls under punishment to muster in No. 756 Boiler Room . . ."



And this is but another attraction of the sea. It is an ordeal. Not everyone can endure it. It leaves its mark on men's souls. And men prize these scars later as badges of honour which distinguish them from lesser mortals and make them comrades in a secret and unspoken brotherhood. Going to sea is to some extent a male ritual, like serving seven years in the French Foreign Legion, or climbing Mount Everest or sailing alone across the Atlantic. In some primitive and forgotten way, it gives each man a new prestige among his fellows, so that the millionaire industrialist will listen respectfully to the modest tales of a penniless vagrant who has rounded Cape Horn under sail, and perhaps wonder at the end just which of them has really attained "success" in life.

It is a significant fact that the far places of our planet today—the lonely seas, the highest peaks, the deepest jungles—are visited only by poor adventurers or by millionaire sportsmen. The latter, if they have the good fortune to win their leisure at a youthful age, soon turn their backs on the easy middle-class comforts of the magazine advertisements, and look for genuine male satisfactions—big game hunting in Africa or the Rockies, sport fishing among the most dangerous of fish, defying entire oceans in puny yachts under painful hardships, or journeying by some other uncomfortable means to the hidden valleys of Tibet or South America.

**W**HY DO MEN punish themselves in these ways? The psychologists talk glibly of the "death wish", a force opposite and almost equal at times to the survival instinct. Whether we accept such theories or not, it cannot be denied that it is always possible to get volunteers for the most desperate missions. New York's Hayden Planetarium has many thousands of "reservations" already for the first space-ship which departs for the moon. And who has not been stirred by invitations to serve at Padloping Island, or in submarines, or as a paratrooper or a "frog-man"?

In a small way, service at sea fulfils this urge. Seamen are generally dreamers and romantics. Watch their faces as they steam into the channel of some new, or even familiar port. And a few days later, as they steam gratefully away from the same harbour, and feel the ocean swell lifting the deck beneath them, their faces wear the same cheerful, hopeful expression of men headed at last for the ultimate Paradise. Just

over the horizon there awaits that best-of-possible ports, no matter how disappointing the others have been.

Just as Eve spoiled Eden, however, her daughters repeatedly cast their blight over the seaman's existence. I hasten to add that not all Navy wives do this with malice aforethought, although plenty have tried. In order to screen out these latter saboteurs (or saboteuses?) from the Navy's realm, I am suggesting that our Chaplains should make some slight additions to our marriage vows. Something along these lines:

*"Will you, Mabel Blotz, solemnly swear in the presence of this congregation that you are not plotting secretly to reform the character of this honest seaman, Joseph Blow, and that you will not develop a*



CDR. KENNETH E. GRANT

*nervous condition or other ailment in order to have him request an inland draft or try to persuade him to leave Her Majesty's service in order to go into the rug-cleaning business with your old man?"*

The fault is not always Mabel's, of course. Often she marries her gallant tar under the illusion that they will spend the remainder of their days until pension in a rose-covered cottage in a pleasant suburb of Hamilton or Winnipeg. So to keep the accounts straight let's ask for a further statement by the groom:

*"Will you, Joseph Blow, solemnly swear that you haven't spun any dips to this woman, Mabel Blotz, about having a chum in Drafting*

*Depot who is going to stop-draft you in barracks for the rest of your five, or that you intend to stop drawing your tot forever, and are going to have all your tattoos removed?"*

**N**AVY WIVES are, generally speaking, the cream of the crop. But not every pretty young thing can make the grade. It is only fair to warn all candidates that sailors are not rational humans, that they spend a large part of their days on the far side of the world, that they are not good husbands—or even good letter-writers—by Ladies' Home Journal standards, and that no girl in her right mind should ever dream of marrying one.

Any girl that is still agreeable to marriage on such a basis is clearly crazy, too, and should make an excellent Navy wife. Seriously, the sailor and his wife have an excellent chance of a happy marriage. Long ago the prophet Mohammed advised bridegrooms: "Let there be spaces in your togetherness", an Islamic variation on "Absence makes the heart grow fonder". Boredom is considered by some experts to be a major cause of divorce in America. It is rarely a problem in Navy families. Like Mohammed, Naval Headquarters believes in "spaces" in our family lives, and provides them quite generously at times.

"To part is to die a little," says a French proverb.

But the pain of parting is better than the taste of love grown stale. And few landsmen ever know the holiday spirit in a home when the sailor returns with gifts from strange lands for everybody. Each person sees the other for a moment plainly as for the first time, with all their special flaws and charms. Most men stop appreciating their wives after they leave the altar, and never think about them again until the funeral. The seaman gets a fresh awareness of his wife's worth with every home-coming.

And what about the seaman's life in the ship? Is it really as painful as the Ancient Mariners would have us think? Frankly, it is never easy. At its best it might be compared with living interminably in an immigrant train (upper berth) which is travelling too fast over a bumpy road-bed in northern Saskatchewan. The scenery is generally nil. There is no comfort, no silence, no end to the movement and the interruptions. And it certainly is cosy, living with all your possessions in a few cubic feet. There is no escape at five o'clock or even at the weekend. The world shrinks into a few metal yards of deck between

the hard pitching bunk and the cramped cell or windy corner that means duty. For the watchkeepers there is no real day or night but only intervals of feeding and dozing between duties.

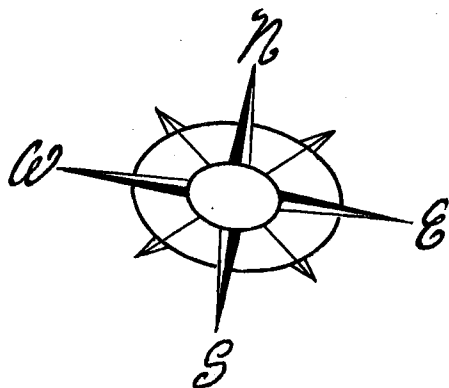
In my ship, seamen work twelve and a half hours out of each day, and many seamen in smaller ships work far longer than that. And on a long cruise the food becomes interminably dull, no matter how well refrigerated or prepared. A middle-aged egg or head of lettuce can never compete with the youthful article.

Any seaman who suddenly began to visibly enjoy sea duty would be watched with concern. Let him leap from his bunk some morning with a joyous shout, smile at his messmates across the lurching breakfast table, sing a gay song while shaving, and laugh happily to himself while chipping paint all morning, and he would promptly find himself lashed in a bamboo jumper and headed for RCNH, probably by helicopter.

**A** GREAT DEAL has been talked about "happy ships". But who ever heard of a "happy boiler factory" or a "happy coal mine"? Ships, like industrial plants, are not intended to generate happiness, but to produce a business-like job in the most economical manner. If the workers happen to feel a dizzy sensation of bliss during the process, they would be wise to keep working quietly until the feeling passes.

The hidden dividends of seafaring come in rare and unsuspected ways. Sometimes in the midst of the worst Atlantic storm your ship suddenly comes warmly alive and wins your affection for the way she frees her decks so gallantly from the assaulting seas and rides over the most terrifying crests unscathed. You see the same grin of pleasure beneath your shipmate's sou'westers in these moments, and you know you are playing on the winning team in a major league game against an opponent who is powerful but short-tempered. But usually the sea's rewards are accompanied by finer weather.

There is that first hour of soft darkness after a sudden tropic sunset, when



cigarettes glow in a row in the shadow of the awnings and an unseen accordion yearns for the western plains or thumps out a gay melody to the girls of old Quebec. Another reward is the landfall at dawn, before the lighthouses have ceased their blinking, and while the smell of night jungle rolls seaward in welcome across the creaming reefs.

New islands glistening green in the morning sun, with clouds pluming their volcanic peaks where the Trade Wind surges through . . . and old Spanish ports whose brown battlements have echoed to Drake's broadsides, and whose ancient alleys are still cobbled with Cadiz ballast stones, left by the ancient treasure galleons.

**S**HORE LEAVE is, of course, the supreme reward for any sailor. Nothing can match that first hour ashore, away from the roaring metal surfaces of the ship, and invading the new life of a foreign land. The sidewalk tables and the grateful shade of palms . . . the glare of the market place where merchants invite you to bargain for baskets or jade or coral souvenirs. The bright clothing and dark eyes and the unfamiliar tongues make every hour an experience. And later the distant white beaches and windy slopes wait to be explored.

If you are one of the growing army of "skin-divers" among the RCN libertymen, you will probably obtain a snorkel mask and flippers and discover an endless new world of colour and wonder along the coral reefs of such islands. Or

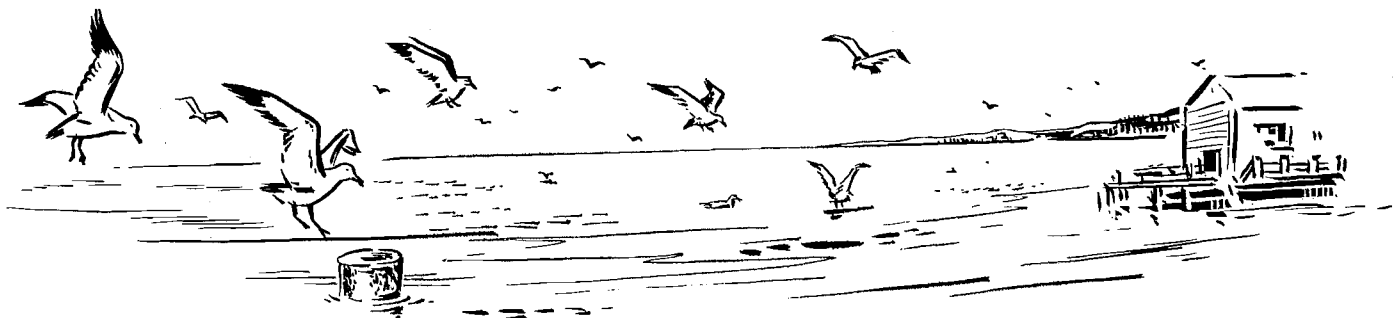
you can merely doze in the shade, beyond the call of any boatswain's pipe, and watch the white sails of the flying fishermen creep out towards the blue horizon beyond the reef.

It is not easy to love a modern ship. You can admire them, the way you admire a powerful locomotive or a giant bulldozer. But seen too closely and for too long, any ship blurs into a jungle of unfinished jobs, defective equipment and invading rust.

And then one day you see your ship as you did the first time, across a mile of water. And a miracle occurs. Gone are the rust patches, the weedy boot topping, the slack awning pendant. Instead you see again the swift rake of the stem, the slanted funnel, the whitened cable, the scarlet maple leaf, and the twinkle of brass. It becomes the finest sight in the blue bay. This is one of the brief, sweet moments that rewards the seafarer. I doubt that any other profession can match it.

Approaching home after a good cruise, "channel fever" is always mixed with a concealed note of sadness. Soon the draft notes will pour aboard to dissolve this newly-formed brotherhood that has grown so slowly. And grimy workmen will soil and burn the ship's hard-won beauty. Only the youngest seamen pack their souvenirs merrily in their bags without a thought that one of life's good things is drawing to a close. Older men temper their impatience with thoughts of the unpaid bills, unswept basements and unspanked children that lie in wait for them ashore like serpents in Eden.

One of the Biblical prophets has guaranteed of Heaven that "there shall be no more sea". This is just as well, since it is probably the only "inland draft" most seafarers will see. It would be pleasant to imagine Paradise with a coast like the windward shore of Barbados, with dazzling sand beyond the palms, the warm green lagoons spreading out to the distant reefs. But beyond the reefs would be that wider horizon, and no seaman could look at it for long without wondering if it did not conceal somewhere an even lovelier land.



# OFFICERS AND MEN

## **Margaree Gives \$500 to Charity**

A cheque for \$500 was presented to the Greater Victoria United Appeal in November by the ships' company of the destroyer escort *Margaree*.

The presentation was made by PO John Pringle on behalf of the welfare committee to Cecil Wesson, chairman of the federal services division of the Community Chest. It brought to \$2,820 the amount of money that officers and men of the ship donated to Greater Victoria charities during 1963.

## **RCNVR Veteran Senator Killed**

A distinguished citizen of Canada and a veteran of service in the RCNVR during the Second World War, Senator Duncan Kenneth MacTavish, OBE, QC, was killed in Toronto on November 15 when the taxi in which he was riding was struck by another car.

An Ottawa lawyer, Senator MacTavish joined the Navy as an acting lieutenant on July 20, 1940, and the following year became Assistant Judge Advocate General. He retired in 1945 in the rank of captain (Special Branch) and as Deputy Judge Advocate General (Navy).

