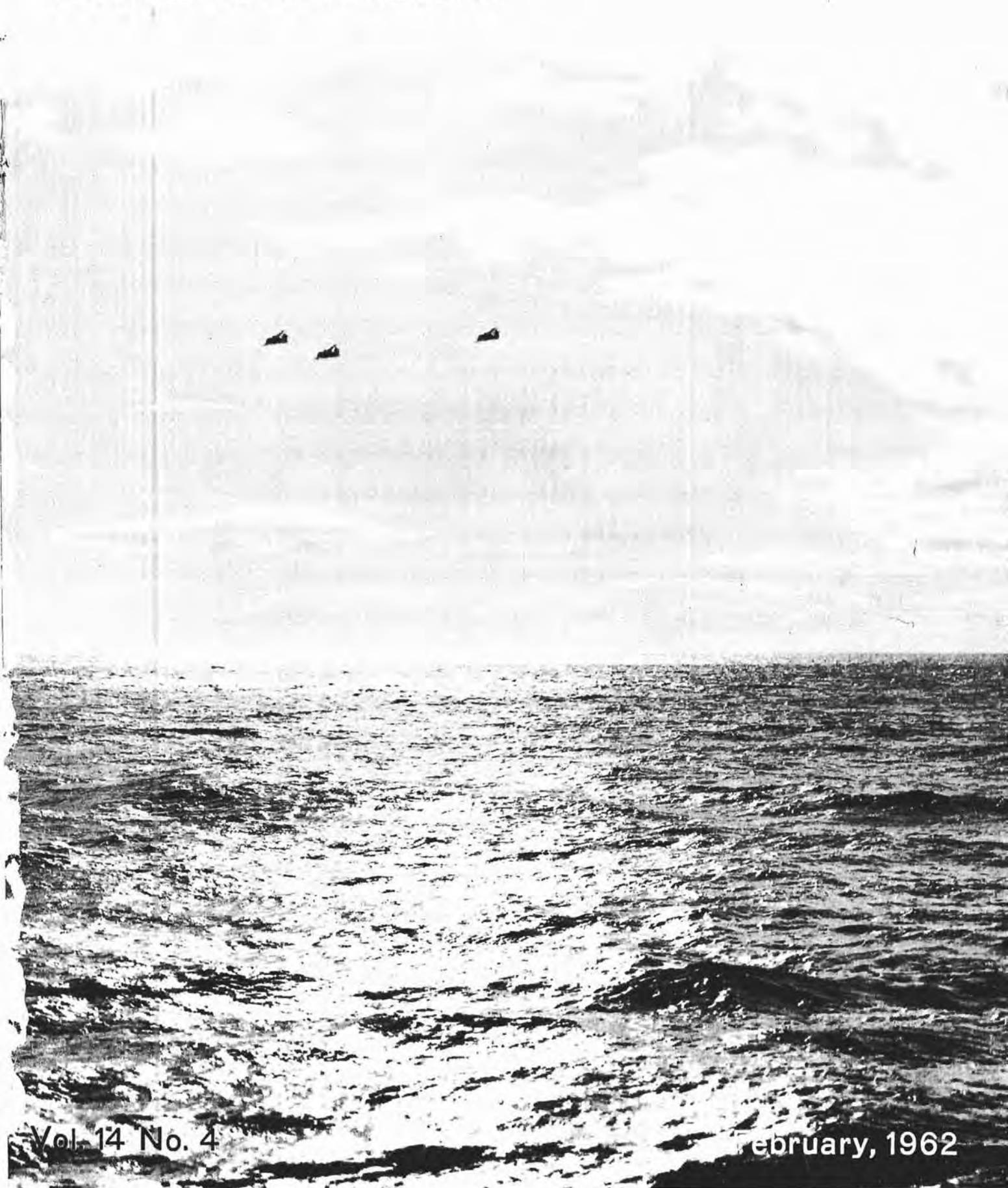
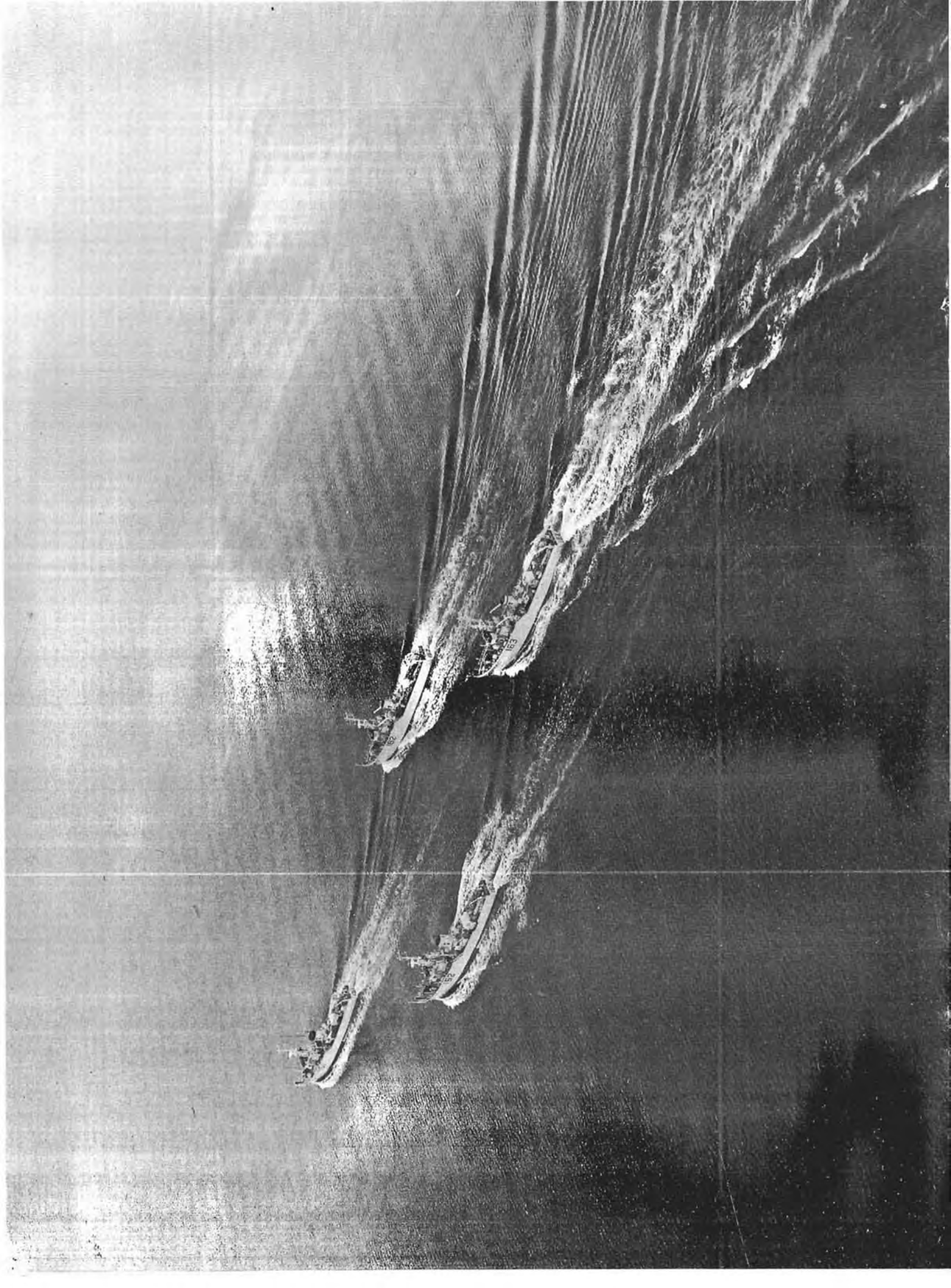


The CROWSNEST



Vol. 14 No. 4

February, 1962



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THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY 1962

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Padre Named Chaplain General</i>	3
<i>The Big Show</i>	5
<i>Northern Christmas</i>	8
<i>Officers and Men</i>	9
<i>Letters to Editor</i>	10
<i>The Little Ships (First of Three Parts)</i>	11
<i>Canada at War</i>	17
<i>Afloat and Ashore</i>	19
<i>Science and the Navy</i>	21
<i>Books for the Sailor</i>	22
<i>Expert Rifle Shot Retires</i>	23
<i>The Navy Plays</i>	25
<i>Retirements</i>	27
<i>Promotions</i>	28
<i>Naval Lore Corner No. 102</i>	<i>Inside Back Cover</i>

The Cover—After searching the northern seas for “enemy” submarines, three Trackers head homeward at sundown. The picture was taken on board the *Bonaventure* during last autumn’s northern exercises. (HS-66400-58)

LADY OF THE MONTH

Built for hard work rather than speed, are the little ships of the Second Canadian Minesweeping Squadron. Nevertheless, in the picture on the opposite page, they show all the dash of a flight of arrows. The *Miramichi*, stern ship of the formation, seems to be showing a particularly good turn of speed.

Out front by two lengths in this mad dash to seaward in the Strait of Juan de Fuca is the *Fortune*, with the *James Bay* on her port quarter and the *Cowichan* to starboard.

The exact position of the ships is not given, but the bit of landlocked water at upper right would appear to be the lagoon at Royal Roads. (E-63928)

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RCN NEWS REVIEW

In the past eight years some 75,000 donations have been made by naval personnel to the Red Cross Blood Bank in Nova Scotia. Wren Nancy Duroucher was a volunteer in the most recent blood clinic at Stadacona. She is attended by Nurse Edith Grant, of Guysborough, Nova Scotia. (HS-67421)

Design Chosen For Air Memorial

The design has been chosen for a monument at HMCS *Shearwater* to perpetuate the memory of those who gave their lives in the service of Canadian naval aviation.

The winning design in a contest held at the air base was submitted by PO W. C. Paterson, of Helicopter Utility Squadron 21. Honourable mention went to Sub-Lt. J. V. Ouellette and Lt.-Cdr. K. L. Gibbs.

PO Paterson's design embodies a tall, slim obelisk on a pyramidal base. The site chosen for the erection of the memorial is at the intersection of Punter and Bonaventure avenues at *Shearwater*.

Ex-RCN Ship Host in Dakar

Canadian missionaries and citizens who are teaching and working in Dakar, Senegal, saw a little bit of their own country in the busy west African port when two RCN frigates made a five-day goodwill visit to Dakar in late January.

A Canadian-made product greeted the arrival of the two ships of the

Seventh Canadian Escort Squadron when they came alongside a French Navy jetty. It was a minesweeper that was given to the French Navy under the Mutual Aid program and now bears the name *Paimpolaise*. The 'sweeper was once HMCS *Thunder*. Appropriately, she was the host ship for the visit of the Canadian ships. On arrival in Dakar, the frigates *Fort Erie* and *New Waterford* were greeted by N. R. Mason, British Consul in Dakar. The two commanding officers then "paid"

official calls on diplomatic, military and civic officials.

During the five-day visit in the Senegalese capital the ships' companies of the frigates played football, volleyball and basketball games against French Navy and Senegalese Army teams. They visited the old and modern parts of this major port city and went by bus to Kayar, Sangalkam and N'Gor. A French Navy landing craft made special daily trips to transport Canadian sailors to the picturesque island of Goree. Many enjoyed the numerous and beautiful beaches of Dakar.

Committee Hopes To Acquire Bounty

A Halifax citizen's committee, under the chairmanship of Rear-Admiral H. F. Pullen, RCN (Ret), has been formed with a view to acquiring the Lunenburg-built replica of HMS *Bounty* as a Nova Scotia tourist attraction.

Admiral Pullen indicated that the firm of Oland and Son had offered to provide financial backing to acquire the ship from the Hollywood owners and to provide for its operation. Net profits, according to Admiral Pullen, would be used to assist Nova Scotia in tourist development and in the preservation of "worthwhile evidence of Nova Scotia shipbuilding and maritime skills and history."

Four Submarines Call at Halifax

Four U.S. Navy submarines called at Halifax in early February. The USS *Crevalle* was in port February 2-6. The *Tusk*, *Toro* and *Diablo* visited from February 5-7. About 400 officers and men were involved.

Ships Spend Nine Days in Japan

Three destroyer escorts of the Royal Canadian Navy left the naval base at Yokosuka, Japan, in early February to continue their training and goodwill cruise in Asiatic waters.

HMC Ships *Assiniboine*, *Margaree* and *Ottawa* spent nine days at the American and Japanese base south of Tokyo after crossing the Pacific by way of Hawaii and Midway Island. From Yokosuka the three RCN ships, a division of the Second Canadian Escort Squadron, headed for Singapore by way of Subic Bay in the Philippines.

While in Yokosuka members of the ships' companies took advantage of special sightseeing tours that were pre-arranged in the Tokyo-Yokohama-Hakone-Kamakura areas and entertained new-found friends from other navies and from among Japanese nationals on board their own ships. Special sports activities such as hockey,

soccer and basketball were also arranged with other ships and with Japanese teams. To mark the visit, the people of Yokosuka decorated their city with many Canadian and Japanese flags.

Other ports to be visited before returning to Esquimalt in mid-April were to be: Rangoon, Burma (*Margaree* only), February 21-25; Colombo, Ceylon (*Assiniboine* and *Ottawa*), February 22-26; Trincomalee, Ceylon, February 27-March 2; Port Swettenham, Malaya, March 12-14; Singapore, March 15-21; Bangkok, Thailand, March 23-26; Victoria, Hong Kong, March 30-April 2; Yokosuka, Japan, April 6-7, and Adak, Alaska, April 13.

Transport Ships Now Coast Guard

The Department of Transport Fleet has been re-named the Canadian Coast Guard. The new name recognizes the tremendous expansion the fleet has undergone in the past several years. It was formerly known as the Canadian Marine Service.

A new colour scheme has also been adopted for its vessels and a distinctive insignia for their funnels. The ships will have red hulls and white superstructure and funnels instead of the former black, white and yellow combination. A moderately stylized red maple leaf and band on the funnels will

Naval Padre Becomes Chaplain General

THE APPOINTMENT of Chaplain of the Fleet (P) E. G. B. Foote as Protestant Chaplain General of the Armed Forces of Canada and his succession by Chaplain (P) Harry Ploughman as Protestant Chaplain of the Fleet and Deputy Chaplain General of the Armed Forces were announced early this year.

The appointments coincided with the retirement of Air Commodore Frank W. MacLean, RCAF, who had been Protestant Chaplain General of the Armed Forces since September 1957.

The Rev. Dr. Ernest G. B. Foote, was born at Barney's River, Pictou County, Nova Scotia. He graduated in 1936 in theology from the Presbyterian College of Montreal.

Dr. Foote entered the Navy in January 1941 from a parish at Oxford, N.S.



CHAPLAIN GENERAL E. G. B. FOOTE

During the next four-and-a-half years he served at naval establishments on both coasts of Canada, at inland points and overseas. From 1944, until after the end of the war he was Command Chaplain, at HMCS *Niobe* in London, England.

He was appointed Protestant Chaplain-of-the-Fleet in December, 1945.

In January 1946 Dr. Foote was awarded the OBE for his services during the war. In 1951 he received the honorary degree of Doctor of Divinity from the Presbyterian College of Montreal, becoming one of the youngest clergymen in Canada to be honoured with the college's highest degree.

Though his headquarters have been at Ottawa, Dr. Foote has made frequent tours of a naval parish which at times has extended over half the world. He served with the Canadian destroyers in the Far East during the Korean conflict.

He was appointed Deputy Chaplain (P) of the Armed Forces in September, 1958.

His appointment as Chaplain General (P) of the Armed Forces was effective February 9.

The Rev. Canon Harry Ploughman was born in Port Rexton, Newfoundland. Following his formal schooling he attended King's College, Halifax, where he trained for the ministry.

Chaplain Ploughman entered the Navy at Halifax in November, 1941, and served first in HMC Dockyard and then on the staff of Captain (D), Halifax. Later he served in Newfoundland and overseas. He returned to Canada in April 1944 as assistant to the senior Protestant Chaplain on the staff of the Commander-in-Chief, Canadian North-

west Atlantic, with the additional appointment of Chaplain-in-Charge on the staff of Captain (D), Halifax. He took every opportunity to go to sea and he served in the corvettes *Rimouski*, *Regina*, *Sorel* and *Kamsack* and the Royal Navy destroyer *Havelock*.

Following the war he went on the retired list but re-entered the Navy in 1949. In September 1957 he became Deputy Chaplain of the Fleet (P). In December 1958 he was named Assistant Deputy Chaplain General (P) of the Armed Forces. He was appointed a Canon of the Anglican Communion of the Armed Forces in August 1961.

His appointment as Protestant Chaplain of the Fleet and as Deputy Chaplain General (P) of the Armed Forces was effective February 9.



CHAPLAIN OF THE FLEET (P)
HARRY PLOUGHMAN

make them easily recognizable at a distance as Canadian Coast Guard vessels.

The use of red is particularly useful for icebreakers, for it will make them more easily seen from other vessels they may be escorting and by pilots of their own ice reconnaissance helicopters under conditions of poor visibility.

