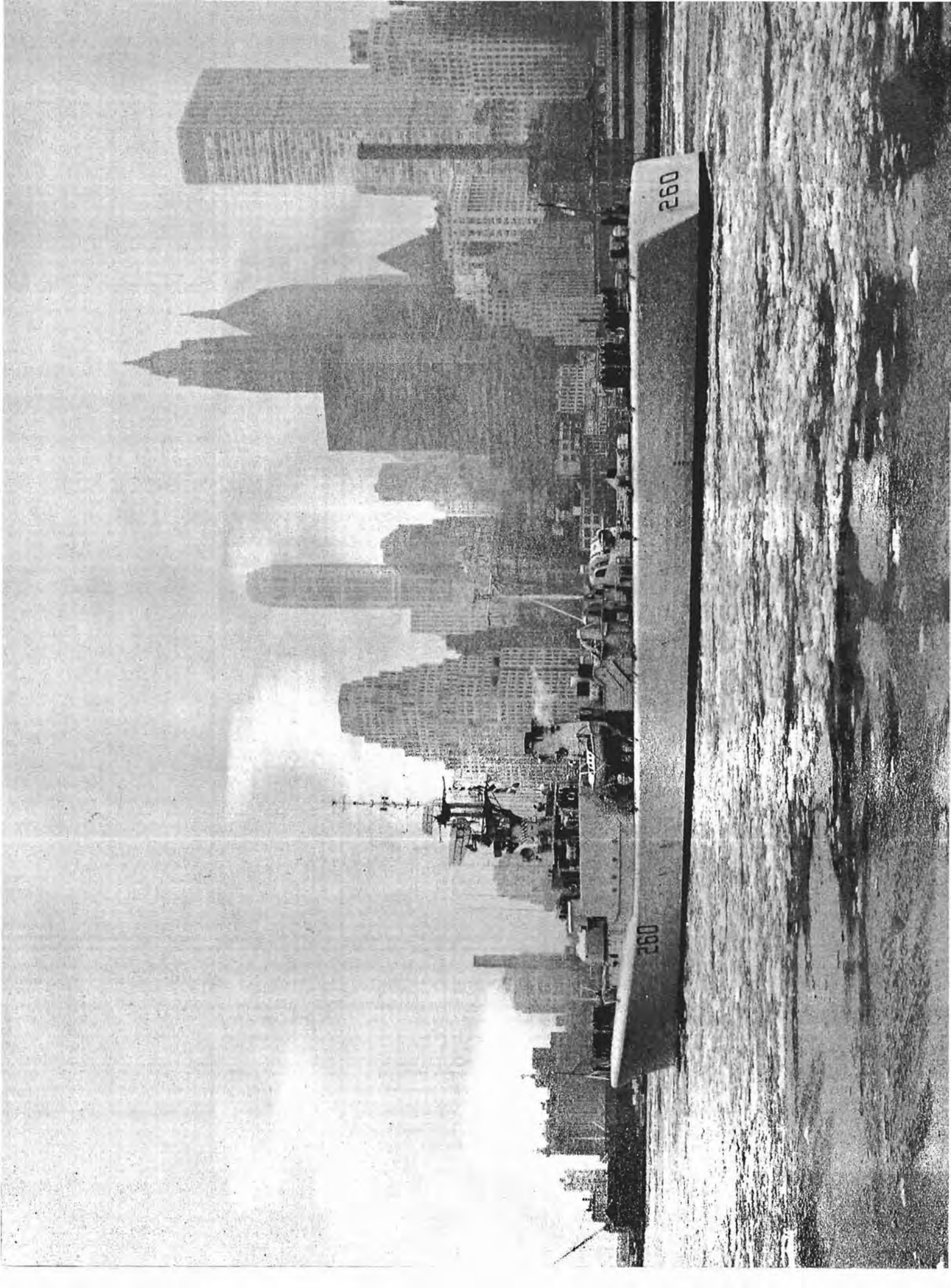


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The CROWSNEST

Vol. 15 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY 1963

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LADY OF THE MONTH

The New York City tourist bureau may not take kindly to pictures showing their harbour clogged with ice and so it is hastily pointed out that the photo of HMCS *Columbia*, against a backdrop of the towers of Manhattan, was taken in February. The weather may have been cold—but not the hospitality. The visiting Canadians were well looked after by Special Services of the Third Naval District and by the host ship, USS *Putnam*. Friendships were also struck up with officers and men of the aircraft carrier *Shangri-La*.

Youngest of the Restigouche class destroyer escorts, the *Columbia* was commissioned in November 1959. (Official United States Navy Photograph)

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The Cover—On a sunny day early this year, Sub-Lt. Douglas L. Mooers and Lt. Robert C. Grant take advantage of a lull in Exercise Maple Spring to get in a few sextant shots of the sun. The two officers are serving in HMCS *Restigouche*. (HS-71053-106)



RCN NEWS REVIEW

Spring comes to Halifax and the scene from Atlantic Command headquarters is a familiar one, with ancient naval guns framing the destroyer escorts (the *Nootka*, *Algonquin*, *Micmac* and *Coyuga*) at Jetty Four. (HS-71614)

Destroyer Escorts Assigned to Lakes

Three destroyer escorts of the Atlantic Command, the *Haida*, *Nootka* and *Sioux*, will form a part of the Royal Canadian Naval Reserve training fleet on the Great Lakes this summer. They are the largest Canadian warships to be employed so far for reserve training in the Lakes.

All three are veterans of both the Second World War and the Korean War. They will join with the gate vessels *Porte St. Louis* and *Porte St. Jean*, and the training vessel *Scatari* to form a six-ship training fleet. During the three and one-half month training program, more than 500 new entry reservists from across Canada will serve in the fleet.

Three vessels, the *Porte St. Louis*, *Porte St. Jean* and *Scatari*, are based permanently on Hamilton, location of the headquarters of Commodore P. D. Taylor, Commanding Officer Naval Divisions. The *Porte St. Louis*, on loan to the Atlantic Command for operational duties in the Bermuda area last winter, returned May 25.

First of the destroyer escorts to arrive on the Great Lakes is HMCS *Haida*, scheduled to reach Toronto on May 9. She will be followed by the *Sioux*, due at Hamilton June 20, and the *Nootka*,

June 21. The *Sioux* was commanded by Commodore Taylor for two tours of duty in the Far East during the Korean war.

During the summer, the fleet will visit a total of 10 Canadian and four United States ports, ranging from Kingston at the eastern end of the lakes to Port Arthur-Fort William at the head of the lakes in the west.

In addition to training, the ships will take part in a number of other activities during the summer, including school relations cruises, naval veteran and civic observances and exhibitions. These will include the 9th Annual Naval Veterans' Reunion of the Canadian Naval Association at Sarnia May 18-19; the Lakehead Exhibition at Port Arthur-Fort William, August 9-10, and the Canadian National Exhibition at Toronto, August 16 to September 2.

Command Conducts Schools Program

Close to 112 principals, counsellors and senior students of Vancouver Island high schools in late April participated in the Pacific Command's annual Schools Relations program.

On Friday, April 26, 52 high school personnel of Nanaimo and other communities were guests of the Royal Canadian Navy; and on Sunday, April 28,

approximately 60 more from the Greater Victoria area cruised into the Strait of Juan de Fuca in two frigates.

Friday's program included a tour of the Canadian Services College, *Royal Roads*; luncheon at the wardroom of *Naden*; a tour of the Fleet School, where they heard an address by Commodore J. A. Charles, Commodore RCN Barracks; and a tour through the submarine *Grilse* in HMC Dockyard. Later the guests were taken on an upper deck tour of the frigate *Beacon Hill*.

On Sunday, April 28, the Greater Victoria high school visitors boarded the frigates *Sussexvale* and *Stettler* for an afternoon cruise into the Strait of Juan de Fuca.

Arrangements for both days were made by naval career counsellor Lt. John Campbell.

Positions for RCNR Officers

There is a continuing and immediate requirement for RCNR officers to serve at sea as watchkeepers or to relieve RCN officers for sea duty, a message addressed to all naval divisions across Canada by the Commanding Officer Naval Divisions in April said.

Primarily, officers for watchkeeping duties afloat and officers with recognized

marine engineering, electrical, supply and civil engineering qualifications are needed.

RCNR sub-lieutenants or lieutenants who are available for service on continuous naval duty for from six months to two years or on short-service appointments for two-year or three-year periods are encouraged to apply for appointments.

New Ministers Appointed

The appointment of Hon. Paul Hellyer as Minister of National Defence and of Hon. Lucien Cardin as Associate Minister of National Defence was announced following the formation of the new federal cabinet in April.

Mr. Hellyer was born on August 6, 1923, on a farm near Waterford, Ontario, the son of A. S. Hellyer and the former Lulla M. Anderson.

After attending high school in Waterford, Mr. Hellyer graduated in aeronautical engineering from the Curtiss-Wright Technical Institute of Aeronautics at Glendale, California, in 1941. Subsequently he was employed by Fleet Aircraft Ltd., Fort Erie, Ontario, starting as junior draughtsman and working up to group leader in engineering on the Cornell aircraft elementary trainer which was used by the RCAF during the later stages of the Second World War.

Having already obtained his private pilot's licence in California, Mr. Hellyer joined the RCAF but before he earned his wings the RCAF had met its full requirement for pilots. He was discharged and served the balance of the war with the Royal Canadian Artillery.

After demobilization Mr. Hellyer purchased a ladies' ready-to-wear shop in Toronto which he operated until the end of April 1956, when the building in which his store was located was sold. While operating the store he attended the University of Toronto, obtaining his BA in 1949, just before the federal election.

Fresh out of university and still only 25, Mr. Hellyer ran in the 1949 federal election in the riding of Toronto Davenport. He was elected and became the youngest member of the House of Commons.

In 1953 he was re-elected and in February 1956 was appointed Parliamentary Assistant to the Hon. Ralph Campney, Minister of National Defence. Fourteen months later, just weeks before the resignation of the government, he was sworn to the Privy Council as Associate Minister of Na-



Admiral Robert L. Dennison, U.S. Navy, NATO's Supreme Allied Commander Atlantic, called on the Hon. Paul Hellyer, Minister of National Defence, during a farewell visit to Ottawa April 23-24. Admiral Dennison, who has served as SACLANT for three years, left the appointment at the end of April. Before returning to his headquarters in Norfolk, Va., Admiral Dennison also met with the Chiefs of Staff Committee and the Naval Board. (O-14862)

tional Defence, the second youngest man to hold a cabinet post since Confederation and the youngest since the turn of the century.

Re-elected in the general election of April 8, 1963, Mr. Hellyer was named Minister of National Defence when the new cabinet was formed.

While at high school Paul Hellyer participated in several sports, particularly track and field in which he won his letter each year. His chief hobbies now are gardening and music.

Married to the former Ellen Jean Ralph, Mr. Hellyer has three children, Mary Elizabeth, Peter Lawrence and David Ralph.

Mr. Cardin was born in Providence, Rhode Island, on March 1, 1919, the son of Joseph Octave Cardin and the former Eldora Pagé. He has resided in Sorel, Quebec, since 1933.

After attending primary school in Sharon-Heights, Mass., Lucien Cardin took his classical course at Loyola Col-



HON. LUCIEN CARDIN

lege in Montreal and later attended the University of Montreal where he obtained his LLB degree.

Mr. Cardin served with the Royal Canadian Navy from 1942 to 1945, being commissioned early in 1942. He served in the corvettes *Pictou* and *Owen Sound* on North Atlantic convoy operations and in the *Suderoy V* on harbour approach minesweeping. He was placed on the Retired List in October 1945 and in August 1951 was promoted to the rank of lieutenant-commander.

Elected to the House of Commons as Member of Parliament for Richelieu-Verchères in a by-election in 1952, Mr. Cardin was re-elected in 1953, 1957, 1958, 1962 and 1963.

In 1956 he was appointed parliamentary assistant to the Rt. Hon. Lester B. Pearson, then Secretary of State for External Affairs.

He was sworn to the Privy Council and named Associate Minister of National Defence on April 22, 1963.

Mr. Cardin married Marcelle Petitclerc in 1950 and they have three sons, Jean François, Louis and Michel, and a daughter, Céline.

He is a member of the Reform Club of Montreal, the Richelieu Club and the Sorel Golf Club. His hobbies are golf and yachting.

The late Hon. P. J. A. Cardin, who held three cabinet portfolios—Fisheries, Public Works and Transport—from 1924 to 1940, was an uncle of Lucien Cardin.

Soviet Vessels Visit Halifax

Three ships of the hydrographic service of the Soviet Navy, the *Polyus*, *Kruzenshtern* and *Stoor*, visited Halifax April 20-25.

During their visit, the *Polyus* and *Kruzenshtern* were open to the public and attracted thousands of Haligonians.

Captain Georgy Bochkovsky, chief commander of the group, called on Mayor John Lloyd of Halifax, and Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. The calls were returned and gifts exchanged.

During the visit, a representative volleyball team from the Soviet ships defeated the *Shearwater* team 3-2 and a Soviet chess team won over a team from the Neptune Chess Club of Halifax and the RCN in a friendly tournament at Halifax, taking 11 of 22 games. Three games were draws.

A series of tours of the Halifax area was enjoyed by the visitors. A reception for officers and scientists from the ships was held at the *Stadacona* wardroom and RCN chief and petty officers were guests on board the *Kruzenshtern*.



Captain Georgy Bochkovsky, chief commander of the Soviet naval group which visited Halifax in April, paid an official call on the Flag Officer Atlantic Coast. During this call, Captain Bochkovsky presented a world atlas to Rear-Admiral K. L. Dyer. Left to right: Captain N. F. Alekseev, deputy commander of the Soviet group, Col. Nemtchenko, Soviet military attaché to Canada, Admiral Dyer, Captain Bochkovsky and Lt.-Cdr. Ralph Palvesky, RCN interpreter to the visiting Russians. (HS-71703)



Action between Soviet and *Shearwater* volleyball teams at *Stadacona*. The Soviets took the series three games to two. (HS-71716)

Attachés See East Coast Navy

Fourteen foreign service attachés from 11 countries, accompanied by three Canadian conducting officers, toured the facilities of the Navy's Atlantic Command May 2-6.

The tour took the group through *Stadacona* and *Shearwater*, the de-

stroyer escort *St. Croix* and HMC *Dockyard* as well as the Bedford Institute of Oceanography and the Maritime Air Command Headquarters.

The visitors represented Brazil, Britain, France, Germany, Greece, Italy, Spain, Sweden, Switzerland, Turkey and the United States. The attachés were quartered in *Stadacona* wardroom.

The purpose of the tour was to further their understanding of the Navy's operational, training and scientific functions both ashore and afloat.

Saskatchewan Steams East

HMCS *Saskatchewan*, second of the Mackenzie class to be completed for the RCN, transited the Panama Canal on April 30 en route to Halifax from the West Coast.

The ship had a fast passage from Esquimalt, holding "work up" exercises en route, with a short stop at San Diego, California.

The *Saskatchewan*, commanded by Cdr. Mark W. Mayo, transited the Panama Canal in company with HMS *Cavalier*, a British destroyer. The weather was cloudy, warm and humid, with occasional tropical rain storms.

A highlight was passage through the fresh water Gatun Lake in the Panama system where the ship's company donned swimming trunks, washed the ship from masthead down, then rinsed off their work by testing the ship's anti-fallout spray system with 82-degree-Fahrenheit water taken direct from Gatun Lake.

The ship was to visit San Juan, Puerto Rico, to take part in closing events of the U.S. Navy League convention there. Exercises en route to Halifax were to follow this stopover.

The destroyer escort was in Halifax around the end of May.

Convoy Exercise Held in April

A joint NATO naval anti-submarine warfare convoy exercise involving forces from Canada, the United Kingdom and the United States was held in the Atlantic April 16 to 25. The exercise, designated New Broom Eleven, was the last under the direction of Admiral Robert L. Dennison, USN, who retired at the end of April as SACLANT and Commander-in-Chief of the Western Atlantic Command.

Vice-Admiral E. B. Taylor, USN, Commander of NATO's North American Anti-Submarine Defence Force, conducted the exercise. Assisting him were Rear-Admiral C. B. Jones, USN, Commander Ocean Sub Area Escort Group, and Rear-Admiral K. L. Dyer, RCN, Commander Canadian Atlantic Sub Area.

New Broom Eleven was designed to maintain the high degree of readiness of NATO's Atlantic convoy forces in the protection of shipping in the Atlantic against "enemy" submarine forces.