His service was summed up in the citation to the OBE awarded to him on January 1, 1946:

## **Weddings**

Leading Seaman Andrew J. Cleghorn, Naval Radio Station, Bermuda, to Miss Janetta Arnott, of London, England.

Lieutenant Colin MacDonald Curleigh, HMCS *Shearwater*, to Miss Nancy Lee Melanson, of Parrsboro, N.S.

Able Seaman Donald Hugh Coulter, HMCS *Naden*, to Miss Sharon Marie Brash, of Saskatoon.

Able Seaman Garfield T. Fouchard, NRS, Bermuda, to Miss Alice Fougere, of Glace Bay, N.S.

Able Seaman Larry Traies Howe, NRS Bermuda, to Miss June Uwin, East Didsbury, Manchester, England.

Leading Seaman Donald J. Huppe, NRS Bermuda to Miss Kathleen Teresa Mullin, of Londonderry, Ireland.

Sub-Lieutenant Gerhard W. Kautz, HMCS *Fraser*, to Miss Edna-May Dysart, of Victoria, B.C.

Able Seaman Roy Lawrence Smith, HMCS *Fraser*, to Miss Dorothy Anne Ditlevson, of Victoria, B.C.



CAPTAIN D. K. MacTAVISH

"This officer contributed greatly to the Canadian Naval Service by his legal knowledge and its application to naval matters. His appointments as Assistant Judge Advocate General, Deputy Secretary of the Naval Board and, from December 1942 until his retirement in August 1945, as Deputy Judge Advocate General (Navy), were filled with superlative efficiency. His personal qualities, his tact and tolerance have won him the respect and admiration of all with whom he came in contact."

## **Weapons Officers Hold Symposium**

More than 100 weapons officers from all ships squadrons, most establishments and departments on both coasts and Naval Headquarters, and from the Maritime Warfare School and the Sixth Submarine Division, met from September 17 to 19 inclusive for the Second Annual Weapons Symposium at Halifax. HMCS *Stadacona* was host for the occasion.

During the three-day symposium, 29 papers on a wide variety of weapons subjects, both classified and unclassified, were read. Papers covered mine warfare and future developments; Fourth Escort Squadron sonar proficiency competitions; demolition training in the Pacific Command; weapons officers' training in 1965 and many others.

Commodore R. L. Hennessy, Chief of Staff Personnel and Training to the Flag Officer Atlantic Coast, made the opening remarks, followed by Cdr. Ian A. MacPherson, chairman of the symposium. Among the speakers were Cdr. Richard Carle, Assistant Director Fighting Equipment Requirements (AW), Lt. B. J. Brown, Squadron Weapons Officer, Fourth Escort Squadron; Lt.-Cdr. M. P. T. Banyard, RN, Weapons Division, *Stadacona*; Cdr. J. R. Coulter, RCN Director, Joint Maritime Warfare School; Lt. P. A. Boyd, Operations and School; Lt. P. A. Boyd, Operations and E. Connors, Assistant Director Naval Training (Officers) Naval Headquarters, Ottawa.

Following the symposium the second annual Weapons Mess Dinner was held at *Stadacona* wardroom.

## **Philadelphians Tour RCN Ships**

Fifteen thousand persons toured two of the five ships of the Fifth Canadian Escort Squadron that represented Canada at the Canadian Trade Fair in Philadelphia in November.

It was Canada Week at the giant trade fair and the presence of Canadian sailors added greatly to its success. The two ships holding "open house" were the *Columbia* and *Kootenay*. A press reception was held on board the *Columbia* and the resulting press coverage was a tremendous friendship salute to the city.

The *Gatineau*, *Chaudiere* and *Restigouche* were the other ships present.

On Remembrance Day, Rear-Admiral D. W. Piers, chairman of the Canadian Joint Staff, Washington, laid a wreath at the Tomb of the Unknown Soldier and made the address. A 100-man guard, commanded by Lt.-Cdr. Fred Copas marched through the city on the occasion.

## **Births**

To Lieutenant-Commander B. J. Gillespie, Naval Headquarters, and Mrs. Gillespie, a daughter.

To Sub-Lieutenant J. Alain Roy, HMCS *Fraser*, and Mrs. Roy, a daughter.

To Able Seaman David P. Semyroz, HMCS *Fraser*, and Mrs. Semyroz, a daughter.

To Leading Seaman Vernal W. Smith, NRS Bermuda, and Mrs. Smith, a daughter.

Rear-Admiral Piers later spoke at a dinner at the Philadelphia Club and Captain D. L. MacKnight, commander of the Squadron, addressed the United Veterans' Council. Later, Cdr. A. E. Fox, commanding the *Columbia*, and Cdr. D. H. Ryan, commanding the *Kootenay*, both appeared on local television programs.

A squadron hockey team lost a close 7-6 decision to a local club, and a number of men attended the Penn State-Ohio State football games. One man from each ship was a guest at the Ed Sullivan show.

Trade Fair officials were delighted with the impact the Royal Canadian Navy had on Philadelphia and its part in drawing attention to Canada's biggest trade fair yet.

### **Dr. Arnell New Scientific Adviser**

A new Scientific Adviser to the Chief of the Naval Staff was appointed in November in the person of Dr. J. C. Arnell, formerly of Halifax, who had been Scientific Adviser to the Chief of the Air Staff.

Dr. Arnell succeeded Dr. William L. Ford, who has become Chief of Personnel at Defence Research Headquarters in Ottawa.

The former DRB Chief of Personnel, Dr. N. W. Morton, has been lent to the government of Pakistan for a year to



Twin brothers Bob and Larry Murphy (left and right respectively) have won simultaneous promotion to C2TM (X8) at HMCS Carleton, Ottawa. The new chief petty officers joined the Navy together in 1940 through the Saint John, N.B. naval division. Both served on the North Atlantic during the Second World War and were demobilized in 1945, Bob as an ordnance artificer and Larry as a stoker petty officer. Following the war, the Murphys entered the civil service at Ottawa and joined Carleton together in 1952 as petty officers. (O-15297)

assist that country in organizing and establishing a program for a defence research agency.

Dr. Ford's associations with the RCN began in 1948 when he joined the Naval

Research Establishment in Halifax. He later served as Director of Scientific Services for the RCN and was superintendent of the Pacific Naval Laboratory at Esquimalt from 1955 to 1959. In August of the latter year he returned to Ottawa to become Scientific Adviser to the Chief of the Naval Staff.

His successor, Dr. Arnell, is a physical chemist, who has headed the Defence Research Chemical Laboratories and has been Director of Scientific Intelligence. He also spent some time co-ordinating DRB's research into the defensive aspects of atomic, biological and chemical warfare.

### **Northern Post for Naval Surgeon**

Surg. Lt.-Cdr. Michael Joseph Lydon, of Ottawa and Halifax, has been appointed as Chief of Medicine to Fort Churchill Military Hospital near Churchill, Manitoba.

Since 1962, Surg. Lt.-Cdr. Lydon has been attached to the National Defence Medical Centre in Ottawa, completing post graduate training in internal medicine.

### **Training Officers Meet at Calgary**

The first western regional RCNR training conference ever to be held in Calgary was convened at HMCS *Te-cumseh*, on November 2. Training offi-



A pow waw took place at the Canadian Trade Fair in Philadelphia on November 13 when four sailors, who were also Indians, surrounded Kahn-Tineta (Green Meadows) Horn, a Mohawk from the Caughnawaga Reserve near Montreal, recently elected Princess Canada by her people. The four seamen were from destroyer escorts of the Fifth Canadian Escort Squadron berthed at the nearby Philadelphia Naval Shipyard. From left to right are Ord. Sea. David Johnston, HMCS *Restigouche*, an Ojibway from Blind River, Ont.; PO Ivan Johnson, HMCS *Kootenay*, an Algonquin from Perth, Ont.; Princess Canada; PO Jack Douglas, HMCS *Columbia*, an Oneida from Brantford, Ont., and Ldg. Sea. Al Belisle, HMCS *Chaudiere*, a Crow from Mattawa, Ont.

cers from all eight naval divisions from Winnipeg to the Pacific Coast were present.

Chairman for the conference was Lt.-Cdr. E. D. Robbins, RCN, since promoted to the rank of commander, who is Command Training Officer for the Commanding Officer Naval Divisions. He was assisted by Lt.-Cdr. R. E. Middleton and Lt.-Cdr. E. J. Hyman, also on COND's staff.

This was the second of three regional conferences covering all the divisions. The participants stated that much benefit was derived from the discussions on mutual problems of reserve training.

### **Promotion for Commodore Murdoch**

Commodore Robert W. Murdoch has been promoted from the rank of Captain in the Royal Canadian Navy and appointed Assistant Chief of Naval Staff (Plans) at Naval Headquarters.

Commodore Murdoch entered the Navy as a cadet in 1936. During the Second World War he served at sea in the Atlantic and Pacific, and qualified as a specialist in naval communications. After the war he became the first RCN officer to be loaned to the USN as a staff communications officer.

Since June 1961 he has served at Naval Headquarters as Director of Naval Intelligence.

### **Patron Named By Society**

Rear-Admiral H. F. Pullen, RCN (Ret), Maritime Governor for the Royal Life Saving Society, announced at the Nova Scotia branch executive committee meeting of the society that His Honour, Lieutenant Governor H. P. Mackeen, was pleased to honour the Nova Scotia branch of the Royal Life Saving Society as patron.

The Nova Scotia branch is now two years old, and is expanding rapidly in its efforts to teach swimmers life saving techniques.

### **New Appointments For Wren Officers**

Lt.-Cdr. Jean Crawford-Smith was appointed in early autumn to the staff of the Assistant Commodore Personnel Atlantic Coast (Manning), at Halifax, as Staff Officer (Wrens) and as Wren New Entry Training Officer.

For the previous two years she had held an exchange appointment with the United States Navy, serving in the Naval Training Centre, Bainbridge, Maryland; the Officer Candidate School, Women, Newport Rhode Island; on special assignments in the Great Lakes Training Centre, Illinois, and in Washington, D.C.

This was the first time an RCN Wren officer had been appointed for duty with the U.S. Navy.

Lt.-Cdr. Crawford-Smith was succeeded in her exchange appointment on September 23 by Lt. Dorothy M. Gower, RCN, who was appointed to the staff of the Naval Training Centre in Bainbridge, Maryland.

### **DOT Marine Official Retires**

On his retirement in November as Director of Marine Operations for the Department of Transport, Captain Eric S. Brand, RCN(Ret), was appointed to the rank of Honorary Commodore of the Canadian Coast Guard.

In announcing the appointment, Hon. George J. McIlraith, Minister of Trans-

port, spoke of Commodore Brand's outstanding contribution to the department since he took over the marine services in 1959.

At a testimonial dinner held by his colleagues of the department, Commodore Brand was presented with a painting from the brush of Cdr. C. A. Law, HMCS *Stadacona*.

Commodore Brand has been succeeded as Director of Marine Operations for the Department of Transport by Rear-Admiral Antony H. G. Storrs, RCN(Ret), former Chief, Ship Division, of the Marine Sciences Branch, Department of Mines and Technical Surveys.

That the Canadian convoy and naval control of shipping systems were set up and ready to operate on the outbreak of

## Chief's Rank For Wren

**W**REN CPO AUDREY WHITE, of HMCS *Carleton*, the Ottawa naval division, recently attained her present rank after 11 years' service in the RCNR.

Joining *Carleton* in 1952 as an ordinary wren in the communications branch, CPO White just topped the 4'10" height requirement of the day—with a quarter of an inch to spare. She has trained on both coasts and has served in *Stadacona*, *Cornwallis*, *Patriot*, *Naden* and *Hochelega*. She has taken all communications courses available to wrens, the leadership course and the instructional technique course. She has carried out divisional duties with new entry reserve wrens at *Cornwallis* and has instructed at HMCS *Patriot*.

In civilian life, Audrey is a civil servant in the Department of National Defence. Her hobbies include sewing, reading, sailing, and practically all sports except marksmanship ("Can't get my left hand up to the point of balance!").

She particularly values her old service friendships. At a wren reunion at HMCS *Chippawa*, Winnipeg, in 1961 she won a prize for the shortest wren in the service, and she recently flew to Winnipeg, where she attended a ceremony honouring Lt.-Cdr. Fanta Tait, retiring Staff Officer Wrens.

In speaking of the wrens, she immediately grows enthusiastic. "I think we have some of the finest girls in the country," she says. "To begin with, we attract the pick of the crop—then we give them the best all-round training available to young women in Canada today."