The same need for visibility and ready identification applies to Canadian Coast Guard vessels on search and rescue duties.

The essentially civilian nature of the fleet will remain unchanged.

New types of uniforms will be issued which will provide comfortable and smart clothing appropriate to the conditions of the service. They are modelled on the war-time battle dress. Berets will be provided.

The Canadian Coast Guard now has a total of 241 vessels of all types, including some 50 ships of larger size, from around 400 tons gross to more than 6,000 tons gross. These include 10 fully strengthened icebreakers and seven lighter supply and buoy vessels

capable of icebreaking. These 17 vessels comprise the second largest icebreaker fleet in the world.

The fleet also has eight other vessels designed for special service in the Arctic, 11 lighthouse supply and buoy ships, weather-ships, lightships, a Great Lakes research vessel, shallow draft ships for the Mackenzie River, St. Lawrence Ship Channel survey vessels, shore-based lifeboats and more than 180 steel landing craft for various types of Arctic use.

Naval War Artist On College Staff

Cdr. T. Harold Beament, RCNR (Ret), commanding officer of several ships, senior officer of a minesweeping flotilla off Normandy and later a war artist in the Second World War, has joined the staff of the Nova Scotia College of Art in Halifax. He teaches painting and design.

Cdr. Beament is vice-president of the Royal Canadian Academy and a barber.



A recent visitor to National Defence Headquarters was the Rt. Rev. Ivor Norris, DD, Anglican Bishop of Brandon and Bishop Ordinary to the Canadian Armed Forces. He is chairman of the Canadian Council of Churches Committee on Chaplains Services. While in Ottawa he called on Defence Minister Douglas S. Harkness, the Chiefs of Staff and other government and military officials.

Frigates Tour African Coast

The frigates *Fort Erie* and *New Waterford* arrived in mid-February at Accra, Ghana, for a four-day visit during which they participated in the official opening of a Canada Trade Fair.

Since January 1, when the two warships left Halifax on a two-month training and goodwill cruise to West Africa, they have visited Lagos, Nigeria, Dakar, Senegal, and Freetown, Sierra Leone. While in Lagos officers and men participated in the official opening of another Canadian Trade Fair.

The *Fort Erie* and *New Waterford* left Freetown Friday after a six-day visit during which officers and men were kept occupied by a busy program of activities. Highlights of the visit were the witnessing of the ceremonial guard changing at Government House, entertainment of officers and men at social functions by the Governor General, Sir Maurice Dorman and Lady Dorman, and a game shoot arranged and conducted by the 1st Royal Sierra Leone Regiment.

Soccer and golf matches were played against teams of the Royal Sierra Leone Navy, Sierra Leone Regiment, Prince of Wales School and the Cline Town Club. Daily bus runs took the Canadian sailors to the picturesque Lumley Beach for swimming and sunbathing. The numerous beaches provided ample

opportunity for the ships' clearance divers to put in many hours of practice in the clear warm waters.

On the day of departure from Freetown, the two ships were hosts to a group of government officials, other guests and members of the Sierra Leone Navy, Army and Police Forces for a "shop window" at sea during which they gave a display of weapon firing and transferred personnel from one ship to the other by jackstay.

During the four-day stay in Lagos, Nigeria, the frigates took part in the official opening of the Canadian Trade Fair, sponsored by the Department of Trade and Commerce. A guard of honour of 48 Canadian sailors, commanded by Lt. Jack Hannam, was landed and inspected by Al Haji sir Abubakar Tofara Balewa, Prime Minister of Nigeria, who officially opened the fair.

One hundred Nigerian children from welfare agencies were entertained by the ships' companies. The children enjoyed games and were treated to ice cream, cookies, milk and soft drinks. Small souvenirs were given to the little visitors. In return, and as a means of saying, "Thank you," the children put on a display of singing and dancing for the benefit of the Canadian sailors.

The Canadian frigates were seen daily by capacity crowds who stood on the jetty roadside and by many thousands who drove by in buses and cars.

Cdr. L. B. Jenson, commander of the squadron and commanding officer of the *Fort Erie*, and Lt.-Cdr. J. Wilkes in command of the *New Waterford*, made official calls on T. LeM. Carter, Canadian High Commissioner to Nigeria, Sir Adetokunboh Ademola, Chief Justice of the Federation of Nigeria, Hon. Waziri Ibrahim, Minister of Economic Development, Commodore A. R. Kennedy, commanding the Royal Nigerian Navy, and other Nigerian government and business officials.

The ships' companies took part in sports against Nigerian soldiers and sailors, were taken on guided tours, visited beaches, museums and many places of historic interest. A group of Canadian sailors went by bus to Ibadan, the largest and most populated city in West Africa, which is approximately 100 miles inland.

The RCN frigates were host to a group of high government and diplomatic officials, Nigerian and Canadian business men and over one hundred Nigerian sailors and soldiers for "Operation Shop Window", during which the guests were taken to sea and witnessed an impressive display of Bofors firing, anti-submarine mortar firing and jackstay transfers.

Lt. Anwaor Chiazor Chlazol, Royal Nigerian Navy, a graduate of the University Naval Training Division of the University of Western Ontario, was the liaison officer between the Nigerian and Canadian navies.



The Big Show

"The cold wind doth blow,"—in this case the icy blast of twin propellers—as two chockmen cling to the deck with body, arms and legs to keep the chocks wedged firmly against the wheels of a Tracker on the Bonaventure's flight deck during Exercise Trampoline last fall. (HS-66400-214)

SOME TIME, Jack Arthur, Mr. Canadian Show Business, should look in on a really big show on a big-time stage. The pitch might go something like this:

"Mr. Showbiz, this one has just about everything. The stage is a city block long, at least 80 feet wide and makes your spread at the Canadian National 'Ex' look like a one-room job in Greenwich Village.

"And that sound! Two, three kinds of aircraft roaring and screeching. Twenty or so guys dodging the jet blast and propeller blades, jockeying big planes right to the edge and parking them closer than co-eds, up and down with elevators, wind and prop-wash pushing at chockmen. GOOD action, Jack.

"Discipline on stage is terrific. One character makes a booboo and he's hurt or he's dead. Maybe others too.

Stage effects? Tremendous — rain, snow, gales, near gales, fog, drenching spray, sunshine smacking your eyeballs. The deck gets icy or hot enough to fry an egg. Costumes? Lighting? I tell you, Jack, you gotta see it. What a Show!"

In a way, the flight deck of the aircraft carrier *Bonaventure* is a show, if you're lucky enough to get to see it. No actors can throw so much of themselves into a part as the naval airmen, or AMs, who hustle the aircraft up and down, on and off the ship.

The razzle-dazzle flight deck activity of a carrier is meat and drink to the onlookers. Camera bugs (25 percent of the ship's company are home movie fans) and even staunch destroyermen are drawn to the spectacle. The naval airmen call them "goofers".

The carrier last fall spearheaded a task force into northern waters for an

anti-submarine exercise. Round-the-clock flying was the feature of exercises in Hudson Bay and Davis Strait, more than 1,200 miles from the home port of Halifax.

The naval airmen may work at a phrenetic pace. Some launch a big Tracker from the catapult, others direct a second into place and a third "fly" (team) is away to get one just landing on. Fair game in fair weather but in a snow squall a director in almost nil visibility must have his full attention focussed on the aircraft he is coaxing into a deck park over the bows yet keep precarious balance on the heaving deck, feeling with one foot for the edge of the abyss behind him.

While moving an aircraft aft, the deck may suddenly ice up from sheets of spray breaking over bow or quarter. Add the big roll of the ship and disaster is trying to break loose. The plane and

the struggling AMs might, but never do, go over the side. Life is measured in minutes in the cruel northern seas.

Things quieten for the moment, the airmen go pell mell into an almost endless game of deck hockey whose tactics would make Red Storey blow his brains clean through his whistle. If they can't play this favourite form of mayhem, they'll drop almost in their tracks to snooze on that hard, cold deck, until another job gets them bounding around the flat top.

They are versatile, driving all mobile equipment including a Lorain crash crane, standing by to fight the fires that could threaten a carrier's life, caring meticulously for parachutes, dinghies and other safety equipment, controlling air traffic. One crew of them took down a two-and-a-half-ton radar antenna for repair and got it up again, at sea.



A leading seaman naval airman can put his hand to anything, boast his chief petty officers.

The *Bonaventure* has 85 AMs, who work in two watches, each lasting a bit more than half of any 48-hour period. On duty, the longest of their five stints is from midnight to dawn and the shortest from 4 to 6 p.m. If flying is cancelled, a watch is reduced to one sixth in strength and the rest go to forenoon cleaning stations or "make-and-mend".

No lumberjack, no miner could be prouder of his rugged job than these healthy young men, who produce top notch football and hockey players when ship movements allow.

Lt.-Cdr. Vincent Greco, once the most colourful of them all, told what makes them tick:

"They have the spirit to work as a unit and not as individuals. The lowliest ordinary seaman is briefed. They do an order instead of relaying it. The drill, talking it up and competition with the other watch are part of it. If they're behind you they'll do anything: even lift the crash crane for you... somehow.

"But there's a little something else that gives them the extra push. Even that lowly Ordinary Seaman knows that the Captain or Commander Air or the 'goofers' may have an eye on him alone. It makes the difference."

CPO Hugh Clark, aircraft controller, described the life of a naval airman as "long hours of sheer boredom interrupted by moments of utter terror".

Ldg. Sea. Jack Romsam described his duties: mule driver for towing aircraft, fire fighter, hook man, catapult crewman, lashings man. The chores vary according to whether aircraft are landing on, taking off, being moved, parked, or in trouble. Being a leading seaman he has more or less graduated from the onerous job of chockman, but can and does dive under an aircraft to wedge the wheels to a timely halt.

"I like this work in the fresh air even though sometimes you get cheesed off," he said. "When we work, we work like hell and when we play, we play like hell. I can get right into a job and work among the men and I prefer to."

"It is rough work up there and in all kinds of weather," said CPO Randall Higgins. "If you get wet on watch, you stay wet until you're off watch." He is one of the few still in service who was an aircraft controlman from his days as an ordinary seaman onwards. Today he is flight deck chief in charge of the port watch.

During the recent northern operations, the AMs worked a modified three-watch system. AB Russell Cameron ticked off the clothing worn during the far northern exercise: helmet and goggles, undershirt, sweater, workshirt, lined working jacket, royal blue flight deck sweater, jockey shorts, lined work pants, heavy socks and suction-cup-soled flight deck boots (resembling civvy desert boots) or rubber sea boots if it's wet. Up in iceberg country, with cutting

It looks like confusion to the "goofers" or onlookers, but every man sprinting across the *Bonaventure's* flight deck knows to perfection his role in the drama of catapulting a Tracker anti-submarine aircraft. In the foreground a "fly" (flight deck crew) clusters around a "mule", waiting to go into action. (HS-66400-129)

winds and searing prop blasts, they needed it all plus heavy leather mitts.

In addition to the normal run of work, they must keep the many passageways in the island structure gleaming and their own messdeck, which is situated just beneath the flight deck, in tip-top shape.

The flight deck officer and his two assistants are pilots who are rotated through this appointment. It adds nothing to their professional status but they find the job fascinating and the men worthy. There is mutual respect. No naval airman in his right mind would essay that dangerous flying trade. No pilot in his right mind would tackle the equally dangerous airman's work.

Naval airmen are not a distinct branch in the service nor do they have their own officers. At one time known as aircraft controlmen, they were included in the recent fleet-wide reshuffle of trades. Renamed airmen, they were given the responsibility of safety equipment, but their favoured job, air controlling in the *Shearwater* air station tower ashore and to a lesser degree in the carrier, would appear to be in danger of passing to naval aircrewmembers.

At one time a sailor could elect to be an aircraft handler. Today, in the trade re-organization still going on, he's most likely to be selected. Ord. Sea. Douglas Dewey was one of these on-the-job trainees, who sat for his first written trade exams in November.



Lt.-Cdr. Michael Langman, veteran of 21 years of naval flying, makes a pre-flight check of his Tracker aircraft. He was officer in charge of the sea detachment of 880 Anti-Submarine Squadron during far northern exercises last fall. (HS-66400-115)

CPO Kenneth Day is air administration chief for 105 air branch men in the ship and co-ordination with squadrons embarked. He and the other chiefs feel naval airmen of today are as good as aircraft controlmen of another day,

"They've got to be," said Chief Day, "since we must operate under very close tolerances here." Safety depends on hustle on the flight deck, as always.

The AMs seem bigger than other matelots. They're not really, but husky constitutions and a certain flamboyant bearing mark them apart from the rest of the Navy. Illness is not so much their lot but breaks and abrasions are, because of their work. A hot meal at midnight is an extra ration gain for AMs who burn it off quickly enough.

"So there, Mr. Arthur, is this very fine 'property'. It should ought to get to you like I mean it's got to me, Jack.

"Eh?—Well, yas, I'm glad you asked me that question, Jack, uh, rilly glad.

"No girls.

"That's right. Won't even let'em on board at sea and not too doggone often in harbour.

"Yeah, it's been nice talking to you, Jack. I take it you'll call me. I don't call you. Well, see you around sometime, hey buddy? Hey?"

—H. C. W.



A custom-built diving vessel, YMT-11, was completed in January at Ferguson Industries, Pictou, N.S., for the Navy and began trials off Halifax. She is 88' by 20' by 4'9", with a speed of nearly 11 knots, can dive four men at a time to about 250 feet and is fitted with a recompression chamber. (HS-67277)

Northern Christmas



There's warmth in Canada's bitter sub-Arctic if you know where to look for it—in the hearts of its people. A few months ago an appeal was made by welfare officials in Churchill, Manitoba, for homes where eight children could be sheltered. Ldg. Sea. Harry S. Collins, of HMCS Churchill, the naval radio station, and his wife Dorothy answered the appeal and found themselves the foster parents of Joan, a two-year-old Indian girl. The Collinses had been living in tiny quarters and to assure the child of proper surroundings and care, they undertook the purchase of a pre-fabricated home. It was here they celebrated Christmas with their (by then) happy, responsive, chubby baby. Ldg. Sea. Collins, who was born in Stratford and joined the Navy in London, Ontario, served not long ago on board HMCS Sioux. (Photographs by Cd. Off. E. A. Burke).



OFFICERS AND MEN

Supplies Sent To West Indies

The RCN and the RN have combined efforts to ensure that a donation of badly needed supplies from children of the Convent of the Sacred Heart in Halifax will arrive safely at a mission near Grenada in the British West Indies.

The convent students amassed 140 pounds of supplies and, since normal shipping costs would use up all of the money the children had collected for promotion of mission work, the Flag Officer Atlantic Coast was asked if a warship would undertake the transport.

The supplies were destined for the Madonna House Mission on Carriacou Island near Grenada. Rev. Mother M. Conroy of the Sacred Heart Convent, in asking the Navy's help, stressed that the island lay missionaries were in "very poor" circumstances.

It developed that the RCN had no ship scheduled to sail to Grenada from Halifax. However, it was possible to take the supplies as far as Bermuda.

The RCN Liaison Officer in Bermuda reported that HMS *Troubridge* (frigate) whose captain is Cdr. T. A. Q. Griffith, RN, would "be pleased" to take them with him on departure January 22 from Bermuda.

The commanding officer of HMCS *Cape Scott* (Cdr. A. H. Rankin) meanwhile arranged with Mother Conroy for the loading of the mission cargo on board his mobile repair ship at Halifax before sailing for Bermuda in mid-January.

Art Lands New Job for Seaman

A sailor with a natural talent in art work has worked himself into a full time job in the Weapons Division of the Fleet School in Halifax.

Ldg. Sea. Hugh C. Wilson makes eye-catching instructional aids in the school.

Educated in Toronto and Colborne schools, he joined the Navy in 1953, meanwhile continuing to improve on the doodling and drawing he had done all through school.

Ldg. Sea. Wilson has served in the cruiser *Quebec*, the frigate *Lauzon*, and the destroyer escorts *Huron*, *Micmac* and *St. Croix*. He was in the *Huron*



The talents of Ldg. Sea. Hugh C. Wilson, ordinarily used by the Navy to prepare instructional aids in the Weapons Division of the Fleet School in Halifax are used here to establish the mood for the holiday season. (HS-67209)

when drafted last summer to the Weapons Division as a writer. Someone saw his drawing ability and shifted him to the instructional aids section.

During the year-end festive season, his chalk work adorned various blackboards in the Weapons Division. His ink and colour-pencil drawing of the pre-war sail-training ship HMCS *Venture* has been presented to the officer training establishment of that name on the West Coast.

He is married to the former Mildred Gay, of Halifax.

Ship Assists Sea Rangers

The girls of Sea Ranger Ship *Athabaskan*, of Ottawa, were presented with a cheque for \$80 from the officers and men of the destroyer escort after which their group is named, January 29 in Knox Presbyterian church, Ottawa.

Donated by the ship's company of HMCS *Athabaskan*, the money is to go toward the purchase of a canoe for the Sea Rangers.

