

# *The* CROWSNEST



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# The CROWSNEST

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*The Cover*—This scene, showing squid anti-submarine mortar bombs flying high above a frigate's mast, can be taken as a salute to the New Year or simply as a good action shot. It was taken during the Atlantic Command's Fallex '61 by Ldg. Sea. James Oakes, using a Speed Graphic camera, set at 1-200 second; F16; K2 filter, and Superpanchro press film, type "B". Negative has been flopped over. (HS-67132)

## LADY OF THE MONTH

The function of HMCS *Cape Breton*, whose portrait appears on the opposite page, is not only to keep herself on the job but to see that other ships are kept in shape to do theirs.

Based at Esquimalt, the mobile repair ship travels afar to make sure that naval exercises and operations are not handicapped by ailing warships. She has carried out these duties for the past two years and before that, for a period of five years, she was both home and school for naval apprentices at Halifax.

The *Cape Breton* was built in Vancouver at the end of the Second World War for the Royal Navy, in which she served as the *Flamborough Head*, a name she retained until being returned to Canada in 1953. (CN-6406)

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## RCN NEWS REVIEW

The bow of the aircraft carrier Bonaventure, looms over HMS Aurochs, which had a busy commission on the Halifax station before leaving January 5 for England. (HS-67240)

### THE RCN IN 1961

**I**NTENSIVE TRAINING, particularly in the field of anti-submarine warfare, was the outstanding feature of the Royal Canadian Navy's program in 1961 and it was largely in pursuit of perfection in this art that Canadian warships spent 6,500 days at sea and logged more than 1,200,000 nautical miles.

In the air, naval aviators recorded a total of more than 42,000 flying hours and 7,100,000 miles on patrols, anti-submarine exercises and training flights.

These bare statistics underline the RCN's continued effort to maintain a high degree of operational readiness and thereby be fully prepared to carry out its role in the defence of Canada and the preservation of peace.

The year saw the commissioning of a submarine, an increase in the personnel ceiling, announcements of conversion programs for existing ships and the launching of four of seven ships under construction.

Added to the fleet was the submarine HMCS *Grilse*. Commissioned at New London, Connecticut, on May 11, with an all-Canadian crew, the *Grilse* is now

actively engaged in providing ships and aircraft of the Maritime Command Pacific with realistic anti-submarine training.

The authorized personnel ceiling of the navy was increased in September by 1,749 for a total of 22,469. As of December 31 the strength of the regular force was 21,151 officers, men, wrens, cadets and apprentices. This permitted ships to be manned to 89 percent of their full operational complement.

The conversion program involves the addition of the Canadian-designed variable depth sonar and helicopter platforms to the seven St. Laurent class destroyer escorts based at Esquimalt.

#### Seven Ships Building

New ships being built are six Mackenzie class destroyer escorts and a 22,000-ton tanker-supply ship, to be known as HMCS *Provider*. Four of the destroyer escorts — the *Mackenzie*, *Saskatchewan*, *Yukon* and *Nipigon* — were launched, and the keel of the *Provider* was laid.

At the end of the year the RCN had 63 ships in commission. These consisted of an aircraft carrier, 25 destroyer escorts, 18 frigates, 10 minesweepers, three patrol craft, two escort mainte-

nance ships, one submarine, one diving depot ship, one gate vessel and one training yacht. Forty-two of the ships are based at Halifax, and 21 are based at Esquimalt.

Reviewing the RCN's development during the past decade, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, said in October, in an address to the annual dinner of the Navy League of Canada, that the Navy's budget for 1961 was 19 percent greater than the budget for 1951, yet in the same period the Navy had grown from 20 ships to 63, while personnel strength had increased from 13,500 to 20,000.

"Thus," Admiral Rayner said, "we have tripled the number of ships in the fleet with a personnel increase of 50 percent and on a budget increase of less than 20 percent. At the present time nearly 51 percent of our personnel in uniform are at sea. This is a very high sea-to-shore ratio by comparison with any other navy and is something our men can be very proud of. It costs their families a great deal."

#### Sailors Travelled Far

In more than 1,200,000 miles of steaming, the ships, aircraft and men of the fleet visited Antigua, Australia,

Azores, Barbados, Bermuda, Fiji, Hawaii, Iceland, Jamaica, New Zealand, Panama, Puerto Rico, Samoa, Sierra Leone, Trinidad and the Virgin Islands, and numerous ports in the United States and Canada.

The record shows HMCS *Bonaventure* as the ship which travelled farthest and spent most days at sea. The aircraft carrier steamed 42,000 miles and was at sea for 178 days. During this time her aircraft made 2,644 deck landings. The runner-up was HMCS *Haida*, Halifax-based destroyer escort, which logged 41,650 miles and spent 160 days at sea.

Atlantic Command ships spent 4,100 days at sea and travelled 800,000 miles. Aircraft of the command travelled 6,667,697 miles and spent 38,841 hours in the air. Most of these totals were achieved during 14 national and NATO fleet exercises.

Although the Atlantic Command was reported to have conducted 14 exercises during the year, the first of these, Wintex '61, was in fact, a series of exercises lasting from January to March and ranging from Halifax to Bermuda and southern U.S. waters. Participating forces included the *Bonaventure*, destroyer escorts, frigates, minesweepers, the *Cape Scott*, units of the RN's Sixth Submarine Division and auxiliary craft.

During February a three-day briefing and symposium was conducted at Saccant headquarters, Norfolk, Virginia, by Rear-Admiral K. L. Dyer, Commander Canadian Atlantic Sub-Area. Sessions were attended by 16 flag officers and 100 staff officers from 13 NATO countries. ASW sea demonstrations were carried out by the *Bonaventure*, five destroyer escorts, the submarines *Aurochs* and *Auriga*, aircraft of VS 880 and HS 50 Squadrons and Argus aircraft of the RCAF's Maritime Air Command.

Every month of the year saw a major exercise conducted in the Atlantic Com-

mand of the RCN, most of them ASW exercises and many of them in company with ships of other nations, including Britain, the United States and the Netherlands.

Paper exercises, under NATO sponsorship, gave the opportunity of studying techniques in convoy and control of merchant shipping and in alert procedures.

One exercise that was wholly divorced from anti-submarine warfare was Exercise Sea Horse in October, in which the mobile repair ship *Cape Scott* was tried out as a troop carrier, conveying 350 troops of the First Regiment, Royal Canadian Horse Artillery together with 38 vehicles, from Halifax to Saint John, New Brunswick.

### Mace for Dartmouth

Another noteworthy event during October was the presentation by Rear-Admiral Dyer of a mace to the City of Dartmouth in recognition of the close



association between that city and the Navy, particularly since the outbreak of the Second World War.

The major exercises were in addition to exercises by individual squadrons throughout the year.

The final major exercises, Fallex '61 like the first of the year, was in more than one phase. The first part was conducted off Cape Breton Island, using Sydney as the base of operations and the second, during November, used Charleston, South Carolina, as the base.

There were 60 visits to the command from British, American, Dutch, New Zealand and French naval vessels.

Pacific Command ships put in a total of 2,295 days at sea and travelled 397,137 miles. Naval aircraft of the command flew 249,460 miles and logged 1,906 hours in the air.

The operational year in the Pacific Command began with the departure on January 9 of three frigates of the



Fourth Escort Squadron, the *Sussexvale*, *Beacon Hill*, and *New Glasgow*, on a three-and-a-half month training cruise to New Zealand and Australia, with senior officer cadets from HMCS *Venture* embarked.

That same month the *Stettler* was presented with the Anti-Submarine Proficiency trophy, competed for by frigates of the Pacific Command.

### Saskatchewan Launched

On February 1, the destroyer escort *Saskatchewan* was launched at the Victoria Machinery Depot shipyard, with Mrs. H. S. Rayner, wife of the Chief of the Naval Staff, as sponsor.

Early February also saw a week-long anti-submarine exercise in the Strait of Juan de Fuca in which the *Assiniboine*, *St. Laurent*, *Margaree*, *Ottawa Saguenay*, *Skeena* and *Jonquiere* participated with USS, *Salmon*, one of the world's largest conventional submarines, the target.

On March 2 the *Ottawa*, *Saguenay* and *St. Laurent* left Esquimalt for anti-submarine exercises with units of the USN in the Pearl Harbour area. They returned home on April 4.

April 4 was a busy day, with three destroyer escorts returning from Hawaii and three others, the *Assiniboine*, *Margaree* and *Skeena*, departing, with the fleet maintenance vessel *Cape Breton*, for exercises in the San Diego area.

Ships of the Second Canadian Minesweeping Squadron, the *Fortune*, *James Bay*, *Cowichan* and *Miramichi*, which had conducted three extensive exercises in local waters earlier in the year, left Esquimalt for exercises with the USN off Long Beach, California. They returned in mid-June, after taking part in the Portland, Oregon, Rose Festival.

Five destroyer escorts, two frigates and aircraft from VU-33, Patricia Bay, held a week-long exercise with the U.S. submarine *Volador* in late May.



## Silver Drums

On June 16 an estimated 10,000 people assembled in Beacon Hill Park, Victoria, to witness the presentation of nine silver drums to the Pacific Command of the RCN by the Province of British Columbia, the City of Victoria, the municipalities of Oak Bay and Saanich, and the township of Esquimalt.

Three days later the *Assiniboine*, *Margaree* and *Skeena* sailed on a coastal training cruise, with His Honour G. R. Pearkes, VC, Lieutenant Governor of B.C., embarked in the *Assiniboine* for visits to a number of Indian villages on Vancouver Island and the mainland.

Frigates of the Pacific Command began in June a series of training cruises for ROTP officer cadets.

A particularly memorable day in July was the 14th when HMCS *Grilse*, arrived at Esquimalt at the end of her long journey from New London, Connecticut. During the days that followed, she was on display to press and public and, on July 29, Hon. Douglas S. Harkness, Minister of National Defence, was taken on a diving run on board her.

August was a month of cruises and ceremonies, climaxed at the month's end by participation in the Pacific National Exhibition at Vancouver. The Royal Navy anti-submarine frigate *London-*

*derry* called at Esquimalt, visited Vancouver and exercised with RCN ships.

Commodore J. A. Charles assumed on August 23 the appointments of Commodore RCN Barracks, Esquimalt, commanding officer of HMCS *Naden* and commanding officer of RCN Depot, Esquimalt. He succeeded Commodore H. V. W. Groos.

The annual Pacific Command Navy Day was held on September 9 and attracted some 5,500 visitors.

The annual fleet regatta was held in Mayne Bay on the west coast of Vancouver Island on September 23-24 and was followed by participation by 16 ships of the command in a national anti-submarine and convoy escort exercise in B.C. coastal waters.

On October 2, Exercise Seashell commenced. It involved almost all ships of the command, including the *Grilse*. This also involved U.S. ships and was international in scope.

## New Band Training

November 1 marked a new departure in the training of military bandmen. On that date bandmen recruits for all three Armed Forces began training at the RCN School of Music at *Naden*.

The closing months of the year saw the installation of variable depth sonar

in the *St. Laurent*, as the first step in the proposed equipment of all ships of her class with helicopter platforms and VDS.

The Great Lakes Training Centre was in operation at Hamilton, from May 20 to September 1 and trained more than 700 RCNR personnel. The training centre is operated by the Commanding Officer Naval Divisions, with headquarters at Hamilton, who is responsible for the administration and training of 21 naval divisions across Canada. Sea training on the Great Lakes was provided by HMC Ships *Buckingham* and *Lauzon* (frigates of the Atlantic Command) and HMCS *Scatari*, a supply vessel commissioned for this purpose.

Two naval reserve air squadrons, at Toronto and Victoria, flew a total of 199,272 miles and logged 1,660 hours in the air.

On numerous occasions the Navy assisted civilian authorities in rescue work, forest-fire fighting and other emergency services.

Under terms of Mutual Aid to NATO countries, the Netherlands took delivery in September of the final seven of 17 CS2F-1 Tracker anti-submarine aircraft. These aircraft, valued at \$25,500,000, are now being operated by the Royal Netherlands Navy.

## Frigates Visit Nigerian Capital

Two frigates of the Seventh Canadian Escort Squadron arrived at Lagos, Nigeria, January 16 for a four-day visit. HMC Ships *Fort Erie* and *New Waterford* were at Lagos to take part in opening ceremonies of the Canadian Trade Fair, sponsored by the Department of Trade and Commerce.

The ships, under the command of Cdr. L. B. Jensen, who also commands the *Fort Erie*, sailed from Halifax January 1 and arrived at Freetown, Sierra Leone, for a fuelling stop on January 12. The *New Waterford* is commanded by Lt.-Cdr. John Wilkes.

Following their stay at Lagos, the two frigates were to visit other West African ports.

## Ships Exercise With U.S. Fleet

Three destroyer escorts of the Royal Canadian Navy's Pacific Command have completed a series of anti-submarine warfare exercises with units of the United States First Fleet off the Hawaiian Islands.

The *Assiniboine*, *Margaree* and *Ottawa* left the exercise area south of Hawaii, in mid January and proceeded toward Japan by way of Midway. The destroyer escorts, a division of the Second Canadian Escort Squadron, based at Esquimalt, are on a three-and-a-half-month cruise to Asiatic waters. They are due back at their home port in April.

During the joint USN-RCN exercises, the Canadian ships gave a good account of themselves, HMCS *Assiniboine* being the first to "kill" a submarine, one of three American subs taking part in the exercises. The following morning the Canadian ships carried out anti-aircraft gunnery practice against a drogue towed by a jet fighter aircraft from Hawaii. The gunnery was good with hits being scored by all three ships and the target shot into the sea.

The joint exercises involved the American anti-submarine aircraft carrier USS *Bennington*, close to 30 USN destroyers of various types, and a number of submarines, both nuclear and conventional.

The ships of both countries gained much experience from the exercises

which were made as realistic as possible.

As the Canadian ships left the exercise area to continue their cruise toward Japan, a message was received by the Canadian squadron commander, Captain Victor Browne, of Victoria and Ottawa, from Vice-Admiral J. S. Thatch, Commander of the Anti-Submarine Warfare Force Pacific. He said, "The anti-submarine warfare arm of the United States Pacific fleet is always delighted to have an opportunity to exercise with their Canadian teammates". The Far Eastern cruise, will include a Commonwealth fleet exercise centred on Ceylon.

Observing the first phase of the joint Canadian-American exercise was Rear Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, who was on board the *Assiniboine*. The Second Canadian Escort Squadron is under the command of Captain Victor Browne.

## Crescent to Show New Sonar Gear

HMCS *Crescent* is scheduled to sail from Halifax in February for a series of visits to ports in Northern Ireland,



Britain and the continent where she will carry out evaluation trials of variable depth sonar.

The destroyer escort, commanded by Cdr. P. H. Cayley, will visit London-derry, Portland, Gibraltar and Amsterdam. She will return to Halifax in April.

The *Crescent* has been conducting VDS trials for the past year in the RCN's Atlantic Command. VDS, the result of more than ten years' research and development by Defence Research Board scientists of the Naval Research Establishment, Halifax, and specialist officers of the RCN, enables warships to lower sonar gear through the ocean's thermal layers, thereby greatly reducing submarines' ability to escape detection in or below these layers.

### ***Ships, Aircraft Begin Exercises***

Annual winter exercises for ships and aircraft of the Royal Canadian Navy's Atlantic Command began in mid-January.

The mobile repair ship *Cape Scott*, the destroyer escorts *Athabaskan* and *Iroquois* and ships of the First Mine-sweeping Squadron sailed from Halifax January 17 for fleet exercises in the Bermuda area.

Other units of the fleet, including the aircraft carrier *Bonaventure* and destroyer escorts and frigates of the First and Seventh Escort Squadrons, were scheduled to sail from Halifax January 22.