On personnel turnover in the wrens, she grows a little rueful. "I'm afraid that's one of our problems," she says. "Our turnover is fast—mainly because of matrimony. I suppose it's a compliment to the type of girl we recruit and what we make of them, but I sometimes wonder if we're training them for service or marriage. In any event," she concludes with a twinkle, "we lose more members that way!"

Chief White's many friends in the service will second the commendation of *Carleton's* commanding officer, Captain J. M. Robertson, when he delivered a "Well done!" before the ships' company at divisions.—C.D.



Captain J. M. Robertson, commanding officer of HMCS *Carleton*, the Ottawa naval division, admires the new chief's buttons earned by Wren CPO Audrey White. (O-5299)

war was largely the result of (then) Cdr. Brand having been lent to the RCN by the Royal Navy in July 1939. On the entry of the United States into the war, he gave that country great assistance with the organization of its convoy system, his help being recognized in 1946 by the award of the U.S. Legion of Merit in the Degree of Commander. Three years earlier he had been awarded the OBE for his services to the Royal Canadian Navy.

After the war and following his retirement from the RCN, Commodore Brand served as Government Controller of Great Lakes shipping during the 1946 Great Lakes strike. His next post was that of executive director of the Canadian Maritime Commission and in 1949 he became the first Director of Marine Operations for the Department of Transport.

His successor, Rear-Admiral Storrs, received his early naval training in the Royal Naval Reserve and he was a revenue ship commander with the Chinese Maritime Customs before joining the RCNR in 1940. He commanded both minesweepers and corvettes and early in 1944 became Senior Officer of the 31st Minesweeping Flotilla of RCN Bangor class ships which had an important part in clearing the channels to the Normandy beachhead. Three nations honoured him for his outstanding services there.

Admiral Storrs transferred to the RCN in 1946, his peace-time appointments including command of the aircraft carrier *Magnificent*. He was appointed to the rank of rear-admiral on taking up the appointment of Commandant of the National Defence College, Kingston, in 1958.

### **NHQ Post for Captain McPhee**

Captain Arthur D. McPhee has been appointed to Naval Headquarters, as Director of Naval Organization and Management. He succeeds Captain Raymond Phillips who is proceeding on retirement leave.

From July 1961 to August 1963 Captain McPhee was Commander First Canadian Escort Squadron, based at Halifax.

### **Long Service Recognized**

S. Thomas Case, clerk of works at Shannon Park naval married quarters, was presented recently with a pin and scroll in recognition of 25 years of service with the Department of National Defence (Navy). The award was made by Captain D. G. Padmore, commanding officer of *Stadacona*.

Mr. Case's association with the RCN has spanned nearly 30 years. He began

his career with the civil service in 1935 at HMC Dockyard as a junior draftsman. He entered the RCNVR in 1940 and served with the Navy until November 1945, when he returned to the civil service. He was promoted to his present position in June 1953.

Mr. Case's father retired from the civil service in January 1949 after 42 years.

### **Captain Chicken Goes To Pacific Command**

Captain Robert H. Chicken, has taken up the appointment of Command Technical Officer to the Flag Officer Pacific Coast.

Captain Chicken graduated from the 1962-63 course at the National Defence College, Kingston, Ont., earlier this year.

Born in England, he served in the Royal Navy during the Second World War, transferring in 1946 to the RCN. He served ashore in Halifax and Ottawa and in the cruiser *Ontario* on the West Coast.

In 1953 Captain Chicken became Principal Naval Ordnance Overseer, Quebec. Two years later he was appointed Superintendent of the Naval Armament Depots, Pacific Coast. He was promoted to captain in mid-1960 on becoming Deputy Director of Naval Ordnance at Naval Headquarters.



The return of HMCS Saskatchewan to Esquimalt on November 29, after an absence of nearly seven months, brought about many happy family reunions. One of many such groups was the family of the ship's captain, Cdr. Mark Mayo, seen here with his wife and four daughters. The children, from left, are: Elizabeth, 10; Cathy, 22 months; Anne, 14 and Susan, 15. (E-7487)



# Home from the Sea



## Naval Veterans Send Sympathy

A moment of silent tribute to the late President John F. Kennedy marked the opening of the meeting of the Board of Directors of the Canadian Naval Association at Brantford, Ontario, on November 24. A message of sympathy on behalf of the CNA and all ex-Naval personnel in Canada was sent to Mrs. Kennedy.

Two more groups of naval veterans, the Ex-Wrens' Association of Hamilton and District and a recently organized group of veterans in Vancouver, were accepted into the CNA. An inquiry was also received from the Chief and Petty Officers' Association of Winnipeg.

Plans are proceeding well for the 1964 convention, which will be sponsored by the Kitchener-Waterloo Naval Veterans' Association, and it has been decided by the board of directors that the 1965 convention will be held in Guelph, Ontario.

The board also considered the question of Canada's national flag at its November meeting, and decided to support the retention of the Red Ensign, as urged by the Royal Canadian Legion.

Sports chairman Joseph Vecchiola is working out a program designed to en-

courage friendly rivalry and close social ties between the clubs. He recognizes the problems arising from the distance between the various associations, particularly as it affects winter travel, and is trying to find a solution which will be acceptable to everyone.

The annual inter-club sports tournament will be held before the May reunion so that the trophies may be presented as part of the reunion program.

Although some delegates favoured a suggestion of the London NOAC that the Canadian coat of arms should appear on the White Ensign flown by Canadian warships, discussion was postponed for further study.

It was agreed that the Canadian Naval Association should take a larger official part in future naval reunions. The CNA will arrange for a platoon of veterans to supplement the RCN guard at the forthcoming reunion and will hold a reception on the Sunday afternoon.

The directors have again pointed out that representatives of unaffiliated veterans' groups are welcome at CNA meetings as observers.

Copies of an article on the formation and early history of the CNA are available from Sidney R. Piner, 241 Hillcrest Avenue, Hamilton, Ont., on request. This first appeared as an article in the July 1960 issue of *The Crow'snest*.



## MTB Reunion Proposed

A reunion of officers and men of the 65th and 54th Canadian Motor Torpedo Boat Flotillas of the Second World War has been proposed, according to Captain J. R. H. Kirkpatrick, RCNR (Ret), of RR No. 1, Preston, Ont.

The current plan is to hold the MTB personnel's get-together in conjunction with the Naval Veterans' Reunion, which will be held at Kitchener, Ontario, in 1964.

Captain Kirkpatrick is making efforts to learn the current addresses of MTB veterans to determine whether enough of them are living sufficiently near Kitchener to make a reunion feasible.

On arrival of HMCS Saskatchewan at HMC Dockyard, Esquimalt, on Nov. 29 Cdr. Mark Mayo's cabin was the scene of an interesting presentation ceremony. In an issue of *Weekend Magazine* last summer, Ed. McNally, former naval war artist, had an illustration showing the Second World War HMCS Saskatchewan in action in a North Atlantic battle. The original painting was presented by Stuart Keate, publisher of the *Victoria Daily Times* and himself a former naval officer, to Cdr. Mayo. The painting measures about four by two feet and will have a place of honour in the destroyer escort's wardroom. (E-74589)

# HERE AND THERE IN THE RCN



A plea to the great spirit, Manitou, the owner of all things, to ward off evil spirits, is raised by Jimmy Kitpou, a medicine man of the Micmac tribe. The occasion was an unannounced visit to the Tribal class destroyer Micmac at Dartmouth, N.S., by about a dozen young braves and maidens of the tribe. The Medicine man had been instructed by the chief of the Micmacs to bless the ship. (HS-72665)



A 15-year Long Service and Good Conduct Medal of the Royal Navy was presented on October 3 to CPO George S. Baxter, of HMC Dockyard, Esquimalt, by Commodore H. A. Winnett, Commodore Superintendent Pacific Coast. CPO Baxter, a native of Scotland, has been on loan to the Royal Canadian Navy since December 1961 and at the end of his 15th year in naval service was with Atlantic Command serving in the destroyer escort HMCS Restigouche, whose name is inscribed around the edge of his long service medal. He expects to be on loan to the RCN for another year. (E-73899)

Page sixteen



Not only was Rear-Admiral C. J. Dillon, Naval Comptroller, made an honorary fire chief of the fire department of the Naval Supply Centre, Oakland, California, when he visited there this past summer, he was also given a badge and junior-size pumper by Fire Chief Albert Bascou. Rear-Admiral H. C. Haynsworth, Jr., SC, USN, commanding officer of the centre, witnessed the presentation. Admiral Dillon, during his visit, addressed the San Francisco Bay Area Supply Corps Association at Treasure Island. (USN Photo).



"Look, son, this is the wrong way to stop a car," explains Jack Wolfenden, master attendant at HMC Dockyard, Esquimalt, to AB James Crewe, jeep driver in HMCS Margaree, as Safe Driving Week was observed by Pacific Command. Buckled remains of a car placed near the main gate of Dockyard served as a grim reminder of carelessness at wheel. The campaign also included use of the public address system to broadcast safe-driving advice and slogans during heavy pedestrian and car traffic periods by the gate. (E-74616)



For each of the past four years the RCN has been host to the USN Management Course for Senior Foreign Officers during a week's tour of RCN supply facilities. During late October 17 Officers of the course, representing 14 nations, visited HMCS Hochelaga, the Naval Supply Depot, Montreal; College Militaire Royal de Saint-Jean; Canadair, Montreal; Naval Headquarters, Ottawa, the supply and industrial facilities of HMC Dockyard, Halifax; HMCS Cape Scott, mobile repair ship, and HMCS Shearwater, naval air station. The students and accompanying U.S. and Canadian officers were photographed on Parliament Hill, Ottawa. (O-15263)



A pint of blood is a small price for this much attention. PO Yeije Inouye was one of 317 sailors from HMCS Naden who donated blood to a Red Cross Mobile Blood Clinic which paid a one-day mid-November visit to the Naval Barracks at Esquimalt. Beaming approval are Red Cross nurses (from left) Jonnie Cook, Heather Frey, Alice Nasadyke and Catherine Vassallo, all of Vancouver. (E-74403)

# AFLOAT AND ASHORE

## PACIFIC COMMAND

### Second Canadian Escort Squadron

As part of the program to maintain the high efficiency of the RCN's anti-submarine forces, three ships of the Second Escort Squadron sailed for Pearl Harbour via Long Beach in October. On Oct. 1 HMC Ships *Fraser* and *Skeena* sailed from Esquimalt, stopping en route for a brief visit in San Francisco. Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, was embarked in the *Fraser*. En route, he inspected the ship, then transferred to the *Skeena* to inspect her. After attending a briefing in San Francisco, the admiral returned to Victoria.

HMCS *Margaree* sailed on Oct. 4. A quick, pleasant passage was made to San Francisco, where the *Margaree* rendezvoused with the *Skeena* and *Fraser*. The three ships then proceeded

down the coast and through the Santa Barbara Channel to Long Beach, arriving on Monday, Oct. 7.

The stay in Long Beach was relatively short but the opportunity was seized to visit tourist attractions in the area. Marineland and Disneyland were the two main attractions, with the former drawing the larger number. A number of men took the opportunity to visit Los Angeles and Hollywood. It was not possible to arrange studio tours, but it was still an interesting visit to the fabled city which has provided so much entertainment over the years. Possibly the major disappointment was that the World Series had suddenly ended and the visit was too late to provide a chance to see any baseball.

On the 7th, a reception was held in the Officers' Mess of the Long Beach Naval Base for all the ASW forces proceeding to Hawaii. This gave RCN officers a chance to meet their counterparts

and to discuss informally the forthcoming exercises.

A large number of softball games were played with the host ships and the results were most favourable for the Canadians, who won all but one game.

The fleet sailed on Thursday, October 10, for Pearl Harbour, the *Margaree*, *Fraser* and *Skeena* joining the aircraft carrier USS *Hornet* and four destroyers, the *Keyes*, *Larson*, *Evans* and *Walke*. The ships were on their way to Japan for a tour of duty in WEST-PAC, and the trip was to be the operational readiness evaluation for the *Hornet*.

During the passage, screen exercises were carried out, as well as an AA shoot. This provided the unique experience of firing against a radio-controlled drone. This was quite a challenge, but the *Skeena* came through, downing one with a single burst.



HMCS *Margaree* at Pearl Harbour on November 13. (Official USN Photo)

Rear-Admiral Luker, USN, in the *Hornet* and Captain G. H. Hayes, Commander Second Canadian Escort Squadron, exchanged visits by helicopter, and informally inspected the ships. The use of helicopters to exchange personnel is highly developed in the USN carrier groups. On Sunday, the "Holy Helo Hoppers" went into action and within the limits of a tight schedule, padres were transferred to each ship to conduct divine services.

