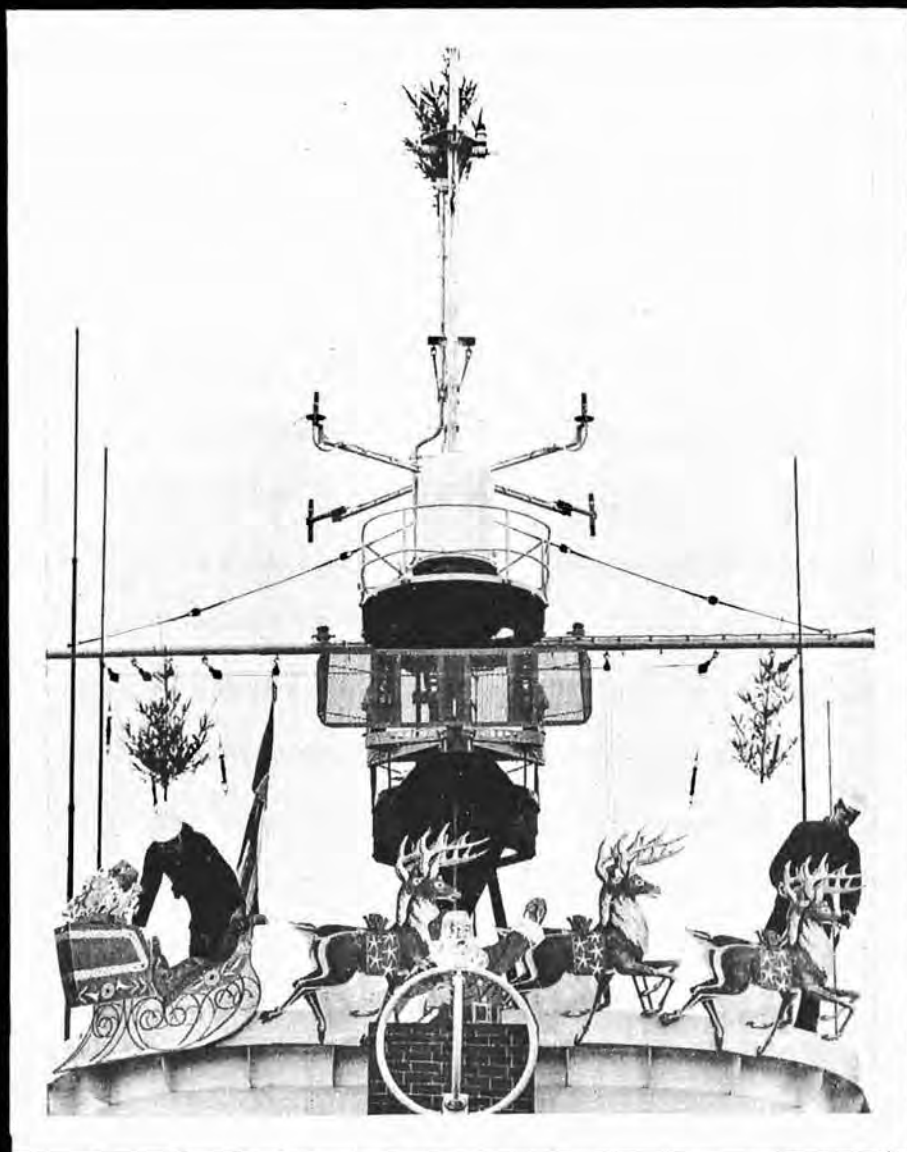
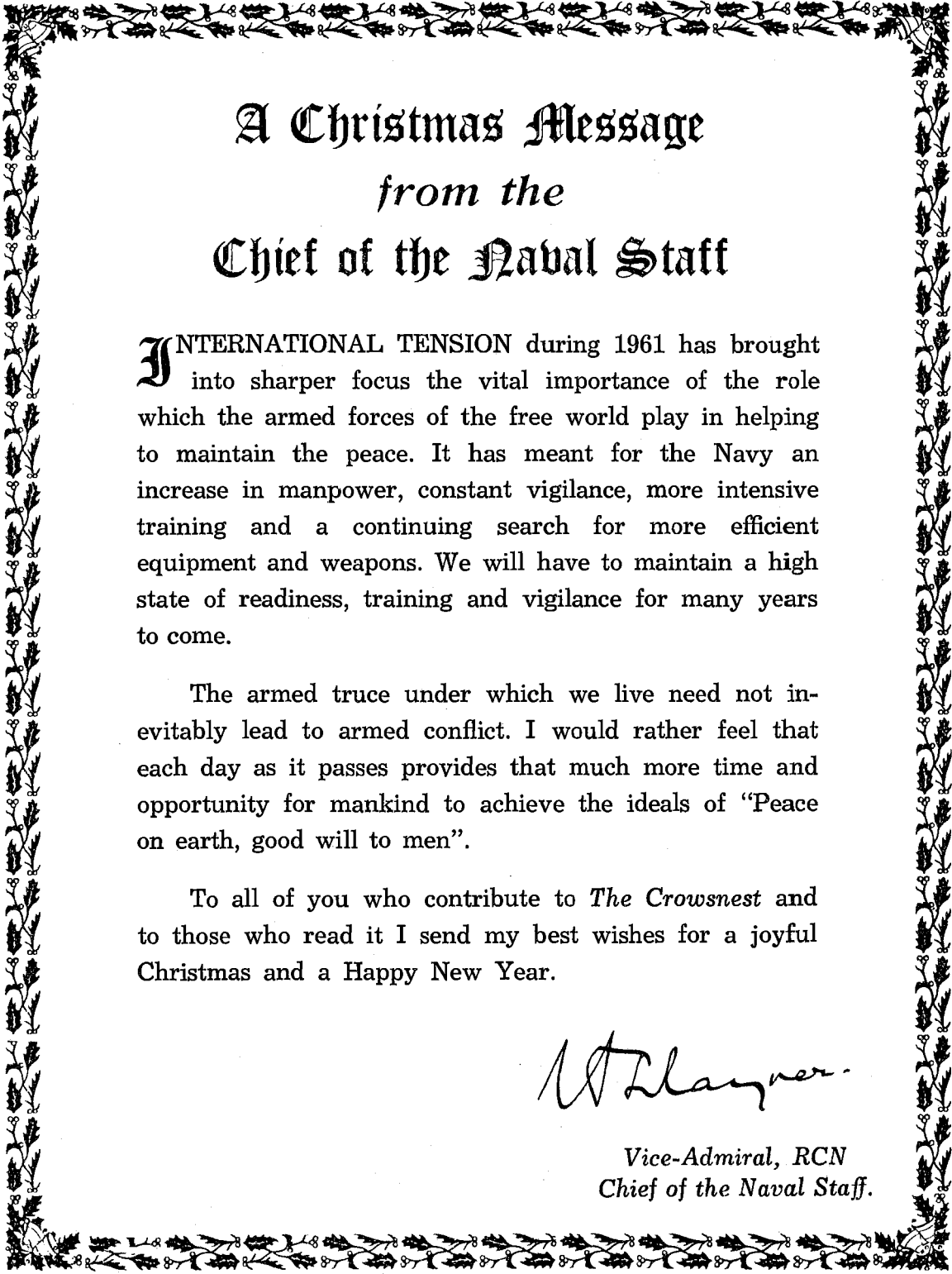