In all, 18 ships (including the submarine *Astute*) and two squadrons of naval aircraft, are participating in the exercises, conducted by Commodore M. G. Stirling, Senior Canadian Officer Afloat (Atlantic).

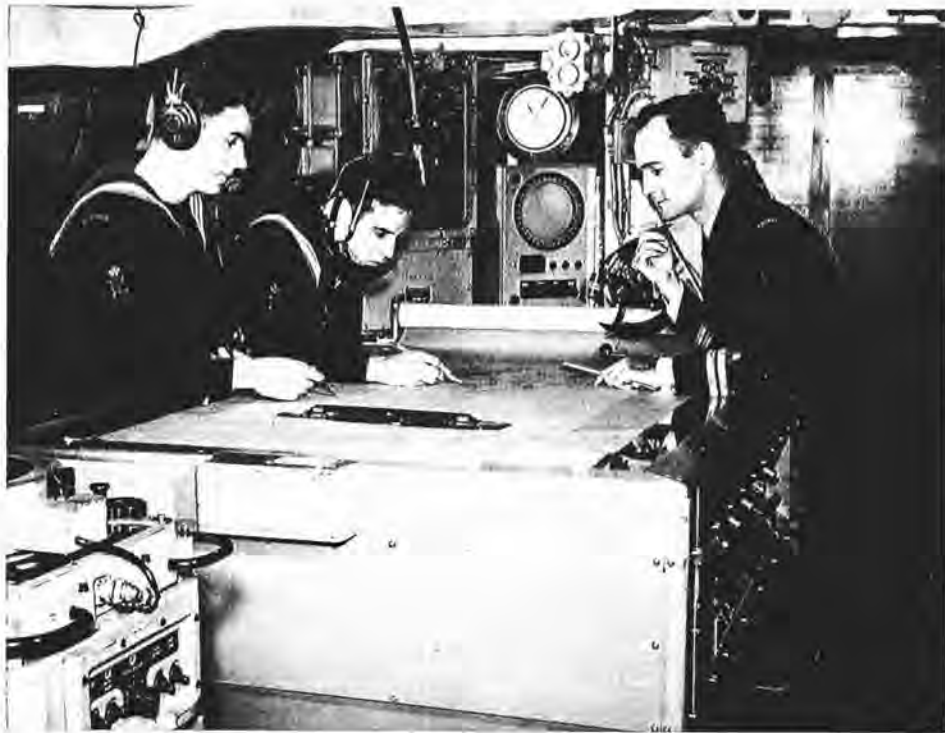
Units of the fleet will visit San Juan, Puerto Rico, Charlotte Amalie in the Virgin Islands and East Coast United States ports before returning to Halifax in mid-March.

### ***Aurochs Ends Halifax Duty***

After 18 months of service with the Sixth Submarine Division at Halifax, the Royal Navy submarine *Aurochs* sailed for England in early January.

After her arrival in July 1960 the *Aurochs* steamed about 40,000 miles and spent 325 days at sea, carrying out exercises with ships and aircraft of the Royal Canadian Navy, aircraft of the RCAF's Air Command and units of various NATO navies.

The *Aurochs*, under the command of Lt.-Cdr. O. B. Sharp, RN, was given a



The nerve centre of Canada's fighting ships today has shifted, through technological advances, from the bridge of warships to enclosed operations centres a deck below where action information of all kinds is rapidly plotted, for combat purposes. This is a portion of the operations room of HMCS Kootenay. Left to right at a plotting table are PO John Sweeney, AB Edward Jones and Lt. John R. Barlow, all of whom form part of the ship's operations team. (HS-67123)

musical send-off by the band of HMCS *Stadacona* and by Sgt. J. L. MacLaughlin, RCAF, on the staff of the Maritime Commander Atlantic, who piped the submarine out of harbour from the breakwater at the Royal Nova Scotia Yacht Squadron.

Another Royal Navy submarine was scheduled to arrive in Halifax later in the month to join HMS *Astute* of the Sixth Submarine Division. The *Astute* arrived last August for an 18-month commission.

### ***Visiting Sailors Spend \$200,000***

Sailors of foreign warships calling at Halifax in 1961 spent upwards of \$200,000 while ashore, according to careful estimates.

More than 11,300 of them came in 52 ships from six nations. Eighty per cent of the visitors were Americans who left about \$156,000 in seaport tills.

Next largest force was from the Royal Netherlands Navy, 1,500 coming in September in the aircraft carrier *Karel Doorman*, two destroyers and a frigate. They spent at least \$31,000.

Germans spent about \$2,400 and warships, from the Royal Navy, Royal New Zealand Navy and France added about \$4,000 to the total.

The international situation was responsible for a lesser influx of visitors than in other recent years or the spending might have been even greater.

### ***Restigouche Wins Lighting Contest***

The destroyer escort *Restigouche* captured first place in the annual RCN Christmas lighting contest in Halifax.

The *Restigouche*, commanded by Cdr. W. W. MacColl, thus took the honours won last year by the destroyer escort *Kootenay*. Honorable mention went to the patrol vessel *Loon*, under CPO Trevor Lovekin.

Sponsor of the contest is the Halifax Junior Chamber of Commerce.

### ***Savings Bond Campaign Success***

The 1961 Canada Savings Bonds campaign within the Royal Canadian Navy was a resounding success.

"The campaign has been most successful", Vice-Admiral H. S. Rayner, Chief of the Naval Staff, said in a message to the fleet. "The quota has been exceeded and RCN sales are the highest in the history of Canada Savings Bonds campaigns. Well done."

Total sales amounted to \$3,990,350, which was 104.1 percent of the quota.

# The Titanic and Halifax

THE TENSIONS and emotions and tragedies of the great explosion of 1917 and two world wars may have tended to obscure the impact that another great tragedy had on Halifax.

On April 14, 1912, the White Star line *Titanic* was moving at full speed across the North Atlantic when, at half an hour to midnight, she struck an iceberg. Two and a half hours later she plunged beneath the ocean and 1,513 men, women and children died.

The nearest port was Halifax and it was here that the dead of the *Titanic* were borne. The dead from the sea have been brought ashore in Halifax for many scores of years, but never in this number.

Then a boy, working in the Royal Naval College of Canada, Frank Hall, of Victoria, recently recalled the scene that accompanied the arrival of the bodies from the *Titanic*. This is his story:

UNKNOWN to a great number of people today, the Royal Canadian Navy had a small part in the events connected with the greatest peace-time disaster in marine history, the sinking of the *HMS Titanic*, 50 years ago, the night of April 14-15, 1912.

The great ship, at that time the largest in the world, about 60,000 gross tons and reported to be unsinkable, was on her maiden voyage from Southampton to New York.

During the night she struck an iceberg a glancing blow below the waterline that tore open her starboard side and in a very short time sank, taking with her to their deaths 1,513 passengers and crew.

One not acquainted with the circumstances and the events that followed immediately the ship's cry for help went out over the wireless, will wonder what part the Royal Canadian Navy had in them.

At the time of the disaster I was on the staff of the Royal Naval College of Canada, Halifax, and, when news of the collision between the ship and the iceberg was received, I ran up to the top floor of the College to the "wireless office", the Chief WTO having invited me to come any time and watch him operate the set. This time, full of excitement (I was 15 years of age), I fairly flew up the stairway. The Chief was busy at the set, sending and receiving so,

sitting on a spare stool, I waited patiently for news.

The news was not good. Later during the morning the usual waterfront rumours began to circulate and one in particular raised everyone's hopes. It was this: The great ship *Titanic* has collided in the North Atlantic with an iceberg, is badly damaged but able to proceed, and is making for Halifax under her own steam. People began to ask one another and I heard them personally around the College, "Where will the ship dock? Can she tie up at No. 2 wharf?" No. 2 wharf was one of the commercial wharves for ocean liners at Halifax. "Is there depth enough alongside No. 2 wharf?"

Sad to say, these were empty rumours and hopes. The great ship had gone down.

Following the disaster, the rescue ships picked up the survivors and other ships searched for bodies of the victims. One ship, the cableship *Mackay Bennett*, owned, I believe, by the International Telegraph Cable Co., was reported on her way to Halifax with several hundred bodies. The report being verified, permission was granted by, I presume, Captain Martin of the Naval Dockyard for the ship to dock at Jetty No. 4.

When the ship arrived and was finally moored to the famous old jetty, I was able to have a clear view of what transpired from the windows of the chemical laboratory of the College. Every available horse-drawn hearse and other vehicle was pressed into service to carry the bodies, as they were unloaded, to the local Armouries. A steady stream moved

away from the jetty out through the Dockyard gates, for the better part of the day.

It was one of the saddest sights I have ever witnessed. I have often wondered why the ship docked at the naval jetty, instead of at one of the commercial wharves on Water Street—perhaps in order to avoid the crowd of curious bystanders that might have gathered and hindered the work.

The bodies were laid out at the Armouries for identification and burial. Those that were not identified are buried at St. John's Cemetery, Fairview, Halifax, and each grave has a stone marker with a number at the head. I believe this is correct, as I have not visited Halifax since 1919.

This is but one episode, and a sad one, in the history of the famous old jetty. During my service at the College, I have seen many warships tie up and coal ship—the cruiser *Cornwall*, after towing the Canadian cruiser *Niobe* back from the Bay of Fundy, where she had run aground—ships of the old 4th Cruiser Squadron, the cruiser *Good Hope* before sailing for her rendezvous with destiny at Coronel, November 1914—the battleship *Canopus*, which was unable to reach Coronel in order to render help to the *Good Hope* and *Monmouth*—the cruiser *Sydney*, after her victory over the *Emden* in the Indian Ocean—the cruiser *Cumberland* on board which, serving as a cadet, was our late beloved King, George VI.

The outcome of the great disaster of the *Titanic* was the formation of the Ice Patrol, International, and the first two ships detailed for this job were the two four-funnelled light scout cruisers of the United States Navy, the *USS Birmingham* and the *USS Chester*. These two sleek-looking ships made many visits to Halifax in the course of their patrols, and their commanding officers would land at Jetty Four and, sometimes, if the jetty was occupied, would step ashore at Jetty Five when making their official calls to the Dockyard. The two ships were later relieved by the *USS Seneca* and another one.

There may be others still living who were employed in the dockyard at Halifax during this time, who will no doubt remember these incidents in the history of the famous old coaling jetty.





# The Navy's Heart

**L**AST YEAR was a noteworthy one in the Royal Canadian Navy for the number and variety of humanitarian and public services performed.

Responsible for many of these were naval divers and helicopter pilots. RCN warships and aircraft responded to calls for assistance to those in distress at sea, a number of lives were saved in swimming and other accidents thousands of dollars were contributed to Red Feather and other charitable organizations, and thousands of pints of blood were donated to Red Cross Blood Banks across Canada and in foreign ports.

From Halifax to Victoria to Hawaii, naval personnel took part in individual rescues of many kinds.

At Halifax, a 16-year-old boy is alive and well thanks to quick action by Cdr. R. H. Leir, now commanding officer of HMCS *Skeena*. Cdr. Leir, while working in his garden, heard cries for help from the nearby Northwest Arm, dashed to the water's edge and removed only his jacket before plunging in. Assisted by the boy's companion, Cdr. Leir brought the boy ashore and applied artificial respiration.

In Hawaii, AB John F. Armstrong, then serving in the *St. Laurent*, saved a shipmate from drowning when he dived, fully clothed, to a depth of 20 feet to bring up the victim, who had struck his head on the bottom of a boat.

In Ottawa, two young women and a man were rescued from the brink of the Deschernes rapids on the Ottawa River by Cdr. C. A. Law, now in command of the *Sioux*. He was assisted by Captain Frank Harley. Cdr. Law saw the trio waving from the water trying to push their catamaran towards shore after its rudder had broken. Cdr. Law was under sail in strong winds on Lake Deschernes so he continued into harbour, dropped his sails, took aboard Captain Harley and went to the rescue under auxiliary power.

Also in Ottawa, a smoothly working trio from HMCS *Carleton* saved a 17-year-old skater who had broken through the ice of Dow's Lake. A duty commissioner noticed the lad being dragged under water by his soaked parka and alerted Cdr. J. M. Robertson, *Carleton's* executive officer. Cdr. Robertson ran to assist, calling at the same time to Sub-Lt. John Kelly to bring a line. Without hesitation Sub-Lt. Kelly brought one and between them the youth was saved.



The New Year was only a few days old when the RCN once again responded to a call for help. The freighter *Suerte* was hard aground off Halifax harbour and the weather was deteriorating fast. Here a Navy helicopter hovers over the ship during the evacuation of the 28 members of the crew. (DNS-28393)

On Lake Ontario, near HMCS *Patriot*, Hamilton, a sudden squall dumped 80 people into the water from 32 of 46 sailing boats taking part in a Royal Hamilton Yacht Club regatta. Cruising as safety craft with the boats was the RCN tug *Yeoville*, under Cdr. G. H. Davidson, of *Patriot*, and guests on board included Magistrate Robert Morrison. With visibility reduced to a few feet, the magistrate took up the position of bow lookout. The *Yeoville* moved slowly among the capsized boats,

and picked up 12 survivors while coordinating the rescue efforts of three Harbour Police launches, the Harbour Commission tug *Theo. McCoomb*, power launches from the RHYC, a whaler manned by naval reservists and several private boats.

HMCS *Lauzon*, during her summer training cruise on the Great Lakes, assisted three women and two children, lost in a boat and out of fuel, by towing them to Cleveland, Ohio.

Back in Halifax, 18-year old Ord. Sea. Glen Allan Pert swam 250 yards to aid a girl stricken with cramps in Halifax Harbour. He spoke soothingly to her to prevent panic and then towed her for 25 yards to safety ashore.

In Lunenburg, naval firemen and naval personnel assisted during a fire which levelled a large apartment building, leaving eight families, of which three were Navy families, homeless. Six hundred dollars were later raised at HMCS *Shelburne* for the naval fire victims to help them set up housekeeping again.

Still in the Nova Scotia area, a gallant rescue effort by three other naval personnel ended in tragedy. CPO Joseph Lay, CPO Roger Belanger and PO Bill Thompson, on a duck hunting trip to Western Head, heard cries from near an overturned boat. The trio ran for more than a mile to a boat and dragged it overland to launch it. Then, because of snow, wind and choppy water it took an hour and a half to pull the man ashore. He died on the way to hospital at Shelburne, 19 miles away.

A young sea cadet, William Ferguson, of Cornwall, Ont., became the first sea cadet to be awarded the Tri-Service Award for Bravery when Rear-Admiral P. D. Budge, Chief of Naval Personnel, made the presentation recently. Sea Cadet Ferguson rescued two youngsters, aged eight and 10, from the Cornwall Canal. He had been fully dressed in uniform.

At Garneau Beach, Quebec City, PO F. G. Hasler, of HMCS *Sioux*, rescued a man from drowning, bringing him up from a depth of 10 to 15 feet.

Helicopters figured largely in rescues and other events, since they are a natural for such work.

Helicopters from HS-50 and HU-21 flew 230 hours on the fire lines during the serious outbreak of forest fires in Newfoundland, transporting men and equipment.

A helicopter picked up two duck hunters off Inner Bantee Island, N.S., in January, two machines stood by the *MV Carson* when she was fast in ice in March, five crew members were airlifted from the fishing vessel *Ocean Wave* in trouble at sea in April and, in early May, three persons whose aircraft had crashed in the Timberley area of Nova Scotia were found and airlifted to Halifax.