Canadian forces participating in New Broom Eleven included six destroyer escorts, three frigates, six maritime patrol aircraft and three auxiliary ships. The United Kingdom provided a squadron of maritime patrol aircraft. United States units included a squadron of escort destroyers, four auxiliary ships, a squadron of patrol aircraft and a destroyer leader.

The Canadian units included the destroyer escorts *Algonquin*, *Micmac* and *Cayuga*, of the First Canadian Escort Squadron; the destroyer escorts *St. Croix*, *Terra Nova* and *Kootenay*, of the Fifth Escort Squadron; the frigates *Swansea*, *La Hulloise* and *Buckingham* of the Ninth Escort Squadron; the mobile repair ship *Cape Scott*, mine-layer CNAV *Bluethroat*, ocean tug CNAV *St. Charles*, and six Argus aircraft from RCAF Station, Greenwood, N.S.

Admiral H. P. Smith New SACLANT

Admiral Harold Page Smith, USN, relieved Admiral Robert L. Dennison, USN, April 30, as NATO's Supreme Allied Commander Atlantic (SACLANT). Statesmen and military leaders from 15 NATO nations gathered at the international naval headquarters in Norfolk, Virginia, for the occasion.

Admiral Dennison retired May 1 after a distinguished 40-year naval career. He had been Supreme Allied Commander Atlantic since February 1960.

Colour and honour guards from the NATO nations of Canada, France, Germany, Italy, Norway, Portugal, Britain and the United States joined local, national and international dignitaries in honouring the two senior admirals.

As Supreme Allied Commander Atlantic, Admiral Smith will be responsible for planning the defence of over 12,000,000 square miles of the North Atlantic. To accomplish this task he has on his staff, army, navy, air force and marine corps officers from the NATO nations of Canada, Denmark, France, Norway, the Netherlands, Portugal, Britain and the United States. In the event of war, Admiral Smith would have at his disposal over 500 ships of all categories and more than 1,400 aircraft of all types, representing the largest navy in the world.

Before reporting to his new NATO post Admiral Smith was Commander-in-Chief, U.S. Naval Forces, Europe, with headquarters in London, England.

The 59-year-old native of Mobile, Alabama, holds the Navy Cross and was

twice awarded the Legion of Merit with Combat "V" for gallantry in action during the Second World War.

A 1924 graduate of the U.S. Naval Academy, he has served in battleships, cruisers, destroyers and auxiliaries. He has also served with the Joint Chief of Staff; as Assistant for United Nations Affairs in the office of the Chief of Naval Personnel.

In 1956, Admiral Smith served as Chief of Staff and Aide to the Supreme Allied Commander Atlantic.

Crescent Aids Longliner Crew

The destroyer escort *Crescent*, returning to Halifax from Bermuda on April 9, was diverted off the coast of Nova Scotia to aid the Lunenburg longliner *Jannine T*, in difficulty in heavy seas.

A total of eight vessels converged on the scene and the Halifax dragger *Cape Argus* removed the *Jannine T*'s seven-man crew, one of the seamen with a broken leg and arm. All were later transferred to the *Crescent* by seaboard and taken to Halifax. The injured seaman, Archibald Keeping, was treated in the sick bay on board the *Crescent* and taken to the hospital on the ship's arrival at Halifax.

Alderney Goes Home for Repairs

HMS *Alderney*, commanded by Lt.-Cdr. R. Cudworth, RN, left the Royal Navy's Sixth Submarine Division on April 11 and returned to England after her third commission based at Halifax. She returned early to effect repairs to main machinery. An escort was provided as a precautionary measure.

During the previous 15 months the *Alderney* had steamed 27,200 miles, 7,750 of which were submerged. In achieving this distance she spent 215 days at sea.

She provided anti-submarine training for ships and aircraft of the Royal Canadian Navy as well as aircraft from the Royal Canadian Air Force and has taken part in four national exercises.

In the sporting field, the Sixth Submarine Division soccer team, of which the majority was from the *Alderney*, won the Halifax Zone competition and went on to Esquimalt, where they were narrowly defeated in the semi-finals of the Tri-Service championships.

In the course of the 15 months in Canada five ratings and one officer married in Halifax. Since 1955, when Royal Navy submarines were first based on Halifax no submarine has yet left without at least one officer having married a Canadian girl.

The Undrinkable Sea

THE SALT CONTENT of body fluids is about 1 per cent. In the open ocean the salt content of the sea is about 3.5 per cent. In health, when food and water consumption is adequate, the salt concentration in the body is kept relatively constant by the kidneys; it varies, but only within a small range. In a healthy individual suffering from deprivation of water the concentration of salt in the urine does not average more than 2 per cent. This difference in salt content between the body fluids and sea water, and the physiological inability of the kidney to excrete more than a certain proportion of salt in the urine, form the basis of the generally accepted view that drinking sea water does harm. It introduces a hypertonic solution into the circulation, water is withdrawn from the tissues to restore the osmotic balance between the tissues and vascular system, the blood volume is increased, and the kidney is called on to excrete the excess fluid. The net result is progressive dehydration of the tissues, leading to disturbances in the acid-base balance, a rise in the non-protein nitrogen of the blood and the plasma protein concentration, a reduced cardiac output, thirst and, in due course, exhaustion, collapse and death.

This view was challenged by Dr. Alain Bombard who crossed the Atlantic Ocean in 1952 on an inflatable raft, taking more than two months for the voyage and relying chiefly on sea water and fluids expressed from fish to quench his thirst. The opinion he reached after these trials on himself was that people should begin drinking sea water as soon as possible before dehydration starts but in small quantities only to avoid nausea and diarrhoea. Whatever fresh water is available should be carefully husbanded, and, if there is none, fluids should be expressed from fish by squeezing them in plastic bags or towels.

Bombard's experiments were followed by Dr. G. Aury, principal medical officer of the French Navy, who, in 1953 and 1954, carried out experiments on volunteers subjected to shipwreck conditions, he himself taking part. Aury described the experiments as being successful; the sea water was readily drunk by the volunteers, they suffered from no serious complaints, and, when the experiments were over, they were able to resume their duties immediately. The experiments lasted only 2-4 days.

A German physician, Dr. Lindermann, made no less than three voyages across

the Atlantic ocean, in a canoe and then in a collapsible boat. He reached diametrically opposite conclusions to those of Bombard and Aury. Sea water, he held, should never be drunk; fluids could only be expressed from fish by means of a press; and no fish should be eaten if no fresh water is available.

In 1959 the question of drinking sea water came before the Maritime Safety Committee of the Inter-Governmental Maritime Consultative Organization. The experiments of Bombard and Aury, and the wide publicity they had received, created much confusion about the drinking of sea water, and the impression had spread that the dangers of drinking sea water had been grossly exaggerated. The Maritime Safety Committee felt that an authoritative opinion was required on what had become a controversial question and asked the World Health Organization for its views. Pending a firm opinion to the contrary, however, the committee urged that no governments should advocate the drinking of sea water by shipwrecked mariners.

The World Health Organization convened a meeting of five internationally recognized experts, Surgeon Captain F. W. Baskerville (United Kingdom), Dr. J. Fabre (Switzerland), Dr. H. Laborit (France), Prof. R. A. McCance (United Kingdom) and Prof. A. V. Wolf (United States). They considered the effects of drinking sea water under three headings: effects on the bowel, on the body as a whole and on the mind. Because of the well-known cathartic effects of salts, drinking sea water is likely to lead to intestinal discomfort, if not to frank diarrhoea. This effect varies in different individuals and is more likely to follow if large amounts are

ingested. On the body as a whole, the effect of sea water is to overload the circulation with salt, which can only be excreted by drawing on the body water and so dehydrating the body even more. If the salts are not excreted the effect will be equally harmful because of the increase in the concentration of salts in the body fluids. Finally, the evidence shows that even small amounts of sea water affect some individuals unfavourably, while large amounts have been shown to lead to mental disturbances and even suicidal impulses.

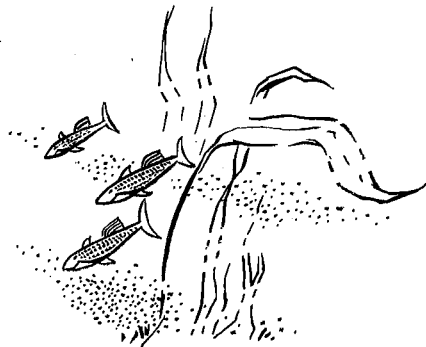
The experts examined the contention that a limited supply of fresh water could be made to last longer if it were mixed with sea water. This has been shown to be feasible experimentally in certain animals and is theoretically possible in man. But—the group emphasized—no acceptable evidence has ever been adduced that in man sea water can be used satisfactorily to eke out supplies of fresh water. This as yet unproved hypothesis cannot, therefore, be made the basis of a practical recommendation for saving the lives of people shipwrecked at sea.

One of the reasons for advocating the drinking of sea water is to preserve morale, which, in the circumstances of shipwreck, is likely to be low. The experts held the view that morale can be maintained if it is made clear to the castaways that death from lack of water alone is scarcely possible for several days. It has been shown from experimental work that a man can remain reasonably fit without water for six days, and men have survived without it for twice that period at sea. It has also been shown that 500 ml. (one pint) of fresh water daily, if possible supplemented by 100 g (3½ oz.) of carbohydrate, will maintain a man almost without deterioration for at least six days.

The group ended its report with advice to those who have to abandon ship, including the warnings to

"Never drink sea water. Never mix sea water with fresh water if fresh water is in short supply. Sea water has been used to moisten the mouth, but the temptation to swallow it may be irresistible and it is better not to use it for this purpose. Never drink urine."

(Reprinted, by permission of the editor, from *Nature*, December 15, 1962 issue.)



With this issue *The Crow'snest* begins publication of a series of articles of naval historical interest extracted from the autobiography of Mr. Arthur Walpole, of London, England. The portions selected for publication here concern Mr. Walpole's early days in the Royal Navy at the turn of the century and his subsequent service off the west coast of Canada in HMS *Egeria*, surveying ship.

Mr. Walpole is one of the few surviving veterans of the Royal Navy to have served in sail. His father was George Walpole, a former editor of the *British Hansard* and a distinguished shorthand writer, a profession that the author followed after leaving the sea.

Barely 16 years old when he joined, Mr. Walpole served on the lower deck for 12 years and was just settling into civilian life when the First World War erupted and he volunteered for active service. He served in the battleship *Queen Elizabeth* at Gallipoli and ashore in France with the Royal Naval Division, during which service he was commissioned in the RNVF as a sub-lieutenant, was a victim of gas poisoning and was captured during the March 1918 retreat of the division.

Mr. Walpole has entitled his autobiography *Sailor, Soldier and Shorthand Writer*. Now an active 80 years of age, he looks back on his years in the Navy as the most rewarding of his whole career.

THE LAST DAYS OF SAIL

Part One

THE *LION*, together with the *Implacable*, formed a training establishment. The former was a fine two-decker, originally classed as a second rate of 80 guns, and was first commissioned in 1847. The two ships were joined together stern to stern and connected by a covered working gangway. Actually the *Lion* had five decks. The old description of two-decker referred to the decks containing the guns. There was an upper deck above, and below the gun decks, a mess deck and, in the bowels of the ship, the orlop deck. The *Lion* had long since been taken out of active service and the former gun decks cleared for training purposes. The old *Implacable* was the French *Dougay Trouin*, a wooden sailing ship captured at Trafalgar. She survived until a few years ago when she was dismantled at Portsmouth and sunk in the Channel. Her figure head, the bust of Admiral Dougay Trouin, can still be seen outside the National Maritime Museum at Greenwich.

In the days when I joined the establishment the two ships were moored close by Brunel's railway viaduct over the Tamar at Saltash. Administration was directed from the *Implacable* and the 700 to 800 boys were divided into four watches or "parts of the ship" and were trained in the *Lion*. The members of the four watches were distinguished by stripes worn on the left or right arm and denoted who were

serving in the port or starboard watches. Every sailor knows that the port is the left side of the ship and starboard, the right. The term "port" is now universal both in the navy and the mercantile marine but the usage is comparatively modern.

I have often wondered about the changeover from "larboard" to "port". Reading stories of the old time navy in various books, one has sometimes come across both expressions in the same

by
Arthur Walpole

volume. I knew, of course, that the changeover must have been very gradual and I know there must have been an Admiralty memorandum on the subject. The librarian of the Admiralty was kind enough to find this same memorandum, at my request. It was dated November 22 1844, and ran: "It having been represented to my Lords Commissioners of the Admiralty, that the word 'port' is frequently, although not universally, substituted on board Her Majesty's ships for the word 'larboard' and as the want of a uniform practice in this respect may lead to important and serious mistakes, it is their Lordships' directions that the word 'larboard' shall no longer be used to signify left on board any of Her Majesty's ships and vessels. Signed, Sidney Herbert."

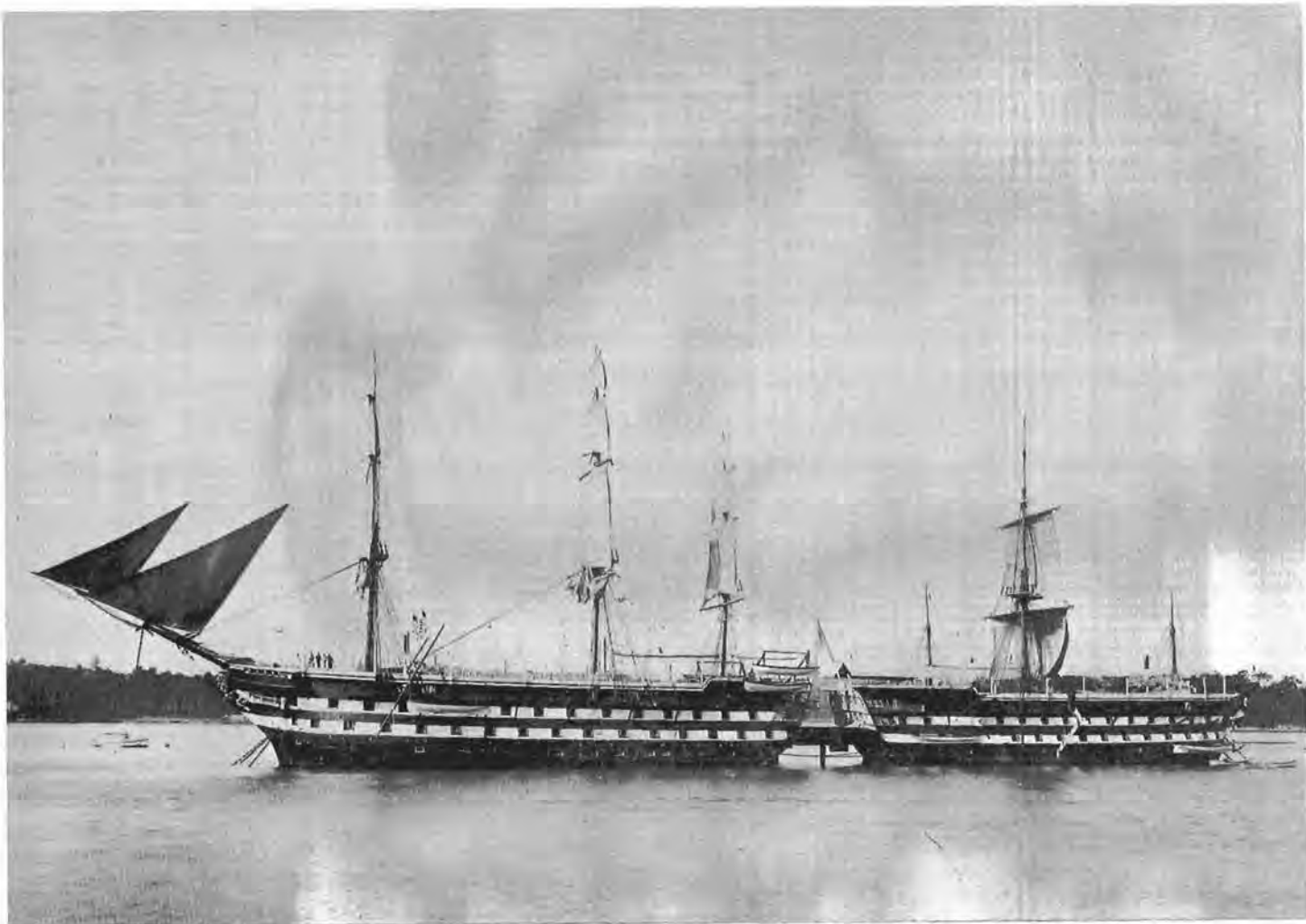
Even so, port and starboard were very confusing to newly joined second-class boys, most of whom had never seen anything bigger than a Thames sailing barge.