The CROWSNEST



Christmas, 1961



A Christmas Message
from the
Chief of the Naval Staff

INTERNATIONAL TENSION during 1961 has brought into sharper focus the vital importance of the role which the armed forces of the free world play in helping to maintain the peace. It has meant for the Navy an increase in manpower, constant vigilance, more intensive training and a continuing search for more efficient equipment and weapons. We will have to maintain a high state of readiness, training and vigilance for many years to come.

The armed truce under which we live need not inevitably lead to armed conflict. I would rather feel that each day as it passes provides that much more time and opportunity for mankind to achieve the ideals of "Peace on earth, good will to men".

To all of you who contribute to *The Crowsnest* and to those who read it I send my best wishes for a joyful Christmas and a Happy New Year.



Vice-Admiral, RCN
Chief of the Naval Staff.

The CROWSNEST

Vol. 14 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER 1961

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The Cover—After all, a ship is a sailor's seagoing home, which is sufficient reason for lavishing as much attention on her at Christmas time as one would on a bungalow in the suburbs. Among the better dressed warships in Esquimalt harbour a couple of years ago (as CPO Ken Martin was careful to record with his camera) was the frigate *Jonquiere*. (E-53483)

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

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

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

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Champions in the Dartmouth Half-Pint Football League are the Shannon Park naval married quarters "Sailors". Undefeated, they racked up 250 points with only one score against in the six-game schedule with two Shearwater teams and one from Woodside. In the final they defeated the Shearwater Fireflies 20-9 to win the league title. The coaches are PO Bill Joynt and Ldg. Sea. Ernie Manuel. This was the first season for the Sailors in half-pint play. Shown are members of the offensive line-up. Front row, left to right: Denny Crawford, Peter Guinta, Gerald Buott, Gail Peller, Randy Anderson, Terry Carroll and Patrick Crawshaw. Rear row: Robert Yuille, Terry Kelly, Michael Bucci, Douglas Deneau and Patrick Flecknell. (HS-66714)