On June 13 a helicopter made a search of Bedford Basin for two missing fishermen and the following day

the Pearl's Island lighthouse keeper was brought to Halifax for hospitalization. There was no rest on the 16th when a doctor was flown to Bear Lake, N.S., and the pilot of a crashed Cub was brought out. Next day a coroner, RCMP, and two naval divers were flown to Bear Lake and on the 19th two divers were taken to the lake to search for the aircraft.

In October, four crew members of the naval auxiliary vessel *Whitethroat* attempted to rescue a shipwrecked fisherman from a beach on the west coast of Vancouver Island and were unable to return to their ship because of the heavy seas. A helicopter from the mobile repair ship *Cape Breton*, operating 20 miles away, shuttled the men to the *Cape Breton* in two trips. The fisherman, who was suffering from the effects of exposure, was flown to Port Hardy and the men from the *Whitethroat* were transferred to their own ship when she came alongside in the evening.

Ships, meanwhile, were figuring in several rescues. The *Bonaventure* picked up an injured seaman from the USS *Calcaterra* in January 1961 and the *Sioux* towed the fishing vessel *Marjorie* and *Dorothy* from Sable Island to Halifax that month. In February, ships and aircraft were involved in an extensive search for missing fishing boats, and the *FV Musquara* was towed to Halifax by the RCN tug *Saint Charles* while the *Kootenay* stood by.

In July, the *Columbia* was in a search for a U.S. yacht, the *Delpha*, joined the following day by *Shearwater* aircraft. On July 17, the *Terra Nova* rescued the six-man crew of the burning *FV FLB101*, and on November 1 the tug *Saint John* took the fishing vessel

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### Life Saving Award

Breen F. Driscoll, former petty officer and now a civilian employee of the Bedford Magazine, has been awarded a Meritorious Certificate in Life Saving by the St. John Ambulance.

As a volunteer Brigade member on first aid duty at a Canadian Legion picnic at White's Lake last summer, he saved the lives of Edward Trider, 36, and his son Gordon. They were thrown into the water from an upset boat 100 feet from shore.

Driscoll plunged in to rescue the non-swimmers. He saved the son, went back for the father who was by this time submerged. He found him, pulled him ashore and applied artificial respiration for 10 minutes before Trider was revived.

*Walter G. Sweeney* in tow after she sprang leaks off Cape Breton Island. Crew members were taken off and put ashore at Sydney, N.S., when she finally began to sink.

In December, the frigate *Outremont* took the disabled German freighter *Senator Hagelstein* in tow, later turned her over to the tug *Saint John* who took her into Halifax. A month later the first rescue of 1962 was effected when two RCN and one RCAF helicopters removed the crew members of the grounded 7,238-ton freighter *Suerte*. HMCS *Loon* had been first on the scene but was unable to close because of high seas.

Throughout the year many ships and establishments, as well as departments and individuals, continued their support of children the world over under the Foster Parent's Plan.

Blood clinics held in naval ships and establishments yielded thousands of pints of blood for Red Cross blood banks on both coasts and at naval divisions, as well as in foreign ports.

Trained personnel spent many hours of their own time with handicapped children at the swimming pools on both coasts assisting with the water therapy they required. During the month of August *Stadacona* held picnics for 175 orphans, and crippled and underprivileged children. At Christmas, too, there were parties at both coasts for these children.

Diving teams were particularly active during the year. From March through August, with July the only exception, naval divers were engaged in searches for drowning and accident victims.

Other public service assignments in which naval divers figured included the 27 hours worked by a Halifax diving team repairing a break in a dam at Weymouth, Nova Scotia. A team from Esquimalt spent the summer making underwater surveys of harbours and beaches and demolishing navigation obstructions along the DEW line.

From both coasts RCN ships carried clothing and supplies for charitable organizations. In the east, HMCS *Cape Scott* carried supplies as far as Bermuda for transshipment via Royal Navy ship to Sacred Heart Convent near Grenada, B.W.I. A west coast destroyer escort took four and half tons of clothing as far as Hawaii where it was to be picked up by a Korean training ship. The clothing is destined for Korean children.

# OFFICERS AND MEN

## Officers Serve In Indo-China

Lt.-Cdr. Wilson F. Jobson and Lt.-Cdr. Beverly J. Gillespie took up appointments with the Military Component, Canadian Delegation, Viet-Nam, on the International Supervisory Commission in Indo-China on November 24.

Lt.-Cdr. Jobson has held appointments in the aircraft carrier *Magnificent*, *Stadacona*, Naval Headquarters and as secretary to the Commanding Officer Naval Divisions. Since January 1958 he had served on the staff of the Director of Naval Organization at headquarters.

Lt.-Cdr. Gillespie had been on the staff of the Director of Naval Information at Naval Headquarters. He had previous Far East experience as information officer in RCN destroyers during the Korean war. He has also served as Staff Officer (Information) to the Flag Officers of both coasts.

## Captain Somers Dies in Montreal

Captain John Stephen Somers, Principal Naval Overseer, Montreal Area, died on December 15 in a Montreal hospital after a short illness. He was 50 years old.

Funeral services were held from St. Mary's Basilica, Halifax, to the Gate of Heaven cemetery, Sackville, N.S., on December 20. The honorary pallbearers were senior officers, headed by Rear-

## Weddings

Wren Sylvia Iris June Balmer, *Shelburne*, to Leading Seaman Richard John Wells, *Shelburne*.

Able Seaman J. A. Eby, Naval Radio Station Inuvik, to Miss C. Castle, of Inuvik, N.W.T.

Able Seaman G. L. Greetham, Naval Radio Station Inuvik, to Miss A. LeBlanc, of St. Anselme, N.B.

Able Seaman Andre J. Leduc, Albro Lake Radio Station, to Alberta Oslinda Bry, of St. Pierre et Miquelon.

Able Seaman E. A. Pearce, Naval Radio Station Inuvik, to Miss K. Lefurgy, of *Moncton*, N.B.

Sub-Lieutenant David M. Robeson, *Cornwallis*, to Anne Elizabeth Merklinger, of Ottawa.

Lieutenant-Commander M. G. Thompson, *Restigouche*, to Mary Jean Scrivens of Halifax.



CAPTAIN J. S. SOMERS

Admiral J. B. Caldwell, Chief of Naval Technical Services, and the casket was borne by six chief petty officers of the engineering branch.

On the day of the funeral a requiem high mass and libera were celebrated in the chapel of HMCS *Hochelaga*, Montreal.

Captain Somers was born in Arichat, Nova Scotia, on October 4, 1911, and later lived in Halifax. He entered the RCNVR as an engineering lieutenant in February 1941 and served in shore appointments in Canada and overseas. In 1943 he served on board HMCS *Iroquois* for five months.

Demobilized in November 1945, he rejoined the Navy in the regular force in July 1946. He took up what was to be his last appointment, that of Principal Naval Overseer, Montreal Area, in July 1948.

He leaves his wife, the former Mary Alice Ormond, of Winnipeg, and two daughters, Martha Louise, 13, and Mary Sheleagh, 11.

## Awards to UNTD Cadets Announced

An officer's sword has been awarded to Chief Cadet Captain C. T. LeBrun, of Halifax Universities and Colleges

UNTD and HMCS *Scotian*, as the best second year UNDT cadet to train on the East Coast last summer.

Other awards to UNDT cadets announced by the Commanding Officer Naval Divisions included the following:

A telescope to Cadet Captain W. E. Macdonald, of *Discovery*, as runner-up to the best second year cadet; Reserve Training Commander's shield, to Cadet D. D. Doederline, of *York*, as the best all-round first year cadet;

Best first year cadets in each division: Cadet W. D. Courrier, *Hunter*; Cadet G. T. Robertson, *Carleton*; Cadet M. G. Biron, *Montcalm*; Cadet J. Hinz, *Non-such*, and Cadet R. W. Callen, *Discovery*.

The prize for the best journal entry written in French by an English-speaking cadet went to Cadet J. T. Hogan, of St. Francis Xavier University (*Scotian*).

## Charleston Woman Praises Sailors

A reader in Halifax has drawn attention to a letter from Mrs. Dorothy S. Debnam, of Charleston, South Carolina, which appeared in the December 29 edition of the *Halifax Chronicle-Herald*.

## Births

To Petty Officer S. J. Christie, Naval Radio Station Inuvik, and Mrs. Christie, a son.

To Lieutenant-Commander W. D. Davidson, Naval Radio Station Inuvik, and Mrs. Davidson, a daughter.

To Leading Seaman P. J. Frenette, *Kootenay*, and Mrs. Frenette, a son.

To Able Seaman Denis Lefebvre, *Newport Corners Radio Station*, and Mrs. Lefebvre, twins, a son and a daughter.

To Lt.-Cdr. J. I. Manore, *Chignecto*, and Mrs. Manore, a daughter.

To Chief Petty Officer W. C. Paly, *Churchill*, and Mrs. Paly, a daughter.

To Able Seaman Allan E. Penny, Naval Radio Station Inuvik, and Mrs. Penny, a daughter.

To Able Seaman C. J. P. H. Rheault, *Gloucester*, and Mrs. Rheault, a son.

To Leading Seaman W. J. Thorgerison, Naval Radio Station Inuvik, and Mrs. Thorgerison, a son.

To Lt. H. C. Wallace, *Stadacona*, and Mrs. Wallace, a son.

To Petty Officer R. P. White, Naval Radio Station Inuvik, and Mrs. White, a son.

To Lt.-Cdr. R. A. Whyte, *Montcalm*, and Mrs. Whyte, a daughter.



The letter referred to the visit of HMC Ships to her city last fall and said:

"As a parent of two grown sons, and a chairman of the Women's Division of the Charleston Chamber of Commerce, I would like the people of Canada to know of the favourable impression made by the young men of the Royal Canadian Navy while they were in our city.

"You perhaps know that your splendid aircraft carrier HMCS *Bonaventure* has been based here in recent weeks.

"The accompanying ships were the destroyers HMCS *Columbia*, *Restigouche*, *St. Croix*, *Iroquois* and *Athabaskan*; the frigates HMCS *Lauzon* and *Cap de la Madeleine*; the minesweepers HMCS *Chaleur*, *Fundy*, *Thunder*, *Chignecto*, *Quinte* and *Resolute*, and the repair ship HMCS *Cape Scott*.

"Wherever I saw the men of the Royal Canadian Navy, they made an excellent appearance and were conducting themselves as gentlemen.

"I'm sure I speak for all the residents of Charleston when I say that it was a pleasure to have them visit our city, and we hope that they will return in the near future."

### Promotions and Appointments

The following promotions and appointments have been announced by Naval Headquarters:

Captain Stuart E. Paddon, Director General of Fighting Equipment at Naval Headquarters, has been promoted to the rank of commodore.

Commodore Charles J. Dillon has been appointed Senior Naval Officer, St. Lawrence River Area, Naval Officer-in-Charge Montreal, and Senior Officer in Command.

Cdr. Robert St. G. Stephens, on the staff of the Director General Ships at Naval Headquarters, has been promoted to the rank of captain.

Cdr. Richard H. Leir has been appointed in command of HMCS *Skeena*, a unit of the Second Canadian Escort Squadron.

Lt.-Cdr. Arthur B. Torrie has been appointed in command of HMCS *Fortune*, and as Commander Second Canadian Minesweeping Squadron.

Lt. Robert J. Luke has been appointed in command of HMCS *Fundy*, a unit of the First Canadian Minesweeping Squadron.

### Four Rewarded For Suggestions

Two sailors and two members of the civil service have earned cash awards from the Suggestion Award Board of the Public Service of Canada and congratulatory letters from the Chief of Naval Personnel.

CPO S. W. McCleave, of *Naden*, suggested a modification to gunnery radar equipment used in RCN ships.

PO Richards P. Abbott, of VU-32 utility squadron at *Shearwater*, designed a test set for automatic pilots used in certain naval aircraft.

Joseph R. Heisler, of HMC Dockyard, Halifax, suggested a method of screen-

ing slipways of marine railways which effects considerable savings in cleaning costs.

William E. Hopkins, of Naval Armament Depot, Esquimalt, submitted a design for a visual indicator of course control in gunnery radar.

### Retired Officer Hospital Manager

Lt. Arthur Saxby, who retired recently, has been appointed business manager of the Fishermen's Memorial Hospital in Lunenburg. Lt. Saxby joined the Navy in 1932, rising through the steward branch to commissioned rank.

### More than \$30,000 For United Appeal

At a presentation ceremony on the flight deck of the *Bonaventure* on December 21 Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, presented a cheque for \$24,883 to the Halifax-Dartmouth United Appeal. The money was raised from ships and establishments in the area. Commodore E. N. Clarke, Commodore Superintendent Atlantic Coast, presented a cheque for \$5,762 from the Dockyard Major Charitable Campaign.

The total naval contribution to the Red Feather Drive—\$30,645—was accepted by the campaign chairman, Rear-Admiral H. F. Pullen, RCN (Ret). Admiral Pullen, in turn, presented Red Seal plaques to the Atlantic Command, HMC Dockyard and the destroyer *Kootenay* for their efforts in the campaign.



The Naval Board flag flew over the Headquarters of the Commanding Officer Naval Divisions at Hamilton for the first time in November. The occasion was the visit of two Naval Board members to the 13th annual conference of commanding officers from Canada's 21 naval reserve divisions. Here at the entrance to COND headquarters building are, left to right: Commodore P. D. Taylor, COND; Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services. (COND-7387)

The *Kootenay* topped Navy donors by achieving 166 per cent (\$831) of her quota.

The *Bonaventure*, in which the ceremony took place, was the first ship to meet her quota (\$3,500) while at sea a few days after the Navy drive for the United Appeal began in the fall.

### Promotions for Reserve Officers

Thirteen officers of the Royal Canadian Naval Reserve, serving in Naval Divisions in 11 cities across Canada, began the New Year with promotion in rank. Promoted were:

*To be Captain:* Cdr. W. R. Inman, commanding officer, *Carleton*, Ottawa, and Cdr. W. T. Houghton, commanding officer, *Star*, Hamilton.

*To be Commander:* Lt.-Cdr. A. R. Smith, commanding officer, *Tecumseh*, Calgary, Lt.-Cdr. J. H. Fish, training commander, *Carleton*, Ottawa; Lt.-Cdr. D. H. Botley, commanding officer, *Griffon*, Port Arthur; Lt.-Cdr. B. S. C. Oland, executive officer, *Scottian*, Halifax, and Lt.-Cdr. R. S. Van Alstine, commanding officer UNTD, *Nonsuch*, Edmonton.

*To be Surgeon Captain:* Surg. Cdr. M. D. Young, commanding officer UNTD, *Discovery*, Vancouver.

*To be Surgeon Commander:* Surg. Lt.-Cdr. W. J. McCorkell, *Unicorn*, Saskatoon.

*To be Commander (S):* Lt.-Cdr. H. G. Cheesman, commanding officer, *Cataraqui*, Kingston.

*To be Chaplain (P) Class IV:* Chaplain B. A. Silcox, *Hunter*, Windsor.

*To be Chaplain (RC) Class III:* Chaplain J. D. O'Brien, *Queen*, Regina.

*To be Acting Commander:* Lt.-Cdr. W. M. Stan, commanding officer, *Queen*, Regina.

### Navy League Officers for '62

Following is a list of officers of the Navy League of Canada for 1961-62: Royal Patron: Her Majesty Queen Elizabeth II.

Admiral, Sea Cadets: His Royal Highness the Prince Philip.

Patrons: His Excellency Major-General Georges P. Vanier, Governor-General of Canada; Rt. Hon. John Diefenbaker, Prime Minister of Canada; Hon. Douglas Harkness, Minister of National Defence, and the Lieutenant-Governors of all the provinces.