As the sun rose on October 15 the island of Molokai came into view, to be followed by Koko Head on the island of Oahu. "Goofers" were out in full force during the forenoon as Diamond Head, the landmark of Hawaii, appeared. Most of the ships' companies had been to Pearl Harbour before, but the lure of the islands was still strong. The initial visit was mainly to refuel, as the ships were going out for the first exercise the next day, but not to be denied, there was a great rush ashore at secure.

Sailing on Wednesday, October 16, a convoy protection exercise was carried out. A replenishment group was sailing for Japan and provided the main body to be protected against a number of submarines in the area. For the younger men, it gave an opportunity to see what a convoy really looks like, and to see the problems involved in its protection.

Returning to Pearl Harbour on Friday, the officers were treated to a memorable party in the Ford Island officers' mess. On the way to the island, all had a close look at the impressive memorial erected over the sunken battleship, USS *Arizona*. She was sunk on Dec. 7, 1941, during the great Japanese raid. Containing the bodies of more than 1,000 of her men, the *Arizona* remains as a tribute to all those who gave their lives for their country.

The following night, an interesting situation occurred as a tidal wave alert was broadcast. Most of the ships' companies were ashore, and were amazed at the speed with which the Honolulu police evacuated the Waikiki Beach area. In the protected area of Pearl Harbour, extra lines were rigged, but the whole affair fizzled out with a series of six-inch waves. There was some disappointment among the tourists but, for those who had seen the devastation caused in Hilo by a tidal wave in 1960, there was relief that nothing serious had resulted.

On October 21 the ships sailed for a barrier patrol exercise with an additional four destroyers from the division in Pearl Harbour, and with HMNZ *Taranaki*, anti-submarine frigate.



More than 80 per cent of the ship's company of HMCS La Hullose answered the Red Cross appeal for blood donations while the ship was in refit at Point Edward Naval Base in early October. The deck department came through 100 per cent, which is why Ldg. Sea. O. D. Sampson is shown receiving the "Corpuscle Cup" from Lt.-Cdr. A. L. Lowe, commanding officer. The photo was taken by AB G. S. Young.

Blessed with excellent weather and water conditions, the ships worked around the clock, with submarines in the area and the ominous shadow of an aircraft carrier behind. Combining air and surface capabilities produced good results and gave everyone plenty of experience in controlling aircraft.

After a week-end in harbour, the ships were out again for a hunter-killer exercise, which also went very well. The submarines weren't giving the surface forces any breaks and the whole situation was most realistic. On Nov. 1, at the end of the exercise, a reception was held on the *Fraser's* quarterdeck to entertain the officers of the USN with whom the ships had been working. The week-end was followed by two days of A/S exercises. All these took place in the perfect weather which characterized the whole trip.

A unique feature of the exercises was an exchange program initiated by Captain Hayes and Rear-Admiral Luker. Junior officers and senior men were exchanged each week. The differences in operating procedures were explained, and the view of each other's ships provoked endless discussion and comparison.

Following the exercises, a week was spent alongside in self-maintenance. HMCS *Cape Breton* had arrived to pro-

vide repair facilities. During this period, a number of officers and men took annual leave, bringing their wives to Hawaii for a vacation in the sun. Most took advantage of the facilities available at Fort de Russy on Waikiki Beach during this period. For the remainder, it was a time for Christmas shopping. On Remembrance Day, ceremonial divisions were held on the jetty, followed by a memorial service.

The ships sailed for home on November 13, with nothing but pleasant weather. On Friday, the *Skeena* was detached to take an injured man from the *Cape Breton* to Pearl Harbour. On November 15 the good weather disappeared and the fun began as a gale hit the ships. The storm abated the following day but conditions were still bad and speed of advance was reduced.

On November 21, through the rain and cold, the ships arrived back in Esquimalt to be greeted by a large crowd of dependents. An excellent trip was over.

#### HMCS Saskatchewan

When the *Saskatchewan* returned to her home port of Esquimalt November 29 for service in the Pacific Command, the ship's company could look back on accomplishments and experiences that would make her first year of service a most memorable one.

In the seven and a half months since she commissioned at Esquimalt, the ship had made two transits of the Panama Canal and four Atlantic crossings, had carried out a special mission and taken part in a major NATO exercise, plus the usual trials and workups. All told, she thus spent 147 days at sea and steamed 25,232 miles.

The *Saskatchewan*, a Mackenzie class destroyer escort, was commissioned at Esquimalt last February 16. A month later she set sail for the Atlantic.

She was at San Juan, Puerto Rico, en route to Halifax, when she was ordered, on the afternoon of May 15, to proceed with all dispatch to waters off Port au Prince, Haiti. The state of affairs in the island republic was such that it seemed prudent to have at hand some means of evacuating Canadian nationals and protecting Canadian government property, should the need arise.

Three hours after receiving her orders the *Saskatchewan* got underway. At 3 p.m. the next day she was on station in international waters off the Haitian capital.

En route, the ship had busily prepared herself for the unexpected assignments. Three landing parties, action boat crews and a shore headquarters group, totalling 97 officers and men, were organized and issued with battle kit and small arms. Arrangements were made to accommodate and feed evacuees.

Off Haiti, the *Saskatchewan* found a U.S. Navy amphibious force and a British frigate engaged in similar duties. Close liaison and friendly relations were quickly established. In the days that followed, the *Saskatchewan* maintained constant patrol, waiting for whatever might develop. Landing party drills, small arms practice and other training activities were conducted. For diversion, there was an exchange of visits with HMS *Caprice*, volleyball on the mortar well cover, shark fishing from the quarterdeck and political radio broadcasts from Port au Prince.

Gradually, the unrest ashore subsided, and on the evening of May 24 the *Saskatchewan* was ordered to proceed to Kingston, Jamaica, for fuel. On May 27 she was formally released from stand-by duty and the next day set sail from Kingston for Halifax.

To what was then the youngest member of the RCN's family of warships went this message from Naval Headquarters:

"Reference your recent operations, you have displayed early in your commission the ability of the RCN to fulfil an important role in readiness to protect Canadian interests. Well done."

The ship carried on to Halifax and joined the First Escort Squadron. She made a quick voyage to England and back and, with the other First Squadron units, visited various Nova Scotia ports. She was off to Britain again in the fall to join NATO exercises in progress north of Scotland. She too weathered the hurricane that beset Canadian and other NATO forces there in October. On the 28th, she parted company and began that long trek back to Pacific waters, and home.

## ATLANTIC COMMAND

### HMCS Athabaskan

In position 48-34N, 04-32W, five miles NE of Ile de Vierge at 0800 on Oct. 22, 1963, the second HMCS *Athabaskan* lay stopped. As she rolled easily on an oily swell, a short memorial service to the first *Athabaskan* was held and a simple wreath cast upon the sea by the captain, Cdr. P. R. Hinton.

An account of the loss was read to the ships' company, and it was brought to mind that on the day the ship sailed from Portsmouth, Trafalgar Day, Nelson's famous signal was hoisted 108 years earlier in HMS *Victory*.

While many traditions were inherited from the RN, the RCN has an enviable record of its own, to which the two *Athabaskans* in separate wars have contributed.

### HMCS Bonaventure

When Lt. Larry Washbrook flew his 12-ton "Tracker" anti-submarine aircraft off the flight deck of HMCS *Bonaventure*, his take off was considered "routine." His landing, however, made him the toast of his squadron.

The arrestor hook of Lt. Washbrook's aircraft caught the wire stretched across the carrier's flight deck, safely halting the bulky, twin-engine plane and marking the 12,000th such arrested landing on board since this ship was commissioned in January 1957.

For Lt. Washbrook, this was the second time he has taken part in a "record" landing. Last fall he was the co-pilot of another Tracker piloted by Lt. Ted Gibbon, now at RCAF Station Moose Jaw, when the 11,000 landing was recorded.

Lt. Washbrook is a pilot of VS 880 naval air squadron now embarked on board the *Bonaventure* during her current European training cruise.

Born in Vancouver on March 16, 1934, Lt. Washbrook entered the RCN as an officer cadet in September 1952 and subsequently took his initial naval

training with the Royal Navy. Following this, he took flying training with the United States Navy, and joined VS 880 Squadron in June 1960.

During the record landing, Lt. Washbrook was flying with Lt.-Cdr. B. J. "Irish" O'Rourke, USN, a U.S. Navy exchange pilot serving with the RCN.

### HMCS Shelburne

Lt. Frederick Allan Jones took command of HMCS *Shelburne*, oceanographic station in Nova Scotia, August 16. In two previous appointments he had been executive officer of *Shelburne* and, before taking command, was on exchange with the U.S. Navy, serving on the staff of the Commander Oceanographic Systems Atlantic.

In 1959 he received a suggestion award for devising a circular slide rule which was adopted for use by the Navy and Air Force.

## NAVAL DIVISIONS

### HMCS Griffon

A Neapolitan sidewalk café decor formed the background and atmosphere for the annual Trafalgar ball at HMCS *Griffon*, the Lakehead naval division, October 18.

A gay colour theme of red, green and mauve, accented with silver, was used in creating a series of café scenes around the bulkhead. Candles of similar hues added touches of colour to the tables. Abstract designs were suspended from the ceiling adding gaiety to the ballroom. Colourful lighting suffused a warm glow over the guests as they danced to the music of Roy Coran's orchestra. The Debonnaires entertained at intermission and during the supper hour.

More than 260 guests were greeted by Cdr. David Binmore, commanding officer and Mrs. Binmore and Lt.-Cdr. Herbert Walton, executive officer, and Mrs. Walton.

### HMCS York

Members of HMCS *York*, the Toronto naval division, remembered well on November 10 and 11 those who paid the supreme sacrifice in recent wars.

Not only did members take part in Armistice Day services throughout the city of Toronto but they also conducted a special service within the reserve establishment—the first of its kind.

*York* personnel served as sentinels and representatives of the Navy in such services as the City Hall commemoration, the Sunrise Service at Prospect Cemetery and St. James Anglican (Run-

nymede) Church service. These services were conducted on Monday, November 11.

The preceding day at York an inter-denominational church service was conducted for the first time in the history of the ship. More than 300 persons, including most of the ship's company, attended.

Chaplain J. Abbott conducted the service and gave the sermon in which he recalled the significant contribution of the Navy in the Second World War and Korea. Commodore J. W. F. Goodchild read the lesson and York's band played the hymns.

The ship's company led the march past following the service. Members of some of the sea cadet and Navy League Cadet Corps also paraded. Commodore Goodchild took the salute.

### HMCS Unicorn

Youth is on the side of Lt.-Cdr. Ernest C. Boychuk, new commanding officer of HMCS Unicorn, the Saskatoon naval division, although his naval associations go back for 17 years. He is 29 years of age and, it is suspected, the youngest head of a Canadian naval division.

He joined the Royal Canadian Sea Cadets in 1946, the six years he spent with them being climaxed by the "Class Leader of the Empire" award while he was attending a British Empire training course in England during the summer of 1952.

That same year he received a Navy League university scholarship and joined the University Naval Training Division. In 1955 he was rated the best third-year UNTD cadet in training on the Atlantic Coast and was awarded the Department of National Defence telescope. He was commissioned as sub-lieutenant in the RCNR that same year.

In 1960, Lt.-Cdr. Boychuk was appointed executive officer at Unicorn and this autumn was promoted to his present rank and appointed commanding

officer of the division, succeeding A/Cdr. David M. Keith.

Lt.-Cdr. Boychuk, a Saskatoon lawyer, is married and has three sons.

### HMCS Hunter

The White Ensign of one of Her Majesty's Canadian Ships was laid up for safekeeping in St. Paul's Church, Windsor, in October. The ensign belonged to the light cruiser Ontario, paid off several years ago and since broken up in Japan.

The commanding officer of Hunter, Cdr. D. E. Charters, presented the ensign to Chaplain (P) B. A. Silcox, Protestant chaplain of Hunter and rector of St. Paul's. The ship's company of Hunter paraded to the church for the presentation.

Chaplain of the Fleet (P) Harry Ploughman delivered the sermon during the presentation service.

Repeating the successful cruise of last May, the *Porte St. Jean*, gate vessel attached to the Commanding Officer Naval Divisions in Hamilton, spent the last week of October in Windsor. She was brought down and returned over the two weekends involved by crews composed of Hunter personnel.



Cdr. D. E. Charters commanding officer of HMCS Hunter, the Windsor, Ont., naval division, presents a White Ensign from HMCS Ontario to Chaplain B. A. Silcox on the occasion of the laying up of the ensign in St. Paul's Anglican Church, Windsor.