The presentation was made by Cdr. Donald R. Saxon, a former commanding officer of the *Athabaskan* now serving in Naval Headquarters, to Mrs. K. E. Hall, skipper of SRS *Athabaskan*.

The Ottawa Sea Ranger crew visited and toured the *Athabaskan* in Montreal in November 1960 and it was at that time that the ship "adopted" the nautical-minded group.

Cdr. Beckett Commands Cayuga

Lt.-Cdr. William M. Beckett has been promoted to the rank of commander and appointed in command of HMCS *Cayuga*, destroyer escort based at Halifax. He was previously officer in charge of the Leadership School at *Cornwallis*.

Commission for CPO Payeur

CPO Georges J. Payeur has been promoted to the rank of commissioned officer. He entered the RCN at HMCS *Carleton*, Ottawa naval division, in 1946. He served in naval shore establishments on both coasts and at sea in the destroyer escorts *Haida*, *Nootka* and *Huron* and the aircraft carriers *Warrior* and *Magnificent*.

He is now on course in *Cornwallis*.

Officer Joins College Staff

Cdr. Jacques P. Coté has been promoted to that rank and appointed to le Collège Militaire Royal de Saint-Jean, Saint-Jean, Que., as Vice-Commandant and Officer Commanding Cadet Wing. He had been serving on the staff of the Director of Naval Plans at Naval Headquarters.

Second CD Clasp Awarded to Two

Two more names have been added to that select list of officers and men who hold the Second Clasp to the Canadian Forces Decoration signifying 32 years of service.

The two are Lt. G. A. Dufour, serving at HMCS *Naden*, and Lt.-Cdr. (MAd) E. C. Harbord, on the staff of the Commanding Officer Naval Divisions, Hamilton.

Ex-Naval Officer Heads Institute

Dr. William N. English, a senior marine scientist with the Defence Research Board and a wartime RCNVR

radar officer, has been appointed director of the \$4,000,000 Bedford Institute of Oceanography now under construction at Dartmouth, Nova Scotia.

Now deputy superintendent of the Defence Research Board's Pacific Naval Laboratory at Esquimalt, Dr. English will assume his new post with the Department of Mines and Technical Surveys on April 15.

The tall, sandy-haired physicist is recognized as one of Canada's foremost authorities on marine physics and is the author of papers and articles on this and related subjects. He is an honours Bachelor of Arts graduate in mathematics and physics from the University of British Columbia and holds a PhD in physics from the University of California.

His rapid climb up the scientific ladder since joining the National Research Council's Chalk River laboratory as a research officer 13 years ago, capped an impressive scholastic record and naval career in the second World War.

Going overseas early in the war on loan to the Royal Navy, Dr. English served aboard HMS *Ajax* for 17 months as radar officer, participating in the build-up and evacuation of Greece and Crete, the Syrian campaign and naval operations from Malta. He later took part in the North African campaign and the relief of Malta as staff radar officer to Rear-Admiral, Destroyers, Eastern Mediterranean Theatre.

From May to September 1943, during the naval build-up at Malta for the invasion of Sicily, Dr. English was port radar officer in charge of fitting and maintenance of radar in ships of the invasion fleet.

For eight months in 1944, he was staff radar officer at Naval Service Headquarters, Ottawa, and in October of that year was appointed Chief Radio Engineering Officer, Halifax Command, a post he held until his retirement a year later with the rank of lieutenant-commander.

Dr. English will have wide technical and administrative responsibilities in his new post which involves a broad range of marine activities at the Bedford Institute which is expected to be completed and occupied early this summer.

As the institute's director, Dr. English will have charge of a planned initial staff of some 300 oceanographers, hydrographers, submarine geologists, other scientific personnel and supporting staff.

Dr. English has played an active part in interdepartmental research activities

Letters

Dear Sir:

As I am greatly interested in the naval history of the Second World War, particularly in the Battle of the Atlantic and the ships involved on both sides. I wonder if you would do me the favour of publishing this request.

I am attempting to round up as many photographs of U-boats as possible, and it occurs to me that some of your readers may have prints or negatives which they would be willing to loan or sell me.

When one considers that after VE-day there were some 50 of these craft lining the Foyle River at Londonderry, and when one thinks of the scores of RCN ships which must have passed them—each with many a camera (however illicit) aboard—it seems the foregoing supposition should have some merit.

Actually, any negatives of ships would be welcome, and anyone replying has my assurance of their careful treatment and quick return.

Yours most sincerely,

K. R. MACPHERSON
(Late Tel. S/O, RCNVR)

79 Aldershot Cr.,
Willowdale, Ont.

Dear Sir:

I would be most grateful if someone in the city of Halifax would allow me to borrow some copies of *The Crow's-nest* previous to 1955. I wish to read them and take down the negative numbers of photos. I will take excellent care of them and return them promptly.

If anyone can be so kind, please write (or phone) me and I will pick them up.

BARRIE MacLEOD

2 Melrose Avenue,
Apt. No. 6,
Fairview,
Halifax, N.S.

on the Pacific Coast as a member of the West Coast Research Ship Program Committee since 1954 and in 1960 as chairman of the West Coast Working Group of the Canadian Committee on Oceanography.

Dr. English was born near Coleraine in Northern Ireland, but came to Canada while still an infant. He is married and has three children.

Subs May 'Talk' Via Periscopes

Submarines may soon see eye-to-eye in the field of communications.

One of the problems facing submarines has been a secure system of communicating with each other. According to the *Navy Times*, of Washington, D.C., this is a problem which may be solved by a new system said to be under development by the Raytheon Co.

The newspaper refers to reports that the company is developing a periscope-to-periscope light-beam communications system which cannot be jammed or detected by other than the intended receiver.

The main disadvantage of such a system is that communicating submarines will have to come to periscope depth to use it. The range will necessarily be short.

As things stand, submarines, while submerged, can receive messages from powerful, long-wave radio stations but have to poke aerials above the surface to transmit. Underwater communication has to be by sonar or, more crudely, by hull-tapping. Neither system is exactly secure.

USN Helicopter Flies 210 MPH

A helicopter world speed record of 210.65 miles an hour is claimed for the U.S. Navy's HSS-2 Sea King, which flew at that speed over a 19-kilometre (11.81 miles) straight-line course. It was the first time a helicopter had exceeded 200 miles an hour in an officially sanctioned speed trial.

As well as breaking the speed record held by Russia, the flight gave the USN helicopter a sweep of the five major helicopter speed records. It had earlier established world speed records for three, 100, 500 and 1,000 kilometres.

The HSS-2 is powered by twin turbines.

Little Girl Sees Trouble Ahead

Does a certain little girl in a southern Ontario town figure she's going to have a war on her hands?

This is the letter she addressed to Naval Headquarters:

Dear Sir:

I would like two aircraft carriers, three battleships, two destroyer escorts, four sub-chasers and two submarines.

And three jet bombers.

Thank you.

Yours truly,

BETH K---

Could it have been pictures she wanted?

With this issue, The Crow'snest begins publication of a three-part history of the Fairmile motor launches in the service of the Royal Canadian Navy during the Second World War. Much of this story has already appeared in the January 1962 issue of the Canadian Geographical Journal, whose editor has kindly consented to its re-publication here. Contrary to usual practice, however, this second version is longer than the first, because it was felt that many paragraphs excised from the original manuscript were of "in service" interest, although of lesser appeal to the general public.

The author of this historical sketch is Captain Joseph A. Heenan, OBE, RD, CD, RCNR (Ret), who can speak with an authoritative voice, if any one can, on the story of the RCN's Fairmiles. He was associated with their operations from the beginning and eventually became Captain (ML) in charge of the fleet of little ships.

Captain Heenan was born at Newcastle-on-Tyne, England. He commenced his sea career at the age of 15 as an apprentice in the four-masted barque *Lyn-ton of Liverpool*, England.

In due course he obtained his square-rigged Master's Certificate. He served in all types of vessels from sailing ships to liners and from submarines to battleships. He has fought in both World Wars and has circumnavigated the globe seven times.

Throughout the First World War he served with the Royal Navy. For two and a half years he was engaged in naval operations in the Red Sea and vicinity, co-operating with the late Colonel T. E. Lawrence (Lawrence of Arabia) in the capture of sea ports bordering on the coast of Arabia.

He came to Canada in 1930 to join the Canadian National Steamships, serving in all the well known "Lady boats" of that time.

In 1937 he was appointed to the Civil Service of Canada as Inspector of Subsidized Steamship Services for the Dominion, at which time he transferred as a commander, Royal Naval Reserve, to the Royal Canadian Naval Reserve.

On September 4, 1939, he went on active service and was appointed to Naval Service Headquarters. In 1942 he was appointed to a sea command, HMCS *Provider*, and that same year was promoted to the rank of captain, RCNR.

After the war he returned to Ottawa for duty with the Department of Trade and Commerce, shortly after being appointed Director of Trade Routes, Mail Subsidies and Steamship Subventions. In 1947 he was transferred to the newly created Canadian Maritime Commission and served as Director of Subsidized Steamship Services until his retirement in 1958. He resides in Ottawa.

THE LITTLE SHIPS

Part One

HE EXPLOITS and achievements of "the Little Ships", the Fairmiles of the Royal Canadian Navy during the Second World War, are little



known except by those who served in them or were closely associated with their operations. They were provided for the protection of shipping in our coastal waters, coastal defence and many other related duties. However, they were also called upon to operate in waters further afield reaching from Labrador to Bermuda and in the Caribbean Sea on duties often demanding the highest degree of endurance in both ships and men.

Nearly 17 years have passed since the war in Europe ended. Time dims memories, which are apt to become distorted and confused, creating errors and omissions. It is in tribute to the officers and men of "the Little Fighting Ships" that this endeavour is made to tell their story for the first time.

My appointment as Captain (ML) on May 6, 1943, which terminated in January 1945, embraced the responsibility for the organization, maintenance, training, operation and development into a potent striking force of our newly constructed Fairmiles, "B" Type, or MLs (motor launches).

To the uninitiated the words "motor launch" would convey just that, but actually the Fairmiles were anti-submarine vessels of unusual strength, endurance, seaworthiness and fighting quality. They were designed in England as anti-submarine vessels for coastal forces and their need and efficiency had been fully demonstrated. Early in the war it was decided to use them in Canadian waters, whereupon their plans and specifications were made available for immediate construction in our smaller shipyards.

First of a series of three articles
by Captain Joseph A. Heenan
RCNR (Ret)

Built of double mahogany (diagonally) with an eight-inch oak keel, 112 feet long and 18 feet wide, the boats were powered with either two Hall Scott engines of 635 horse-power each, or two Sterling Admiral engines of 850 horse-power each, capable of driving them at speeds of up to 20 and 24 knots respectively. Fuel capacity of 2,320 gallons of 87 octane gasoline, gave a range of about 400 to 1,000 miles, depending on speed. Crew accommodation for two or three officers and 14 men was cramped but comfortable. Armament consisted of three 20mm Oerlikon guns, mounted forward, aft and amidships; two .303 machine-guns; one 9mm Sten gun; two .303 rifles; three .45 revolvers; and 20 depth-charges of 300 lbs each, including eight fitted for the "Y" gun. Each boat was equipped with sonar, radar and W/T. Sheathed for operation in ice and displacing 100 tons, they were indeed veritable "Little Fighting Ships".

SIXTY-SEVEN Fairmiles were commissioned between November 1941 and March 1944 for operation on the

East Coast. They were built mostly in yards on the Great Lakes and inland waterways of Ontario, although seven were launched at Weymouth, N.S. In addition 14 Fairmiles were built on the West Coast and did a most creditable job in coastal defence operations. It is, however, of those "Little Ships" engaged on the East Coast that this story is told.

The builders will recall those early anxious days when time was so important. Rumours, only too true, of vessels sunk by U-boats right inside our own waters and with but few naval ships to combat them, created an urgency that caused them to bend their efforts to the breaking point, culminating in the finished ship and a job well done. Later, slight modifications were made to adapt the vessels to Canadian climatic and operational conditions and the armament was changed from a three-pounder forward and a .5 Colt machine-gun aft to three 20mm Oerlikon guns.

During the fall of 1941 the first nine MLs arrived at Halifax. However, the major naval effort at that time was the training of personnel and the best possible disposition of every available sailor for the manning of our newly constructed corvettes and minesweepers, so urgently needed for the protection of ocean convoys, upon which the enemy was making constant attacks.



A portrait of the author, Captain J. A. Heenan, RCNR, at Halifax in May 1945.

In this tense atmosphere, birth of the "Little Ships" received little attention, but it was an event of great importance and no time was wasted in getting them ready for action. Officers and men were desperately needed, particularly motor mechanics for training as engineers to operate the internal combustion engines of the MLs. Thus, the winter of 1941-42 was mainly devoted to intensive recruitment and training.

The year 1942 was filled with memorable days. The enemy was pressing hard in his increasing tempo of U-boat attacks when it was difficult to provide adequate protection for our shipping.

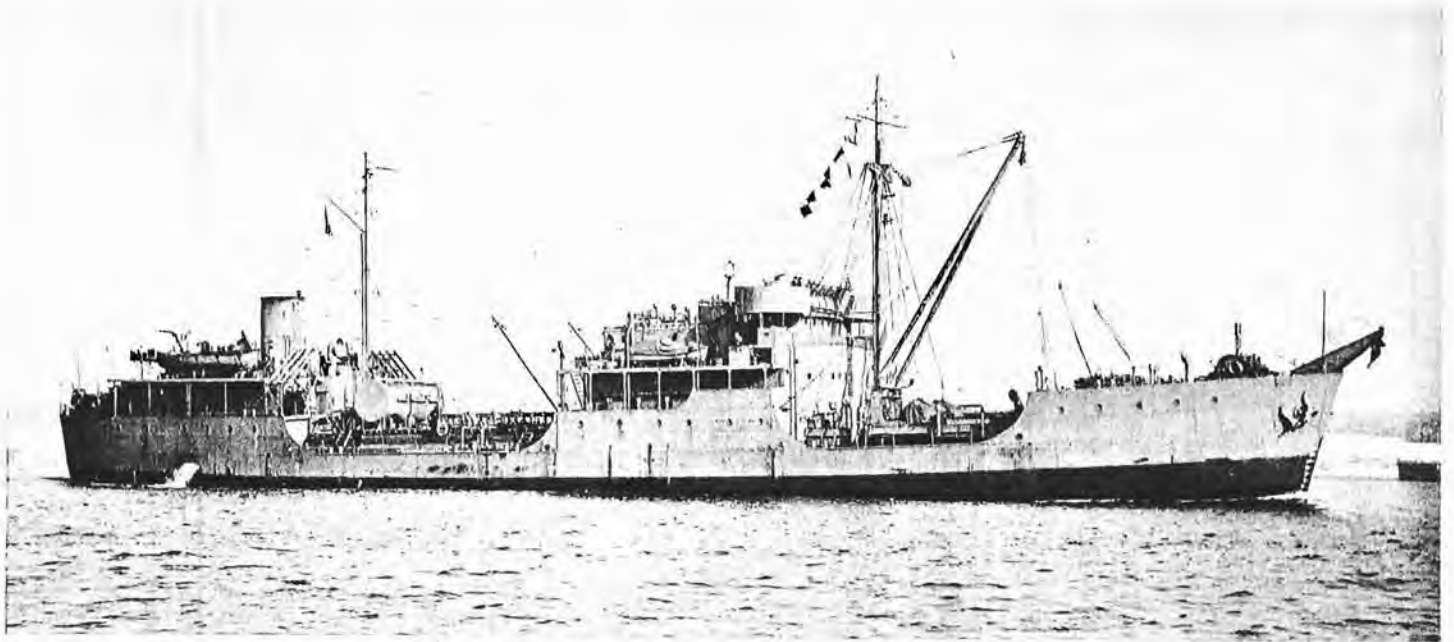
Enemy submarines reached deep into the Gulf of St. Lawrence and on 12 May, U-553 fired two torpedoes into the 5,364-ton British freighter *Nicoya* just 12 miles off Cap des Rosiers on the Gaspé Coast. Thus was the first ship sunk in that vital waterway by enemy action since the beginning of the Second World War. Before the year ended and the icy hand of winter had closed the gate, 23 ships had been torpedoed in the Gulf of St. Lawrence and approaches, totalling 70,000 tons sunk. In them 700 people perished by explosion, drowning or exposure.

Three enemy submarines were the attackers, U-553, U-517 and U-165. There may have been others, but after successfully avoiding several attacks by ships and aircraft they all escaped. This was indeed a serious blow and presented a great challenge to the Royal Canadian Navy.

IN 1942 our Navy was in the throes of rapid expansion and every ship as it became available was thrown into the Battle of the Atlantic where the loss in merchant ships and men was staggering. In consequence our protection for shipping in the St. Lawrence



Three Halifax-based Fairmiles returning from trials. (HS-15252)



HMCS Provider, the Fairmile mother ship, at Halifax in December 1942. She served as far afield as the West Indies and Bermuda. A sister ship, HMCS Preserver, was based in St. John's, Newfoundland. (H-5870)

was sacrificed to the greater need and consisted of but two corvettes, five "Bangor" minesweepers and eight MLs, a fraction of our strength but all that could be spared.