Honorary presidents: Hon. Leon Balcer, Minister of Transport; V. L. Brett, Halifax; N. R. Crump, Montreal; David H. Gibson, Toronto; C. K. McLeod, Montreal; D. C. MacLachlan,



The Spirit of Christmas really showed in the efforts of the Terra Nova ship's company. Six needy families received an unexpected Christmas present in the form of "complete" family dinners paid for by funds raised on board and delivered by members of the ship's welfare committee. Men chosen to raise the money and make up boxed dinners were, left to right, CPOs A. W. Mooney and H. B. Cook and Ldg. Sec. J. J. Bellmore. Addresses of needy families were provided by the Welfare Department of the Salvation Army (Halifax area). (HS-67221)

Toronto; S. R. Noble, Montreal; Vice-Admiral H. S. Rayner, Chief of the Naval Staff; J. D. Ruttan, Winnipeg, and Col. the Hon. Clarence Wallace, Vancouver.

Honorary chaplains: Chaplain-of-the-Fleet (P) E. G. B. Foote; Chaplain-of-the-Fleet (RC) J. F. Whelley.

Honorary vice-presidents: Captain A. W. Baker, RCNR (Ret), Beaverton, Ont.; Rear-Admiral P. D. Budge, Chief of Naval Personnel; Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast; Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast; J. R. K. Millen, Chairman Navy League Cadets and Wrenettes, Winnipeg. C. F. Ritchie, Montreal. Commodore P. D. Taylor, Commanding Officer Naval Divisions; president of the Naval Officers' Associations of Canada (national).

National president. Cdr. F. C. Aggett, RCNR (Ret), Toronto.

Immediate past national president: R. J. Bicknell, Vancouver.

Vice-presidents: Captain T. D. Kelly, RCNR (Ret), Toronto; E. B. Frost, Winnipeg; R. C. Stevenson, Montreal; D. W. Brown, Victoria; T. E. Waddington, Edmonton; Dr. H. D. Roberts, St. John's, Newfoundland.

Legal counsel: Lt.-Cdr. S. D. Thom, RCNR (Ret), Toronto.

Medical adviser: Surgeon Captain C. H. Best, RCNR (Ret), Toronto.

Board of governors, Cdr. Aggett, Mr. Bicknell, Mr. Brown, Mr. Frost, Captain Kelly, Dr. Roberts, Mr. Stevenson (addresses given above), and D. W. Cathers, Hamilton; J. G. Dunlop, Co-

bourg, Ont.; Cdr. T. R. Durley, RCNR (Ret), Westmount, Que., and O. B. Mcbee, Toronto.

The national manager, secretary and treasurer, and secretary of all committees, is H. R. Gillard, 109 St. George Street, Toronto 5.

### Defence College Students on Tour

Twenty-nine students of the National Defence College, Kingston, toured naval installations in Halifax January 14-16.

The course consists of senior officers of the Armed Forces and government departments, representatives from Canadian industry and seven others from the United Kingdom and United States.

The commandant of the National Defence College, Rear-Admiral A. H. G. Storrs, and three members of the directing staff accompanied the class.

### New Zealander Seeks Cap Tallies

Cap tally collectors may be interested in the following extract from a letter written by F. Bates, of 150 Chivalry Road, Takapuna, Auckland, New Zealand:

"As a member of the Royal New Zealand Navy Volunteer Reserve (Auckland Division), I have plenty of chances to collect cap tallies and I wonder if you could put me on to a reservist in Canada who may collect cap tallies that we may exchange."





## Some of the Best

**B**ACK IN 1956 and 1957 photographic salons were held with a view to encouraging technical and artistic excellence among naval photographers. A high proportion of the winners in these contests were photographs taken during off-duty hours when careful attention could be given to such details as choice of subject, posing, lighting and retouching.

The working photographer has often to operate under adverse conditions, making use of available light and grasping the fleeting opportunity. The good photographer in these circumstances is the one who realizes that what he sees will make a picture that will tell an interesting story, that the less-than-ideal lighting conditions can produce a dramatic effect and that it is, in fact, often possible to make a silk purse out of a sow's ear.

*The Crowsnest* endeavours to publish the best of the current crop of naval photographs but there are times when pictures of high technical interest or sheer beauty have to be omitted for any of a number of reasons.

In order to assure that they were not lost forever in the oblivion of photo-

graphic files, *The Crowsnest* asked the Director of Naval Photography to make a generous selection of what he considered to be the best photographs of 1961. Some of his choices have already appeared but viewers will recognize from the following pages that other extremely good pictures are being published here for the first time. The Naval Art Section assisted in making a final selection, but no attempt was made to grade the pictures in order of excellence and the names of the photographers were unknown to the critics.

*Above:* Where but on Canada's Pacific Coast, with its sheltering islands, could one obtain this combination of mountains, sea and sky? Silhouetted against this background is HMCS *Skeena*. Photographer: CPO K. E. Martin. (E-60473)

*Opposite Page:* Working under the handicap of having to shoot from the dark interior of the covered ways against the bright sky over the St. Lawrence River, the photographer nevertheless managed to produce a satisfactory record of the launching of HMCS *Mackenzie* at Montreal last

May 25. Photographer: CPO Alex Colley. (O-13675)

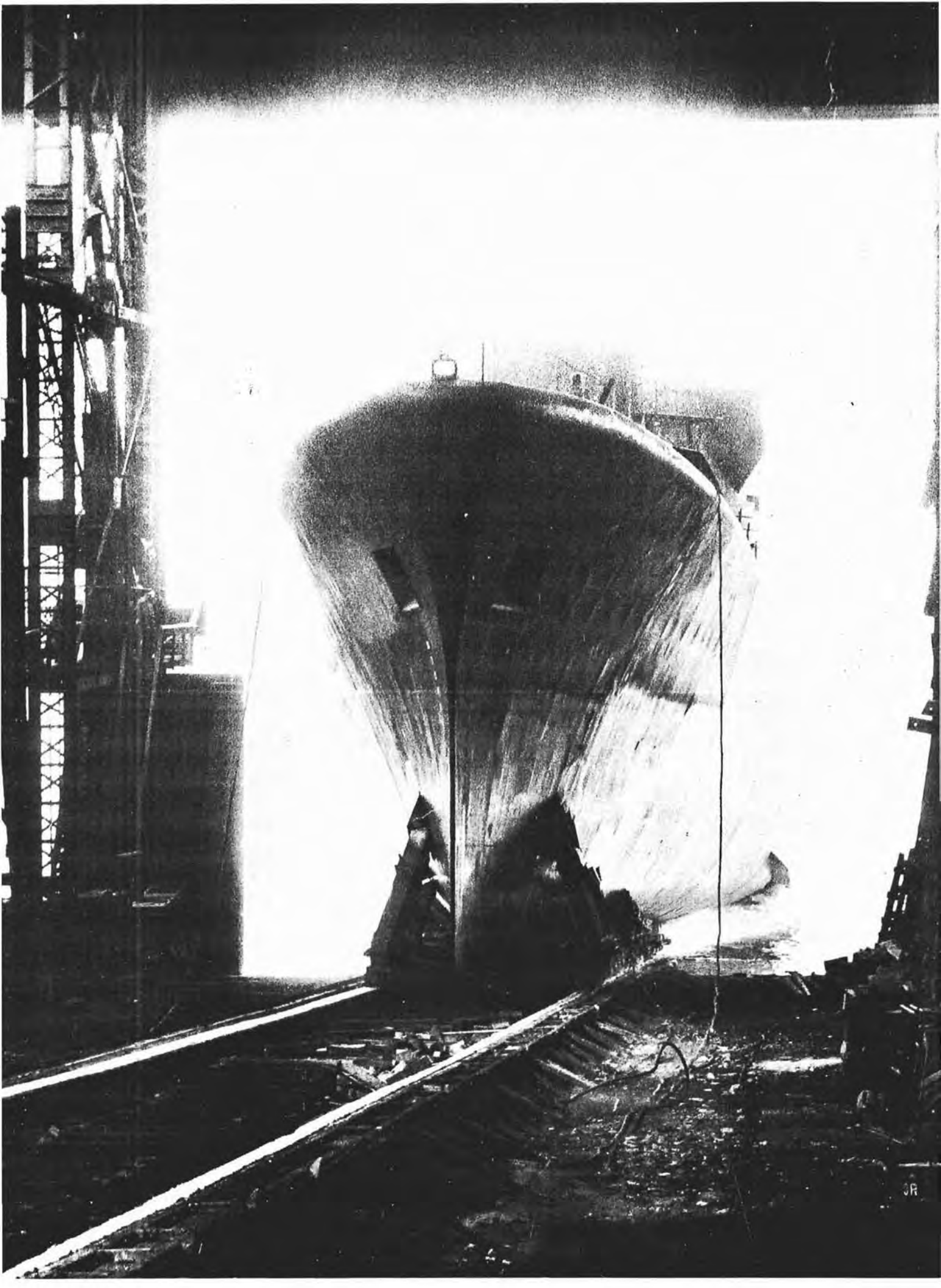
*Centre spread, upper left:* Here is another lighting problem—avoiding the reflection from the perspex—dealt with successfully in this picture of the main air display board in the operations room of HMCS *Algonquin*. Photographer: Ldg. Sea. T. B. Wamback. (CCC1-003)

*Lower left:* The art critics liked the composition of this informal portrait taken during the *Algonquin's* cruise to Sierra Leone last April. Observe the way the lighting of the mittens and binoculars carries the eye to the lookout's face. Photographer: Ldg. Sea. T. B. Wamback. CCC1-018)

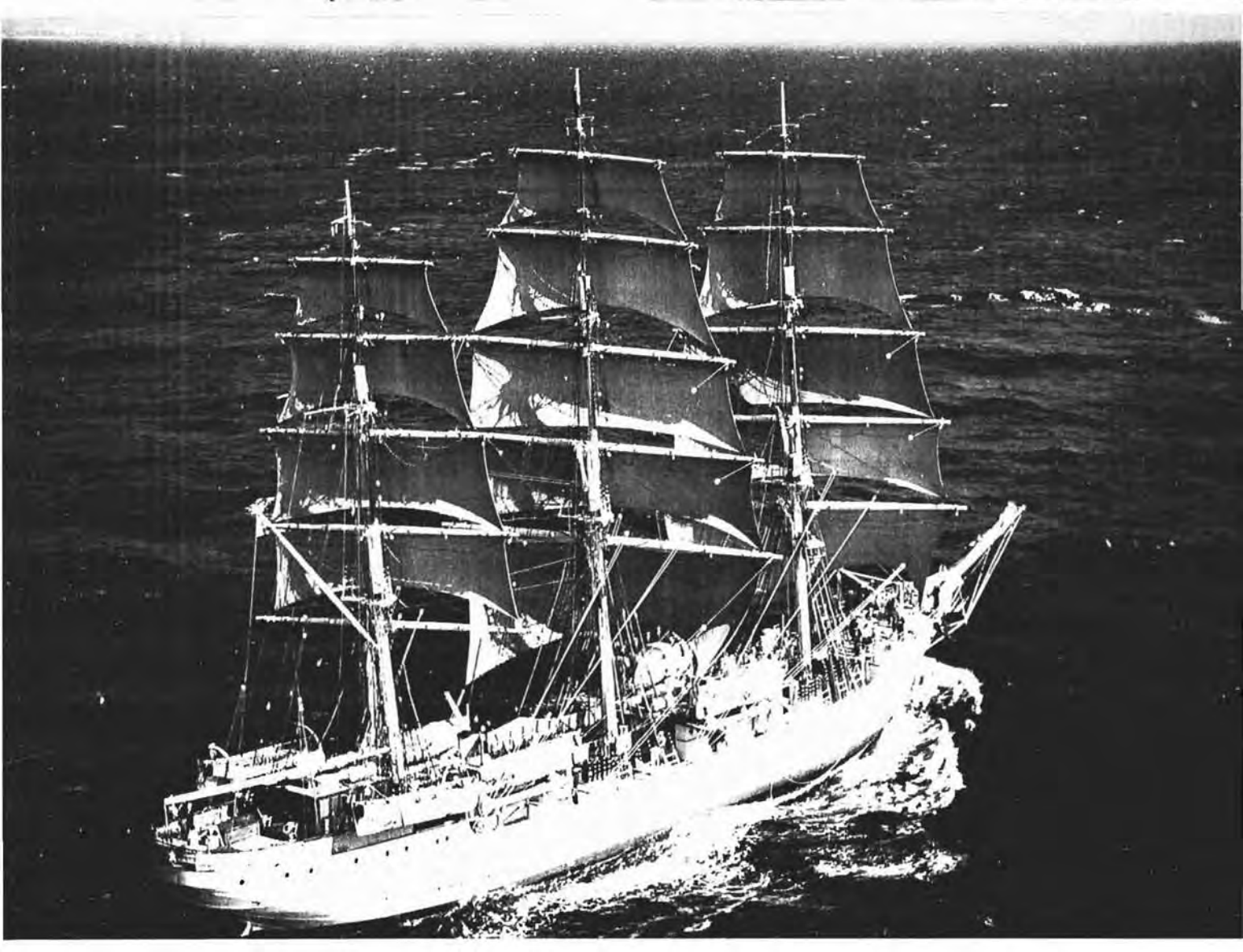
*Upper right:* A study in perspective, shadow and sunlight in this picture of Tracker aircraft warming up on the flight deck of the *Bonaventure* before being launched over the lonely northern sea during Exercise Trapline. Photographer: AB Barry Squirrell. (HS-66400-104)

*Lower right:* Dramatic lighting is once again featured in this romantic photograph of the Danish training vessel *Danmark*. Photographer: Ldg. Sea. D. R. Orrell. (BN-3918)











# Now It's the RCNR

**R**CNR is the abbreviation that will designate the Royal Canadian Navys' reserve force henceforth.

On the authority of the Minister of National Defence, the Royal Canadian Navy (Reserve) changed its official name in the closing days of 1961 to the Royal Canadian Naval Reserve.

The Navy's reserve component has had several titles since it came into being, shortly before the outbreak of the First World War. In May 1914 the Canadian government established a naval volunteer force, known as the Royal Naval Canadian Volunteer Reserve (RNCVR). The authorized strength of this force was 1,200 officers and men, enrolled as volunteers, but engaged to serve in time of war. It was organized into three sub-divisions; the Atlantic, the Lakes and the Pacific; however, when the First World War began, the only naval reserve force actually in existence was the volunteer unit at Victoria. This force had its beginning in 1913, when a group of enthusiasts, encouraged by Cdr. Walter Hose, RCN, Senior Naval Officer, Esquimalt, organized themselves into a nucleus that blazed the trail for all the official Canadian naval reserve organizations that followed.

The contribution of naval reservists to the huge expansion of Canada's naval force during the Second World War was foreshadowed by the RNCVR's contribution in the First World War. Ships and submarines based at Esquimalt were almost entirely manned by members of the reserve force, and in February, 1916, the Overseas Division of the RNCVR was formed. Approximately 1,700 members were enrolled in this division and served largely in trawlers

and drifters on anti-submarine patrols in British home waters and off Gibraltar and British West Africa.

The familiar red maple leaf, which is seen on the funnels of HMC ships today, had its beginning on British ships serving out of West Africa and Gibraltar. The emblem was adopted by Canadian volunteers serving on board.

In June 1920, in line with post-war demobilization, the RNCVR was disbanded.

On January 31, 1923, the Canadian Naval Volunteer Reserve was officially established, its organization again encouraged by Commodore Walter Hose, RCN, who was then Director of the Naval Service. The prefix "Royal" was soon added to its title (RCNVR). At about this time the Royal Canadian Naval Reserve (RCNR) was formed. It consisted largely of officers and men with professional seagoing experience in the merchant marine, while the RCNVR was composed of personnel from civilian occupations ashore. The RCNVR was originally organized into companies or half companies in most of the major cities in Canada. In the mid 1930s, as its strength increased, members were trained for various duties they would be required to assume at the outbreak of war.