LIFE ON BOARD the *Lion* was indeed strenuous and exacting, as the officer at Spring Gardens had told me. It was a case of "lash up and stow" at 5.30 in the summer and six in the winter. A hurried wash was followed by an issue of bread which we dipped into bowls of cocoa, a mixture called "slingers". Then came a turn at holystoning the decks or scrubbing them with long handled scrubbers. After that there was polishing the brass work. And there was quite a lot of brass work in the ship.

Everything had its own association or slang term. Two boys were given a tin of metal polish and a number of rags between them. If they were good friends they were called "raggies". If they did not see eye to eye with each other they agreed to "part brass rags".

Physical drill, together with parallel bars and vaulting horses, took place on the upper deck. And while this was going on, one of the watches mustered at the baths.

This was an experience always dreaded by the more sensitive. Picture 150 naked boys crowded in the bath or waiting their turn at the showers, many of whom had forgotten their soap or "sheebo". It is not necessary to dilate on the hurtful remarks and insults made



The training ships *Lion* and *Implacable* in 1895. HMS *Implacable* (the smaller of the two, secured astern of the *Lion*) was formerly the French ship *Duguay-Trouin*, captured at Trafalgar in 1805. (Copyright Reserved. Reproduced by permission of the Imperial War Museum).

by some of the older boys about their more puny fellows. And afterwards all had to pass in front of the petty officers in charge who would give a sharp cut of the cane at the place where it hurt most for stragglers or those they thought were not sufficiently clean.

Everyone had to be mustered at eight bells—8 a.m.—to await the morning signal from the flagship marking the official start of the working day. The colours were ceremoniously hoisted, prayers were said and the ship's company piped to breakfast. After the hastily eaten meal, came "divisions", when everyone went to his appointed part of the ship to form up in two ranks for inspection by the officers on duty. And woe betide anybody who was slack in appearance.

On Sundays there was a change in routine. Then the captain made a tour of inspection of every part of the ship, accompanied by the commander, and the first lieutenant. And it was no cursory inspection. The master at arms walked

in front of the captain and behind came the ship's corporals, called "crushers", pencils and notebooks in hand, to take the names of boys who had shaggy hair, or dirty hands, or who were faultily dressed. You never knew when you were going to be booked for some seemingly trivial offense. The inspection went on for an hour. Sometimes, but only sometimes, a division would come in for a word of commendation by the captain.

As soon as the captain retired to his quarters, a "church" in the form of a canvas awning was rigged up on the quarter deck by some of the boys while the remainder brought up benches and a harmonium from the mess decks. There was a special lectern hung with the "negative flag", (now flag zero), a white square containing five black crosses and so arranged that the centre cross dropped down in front. Some of the boys handed round prayer books and hymnals and one with exaggerated solemnity put the ship's Bible, an enor-

mous tome, in its place in front of the chaplain. The officers sat at a point where they had a full view of the boys and those who gave "Church of England" as their religion had to attend. The captain read the first lesson and the commander the second. It was at church parade on HMS *Lion* that I first heard that grand old naval prayer "O Eternal Lord God".

Sunday was not regarded as a working day. The same could not be said of the other days of the week. From 9 till noon there was continuous instruction. An hour was allowed for midday dinner and instruction started again at one and went on till four in the afternoon. Then there was a break for tea. The two dog watches were our own in which to read or write letters but even during the dog watches we had always to be on the alert in case we were required to hoist or lower boats or do any other odd job.

The dog watches lasted for four hours and were devised in the Royal Navy as two periods of two hours each

between 4 and 8 in the evening to break up the six watches of four hours each which is the sailor's day on board ship. There has never been any satisfactory explanation as to why they are so called. At the end of the second dog watch the period of relaxation came to an end. Then hammocks were slung and half an hour later out went the lights with 800 weary boys curled up like cocoons all along the mess deck, hanging from the overhead beams.

A sailor literally has to be a jack of all trades for the sea is an exacting master. In the course of our training on board the *Lion* we were taught a bewildering number of things; — boat sailing, swimming, boxing the compass, heaving the lead, knots and splices, boat pulling, elementary navigation, signalling, sailmaking and repairing, cutlass and small arms drill, marksmanship and, for those who liked the sport, single-stick, but this they did in the dog watches. We learned how to darn our own socks and keep our uniforms in good shape. A tailor instructed us how to cut out a serge suit and make two flannel shirts from six yards of material.

On board a warship there are government stores of every conceivable kind and I suppose they are even more complicated now than they were in my day. The authorities resorted to very ingenious devices to prevent pilfering and we had to know all about them. For instance rope made at Portsmouth had a thin blue strand running through it, that made at Devonport a red strand and that at Chatham, a yellow one. These strands were known as "rogues" yarn. Scrubbing brushes and brooms were differentiated by extra thick clumps of fibre. Crockery for the use of seamen was stamped with an anchor and that of petty officers had a naval crown. A bolt of canvas had a thin blue wavy line running all the way through it from left to right. All cutlery was specially marked and the chamois leathers we used had broad arrows pricked in at various points.

We had sail drill twice a week if the wind was not blowing too hard to affect the moorings of the two hulks. When the signal came from the *Impregnable*, the boatswains blew on their pipes, followed by the long drawn out cry of

"Clear lower deck, make plain sail". Then came an almighty rush to the upper deck, the last boy up getting a hefty slash on the bottom from the petty officer on duty.

LOOKING BACK, I still thrill at the spectacle of several hundred boys making sail. They would gather at the foot of the shrouds ready to climb up the rigging to lay out along the yards and loose the sails. They were then sheeted home by boys on deck tailing on to the sheet, manning the braces to swing the yards necessary, taking in reefs or shaking them out, taking in the upper sails, or striking the upper yards, and setting or taking in the head sails and the spanker on the mizzen. You had to be nippy on your feet to dodge the various ring bolts to which were hooked the leading blocks which led the ropes to where they were wanted. You could quite easily stub your toes very badly on those same ringbolts but after one dislocation you took care not to risk another.

In our young eyes the masts seemed to reach to the sky and indeed our



HMS Nautilus, one of the flotilla of training brigs at Plymouth. The photograph was taken in 1898. (Copyright Reserved. Reproduced by permission of the Imperial War Museum).

mainmast reached 114 feet to the truck. All the masts were in three sections—lower, top, and top gallant. Round the head of the lower mast and the heel of the top mast were the “tops” capable of taking 15 to 20 boys. They were railed round and each contained a “lubber’s hole” at the side of the mast through which the inexperienced could climb without hazarding the futtock rigging that led upwards and outwards to the edge, necessitating a boy clinging to the shrouds, leaning backwards and the climbing over the edge to the safety of the top. The lower mast carried the biggest and heaviest sails, the topmast carried the topsail, and at its head was a smaller platform, known as the crosstrees, which surrounded the base of the top-gallant mast, bearing the top-gallant and royals.

To my relief I found I had very steady nerves when up aloft and at my first attempt I went up by climbing the futtock rigging, earning the praise of the petty officer in charge. But actually very few boys ever used the “lubber’s

hole” after the first two or three tries. I must say the petty officers were very considerate on these occasions for they were well aware of the risks we ran. If a boy was nervous he was not upbraided but handled with the care of a psychiatrist treating a patient until he had recovered his nerve and was able again to move about freely. Actually to reach the crosstrees was not all that difficult—a matter of straight climbing and holding on tight—one hand for the Queen and the other for yourself, as the old saying had it. But to reach from the crosstrees to the upper sails was quite a different thing. A long slender rope ladder with wooden rungs called a “Jacob’s” ladder often ominously swaying in the wind, led to a tiny yard be-

tween the top-gallant and royal sails. Reaching to the top was a matter of climbing the mast itself. There was a legend that one of the boys actually sat on the top. I certainly never did.

Sail drill was regularly carried out although the fleet had been almost entirely modernized. The few sailing ships that remained in commission had auxiliary engines. I will refer to them later for I was to serve in one in my time. The reason for this strenuous training in sail was that it made the boys self-reliant, alert and fearless and as such it served a useful purpose.

In HMS *Lion* we only wore boots when going ashore. Otherwise we went barefooted. Certainly we could never have mastered the rigging if we had been handicapped by boots. And after we became proficient there was always the incentive to become more so rather than run the risk of a dose of stonicky, the name given the rope’s end carried by petty officers which they did not hesitate to use of a boy were not doing his best.

Further instalments, extracted from Mr. Walpole’s autobiography, will appear in early issues of The Crow’snest.



“Commanding officers are reminded of regulations concerning double parking in the Dockyard area . . .” This picture of a quiet Sunday in the old Esquimalt quarry was taken by John Jones, of the *Victoria Daily Colonist*, who has a rare eye for unusual shots. He was a mile or so away on the spit at Royal Roads when his telescopic lens picked up this crowded scene.

OFFICERS AND MEN

12 Graduate in Advanced Flying

Twelve pilots who completed six months of extensive training at the Aircrew Division, Fleet School (Air) in the RCN Atlantic Command, were awarded advanced flying certificates recently by Captain G. C. Edwards, commanding officer of *Shearwater*.

Their course, dealing mainly with airborne anti-submarine warfare, prepares new pilots for service in operational squadrons of the RCN Fleet Air Arm.

The top officer of the course was Sub-Lt. M. A. McCullough and Sub-Lt. R. L. Sykes was second. Sub-Lt. L. G. McQuarrie was top helicopter pilot of the course.

Other graduating officers included Sub-Lieutenants Norman Inglis, N. R. Hawkes, P. G. Antonsen, R. S. Nunn, L. G. Lott, C. A. Johnson, L. M. Segui, T. R. Byrne and B. A. Farquhar.

Deputy Chaplain Of Fleet Dead

Chaplain Ivan R. Edwards, Deputy Chaplain of the Fleet (P), died in hospital in Ottawa on the morning of April 9. The funeral was held from Rideau Park United Church on April 11, with burial in Beechwood Cemetery.

Born in Toronto on November 28, 1912, Padre Edwards joined the RCN in October 1942 and served as a chaplain on the West Coast until mid-1944, when he was appointed to the staff of the Canadian Naval Administrative Authority in Plymouth, England. In September 1944, he was appointed to HMCS *Port Colborne* as Chaplain (P) to the Ninth Escort Group.

Weddings

Lieutenant J. F. Aspin, *Haida*, to Amy Linda Redpath, of Westmount, P.Q.

Able Seaman R. P. Blackmore, *Haida*, to Iris Elma White, of Dartmouth, N.S.

Sub-Lieutenant R. P. Cousins, *Ottawa*, to Teresa Wharton Hiscox, of Sawbridgeworth, England.

Able Seaman Arthur McLaren, *Bonaventure*, to Sylvia Louise Muspratt, of Blairmore, Alberta.

Able Seaman Victor K. Milkleson, *MacKenzie*, to Lillian Baker, of Spryfield, N.S.

Able Seaman William H. Parks, *Shearwater*, to Carol Fraser, of Dartmouth, N.S.



CHAPLAIN IVAN R. EDWARDS

Following a brief period back in Canada, Padre Edwards was appointed Chaplain (P) in HMCS *Ontario* when the cruiser was commissioned in April 1945 and proceeded for service in the Pacific. A year later he joined HMCS *York*, Toronto naval division, from where he went to the East Coast for successive appointments in HMCS *Scotian*, the destroyer *Nootka* and *Stadacona*. He became Chaplain (P) at Royal Roads in August 1949.

In September, 1952, he was appointed Assistant Chaplain of the Fleet (P) at Naval Headquarters, where he remained until September 1957, when he was appointed Command Chaplain (P) to the Flag Officer Pacific Coast. The next year he was named Area Chaplain (P), RCN Pacific Command, on the staff of the Command Chaplain (P) Western Command.

Chaplain Edwards was appointed Deputy Chaplain of the Fleet (P) in August 1962.

Before joining the Navy, Chaplain Edwards played football with the St. Catharines intermediate team of the Ontario Rugby Football Union, and the University of Toronto Varsity Blues. On graduation from Emmanuel College he was appointed to a church in Hamilton

where he played for the Hamilton Tigers until he enlisted in the RCN.

Well known on both coasts, Chaplain Edwards played a leading role in furthering sports activities in the Navy. He was a mainstay of the Navy football team which won the Halifax league championship in 1948.

Sports writer Joe Levison of the *Halifax Chronicle* once said of him:

"Few men of the cloth have attained the athletic rating of the Padre and, conversely, few athletes have reached the pinnacle of spiritual well-being that is evident in him."

Chaplain Edwards is survived by his wife and two daughters, Lynn and Lee, at home, by his mother Mrs. S. Edwards, of Hamilton, and two sisters, Mrs. Ernest Clifford, of Boucherville, Quebec, and Miss Marion Edwards, of Hamilton.

Captain Jette In Senior Post

Captain Marcel J. A. T. Jette, of Montreal, has been appointed Senior Naval Officer St. Lawrence River Area, Naval Officer in Charge, Montreal, and Senior Officer in Command, effective June 17. He will be promoted to the rank of commodore on taking up his new appointment.

Since August 1960 Captain Jette has served as Commandant of le Collège Militaire Royal de Saint-Jean, at Saint-Jean, Que. His successor as commandant will be Lt.-Col. J. Armand Ross, who will be promoted to the rank of colonel.

Births

To Chief Petty Officer J. T. Brown, *Discovery*, and Mrs. Brown, a daughter.

To Petty Officer S. W. Eagles, *Haida*, and Mrs. Eagles, a daughter.

To Lieutenant G. J. Eldridge, *Haida*, and Mrs. Eldridge, a son.

To Leading Seaman W. D. Fowlie, *Discovery*, and Mrs. Fowlie, a son.

To Petty Officer A. R. Goodwin, *Haida*, and Mrs. Goodwin, a son.

To Able Seaman L. C. Haley, *Haida*, and Mrs. Haley, a son.

To Lieutenant-Commander R. A. V. Jenkins, *Patriot*, and Mrs. Jenkins, a daughter.

To Leading Seaman B. L. Klashinsky, *Haida*, and Mrs. Klashinsky, a son.

To Leading Seaman R. R. McNaught, *Haida*, and Mrs. McNaught, a son.

To Petty Officer A. R. MacVittie, *Haida*, and Mrs. MacVittie, a daughter.

Captain Jette was born in Montreal on August 2, 1912, and entered the war-time Royal Canadian Naval Volunteer Reserve there in March 1941. He served in appointments afloat and ashore during the war, and in April 1946 was appointed commanding officer of HMCS *Donnacona*, Montreal naval division.

In July 1947 Captain Jette transferred to the regular force and was appointed in command of HMCS *Montcalm*, the naval division at Quebec City. He was next appointed executive officer of the *Nootka*, and in May 1949 he became commanding officer of the *Iroquois*, with the additional appointment of Senior Officer Ships in Reserve at Halifax.

Following a course at the Canadian Army Staff College, he was appointed to Naval Headquarters in November 1950. In October 1951 he again took command of *Montcalm*, and subsequently became the first commanding officer of HMCS *D'Iberville*, training establishment for French-speaking new entry seamen then located in Quebec City.

He commanded the frigate *Lauzon* for a year, served as Base Superintendent, Sydney, N.S., and in February 1957 took command of *Cornwallis*.

Captain Jette relinquished his command at *Cornwallis* in August 1959 and for the next year attended the National Defence College, at Kingston.

Top Pair Tie in Medical Course

Two firsts were achieved in connection with the recent graduation of a Medical Assistant Trade Group III class, completing the course at the Medical Division, Fleet School, *Naden*, on April 19.

A tie for top honours with equal averages of 88 per cent was reached by Ldg. Sea. C. W. Johnson and Ldg. Sea. T. L. Hosie, both from *Naden*.

Another first was the graduation of two wrens, Ldg. Wren Elizabeth Kerr, from CFMS Training Centre, Camp Borden, and Ldg. Wren Barbara Ward, from Canadian Forces Hospital, Halifax. These are the first wrens to graduate from the Medical Assistant TG III qualifying course.

RCN Entries Take Speaking Awards

Officer candidates of the Preparatory School in *Naden* captured all top honours in the annual Golden Gavel speaking contests sponsored and completed in March by the Toastmasters' Club of Victoria.

First prize went to CPO Charles B. Webb, who spoke on "The Colour of Blood". PO Jerome Brooker was awarded second prize for his talk entitled "The Lonely Years" and third place honours went to CPO Reginald Parish, whose topic was "Girls".