Lake Erie withheld the sort of fall weather for which it is noted, although there was enough of it to produce a few green faces. The Welland Canal was transited in both directions without incident, but it certainly is the hard way to go 24 miles.

## GOODBYE TO PATRICIAS

**I**N THE SIX YEARS since the First Battalion, Princess Patricia's Canadian Light Infantry arrived to take up duties at the Esquimalt Garrison, Work Point Barracks, its members both professionally and socially, have forged a strong bond of friendship with the citizens of Greater Victoria and particularly with the personnel of the Pacific Command of the Royal Canadian Navy.

On the battalion's departure during the autumn for service in Germany, the esteem in which it is held locally was given tangible expression in a number of ceremonies.

Among these was the battalion's salute to the Flag Officer Pacific Coast, Rear-Admiral W. M. Landymore, which took the form of a parade in HMCS Naden on Sunday, October 6. Admiral Landymore took the salute as the battalion marched past and was presented by Lt.-Col. G. G. Brown, officer commanding, with a framed photograph of the Queen's Regimental Colours.

Addressing the parade, Admiral Landymore commented on the close bond which existed between Army and Navy in the area and wished the formation every success in its future undertakings. He in turn presented Col.

Brown with a photograph of the Command's silver drums.

This salute to the Navy was a preliminary to a march through the Township of Esquimalt of both Navy and Army units to a combined drumhead service at Work Point Barracks.

The final military ceremony was undertaken by the Princess Patricia's before their departure was a "Beat the Retreat," held in Beacon Hill Park, in which the band of HMCS Naden joined with the First Battalion trumpet band and the band of the Second Battalion PPCLI, stationed in Edmonton. The massed bands totalled some 150 pieces. Reviewing officer was Major General, the Hon. G. R. Pearkes, Lieutenant-Governor of British Columbia.

A number of social functions also were held to mark the battalion's departure, some of which were highlighted by the exchange of badges, of HMCS Naden and the old HMCS Patrician for those of the Patricia's.

The personnel of the Pacific Command cherish the memory of the close association with the First Battalion, Princess Patricia's Canadian Light Infantry, and look forward to future occasions on which they may share common interests.—J. W. McD.



Cdr. David M. Keith turns over command of HMCS Unicorn to Lt.-Cdr. Ernest C. Boychuk.

# THE U. S. NAVY IN THE PACIFIC

**T**HENCE ROUND CAPE HORN is the title of a handsomely got up book taken from the sailing orders given to Captain John Downes, USS *Macedonian*, at Boston in September, 1818, telling him to take up service in the Pacific. And that's when the US first established a permanent naval force on that great ocean, although the force, until 1923, was often feeble compared to those of other powers.

The author and publisher make much of Downes' evaluation of 1833:

*"Everything conspires to render the Pacific of great interest to the people of the United States at the present time. Our future sea fights are as likely to take place here as on the Atlantic Ocean, for here we are acquiring a preponderating commercial interest, and here must be our navy also."*

But there were no great sea battles—bits of activity from time to time along the Mexican coastal cities, and elsewhere a few cannon balls to punish villages on islands like Samoa which had been perhaps unduly rough with the motley merchant seamen on their shores.

Forces were pretty well inadequate always and it was fortunate that the

## BOOKS for the SAILOR

obsolete American ships never had to fight it out with the British, the French, and at times some of the South American countries, which could boast more and stronger sea power. But having something in the Pacific was very obviously better than having nothing.

However, the prophecy of Downes in 1833 did come true 90 years later with the deployment to the Pacific of the best forces of the USN, a navy now the largest in the world. For in 1923, it was generally realized that Japan was the

prime enemy, which makes the attack on the U.S. installations of Pearl Harbour all the more galling.

Robert Erwin Johnson served from 1941 to 1946 in the "Hooligan Navy" and thereafter went on to gain a PhD. His text is a slender, low-keyed 199 pages and the characters he writes of could stand some fleshing out. The remaining 76 pages will make him the darling of historians, for he has made notes, generous appendices, and an extremely conscientious bibliography of where the stuff can be found. It would appear that he is the first to string the 105 years of the Pacific Squadron together.—H.C.W.

**THENCE ROUND CAPE HORN**—By Robert Erwin Johnson, published by United States Naval Institute, Annapolis, Maryland; 276 pages; illustrated; \$7.50 U.S.

## ALL ABOUT ESCAPE

**I**F THE READER has a nagging feeling that there is something different in the tone and style of *Escape*, a book dealing with courage and danger, then "vive la difference." The author is a lady.

The back of the book jacket shows her being the first woman to ride the U.S. Navy's ejection-seat test tower in its Air Crew Equipment Laboratory at Philadelphia. Somehow, bundled up in all that clumsy gear and sustaining five gravities, she still manages to look pretty.

Eloise Engle, whose husband is a navy doctor, has done a lot of "guffing up" on her subject, judging from the bibliography and the interviews. Furthermore she took the physiological training course at Andrews Air Force Base, including a "ride" in the altitude chamber in which four males passed out.

She has done a creditable job on her subject and it is pretty obvious that the decorations the U.S. lavishes on its service people were well earned indeed by those who devised and tested the various escape systems. There is drama galore and Mrs. Engle gets it all down, including some episodes from the annals of RAF and RN flying.

In the section on spaceship escapes, she writes: "There is not a single functioning escape system which does not depend upon the parachute. Indeed the 12 Soviet Cosmonaut trainees were

required to make over 40 parachute jumps into varied types of terrain prior to flight qualifications."

So, if there is any reservation about the book, it is that this sentence is the first and last reference to Russian aviation. With the manned bomber fleet the Soviets possess supposedly assigned to clobber a multiplicity of North American targets, it seems their methods of bailing out would be interesting to us all.—H.C.W.

**ESCAPE**—by Eloise Engle, 256 pages, illustrated and indexed, published in Canada by Longmans, Canada Limited, 137 Bond St., Toronto 2, Ont. Price \$5.95.

## SUBMARINE BOOK LIST

**L**IKE IT or not, the submarine has assumed a dominant position in the navies of today and is unlikely to retreat from that position.

The literature of the submarine cannot compare in volume or richness with that written about the surface ship, but it is growing. Thanks to Jules Verne's wide-ranging imagination and knowledge, *Twenty Thousand Leagues under the Sea*, written nearly a century ago, remains at the top of the list in popularity and books of greater pertinence too often have limited readership.

### Presently

"One should eschew words that may be understood in two contradictory senses. Such a word is *presently*. Before the 17th century it meant *now* or *at present*. Then it came to mean *at once* or *immediately*. By the end of the 17th century it had acquired its present meaning of *soon*, *shortly*, or *before long*. But lately a number of persons who evidently prefer long words to short ones have begun to use *presently* in its archaic sense of *now*. In consequence the word has been spoilt, and probably it should no longer be used.

"Some may try to defend it on the ground that the meaning is clear in the context. But they are right only in cases in which the present and future tenses of the verb have different forms, as in the sentence 'I shall sit down presently; you are sitting presently.' But in the sentence 'He is going down town presently' it is impossible to know which is meant, and it may be important, if I want to see him before he goes.

"Therefore let us say *now* and *soon* or *shortly* instead of *presently* and we shall gain precision as well as conciseness."—Gerald M. Clemence, of Yale University Observatory, in a letter to Science, September 20, 1963.



A helping hand has been extended to those who would like to know more about the submarine by Frank J. Anderson in his little volume *Submarines, Submariners, Submarining*, which is described on the title page as "a checklist of submarine books in the English language, principally of the Twentieth Century, arranged by author, title and subject." The description does not do justice to the thoroughness with which he has approached the subject and fails to mention the fairly extensive appendix of foreign books on the subject.

The compiler appears to have excellent credentials. He was a submariner during the Second World War, obtained a college degree in librarianship after the war, was recalled to active submarine duty during the Korean War and for about three years was director of General Dynamics' Submarine Library at Groton, Connecticut. Mr. Anderson is now a college librarian at Salina, Kansas.

He has employed simple methods of coding and cross-reference that make it possible for him to give extensive information about each book in concise form. His listings include British and Canadian publishers as well as American.

This appears to be a most excellent reference work for service libraries as well as for readers who are interested in fact or fantasy about submarines.—C.

*SUBMARINES, SUBMARINERS, SUBMARINING*, compiled by Frank J. Anderson; published by The Shoe String Press, Inc., Hamden, Connecticut; 140 pages; \$4.

## NEW LIGHT ON ARMADA

ANOTHER WRITER has had a go at the Spanish Armada and, on the basis of pure interest, it is a success. Further, he assails some historians strongly enough to goad the reader into delving deeper into this dramatic example of new sea battle tactics and concepts winning resoundingly over the "conventional".

Alexander McKee was doing research on an Armada documentary for the BBC and was lured into writing a book. (Old Aunt's documentaries must be pretty good, for other writers have done the same.)

A navy son, teen-aged aviator, war-time Highlander, postwar Forces writer-producer, and amateur SCUBA diver, McKee brings to bear on his subject a

varied life. He has actually been on board a sunken galleon of the Armada, in underwater archaeology and photography explorations.

Obviously McKee enjoyed writing the book. This makes it a joy to read. It seems a good piece of journalism with telling bits of evidence in quotes from the writings of more than 100 eyewitnesses of the day. Like other writers, he compared this 1588 "Enterprise of England" with the Battle of Britain almost three centuries later.

He eyes the battles as a soldier supposedly would, and claims he finds the tactics ever so much more apparent than some of the "nautical experts". We'll see.

Thank you, Mr. McKee for a readable book, and for prompting further research.—H.C.W.

FROM *MERCILESS INVADER*, by Alexander McKee, published in Canada by the Ryerson Press, 299 Queen St. W., Toronto 2B; illustrated, 291 pages, sources and index; \$6.50.



Perhaps inspired by the example of Ord. Sea. Richard Olfert, who won eight first-place medals in a Cornwallis track meet and whose picture appeared on the cover of *September Crowsnest*, Ord. Sea. Richard Sitko stepped out at an autumn track and field meet and also won eight medals—seven firsts and a second. BUT—in approaching the Olfert record, Ord. Sea. Sitko also surpassed it by setting four new marks and tying another. His record-shattering day started when he sprang 20 feet five inches, for a new long-jump record, beat the hop-step-and-jump record by two and a half feet with a mark of 40 feet one inch; ran the 220-yard dash in 24.5 seconds and, by doing the 440-yard dash in 57.5 seconds, chopped three seconds off the previous mark. He also ran the 100-yard dash in 11 seconds, heaved the discus 90 feet, eight inches, and the javelin 131 feet seven inches. His only second place was in the shot-put. (DB-18377)

# THE NAVY PLAYS

## ***Skeena Repeats Hockey Win***

The *Skeena's* hockey team won the *Cayuga* trophy prize for the Pacific Command championship, for the second consecutive year by defeating a representative team from the Second Minesweeping Squadron 10-4 in the final game.

The game, despite the high score, was one of the finest exhibitions of fast, hard, clean hockey seen in the Command for some years.

The star of the final game was Ord. Sea. J. R. Gregoire, who scored five goals and had two assists. The other *Skeena* goals were scored by Ldg. Sea. D. I. Irvine (2), Ldg. Sea. K. Irvine (2) and Ldg. Sea. G. M. Fisher (1) Ldg.

Sea. D. T. Davidson had five assists to lead in the playmaking department.

A great part of the credit for the *Skeena's* victory goes to PO E. W. Law, the team coach. "Toe" Law is a hard driver and a believer in long skating sessions but the team's condition proved his theories in the final game. *Skeena* scored a total of 29 goals in the series and had only seven slips by PO A. Howe and AB D. D. Funk, the team's goal tenders.

The ship's basketball team made the finals in the Command tournament but was edged out by *Naden*. *Naden's* shooting made the difference in a closely fought game. Members of the *Skeena's* team were Sub-Lt. L. J. Hudon, AB Brian Waddell, AB David Robertson, AB Barry Wilson, AB Danny Gatto, AB

Harvey Bull, Ord. Sea. Barry Roebuck, Ord. Sea. George Farr-Jones, Ord. Sea. Brian Forman and Ord. Sea. Garry Staffen.

## ***Ldg. Sea. Payette Awarded Trophy***

Ldg. Sea. G. A. Payette of HMCS *Naden* has won the Lt.-Cdr. Charles McDonald Memorial Trophy, awarded annually to the one who has "through his own achievements or efforts, contributed the most to sports in the Pacific Command throughout the year."