In 1937 a supplementary reserve, whose members were private yachtsmen, was added to the RCNVR and a fishermen's reserve was added to the RCNR. On September 1, 1939, all reserves were placed on active service. Their membership at this time was approximately 2,000. Four months later, with a total Canadian naval force of 15,000 officers and men, the combined reserves numbered 8,000.

By 1944 Canadian warships were carrying the major burden of the North Atlantic convoy duty and the majority of the officers and men who manned these ships were members of the RCNR and RCNVR. It was in this year that the total strength of the Navy reached nearly 100,000 officers, men and wrens, of which more than 90,000 were members of the reserves.

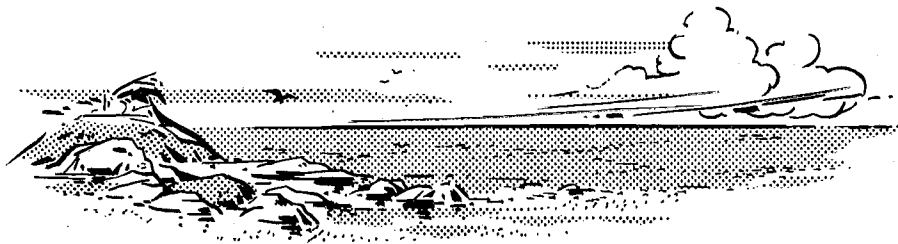
Canada's only naval Victoria Cross in the Second World War was awarded posthumously to Lieutenant Hampton Gray, DSC, RCNVR, who, while serving in the British aircraft carrier *Formidable*, sank a Japanese warship by deliberately crashing his damaged aircraft into the ship.

When the war ended a number of naval reserves continued on naval service. Some transferred to the regular force, others served in the interim force, but the majority returned to "civvy street", taking up where they had left off when they joined the Navy.

In January 1946 the RCNR and the RCNVR were combined to become the Royal Canadian Navy (Reserve). Divisions were re-established on a peacetime basis and many veterans resumed their association with the Navy as members of the RCN(R).

A major step in the organization of the reserves was taken in April 1953, when a new command was established at Hamilton, Ont., known as the Commanding Officer Naval Divisions (COND), responsible for the administration and training of all reserve naval divisions across Canada.

Today, 21 reserve naval divisions are situated from coast to coast, with a strength of 788 officers and 3,375 men, wrens and UNTD cadets.



# AFLOAT AND ASHORE

## OVERSEAS

### HMCS Niobe

During the Christmas season each year the Naval officers of HMCS *Niobe* in London, England, have the pleasure of entertaining a group of children from Dr. Barnardo's Homes on an afternoon outing. The recent holiday was no exception.

On Tuesday, December 20, the children were taken to the famous Bertram Mills Circus in London which was followed by a tea party.

The 100 boys ranged in age from 11 to 17 and came from two of Dr. Barnardo's Homes: The Dalziel of Wooller House and the William Baker Technical School. After the tea party the children returned to the homes where individual Christmas gifts were awaiting them.

## ATLANTIC COMMAND

### HMCS Kootenay

The *Kootenay* completed her first major refit late in 1961. Everyone worked at a feverish pitch to prepare for the subsequent workups program.

On December 9 the Nautilus Club, Dartmouth, was the scene of the ship's company smoker. Entertainment was provided by a "Musical Department", composed of Lt.-Cdr. Dan Mainguy, PO P. A. Hollywood and AB E. G. Shaw.

"Guest stars" included Cdr. Harry Shorten, Lt.-Cdr. J. S. Gill, Sub-Lt. A. E. Dumas, CPO G. Broome and a host of departmental choristers. The evening was thoroughly enjoyed by all, and anticipation runs high for future variety shows.

### First Minesweeping Squadron

"Welcome home and congratulations. Your squadron looked very smart," was the message the First Minesweeping Squadron received from the Flag Officer Atlantic Coast as the squadron executed a formation "burst" in view of the Admiral's Headquarters.

This compliment marked the summation of training the squadron received after leaving Halifax November 7 for Charleston, South Carolina, to take part in the Fallex program. Fog and two days of rough weather precluded



Not even the clowns were allowed to go hungry at *Niobe's* annual Christmas party for boys from Barnardo homes in London. Two of the hosts who accompanied the boys to the Bertram Mills Circus were Lt.-Cdr. J. R. Burns and (feeding the clown) Lt.-Cdr. T. J. C. Thomas. (Photo from CJS, London)

any exercising while on passage to Charleston but individual ships spent a half-day off Charleston before entering, getting their gear in peak operating condition.

New commanding officers, new officers and men spent one week at the USN School of Mine Warfare while the remainder prepared for Minronex III, the minesweepers' operational contribution to Fallex. This was entirely an RCN exercise, being conducted from a United States port with the usual genuine co-operation from the USN.

Mines were embarked by the 'sweepers themselves but on arrival in the exercise area, heavy seas prevented any laying. Local forecasts indicated bad weather for the remainder of the planned exercise period. Thus it was, for the most part, cancelled. However, a dan line was layed and on November 22 the Senior Canadian Officer Afloat (Atlantic) witnessed from the bridge of HMCS *Chaleur* the sweeping of mines.

On the 26th the squadron shaped course for Philadelphia via Chesapeake Bay and the Chesapeake and Delaware

Canal, experiencing cold but clear weather. The flag hoist "Beat Army" fluttered from the ships' halyards as the squadron steamed close inshore abreast the U.S. Naval Academy at Annapolis, Maryland. There was no reply to the hoist then, but the Academy midshipmen did prove themselves the victors on the following Saturday at the annual Army-Navy football classic in Philadelphia, a spectacle which some of the squadron's personnel were fortunate enough to witness.

On arrival in Philadelphia at the Naval Shipyard the Canadians were welcomed by Rear-Admiral R. W. Cavenagh, USN, Commandant 4th Naval District, and W. J. Millyard, the recently appointed Canadian Consul.

After seeing the military academies battle on December 2 and completing some gift hunting in Philadelphia, the ships sailed three days later for Halifax passing through New York Harbour, Long Island Sound and the Cape Cod Canal.

The squadron sailed up the East River of New York Harbour at sunrise

and though not partaking of "Breakfast at Tiffany's" they did observe the unfamiliar view of the city at such an early hour.

The night of December 5 they negotiated the Cape Cod Canal. As the weather was good the following day, minesweeping exercises were conducted en route. On the 8th, after the formation sail past in Halifax Harbour, ships secured alongside at the Mine Base Facility to greet families and get ready for Christmas.

### Leadership School

(Cornwallis)

No. 60 Officers' Divisional Course and No. 117 Petty Officers' Leadership Course completed training in the school on December 15, the members returning to their ships and establishments in time for the festive season.

Lt. E. J. Kelly of No. 60 Course remained in Cornwallis and assumed the duties of assistant stores officer, relieving Lt. J. M. Mont who left Cornwallis to take up a sea appointment in the Atlantic Command.

The face-lifting process, which commenced in the spring of 1961 with the painting of the interior of the school, is now nearing completion and the upper deck is being tiled.

### Communication Division

(Cornwallis)

Three classes completed their courses in the Communication Division at Cornwallis on December 15.

Ldg. Sea. Duncan Beaton was top man in Course SG 207, Ord. Sea. Dave Cornell in SG 119 and Ord. Sea. William Burchell in RM 119.

The month also saw a change of officers-in-command, with Lt.-Cdr. M. A. Turner leaving to take up an appointment at Naval Headquarters and Lt.-Cdr. W. F. Potter arrived from Halifax where he had been Staff Officer (Operations), Atlantic Coast.

## NAVAL DIVISIONS

### HMCS Star

Captain W. T. Houghton, commanding officer of *Star*, the Hamilton naval division, was promoted to that rank January 1.

Captain Houghton, who has commanded *Star* since December 1958 was born in Cheshire, England, and came to Canada in January 1927. He attended Upper Canada College, and the University of Toronto in Engineering.

He began his military career as a cadet at Upper Canada College and later as a member of the Canadian Officers' Training Corps.

He joined the RCNVR as a sub-lieutenant in May 1940 and, after initial training, served as Divisional Training Officer at HMCS Kings, wartime officers' training establishment at Halifax.

Following service at sea from November 1941 to July 1942, he took a specialist anti-submarine course. On completion of the course he joined the destroyer *Saguenay* as Group Anti-Submarine Officer.

In February 1943 he joined the staff of the Anti-Submarine Operations Division at Naval Headquarters, serving there until he commissioned the *Portage* (Algerine class coastal escort) at Port Arthur in October 1943 as executive officer. He joined the new frigate *Poundmaker* in November 1944 and was demobilized in December 1945.

He has been on the active list of the RCN Reserve since February 1946 and

### Square Rig Once Called Fore-and-Aft?

Now that it has been carefully established that (a) square rig is the proper term in describing seamen's dress, that (b) fore-and-aft rig is correctly used to describe the uniform of petty officers, first class, and above and (c) that "round rig", used so freely during the Second World War by Canadian sailors when they should have said square rig, has no standing at all, the whole question has been thrown into confusion again.

Writing in the "Queries" section of *The Mariner's Mirror*, journal of the Society for Nautical Research, W. E. May says that, in his experience, the terms square rig and fore-and-aft rig were used as above.

However, on receiving information that the terms had been used the other way round before the First World War, he took the question up with four old Navy men, warders of the National Maritime Museum, with experience going back to 1913.

They were unanimous that the lower deck called the jumper "fore-and-aft rig, because you dived into it end on" and had not heard of square rig until the introduction in 1920 of gilt buttons for petty officers of over four years seniority.

On the other hand, four senior naval officers told a friend of Mr. May's that, at least as far back as 1910, they had always heard the jumper with its square collar called square rig and buttoned jacket fore-and-aft rig.

Mr. May wonders whether the lower deck and the quarter deck had different usages, with the latter ousting the former.

served as torpedo anti-submarine officer, training officer and executive officer at *York*, the Toronto naval division.

In 1948 he moved his civilian employment to Hamilton and in December 1958 received his present appointment. He is the branch manager of the mortgage department of an insurance company in Hamilton. Married with two children, he resides in Oakville.

### HMCS Scotian

Lt.-Cdr. Bruce S. Oland, who has been executive officer of *Scotian*, Halifax naval division, since September 1959, has been promoted to the rank of commander. In civilian life, he is a director of Oland & Son and general manager of A. Keith & Son, in Halifax.

*Scotian*, established in 1923, is responsible for the training of more than 300 officers, men and wrens of the RCNR in the Halifax area, including regular and reserve force cadets attending local universities and colleges. Drills are held on Monday nights in the headquarters at the Minesweeping Base Facility near the Royal Nova Scotia Yacht Squadron. Week-end training cruises are undertaken in HMCS *Loon*, tender to *Scotian*.

Cdr. Oland joined the Militia in 1936 as a second lieutenant in the first Halifax Coast Brigade. He went on active service in the Royal Canadian Artillery on the outbreak of war, rising to the rank of major. Following the war, Cdr. Oland commanded the 53rd Heavy Anti-Aircraft Battery (Militia) from 1947 to 1951.

In April of that year, he transferred to the Naval Reserve joining *Scotian* as a lieutenant.

## SEA CADETS

### RCSCC Admiral DeWolf

The Royal Canadian Sea Cadet Corps *Admiral DeWolf*, at Campbell River in the north part of Vancouver Island, is now in its seventh year of existence. The time has passed quickly; a year's training is over soon when one takes into account that cadets only get two hours of drill and classes weekly. A problem that still remains is that the corps is in rented quarters with a limited amount of stowage space of its own.

To date the corps' most outstanding events have been the two inspections by Vice-Admiral H. G. DeWolf, for whom the corps was named. After his first inspection the corps was honoured by a gift of the personal sword of Admiral DeWolf, which to this day is the corps' most prized possession.



A drum and bugle band has been organized by a competent civilian instructor. To help dress up the band, the local hunter of predators donated a fine cougar skin for the bass drummer. The latest addition to the band is a glockenspiel, which has just been received through the Navy League.

The guard and band have taken part in three out-of-town events in the past two years, the first a joint Easter parade with the sea cadets at Powell River, B.C., the second a tri-service cadet competition at Duncan, B.C., and the most recent a colourful tri-service military tattoo at Powell River in September.

The cadets look forward each year to "Naden Week-end", at which time HMCS Naden is host to cadets from all the sea cadet corps on Vancouver Island. The week-end commences with divisions on Saturday morning followed by a day of sports competition, including a whaler race and a .22 shoot.

Each summer has seen a full quota attend the two-week course at HMCS Quadra. Also the corps has had a good number of cadets chosen to attend summer courses at Naden, Stadacona and Cornwallis. Last year one of the leading cadets was selected to attend a two-week course at the USN establishment at Tacoma, Washington.

Quite a number of cadets have gone on to careers in the RCN and right now several are waiting the results of their applications. One former cadet joined the army and served with the Canadians in the Congo and two others have joined the RCMP. These have all said their cadet training was beneficial to them.

### Sea Cadet Regatta Planned for 1962

The first sea cadet national sailing regatta will be held in the summer of 1962 it was announced by Cdr. F. C.

Aggett, national president of the Navy League of Canada.

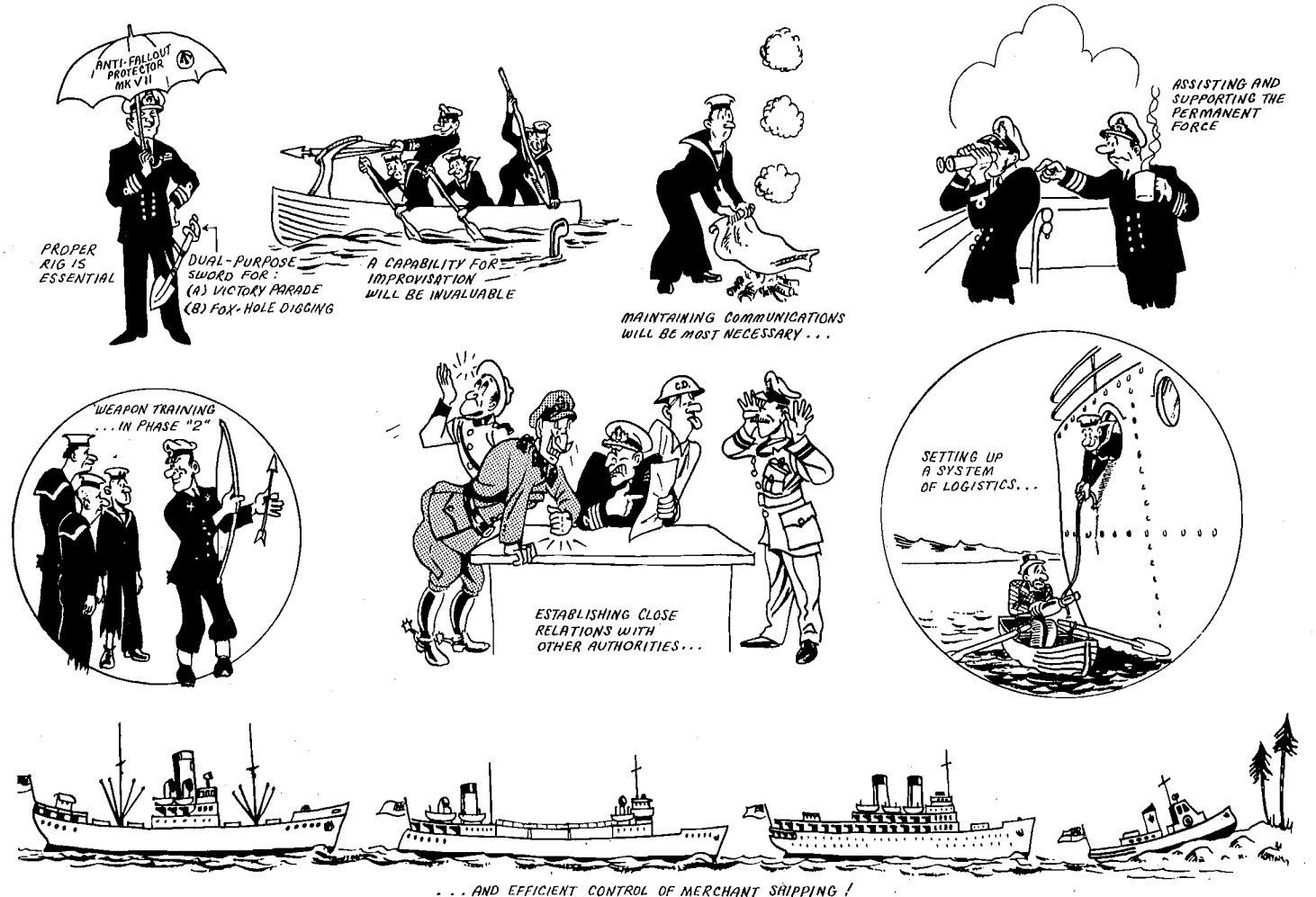
Entries will be invited from every division of the league across Canada, but the number of participating crews will be limited by the number of available sailing boats.