Seven of the ten contestants in the finals of the public speaking event were from the "Prep" School. It was the third year the naval personnel had entered the Golden Gavel competition. Last year naval personnel won first and second places in the event.

First RCN Stores Officer Dead at 87

One of the first civilian employees of the Royal Canadian Navy, Norman Cyril Mitchell, of Halifax, died on March 22 aged 87 years.

Mr. Mitchell was with the Department of Marine and Fisheries when HMC Dockyard was taken over by the RCN in 1910 and transferred to the new service as naval stores officer, the first to hold that title.

During the latter years of the First World War, Mr. Mitchell served in Naval Headquarters, Ottawa. At the end of the war he returned to Halifax and retired in the mid-30's.

Mr. Mitchell was educated at King's Collegiate School, Windsor, N.S., and at Dalhousie and McGill Universities.

He was active in welfare work and has been president of the board of the Protestant Orphans' Home and treasurer for several years of the Victorian Order of Nurses.

A member of All Saints' Cathedral since its opening, Mr. Mitchell was at one time dean's warden.

Trade Advancement Ceiling

TRADE GROUP ceilings effective March 31, 1963 to March 31, 1964, have been issued to RCN Depots. The total ceiling for the Navy group IV and trade group III courses will be advanced, and that all men completing trade group II courses in most trades will be advanced.

Estimates of Radio Supplementary trade advancements (not included in the table) are: to TG4—13; to TG3—25, and to TG2—85.

at each trade group level is determined by approved financial estimates. Ceilings for individual trades have been set after consideration of manpower requirements, scheduled training output and estimated wastage.

The following table indicates the numbers of men who will be advanced under these ceilings. It must be appreciated that, should it be found that the expected training output in some trades is less than forecast, the ceilings will be revised to transfer billets to trades where they are required. It is forecast that all qualified men completing trade

Trade	HALIFAX PORT DIVISION			ESQUIMALT PORT DIVISION		
	Number Advanced to TG4	Number Advanced to TG3	Number Advanced to TG2	Number Advanced to TG4	Number Advanced to TG3	Number Advanced to TG2
BN	13	28	47	9	20	25
WS	15	28	111	5	5	16
FC	—	14	32	3	6	6
WU	—	41	26	3	6	11
SN	—	13	80	2	2	17
RP	14	15	73	6	—	25
SG	10	20	66	5	10	9
RM	16	28	68	—	15	28
ER/EM	37	69	186	20	35	86
ET/LM	10	28	32	6	13	5
LT	27	13	—	2	—	—
HT/HM	—	12	14	6	12	6
WA	3	3	5	—	—	—
NA	10	20	32	—	—	—
AM	—	8	15	—	—	—
AT	10	26	40	—	—	—
EA	—	6	15	—	—	—
RA	9	—	20	—	—	—
WR	6	—	—	1	—	—
AW	—	8	14	—	—	14
PW	—	12	17	—	4	—
ST	9	—	—	5	—	—
VS	—	19	16	—	2	8
NS	—	12	40	—	4	7
CM	21	—	—	6	—	—
CK	—	24	43	—	14	12
SW	—	19	45	—	8	16
Medical	11	3	5	6	7	3
CD	5	9	8	—	2	6
PT	2	—	8	—	2	2
BD	5	2	—	2	—	—
MO	2	14	8	—	—	—
PH	—	—	2	—	—	1
Wrens	—	1	11	—	—	—

Mr. Mitchell took a keen interest in winter sports, and was a member of the Red Cap Snow Shoe Club and past president of the Halifax Curling Club.

He leaves his wife and a grandson, having been predeceased by his only son, David.

Air Industries Guests of Navy

The Navy, and particularly naval aviation, was host to more than 120 delegates to the Air Industries Association of Canada meeting in Halifax early in April.

The Air Industries Association represents more than 65 firms in the Canadian air industry and the naval program was designed to acquaint them better with the RCN in general and naval aviation in Canada particularly.

Association delegates visited the RCN Air Station, *Shearwater*, where Commodore M. A. Medland, representing the Flag Officer Atlantic Coast, welcomed them. Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic),

Provider's Duties Officially Defined

The *Provider*, which will be commissioned this summer, has been officially designated a "fleet replenishment ship" and it has been defined as "a ship capable of transporting and transferring petroleum products, ammunition, general cargo, provisions and air stores to our forces at sea."

spoke on the subject of naval air equipment.

The visitors saw displays of naval aircraft including the HSS-2 helicopter, and associated equipment and watched the Navy's Tracker anti-submarine aircraft go through its paces, followed by Sikorsky helicopters in the anti-submarine and search-rescue roles. The program concluded with a tour of Restigouche-class destroyer escorts.

Appointments And Promotions

Following are recent appointments and promotions of interest:

Cdr. Robert H. Falls, appointed in command of HMCS *Chaudiere*, effective April 11;

Cdr. Robert Cowie MacLean, appointed in command of VS 880, effective April 3;

Cdr. William Rikely, appointed to the staff of the Flag Officer Atlantic Coast as Assistant Chief of Staff (Air), effective March 27, and promoted to his present rank;

Cdr. Donald James Hamilton, appointed Assistant Director of Naval Manning (Recruiting) at Naval Headquarters, and promoted to his present rank;

Surgeon Cdr. Ralph F. Plumer, Assistant Principal Medical Officer, HMCS *Cornwallis*, promoted to his present rank;

Lt.-Cdr. Anthony John Norman, appointed in command of HMCS *Victoria-ville*;

Lt. Percy Howard, appointed in command of HMCS *Cowichan*.



Roger William Unwin (left) and Jack Percival Gomez are shown in 1936 as a brand new second class stokers of the Royal Navy at HMS Drake, Devonport Barracks, England, and currently as chief petty officers, first class, at the RCN Air Station, Shearwater. Having met in the training division of Drake, they have been together on and off ever since but never in the same sea-going ship. They both joined the RCN late in 1948 and serve at Shearwater as aviation technicians. (DNS-30078)



In war-time camouflage, HMC Ships Haida and Huron on patrol with HM Ships Tartar and Black Prince. With the paying off of the Huron, the Haida is the last of the war-time Tribal class destroyers in service. (R-1038)

FAREWELL TO THE HURON

ONE OF THE Royal Canadian Navy's most famous fighting ships has gone into retirement.

The *Huron*, holder of Second World War and Korean battle honours, was paid off April 30. None noted the event with more interest than the personnel who served in her during and after the war, including her war-time captain Lt.-Cdr. H. S. Rayner, now a vice-admiral and Chief of the Naval Staff.

Two other well known naval officers who were associated with the *Huron* during her Second World War service are Rear-Admiral P. D. Budge, former Chief of Naval Personnel, now retired from the service, who as a lieutenant was executive officer of the ship, and Commodore H. V. W. Groos, Director Regular Officer Training Plan, who commanded the *Huron* from September 1944 to October 1945 with the rank of lieutenant-commander.

Admiral Rayner sent a message which said:

"On the occasion of the paying off of the *Huron*, I would like, as her first commanding officer, to pay tribute to a fine ship that has left her mark on the history of our service. We are very proud to have had the privilege of serving in her. Good luck and best wishes for the future to all officers and men who formed her last ship's company."

Before she paid off, the *Huron* was a unit of the Third Canadian Escort Squadron, based at Halifax. She is now in dockyard hands at Halifax, being prepared for operational reserve status at Point Edward Naval Base, Sydney, N.S.

In a few weeks she will be taken to Sydney where she will join a sister ship, the *Iroquois*, which was paid off in Halifax in October 1962.

The paying off of the *Huron* is another step in the program of keeping the Navy up to date by paying off older warships as they reach the end of their useful lives and new ships are commissioned.

The *Huron*, named after the Huron Indian tribe, was built in Britain and was commissioned into the RCN on July 19, 1943.

After completing her working up program, the *Huron* was assigned to the Home Fleet, joining other RCN ships in sweeps along the Norwegian coast and escorting convoys to North Russia.

She was part of the screening force of a convoy which lured the German battle cruiser *Scharnhorst* to her destruction off Norway's North Cape in December 1943.

In February 1944 the *Huron*, together with HMC Ships *Haida* and *Athabaskan*, was transferred to the Plymouth Command. They were to form, with Royal Navy and Polish destroyers, the Tenth Destroyer Flotilla.

The *Huron* made her first sortie from Plymouth near the end of February. This was part of Operation Tunnel—a continuous series of pre-invasion patrols directed against German convoys in the English Channel and the Bay of Biscay. At the same time this flotilla was also engaged in Operation Hostile, in which they covered minelaying activities.

Both operations were important phases of the preparations for D-Day. By the middle of April the three RCN Tribals had taken part in many of the operations, but none brought them in contact with the enemy.

However, this situation changed during the evening of April 25 when the *Huron*, *Haida* and *Athabaskan* and the British destroyer *Ashanti* joined HMS *Black Prince* (cruiser) to begin a patrol.

Aerial reconnaissance and naval intelligence sources had established the presence of three Elbing class destroyers at St. Malo. It was hoped that the enemy would be met.

A half-hour after the patrol started, radar on board the *Black Prince* picked up a contact at 21,000 yards. This echo was classified as the three Elbings approaching. Suddenly, the Germans reversed course and increased speed. The cruiser and the destroyers gave chase at 30 knots.

When the range narrowed to 13,000 yards, the *Black Prince* fired a star-shell which illuminated the enemy. The destroyers sped in to engage them.

Two Elbings escaped under darkness and a smoke screen while the third was sunk at close range among the rocks off the French coast. At the end of the fight, the *Ashanti* and *Huron* were in collision. Thus the *Huron* was absent when the *Athabaskan* was lost in action on April 29.

In early June, three German Narvik class destroyers were reported moving northward up the Bay of Biscay, probably heading for the Channel to rendezvous with other German destroyers from Brest.

Six British ships began a patrol to intercept the Germans. The *Haida* and *Huron* were ordered to join as replacements two days after the patrol began.

Shortly after midnight on June 8 radar picked up an echo at 19,000 yards. The contact was evaluated as being four enemy ships. Star shells were fired and illuminated two of the enemy, which turned and began to make smoke. Ships from both sides opened fire.

A British ship, HMS *Tartar*, was hit and set afire and was forced to withdraw. A Narvik destroyer was engaged by the *Haida* and *Huron*. The enemy opened the range and the two Canadian tribals pursued for almost an hour before closing sufficiently to fire starshell and engage.

The *Haida* and *Huron* scored several hits and the enemy was set on fire and eventually ran aground off Ile de Bas.

Later in the same month the *Huron* again encountered the enemy. On June 27 she sailed on patrol with HMS *Eskimo*. Radar picked up an enemy convoy, escorted by two trawlers and a minesweeper. The convoy attempted to escape behind smoke and cover of shore batteries. However, the *Huron's* guns set the minesweeper afire almost immediately.

The *Eskimo* pursued one trawler and was herself pursued and attacked by the second trawler. The *Huron* rejoined the battle and sank one trawler. The second made good her escape in the smoke and confusion. The *Eskimo* was damaged in the battle.

The *Huron* carried out several offensive sweeps during July off the west

The 10th Destroyer Flotilla

Of the warships that composed the 10th Destroyer Flotilla during its dashing forays into the English Channel and Bay of Biscay in 1944, only HMCS *Haida* and the Polish destroyer *Blyskawica* remain in service. The following poem is said to have been written by wrens at the Flotilla's base in Plymouth, England, during the invasion period, June 1944. All four war-time Canadian Tribals served with the Flotilla which, in a period of five months, destroyed 35 surface ships and a submarine and damaged 14 other ships. The *Athabaskan* was lost in action in April 1944, the *Iroquois* was paid off last fall and the *Huron* at the end of April. The *Haida* has been assigned this summer to Great Lakes duties.

WERE the hardest worked ships that you ever could meet,
For when there's a flap or a job to be done,
There is nobody else in the whole of the Fleet,
But the poor 10th DF, who are kept on the run,
At half an hour's notice for steam.

For whenever the high-ups at ACHQ,
Want to get themselves glory or spin out the time,
Their only idea is to find something new,
To keep their eight Tribals all on the top line,
At half an hour's notice for steam.

"Send for *Tartar*, *Ashanti*—they've nothing to do,
Blyskawica and *Haida*—don't leave out *Piorun*,
And *Huron* and *Eskimo*, *Javelin* too,
We'll send for them all and let them come soon,
They're at half an hour's notice for steam".

So after a huddle down sits ACOS (O),
And writes out a signal, assisted by SOO,
It takes three hours to write and one hour to go,
With the 10th DF waiting, as if in a queue,
At half an hour's notice for steam.

There are seventeen pages of close purple text,
"MOST IMMEDIATE", "SECRET BY HAND", "SPECIAL
BOAT".

Information and orders and what to do next,
And all to be read before reaching the moat,
At half an hour's notice for steam.

We swap frequencies frequently, switch from ORG. 1,
To organizations 2, 3, 4, and 5,
Change our call sign from Garage to Halfpennybun,
Till it really is hardly worth being alive,
At half an hour's notice for steam.

We sink them, three Narviks, Two Ms and some Es,
We sweep north, we sweep south, we sweep east and west, too,
We go without lunch until long after tea,
We do all that destroyers could possibly do,
At half an hour's notice for steam.

With our brave battle ensigns afloat in the breeze,
All thinking of leisure and what we shall do,
We steam into harbour impatient for ease—
But down comes an order from ACHQ,
"You're at half an hour's notice for steam."

coast of France, and on August 6 she was relieved by HMCS *Iroquois* and was ordered to Halifax for a refit. In November she sailed for Cardiff to receive new radar equipment and was next assigned to the Home Fleet. On April 16, 1945, she took part in escorting a convoy to Murmansk and on the return trip narrowly escaped being torpedoed by a U-boat. She returned to Scapa Flow two days before V-E Day.

The *Huron* returned to Halifax to prepare to take part in the war in the Pacific, but the Japanese surrendered and she was paid off into maintenance reserve. In February 1946 she was placed in the Reserve Fleet of the Atlantic Command, and later was taken in hand for extensive alteration and modernization.

On February 28, 1950, the *Huron* returned to active duty in the fleet. On August 23, 1950, she formed part of the

Canadian Special Service Squadron with HMCS *Micmac* (destroyer), with the senior officer on board HMCS *Magnificent* (aircraft carrier). This was defined as a "diplomatic cruise" that would include training and goodwill visits to some of the countries of the North Atlantic Treaty Organization. Eight countries were visited.

In January 1951 the *Huron* sailed to join the RCN flotilla assigned to the United Nations fleet operating off the Korean coast. She operated with the UN naval forces five months then returned to Canada. In April 1953 she left Halifax to return to Korea.

The Korean cease fire became effective on July 27, 1953, and the *Huron* continued patrols under UN command until she was relieved by HMCS *Haida* on February 5, 1954.

In August 1954 the *Huron* again sailed from Halifax, this time to begin

her third tour of Korean duty. In December 1954 in company with HMCS *Iroquois*, she sailed from Sasebo, Japan, to return home. The ships reached Canada in March 1955, via Singapore, India, Pakistan, the Suez Canal and the Mediterranean, thus having sailed, in stages around the world.

The *Huron* assumed duties as senior ship of the First Canadian Destroyer Squadron August 8, 1955, and in December of that year she became a unit of the First Canadian Escort Squadron. She was transferred to the Third Canadian Escort Squadron on March 19, 1962.

HMCS *Huron* holds the following battle honours:

Arctic 1943-45
English Channel 1944
Normandy 1944
Korea 1951-53.



The Tribal class destroyer escort *Huron* paid off on April 27 to operational reserve. She flew a balloon-supported paying off pendant as she sailed into Halifax for perhaps the last time as a commissioned warship. A famous veteran of the Second World War and the Korean war, she is being mothballed at Sydney, N.S. (DNS-30685)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Columbia

After 15 long months of trials, refit, working up, maritime patrol and more trials in Halifax and local sea areas, the *Columbia* sailed for warmer climes on February 16 to continue trials. The trip to Bermuda was a welcome break.

Although her ship's company had worked hard and well in northern waters to maintain the traditional *Columbia* smart appearance, much remained to be done on arrival alongside in Bermuda with the *Columbia* "Lion" fluttering proudly at the truck. Very little time for cleaning was available. However, in keeping with her unofficial motto "YGTBALTBAC" (You've Got To Be A Lion To Be A Columbia), the ships' company turned to with a will and completed one whole side in six hours, trim and all.