Noted for honourable mention were PO W. B. Lewis, *Naden*, Ldg. Sea. G. A. Anderson, *Cowichan*, AB J. D. Merrifield, *Naden*, AB R. N. Bongard, *Cape Breton*, PO Russell Wilson, *Fraser*, and Lt. C. T. Gunning, *Grilse*.



HMCS *Skeena's* hockey team has won the Pacific Command title for the second year in a row by defeating a team from the Second Canadian Minesweeping Squadron 10-4 in the final. Seated at the left, with the coach, PO E. W. Law, standing at his right hand, is Ord. Sea. J. R. Gregoire, who scored five goals and was credited with two assists. Standing just behind PO Law are Ldg. Sea. D. T. Irvine and Ldg. Sea. K. G. Irvine, each of whom scored twice. Ldg. Sea. G. M. Fisher, seated second from right, got the other tally. Five assists were contributed by Ldg. Sea. D. T. Davidson, seated between the commanding officer, Cdr. M. A. Martin, and executive officer, Lt.-Cdr. J. L. Creech. (E-74865)

The trophy is given in memory of Lt.-Cdr. Charles McDonald, an outstanding athlete and P and RT instructor who died in February, 1949.

### Navy Golfer Shatters Par

A husky type (6'2", 235 pounds), Lt.-Cdr. J. P. Croal brought his season play at Rideau Glen Golf Club, about 20 miles south of Ottawa, to a triumphant close.

Whacking the ball with rare authority, Lt.-Cdr. Croal toured twice around the nine-hole par 68 layout and carded a course record of 61. He got four birdies on the way out, scoring 30, and three coming back, for 31, his seven birdies coming on seven different holes during his trip around the course.

Here's what his 61 card looked like:

Par . . . .	443	444	434	— 34
Out . . . .	433	434	423	— 30
In . . . .	442	443	334	— 31

As can be seen, the first and fourth holes were the only ones where he didn't break par on one round or the other.

### Scores Settled In Atlantic Command

Autumn's arrival in the Atlantic Command, brought home the facts of life in golf, tri-service softball, Command softball, Fleet softball, Command and Fleet soccer, and in Command outdoor service rifle shooting.

Digby Pines Golf Club was the scene in mid-September of the 1963 Atlantic Command golf championship under the sponsorship of HMCS *Cornwallis*. Entries were registered from five establishments and 11 ships, providing a record field of 121 players.

The team trophy was taken by *Cornwallis* "A", and the low gross was won by Cd. Off. R. Riguse, of *Stadacona*, with cards of 87-81. Team low gross was taken by *Cornwallis* "A" with 700, and the team low net by *Shearwater* "A" with 592.

The tri-service softball championship was won by the Royal Canadian Highland Regiment of Camp Gagetown, which defeated Gagetown Garrison 9-1 in the finals.

HMCS *Shearwater* was host to the Atlantic Command softball championship in which four teams participated. Weather conditions, ship commitments and the time element at play-off made it impossible to decide a winner. The championship was awarded to HMCS *Coverdale* on the basis of runs for and against.

Six teams entered the 1963 Fleet softball championship. The First Escort Squadron team, *Micmac*, won for the second year in a row.

The increasingly popular sport of soccer saw decisions made in fast-moving Fleet and Command championships. The Command soccer championship was booted home by *Stadacona*, which downed *Cornwallis* 2-1. The *Bona-venture* trounced Independent Ships in the Fleet championship.

Bedford Range was the site of the Atlantic Command outdoor service rifle shooting championship, which was sponsored by *Stadacona*. Six teams and one team of individual marksmen competed, with the *Shearwater* team coming out top dog, with a score of 935. Individual winners were high aggregate, PO F. D. Gallant, of *Shearwater* (267), and high individual, PO E. J. Hall of *Stadacona* (41).

### Shearwater Rink Opens in October

A new skating rink, the Flyers' Forum, was officially opened at HMCS *Shearwater* on October 25.

Captain G. C. Edwards, commanding officer of the naval air station, presided over the festivities and turned a specially made key which had been frozen in a symbolic block of ice. Cdr. R. V. P. Bowditch, the supply officer, and D.

S. Woods, the contractor, broke the block of ice to obtain the key.

Included in the opening ceremonies was the costume parade by naval personnel and dependents. A fast-moving hockey game was played between last year's inter-mess champions, the petty officers, and an all-star team of officers and leading seamen. The all-stars won 3-2.

The Forum will be available for use by other ships and establishments of the Atlantic Command. Funds for the project were provided by the non-public funds division of the supply organization at *Shearwater*.



A bit of horse play broke the heavy study routine for officer cadets of HMCS *Venture* and Royal Roads as *Venture* devised a unique method of extending an invitation to cadets of the Canadian Services College. Suitably attired and mounted for the occasion were Officer Cadets L. R. Jones (left) and J. P. Belanger, who galloped to Royal Roads to deliver an invitation to compete in the annual Admiral Hibbard Trophy rugby game. A scroll was presented with all due ceremony to Royal Roads Cadet Wing Commander Peter Needra, centre. The game took place on November 16, with Royal Roads defeating *Venture* by a 12-3 score. The kick-off ceremony was performed by Rear-Admiral J. C. Hibbard, RCN (Ret) with the determination that made him a star rigger player in days of yore. Appearances to the contrary, the ball was not filled with cement. (RR-3071; E-74439)

# TURNING IDEAS INTO DOLLARS

**S**OME MOMENTS of thought by uniformed and civilian personnel have earned cash and merchandise awards from the Suggestion Award Board of the Public Service of Canada.

Over the past few months, dozens of awards have been made to personnel who improved on a piece of equipment, thought up a new idea, or suggested doing away with something that was obsolete.

Awards were presented to PO G. S. Tory for suggesting a modification to a shipborne radio remote control system, CPO William Cadwallader for the provision of a portable ladder to facilitate the movement of stores and personnel between decks of St. Laurent class destroyer escorts, PO Michael Shymkovich for an adjustment of naval pay records to speed up income tax credits for personnel with increased personal

exemption, and to CPO R. J. Belliveau for a method of testing the propeller oil system in Tracker aircraft.

Awards were also made to Gordon L. Wambolt, a civilian electrician at HMC Dockyard, Halifax, for a modification to a shipboard announcing system, Walter B. Fader, a technical officer at the Naval Armament Depot, Dartmouth, for radar modifications, and to Fergus T. Heywood, an iron worker at HMC Dockyard, Esquimalt for an improvement in the design of a safety clamp used when fitting anodes to ships' hulls. John T. Clarke, a technical officer at the Naval Armament Depot, Esquimalt, received his award for suggesting a better method for the disposal of used cartridge cases, and William N. Hopkins, an electrician, was recognized for suggesting an additional test reference table for locating defective circuits in naval gunnery system.

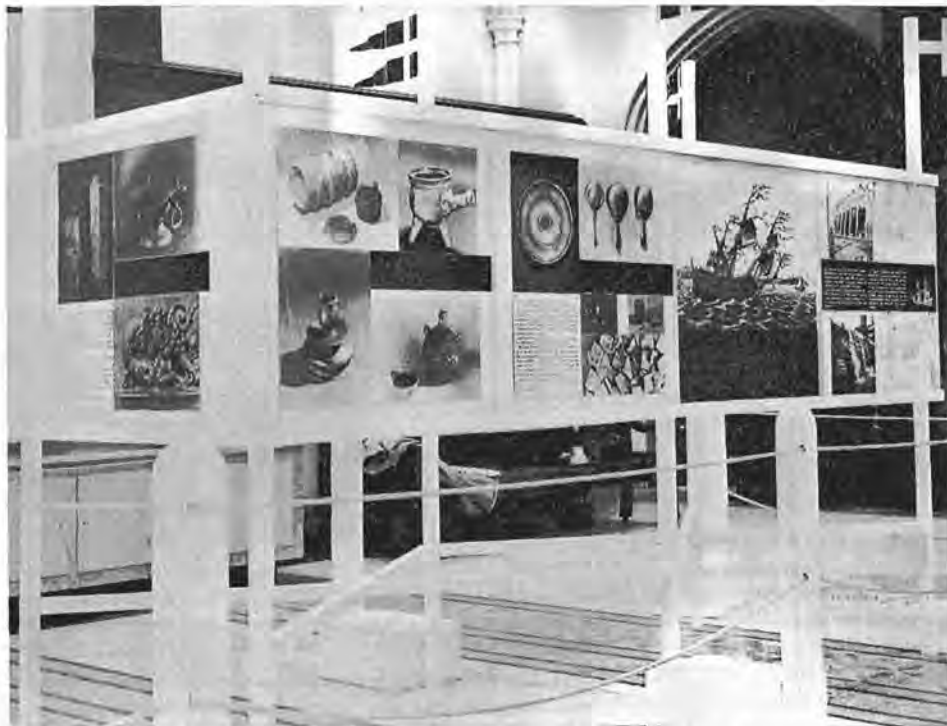
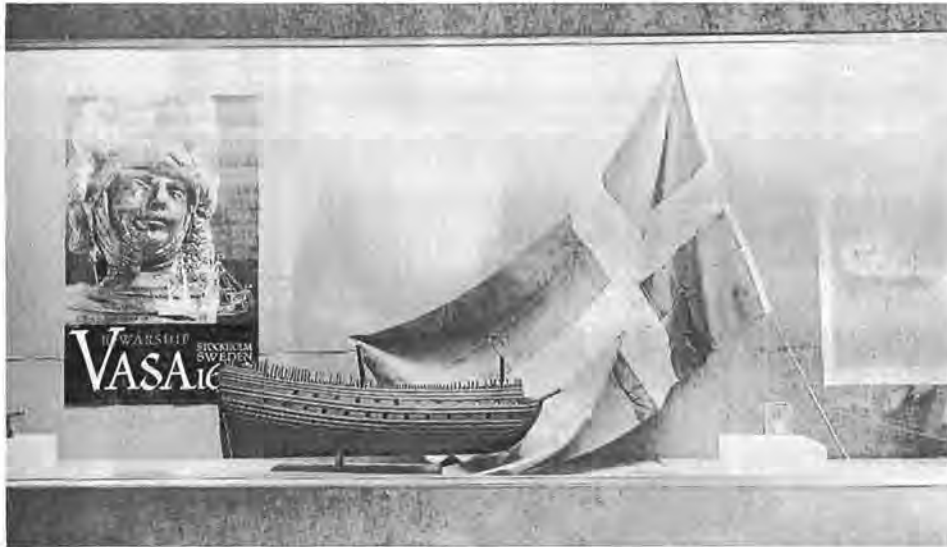
An award went to PO J. G. L. Carpentier for proposing the removal of vest pockets from the uniforms worn by Petty Officers Second Class and below. Ldg. Sea. C. W. McShane earned one by suggesting a modification to the armament release equipment in Tracker aircraft. PO Robert W. Foster suggested a new projector screen for naval recruiting visual aid purposes, and PO A. E. Sunderland's offering concerned the design of a tool used for tightening cables in aircraft.

Lt.-Cdr. Edward S. Mitchell devised a tool to facilitate the realigning of rudder bushings in St. Laurent and Restigouche class destroyer escorts.

An electrician at HMC Dockyard, Halifax, B. F. Humphreys, won his award for suggesting a safety repair procedure for naval electrical equipment.

Two awards went to Ldg. Sea. Leo J. R. Babineau for devising a taper pin removal tool for use while servicing Tracker aircraft. His suggestion also qualified for a bonus under the government's Thrift Suggestion Plan. CPO Frank Aquanno won an award for a modification to the lubricant system of Tracker Aircraft, and an award went to CPO Harvey Marshall for a modification to the search radar of Tracker aircraft.

A suggestion concerning a safety brake for use when handling cable won an award for a Seaward defence crane operator at Esquimalt, William C. McQuillan, and a suggestion concerning a



A marine disaster of more than 300 years ago is providing historians of today with intimate and detailed information on life at sea in the 17th century. The proud warship Vasa sank in Stockholm harbour in 1628 on her maiden voyage. Rediscovered in 1961, she has been raised and placed in drydock and innumerable relics have been recovered. Photos, relics and facsimiles telling the story of the Vasa's salvage were on display at the National Gallery in Ottawa in late 1963. (O-15339; O-15337)

safety device for ship's electrical switchboards won one for CPO Frank Stewart Myers.

Mrs. Alice A. MacDonald, a clerk at HMC Dockyard, Halifax, received an award for a suggestion concerning clerical procedures in use in the Civil Service. Substantial savings in transport vehicle life will result from a suggestion put forward by David A. Huck, of HMC Dockyard, Halifax. CPO Andrew G. Reid suggested a protective cap for ships' portable power lines, resulting in a reduction of maintenance costs.