It was later learned that *U-517*, having expended all her torpedoes, bruised and shaken by many attacks made upon her, but with 31,100 tons of allied shipping sunk to her credit nosed out of the Gulf on October 5, and headed for Lorient on the west coast of France. However, her life was of short duration, for on her next outward voyage she was sunk off Cape Ortegal, in November 1942, by an *Albacore* aircraft from *HMS Victorious*. Her commander, Lt.-Cdr. Paul Hartwig, who survived, spoke of his exploits in the St. Lawrence and of his peaceful enjoyment and that of

his crew when the *U-517* surfaced off Metis, Quebec, and they listened to the soft strains of sweet music wafted to them across the still waters.

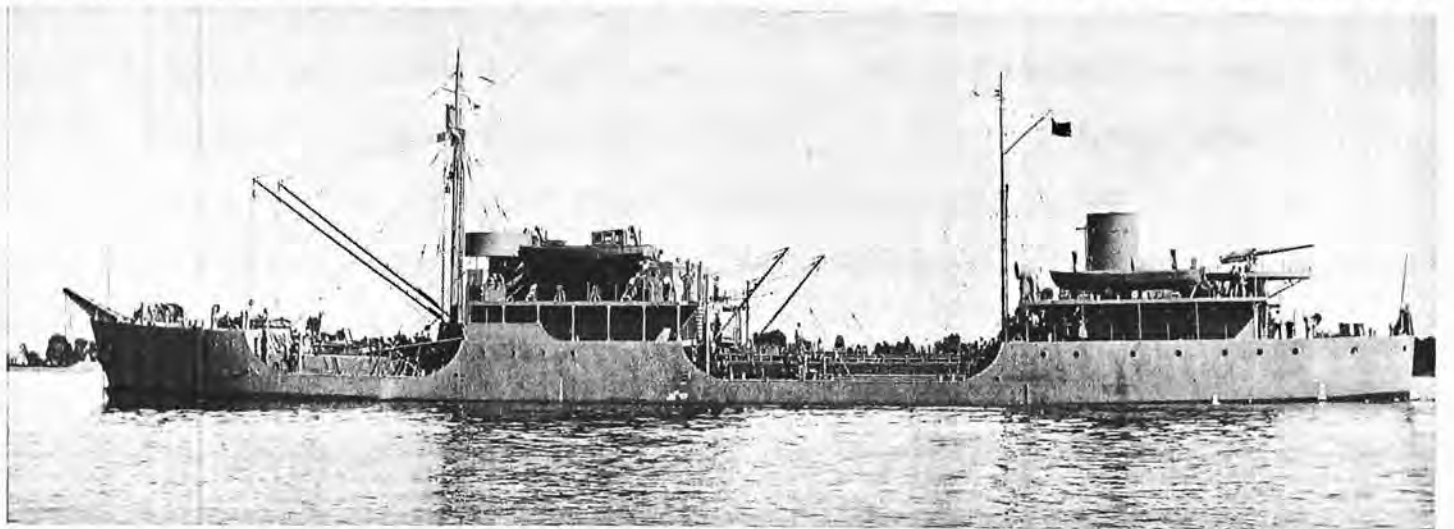
Thirty MLs were operational in 1942, six stationed at Gaspé, two at Rimouski, six at Sydney, eight at Halifax and eight at St. John's, Newfoundland, in the care of their mother ship *HMCS Preserver*.

MLs formed part of the escort force for 30 convoys between Rimouski and Sydney in fair weather and foul, also of several convoys between St. John's, Newfoundland, and Sydney, N.S.

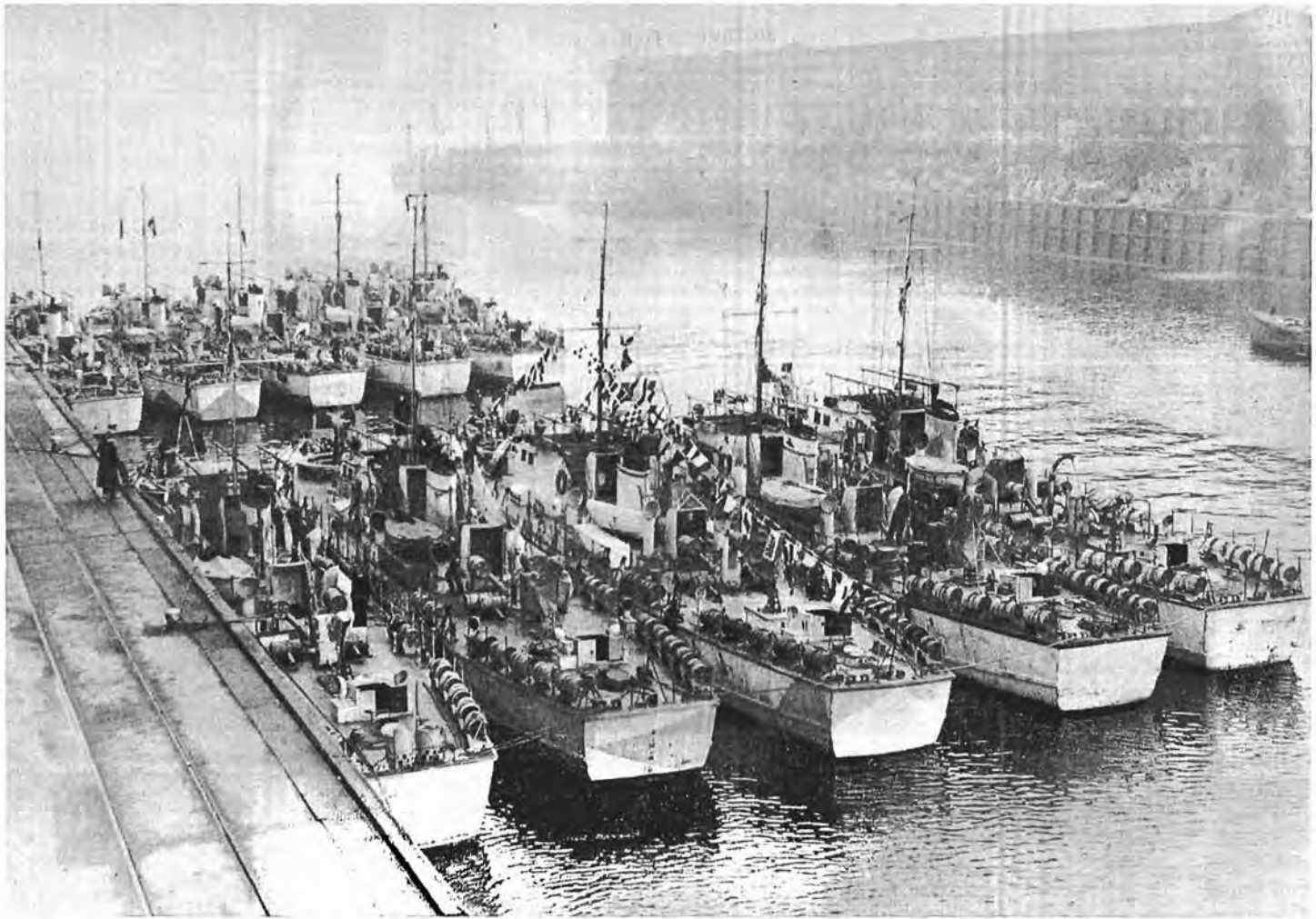
In addition to sinkings in the St. Lawrence, where the MLs saved many lives, ships were also plunging to the bottom along the whole Atlantic and Newfoundland coasts. On September 5,

1942, two ore ships, at anchor at Wabana in Conception Bay, were torpedoed and sunk by *U-513*; *ML Q-078* rescued 15 survivors.

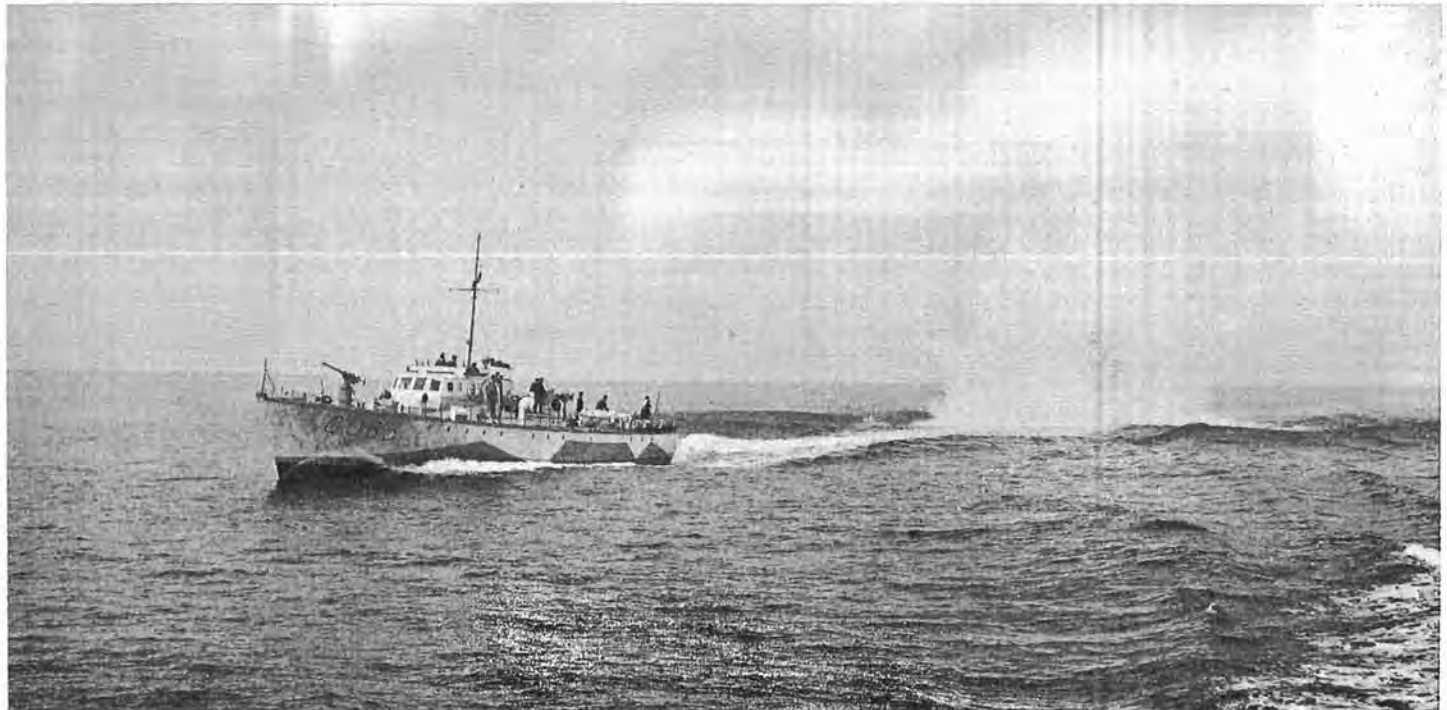
The MLs in the Newfoundland area, relieved from convoy escort duty, were placed on the monotonous and often gruelling anti-submarine patrols in the approaches to St. John's, Botswood, Lewisport, Wabana and Bay Bulls, frequently encountering southeast gales, blizzards, ice-floes and fog that would strain the capabilities and endurance of the staunchest ships and men. At Halifax, continuous patrols of a submarine detection loop system of harbour defence were carried out under similar conditions. Frequent depth-charge attacks were made in all spheres of op-



HMCS Preserver, the St. John's-based ML mother ship. (O-3006)



Two of the Fairmiles were away refuelling when this picture was taken of the 72nd and 73rd ML flotillas at Boston on their way south to the Caribbean. (CN-6213)



There is no certainty that a Fairmile of the RCN actually attacked a U-boat but their presence undoubtedly served as a deterrent and, if the opportunity had arisen, they could have killed, as this depth charge explosion testifies. (NP-1070)

eration; although contacts were made there appeared no real evidence of a "kill".

In those days we had little knowledge of water temperature gradients and their effect in distorting the range of Asdic readings. The U-boats, however, took full advantage of these oceanic conditions and employed ingenious, elusive tactics, even to hiding directly under the Sambro Light Vessel at the entrance to Halifax harbour.

The year 1942 was the testing year for the MLs; their strengths and deficiencies were measured and assessed. With the closing of the year, 15 new MLs joined the Fleet. The winter months of 1942-43 were used with renewed energy and determination to prepare them for the U-boat challenge in the Gulf of St. Lawrence that would surely come with the opening of navigation in 1943.

MEANWHILE, far to the south, in the Caribbean Sea, the enemy were pressing home their submarine attacks. Sinkings of precious oil tankers, bauxite carriers and others were growing daily, creating the very real danger of a curtailment in our naval operations that a shortage of fuel oil would bring. In the closing months of 1942, of 20 tankers on the Panama-Trinidad run, only one arrived; 19 were torpedoed and sunk.

Admiral Oldendorf, United States Navy, in command of the Caribbean

Area with headquarters at Trinidad, was seeking all the assistance the Royal Canadian Navy could give. At this period, the United States Navy being heavily committed in the Pacific, the number of escorts for coastal convoy protection was meagre, consisting of a few destroyers, Coast Guard vessels and smaller craft there were only beginning to learn the art of convoy protection and submarine destruction. Six Canadian corvettes were sent, and many will remember the success of HMCS *Oakville*, commanded by Lt.-Cdr. C. A. King, DSO, DSC, when, on August 28, 1942, after a spirited action, she sank the *U-94* off the Island of Haiti.

Owing to the northern winter freeze up restricting ML operations, it was decided to send two flotillas of Fairmiles to the Caribbean under the operational command of their "mother ship", HMCS *Provider*, to remain for the winter and return in April.

This story would not be complete without some mention of the "mother ships" of which there were two, conceived by Rear-Admiral Roger E. S. Bidwell, CBE, CD, RCN, (Retired), then a commander and Director of Operations at Naval Service Headquarters, Ottawa.

HMC Ships *Preserver* and *Provider* were built at Sorel, Quebec, by Marine Industries Limited. The former was commissioned July 11, 1942, by that fine, redoubtable seaman, Captain B. L. Johnson, DSO, RCNR, who remained



Fresh fish was sometimes a dividend of a Fairmile's depth charge attack. (NP-1093)

in her until December 16, 1943. Her subsequent captains were, Cdr. G. Borrie, RD, RCNR, and Lt.-Cdr. H. C. Walmesley, RCNR.

AS ONE OF the original six commanders that formed the body of NSHQ some days prior to Canada's declaration of war, my appointment as captain of the *Provider* was received with pride and elation, accompanied by the pleasing knowledge of the change and the opportunity of going down to sea again to take a more active part in the war.

HMCS *Provider* was commissioned at Sorel on December 1, 1942, and with some 60 uncompleted items, mostly electrical, sailed for Halifax on the 4th in urgent haste to avoid being frozen in for the winter, which would have cancelled our Caribbean mission on which I had already been briefed. Many will remember the early and severe winter of 1942-43. When off Quebec we made our first contact with Fairmiles. Four of them en route to Halifax, jammed in the rapidly thickening ice, were released by the *Provider* and, with a pat under their sterns, were cheered on their way.

The *Preserver* and *Provider* were sister ships with a length overall of 268.5 feet; breadth 43.1 feet; depth 20.2 feet; and draft 17.8 feet. Propelled by twin-screw Fairbanks-Morse Diesel engines of 550 Brake horse-power each, they achieved a full speed of nine knots in calm weather. Of 2,367 gross tons and dead weight of 3,400 tons, the



Crowded quarters and primitive table service in the mess on board a Fairmile.

Preserver and *Provider* were then the largest vessels built in Canada flying the White Ensign.

Built as base supply vessels and constructed as tankers, their unwarlike appearance soon earned them the name of "ugly ducklings". They had capacity for 681,000 gallons of gasoline or equivalent in bunker "C", and a work shop well equipped with modern machines and tools. A deep hold, fitted with two five-ton derricks, held stores, ML spare engines with parts, and 500 depth-charges. There was sufficient refrigerating space for food stuffs to keep the ships independent of the shore for six months. Both vessels were fitted with bow projecting cranes capable of lifting an ML bodily out of the water, for which special cradles were designed, and with towing winches aft. Armament consisted of a 4-inch gun mounted on a platform aft, Sten guns and rifles.

Accommodation included a small, well-equipped hospital. The captain's quarters were on the level of the bridge, below which were cabins to berth 19 officers; crew quarters were situated aft, providing space for 94 men.

ABOUT HALF the ship's complement consisted of specialists in A/S detection apparatus, ordnance, radar and W/T, as well as carpenters, blacksmiths, plumbers and a diver for underwater work. Of all the experts none had a more demanding or exacting job than the fuelling officer. In addition to looking after the ships' tanks, he had the responsibility of fuelling each ML when she returned from patrol or a mission accomplished and in particular to see that all safety regulations pertaining to the handling of gasoline were strictly observed. The danger of a flash explosion or fire was ever present. Many of our heterogeneous crew had never been to sea before but, like thousands of their fellowmen who had "joined the Navy", they rose with skill and fortitude to meet every occasion.