Much of the time in Bermudian waters was spent at sea carrying out interesting evaluations, but one night of shore leave was managed before sailing on February 24 for New York. All had a good time on their first foreign shore leave in over a year.

On February 26 the ship arrived in New York for a three-day recreational visit which was an unqualified success. Thanks to Special Services of the Third Naval District, USN, and the host ship USS *Putnam* (DD 757), the sights and sounds of Broadway, TV shows and UN Headquarters were available to all. Ship's badges were exchanged with USS *Shangri-La* and USS *Putnam* and warm hospitality was exchanged both ways.

The ship returned to Halifax on March 3 for more local trials and PT testing at the Dockyard "gym" (which almost all passed), with the prospect of further cruises south in April and May.

HMCS New Waterford

During the year 1962 the *New Waterford* steamed 24,218.3 miles and spent a total of 114 days at sea.

It was a full year for one ship—a cruise to Africa, three months in refit at Sydney, Nova Scotia, five weeks of WUPs, anti-submarine exercises off the Nova Scotia coast and a two-week cruise to Bermuda and Boston.

With Christmas and the New Year festivities over, the *New Waterford* put to sea for a further week of exercises and on January 28 sailed from Halifax as part of the Seventh Squadron, destination Bermuda and Exercise Maple Spring '63.

Although cancellation of the submarine at the last minute precluded completion of every phase of the exercise, those that were carried out were quite successful.

An impressive inter-ship sports program was arranged for the week-ends in Bermuda and during the maintenance period. Competition in all sports was good and the enthusiasm commendable. The *New Waterford* won the softball, basketball and wardroom volleyball championships, and placed a close second in the final ships' companies volleyball game.

HMCS Shearwater

The *Shearwater* players were re-activated late in March after an interval of almost five years. A keen group

of thespians under the chairmanship of Cdr. R. A. Creery held an organization meeting and re-constituted the long-dormant group.

The theatre talent that showed up at the meeting was remarkable. Several members of the old troupe turned out and were able to offer valuable information and advice. The following slate of officers were elected; Lt.-Cdr. Peter Poole-Warren, president; Lt.-Cdr. Roy Portchmouth, director; Mrs. C. Armson, secretary; *Shearwater* Dependents' Association (PO Harry Greenwood), finances), and CPO J. H. Harfield stage manager.

The Dependents' Association was represented at the meeting, since this organization has been sponsoring stage productions under Cdr. Creery for the last two years. Much of the stimulus for the re-organization of the players has come from the presentation of these shows. The Dependents' Association agreed to do the "banking" for the club and render any other assistance it could. The matter of financial backing, if it



Mrs. Jessie Coade, of Dartmouth Radio Station CFDR's "Ship to Shore" program (week-days 3 to 4 pm) tapes a story with HMCS *Shearwater* personnel. Shown above, left to right, with Mrs. Coade, are CPO Ingram Cassidy, CPO Henry Madine, CPO Richard Dupchak, PO Douglas Gorton, and CPO William Shorten. Mrs. Coade was the popular Halifax newspaper columnist "Messdeck Annie" during the Second World War. Her husband is a retired officer of the RCNR and a son is serving in the RCN. (DNS-30426)

comes up, will be discussed at the association's annual general meeting in September.

Director Roy Portchmouth, a former Fleet Air Arm pilot, was a member of the old players. He has had recent directing experience, having won last year's Newfoundland Drama Festival. Mrs. Stella Murphy, well known in local theatrical circles as a make-up artist, will act in this capacity for *Shearwater*. Mrs. Roy DeNevers agreed to handle publicity.

Some frank discussion followed on charting the course of the new troupe. The new players decided to provide *Shearwater* with nothing more or less than sheer entertainment.

HMCS Resolute

Compared to destroyers, frigates and most other warships in the Royal Canadian Navy, the ship's company of a minesweeper is very small—45 officers and men. Nevertheless HMCS *Resolute* has undertaken the support of a small "daughter", named Kwon Da Yung, born August 30, 1956, in Korea.

By reason of the small number borne, the ship's company of the *Resolute* assumes a heavier responsibility than most other warships who have adopted foster children, because the expense falls on fewer heads.

Kwon Da Yung has been living with her mother and four sisters in one room in a slum area in Pusan. Since the disappearance of her father, the mother,

Son Tea Soo, has tried desperately to earn the few pennies it takes to keep the children alive. She works from before dawn till after dusk peddling vegetables in a nearby market.

For her trouble she gets a mere 20 cents a day, hardly enough to keep a roof over their heads, and provide one meal a day.

The *Resolute's* annual grant assures Da Yung of schooling, food and clothing. Not only are these minesweepers helping one little girl but indirectly are providing the whole family with a better life and a better chance of staying together.

The *Resolute* is one of six units of the First Canadian Minesweeper based in Halifax.

PACIFIC COMMAND

HMCS James Bay

During the first half of April, the *James Bay* was in a long-awaited self-maintenance period, subsequent to the two exercises held earlier in the year, the year.

In mid-April the ship was converted into a classroom in order to provide training facilities for boatswain's qualifying course No. 304 from *Naden*. The class was given an opportunity to study the methods and techniques of "the experts" in such evolutions as laying dan-buoys, streaming and repairing minesweeping equipment. Then it was the class's turn to show its mettle. It is only fair to state that after one or two dummy runs they demonstrated a very fair ability.

During the final week in April the *James Bay* joined HMCS *Fortune* in PACSWEEPX 3/63. This entailed carrying out mine counter-measures in the vicinity of Victoria and Esquimalt approaches. All members of the crew were kept busy from dawn till dusk for the duration of the exercise.

Christenings on board the *James Bay* in April included Darren Mark Brown, son of Ldg. Sea. and Mrs. R. Brown, on April 7, and Dean Ernest Gerald Archer, son of Ldg. Sea. and Mrs. E. Archer, on April 28.—T.C.M.

NAVAL DIVISIONS

Kitchener Tender

(HMCS *Star*)

All hands turned to on Saturday, March 30, to move ship, with the result that by 1600 that day the Kitchener Tender was secured at a new berth in the A. B. Caya Building, Weber and Breithaupt Streets, in Kitchener.



CPO Kenneth J. MacKay (left), is congratulated for gaining his promotion to chief petty officer by CPO Reg Player, the man who signed him up in 1948. CPO MacKay is a senior sonarman in HMCS *Chaudiere*, Halifax-based destroyer escort. CPO Player is coxswain. (HS-71485)

With the move into new and larger quarters have come increased responsibilities. Despite the disruption occasioned by the move, it was possible for the staff to carry on with classes, recruiting and most other activities.

The shipwrights have been assigned to building a trophy cabinet as a result of the RCNR taking all the honours at the Militia Sports Night in late March, thereby acquiring the Garrison sports trophy. The same evening, the Kitchener Tender's rifle team won the Major Ball Memorial trophy in competition with four local militia units.

HMCS York

Commodore J. W. F. Goodchild, Senior Naval Officer Toronto area, told members of Toronto's reserve establishment that the "next few years will be a time of testing".

He was addressing the ship's company of HMCS *York* on the occasion of his retirement as commanding officer. The change of command ceremony, which took place late in February, saw Cdr. P. J. Wilch become commanding officer, and Commodore Goodchild carry on with his other responsibility that of SNO Toronto.

Commodore Goodchild said: "Never more than today has Canada needed men and women as yourselves, men and women of firm convictions and dedicated purpose, men and women stalwart in their service to their Queen and country, men and women unafraid to stand up and proclaim their patriotism and fervent love of Canada."



KWON DA YUNG



A handshake on the quarterdeck of HMCS York marks the transfer of command of the Toronto naval division from Commodore J. W. F. Goodchild to Cdr. Peter Wilch. (COND-8267)

His final words to the ship's company were: "To you, Cdr. Wilch, to your officers, and to each and every member of the ship's company, good luck and God speed."

Commodore Goodchild shook hands with Cdr. Wilch, officially turning over command. He then mounted a gun carriage and was pulled around the drill deck by a team of officers. The ship's company paid tribute to the commodore by giving him the traditional three cheers.

Commodore Goodchild assumed command of the *York* in July 1958 from Captain L. D. Stupart. He became Senior Naval Officer Toronto upon the retirement of Commodore R. I. Hendy in 1962 and carried on both duties until last February.

Commander Wilch has been *York's* executive officer for the past two years. Lt.-Cdr. W. H. Wilson has taken over these duties.

HMCS Tecumseh

Dr. M. G. Taylor, principal of the University of Alberta, Calgary, was the guest of honour at the second annual Tri-Service Officer Cadets' mess dinner on March 15.

The dinner was held in the wardroom of HMCS *Tecumseh* with UNTD cadets as the hosts.

Dr. Taylor was welcomed at the quarterdeck by UNTD Mess President Cadet J. S. Marshall and the senior cadets of the army and air force, Second

Lt. D. B. Watson and Flight Cadet T. P. McIntosh.

The 35 officer cadets and their instructors were joined at dinner by Cdr. A. R. Smith, commanding officer of *Tecumseh*, Captain J. Nicol, commanding officer, COTC, and Wing Cdr. Riedel, commanding officer, U RTP.

HMCS Scotian

Lt.-Cdr. Arthur A. Butchart has taken up the appointment of Staff Officer (Administration) in *Scotian* Halifax naval division.

A native of Vancouver, he attended Burnaby South High School before joining the Navy in January 1937 as a boy seaman.

Lt.-Cdr. Butchart was commissioned in 1949 and served in the Korean war theatre on board the destroyer escort *Nootka* in addition to shore and sea-going appointments on both coasts, the latest of which was on the staff of the Weapons Division of the Fleet School in the RCN Barracks at Halifax.

SEA CADETS

Two days before he went on retirement leave after 23 year's service in the RCN, Cdr. George J. Manson received a rousing send-off from 42 Ontario Sea Cadet officers and officers from the Ontario Area Office at a dinner in Toronto.

As Cdr. Manson had been associated with Sea Cadets for the past 17 years,

it was fitting that for his final mess dinner as an active officer he should be a guest of the officers he led. During the dinner Cdr. Manson spoke of the satisfaction he had obtained from being connected with an organization which helps to train Canada's youth.

"The work you are doing now will reap benefits many years later," he told the RCSC officers, "when these young lads become useful citizens".

After the dinner, he was presented with a number of mementoes. Cdr. Manson commenced his naval service in 1940 as an ordinary seaman in Vancouver. In 1946 he became associated with the Sea Cadet organization as Assistant Area Officer on the Pacific Coast, an association that was to continue until his retirement as Command Officer, Sea Cadets, under the Commanding Officer Naval Divisions. He had held the appointment since 1955.

He retired on March 11 and now lives in Grimsby, Ontario, with his wife and two children.

NLCC Admiral R. E. S. Bidwell

The *Admiral R. E. S. Bidwell* Navy League Cadet Corps in Dartmouth, N.S., was brought into being in August 1960 through the efforts of PO John N. Paddon, who was at that time the acting commanding officer of the *Micmac* corps in Halifax. On approaching John Gurcholt, president of the N. S. Mainland Division of the Navy League, in Dartmouth, with the suggestion, approval was immediately given and a search for accommodation was started. The Dartmouth School Board granted the corps the use of the basement area of the Hawthorne school.

First parade night was held on April 4, 1961, with three officers and 13 cadets. The official opening was held in September 1961, with an inspection by Rear-Admiral R. E. S. Bidwell, RCN (Ret).

During 1962 cadets were given tours of the naval air station, *Shearwater*, and the destroyer escort *Haida*, and spent a day at sea on board the *Cayuga*.

Last January 10, a combined inspection of the corps and RCSCC *Magnificent* was held at which nine Navy League cadets were promoted to sea cadets.

To date the corps has increased in size to seven officers and 70 cadets. All of the officers with one exception are lower deck personnel of the RCN.

The purpose of the corps is to train boys from ages 11 to 14 in all phases of seamanship, communications, discipline and good citizenship.



Home from the Sea

New Quarters For Veterans

Club rooms were opened recently by the White Ensign (Naval) branch, No. 129, Royal Canadian Legion, at 726 Gottingen Street, Halifax. The branch is open to naval and ex-naval personnel and to members of the Merchant Navy with at least six months' service in an actual war area.

The organization began as a sailors' club which, in 1948, amalgamated with the Royal Canadian Legion.

On the occasion of the opening of the club rooms, Cdr. Bruce Oland, representing his father, Col. S. C. Oland, unveiled a portrait of the late Captain R. H. Oland, RCN, first president of the White Ensign Association.

Officers of the three armed services were present and witnessed the presentation of life membership certificates to J. E. Mobley and W. H. Milson by C. A. Doane, of Yarmouth, president of the Legion for Nova Scotia.

Early Bid for 1967 Reunion

The April meeting of the board of directors of the Canadian Naval Association, in the clubrooms of the Sarnia Naval Veterans' Association, saw it placed on record that five clubs have affiliated with the CNA in the past few months. Two of the clubs are from Ontario and three from the Maritimes.

The directors decided to seek approval for the word "Royal" to be incorporated in the title and concurred with the design of the CNA's new standard, which includes the White Ensign.

Looking well ahead, the Ottawa Veterans' Association has requested that Canada's capital city be considered as the site of the annual naval veterans' reunion in 1967, the Dominion's centennial year. The request will be brought up again.

The necessity of setting up regional executive bodies was urged by a number



At the opening of new club rooms in Halifax of the White Ensign branch of the Royal Canadian Legion, Cdr. Bruce Oland unveiled a portrait of his uncle, Captain Richard H. Oland, who was the first president of the organization.

of the directors and will be implemented in the coming months.

The sports director, Joseph Vechiola, had been actively engaged in organizing a sports meet, to be held in Toronto on May 11, with a trophy for the winning club in each event and an award to be known as the "Directors' Challenge Trophy" for the club with the highest aggregate points. The meet was just one of a number of functions organized by naval veterans in observance of Navy Week, in addition to participation in church parade on Battle of the Atlantic Sunday.—S.R.P.

Unclaimed Medals Sent to Veterans

At the beginning of 1959 the Department of Veterans Affairs began sending to veterans their unclaimed campaign stars and medals, commencing with those entitled to three or more or for whom the Department had what seemed to be reasonably reliable addresses.

As far as the Department can ascertain, this is the first time that campaign stars and medals have been distributed in any Commonwealth country without applications.

After the Second World War approximately a million Canadian veterans were eligible for one or more of the 11 service stars and medals, but notwithstanding the herculean efforts of the Royal Canadian Mint to produce them, and maintain normal output of coinage at the same time, it was October 1949 before they were ready for issue.

By the end of 1958 about 560,000 Second World War veterans had received their stars and medals, and the Department had something over a million left. Approximately 500,000 of these were War Medals—issued to anyone who had 28 days or more of paid service—and there were about 400,000 Canadian Volunteer Service Medals, Canada's own war medal, for 18 months or more of voluntary service in the Canadian forces.

Since January 1959, when the new policy came into effect, approximately 2,000 sets of medals have been despatched each month, including those for which applications were received, or over 100,000 sets in four years. About 20,000 sets have been returned as undeliverable.

The average number of stars and medals per set is close to four, which means that the Department has disposed of a net figure of around 300,000 medals since it began sending them out without applications.