Ships Spend Three Weeks in North

The aircraft carrier *Bonaventure* arrived in Halifax Friday morning, October 13, and fired a 13-gun salute from Commodore M. G. Stirling, Senior Canadian Officer Afloat (Atlantic), to Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. The salute was returned by naval field pieces firing 11 guns from the Dockyard.

The salutes brought to a close a three-week trip during which Commodore Stirling took a task force into far northern waters, more than 1,200 miles from Halifax, for anti-submarine exercises. In addition to the *Bonaventure*, there were five destroyer escorts, the British submarine *Aurochs*, RCAF Maritime patrol aircraft and a large USN tanker which visited Halifax with the returning ships. More than 2,500 sailors were involved in the anti-submarine exercise in Hudson Bay and Davis Strait. The *Bonaventure* steamed a total of 5,200 miles on the voyage.

No day went by in which at least some flying was not accomplished. Sometimes the rescue and utility helicopter (Pedro, the busy little burro) was the only one about its business of transferring mail, material and passengers among the ships. Pedro's hours

totalled about 60 and she landed eight times on board destroyer escorts and 20 on board the tanker *Neosho*, whose refuelling kept the fleet going. Pedro's carrier landings totalled 130 because of normal plane guard duties.

The *Neosho* achieved a milestone while fuelling the *Bonaventure*. Lt. J. G. Richard Wright, USN Supply Corps, of Philadelphia, came aboard and presented a huge cake to Cdr. Howard Minogue, engineer officer of the carrier. On the frosting was written "To the 200th customer of 1961".

The close of the cruise marked a milestone, too, for anti-submarine squad-

ron 880's sea detachment. Seven of the crews of the 18 carried by the *Bonaventure* are being exchanged with others from shore. This semi-annual and partial switch enables the squadrons to keep the pitch of operational readiness reasonably constant.

Since the detachment was embarked last May, its Tracker aircrews have flown more than 2,400 hours from the ship and more than 1,400 while deployed to various Atlantic provinces air bases. The detachment has taken part in four major exercises in addition to normal operational commitments.

Wrens Celebrate 10th Anniversary

Wrens from naval divisions across Canada met in Winnipeg on Thanksgiving week-end to celebrate the 10th anniversary of their membership in the peace-time RCN(R).

More than 80 reserve wrens were present for the celebration, which included a civic luncheon given by the City of Winnipeg, a dinner and dance at HMCS Chippawa, the Winnipeg naval division, and a church parade.

Divisions represented at the reunion were: *Brunswick*, Saint John; *Cataquai*, Kingston; *Griffon*, Fort William



and Port Arthur; *Unicorn*, Saskatoon; *Nonsuch*, Edmonton; *Discovery*, Vancouver; *Star*, Hamilton; *Carleton*, Ottawa; *Queen*, Regina; *York*, Toronto, and *Chippawa*.

The reunion was attended by Lt.-Cdr. Constance Ogilvy, Staff Officer Wrens, Naval Headquarters, and Lt. Fanta Tait, Staff Officer Wrens to the Commanding Officer Naval Divisions, each of whom was presented with a certificate of honorary citizenship of Winnipeg by the Deputy Mayor during the civic luncheon.

On Sunday evening an entertainment was held at which skits were presented by *Chippawa*, *Donnacona* and *Discovery*.

Chief of Naval Staff Visits West Coast

Vice-Admiral H. S. Rayner, Chief of the Naval Staff, visited the Royal Canadian Navy's Pacific Command from October 25 to 28.

During his tour he conferred with Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast and Maritime Commander Pacific, and visited ships and establishments of the command.

Admiral Rayner also addressed the National Council of the Navy League of Canada at their annual meeting in Victoria October 26 and 27, which saw the election of Cdr. F. C. Aggett, RCN(R) (Ret) as president of the organization.

Band Training Combined at Naden

Bandsmen recruits of all three Armed Forces began training at the RCN School of Music, HMCS *Naden*, Esquimalt, on November 1.

Under the new scheme, intake of apprentice bandsmen for the first year will be 51. Two classes a year are planned, in May and November, reaching an anticipated peak intake of 137 in May 1963.