Basil J. Harford, a technician at Rocky Point ammunition depot, suggested a modification to certain torpedo mechanisms to increase efficiency and help avoid damage.

A new hatch-release system for Tracker aircraft which increases the safety factor won an award for Ldg. Sea. Frederick T. Illingworth.

An improvement to destroyer escort boiler maintenance equipment proved profitable for Herbert J. Lane, a boiler-maker at HMC Dockyard, Esquimalt, and a suggestion for the cleaning of ships' fuel tanks won an award for a scaler and cleaner, H. R. Chalmers.

Raynald Verret, a technician at the Naval Supply Depot, Ville LaSalle, Que. suggested a modification to a type of radar equipment, and Norman E. Webb, an electrician at HMC Dockyard, Esquimalt, suggested a modification to mine-sweeping equipment.

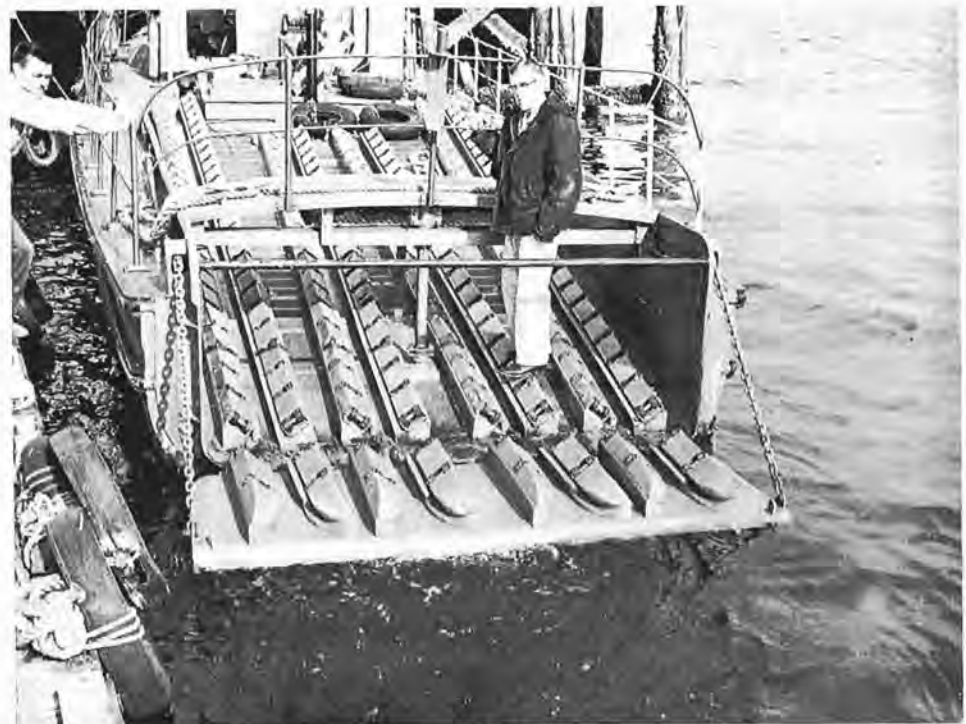
## LETTER

Sir:

"Naval Lore Corner" No. 120, in the September issue of *The Crow'snest*, reminds us that the distinction between the merchantmen and the man-of-war is not as hard and fast as it sometimes appears. Most famous of the armed merchant cruisers mentioned there is HMS *Jervis Bay*. She sailed on her last voyage from Halifax and had 21 men of Canada's Navy in her ship's company, of whom 13 were killed in action when she and her convoy encountered the German battleship *Admiral Scheer*.

Strange to say, there seems to be no portrait of her except a posthumous painting celebrating her end in battle. It would be most welcome if one of your readers could make available any photograph he might have of HMS *Jervis Bay*.

The text of the "Corner" was marred by a clerical error in the information concerning the fate of HX-84, the convoy that she was escorting at the time.



The little CNAV Wildwood, based at Esquimalt, has become a somewhat specialized craft and her appearance could well be a puzzler to anyone not familiar with her task of recovering torpedoes after practice runs. Her roller-equipped ramps simplify the task of taking spent torpedoes from the sea. (E-72172; E-72173)

Not 22, but 32 out of the 37 reached port; five, not 15, went down under the guns of the *Admiral Scheer*. The convoy had originally numbered 38 vessels, but one, the neutral Swedish SS *Vingaland* had straggled before the action, and was sunk by German aircraft in the Western Approaches to the British Isles. Also the British SS *Mopan*, routed independently, passed within sight of HX-84 earlier in the day, fell in with the *Admiral Scheer* and was sunk.

Besides the five ships sunk, the SS *San Demetrio*, laden with gasoline, was

damaged and set on fire, but one boat-load of her crew reboarded her and brought her into a British port.

"Herself she scorned to save" but the *Jervis Bay's* sacrifice was justified because it enabled most of the merchant ships to get away.

Yours sincerely,

E. C. RUSSELL  
Naval Historian

Naval Headquarters,  
Ottawa, Ontario.

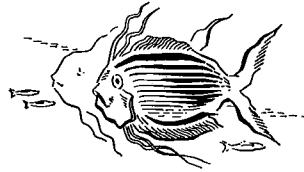
# RETIREMENTS

CPO MELVIN ALLEN, CD; C2ER4; joined RCNVR Oct. 31, 1941, transferred to RCN May 1, 1942; served in *Star*, *Nonsuch*, *Naden*, *Stadacona*, *Avalon*, *Dauphin*, *Cornwallis*, *Peregrine*, *Arnprior*, *Scotian*, *New Liskeard*, *Montcalm*, *Haida*, *Portage*, *Huron*, *Bonaventure*, *Shelburne*; retired November 13, 1963.

CPO NORMAN HUNNIFORD, CD; C2ER4; RCNVR Dec. 7, 1936, transferred to RCN July 10, 1940, served in Winnipeg naval division, *Naden*, *San Tomas*, *Empress of Japan*, *Norsal*, *Alberni*, *Stadacona*, *Gananoque*, *Fredericton*, *Peregrine*, *Scotian*, *Niobe*, *Ontario*, *Rockcliffe*, *Chippawa*, *Beacon Hill*, *Stoux*, *St. Laurent*, *Athabaskan*, *New Glasgow*, *Royal Roads*, *Crescent*; retired November 9, 1963.

PO STUART HARVEY HUNTER, CD; P2WV2; joined July 15, 1941; served in Calgary naval division, *Naden*, *Stadacona*, *Sackville*, *Cornwallis*, *ML 101*, *Fennel*, *Peregrine*, *Niobe*, *Warrior*, *Magnificent*, *Nootka*, *Haida*, *Cedarwood*, *Athabaskan*, *Discovery*, *Stettler*, *Fortune*, *Fraser*, *Jonquiere*; retired November 18, 1963.

CPO WILLIAM ROBERT LOVIS, CD; CIET4; served in RCNVR April 17, 1942 to Oct. 5, 1945; joined RCN Feb. 15, 1946; served in *Star*, *Nonsuch*, *Naden*, *Givenchy*, *Stadacona*, *Scotian*, *Chaleur*, *Peregrine*, *Lauzon*, *Avalon*, *Montcalm*, *York*, *Quinte*, *Iroquois*, *Magnificent*, *Swansea*, *Huron*, *Algonquin*, *Gatineau*, *Bytown*; retired November 22, 1963.



PO WILLIAM ROBERTSON McKAY, P1ER4; joined April 17, 1939; served in *Naden*, *Fraser*, *Assiniboine*, *Stadacona*, *Sackville*, *Columbia*, *Niobe*, *HMS Newfoundland*, *Uganda*, *Ontario*, *Rockcliffe*, *Beacon Hill*, *Stoux*, *Algonquin*, *Stettler*, *Crescent*, *Ottawa*; retired November 25, 1963.

CPO EDWARD CHARLES PILLER, CD; C2RP3; served in RCNVR Aug. 13, 1943 to 13 Nov., 1945; joined RCN Jan. 14, 1946; served in *York*, *Donnacona*, *Cornwallis*, *Stadacona*, *Protector*, *Hochelaga II*, *Fort Erie*, *Uganda*, *Scotian*, *Lloyd George*, *Haida*, *RCNAS Dartmouth*, *Swansea*, *Shearwater*, *Magnificent*, *Iroquois*, *Terra Nova*; retired November 12, 1963.

PO JOSEPH FRANCOIS THERIAULT, CD; P1AW3; joined March 7, 1946; served in *Donnacona*, *Naden*, *Stadacona*, *Micmac*, *Iroquois*, *St. Stephen*, *Shearwater*, *Magnificent*, (19CAG), *New Liskeard*, *Cornwallis*, *Portage*, *D'Iberville*, *Restigouche*, *Huron*, *Gloucester*, *Nootka*, retired Nov. 6, 1963.

CPO FREDERICK DONALD WOOD, CD; C2ER4; joined RCNR Nov. 18, 1942, transferred to RCN Aug. 28, 1945, served in *Tecumseh*, *Naden*, *York*, *Stadacona*, *Givenchy*, *Prince Rupert*, *Avalon*, *Peregrine*, *Cayuga*, *Rockcliffe*, *Athabaskan*, *Nonsuch*, *Porte St. Jean*, *James Bay*, *Beacon Hill*, *Assiniboine*, *Cape Breton*; retired Nov. 17, 1963.

## OFFICERS RETIRE

CDR GEOFFREY HUNTLEY DAVIDSON, CD; joined RCN August 31, 1934, as a cadet served in *Stadacona*, *HMS Frobisher*, *HMS Royal Sovereign*, *HMS Victory*, *HMS Revenge*, *HMS Excellent*, *HMS Dryad*, *Restigouche*, *Skeena*, *Saguenay*, *Avalon II*, *Prescott*, *Annapolis*, *Niagara*, *RCN College*, *Gatineau*, *Ottawa*, *Scotian*, *Naden*, *Athabaskan*, *Bytown*, *Cayuga*, *Bonaventure*, *Patriot*, *York*; last appointment on staff of Commanding Officer Naval Divisions as Deputy Chief of Staff and Chief Staff Officer Operations and Administration Division; commenced retirement leave November 11, 1963. Retires July 5, 1964.

LT.-CDR. JOHN WILLIAM GRAHAM, CD; joined RCNVR October 22, 1945 as ordinary seaman; transferred to RCN January 14, 1946; promoted to midshipman January 1, 1947; served in *Nonsuch*, *Uganda*, *Niobe*, *HMS Improbable*, *HMS Vengeance*, *Bytown*, *HMS President*, *HMS Agincourt*, *Stadacona*, *Tecumseh*, *Ontario*, *Carleton*, *Naden*, *La Hul-loise*, *Iroquois*, *Niagara*, *Huron*, *Athabaskan*, *Cape Scott*, *Crescent*; last appointment, *Stadacona* for Weapons Division; commenced retirement leave September 17, 1963; retires on January 20, 1964.

LT. (MAd) ROBERT CLARKE JONES, (CD); joined RCNVR January 29, 1941, as sick berth attendant; served in *Stadacona*, *Avalon*, *St. Laurent*, *St. Clair*, *Shelburne*; demobilized January 5, 1946; joined RCN (R) March 3, 1949 as able seaman medical assistant; transferred to RCN September 6, 1949; promoted to acting commissioned officer (MT) November 1, 1952; served in *Stadacona*, *Naden*, *Scotian*, *Cornwallis*, *Bytown*, *Patriot*, *Niagara*, *Shearwater*; last appointment, *Shearwater* as Medical Administrative Officer; commenced retirement leave October 15, 1963; retires January 30, 1964.

LT.-CDR. RAOUL PHILBERT LEMAY, CD; joined RCNVR July 17, 1940, as able seaman; promoted to probationary sub-lieutenant July 19, 1943; served in *Stadacona*, *Ven-*

*ture*, *Louisburg*, *Avalon*, *Melville*, *Cornwallis*, *Kings*, *Gananoque*, *Montcalm*; demobilized September 15, 1947; joined RCN (R) June 24, 1948, as lieutenant; transferred to RCN February 21, 1951; served in *Montcalm*, *Bytown*, *Cornwallis*, *Stadacona*, *D'Iberville*, *Quebec*, *Cape Breton*, *Naden*; *Cape Scott*; last appointment, *Montcalm* as Recruiting Officer, Quebec City; commenced retirement leave December 21, 1963; retires April 10, 1964.