Nevertheless, many veterans still haven't received their war medals, and for most of these the Department's last known addresses are 10 to 15 years old. Thus the surest way for veterans to claim the stars and medals they earned through their war service is still to apply to: War Service Records, Department of Veterans Affairs, Ottawa, Canada. — *Canadian Veterans News Notes.*

HERE AND THERE IN THE RCN



Naval families are fairly common but rarely do father and son serve in the same ship. CPO Gordon J. Foster, left, coxswain of the modern destroyer escort Gatineau, shows his son, AB David E. Foster battle honours of the wartime Gatineau which the new ship has inherited. CPO Foster attended Maisonneuve School in Montreal before joining the Royal Navy in 1936, transferring to the RCN in 1937. AB Foster, a naval cook, attended Rideau High School in Ottawa before joining the Navy in June 1960. It is up to him to carry on the good name of Foster in the Gatineau. His father recently began retirement routine ashore. HS-71487)



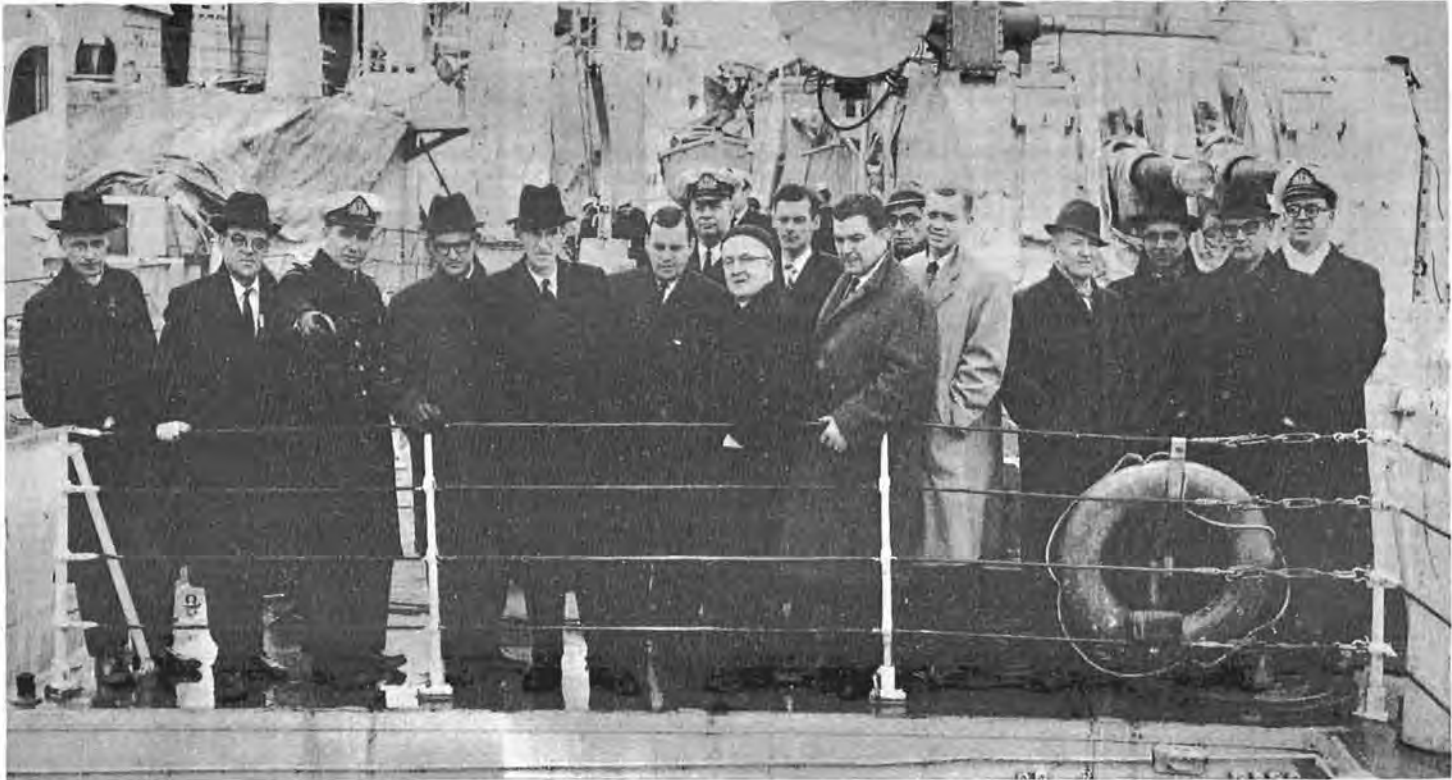
From the four Cub packs, totalling more than 100 cubs in HMCS Shearwater, the above cubs were selected recently from their respective packs for having worked the hardest, having been the most punctual, and having contributed the most toward the efficient operation of their respective packs, at the naval air station. Left to right are Martin Salter, "A" Pack; Robert White, "C" Pack; Steve King, "D" Pack, and Dave Etechells, "B" Pack. (DNS-30414)



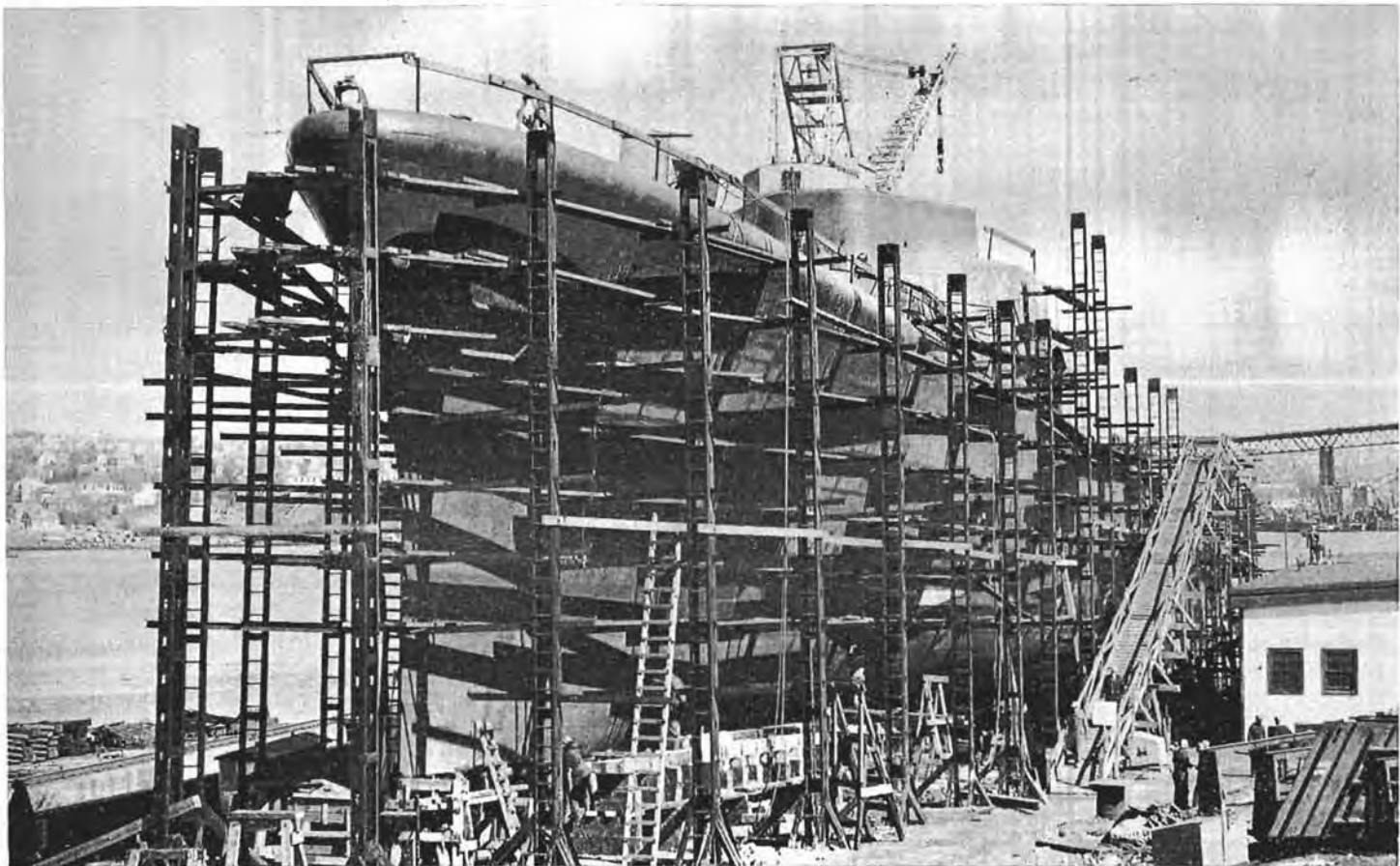
Sheelagh Martin, of HMCS Shearwater, receives her wings and 18th and 19th badges from Mrs. E. MacKay, Tawny Owl, to become one of the best qualified Brownies in the area. She is the daughter of CPO and Mrs. Paul Martin, who live in married quarters at the RCN Air Station. (DNS-30739)



Smiles were turned on full power by these Shearwater Brownies recently after their "flying up" ceremony at the naval air station. Proudly holding their leaving certificates, these Brownies of the First, Second and Third Packs are joining the Second Shearwater Guide Company. Front row, left to right, are Elizabeth Mailoux, Debra Dunnett, Susan Burks, Lois Mackey and Upha Sutherland, and, back row, Dale Coldwell, Leslie Taylor, Erica Langman, Joanne Stewart, Helen Storey and Linda McKnight. (DNS-30477)



Educators from the Gaspé Peninsula of Quebec early this year visited Halifax and were given a close look at ships and units of the Fleet School. The visit was arranged by Lt R. J. Leduc, Quebec City recruiting officer, in conjunction with the Navy's career counselling program. The party was photographed on board the destroyer escort Algonquin. (HS-71237)



The destroyer escort Annapolis was launched at Dosco Halifax Shipyards April 27. Last to be launched of the six-ship Mackenzie class of Canadian designed and built anti-submarine destroyers, she will be completed in 1964. A helicopter platform and variable depth sonar are included in her construction. (HS-71605)

A History of Nautical Uniforms

ONE OF the odd things about navies is that officers' uniforms date from long before those of the lower deck, and the two are derived from entirely different traditions—the one from the dress of gentlemen of the 18th century and the other from the work clothes of sailors 100 years later. What is more, officers' uniforms have changed greatly while men dressed as seamen look much as they did when they first wore uniform 100 years ago.

Undeterred by this, Colonel Robert H. Rankin, USMC, has dealt in *Uniforms of the Sea Services* with all uniforms of the U.S. Navy in a single narrative—and in the USN there are also band uniforms to be considered.

In the process, the seaman's rig has been somewhat neglected. One very strange oversight is the hat—there is not a single word (not even a date of introduction) on the U.S. Navy's one original contribution, the "gob" hat, the perky white cotton headdress of the American seaman. Nor is there any mention of the present day practice of wearing white head-gear all year round.

Colonel Rankin refers in general terms to the influence of the Royal Navy on uniforms of all other navies, but there are points he might have made when he got down to particulars. For one thing, the lower deck uniform of the USN dates from 1817—the RN did not introduce it until 1857. Which influenced the other? It appears that this question has not been explored from either side of the Atlantic. Then there is the question of corps badges of the marines, both the bugle and globe. Did the U.S. Army use the bugle as a light infantry badge?—and, when the U.S. Marines took it up for a while in the 1860s, was it imitated from the RMLI? And surely, in speaking of the adoption of the globe as a badge, there should have been some mention of its use by the Royals since 1827.

A point of language here—not once in the book is the word "badge" used. Every possible synonym is employed: "insigne" (the commonest), "emblem" (especially for cap badges) "device", "ornament" and so on. Another change in words in the United States seems to be that "puttee" now means any sort of legging, so that in the passage on naval aviation uniforms the author speaks of "woven wool leggings" (sic) being replaced by "tan leather puttees".

BOOKS for the SAILOR

The wording is a little vague, but apparently this means that puttees were replaced with brown leather gaiters. This only becomes clear when the reader refers to the pictures.

And speaking of the illustrations, the book is subtitled "a pictorial history"—although the emphasis is on the text to an extent not usually associated with that description. However, the volume is lavishly illustrated—the pictures illuminate the text—with a large number of colour plates, half tone illustrations and a few line cuts for decoration. Unfortunately the colour plates are of unequal quality and some have lost much in colour and detail.

The research as represented by the list of manuscripts and documents cited on pages 309-314 seems to have been deep and concentrated enough to make the work authoritative for many years. The list of books (pages 306-308) could have been wider. Why, for example, cite Cdr. A. B. Campbell's *Customs and Traditions of the Royal Navy* when he is among the least reliable writers on the subject? And why the third edition of *Naval Customs, Traditions and Usage* by Vice-Admiral L. P. Lovette, USN,

OLD CAP RIBBONS SOUGHT BY USN

Obsolete USN cap ribbons are being sought by the curator for the Department of the Navy, in Washington, to complete a collection for exhibition at naval activities.

Only USN ribbons are required, although the curator will welcome other items of historical interest, such as obsolete naval insignia and documents relating to the United States and USN.

Persons having ribbons of U.S. ships no longer in commission and who wish to donate them to the collection are requested to mail them to the Curator, Department of the Navy, Washington 25, D.C.

When a ribbon thus donated is exhibited, full credit will be given to the donor.

when the fourth is available and has been extensively revised. The wildly erroneous etymology of "Captain" is quoted from the former—it was changed in the fourth edition.

Indeed, where the author has gone beyond his immediate subject, the development of sea uniforms in the U.S. sea services, he has sometimes strayed. On the subject of the purchase system, whereby gentlemen bought commissions in the British Army and "clothing colonels", who made a profit out of their regiments, he is quite off the beam. On these points a reading of *The Reason Why*, by Cecil Woodham-Smith is recommended—it is available in a Penguin edition. That book deals with the careers of the two officers directly responsible for the charge of the Light Brigade at Balaclava and, in doing so, has to explain purchase and describe regimental administration of the time.

Physically, *Uniforms of the Sea Services* is a rather lavish production, running to 324 pages of special coated paper so that the text, illustrations and colour plates could be mixed in together and, indeed, there is hardly an opening without some pictorial matter. It is a large squarish quarto and the text pages, about the same size as this one, have wide margins, often enlivened with half-tone or line illustrations. The colour plates are of great variety: some are contemporary 19th century colour prints, some modern water colours and some colour photographs. Among the best are the work of Colonel John H. Magruder III, USMC, Captain Donald L. Dickson, USMC, and H. Charles McBarron Jr., though most of McBarron's work and all of Dickson's have been reproduced in black-and-white.

The subject matter covers all the services of the U.S. Government involved in sea warfare: the Navy, the Marines, the Coast Guard (with its predecessor, the Revenue Cutter Service) and their respective women's services. The book closes with chapters on swords and on medals and decorations. The footnotes, containing references to the sources used, are all grouped at the end of the text so as not to distract the casual reader. They are followed by the extensive bibliography and a detailed index.

Uniforms of the Sea Services is an expensive book for the common reader, but it will be essential for the student

of uniforms and a valuable reference of the theatrical costumer.

Like all history books, it must be superseded. Just recently a note appeared in the service news from Washington that an opinion survey was to be made on the lower deck of the USN to find out whether a rumoured dissatisfaction with the seamen's uniform warrants a change. It appears that there is a movement to provide a collar-and-tie rig for all hands. Colonel Rankin records a similar movement just after the Second World War which was heavily voted down by the men most concerned. One of them summed it up with: "It ain't Navy!"—Ph. Ch.

UNIFORMS OF THE SEA SERVICES; a Pictorial History, by Colonel Robert H. Rankin, USMC; published by the U.S. Naval Institute, Annapolis, Md., 1962; 325 pages, profusely illustrated (colour plates included); \$24.50.

THE NAVY'S ROLE IN KOREA

JAMES A. FIELD'S *History of United States Naval Operations: Korea* is the best book on the subject which has so far been published. But it is more than a history of USN operations in Korea; it is a history of the whole Korean conflict. Some might consider that too little emphasis has been placed on naval operations in the last two years of the war. Out of a total of 446 pages, Dr. Field has devoted 356 to the first year and only 38 to the final two years.

Had the author been writing a history of the land campaign this imbalance

would not have been so serious, since the important battles all took place in the first year; as he is writing a history of naval operations, however, he might have devoted more space to such topics as the "island defence" campaign, the interdiction campaign on the east coast, the "train busting" game (which is not even mentioned), and the activities of the carriers in 1951-53. The reviewer, however, is not advocating that Dr. Field should have written less about the campaign on land but rather that he should have written more about naval operations.

Dr. Field naturally has not too much to say about the Canadian destroyers in Korea; he does mention some of the more important incidents in which they were involved, such as the evacuation of Chinnampo and the clearing of the Inchon islands, but he does not mention the capture of the North Korean mine-layer by the *Nootka*, and he has misinterpreted the main objective of Operation Comeback.

This operation was devised by Captain Jeffry Brock, the Senior Officer of the Canadian destroyers, and its primary aim was to rehabilitate the west coast islands by the provision of relief supplies and by the establishing of fishing sanctuaries in the blockade area. "Comeback" naturally envisaged that, in those few islands where they remained, communists would be removed from positions of power, but its main purpose was to save the islanders from starvation and anarchy.

Physically, Dr. Field's book is a fine one; clear print on good quality paper; no misprints to speak of; a good index; and remarkably fine photographs. There are numerous maps but some of these are of rather poor quality. The book was

brought out by the U.S. Government Printing Office, Washington, D.C. and sells for a modest \$4.25. For anyone interested in Korea it is worth twice that.—T.T.