HMCS *Preserver* was destined to "mother" and control the operation of MLs out of ports bordering the east coast of Newfoundland and off Labrador in the exposed area of the Straits of Belle Isle with no protection other than that afforded by the MLs, which kept a continuous searching patrol lasting three and a half months during the summer. The *Provider* was sent to the Gulf of St. Lawrence and, further afield, to the Caribbean and Bermuda.

In mid-December 1942 the 72nd and 73rd Flotillas, consisting of 12 MLs left Halifax for Trinidad via Boston,



Fog was something the Fairmiles had often to contend with, particularly in patrols of the St. Lawrence River and Gulf. (JT-505)

New York and other eastern seaports. Adverse weather and maintenance difficulties were encountered en route. However, the 73rd arrived at Miami on February 27, while the 72nd Flotilla, arriving at Savannah, Georgia, in operational distress and too late to take part in the planned operations, was returned to Halifax.

On this passage to the south the sea-going qualities of the MLs were given a gruelling test. For example, the 73rd Flotilla when crossing the mouth of the Bay of Fundy encountered a north-easterly gale accompanied by snow squalls reaching hurricane force. Visibility was reduced to 200 yards and, with ice forming heavily on their superstructure and themselves being tossed about like corks in a boiling caldron, they had great difficulty in keeping together but, battered and bruised, arrived safely at Boston.

While repairs were being completed time was not wasted. All officers and men attended U.S. Navy instructional classes to achieve closer co-operation with U.S. naval forces yet to come. The resourcefulness, determination and good seamanship shown by Lt. J. G. Humphrey, RCNVR, the Senior Officer of this flotilla, was rewarded when he arrived at Miami with his "Little Ships" ready for action.

In the meantime at Halifax engineers, electricians, ship-yard labour and the ship's company, working against time, completed all items left unfinished when the *Provider* left Sorel. She was ready for sea to join the MLs when the next south-bound convoy was ready to sail.

(A further instalment will appear in an early issue)



Many scenes familiar to RCN personnel will come to life in the new National Film Board television series, "Canada at War", which will be shown over the CBC network, commencing in April. Just such scenes are shown here: A depth charge attack, a convoy assembled in Bedford Basin; Prime Minister Churchill coming on board the destroyer Assiniboine in Placentia Bay, and Canadian invasion craft heading for the coast of Normandy. (GM-1416; NP-579; NF-008; GM-2257)

Canada at War

CANADA AT WAR, an actuality account of Canadians in battle and on the home front during the Second World War, has been completed by the National Film Board of Canada. This is a series of 13 half-hour films which will be televised from coast to coast on the CBC television network.

Stations on the English network will start carrying the programs on Tuesday, April 3, at 10:00 pm., Eastern Standard Time. The French network will start this series on Sunday, April 1, at 5.30 p.m. (EST). Because of difference in time zones across Canada, local listings should be consulted for the exact time of telecast in each region.

For the National Film Board, this was the biggest single documentary ever undertaken. *Canada at War* took three years of research and the editing involved the viewing of 16,000,000 feet of film, assembled from a variety of sources. Although most of the footage that finally went into the series was taken by cameramen of Canada's armed forces, there is also a lot of action film shot by the British, Americans, Russians, Germans and Japanese. Much of the film had been suppressed by war-time censors and some was captured enemy film.



Millions of feet of war-time film were scanned by National Film Board producer Stanley Clish in preparing the 13 half-hour films that make up "Canada at War", which will be seen on the CBC television network, starting in early April.

The story of the war, with its elements of drama and some of the lighter moments, is told in chronological order as it happened at sea, on land, in the air, and on the civilian and political homefront.

"The Battle of the Atlantic has been described as the longest, the most important, the most monotonous battle of the war," says NFB film producer Stanley Clish. "We have concentrated on telling the story of the RCN's superb contribution in that critical struggle."

In this series of films, the war-time role of the RCN is portrayed from its rapid expansion at the outbreak, through the increased responsibilities that arose as the war progressed. Among the Navy highlights are the convoys in the Atlantic, escort of the North African invasion, the Murmansk run, D-Day landings in Normandy, MTBs in the English channel and scenes from the Pacific theatre of war.

For accuracy of facts, the National Film Board crew producing *Canada at War* was in constant consultation with historians, including E. C. Russell, head of the Naval Historical Section.

Telescopic Hangar For Icebreakers

A TELESCOPIC aluminum helicopter hangar, conceived by the Department of Transport for use aboard ships of the Canadian Coast Guard, was demonstrated last fall before naval and air representatives of a number of western governments and officials of aviation and marine industrial concerns.

The demonstration, on board CCGS *C. D. Howe*, at Quebec City, was arranged jointly by the Department of Transport and the Department of Defence Production because of the worldwide interest in the new hangar, a number of which are already on Canadian Coast Guard vessels and have successfully undergone rigorous duty under service conditions.

Present to discuss the technical details of the installation were Department of Transport officials, who first evolved

the idea of a telescopic hangar for ships, representatives of the Defence Production Department, and of Dominion Aluminum Fabricating Ltd., of Toronto, who developed the design and put the structures into production.

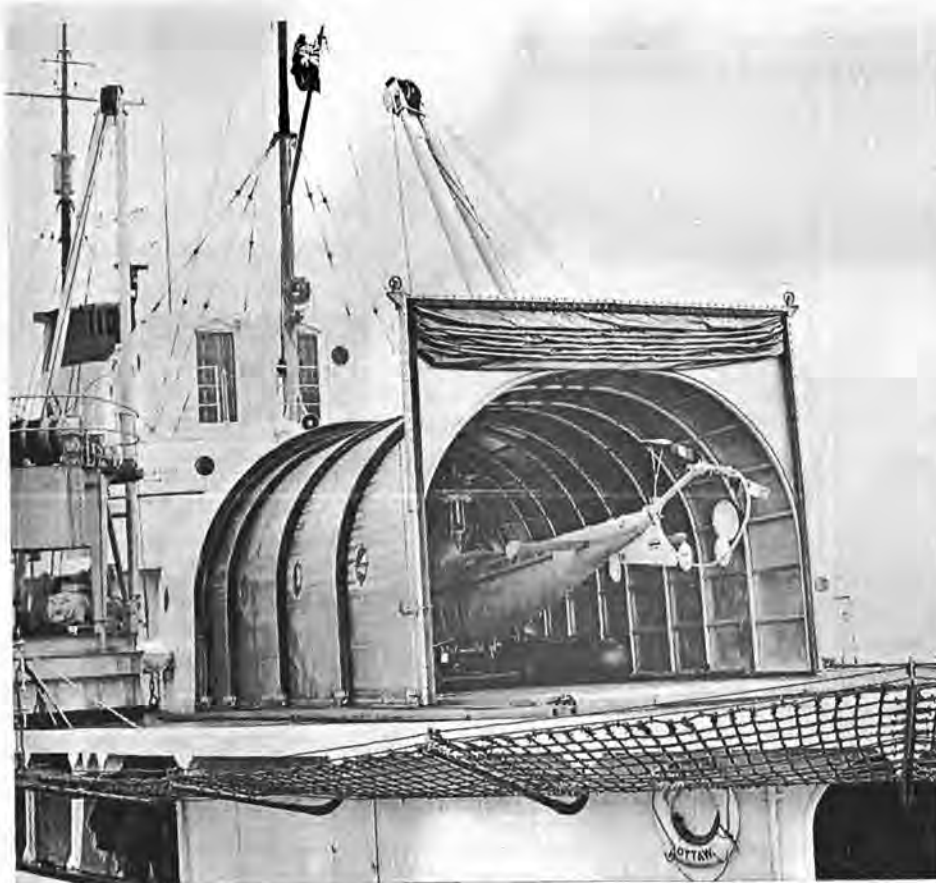
First one to be built was installed aboard the departmental icebreaker CCGS *Wolfe* in early 1960. Since then, four larger and further developed units have been installed on CCG Ships *C. D. Howe*, *Camsell*, *Montcalm* and *Sir Humphrey Gilbert*. The department will use similar hangars aboard ships it now has under construction or in the planning stages. The protection they afford helicopters from the effects of salt spray and sea air, and from corrosive fumes from ships' funnels, has been found to result in substantial savings in aircraft maintenance costs. They also permit more efficient maintenance of aircraft in conditions of cold or bad weather.

The hangars work on the principle of a telescope, made up of six sections. The one at the forward end is the largest. It is in a fixed position and is fitted with a heating system that warms the opened-out structure. It also is equipped as a workshop.

The other five sections can be telescoped into it, thus quickly converting most of the hangar deck space into landing deck. This reduces to a minimum the amount of additional deck space that must be available for flight operations.

The telescoping sections move on track and wheels, and are powered by a push-button controlled, electrically-driven winch. The whole structure is designed for use in temperatures ranging from the extreme heat of summer to sub-zero winter conditions. It is capable of withstanding hurricane wind forces. When retracted it is nine feet, six inches long; extended it is 48 feet, six inches long.

The newer type hangar has a minimum width inside of 15 feet, seven and a quarter inches and a minimum width outside of 20 feet. Minimum inside height is 12 feet; outside height 13 feet, seven and a half inches.



Here is the new telescopic helicopter hangar, conceived by the Department of Transport and produced by Dominion Aluminum Fabricating Limited of Canada, in use on board CCGS *C. D. Howe*. Extended, it is 48 feet, six inches long; retracted it is nine feet, six inches long. It can be retracted to permit a helicopter to land, and extended to enclose the aircraft in a few minutes. (Department of Transport Photo)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Stadacona*

The first course of Trade Group II hull mechanics to graduate on the East Coast completed training on February 2.

Seventeen members of the new hull mechanic trade were subjected to 36 weeks' intensive training in the Fleet School, *Stadacona*. All volunteer transfers from the EM trade, they are now taking their place in the Fleet as Trade Group 11 Hull Mechanics.

The 36-week course involves 13 phases encompassing all aspects of the trade specification. Three of the 17 graduates undertook a voluntary 14th phase of diving in HMCS *Granby*—a four-week course especially tailored for the new trade.

These hull mechanics, with their newly attained skills, should prove to be a valuable asset to the ships in which they serve. Their training has included formal phases in academics, NBCD (again tailored for the trade), arc and acetylene welding, sheet metal work, plumbing, blacksmithing, painting, ships' carpentering, ship's husbandry and construction—a formidable list to be condensed into such a relatively short period.

The course has emphasized a skill of hand rather than a theoretical approach so that they will be excellent material for the more qualified hull technician to employ and direct.

Subsequent formal courses for TG3 and TG4 levels will be designed to expand their technical and theoretical knowledge to produce informed and competent hull technicians who will be required to be equally of value at sea, on an overseeing staff or in either of the dockyards.

Leadership School

(Cornwallis)

On January 13 the Leadership School once again swung into full operation as officers of No. 61 divisional course and petty officers of Nos. 118 and 119 leadership courses commenced training.

A friendly rivalry exists between these courses and competitive gymnastic and



A cheerful moment on the quarterdeck during the New Year's Day reception at HMCS *Tecumseh*, the Calgary naval division. Pictured are Cdr. A. R. Smith, commanding officer of the division, and Hon. Douglas S. Harkness, Minister of National Defence and MP for Calgary North, with Lt.-Cdr. V. E. Schooley in the background. (RCNR Photo)

aquatic tabloids and basketball, volleyball and broomball tournaments are frequently scheduled.

The former officer-in-charge, Lt.-Cdr. W. M. Beckett, left the school to take up his appointment in the rank of commander in command of HMCS *Cayuga*. His relief was Lt.-Cdr. D. M. Waters, who joined on February 9.

Lt. Charles Doyle, training officer in the school, was to leave on February 19 to take up his appointment at *Venture* for the pre-operations academic course. His successor Lt. B. J. Van Fleet, arrived in the school February 6.

Point Edward Naval Base

Cdr. James V. Steele, after three years as Base Superintendent at Sydney, in January was given a modified traditional send-off to retirement leave.

He proceeded through the main gate of the base in a whaler, the boat itself on the back of a trailer truck. Several hundred civilian employees cheered him away as four of his officers went

through the motions of pulling the whaler. The reason for this land-based ceremony—ice in the harbour.

Irish-born Cdr. Steele, who first went to sea at the age of 15, transferred to the RCN from the RN following the war. He had been a commando and also in a bomb and mine disposal unit. He was awarded the George Medal for war services.

In a column "Between the Lines" in the *Cape Breton Post* of January 20, there was the following:

"Not too many outsiders have made such an impression and played such an active role in community affairs as has Cdr. J. V. Steele... Whenever his talents and co-operation were wanted, they were readily given. At Louisbourg celebration, during the Queen's visit, and at Sydney's 1960 celebration, and in many other Cape Breton projects, Cdr. Steele made a fine and energetic contribution. A true Cape Bretoner, even by adoption, he will be missed."

NAVAL DIVISIONS

HMCS Montcalm

Former executive officer of HMCS Montcalm, the Quebec City naval division, Lt. Marc de Goumois, RCNR (Ret), has been appointed executive assistant to Mines and Technical Surveys Minister Jacques Flynn.

Lt. de Goumois, a 31-year-old Quebec City lawyer, was in the active reserve for more than 12 years, as UNTD cadet and officer. A graduate of Laval University, who also studied at Queens and Ottawa universities, he has been active in club work in his home city. He retired from the active list of the RCNR in March 1961.

HMCS Carleton

Captain W. R. Inman, who was promoted to his present rank at the beginning of 1962, has been commanding officer of *Carleton*, the Ottawa naval division, since 1956. With this position goes that of honorary aide-de-camp to the Governor General. The commanding officers of several other divisions hold similar appointments but, being in Ottawa, Captain Inman is called upon to perform his duties on the vice-regal staff more often than other reservists. On the civilian side, he is an employee of the federal government, being chief chemist of the mineral sciences division of the Department of Mines and Technical Surveys.

To take his civil career first: Robert Inman, after graduating from school in his native Prince Edward Island, carried on his scientific studies at Mount Allison Academy, Sackville, N.B., and Dalhousie University, Halifax, graduating Master of Science in 1936. He then worked for the Department of Agriculture, both in Ottawa and at Summerside, P.E.I. After the war, he joined the Department of Mines and Resources (as it then was) and settled in Ottawa. He has recently been elected a Fellow of the Royal Institute of Chemistry.

His naval career began in 1942 when he entered the RCNVR at Charlottetown. He served in the corvettes *Rimouski* and *Morden* on the North Atlantic convoy routes. In the latter ship, he was in the hard-fought action in September 1943 when the U-boats came back to the Atlantic armed with their new acoustic torpedoes. HMCS *St. Croix*, HM Ships *Polyanthus* and *Itchen* and six merchantmen were sunk, but so were three U-boats.

After qualifying as a "Big N" at HMS *Dryad*, the Royal Navy's navigation school (he was one of two RCNVR offi-



Lt. James N. Walkey, right, veteran of 28 years service as officer and man in the Navy, swears in his daughter Thayne as a medical nurse in the RCN at Halifax. On the left is Lt.-Cdr. A. T. Love, RCN Area Recruiting Officer. Sub-Lt. Walkey trained at Hamilton General Hospital and is now at the Canadian Forces Hospital, HMCS Stadacona, Halifax. Lt. Walkey is Staff Officer Engineering in the First Minesweeping Squadron at Halifax. (HS-67360)



John Myers was recently attested in the RCNR as an ordinary seaman by Lt.-Cdr. C. W. Fleming, Staff Officer, HMCS Cabot, the St. John's, Newfoundland, naval division. Standing on the right is the Area Officer Sea Cadets, Newfoundland, Lt.-Cdr. H. W. Myers, father of Ord. Sea. Myers, who is a former sea cadet. (NFD-6488)

cers to do so) Lt. Inman was appointed to HMS *Campana*, aircraft carrier, as navigator. In this ship he took part in the Murmansk convoys and strikes on enemy shipping on the Norwegian coast under Sir Rhoderick McGrigor, later

First Sea Lord. His last war-time sea appointment was an executive officer HMCS *Restigouche*, destroyer. Since then he has been attached to *Carleton* and has been to sea for naval training almost every year.

SCIENCE AND THE NAVY

Communications Setup Revised

First of six new destroyer escorts to commission, HMCS *Mackenzie* introduces several new ideas in communications and a number of items of new equipment. She will join the fleet in October 1962.

The most radical change is in compartment layout. Gone are the old Message Centre, Radio One and Radio Three; instead the *Mackenzie* has a Communications Control Room, which occupies the same area and includes the majority of equipment now spread through several compartments.

The CCR is designed to simplify message handling and control of radio equipment. In the new compartment radiomen and signalmen work side by side with a minimum of waste movement and processing of messages. No longer does the chief radioman have to send a man to a distant compartment to tune a transmitter; with the sole exception of the low frequency transmitter, all sets are close at hand in the CCR.

Modern equipment scheduled for *Mackenzie* includes: Collins AN/URC 32 single sideband transceivers, RACAL AN/URR 501A and AN/URR 502A receivers, the AN/URA 17 frequency-shift converter, and the AN/WRT 1 low frequency transmitter.