It is expected that this "first" in the history of the 66-year-old league will be a popular one with sea cadets, an official said.

"Many of these young sailors have already competed in sailing races held locally or at camps, but never before have they had the opportunity of testing their skill against their national fellow cadets," he said.

The national president reported that, under the supervision of R. C. Stevenson, OBE, Montreal, who was acclaimed Canada's "Sailor of the Year" in 1960, the league's Montreal branch has been asked to stage the regatta.

# The Role of the RCNR in a Future Conflict



If commanding officers of naval divisions were a little unsure about their role in the event of a spot of bother, their worries must have been allayed by the above illustrated thesis. Lt. Jack Thornton, RCNR, of Discovery, had withdrawn from his Naval Lore Corner long enough to sketch the shape of things to come as a contribution to the CO's conference at COND last fall.



# Home from the Sea

## **Kingston Veterans Prepare for Reunion**

The busiest branch of the Canadian Naval Association at this time must be the Cataraqui branch in Kingston.

Already well involved with planning for the 8th Annual Naval Veterans' Reunion to be held in the city May 18, 19 and 20, the branch also took on the task of making ready its own quarters. Conversion of an empty building once used as a meat packing plant into comfortable club rooms proved no easy job but the navy spirit prevailed.

Members seized tools, paint brushes, buckets and mops and from the hustle and bustle emerged a dance floor for 75 couples, lounge, bar, washroom facilities, check room, committee room and offices.

At the same time planning for the reunion continued apace and naval and ex-naval personnel and their wives will find plenty to see and do on the big week-end.

The reunion will open with an early registration party on Friday evening and swing into high gear with a general get-together on Saturday. Saturday evening a banquet and dance will be held in the Community Memorial Centre with dancing and entertainment also being held at the club quarters.

Sunday morning a church parade and memorial service will be held, and the official program will close with an after-parade gathering.

Also on the week-end program will be guided tours to points of interest such as Queen's University, Royal Military College, Old Fort Henry and other points, band concerts, and additional entertainment features.

In addition to working on the reunion and club quarters Cataraqui branch also found time to participate in ceremonies on November 11, and with HMCS *Cataraqui* in observance of Trafalgar Day.

It is particularly fitting that a naval reunion should be held in Kingston as the city has always been connected with naval matters. In 1756 the Marquis de Montcalm came to Kingston and ordered four ships built for an attack on Oswego. In the years before the War of 1812 it was Upper Canada's most important naval base and, during the War of 1812, the fleet which made possible the defence of Upper Canada was built at Kingston.

Kingston Shipyards built ships for both world wars and also manufactures minesweeping and other naval equipment.

HMCS *Cataraqui* and RCSCC *St. Lawrence* are the local centres of naval activity today.

## **Veterans Choose 1962 Executive**

Members of the board of governors for 1962 were elected at the annual meeting of the Hamilton Naval Veterans' Association in December.

Chosen were: Bob Frazer, president; Bill Shade, first vice-president; Tim Worrnan, second vice-president, and executive members Gord Martin, Phil Fox, Cliff Black, Russ Woodward, Joe O'Grady, Jim Senior and Russ La Forme.

## **Elections, Party Held by Veterans**

The annual election of officers of the Cobourg-Port Hope Naval Veterans' Association was held December 10 in the Royal Canadian Legion Hall in Cobourg.

Officers for 1962 are: Joseph Ham, president; Charles McCaw, first vice-president; Harry McDougall, second vice-president; Everett Daye, secretary; Adama McGowan, treasurer; Bill Lane, entertainment chairman; John Miller, master-at-arms, and Cliff Donaghue, immediate past president.

The ladies' auxiliary held its election of officers at the home of Mrs. Dorothy Donaghue, retiring president. Elected were: Mrs. Charles McCaw, president; Mrs. Joseph Ham, vice-president; Mrs. T. Brown, treasurer; Mrs. D. McNeill, secretary; Mrs. Harry McDougall, entertainment chairman; Mrs. J. Taul, chairman of the sick-visiting committee, and Mrs. Cliff Donaghue, immediate past president.

A children's Christmas party was held December 10 at the headquarters of RCSCC *Skeena*.

## **Tea-Clipper Model Contest Announced**

Just about 100 years ago, the clipper ships, often spoken of as the most beautiful ships ever to sail the seas, reached the peak of their development. Their decline following the opening of the Suez Canal in 1870 and the coming of steam.

High excitement in England accompanied the annual race of the tea clippers from the Orient and large prizes awaited the first clipper to reach London with a cargo of tea. The tender commodity was subject to deterioration if it remained too long at sea.

The Tea Council of Canada, as a means of keeping alive the romance of golden age of sail, is sponsoring a contest for the best model of a tea clipper.

Open to all residents of Canada under the age of 20, the contest has as first prize an all-expenses-paid holiday to India and Ceylon, plus a \$1,000 scholarship to a Canadian university. For runners-up there are four other scholarships and other substantial prizes.

Details concerning the contest may be obtained from the Clipper Ship Contest, Tea Council of Canada, 42 Charles Street East, Toronto 5.

# SCIENCE AND THE NAVY

## **Miniature Sonar For Crashed Planes**

Naval divers, called up from time to time to assist in the recovery of aircraft which have crashed in water and disappeared far below the surface, may find their task made easier by a miniature sonar device being developed by the Radio and Electrical Engineering Division of the National Research Council of Canada.

The latest issue of the division's bulletin describes the proposed device as a further application of "low-drain transistorized ultrasonic transmitters".

Water areas comprise eight percent of the total territory of Canada, the report points out. The likelihood of an aircraft crashing into a lake is, therefore, considerable. In order to identify and possibly to recover an aircraft which had disappeared under a water surface, one would require an underwater transmitter capable of withstanding the crash and then automatically starting transmission of an ultrasonic signal.

The report says the division has started preliminary work on the design of a suitable transmitter. Tests carried out so far indicate that a range of about one-half mile may be obtained from a pulsed ultrasonic transmitter, using 0.25 pounds of nickel-cadmium batteries with an operating life of about five days.

## **Seaslug Ready For RN Service**

The Royal Navy's latest guided missile, "Seaslug" is ready for service.

Described in Britain as "the best of its kind in the world, of unparalleled reliability and with a success ratio higher than nine to one," the missile is embarked on the new "county" class of guided weapons destroyers.

First to receive the medium-range surface-to-air missile will be HMS *Devonshire*, due to be commissioned next summer. After the *Devonshire* will come the *Hampshire*, *Kent* and *London*. Two more destroyers of this class are to be built.

U.S., NATO and Commonwealth experts have been present at some of the "Seaslug's" Mediterranean trials.

In one series of 16 consecutive launchings "Seaslug" scored a 100 percent success. Its overall 90 percent score in the latest series of firings would have been higher but for attempts at "fancy shots" outside its normal range, British sources said, adding that even these were largely successful.

"Seaslug" has brought down a radio-controlled Canberra jet bomber flying at a height of 50,000 feet. It has also been successful in picking off aircraft skimming low over the surface of the sea.

The missile achieves better than one and a half times the speed of sound within three seconds of launching. It enters the narrow radar beam that leads it to the target within another eight seconds.—*Army Navy Air Force Journal*.

## **Greenwich Time Signals Augmented**

For over one hundred years, the Royal Greenwich Observatory has been responsible for providing exact time signals for a wide variety of users both at home and abroad.

In recent years this service has become increasingly important in various fields of scientific research where extreme accuracy is essential.

In order to provide the various users with more frequent opportunities for checking the time, the present twice daily transmissions from Rugby have been increased to four as from December 1, according to the *Admiralty News Summary*.

This means that the transmissions on the low frequency of 16 kcs formerly radiated at 10 am and 6 pm are superseded by signals at 3 am, 9 am, 3 pm and 9 pm. There is, however, no change in the form of the signals.

To ensure a world-wide coverage, the 10 am and 6 pm broadcasts had also been transmitted on short wave. This service continues but the times have been changed to 9 am and 9 pm.

As long ago as 1833, the Royal Greenwich Observatory provided hourly time signals for the operation of "time balls", i.e. devices consisting of a large ball secured to the top of a mast and released by a special catch at a precise

time. One such ball is still in use in the grounds of the old Observatory at Greenwich.

The hourly transmissions continued for many years but this service has now diminished to almost negligible proportions and in fact, the only user is the General Post Office for the Talking Clock (TIM) which has been in operation since 1936.

The reason for the falling off of the requirement for the hourly Greenwich transmissions, was the inauguration in 1924 of the BBC's Greenwich time signal, which is claimed to be as accurate as possible.

The transmissions from Rugby are proving to be indispensable to users all over the world. Such persons as marine surveyors and scientists engaged in tracking artificial satellites will undoubtedly find the new and more frequent transmissions of great value.

## **Big Oceanography Program Outlined**

The Canadian government, with a full-scale study of oceanography in Canada's inland and surrounding waters in mind, is establishing a Marine Sciences Branch in the Department of Mines and Technical Surveys. This will combine hydrographic surveys and research in oceanography, marine geology and the geophysical sciences of the seas.

The move comes at a time when the pressing need for information about the deep seas has placed oceanography a close runner-up to space research in current scientific effort, especially in those countries whose interests are closely affiliated with the sea. Canada possesses a coastline of some 117,000 statute miles, one of the longest in the world.

The new Marine Sciences Branch will have its official birth April 1, 1962. Its function will be to carry out hydrographic and other oceanic surveys and to conduct oceanographic research in the nearby oceans, in Canada's coastal and inland waters, and on the underlying seabeds for the threefold purpose of assisting navigation, with particular reference to Arctic waters, of ascertaining the resource potential of the country's continental shelf, and of under-



taking the extensive program of oceanographic research required for military and civilian purposes. The resulting information will also greatly assist the commercial fisheries.

The oceanographic data required by the Department of National Defence alone is extensive. For instance, in the field of maritime defence, the accuracy of submarine detection devices depends upon a detailed knowledge of the physical characteristics of the water and of the composition and topography of the ocean bottom.

The new branch will take in the existing departmental personnel and facilities now engaged in hydrography and oceanography, and will provide for the expansion necessary to meet the new requirements. This will involve additional personnel, modern laboratory accommodation and ancillary facilities, and research ships. It will comprise the Canadian Hydrographic Service under Dominion Hydrographer Norman Gray; the Division of Oceanography, and a new Ships Division.

S. G. Gamble, director of the department's Surveys and Mapping Branch,

will act as director of the new branch pending the appointment of a director.

Headquarters of the Marine Sciences Branch will be in Ottawa and hydrographic and oceanographic activity on the Atlantic and Pacific coasts will be centred in oceanographic institutes on those coasts. On the Atlantic coast, the new \$4,500,000 Bedford Institute of Oceanography, now under construction is scheduled for completion in mid-1962. Oceanographic research in the arctic will also be carried on from this centre. A similar centre is planned for the Pacific coast in about three years' time. Meanwhile, functions on the west coast will be centred in the present hydrographic establishment in Victoria. The inland waters section of the Canadian Hydrographic Service will work out of Ottawa.

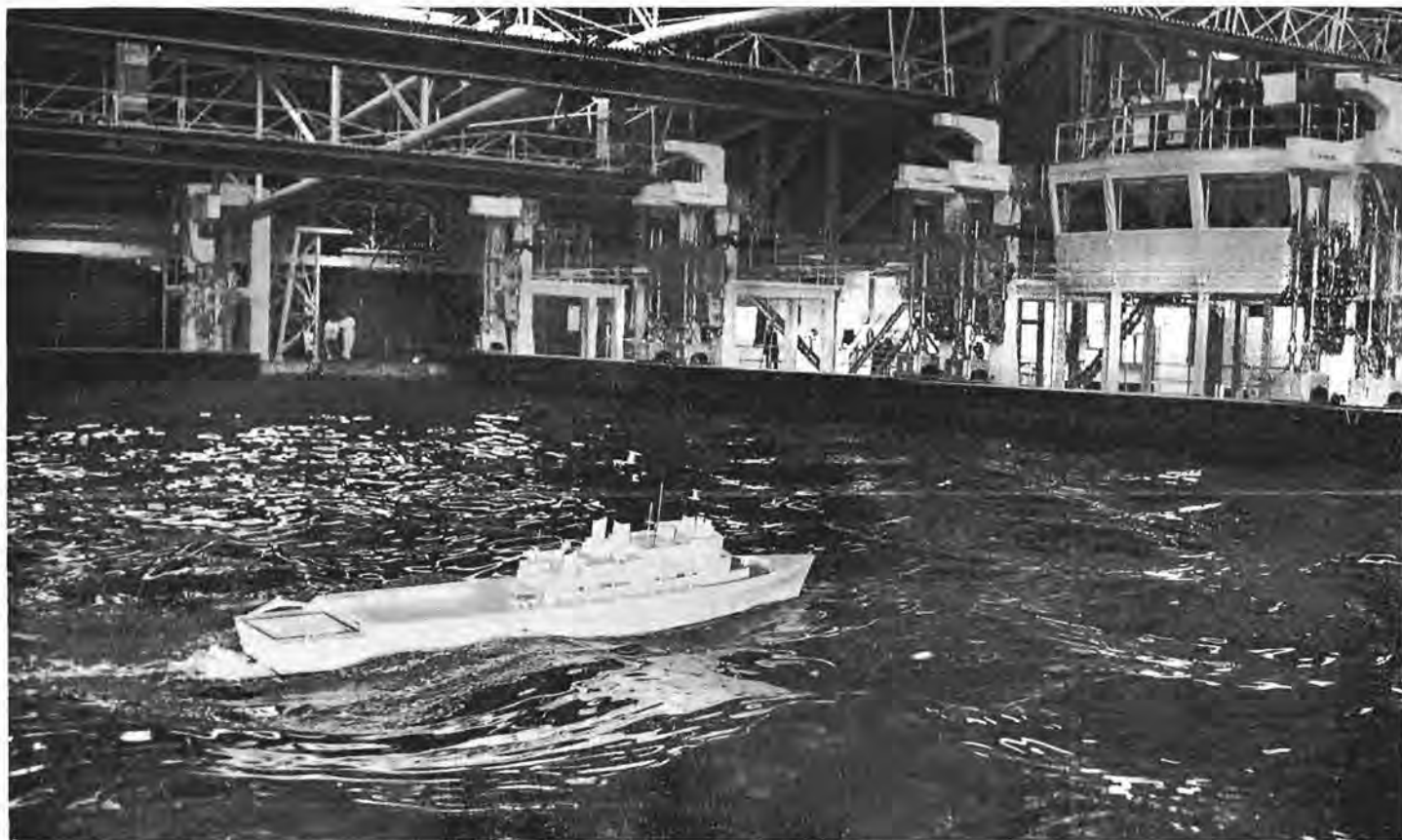
The new Marine Sciences Branch will be serviced by a fleet of multi-purpose ships which are designed to be used for either survey or research purposes. For the East Coast, three ships are in design or under construction and one ship, the *Maxwell*, was launched during the past field season. The largest of the group, the *Hudson*, is expected to be

commissioned in 1963. It will have a cruising radius of 15,000 miles and has been designed for oceanographic studies anywhere in the world. It will be 294 feet in length and will have a displacement of 4,660 tons. It will be fitted with ample drafting-room space, equipment for hydrographic surveys and it will contain some 2,500 square feet of laboratory space.