HARM'S WAY

The pressures, strains and loneliness of war-time command at sea are conveyed in quiet but telling fashion in Alan Easton's *50 North*, a personal account of one man's experiences in ships of the RCN between 1941 and '44 (*Crowsnest*, March 1963).

Appearing at almost the same time is another book built on the same theme. But whereas *50 North* is factual and a model of restraint, *Harm's Way* is pure fiction, with its protagonist and supporting characters plunged into one melodramatic event after the other in quick succession.

Read consecutively, the two books are remarkable contrasts, the one so authentic, the other so unreal (for all its earthy "realism"). Not that *Harm's Way* is poor reading. It has suspense, excitement, lots of blood-and-thunder and, may be, here and there some resemblance to events as they could have happened. But it is like a Hollywood super-colossal, wide-screen, vivid-colour production, as compared with a straightforward black-and-white documentary. One suspects, indeed that *Harm's Way* may have been written with Hollywood in mind. It has most of the ingredients.—R.C.H.

HARM'S WAY, by James Bassett, published in Canada by Nelson, Foster and Scott, Ltd., 81 John Street, Toronto 2B; 510 pages; \$7.50.

LETTERS TO THE EDITOR

Dear Sir:

I understand that there is a man in the Navy (whose first name or rank I do not know) who is the son of a Mr. Walter Pirie Wilson who came to Calgary from Aberdeen, Scotland, about 40 years ago. Would Mr. Wilson please get in touch with me?

Yours truly,

MRS. ANNIE HOLLINGWORTH

2210-5th Ave., N.
Calgary, Alberta

Dear Sir:

Recently *The Crowsnest* (January, 1963) contained reference to Pearl

Harbor but, in an attempt to translate it into a form acceptable to the Canadian reader spelled it "Pearl Harbour". In due course other Anglicizations of foreign place names will probably follow and the reader will be presented with Saint Francis, Good Breezes, Red Stick, City of the Indians, and White House to replace the alien forms San Francisco, Buenos Aires, Baton Rouge, Indianapolis, and Casablanca.

Whether or not this service on the part of editors and proof readers is a desirable one is outside the scope of this letter. However, for the sake of consistency, firm rules of policy and procedure must be provided. Already there

are dents in our Anglo-Saxon armour which are beginning to show and strong guidance is urgently required. The following gives a sample of the heteronomous state that is developing.

*The "U" is a town of our own
Is not at all hard to condone,
But the change to "Pearl Har-
bour"
While accepting "Ann Arbor",
Is splitting the hair to the bone.*

I am sure you will give this matter the attention it deserves.

Yours truly,

R. A. EVANS,

Pearl Harbo[u]r,
Hawaii.

THE NAVY PLAYS

Cabot Wins Civil Service Hockey

The St. John's Civil Service "B" hockey championship was won this year by HMCS *Cabot's* team in a fashion that left no doubt the Newfoundland reservists deserved the title.

Cabot not only ended the season at the head of the league but won both the best-of-three playoffs two games straight.

West Again Wins In RCN Bonspiel

Thirty-two rinks from ships and establishments from Victoria to Halifax took part in the Seventh Annual RCN Curling Association Bonspiel in *Cornwallis*, April 2-4 inclusive.

All told 188 games were curled on ice in the new *Cornwallis* Curling Club and in the skating arena. The bonspiel was run under the direction of Lt. R. N. Evans, president of the *Cornwallis* Curling Club, assisted by an enthusiastic committee.

Once again a West Coast rink took top honours in winning the Westinghouse trophy. This trophy has been won by three different rinks from the Pacific Command over the last five years.

The winning rink was skipped by *Naden's* Wes Young, assisted by Frank Burger, Ed Kochanuk and Gordie Pope. They defeated Bruce Cameron of *Coverdale*, to take the trophy.

The winners of other events were: Ross trophy, PO Kenneth White, *Cornwallis*, MacGillivray trophy, Lt.-Cdr. N. W. Denney, *Bytown* and Wright trophy, O. O. Paddon, *Bytown*.

Shearwater Tackles Bermuda Rugger

The Bermuda Rugby Fortnight, which encompassed international matches between 10 teams, is over, leaving the impression with *Shearwater's* entry, which lost all games, that the Ivy League universities are playing rugby in a big way and are formidable contestants.

The Colonial Gazette reported that 30-40 eastern universities are now playing the game and its popularity is increasing. Amherst and William colleges did well, but Harvard swamped all opposition. They played Bermuda Teachers in an anti-climactic game which was predicted would close the schools for a week.

Harvard kicking was appalling, but they made up for it in rugged forward play, according to the RCN players. *Shearwater* gave them their toughest game, but the Harvard steam roller and the coral-hard pits took their toll.

The Harvard men won the International cup with superior weight, stamina and reserve.

Shearwater members, 18 strong, left Halifax in the *Haida*, bound for work-ups, and returned April 8.

Rugby Fortnight, March 25 to April 6, involved visiting teams from Harvard, Williams and Dartmouth Universities in addition to four Bermuda teams. The invitation to *Shearwater* came from the Bermuda Rugby Football Union.



Shearwater Flyers are shown playing Harvard in what experts considered to be the best game of the Bermuda rugby tournament in April. Lt. D. M. Wallace tips the ball to his teammates in the "line-up" during the game. (HS-71676)

The last time the RCN took part in the annual classic was in 1949 with a "scratch" team from Halifax area ships and establishments. They made a good showing.

The *Shearwater* club played first with Harvard then met the Bermuda champions, the Police team, in the round robin tournament.

Shearwater won the Nova Scotia title in the fall season, 1962.

Coach and manager was Lt.-Cdr. John Kennedy, commanding officer of Utility Squadron 32. The team was mostly composed of aviators. They were Lieutenants D. M. Wallace, Charlie Robinson, R. B. Edey, and L. L. Grimson; Sub-Lieutenants P. J. Barr, D. P. Gramton, L. S. McDonald, D. C. Hallaran, T. R. Byrne, team captain, L. G. Lott, C. A. Johnson, R. J. Nunn and N. A. Cook; Cadet M. A. Grandin, AB R. R. Jefferson, a PTI, and AB C. N. Baylis, medical assistant.

The team stayed at police headquarters during the visit.

Oldsters Take Hockey Title

There is a saying that if you can't baffle your opponent with youth, baffle him with footwork. This is exactly what the chief and petty officers of *Cornwallis* have been doing since the base re-opened in 1949.

They became the 1962-63 Interpart Hockey champs by defeating "Comm" School two straight to take the trophy.

This is the fourth straight year that Chief and POs have captured the trophy. Apart from hockey last season, they also took the softball, soccer, and volleyball championships.

12 Records Set At Swim Meet

Twelve Nova Scotia records were set in early March as HMCS *Cornwallis* was host to the Nova Scotia open senior swimming and diving championships.

Stadacona's junior team, the Tritons, won the aggregate honours with 115 points. They finished third in the men's division with 64 points and second in the women's with 51.

Shearwater topped the women's division with 107 points and Halifax YMCA headed the men's with 90.

Navy Curlers Elect Board

The RCN Curling Association (Ottawa) held its annual general meeting on April 22 and elected the following to the new board of directors:

N. W. Denny, president; S. E. Paddon, vice-president; H. Williams, vice-pres-

ident and chairman membership committee; A. K. Cameron, past president; E. C. Garland, secretary, and Sam Iscoe, treasurer. E. M. Gummer, G. H. Dawson, G. W. Swallow, V. H. Skinner and F. A. Hickman are chairmen of various committees.

Active curling by the club concluded two days earlier with the finals of the closing mixed bonspiel. During the season, club event winners were:

Morgan trophy: J. W. Thomson, D. H. Gillis, A. K. Cameron, R. C. Salmon (skip);

President's trophy: R. Carle, R. J. Carson, E. Petley-Jones, A. K. Cameron (skip);

Luther trophy: J. E. Mavins, C. A. West, E. M. Gummer, M. C. Instance (skip);

Roper trophy: G. D. Westwood, R. D. Campbell, W. R. Copping, J. E. D. McCord (skip);

Pot Lid: M. B. Johnstone, J. K. Murray, R. Harper, V. Cook (skip).

The winners of the club mixed events during the season were: Opening Mixed Bonspiel (Labatt's trophy): J. Paddon, J. Ruffo, B. Monroe, J. MacGillivray (skip); Christmas Mixed Bonspiel (Hill-the-Mover trophy): M. McClelland, E. McClelland, V. Rodenbush, L. Rodenbush (skip); Closing Mixed Bonspiel (Fleet trophy). F. Campbell, B. Campbell, F. Ford, D. Mylrea (skip).

Rugby Prospers On West Coast

The rugby football season 1962-63 was a great success on the West Coast, with NTS and the Command XV's taking part in the Victoria Rugby Union.

The Naval Technical Apprentices won the Intermediate Division by a clear margin, scoring 134 points for, with 50 against. They played 14 games, won 12, drew one and lost one.

The apprentices, well captained by LSAP Don James, played open and spirited football. Indeed, this season was marked by a demonstration of growing skill, both individually and as a team. It is difficult to single out individuals for special praise, yet no member of the team or support of navy rugger will deny that Ldg. Sea. Gordie Payette did a splendid job in the forwards.

The Command team, although they won but few league games in the First Division, ended up by making off with the *Times* Cup. They played robust, lively rugger and always gave a good account of themselves. The percentage of officers and men from the Fleet playing for the Command XV has increased considerably.

Lt. Charlie Gunning, serving in HMCS *Grilse*, was selected for the Victoria Representative side in December, and played a first-class game at outside half when the "Crimson Tide" defeated the Oregon XV by 23 points to nil.

Surgeon Lt. Tommy Thompson gave most valuable service on the touch line, as did medical assistant AB "Doc" Bolton and the equipment managers ABAP Larry Norman and AB Peter Merrick. The teams were coached and managed by Lt.-Cdr. Doug Williams and Sub-Lt. Sammy Patterson.

Hockey Star Returns to Sea

The *New Waterford* recently made headlines in the sports section of the *Halifax Chronicle-Herald* by being hostess to defenceman Doug Harvey, of the New York Rangers.

While the *New Waterford* was visiting New York recently, CPO Joe Lay, a member of the ship's company got together with Harvey, and armed with the necessary clearances, invited him on board for the return voyage to Halifax. Harvey, pleased with the thought of playing sailor again (he was RCNVR during the Second World War) for a few days, accepted the invitation.

CPO Lay, one time Halifax and district baseball star and later a football ace with *Shearwater*, is a long-time friend of Harvey's.

During the one-week visit to New York, personnel from the *New Waterford* had the opportunity to see the final two Ranger home games of the season. Those who attended were extremely appreciative of the fine seats arranged by Doug Harvey.

Volleyball Team Loses in Finals

The *Shearwater* Flyers were runners-up in the Canadian Armed Service Volleyball Championships held at Currie Barracks, Calgary, on March 15. The team was narrowly defeated by Calgary Garrison in final competition.

PO Scores High At Rifle Meet

PO G. J. Coldham, of *Shearwater*, registered the highest score in the first shoot of 1963 of the Nova Scotia Rifle Association in April.

Coldham posted 96 out of 100. Other leaders were PO L. C. Skinner, *Stadacona*, and Cadet R. Grant, Dartmouth, 94; Gnr. Cliff Strong, Windsor, and M. Moseley, Dartmouth, 93; Ldg. Sea. C. R. Grant, *Stadacona*, 84, and AB P. J. Heald, *Stadacona*, 67.

RETIREMENTS

CPO CHARLES ARAM BRYAN, CD and 1st Clasp, CIPT4, of Red Deer, Alberta; joined April 4, 1938; served in *Naden, Restigouche, Nootka, Stadacona, DEMS Namny, DEMS Oakman, DEMS Masundo, DEMS Nerissa, St. Croix, Raccoon, Moncton, Annapolis, Pictou, Niobe, RNB Chatham, Huron, Royal Roads, Cornwallis, Venture, Ontario, and Cornwallis*; retired April 3, 1963.

CPO THOMAS JOHN FRASER, of New Westminster, B.C., CIRM4; joined April 4, 1938; served in *Naden, St. Laurent, Stadacona, Saguenay, St. Hyacinthe, Ingonish, Givenchy, St. Hyacinthe, Chaleur, St. Pierre, Niobe, Ontario, Aldergrove, Cayuga, Discovery, Stour and Cornwallis*; awarded RCN Long Service and Good Conduct Medal; retired April 3, 1963.

CPO JOHN BERNARD KILEY, CD, C2ER4, of Halifax; joined April 12, 1938; served in *Stadacona, Skeena, Pictou, Georgian, Sorel, Hochelaga, Outremont, Peregrine, Haida, Huron, Scotian, Iroquois, Swansea, Magnificent, Quebec and Stour*; retired April 11, 1963.

CPO GEORGE ALBERT LOUDER, C1FC4, of Halifax; joined April 4, 1938; served in *Stadacona, Venture, Saguenay, HMS Victory, Ottawa, Niobe, HMS Excellent, HMS Sheerness, Athabaskan, Peregrine, Ontario, Cornwallis, Crusader, New Liskeard, Scotian, Magnificent, Algonquin, Scotian and Terra Nova*; awarded Long Service and Good Conduct Medal; retired April 3, 1963.

CPO JOHN STANLEY LAWRENCE, C1BN4, of Drumheller, Alberta; joined April 7, 1938; served in *Naden, St. Laurent, Stadacona, Protector, Ottawa, Saskatoon, HMS Meadow-sweet, Reindeer, Cornwallis, St. Stephen, Peregrine, Antigonish, Crusader, Skeena*; awarded the RCN Long Service and Good Conduct Medal; retired April 6, 1963.

PO ALFRED THOMAS BURTON LONG-HURST, CD, P1BN3, of Belleville, Ontario; served in RCNVR Nov 20, 1942-Oct. 17, 1945; joined RCN Dec. 19, 1945; served in *Cata-raqui, York, Prevost, Cornwallis, Stadacona, St. Hyacinthe, Meon, Peregrine, Quatsino, Scotian, Prince Rupert, Naden, Malahat, Uganda, Antigonish, Athabaskan, RCNAS, Dartmouth (18 CAG) Magnificent, Huron, Quebec, Haida, Cornwallis, Prevost and Kootenay*; retired April 15, 1963.

CPO ARNOLD HOWARD MAYNARD, CD, C2BN3, of Edmonton, joined April 4, 1938; served in *Naden, Ottawa, Stadacona, Skeena, St. Laurent, Cornwallis, Saguenay, Nanaimo, Niobe, HMS Excellent, HMS Belfast, HMS Glasgow, Peregrine, Chebogue, Ontario, Beacon Hill, New Waterford, Malahat, Star, New Glasgow and Fortune*; retired April 3, 1963.

CPO ROBERT MARSHALL, CWD, C1BN4, of Regina; served in RCNVR Feb 5, 1934 to June 28, 1943; transferred to RCN June 29, 1943; served in Regina naval division, *Naden, DEMS Silverwilliam, Cowichan, Stadacona, Rosthern, Avalon, Chaleur, Peregrine, Malahat, Crescent, Cornwallis, Ontario, Venture, Oriole, Cayuga, Ottawa and Cape Breton*; retired April 17, 1963.

CPO JOHN CYRIL IRA MOORE, CD, CIHT4, of Datmouth, N.S.; joined August



Scenes like this will be repeated this year as sea cadets train at summer camps on either coast. A Toronto Sea Cadet takes a line from HMCS Loon at the end of a day's cruise out of HMCS Acadia, at Point Edward Naval Base, near Sydney, N.S., last year. (HS-69331)

24, 1942; served in *Stadacona, Scotian, Peregrine, Warrior, Magnificent, Bytown, Cornwallis, Haida, Wallaceburg, Donnacona, Niobe, and Bonaventure*; retired April 1, 1963.

CPO VICTOR HENRY NOON, C1CM4, of Victoria; joined April 4, 1938; served in *Naden, Restigouche, Stadacona, Prince Henry, RCN College, Givenchy, Avalon, Cornwallis, Ontario, Royal Roads, Donnacona and Hochelaga*; awarded RCN Long Service and Good Conduct Medal; retired April 3, 1963.

CPO WILLIAM OGILVIE, C2Er4 of Glasgow, Scotland; joined April 4, 1938; served in *Naden, Armentieres, Ottawa, Nootka, Stadacona, Rosthern, Avalon, Cornwallis, Scotian, Midland, Peregrine, Dunver, Huron, Lewis II,*

Givenchy, Moolock, Talapus, Ehkoli, Ontario, Cedarwood, Rockcliffe, Griffon, New Glasgow, New Waterford and Fortune; received RCN Long Service and Good Conduct Medal; retired April 3, 1963.