The AN/URC 32 has been to sea extensively in the U.S. Navy and is an exceptional set in all respects. Although designed for single sideband voice operation, it retains compatibility with normal AM sets and is capable of morse and frequency shift keying as well. When combined with the Marconi NT 203 broad band amplifier the AN/URC 32 will have a peak envelope power of one kilowatt. The AN/WRT 1 LF



The Collins AN/URC 32 single sideband transceiver, which will be installed in *Mackenzie* class destroyer escorts. Communications equipment in these ships will be almost entirely located in a single communications control room. (O-14192)

transmitter has also been tried extensively by the U.S. Navy.

The AN/URR 501A and AN/URR 502A are general purpose MF/HF and VLF/LF receivers; they replace the old CSR 5A and RAK receivers. Most communicators know the MF/HF version, which is standard equipment in the shore radio stations.

A transistorized frequency shift converter, the AN/URA 17 is designed for

frequency diversity radio teletypewriter broadcast reception or single-channel radio teletypewriter operation. In the latter mode the AN/URA 17 can receive two channels. It, too, is standard equipment in the US Navy.

In addition to the *Mackenzie* class ships, the St. Laurent, Restigouche and Algonquin class destroyer escorts, the *Bonaventure*, the Cape class repair ships, and the new tanker-supply ship, *Provider*, are all scheduled to receive the new equipment.

Still to come but unavailable for the *Mackenzie* before her commissioning are: an improved UHF system which includes a common antenna and multi-coupler, a broadband MF/HF common transmitting antenna and coupler, facsimile recorders, and VHF-FM transceivers for communication with merchant ships.

Completion of this large program will be a giant stride forward in fleet communication capability.—P.F.W.

Sharks Endanger Night Swimmers

Swimming by night in a moonlit tropical sea may sound alluring, but to the shark it's just a splendid opportunity for a midnight snack.

Such a conclusion may be drawn from figures compiled by the Shark Research Panel of the American Institute of Biological Sciences. The panel endeavours to obtain accurate information on reports of shark attacks anywhere in the world, according to an article by three of its members in *Science*, organ of the American Association for the Advancement of Science.

Figures show that most shark attacks occurred during daylight hours and especially between 11 am and 6 pm, the peak hours for swimming. However, 5.7 percent occurred during hours of darkness.

The authors are of the opinion that the number of people in the water after dark is significantly less than the number in the water by daylight.

"If that is true, then it is more dangerous to swim at night than in the daytime," the article states.

Part of the reason for this increased danger, it is suggested, is that the swimmer is not able to see a shark in time to escape from it or ward off an attack.

New Way to Foil Magnetic Mine

Navy News, the monthly newspaper of the Royal Navy and the Royal Naval Association, reports that the following appeared in a recent examination paper:

"The magnetic mine was soon overcome by simply delousing the ship."

'Penguins' of the Northern Seas

THE LATE James Thurber has told of a little girl's criticism of a book about penguins her teacher had made her read: "This book told me more about penguins than I wanted to know."

Sad to say, this is likely to be the reaction of many readers to Leslie M. Tuck's volume *The Murres*. The reason for regret lies in the fact that the author has done a thorough, satisfying study of an interesting corner of bird-dom—so thorough, with its tables and maps and minute details, that many who attempt to read it may be overwhelmed.

But what on earth or sea are murres? This was the question that arose at once in the reviewer's mind and remained only until a glance within the attractive covers disclosed an old friend, thousands of whose relatives he had seen skimming the ice-strewn waters of the North Atlantic.

James Thurber's anecdote is *apropos* in another way. The murres (known to the British as guillemots) fill the niche in nature's northern economy that the penguins fill in the south.

Many years ago we thought we had caught the celebrated French author, Anatole France, in a profound error of fact, for the later humanized birds of his *Penguin Island* were described as coming from the Arctic regions and anyone knows that, except for the Galapagos Islands, washed by the cold Humboldt Current, penguins are only found in the Antarctic.

The error arose from a careless skimming of France's preface to the book. He clearly sets out there that "pingouin" is the French name for birds of the class "Alcidae", of which the murre is a member, and that the southern flightless birds are known among his countrymen as "manchots". He concedes that there may have been a mix-up here and that the southern variety has some claim to the name "pingouin".

But back to the book: The murre, unlike the penguin, is a reasonably expert flyer, which makes it, despite its erect posture ashore and its similar staid colorization, an unsuitable occupant of zoos.

Two varieties of murre, the common and the thick-billed (the latter an inhabitant of more northerly areas) are dealt with by Mr. Tuck. He tells many charming details of their lives on the bleak cliffs of Labrador, Greenland and

BOOKS for the SAILOR

Siberia, of their "joy-flights", of the way the adults prevent the too-eager young from plunging into bitter Arctic seas and of how a murre chick, shivering in the northern wind, may seek the warmth and comfort of the wings of any nearby adult.

All sailors are aware of the disastrous effect of oil pollution on seabirds and Mr. Tuck deals with this problem, too. A possible solution, he suggests, is a requirement that ships carry equipment to recover the oil from the water in the bilges and burn it as fuel. The willingness of man to pollute the clean, vast ocean spaces leads one to wonder how great is the gap between man and ape.

The Murres, it is indicated on the cover, is the first volume of the Canadian Wildlife Series, to be produced under the auspices of the Department of Northern Affairs and National Resources. The project is a worthy one and deserves the support of all interested in Canada's wildlife afloat and ashore.

The present volume is a delight to the eye, amply illustrated with maps and pictures, mostly in black and white, but with one attractive scene of adults and young in colour.—H.M.C.

THE MURRES, by Leslie M. Tuck, published by the Queen's Printer, Ottawa 260 pages, with maps, tables and illustrations, paper-back edition \$2.50; also available in hard covers.

AIR FORCE JOURNAL 1962 ESSAY CONTEST

The annual essay contest will again be a feature of the 1962 edition of the *Air Force College Journal*.

"In the past, Royal Canadian Navy personnel have displayed a gratifying interest in this contest and we hope that this interest will continue," said Squadron Leader R. K. Acheson, editor of the *Journal*.

The 1962 essay contest will be open to any Canadian citizen.

A prize of \$250 will be awarded for an unsolicited essay not longer than 5,000 words on a topic likely to stimulate thought on military matters, particularly those of interest to the RCAF. The field thus includes strategy, operations, training, logistics, personnel administration, technical services, research and production, social sciences, and any other related field.

In addition to the prize-winning essay, the judges may select a maximum of two other essays worthy of honourable mention. Writers of these essays will be awarded a secondary prize of \$100 each.

The authors of the winning and honourable mention essays will also be paid a professional fee if the essays are published in the *Journal*.

The essays should be analytical or interpretative and not merely expositions or personal narratives. They are not to contain classified information. Each essay must be submitted in two copies, typed and double spaced. Manuscripts must reach the Editor, *Air Force College Journal*, Armour Heights, Toronto 12, Ontario, by May 2, 1962. All essays will become the property of the *Air Force College Journal*.

The board of directors of the *Journal* will appoint the judges, whose decision will be final. If no essay meets the standard set by the judges, they have the right to make no award of any kind.

"RANDOM MEMORIES" IN BOOKLET FORM

The series of articles, *Random Memories*, by Rear-Admiral R. E. S. Bidwell, RCN (Ret), which appeared in *The Crowsnest* last year, has been reprinted in booklet form.

The booklet, which carries a foreword by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, is illustrated with many of the pictures which accompanied the articles and is printed on high quality book stock by the offset process.

Distribution is being handled for the most part by the Naval Officer's Associations of Canada although the booklets are also available in the larger naval canteens. Any profits from the publication, which sells for 35 cents a copy, are being donated by Admiral Bidwell to the RCN Benevolent Fund.

Expert Rifle Shot Leaves RCNR

THERE IS an unusual photograph in the family snapshot album of Mr. and Mrs. Walter Burch, 1179 Lockley Street, Victoria. Of pre-First World War vintage, the photo is of an 18-month-old baby boy with a toy rifle clutched in his tiny hands.

You could say that CPO Walter Burch has seldom put that rifle down since he was a youngster. Shooting and serving with the Royal Canadian Navy, RCNVR and latterly RCNR have been the main chapters in his life's story.

The Navy chapter ended on December 31 when CPO Burch retired after 33 years service. For the officers and especially the men of HMCS *Malahat*, Victoria's naval division, his retirement means a great loss.

CPO Burch has served as *Malahat's* coxswain almost from the time the division was formed in 1947 and hundreds of young men have absorbed his words of advice and encouragement as they went through their initial training.

Some measure of the high regard in which CPO Burch had been held came at an emotion-filled evening quarters, December 18 when the ship's company presented him with a valuable rifle to mark his retirement.

A typical comment from one young AB:

"The Chief? He's the greatest."

A bit more formal but nevertheless as sincere, was a statement from Cdr. W. F. Walker, *Malahat's* training commander, who, like Chief Burch, was an original member of the division:

"I know of no man who has done so much for our division and who has achieved such wonderful results. His has truly been a great contribution."

Only eight men and four officers showed up when Captain Ronald Jackson put out a call for volunteers to form the *Malahat* division at HMC Dockyard. The division has grown to include more than 200 men and wrens and includes a reserve naval air squadron and the University Naval Training Division.

As coxswain, CPO Burch's responsibility has been to look after the ship's welfare, as well as serving as sort of a liaison man between the ship and the captain and a sounding board for many of the men's personal problems.

"Ask Chief Burch," was a typical reply to many a tough question. Usually the Chief had the answer.

If the question had anything to do with small arms, the Chief was sure to have the answer. He made it his business to know, looking after small arms training in *Malahat* and coaching the rifle team.

An expert shot himself, Chief Burch has been a member of the Pacific Command RCN teams at Dominion shoots at Ottawa and provincial shoots at Blair Range at North Vancouver.

CPO Burch currently is a vice-president of the Victoria and District Rifle Association, a member of the British Columbia Rifle Association and a life member of the Pacific Coast Rifle Association. He has also served on the council of the Dominion of Canada Rifle Association.

"Shooting is a great pastime," says Chief Burch. "It's one of the few truly amateur sports left. In it, you're strictly on your own."

As could be expected, Chief Burch spends plenty of time coaching young marksmen. A prize pupil is his own daughter, Pat, 20, who carries on the family naval tradition as a member of *Malahat's* wrens division.

"My biggest moment in shooting came when Pat won the Victoria Trophy at the BCRA shoot two summers ago," recalled CPO Burch.

CPO Burch started finding out about the mysteries of shooting, strangely enough, with an army outfit. He joined the 10th Machine Gun Battalion in his native Winnipeg at age 15 in 1926, then transferred to the Fort Garry Horse Militia.

Following the advice of an older brother, CPO Burch joined the Winnipeg naval division, a half company it was then, in 1929. He went on active duty September 3, 1939, seven days before Canada entered the Second World War and took his discharge at HMCS *Naden* in 1945.

"That September 3 was quite a day," recalled CPO Burch. "I was downtown and a newsboy shouted out the headlines about war being declared in Europe. I headed for the navy barracks and phoned my mother to get my kit packed.

"I was the first one at the barracks and had to wait until somebody could come along to unlock the door. I



CPO Walter C. Burch, his wife Evelyn, son Barrie and daughter Pat, a wren at HMCS *Malahat*, admire the rifle that was presented to CPO Burch by officers, men and wrens of Victoria's naval reserve division on December 18, the occasion of CPO Burch's retirement from the service. He had served 33 years in the RCNVR, RCN and RCNR and had been *Malahat's* coxswain since the division was formed in 1947. (E-64636)

phoned my fiancée, arranged to get married that afternoon and by eight o'clock that night I was on a train heading west for Esquimalt.

"Evelyn (his bride) followed about 10 days later and we were the first navy couple to settle in this area. As a result, many anxious mothers kept writing to my wife to look out for their daughters who soon followed us to the coast as new navy wives. We soon had a large circle of friends. Once they all got together and gave us a silver tray in appreciation."

CPO Burch served on both coasts during the war, on board corvettes and a supply ship and also instructed in the torpedo school at *Naden*.

After his discharge, CPO Burch took a job in the dockyard in the ordnance department and signed up with *Malahat* in 1947. He went back into the RCN during the Korean War of 1950-54 and helped out with recruiting and running the *Malahat* barracks, then at Moresby House on Esquimalt Road.

He has been with *Malahat* ever since, helping out when its headquarters were on board the HMCS *Sault Ste. Marie*, a minesweeper, and since it moved to its present location on Wharf Street.

Chief Burch is employed as an ammunition worker at the Rocky Point naval armament depot.

Warning Given Re Nylon Lines

Although the RCN's General Orders advise seamen on the care of nylon lines to prevent deterioration, they do not tell sailors how to take care of themselves when handling such lines.

According to an item in the *Navy Times*, published in Washington, the U.S. Navy's nylon mooring lines have been behaving like giant rubber bands because of their elasticity. The parting of such a line under tension can be a danger to bystanders and, accordingly, the USN's Bureau of Ships has recommended the following precautions:

"Lead the line around the cleat a minimum number of turns but in such a manner that it can be rendered around the cleat to ease the strain and prevent parting of the line.

"Handle a line under strain with two men in series to minimize the number of turns needed around the cleat while still maintaining control of the line.

"Be sure that the nearest man handling the line is at least four feet from the cleat or capstan to provide clearance if the line whips around the cleat.

"Keep well clear of the line when it is under strain. Particularly avoid the unsafe practice of stepping on the line to gauge tension."

The Story of the Young Fisherman

The following editorial was contributed to The Cornwallis Ensign by a new entry seaman:

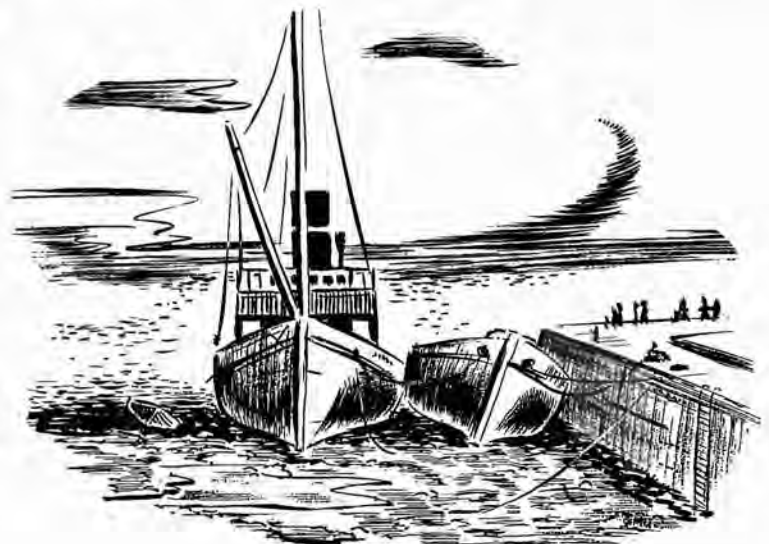
EARLY one morning, along the beach on the "Outer Banks" of North Carolina, a young fisherman was hastily making repairs to the tiller of his fishing trawler. Looking forward to the hectic day ahead of him, and realizing he was too late to join the remainder of the fleet, which had already set out to sea, he began cursing his boat. His anger rose to a point where he could no longer work efficiently and he accidentally broke a fine barometer that was hanging close by the area in which he was working. In a fit of passion he grabbed a marlin spike that was lying conveniently near his hand and drove it through the panel which contained the boat's electrical harness. This ended his hopes for a day's catch and as he walked toward his home along the beach he swore that his trawler was the most useless and worthless hulk that had ever put to sea.

That evening all the fishermen congregated in an inn near the beach and discussed the day's happenings. The young fisherman who had had the misfortune of missing the day's work was present and managed to enter an argument about the local fishing trawlers. The man he argued with made the mistake of insinuating that the young fisherman's boat left a great deal to be desired and quickly found himself prostrate on the deck. Like most decks, this deck was horizontal.

The story of the fisherman is comparable to the life story of many of the men who are in the Navy today. These men are loyal enough and are ready to defend the service they devote their lives to. Yet loyalty must go beyond this. It is of the utmost importance that the men of the RCN realize that careless criticism on their part can undermine the hard-won prestige which the Navy enjoys and deserves. Constructive criticism directed intelligently to the proper place will improve our Navy. Careless criticism directed foolishly to the ignorant will defame and otherwise harm naval personnel and the whole organization itself.

Truly, if an organization or service is worth belonging to, which the Navy most certainly is, it should be spoken of with pride and honour. The people who represent the service should always maintain a high personal standard of appearance and speech, be ready to divulge the many fine points of the service and be ready to help correct or better or otherwise improve the service when possible.

The RCN is a service made up of human beings, which means that its organization, although subject to error, has the advantage of having room for improvement. The duty of the men in the Navy is quite clearly defined. To belong to the Navy means to obey without hesitation any lawful commands dictated by the Navy and to maintain at all times the prestige and tradition of which the Navy is justifiably proud. —Ord. Sea. Stuart Braley, *St. Laurent* Division



THE NAVY PLAYS

Two Hoop Titles For Stadacona

Stadacona cagers ran away with two major basketball championships in mid-December.