The two additional ships, to replace the present obsolete *Cartier* and *Acadia*, are to be about 225 feet in length and will contain standard survey equipment, but will be provided with laboratories and special winches and gear for oceanographic and geophysical research over the continental shelf and in the Arctic.

On the West Coast, the department will use the *MV Ehkoli*, a reconverted naval vessel, for oceanographic research and to assist the Institute of Oceanography of the University of British Columbia in its oceanographer training program. A new survey and research ship for the West Coast is in the design stage.

Initially the new branch will have a staff of some 1,200.



A radio-controlled, powered model of an assault and landing craft bucks artificially produced waves in a new experimental manoeuvring tank at Britain's Admiralty Experimental Works, Haslar, Hampshire, England. The new tank was opened recently by His Royal Highness the Prince Philip. It will permit study on a model scale of the ability of a warship to maintain speed and course in rough weather. The National Research Council of Canada carries out similar studies with radio-controlled models on an outdoor manoeuvring pond, 80,000 square feet in area, but this lacks wave-making equipment. Wave and speed effects on hulls are studied in an indoor towing tank along which captive, instrumented hull models are towed. (British Information Service Photo)

# KEEPING FIT

New emphasis has been placed on physical fitness by Canada's Armed Forces and keeping fit is a requirement in the Royal Canadian Navy. This is true also of the U.S. Navy. How the USN is going about it, is described in the magazine *ALL HANDS*, published by the Bureau of Naval Personnel, Washington.

**N**AVYMEN are, by definition, fighting men. Fighting men should have a reasonable amount of strength and endurance. Both of these commodities are hard to maintain in our highly mechanized civilization.

There was a time when fighting men lived a life designed to condition their bodies solely for the purpose of making war.

Our concepts have changed since then. War has become something to be avoided, if possible, and the fighting man is now expected to concentrate a good part of the time exercising his brain power.

Although a Navyman no longer has to keep the muscles bulging in his sword arm, he does have to keep fit.

There are two roads to this goal, and they should be traveled simultaneously.

To be fit, you must exercise and watch your food intake.

The best, and most satisfying way to get exercise is in the course of your work or in recreation. Nowadays, not many people have to chop wood or move heavy weights around during the average working day and a Navyman can't always take a brisk walk, a good swim or play 18 holes of golf.

Facilities for recreational exercise are often expensive, hard to get at or just

not available to everybody every day. Aboard ship, however, any man who wishes to do so can take a brisk turn on deck or find sufficient space to do a few exercises. All you need is your own weight and sufficient room for you to lie, stand, squat and to stretch your arms and legs.

There is a difference between muscular activity and exercise. Your usual daily activities move muscles but don't exercise them.

In order to have bounce, to feel alive, it isn't necessary to be muscle-bound or move mountains. All you need is muscle tone.

Muscle tone is like musical tone—a sense of physical harmony in which every muscle is at the right pitch. There isn't any magic required to do this—all you need is about 20 minutes daily.

The medical officer is the man to see for exercises that are tailored to take care of your particular needs but here are a few routines that will take care of the rank and file.

*The washerwoman*—Stand with your hands stretched above your head. Bend and touch your toes. Bend your back—not your knees. This is good for your leg and back muscles.

*The archer*—Lie on your belly with your hands clasped behind your neck. Raise your head and chest. This is a general tune-up for back muscles.

*Abdominal arch*—Like the archer except that you raise your legs one at a time as you raise your head and chest.

*The leg-lifter*—Lie on your back. Keep your legs stiff and raise them one at a time. This strengthens thighs and tones the abdomen.

*Bend and squat*—Stand. Bend and touch your toes. Stand. Squat. This strengthens hip muscles.

*Push-ups*—You know how to do them. Be sure you keep your body straight.

*Sit-ups*—Hook your toes to something. Keep your abdomen rigid as you pull to a sitting position with your hands clasped behind your head. Great for the abdominal and leg muscles.

*The punter*—Stand with your arms extended rigidly above and behind your head. Bring them down in front of you to chest level at the same time raising each leg as though you were



punting an imaginary football held in your hands. This strengthens hip muscles.

Patients of the Physical Therapy Section at the National Naval Medical Center, Bethesda, Md., are examples of what exercise can do to build bodies from relative uselessness to normal activity.

Many Navy men who find themselves referred to the Section have recently been put together again after an accident or are recovering from operations.

In either case, they are unable to use parts of their bodies which have been damaged for one reason or another.

For the patient who cannot exercise of his own volition, the unit has electronic equipment which, when applied to the patient will involuntarily flex the patient's muscles thus giving him exercise although the patient himself is incapable of movement.

When the patient has progressed to the point at which he has control over his muscles, the therapists provide him with weights and exercises designed to strengthen weakened muscles.

Physical therapists have to combat the same problem any man who embarks on a do-it-yourself fitness program will encounter. Therapy patients must go to the Naval Hospital for their treatment even though their therapy may consist of exercises which could as well be done at home.

There is a sound reason for this. Even though exercising may sometimes mean the difference between walking and not walking, patients have a tendency to goof off. If they do the exercises, they may do them in such a way that stronger muscles will do the work intended to rebuild weak muscles or they may let momentum and not muscle move the weights. At the hos-

While it is to be hoped the accompanying article will provide some stimulus toward building muscle and shedding surplus poundage, readers are reminded that the RCAF's 5BX Plan provides an excellent program of physical fitness, coupled with words of caution for those who may approach such a program with more enthusiasm than discretion. The 5BX Plan and its companion volume for the ladies, the 10BX Plan, are available from the Queen's Printer, Ottawa, at 35 cents each.—The Editor

pital, they are placed in front of mirrors in which they can check themselves and therapists are on hand to correct any cheating—willful or otherwise.

Physical therapists have to cope with discouragement. It sometimes takes a long time to rebuild a broken body through exercise.

You won't have that difficulty. You will be able to feel the difference a little exercise makes almost immediately and will be able to see the difference in a matter of a few weeks.

Physical therapists also treat Navy-men who have become the victims of a sedentary life. LSD (large steel desk) skippers who get no exercise other than propelling themselves from one ride to another often lack the muscle tone to hold themselves in a good posture. The result: they suffer from a myriad of complaints which range from backaches to low vital capacity.

Good posture is often a matter of muscle tone and a realization that your posture is bad. It is a good idea to back up against a bulkhead now and

then to check whether or not your heels, buttocks, shoulders and head touch it while standing naturally. If they don't, make them.

If you are overweight, one of the best exercises you can take to reduce the excess poundage is pushing yourself away from the table.

Food is energy. Exercise can prevent you from getting fat because it will burn up the fuel you feed your body. If you are fat before you start exercising, reducing your food intake is the only way to get rid of the extra blubber.

You may point to the hot day you played a couple of sets of tennis and lost five pounds. You bet you did lose five pounds, but how long did they stay lost? What you got rid of on the tennis court was water and not fat.

In order to lose one pound of body fat by exercise, you would have to walk 66½ miles (at the rate of one mile each 17 and one-half minutes); stand for 160 hours; shovel 114,739 pounds of sand; run 43.2 miles (at the rate of one mile each six minutes); climb 48

times to the top of the Washington Monument or do 5,714 push-ups from the floor.

You don't have to consider yourself a martyr to reduce your weight by dieting. Dieting doesn't mean food frustration but it does mean calorie restriction.

You can eat anything you want provided your daily caloric intake in balanced meals equals your daily energy output.

Again, a word of warning. In diet, as in exercise, your medical officer is the man to give you specific advice. He can give you calorie charts and tell you what your intake should be for the type of work you do.

Your naval duties require you to be in top flight condition. Look around you. Do you see many of your friends indulging themselves in too much food and too little exercise?

A proper diet and a few daily toning-up exercises will make your friends look better and feel better—and you, too.—Robert Neil in *All Hands*.



Wrens of Conestoga XX training class assembled on the lawn below the wardroom for this photograph during their course at Cornwallis from September 6 to November 6. From left to right, they are (front row) Cherie Balcom, Sandra Ayling, Doris Secord, Donna Dumont, CPO Phyllis Bayley, Lt. D. M. Gower, Ord. Wren J. Batterill (regulating assistant), Ann Stewart, Grace Davie and Marilyn Harvie. Middle row: Doris Crewe, Patricia Paul, Ellen Philipps, Betty Jones, Doreen Gagnon, Geraldine Grice, Marie Bonneau, Judith Campbell, Lita Simmons, Janice Hardy, Carole Legere, Christiane Dagenais, Lynda Tatham, Patricia Mead, Beverly Platt and Vivien Stigler. Back row: Gail Mackenzie, Nina Francis, Linda Warner, Rita Simon, Phyllis Leblanc, Marlene Johnson, Claire Hasley, Pauline Belcher and Joyce Aitken. (DB-15795)



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# HERE AND THERE IN THE RCN

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Wren Doreen Gagnon is hostess to a four-year-old from the Nova Scotia Home for Coloured Children during the annual Yuletide party for the home put on by HMCS Shearwater. The party was arranged by the leading seamen's club. (DNS-28365)



As the British submarine Aurochs left Halifax January 5 to close an 18-month commission, Sgt. J. J. MacLaughlan, RCAF, braved the piercing cold to pipe her on her way although his pipes soon froze. It was too cold for a band to turn out. The sergeant, who serves on the staff of the Maritime Commander Atlantic in the Dockyard, was in the Royal Canadian Dragoons before the war and served in the Navy during hostilities. (HS-67237)



Orphans of the Oak Grove Protestant Children's Home of Charleston, South Carolina, were given a tour of the aircraft carrier Bonaventure during the ship's stay in that city last fall. Shown at the controls of one of the ship's Tracker aircraft is six-year-old George Martin, who seems a little worried about it taking off before he gets the hang of it. (BN 4398)



A Christmas carol service has become a traditional feature of the pre-holiday season at Royal Roads. This was the scene at the Canadian Services College on December 17. (E-64626)

# Battle that Marked the Turn

**A**S MIDWAY changed the course of the war in the Pacific, so did an unnamed battle, fought for six days and nights over a vast expanse of ocean and in the worst imaginable weather, mark the turn of the tide in the North Atlantic. Long overdue, an account of this battle, and of the events that preceded and followed it, has appeared in book form.

Given the title *The Fiercest Battle*, the book tells the story of Convoy ONS 5 and the dramatic all-out fight between the escorts charged with its defence and the U-boats bent on its destruction. Numerically, it was hardly a fair match. Arrayed against ONS 5 were more U-boats than there were merchant vessels in the 42-ship convoy, while for protection the convoy relied on a close escort consisting of two destroyers, one frigate and four corvettes (B-7 Group, Cdr. P. W. Gretton, in HMS *Duncan*, Senior Officer), with reinforcement and assistance provided by two support groups and long-range aircraft.

The battle reached its climax and was brought to a decision on the night of May 5-6, 1943, when a pack of 15 U-boats hurled itself on the convoy, which

## BOOKS for the SAILOR

by then consisted of 23 merchantmen defended by a five-ship close escort and two supporting destroyers. Twenty-five times the submarines attacked and as often were they beaten off. That night five U-boats were sunk and others were damaged. Not a ship in the convoy was lost.

On May 6 the U-boats were ordered to withdraw. They were not yet defeated, and the Battle of the Atlantic was still far from over, but no more were they to appear in large numbers and attack in large packs. The Allies for the first time had established ascendancy, and it was not to be lost.

No Canadian ships were engaged in *The Fiercest Battle*, but Canadians did take part as individuals. One of B-7's corvettes, HMS *Sunflower*, was commanded by Lt.-Cdr. James Plomer, RCNVR, who is now a Commodore, RCN, and Assistant Naval Comptroller at Naval Headquarters. Another Canadian, Surgeon Lt. B. A. Campbell, RCNVR, was HMS *Duncan's* doctor and performed in the captain's day cabin an emergency appendectomy that saved the life of one of the ship's men.

At least one other convoy, escorted by a Canadian group, at the height of the battle passed so close to ONS 5 it was possible to pick up on R/T receivers the voice reports of the defenders as they came to grips with the enemy.

And there are Canadians who will recall the day in May when the order went out to all ships berthed along the Foyle to "man and cheer ship" as B-7 Group, led by HMS *Duncan*, steamed into Londonderry after delivering intact an eastbound convoy. It was an impressive and well-deserved tribute.—R.C.H.

*THE FIERCEST BATTLE*, by Ronald Seth; published by Hutchinson of London; 16 shillings.

## Authors' Journal Edited by Officer

A naval officer has been appointed editor of *The Canadian Author and Bookman*, journal of the Canadian Authors' Association, Don. W. Thompson, president of the association, announced recently.

The new editor is Lt. H. R. Percy, staff officer training publications at Naval Headquarters and author of a collection of short stories, *The Timeless Island*, published in 1960. He is a frequent contributor to *The Crowsnest*.

## The Captain's Chair

A mere flight lieutenant has sent the storm signals flying in England by saying it should be possible "for all on the bridge of a ship to be comfortably seated as are the pilots of an aircraft".

*The Times* since then has played host to the letter-writer who said, "Our sailors, when on duty, remain 'on their toes' in every respect" and another who proclaimed, "The only time that I am off my pegs is when I am horizontal and unconscious".

From the Naval and Military Club a third wrote: "If I sit down for four hours in the middle of the night I go to sleep".

The British airman having thus been shot into space, an inquiry at the Royal Canadian Navy brought reassurance that officers on duty on the bridge stay on their pegs as faithfully as the RN.

But in honesty they had to say there was a chair on the bridge of most Canadian ships. It is for the captain who in storm or battle may stay on duty for many hours at a time and, while officers on their feet handle the routine, will sit, there snatching a few winks when he can.—An editorial in *The Ottawa Journal*



## LETTER

Sir:

The photograph DNS-27983 on page 13 of the October 1961 issue of *The Crowsnest* does not show Trackers turned over to the Royal Netherlands Navy by the RCN. These Trackers are former USN Trackers, as can be seen by the fairing on the nacelles of the first two aircraft and the ECM equipment on the third aircraft.

I hope this helps to keep your records straight for future reference, I remain,

Yours truly,  
T. W. TURNER,  
Lieutenant,  
Royal Canadian Navy.

RCN Air Station,  
Shearwater, N.S.

# RETIREMENTS

CPO ERIC BROOKE, C2LT4, of Birmingham, England; joined RCNVR September 5, 1940, transferred to RCN January 21, 1943; served in Vancouver naval division, *Stadacona*, *St. Laurent*, *Cornwallis*, *Three Rivers*, *Protector I*, *Middlesex*, *Chaleur II*, *La Hul-loise*, *Naden*, *Chippawa*, *Ontario*, *Matsqui*, *Newport Corners*, *Cayuga*, *Aldergrove*, *Beacon Hill*; awarded Mention-in-Des-patches, August 14, 1945, CD; retired December 15, 1961.