CPO CHARLES GORDON PERRY, C1ER4, of Central Chebogue, N.S.; joined April 4, 1938; served in *Stadacona, Skeena, Fennel, Scotian, Peregrine, Hochelaga, New Liskeard, Cornwallis, St. Boniface, Peregrine, Swansea, Wallaceburg, New Liskeard, Swansea, Algonquin and Quebec*; awarded RCN Long Service and Good Conduct Medal; retired April 3, 1963.

PO PETER JOHN QUINLAN, CD., P2CK3, of Saint John, N.B.; joined RCNR April 28, 1942, transferred to RCN April 18, 1945;

served in *Avalon, Stadacona, Cornwallis, Hawkesbury, Peregrine, Uganda, Donnacona, Niobe, Magnificent, Naden, Nootka, Huron, Hochelega, Bonaventure, Granby* and *Cabot*; retired April 27, 1963.

PO GEORGE HENRY SOUBLIERE, CD and 1st Clasp, PIER4, of Ottawa; joined Nov. 18, 1933; served in *Stadacona, Saguenay, St. Laurent, HMS Pembroke, Crusader, Ottawa, Fundy, Skeena, Mayflower, Naden, Hochelega, Sherbrooke, Nanaimo, HMS Veteran, Bytown, Winnipeg, HMS Newfoundland, Niobe, Uganda, Peregrine, Cornwallis, Jonquiere, Scotian, New Liskeard, Warrior,*

Carleton, Cornwallis, La Hulloise, Portage, Algonquin, Nootka, Huron, Lauzon and *Iroquois*; retired April 3, 1963.

CPO ROBERT DEWEY TAYLOR, CD, C1CT4, of Ogema, Sask.; joined March 24, 1941; served in *Naden, Givenchy, Burrard, St. Hyacinthe, Sumas* radio station, *Crescent, Rockcliffe, Stadacona, Cornwallis, Cusader, Sioux, Coverdale, Ontario* and *Margaree*; retired April 4, 1963.

CPO WILLIAM THYNE, CZER4, of Lovat, Sask.; joined April 4, 1938; served in *Naden, Restigouche, Stadacona, Niagara, Annapolis,*

Givenchy, Beaconhill, HMS Ferret, Ontario, Cayuga, Rockcliffe, Sioux, Antigonish, Sussexvale and *Cape Breton*; awarded RCN Long Service and Good Conduct Medal; retired April 3, 1963.

CPO GEORGE CHARLES VANDER-HAEGEN, C1BN4, of Dunleath, Sask.; joined April 4, 1938; served in *Naden, Ottawa, Stadacona, HMS Dominion, Niobe, Saguenay, Cornwallis, Assiniboine, Sioux, Peregrine, Givenchy, Crescent, Royal Roads, Crusader, Porte Quebec, Venture, Ontario, and Fraser*; awarded RCN Long Service and Good Conduct Medal; retired April 3, 1963.

OFFICERS RETIRE

CDR. GEORGE LIONEL AMYOT, CD; joined RCNVR July 31, 1942, as probationary sub-lieutenant (SB); transferred to RCN February 28, 1946; served in *Chippawa, Cornwallis, Avalon, Naden, Carleton, RCN College Royal Roads, Ontario, Stadacona, Bytown, Venture, Prevost*; last appointment *Bytown* as Assistant Director of Naval Manning (Recruiting); commenced retirement leave on May 1, 1963; retires on November 3, 1963.

CAPTAIN JACK ROSS ANDERSON, CD; joined RCNVR October 9, 1939, as acting paymaster lieutenant; transferred to RCN December 12, 1945; served in *Stadacona, Columbia, Givenchy, Cornwallis, Naval Headquarters, Ontario, Naden, Donnacona*; last appointment Director Inter-Service Development, National Defence Headquarters; commenced retirement leave February 3, 1963; retires on August 22, 1963.

LT.-CDR. JOHN NORMAN DONALDSON, CD; joined RCNVR October 27, 1941 as probationary sub-lieutenant; transferred to RCN November 10, 1944; served in *York, Royal Roads, Stadacona, Niobe, HMS Heron, HMS Pembroke, HMS Daedalus, HMS Canada, HMS Macaw, HMS Goldcrest, HMS Malagas, Warrior, Shearwater, Magnificent, Naden,*

Cayuga, Niagara, Sioux, Bytown, Patriot; last appointment *York* as Staff Officer (Training); commenced retirement leave on April 29, 1963; retires on November 1, 1963.

SURGEON CDR. ROBERT FREDERICK HAND, CD; joined RCN March 31, 1948, as a Surg. Lt.-Cdr.; served in *Niobe, Stadacona, Magnificent, Niagara*; last appointment Canadian Forces Hospital, Halifax; as ophthalmologist and regional consultant; commenced retirement leave April 1, 1963; retires on June 29, 1963.

CDR. GEORGE JOHN MANSON, CD; joined RCNVR October 18, 1940, as an ordinary seaman, promoted probationary sub-lieutenant April 27, 1942, demobilized October 5, 1946; joined RCN (R) October 6, 1946, transferred to RCN February 12, 1951; served in *Stadacona, Royal Roads, Goderich, Niobe, Avalon, Levis, Discovery, Naval Headquarters, Star, Patriot*; last appointment on staff of COND as Commander Sea Cadets; commenced retirement leave March 19, 1963; retires October 5, 1963.

CDR. GEOFFREY PHILLIPS, CD; joined RCN August 28, 1935, as an officer cadet; served in *Stadacona, HMS Frobisher, HMS Drake, HMS Sussex, HMS Edinburgh, Assini-*

boine, Niobe, Huron, Ontario, Bytown, Naden; last appointment *Bytown* on staff of Chief of Naval Technical Services; commences retirement leave on May 7, 1963; retires on December 23, 1963.

LT.-CDR. BUDD EARL SMITH, CD; joined RCN January 27, 1941, as a writer, transferred to RCNVR September 19, 1944, as a probationary paymaster sub-lieutenant, transferred to RCN December 12, 1945; served in *Naden, Bytown, Stadacona, Cornwallis, Somers Isles, Scotian, Nootka, Huron, Haida, Sioux, Gloucester, Niobe*; last appointment *Bytown* as Deputy Naval Secretary (Technical Services) and as Secretary to Chief of Naval Technical Services; commence retirement leave May 6, 1963; retires November 15, 1963.

LT.-CDR. ARTHUR JAMES TANNER, CD; served in RNVR from March 10, 1940 until joining RCNVR January 1, 1944, as a lieutenant; transferred to RCN October 31, 1945; served in *HMS Kestrel, HMS Nightjar, HMS Condor, Stadacona, HMS Goldcrest, HMS Dipper, Niobe, Bytown, Uganda, Shearwater, Crusader, Naden*; last appointment RCN Liaison Officer Bermuda and as officer in immediate command of RCN personnel on detached duty; commenced leave on April 23, 1963; retires on October 10, 1963.

ONE OF THOSE DAYS AT DEBERT

THE BEST LAID plans of mice and men (and senior naval aviators) often go astray.

The 10,000th landing at Naval Air Facility, Debert, was due around Easter and Cdr. R. C. MacLean, recently appointed commanding officer of VS-880, was determined to be the one who made it.

The total neared the 10,000 in agonizing jerks, since bad weather and the holiday period were hurdles difficult to overcome. Meanwhile preparations were in hand. Medals were struck: a big one for Cdr. MacLean and two small ones. His inscription read:

"Presented to the Tracker crew on occasion of the 10,000th landing at NAF Debert, April, 1963, from Air Operations Department." The others read "Pilot 10,000th MCLP (Mirror Control

Landing Practice) NAF Debert" and "Co-Pilot . . . etc."

Tuesday, the 16th came and the 10,000th landing at hand. Cdr. MacLean began his approach to the Debert runway when it happened.

He got a wave-off!

Two sub-lieutenants in Tracker 596 came in and landed. The somewhat confused pair taxied over to where a guard of naval firemen presented axes and Cdr. R. A. Creery, *Shearwater's* Operations Officer, presented them medals with all due pomp and ceremony. He had come to Debert by helicopter just for such a ceremony.

Sub.-Lt. Sean Carrigan was pilot and Sub.-Lt. David Muckle co-pilot of the aircraft making the 10,000th successful "bounce".

There was consolation of sorts for Cdr. MacLean. As the commanding offi-

cer of VS 880, he was awarded the "squadron" medal (the big one). So everybody was happy. Except, maybe, the two subs!

All pilots of Anti-Submarine Squadron 880 carry out intensive landing practice ashore before going to sea in the carrier.

As this type of landing requires the aircraft to be flown at a low altitude in the circuit, this phase of training was moved to Debert to avoid operating over the various industrial plants being built in the vicinity of the RCN Air Station, *Shearwater*.

Through an agreement with the Canadian Army, the Navy has been operating at Camp Debert since 1961, and in February of this year the airfield portion of the Camp was officially taken over by the RCN.

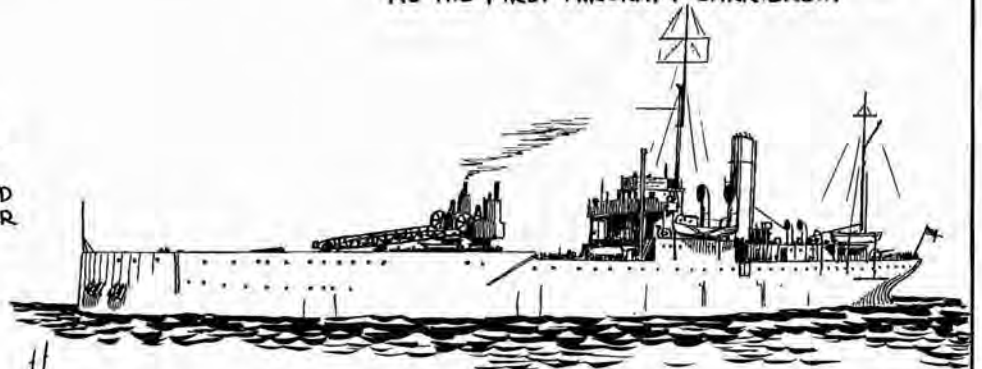
Naval Lore Corner

Number 116

THE EARLY DEVELOPMENT OF THE CARRIER

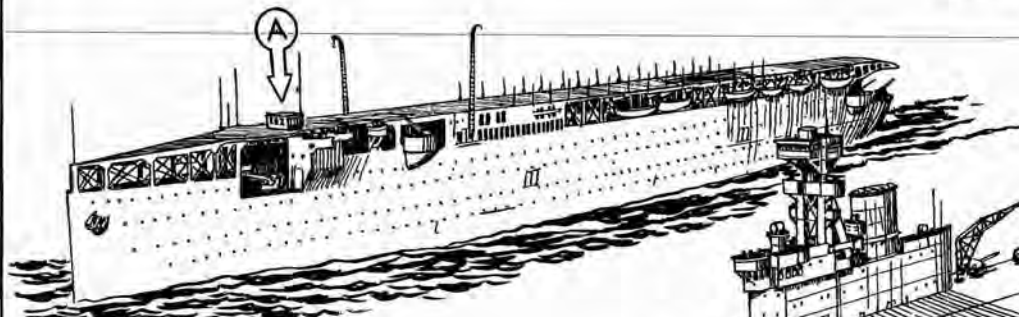
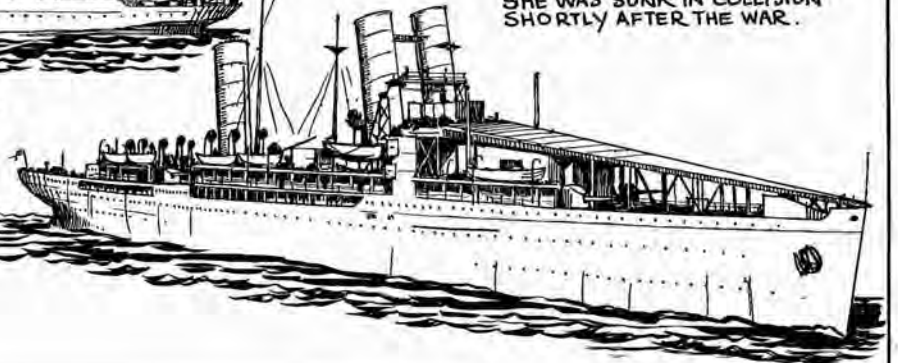
IN WORLD WAR I, AS THE IMPORTANCE OF AIRCRAFT INCREASED, VARIOUS METHODS WERE INTRODUCED TO CARRY AIRCRAFT WITH THE FLEET. BY 1918 NEARLY ALL BATTLESHIPS AND LARGE CRUISERS CARRIED 1 OR 2 AIRCRAFT, AND SEVERAL SHIPS WERE SPECIALLY CONVERTED AS THE FIRST AIRCRAFT CARRIERS...

H.M.S. ARK ROYAL (RIGHT), LAID DOWN AS A COLLIER, BECAME THE FIRST AIRCRAFT CARRIER. SEAPLANES STOWED IN HER HOLDS WERE LOWERED OVER THE SIDE BY CRANES IN ORDER TO TAKE OFF FROM THE WATER.

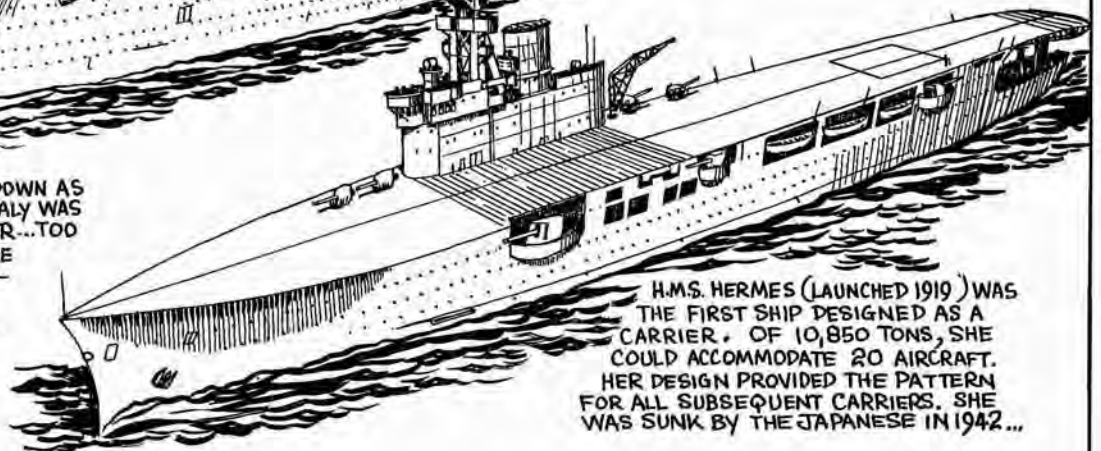


H.M.S. MANXMAN (ABOVE) WAS TYPICAL OF SEVERAL CONFINED SEAS PACKETS CONVERTED INTO CARRIERS (1915). A SISTERSHIP, H.M.S. ENGADINE SENT UP THE ONLY AIRPLANE TO PARTICIPATE IN THE BATTLE OF JUTLAND. IT SIGHTED THE HIGH SEAS FLEET...

H.M.S. CAMPANIA (BELOW), A CONVERTED CUNARDER HAD HER FORE-FUNNEL DIVIDED IN 1916 TO PROVIDE A LONGER FLYING-OFF PLATFORM. SHE WAS SUNK IN COLLISION SHORTLY AFTER THE WAR.



H.M.S. ARGUS (ABOVE), LAID DOWN AS THE LINER "CONTE ROSSO" FOR ITALY WAS COMPLETED IN 1918 AS A CARRIER... TOO LATE FOR THE WAR. SHE HAD THE FIRST COMPLETE FLIGHT DECK, ENABLING AIRCRAFT TO FLY ON WITH SOME DEGREE OF SAFETY. HER WHEELHOUSE (A) COULD BE LOWERED FLUSH WITH THE DECK WHEN OPERATING AIRCRAFT. SHE WAS SCRAPPED IN 1947...



H.M.S. HERMES (LAUNCHED 1919) WAS THE FIRST SHIP DESIGNED AS A CARRIER. OF 10,850 TONS, SHE COULD ACCOMMODATE 20 AIRCRAFT. HER DESIGN PROVIDED THE PATTERN FOR ALL SUBSEQUENT CARRIERS. SHE WAS SUNK BY THE JAPANESE IN 1942...

Roger Duhamel

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