In their first tourney they won all four games to take the tri-service basketball championship and three days later they topped all entries in the Atlantic Command basketball meet three games to none.

In the five-team entry for the tri-service event *Stad* defeated three competitors on the first day and then downed *Cornwallis* 62-41 in the sudden death final the next day. Teams entered were: *Stadacona*, *Cornwallis*, *Shearwater*, Fifth Escort Squadron and RCAF Summerside.

Stadacona's Rod Shoveller topped the field in points getting 21 in the final game, while Rick Cartwright paced *Cornwallis* with 12 points.

In the other championship game *Stadacona* took the Atlantic Command crown after trouncing Fifth Escort Squadron 77-36 in the finals. Teams in the tourney were: *Cornwallis*, *Bonaventure*, *Shearwater*, *Stadacona* and Fifth Escort.

Football Trophy Honours Player

A trophy donated to the Atlantic Football Conference, "B" Section, by the Royal Canadian Naval Air Station, *Shearwater*, for the scoring championship has been called the "Bruce Walker Trophy".

PO Bruce Walker is the son of Mr. and Mrs. Sydney Walker, of Guelph, Ont., where he played two years of high school football before going to the Preston Hustlers of the Junior Ontario Rugby Football Union.

In March 1951 Bruce joined the Royal Canadian Navy at HMCS *Star*, Hamilton naval division, and completed his new entry training at HMCS *Cornwallis*, before going to *Shearwater*, where he began his remarkable ten years with the *Shearwater* Flyers.

In six and one-half seasons in the now defunct Nova Scotia Football League and three in the Atlantic Football Conference, PO Walker has scored a total of 321 points. In the 1957 season,



During the aircraft carrier *Bonaventure's* early December visit to Quonset Point, Rhode Island, many of the ship's company headed north along the coast to see an NHL hockey game in Boston. Before the game, several *Bonaventure* sailors had an opportunity of meeting the visiting New York Rangers team. Shown here with the well known coach and star defenceman Doug Harvey of the Rangers are, from left to right, Able Seamen Joseph Fortier, Jacques Jean, and Duke Abbott. Harvey served in the RCN during the war. (BN 4442)

he became the co-holder of the league scoring championship by scoring 114 points and in that Dominion Championship year scored a record 22 touchdowns in 11 games.

PO Walker said his greatest thrill in football came in 1957 when he scored the touchdown that gave the *Shearwater* Flyers the Dominion Intermediate Championship.

Shearwater Best In Small-Bore Shoot

Shearwater took top honors in the tri-service .22 rifle shoot at *Stadacona* in mid-December posting a two-day total of 1,562, against 1,546 for *Stad*. Other team scores: *Cornwallis* 1,528, Headquarters Eastern Command 1,518, 3rd Field Workshop, Camp Gagetown 1,512, RCAF Greenwood 1,509, Royal Canadian Dragoons 1,450, and RCHA 1,426.

'Dark Horse' Rink Sweeps Bonspiel

An unheralded rink skipped by Ldg. Sea. Doug Amos of *Naden* scored the first-ever clean sweep in the ninth

annual RCN Pacific Command bonspiel, which came to an end January 4 at Esquimalt Municipal Centre.

With AB Ed Tetreault as vice-skip, Ldg-Sea. Gordie McMann at second and Ldg-Sea. Denver Collins lead, Amos won 10 straight games to win both primary events and the grand aggregate.

Amos' rink defeated one skipped by PO Wally Stubbs in the "A" primary and then took a 13-end victory from Sgt. Gordon McKay's rink in "B" primary to win both the Six Mile House and Yarrows trophies.

Stad Wins Hoop Championship

Stadacona trimmed *Cornwallis* 62-41 in mid-December to win the tri-service basketball tournament in the *Stadacona* gymnasium. The host team went through the two-day double knockout tournament without a loss, earning three victories the first day and their final triumph on the next day. *Shearwater*, the Fifth Escort Squadron, *Cornwallis* and RCAF Summerside were the other teams entered.

Stad, with its three wins the first day, gained a final berth and had to wait for an opponent, which was decided Saturday morning. In this contest *Cornwallis* eliminated *Shearwater* 48-28 in a sudden death semi-final match.

Seaman Excels At Figure Skating

Ord. Sea. Grant Weston, aged 19, of *Shearwater*, in January won the senior competitions of the Halifax-Dartmouth Bluenose Figure Skating Club, held in the Halifax Forum. He is formely of Hamilton.

Digby Ravens Win Wright Trophy

Captain R. M. Steele, commanding officer of *Cornwallis*, was on hand in December to greet the Digby Ravens hockey club and officially drop the puck to open the series for the Wright trophy.

The Digby Club proved a little too strong for the *Cornwallis* team and took the series, and the trophy in three games straight, 5-4, 11-9, and 5-4.

Judo Artists Gain Brown Belt

AB Robert Money Penny, of *Stadacona*, and LAC George Wesko, of RCAF Greenwood, have been promoted to the coveted Brown Belt rank in judo. After this there is only the top honour of Black Belt to achieve.

AB Money Penny, who weighs in at a mere 150 pounds, started only 11 months ago and in this short time, with lightning footwork and relentless attacks, has piled up one of the most impressive records in Nova Scotia judo history.

In his nearly 20 bouts he has upset stronger, bigger and more experienced men and taken only three defeats, two at the hands of Black Belts and one by a 245-pound giant, Don Beaverstock, of Greenwood.

Shearwater Wins Four Sports Titles

Shearwater has won four of the six Atlantic Command sports titles up for competition in the winter months and *Stadacona* the other two. Three of the Flyer's victories were posted on the same day.

The air station athletes in January won the command bowling, badminton, rifle shooting and squash honours, while *Stadacona* picked up the basketball title in December and the hockey award in January.



Cdr. Mark W. Mayo fires the first shot to open the house league of the RCN Atlantic Command Handgun Club in the dockyard drill shed at Halifax. Cdr. Mayo, officer-in-charge of the Operations Division of the Fleet School in Halifax, is honorary president of the young but thriving Navy Club. (HS-67313)

The next command titles to go on the block will be those for water polo and volleyball in March and curling and boxing in April.

Shearwater "A" on January 6 took its third consecutive five-pin bowling championship on home alleys with a final point total of 31. *Stadacona* "A" and Fifth Escort Squadron "A" followed with 25 and 21½.

Shearwater won the command small bore rifle championship that same day with a team score of 1,156 out of a possible 1,200. *Stadacona* "A" (1,147) and *Cornwallis* (1,139) were second and third.

The air station also emerged victor with 22 points on the same Saturday to wind up the two-day badminton tournament. *Stad* was second with 12 points and ships third with eight.

A week later, *Shearwater* took the squash title with 54 points. Ships finished second with 36 and *Stad* had 33.

West Coast Rugger Gains Impetus

West Coast rugger was considerably strengthened this season by the performances of the senior and intermediate Naval Apprentice XV's.

Both teams have come on well, a tribute to past years of coaching and experience under coach-manager Lt.-Cdr. D. B. Perrins and Lt.-Cdr. D. J. Williams. Though they still lack some

of the power and finesse of older outfits, shoreside teams are taking them much more seriously these days.

With an eye to the future, many apprentices at *Naden* have been taught the game and their spirit, fitness and sportsmanship augur well for the future.

Apprentices End up With Sailing Trophy

Technical Apprentices Sailing Club, *Naden*, has retained the RCN Technical Apprentices Invitational Sailing trophy after defeating the RCE Sapper Apprentices Club from Camp Chilliwack in late November.

The sappers earlier held the trophy but lost it to the *Naden* apprentices in August.

Western Golfers Have Good Season

The RCN Golf Association on the West Coast wound up a successful 1961 season in December with a dance and prize presentation. Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, presented the trophies for the three major tournaments of the year.

The new executive for the 1962 season was named with Cdr. H. A. Shenker as president; PO Rod Bolt, vice-president; CPO Denny Mann, team captain; CPO Morley Vollett, secretary, and CPO Cy Mann, publicity.

RETIREMENTS

CPO WILLIAM MORRIS BENNETT, C2RS4, of Saskatoon, Sask.; joined January 27, 1941; served in Naden, Howe Sound, Canfisco, Chatham, Givenchy, Stadacona, St. Croix, St. Hyacinthe, Mulgrave, Niobe, Peregrine, Scotian, Coverdale, Gloucester, Cornwallis, Bytown, Frobisher naval radio station, Churchill, Masset naval radio station, Discovery; awarded CD; retired January 26, 1962.

CPO ALEXANDER BURNS, C1BN4, of Hamilton, Ont.; joined January 5, 1937; served in Stadacona, Saguenay, HMS Excellent, HMS Victory, Assiniboine, DEMS Braganza, St. Laurent, St. Clair, Cornwallis, Niobe, Jamaica, Peregrine, Givenchy, Micmac, Prevost, Nootka, La Hullose, Algonquin, Labrador, Loon, Star, York; awarded RCN Long Service & Good Conduct Medal; retired January 10, 1962.

CPO ERLAND HUGH GRANT, C1BN4, of Ottawa, Ont.; joined RCNVR May 14, 1940, transferred to RCN November 18, 1946; served in Ottawa division, Stadacona, Vision, Cornwallis, Niobe (Tribal 1), Uganda, Naden, Carleton, Scotian, Wallaceburg, Nootka, HMS Excellent, Niobe, Granby, Ottawa, Catarqui, Bytown; Awarded Czechoslovak Medal of Valour 1939, Royal Humane Society Certificate, and CD; retired January 2, 1962.

CPO HERBERT WILLIAM FOREMAN, C2ER4, of Ronningdale, Sask.; joined March 24, 1941; served in Naden, Stadacona, Algoma, Avalon, HMS Broadway, Rimouski, HMS Mansfield, Hochelaga II, Wallaceburg, Chaleur II, Fort Erie, Peregrine, Ottawa, Cornwallis, Iroquois, Scotian, Coverdale, Givenchy, Charlottetown II, Nootka, La Hullose, Haida, New Liskeard, Algonquin, Whitethroat, Labrador, Gatineau; awarded CD; retired January 10, 1962.

CPO HENRY JAMES, C1ET4, of Immingham, Lincolnshire, England; joined January 11, 1937; served in Stadacona, Saguenay, St. Francis, Cornwallis, Niobe, Iroquois, Magnificent, Huron, Nootka, Crusader; awarded Mention in Despatches, RCN Long Service & Good Conduct Medal; retired January 9, 1962.

CPO HENRY JOSEPH JOHNS, C2CK3, of Wetaskiwan, Alberta; joined RCNVR September 13, 1939, transferred to RCN April 15, 1941; served in Edmonton division, Naden, Armentieres, Norsal, Prince Albert, Givenchy, Peregrine, Stadacona, Uganda, Cayuga, Athabaskan, Royal Roads, Sioux, Athabaskan, Churchill, Ottawa; awarded CD; retired January 17, 1962.

CPO STANLEY ALVAN JOHNSTON, C2CM4, of Markdale, Ontario; joined RCNVR November 20, 1940, transferred to RCN September 2, 1947; served in Stadacona, St. Hyacinthe, Hochelaga, Peterborough, Peregrine, Queen, Naden, Ontario, Athabaskan, Royal Roads, St. Laurent; awarded CD; retired January 20, 1962.

PO JOSEPH ALPHONSE FERNAND LE-PAGE, P1WS2, of Quebec City; served in RCNVR September 25, 1939-June 12, 1945, joined RCN March 8, 1946; served in Quebec division, Stadacona, Skeena, Avalon, Corn-

wallis, Burlington, Peregrine, Protector, Montcalm, Scotian, New Liskeard, Veratne, Iroquois, La Hullose, Quebec, D'Iberville, Haida, Fort Erie, Cayuga, Donnacona; awarded CD; retired January 31, 1962.

PO ALLAN FRANK McDONNELL, P1AT4, of Vancouver; joined RCNVR January 5, 1942, transferred to RCN May 30, 1944, served in Discovery, Naden, Stadacona, Wetaskiwin, Avalon, Peregrine, Niobe, HMS Kestrel, HMS Gadwall, HMS Condor, HMS Pintail, HMS Owl, Warrior, RCNAS Dartmouth, Niobe, RNAS Worthy Down, Shearwater, Cornwallis, Shearwater (30 CAG), Magnificent (30 CAG), Shearwater (1 TAG), Shearwater (V X10), Malahat (VC922), Naden, (VU33); awarded CD; retired January 4, 1962.

CPO IAN DANIEL MacKENZIE, C1ER4, of Waterside, Picton, N.S.; joined RCNVR April 3, 1940-April 21, 1947, transferred in RCN November 30, 1948; served in Stadacona, Assiniboine, Ettrick, Peregrine, Niobe, Cornwallis, Qu'Appelle, Iroquois, Haida, Scotian, Naden, Magnificent, La Hullose, Huron, Algonquin, Ottawa; awarded Mention in Despatches (Jan. 1, 1945), CD; retired January 17, 1962.

CPO EWEN ARCHIBALD MOORE, C1WS4, of Heisler, Alberta; joined January 1, 1937, served in Naden, Fraser, Stadacona, Prince Henry, Givenchy, Burrard, Cornwallis, HMS Hoste, Niobe, Loch Alvie, Peregrine, HMS Excellent, Athabaskan, Ontario, Quebec, Donnacona, Star, St. Laurent; awarded LS & GC Medal; retired January 7, 1962.

CPO STANLEY PARK REID, C1BN4, of Aberdeen, Scotland; served in RCNVR October 20, 1930-June 2, 1933-October 1, 1934, transferred to RCN January 15, 1942, served in Calgary division, Naden, Nootka, Stadacona, Venture, Sambro, Provider, Givenchy,

HMS Puncher, Peregrine, Rockcliffe, Cornwallis, Ontario; awarded CD; retired January 9, 1962.

CPO DAVID EDWARD RIMMER, C2ER4, of Toronto, Ontario; served in RCNVR February 5, 1934-June 5, 1938; joined RCN June 6, 1938, served in Naden, Armentieres, Ottawa, Nootka, Stadacona, Cobalt, Naden, Malaspina, Outarde, Guysborough, Hunter, Nipigon, Peregrine, Scotian, Saint John, Border Cities, Uganda, Ontario, Rockcliffe, Cayuga, Rockcliffe, Cornwallis, Griffon, Brockville, Sioux, Athabaskan, Cape Breton; awarded CD and 1st clasp; retired January 15, 1962.

CPO GORDON ARTHUR SEARS, C1BN4, of Saskatoon, Sask.; joined March 1, 1937; served in Naden, Skeena, St. Laurent, Stadacona, Arras, St. Clair, Ottawa, Summerside, Hochelaga, Q 098, Sackville, Cornwallis, Hochelaga, Avalon, Royal Mount, Peregrine, Scotian, Iroquois, Warrior, Magnificent, Hunter, Whitethroat, Huron, Shearwater, (HSL 208), Algonquin, Columbia; awarded CD and 1st clasp; retired January 1, 1962.

CPO MURRAY GARNET SELLO, C1VS3, of Halifax, N.S.; joined January 27, 1941; served in Naden, Givenchy, Cougar, Stadacona, Venture, Chambly, Avalon, Qu'Appelle, Sioux, Royal Roads, Iroquois, Haida, St. Stephen, Huron, Niobe II, Bonaventure, Cornwallis, Shearwater; awarded CD; retired January 26, 1962.

CPO JAMES STANLEY SINCLAIR, C2BN4, of Port Alberni, B.C.; joined January 15, 1940; served in Naden, Stadacona, Assiniboine, Cobalt, Suderoy IV, Givenchy, New Glasgow, Miramichi, Ontario, Cornwallis, Venture, Jonquiere; awarded CD; retired January 1, 1962.

CPO AUSTIN DOUGLAS SINGER, C1RR4, of North Noel Rd, Hants Co., N.S.; joined RCNVR January 27, 1941; transferred to RCN September 9, 1943; served in Stadacona, Signal School, Restigouche, Montreal, Cornwallis, Magnificent, Niagara, Bonaventure; awarded CD; retired January 26, 1962.

CPO JOSEPH ROLAND TURCOTTE, C2FC4, of Swift Current, Sask.; joined January 27, 1941; served in Naden, Stadacona, Assiniboine, Hochelaga, Calgary, Niobe, Saint John, Zoarces, Peregrine, Ontario, Uganda, Cayuga, Cornwallis, HMS Excellent, Micmac, Bonaventure; awarded CD; retired January 26, 1962.

CPO THOMAS GARNONS WILLIAMS, C1ST4, of Medicine Hat, Alberta; joined January 27, 1941; served in Naden, Malaspina, RNO Port Arthur, Sault Ste. Marie, Stadacona, Niobe, HMS Battler, Crusader, Givenchy, Chatham, Cayuga, Cornwallis, Ontario, Jonquiere, Sioux, Crescent, Hochelaga; awarded CD; retired January 26, 1962.