CPO DOUGLAS HURLEY GILLIS, C1BN4, of Hastings, England; joined July 27, 1937, served in *Stadacona*, *Saguenay*, *Restigouche*, *Avalon*, *Captor II*, *St. Hyacinthe*, *Niobe*, *Scotian*, *Ontario*, *RCNAS Dartmouth*, *Magnificent*, *Haida*, *Wallaceburg*, *Shearwater*, *Bytown*, *Cape Scott*; awarded CD, and 1st class to CD; retired December 21, 1961.

PO ARMAND JAMES GOBEIL, P1SW3, of St. Boniface, Manitoba; joined RCNVR January 23, 1941-October 30, 1945, transferred to RCN March 14, 1946; served in *Stadacona*, *Ross Norman*, *Pictou*, *Avalon II*, *Fort William*, *Kitchener*, *St. Catharines*, *St. Hyacinthe*, *Chippawa*, *Naden*, *Crescent*,

*Givenchy*, *Warrior*, *Crusader*, *Cornwallis*, *Quebec*, *Iroquois*, *Shearwater*, *Hochelaga*, *Magnificent*, *Wallaceburg*, *Hochelaga*, *Huron*, *Donnacona*; awarded CD; retired December 17, 1961.

CPO JOHN JOSEPH JEFFRIES, C2BN4, of Stratford, Ontario; joined November 18, 1940; served in *Naden*, *Chilliwack*, *Stadacona*, *Ross Norman*, *Venture*, *Nanaimo*, *Cornwallis*, *Riviere du Loup*, *Medicine Hat*, *Ste. Therese*, *Peregrine*, *Llewellyn*, *Scotian*, *Huntsville*, *Sans Peur*, *Dundurn*, *Cataragui*, *Iroquois*, *Magnificent*, *Shearwater* (31 SAG), *Summer-side*, *Shearwater*, (VS 880), *Coverdale*; awarded CD; retired December 30, 1961.

CPO JAMES MAGILL, C1WA4, of Belfast, Ireland; joined RCNVR November 15, 1945; transferred to RCN July 12, 1946; served in *York*, *Peregrine*, *Warrior*, *RCNAS Dart-mouth* (803 Sqdn), *Warrior*, *Stadacona*, 19 CAG, *Niobe*, *Cornwallis*, *Shearwater*, *Magnificent*, *Scotian*; awarded CD; retired December 16, 1961.

CPO JAMES STEWART, C2ER4, of Vic-toria, B.C.; joined December 6, 1940; served

in *Naden*, *Naden* (Union SS), *Prince Robert*, *Stadacona*, *Niobe*, *Saskatchewan*, *Avalon*, *Peregrine*, *Scotian*, *Givenchy*, *Stadacona* (CN 390), *Ontario*, *Churchill*, *Sioux*, *Royal Roads*, *Miramichi*; awarded CD, December 7, 1952; retired December 5, 1961.

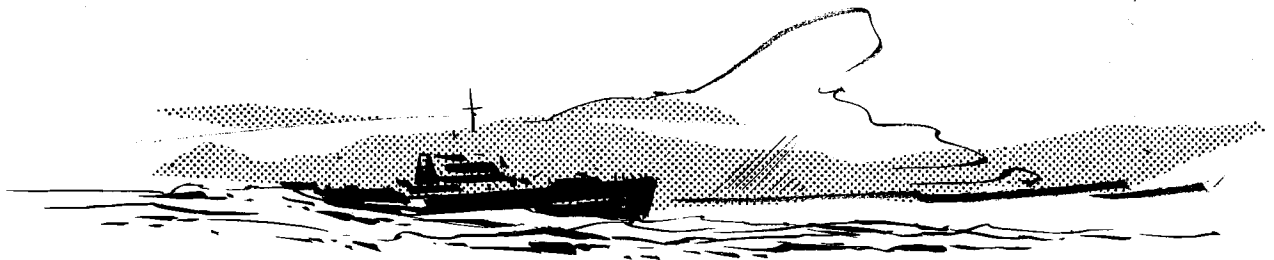
CPO ROBERT RUSSELL WHALEN, C2ER4, of Calgary, Alberta; joined March 1, 1937; served in *Naden*, *Fraser*, *Ottawa*, *Armen-tieres*, *Nootka*, *Kamloops*, *Stadacona*, *Blair-more*, *Mulgrave*, *HMS Puncher*, *Peregrine*, *Avalon*, *Cornwallis*, *Arnprior*, *Peregrine*, *Uganda*, *Ontario*, *Athabaskan*, *Oshawa*, *Jon-quiery*, *New Glasgow*; awarded RCN Long Service & Good Conduct medal; retirement was announced in March 1961 *Crowsnest*, but was postponed to December 5, 1961.

PO GEORGE BRANLEY WILLIS, P1BN4, of Winnipeg, Manitoba; joined September 16, 1940; served in *Naden*, *Stadacona*, *Skeena*, *Avalon*, *Cornwallis*, *HMS Seymour*, *Niobe*, *Ribble*, *Peregrine*, *Swift Current*, *Givenchy*, *Rockcliffe*, *Ontario*, *Shearwater*, *Quebec*; awarded CD; retired December 13, 1961.



Wherever Rear-Admiral P. D. Budge, Chief of Naval Personnel, has served, he has nearly always managed sooner or later to organize a choir. It is doubtful, however, that he ever assembled higher-priced talent than this group of carol singers at Naval Headquarters. The songsters included a Chaplain of the Fleet, a commodore, several captains and officers of lesser rank, augmented by members of the civilian staff of the personnel branch. The choristers carolled at the Christmas party held by the branch in the Bytown officers' mess and also sang there during the lunch hour on the Friday before Christmas. (O-14115)





## THE CROWSNEST IN 1961

**F**OLLOWING is a summary of the principal articles and special features in *The Crowsnest* during 1961:

**JANUARY:** Lady of the Month, HMCS *Inch Arran* at Harbour Deep, Nfld.; The Jubilee Year, a review of events in 1960; Southern Bell, HMCS *Husky* becomes a New Orleans yacht; Before the Seaway, account of a troubled journey up the St. Lawrence by an Algerine; The Court of Admiralty, a brief history; When Dr. Barnardo Went Navy, the story of the Watts Naval Training School; Naval Lore Corner No. 89, The Evolution of the Sailors' Uniform.

**FEBRUARY:** Lady of the Month, HMCS *Iroquois*; obituary of the late Rear-Admiral B. R. Spencer; A Badge Comes Home, the story of the Iroquois badge found in Londonderry; The Last Midshipman; picture of variable depth sonar in HMCS *Crusader*; Family Portrait, HMCS *Columbia*; Naval Lore Corner No. 90, Monitors: Some Representatives of a Vanished Breed.

**MARCH:** Lady of the Month, HMCS *Ottawa*; Canada's Defence Policy, a statement by Hon. D. S. Harkness; HMCS *Columbia's* tiddly boat; NBCD training in the RCN; *Prince Henry's* Half Victory, the scuttling of the *Hermonthis*; The Sinking of *U-877*, as seen by the radar officer of HMCS *St. Thomas*; Exercise Bonny Boy, Banshees defend Army's Blue-land; The Roughest Game Afloat, water polo; Naval Lore Corner No. 91, Submarine Deception.

**APRIL:** Lady of the Month, HMCS *Huron*; Random Memories, first of four articles by Rear-Admiral R. E. S. Bidwell, RCN (Ret); Suffering George, training-dummy for mouth-to-mouth respiration; Hon. D. S. Harkness pays first visit of Atlantic Command; General Drill, organized madness on board ship; Mountaineering in New Zealand; footnotes by D. R. Overall-Hatswell to The Last Midshipman (February); Naval Lore Corner No. 92, The Doughty "Ds", RN light cruisers.

**MAY:** Lady of the Month, HMCS *Grilse* (picture is of U.S. Submarine *Burrfish* before transfer); the commissioning of HMCS *Grilse*; Rear-Admiral E. P. Tisdall retires; Random Memories, part two; The Benevolent Fund, annual meeting; *Cape Scott* divers recover bronze dolphin in Bermuda (pictures); Retirement Counselling; Naval Lore Corner No. 93, Submarine Deck Guns.

**JUNE:** Special *Our Navy* issue; frontispiece shows proposed conversion of St. Laurent class; Our Navy—Then and Now, the past nine years; National Defence, policy and plans for the RCN; The *Chippawa* Story, account of the Winnipeg naval division; table showing composition of the fleet; Le College Militaire Royal, history and description; the *Sussexvale's* motor cutter; Ten Years of Naval Aircraft, two-page picture

spread; "Prep" School, higher education in the RCN; The Navy to the Rescue; *Venture* Cruise '61; Mobility for the Fleet, the Cape class repair ships; The Tale of a Shirt (*Cutty Sark*); Naval Lore Corner No. 94, Evolution of the Naval Officer's Uniform.

**JULY:** Family portraits, *Fort Erie* and *Chaudiere*; Human Resources, an address by His Excellency the Governor General; dockyard jetties renumbered at Halifax; Random Memories, part three; The Maritime Museum of Canada; With Peary in Long Island Sound, misadventure of two minesweepers; Technical Services, a description of headquarters organization; Psychology and Diving; Trade Course Selection; Naval Lore Corner No. 95, Unorthodox Armament Dispositions.

**AUGUST:** Lady of the Month, HMCS *Algonquin*; Dominion Day on Parliament Hill, picture layout; Symbols and Ships, the history of RCN ship badges; Visit to Sierra Leone, cruise by HMCS *Algonquin*; Random Memories, conclusion; Silver Drums presented to Pacific Command; Veterans' Reunion (at Brantford, Ont.); Naval Lore Corner No. 96, Modernizations.

**SEPTEMBER:** Ladies of the Month, HMCS *Bonaventure* and destroyer escorts; Oceanography and the RCN; Life in a Laker, by Vice-Admiral E. R. Main-guy, RCN (Ret); Transitional Counselling; Family Portrait, ship's company of HMCS *Sioux*; Naval Lore Corner No. 97, Carriers of the Pre-War Period.

**OCTOBER:** Lady of the Month, HMCS *Athabaskan*; RCN Personnel Ceiling Raised to 21,749; Relic or Misfire? Old pistol bears famous naval name; The Wooden Igloo that Jack Built, new barracks for Naval Radio Station Frobisher; Diving Dentist; The CBC and the RCN; Summer at *Quadra*; *Quadra's* tiddly boat; The Canadian War Museum, a description; picture of veteran submariners on board HMCS *Grilse*; Omnibus Paratus, a history of helicopter utility squadron 21; artist's conception of last Mackenzie class destroyer escorts; Naval Lore Corner No. 98, Destroyers of the Past.

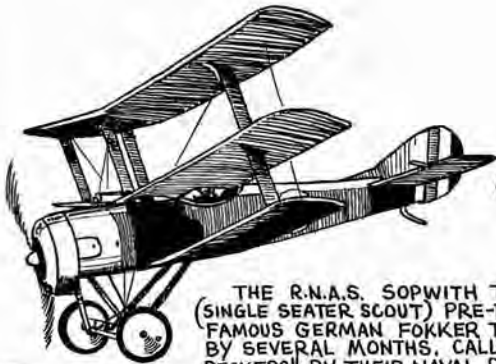
**NOVEMBER:** Christmas message from Vice-Admiral H. S. Rayner, Chief of the Naval Staff; The Prime Task, an address by CNS on the role of the RCN; The Aldergrove Pool; The Reserve's Summer; Outward Bound, RN submariner's outing by land and sea; A Mace for Dartmouth; HMS *Egeria's* Awnings; Naval Lore Corner No. 99, Modernizations (II).

**DECEMBER:** Lady of the Month, HMCS *Grilse*; The 1961 Yachting Season; The Navy—Goodwill Envoy, a report by the Department of External Affairs; The Padre and the Pigs; Bonnie Thanksgiv-ing; Arctic Expert, retirement of Commodore O. C. S. Robertson; Naval Lore Corner No. 100, Naval Paddle-Wheelers.

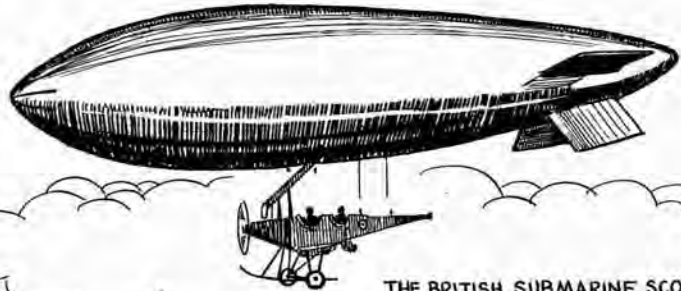
# Naval Lore Corner

## Number 101 "FREAKS OVER THE FLEET"

FROM THE EARLY YEARS OF THIS CENTURY, NAVAL AIRCRAFT HAVE DEVELOPED FROM KITES AND BALLOONS TO THE PRESENT SUB-SONIC JETS. HERE ARE A FEW OF THE MORE UNORTHODOX TYPES.



THE R.N.A.S. SOPWITH TRI-PLANE (SINGLE SEATER SCOUT) PRE-DATED THE FAMOUS GERMAN FOKKER TRI-PLANE BY SEVERAL MONTHS. CALLED "THREE DECKERS" BY THEIR NAVAL PILOTS, THEY FLEW OVER THE WESTERN FRONT IN 1917-1918. TOP SPEED WAS 116 M.P.H.

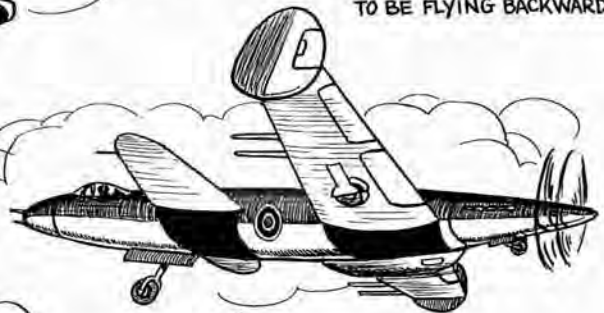


THE BRITISH SUBMARINE SCOUT AIRSHIPS OF WORLD WAR I (ABOVE) WERE VIRTUALLY AEROPLANES WITH GAS BAGS SUBSTITUTED FOR WINGS. A BE-2c FUSELAGE COMPLETE WITH ENGINE WAS SLUNG BENEATH THE ENVELOPE AS A CAR. THEY CRUISED AT 40 M.P.H...



THE PONDEROUS FRENCH AMIOT 150-BE SEA-PLANE WAS EMPLOYED AS A TORPEDO BOMBER. WITH A CREW OF 6 AND 3,960 POUNDS OF TORPEDOES AND BOMBS, SHE COULD FLY AT 180 M.P.H. OF PRE-WAR DESIGN, SHE REFLECTED A EUROPEAN TREND TO HEAVY FLOAT PLANES RATHER THAN TO FLYING BOATS...

THE "MILES 35" CARRIER FIGHTER (BELOW) NEVER REACHED THE PRODUCTION LINE. WITH TWO PUSHER ENGINES, SHE APPEARED TO BE FLYING BACKWARDS!



THE WORLD'S ONLY JET-PROPELLED FLYING-BOAT-FIGHTER WAS BRITAIN'S SAUNDERS-ROE A1. OF POST WAR DESIGN, SHE NEVER REACHED SQUADRON SERVICE...



*Roger Duhamel*

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