LT.-CDR. FREDERICK LITTLE, CD; joined RCNVR October 15, 1931, as boy bugler; transferred to RCN May 8, 1933, as ordinary seaman; promoted to acting gunner June 28, 1943; served in *Naden*, *Stadacona*, *Vancouver*, *Fraser*, *HMS Victory*, *HMS Excellent*, *Prince Henry*, *Cornwallis*, *Niobe*, *St. Laurent*, *Niobe*, *Stadacona*, *Ontario*, *Naden*, *Cayuga*, *Quebec*, *Crusader*, *Cape Scott*; last appointment, *Stadacona* on staff of Captain Sea Training as Sea Training Officer, Surface Weapons; commenced retirement leave December 12, 1963; retires on August 14, 1964.

CAPTAIN EDWARD THOMAS GEORGE MADGWICK, DSC, CD; joined RCN on August 31, 1934, as a cadet; served in *Stadacona*, *HMS Frobisher*, *HMS Delhi*, *HMS Devonshire*, *HMS Sussex*, *HMS Victory*, *HMS Excellent*, *HMS Dryad*, *Restigouche*, *Naden*, *Ottawa*, *HMS Excellent*, *Niobe*, *Sambro*, *Iroquois*, *Bytown*, *Stadacona*, *Niobe*, *Haida*, *Huron*, *Cornwallis*, *Micmac*, *Naden*, *Jonquiere*, *Sussexvale*; last appointment, *Niobe*, for course at Imperial Defence College; commenced retirement leave November 4, 1963; retires June 28, 1964.

CDR. EDWARD CRAWFORD MAHON, CD; joined RCNVR November 28, 1942, as a probationary sub-lieutenant (SB); transferred to RCN on June 6, 1946, as instructor lieutenant-commander; served in *York*, *Montreal*, *Prince David*, *Givenchy*, *Star*, *Shelburne*, *St. Hyacinthe*, *Star*, *Bytown*, *Naden*, *Cornwallis*,

*Stadacona*, *Quebec*; last appointment *Bytown* on staff of Chief of Naval Personnel as Director of Naval Education; commenced retirement leave December 13, 1963; retires May 17, 1964.

COMMODORE MORSON ALEXANDER MEDLAND, CD; joined RCN on September 1, 1930, as a cadet; served in *Stadacona*, *HMS Erebus*, *HMS Revenge*, *HMS Egmont II*, *HMS Royal Oak*, *HMS Victory*, *HMS President*, *HMS Excellent*, *HMS Dryad*, *Saguenay*, *Assiniboine*, *Ottawa*, *St. Croix*, *Cornwallis*, *Bytown*, *Athabaskan*, *Cayuga*, *Naden*, *Niagara*, *Ottawa*, *Bonaventure*; last appointment, *Bytown* as Assistant Chief of Naval Staff (Plans); commenced retirement leave November 25, 1963; retires July 27, 1964.

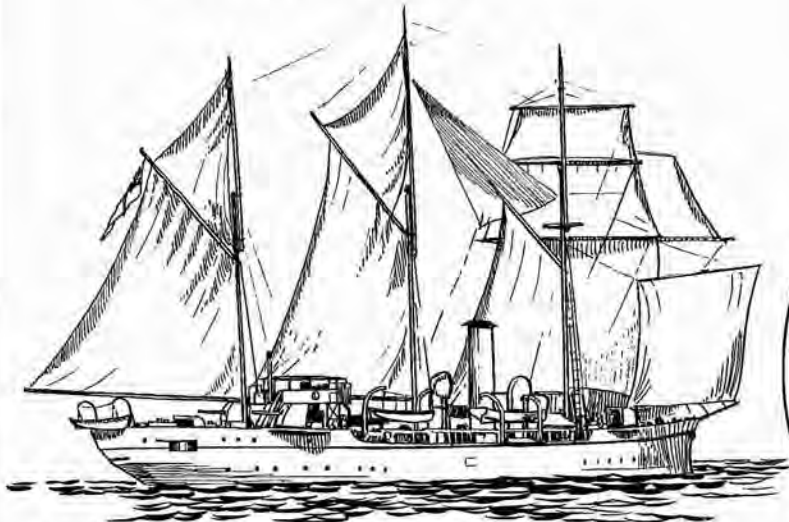
CAPTAIN RAYMOND PHILLIPS, CD; joined RCN on January 1, 1939, as a cadet; served in *Stadacona*, *HMS Frobisher*, *HMS Belfast*, *HMS Southampton*, *HMS Britannia*, *HMS Nile*, *HMS Liverpool*, *HMS Excellent*, *St. Laurent*, *Niobe*, *Haida*, *Bytown*, *HMS Fulmar*, *HMS Vulture*, *HMS Seahawk*, *HMS Blackcap*, *HMS Triumph*, *Antigonish*, *Naden*, *Cornwallis*, *Fraser*, *Prevost*; last appointment, *Bytown*, on staff of Naval Comptroller as Director of Naval Organization; commenced retirement leave December 9, 1963; retires June 23, 1964.

LT.-CDR. MERLE ERNEST WOODWARD, CD; joined RCN on January 5, 1937, as a stoker second class; promoted to acting warrant engineer on August 1, 1944; served in *Naden*, *Fraser*, *Restigouche*, *HMS Victory*, *Stadacona*, *Ulna*, *Venture*, *Renard*, *Baddeck*, *Givenchy*, *Port Colborne*, *Chebogue*, *Rimouski*, *Niobe*, *Warrior*, *Bytown*, *Cornwallis*, *Crescent*; last appointment, *Stadacona* on staff of Base Superintendent, Sydney, as Manager Engineering Department; commenced retirement leave November 5, 1963; retires June 15, 1964.

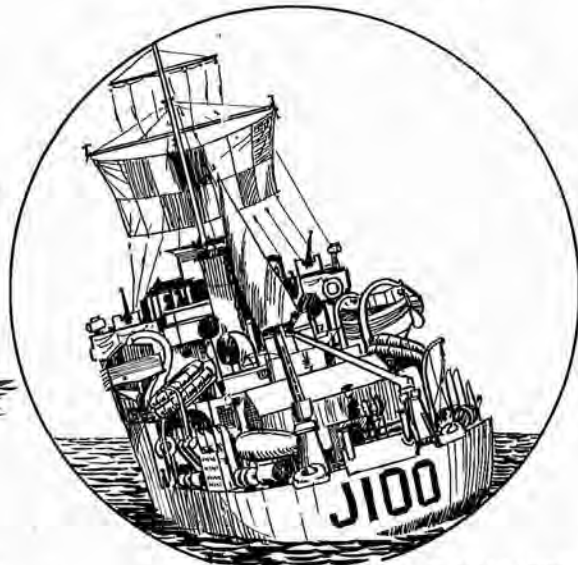
# Naval Lore Corner

Number 122  
"R.C.N. UNDER SAIL"

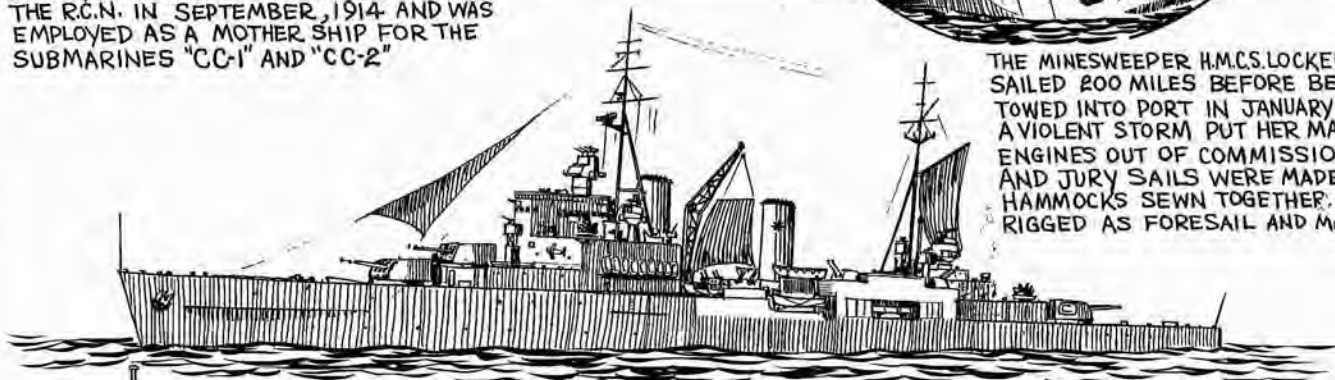
ALTHOUGH CANADA'S NAVY IS JUST OVER 53 YEARS OLD, SEVERAL OF ITS SHIPS (EXCLUDING SAIL TRAINING VESSELS) HAVE PROVEN THAT THE ART OF SAILING IS NOT YET DEAD... IN WAR OR PEACE...



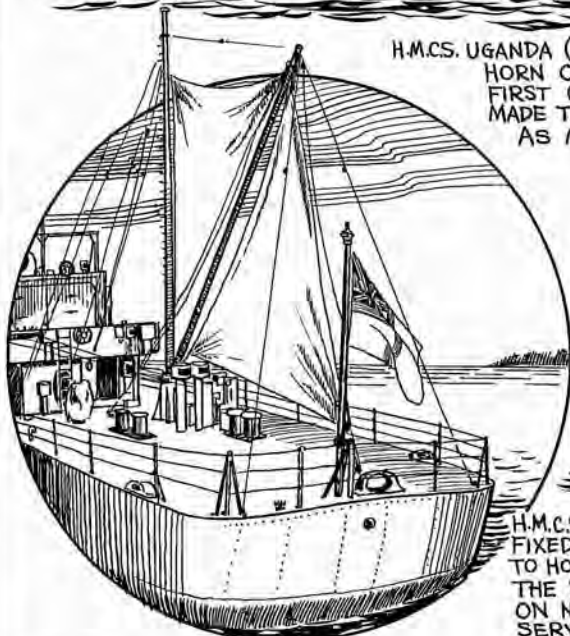
H.M.C.S. SHEARWATER (EX-H.M.S.), A SLOOP OF THE BRITISH PACIFIC STATION STATIONED AT ESQUIMALT WAS COMMISSIONED INTO THE R.C.N. IN SEPTEMBER, 1914 AND WAS EMPLOYED AS A MOTHER SHIP FOR THE SUBMARINES "CC-1" AND "CC-2"



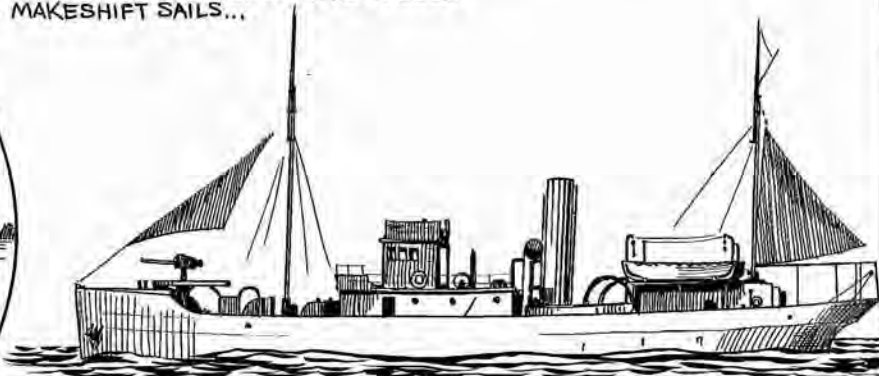
THE MINESWEEPER H.M.C.S. LOCKEPORT SAILED 200 MILES BEFORE BEING TOWED INTO PORT IN JANUARY 1944. A VIOLENT STORM PUT HER MAIN ENGINES OUT OF COMMISSION, AND JURY SAILS WERE MADE OF HAMMOCKS SEWN TOGETHER AND RIGGED AS FORESAIL AND MIZZEN.



H.M.C.S. UGANDA (LATER QUEBEC) "SAILED" AROUND CAPE HORN ON 20TH MARCH, 1946 TO MARK THE FIRST OCCASION IN WHICH A CANADIAN WARSHIP MADE THE PASSAGE. AWNINGS WERE RIGGED AS MAKESHIFT SAILS...



H.M.C.S. ST. STEPHEN (NOW C.C.G.S.) FIXED STAYSAILS (SEE LEFT) TO HOLD THE SHIP'S HEAD INTO THE SEA WHILE EMPLOYED ON NORTH ATLANTIC WEATHER SERVICE...



H.M.C.S. ARMENTIERS (MINESWEEPER) WHILE ON PASSAGE FROM HALIFAX TO ESQUIMALT IN 1919, VIA THE PANAMA CANAL, HOISTED SAIL... PRESUMABLY TO CONSERVE COAL...

*Roger Duhamel*

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***If undelivered return to:***

The Queen's Printer, Ottawa, Canada

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

L'Imprimeur de la Reine, Ottawa, Canada