CPO ROBERT ARTHUR WILLIAMSON, C1ER4, of Salt Springs, N.S.; joined RCNVR January 21, 1942, transferred to RCN September 14, 1945; served in Montcalm, Naden, Stadacona, Niobe, Iroquois, Huron, Saskatchewan, Cornwallis, Peregrine, Qu'Appelle, Nootka, La Hullose, Haida, Micmac, Quebec, Fort Erie; awarded CD; retired January 20, 1962.



LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is December 1, 1961. Names are grouped according to trade.

Atlantic Command

For Promotion to Chief Petty Officer First Class

C2WS4	J. Jamieson.....	3771-H
C2FC4	G. A. Lauder.....	3115-H
C2WU4	W. G. Sanderson.....	4924-H
C2WU4	D. A. Newman.....	9479-H
C2WU4	A. T. Inglis.....	4462-H
C2SN4	A. Howe.....	4001-H
C2SN4	J. McDonald.....	6940-H
C2RP4	B. J. Woodaere.....	4297-H
C2RP4	E. W. McNutt.....	4853-H
C2RP4	S. B. Stephens.....	5626-H
C2RM4	G. J. Dufour.....	6417-H
C2RS4	C. Kent.....	51997-E
C2ER4	H. K. Mills.....	25562-H
C2ER4	A. A. Carder.....	23159-H
C2ER4	J. R. Jones.....	25556-H
C2ER4	J. D. Cummings.....	25498-H
C2ER4	G. D. Gillespie.....	12828-H
C2ET4	M. S. Snow.....	5090-H
C2LT4	M. G. Arthurs.....	5454-H
C2HT4	I. C. Robertson.....	12409-H
C2NA4	P. Martin.....	9208-H
C2AM4	W. R. Dutchak.....	5074-H
C2ST4	E. L. Kelly.....	50432-H

For Promotion to Chief Petty Officer Second Class

P1BN4	L. V. Bird.....	3917-H
P1BN3	W. R. Smith.....	6508-H
P1WS4	A. V. Hughes.....	3983-H
P1WS3	P. O. Wile.....	6121-H
P1FC4	P. Palmer.....	34254-H
P1WU4	G. H. Shaw.....	5868-H
P1WU3	M. D. Jones.....	12012-H
P1WU4	H. A. Chase.....	11661-H
P1WU4	W. C. Duffy.....	7246-H
P1SN4	J. F. Connors.....	5559-H
P1SN4	V. F. Donnait.....	10814-H
P1SN4	N. E. Switzer.....	11915-H
P1SN4	J. E. Watson.....	11768-H
P1SN4	W. R. Easton.....	7395-H
P1RP4	W. I. Joynt.....	7281-H
P1RP4	R. F. Horncastle.....	6914-H
P1RP4	G. A. Kekeviath.....	6692-H
P1RP4	D. J. Tracey.....	11312-H
P1SG3	I. E. Rogers.....	12553-H
P1RS4	K. D. Gallagher.....	11675-H
P1RS4	O. E. Levasseur.....	7681-E
P1RS4	N. A. Gould.....	10279-E
P1RS4	H. O. Hansen.....	6657-E
P1RS4	R. Collin.....	8837-H
P1ER4	J. Hurdle.....	22483-H
P1ER4	R. J. Duncan.....	7030-H
P1ER4	R. L. Morse.....	22339-H
P1ER4	R. J. Dunbar.....	11412-H
P1ER4	R. W. Godman.....	22869-H
P1ER4	F. R. Thompson.....	5110-H
P1ET4	J. P. Dussault.....	14020-H
P1ET4	R. J. Chandler.....	11957-H
P1ET4	J. Kitchen.....	51752-H
P1WA4	J. J. Coughlan.....	50163-H
P1AT4	J. R. Moss.....	11431-H

P1EA4	W. Misiurak.....	5327-H
P1RA4	R. V. Potter.....	9652-E
P1PW3	A. B. Mitchell.....	16814-H
P1NS3	G. G. Tough.....	51555-H
P1CD4	V. N. Melanson.....	5482-H

For Promotion to Chief Petty Officer First Class

P2BN3	R. A. Robertson.....	6726-H
P2BN3	E. A. Muise.....	13727-H
P2WS3	K. H. Kirk.....	10202-H
P2WS3	W. J. Dawson.....	15865-H
P2FC3	J. J. O'Reilly.....	13126-H
P2FC3	C. F. Griffin.....	19237-H
P2FC4	A. J. Black.....	27044-H
P2FC4	G. N. Joudry.....	25687-H
P2FC3	W. T. Jackson.....	26148-H
P2WU4	J. Wynnyk.....	30674-H
P2WU3	K. J. Shea.....	18191-H
P2SN4	J. D. Howlett.....	10214-H
P2SN3	J. H. Montgomery.....	15849-H
P2SN3	D. R. Pushie.....	12677-H
P2SN3	R. L. Lake.....	16244-H
P2SN3	P. P. Sinderly.....	32971-H
P2RP3	H. C. Crockett.....	14537-H
P2SG3	E. P. Tracey.....	23356-H
P2SG3	B. G. Sullivan.....	12353-H
P2SG3	M. J. Hunt.....	16539-H
P2SG3	T. L. Sullivan.....	19525-H
P2RM3	S. W. Hall.....	11389-H
P2RM3	R. E. Tofflemire.....	9536-H
P2RS3	W. B. Westran.....	9329-E
P2RS3	V. D. Veinot.....	12211-H
P2RS3	J. R. Belleville.....	9039-H
P2RS3	R. T. Smith.....	11395-H
P2RS3	P. R. Gilson.....	15826-H
P2RS3	B. H. Pirt.....	7730-E
P2RS3	T. J. Kennealy.....	16938-E
P2RS3	T. D. Whalley.....	8996-H
P2ER4	J. V. Dowhirst.....	9547-H
P2ER4	R. J. Dovlin.....	27673-H
P2ER4	D. S. Glover.....	11942-H
P2ER4	F. R. Howell.....	23208-H
P2ER4	R. J. Hobert.....	8030-H
P2ER4	R. W. Crossan.....	14457-H
P2ER4	J. A. Alexander.....	11999-H
P2ER4	R. D. Shields.....	9126-H
P2ER4	W. D. McRitchie.....	30350-H
P2ER4	S. S. Henderson.....	9064-H
P2ER4	R. C. Williams.....	17598-H
P2ER4	O. H. McPhaden.....	11453-H
P2ER4	S. F. Moir.....	43876-H
P2ET4	T. L. Lilly.....	25314-H
P2ET4	E. R. Starr.....	24413-H
P2LT4	C. S. McClelland.....	11502-H
P2LT4	G. J. Coyle.....	5890-H
P2LT4	A. M. Gill.....	13927-H
P2HT4	R. J. Ferrand.....	29999-H

P2WA3	K. P. Briard.....	15893-H
P2NA3	W. Detchkoff.....	25787-H
P2NA3	A. F. Morton.....	11982-H
P2NA3	M. G. Decker.....	25076-H
P2AT3	N. H. Carroll.....	7125-H
P2AT4	J. G. Giroux.....	50175-H
P2RA3	R. E. Heerebout.....	16913-H
P2CK3	J. F. Patenaude.....	51904-H
P2CK3	E. G. Guise.....	7351-H
P2CK3	R. P. McLaughlin.....	12020-H
P2CK3	D. P. Craig.....	12149-H
P2CK3	E. O. Guest.....	5177-H
P2SW3	J. G. Bourque.....	40996-H
P2MA4	W. H. Taylor.....	16560-H
P2LA3	R. J. Cusson.....	29165-H
P2MO3	W. J. Johnson.....	6013-H

Pacific Command

For Promotion to Petty Officer First Class

C2WS4	N. C. Tapping.....	51732-E
C2FC4	R. Williams.....	3010-E
C2WU4	M. A. Meikle.....	4613-E
C2SG4	G. H. Mannix.....	4760-E
C2ER4	H. Jewsbury.....	22120-E
C2ER4	E. H. Jensen.....	21777-E
C2CM4	R. H. Hughes.....	40620-E

For Promotion to Chief Petty Officer Second Class

P1BN3	R. C. Bradley.....	3579-E
P1WS3	M. Donald.....	6379-E
P1WS3	J. E. Ford.....	7494-E
P1WU4	J. O'Dowd.....	3966-E
P1WU4	V. E. Little.....	6291-E
P1WU4	J. A. Bell.....	5352-E
P1WU4	E. W. Spencer.....	51950-E
P1WU4	B. L. Hunt.....	9386-E
P1SN4	C. N. Butler.....	7757-E
P1SN4	D. R. Morrison.....	17058-E
P1RP3	J. T. Fairhurst.....	3901-E
P1ER4	R. A. Jacobsen.....	23242-E
P1ER4	K. N. Morgan.....	8182-E
P1ER4	N. Yakubowich.....	22622-E
P1ET4	G. Colley.....	6621-E
P1ET4	E. A. Ferguson.....	6043-E
P1ET4	R. C. Haas.....	11163-E
P1LT4	G. B. Harris.....	51967-E
P1OR4	W. J. Prichard.....	50222-E
P1BD4	C. A. Moore.....	25420-E

For Promotion to Petty Officer First Class

P2BN2	K. G. Kelbough.....	11251-E
P2RP3	G. W. Volker.....	8405-E
P2RP3	E. J. Davidge.....	17144-E
P2SG3	L. J. Woolven.....	10028-E
P2SG3	K. J. Joyce.....	14992-E
P2SG3	T. P. Larkin.....	10320-E
P2SG3	I. Wallace.....	25430-E
P2ER4	J. D. MacGregor.....	25633-E
P2ER4	L. Trottier.....	18504-E
P2ER4	E. L. Sullivan.....	11076-E
P2ER4	J. H. Chalmers.....	11059-E
P2ER4	N. W. Lambert.....	51144-E
P2ER4	R. S. Bagley.....	34555-E
P2ER4	A. E. Anderson.....	7735-E
P2ER4	I. D. Levesconte.....	39770-E
P2ET3	R. W. Quick.....	27666-E
P2AW3	S. Raynham.....	8412-E
P2PW3	G. M. Kalyan.....	14785-E
P2NS3	M. A. Pears.....	51185-E
P2SW3	D. G. Tolmie.....	18961-E
P2BD3	D. W. Trim.....	4847-E
P2PH3	K. F. Buok.....	11802-E

Save My Child

Announcement of the promotion of Commodore Stuart E. Paddon to that rank in the RCN caused no small stir in Halifax in January.

The story appearing in the January 3 edition of a Halifax newspaper identified him properly as Director General of Fighting Equipment but the heavy two-column headline said:

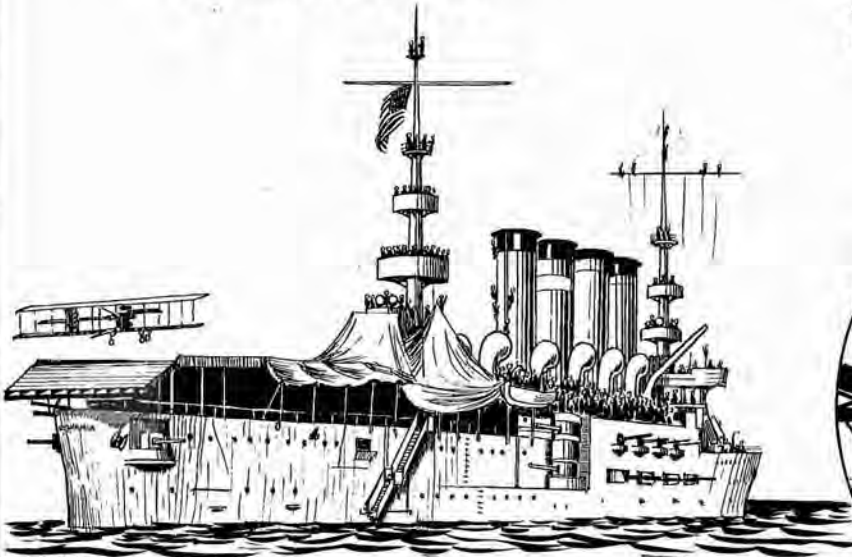
"Top Fire-Fighter Named Commodore".

Naval Lore Corner

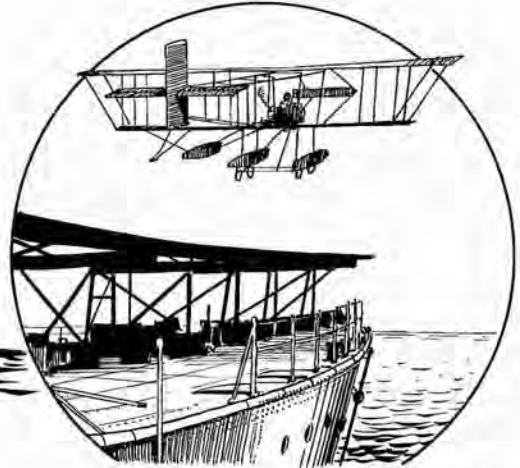
Number 102

"EARLY BIRDS" OF THE FLEET

WITH THE INTRODUCTION OF AIRCRAFT TO THE ARSENALS OF THE WORLD, IT WAS NOT LONG BEFORE PIONEER ATTEMPTS WERE MADE TO OPERATE AEROPLANES FROM SHIPS. SOME OF THESE ATTEMPTS WERE SUCCESSFUL... WHILE OTHERS ENDED IN DISASTER...



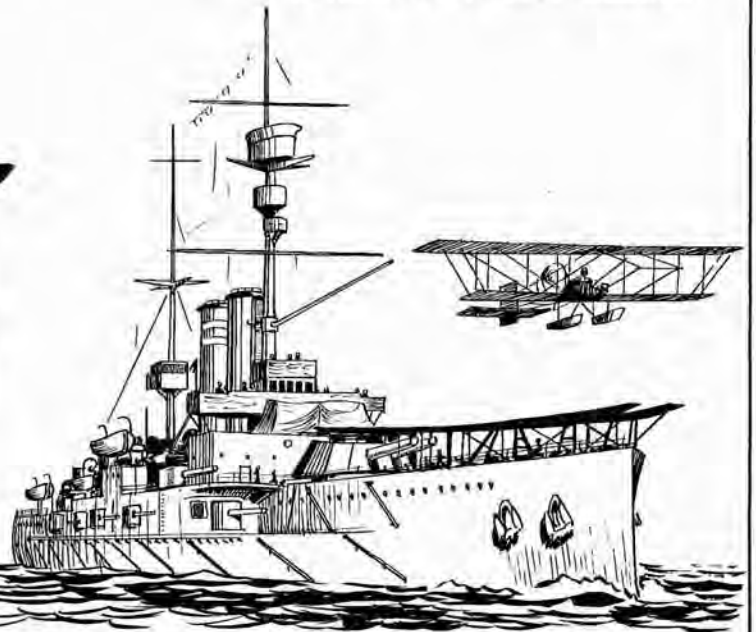
ON 18 JANUARY, 1911, EUGENE ELY, FLYING A CURTISS BIPLANE, MADE THE FIRST DECK-LANDING IN HISTORY... ONTO A 130x30 FOOT PLATFORM FITTED TO THE QUARTER-DECK OF THE U.S. CRUISER "PENNSYLVANIA" WHILE THE SHIP WAS MOORED. HE LANDED DOWN-WIND, AND THEN TURNED THE AIRCRAFT AROUND AND FLEW OFF OVER THE STERN.



IN DECEMBER 1912, LT. SAMSON, R.N., TOOK OFF FROM A LAUNCHING PLATFORM BUILT ON THE FOC'SL OF H.M.S. AFRICA, ANCHORED AT CHATHAM, IN A SHORT BIPLANE, AND SUCCESSFULLY LANDED ALONGSIDE USING FLOTATION BAGS LASHED TO THE AIRCRAFT'S UNDERCARRIAGE...



ON 3, AUGUST, 1917, SQUADRON-CDR. E.H. DUNNING, D.S.C., R.N.A.S., MADE THE FIRST DECK-LANDING ON A BRITISH WARSHIP UNDER WAY. HE FLEW HIS SOP WITH "PUP" ALONG THE SIDE OF THE GIANT CRUISER "FURIOUS", THEN SIDE-SLIPPED ONTO A "FLYOFF" PLATFORM ON THE FOC'SL, WHERE HIS FRIENDS LITERALLY PULLED HIM DOWN. THE NEXT DAY HE ATTEMPTED TO REPEAT THE FEAT UN-ASSISTED. A TIRE BURST ON TOUCH-DOWN AND HE WAS KILLED...



ON 4 MAY, 1912, CDR. C.R. SAMSON, R.N., MADE THE FIRST FLIGHT FROM A WARSHIP UNDER WAY. FLYING A SHORT S-38 AIRCRAFT, HE TOOK OFF FROM A TEMPORARY FLIGHT RUNWAY FITTED TO THE BATTLESHIP "HIBERNIA" WHILE THE SHIP WAS STEAMING AT 10½ KNOTS DURING A REVIEW OF THE FLEET BY KING GEORGE V...

Roger Duhamel

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