The decision to train bandsmen of the three services at the RCN establishment was taken on the recommendation of the National Defence Personnel Members Committee who noted that RCN band apprentices had been trained successfully at *Naden* for the past six years, and that with additional instructors and certain alterations to existing accommodation, the training of bandsmen of the other services could be effected easily and economically. The Army and the RCAF are providing instructors to augment the RCN staff at the school.



The third largest award ever made by the Suggestion Award Board of the Public Service of Canada and the largest ever awarded to a member of the Department of National Defence serving with the Navy, was presented on October 11 to William Kingston, second from right, by Vice-Admiral H. S. Rayner, Chief of the Naval Staff. Mr. Kingston received \$1,778 for proposing a modification to certain RCN radar pedestals. Attending the presentation ceremony were Rear-Admiral P. D. Budge, (left) Chief of Naval Personnel, and Jules Pelletier, chairman of the National Defence Suggestion Award Committee. (O-13954)

New entry training will be given bandsmen recruits by their respective services before they commence training at the RCN School of Music. All personnel of the school will be under the command of the Commodore, RCN Barracks, Esquimalt.

Pilots' Wings Awarded to 24

Twenty-four sub-lieutenants of the Royal Canadian Navy have been awarded their pilots' wings after successfully completing the first phase of their flying training at RCAF Station Saskatoon.

They are now taking an intensive course, which includes advanced flying training for conversion to Tracked anti-submarine aircraft and to helicopters, to bring them up to second pilot standards. Other elements of the course are survival, anti-submarine warfare and maritime warfare.

Ten of the officers have been appointed to VU-33, utility air squadron at Patricia Bay. The remainder have been appointed to *Shearwater*, for VU-32 utility air squadron, and HU-21 utility helicopter squadron.

Joining HU-21 are: Acting Sub-Lieutenants William A. Cook; D. C. Hallaran,

and Bruce E. McKay, and Sub-Lt. Herman P. Muenzer.

Appointed to VU-32 are: Sub-Lt. David J. McLewin and Acting Sub-Lieutenants W. P. Breckenridge; Sean D. Carrigan; Charles C. Coffen; Vernon R. Miller; Donald J. Monk; D. E. Muckle; R. C. Tanton; G. I. Willis and R. M. Woosnam.

Joining VU-33 are: Acting Sub-Lieutenants Terrence J. Clark; Fred N. Clarke; Fred W. Harvey; Robert Jackson; John E. McGee; Alan S. McIntosh; Larry A. O'Brien; Eric Nielsen; John E. Tucker, and Garry F. Youngson.

Suggestion Wins Award of \$1,778

A suggestion by William P. Kingston, of Bathurst, N.B., and Ottawa, a technical officer on the staff of the Director of Supplementary Radio Stations at Naval Headquarters, has earned him the third largest cash award ever granted by the Suggestion Award Board of the Public Service of Canada, and the largest ever awarded to a member of the Department of National Defence serving with the Navy. Mr. Kingston also received a congratulatory letter from the Chief of the Naval Staff for his achievement.

Mr. Kingston has been awarded \$1,778 for a suggestion for a modification to the pedestals of certain radar sets used in ships of the Royal Canadian Navy.

The idea, which will save thousands of dollars, was forwarded to the Suggestion Award Board for evaluation by specialist officers and has been adopted for RCN use.

Mr. Kingston entered the RCNVR in July 1944 as a radio artificer. He transferred to the regular force in December, 1946, served twice in Korean waters and took his discharge in December, 1956. He taught school briefly at Bathurst in 1957 before entering the Federal civil service in July of that year. He served on the staff of the Electrical Engineer-in-Chief until December 1960, when he transferred to his present position.

First Lord Pays Visit to Ottawa

A distinguished visitor to Ottawa during mid-October was the Rt. Hon. Lord Carrington, First Lord of the Admiralty.

During his visit, from October 16 to 18, Lord Carrington conferred with Hon. Douglas S. Harkness, Minister of National Defence, and senior defence officials. He was introduced to members of the Naval Board by Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

Lord Carrington became First Lord of the Admiralty in October 1959, after serving in other British government posts since 1951.

147 Enrolled as RCN Officer Cadets

A university education and a military career will be combined by 147 young men from across Canada who have been accepted into the Royal Canadian Navy as officer cadets under terms of the Regular Officer Training Plan.

Eighty-eight of the successful ROTP candidates have been accepted for entry into the three Canadian Services Colleges: Royal Roads, Royal Military College and College Militaire Royal de Saint-Jean.

The other 59 will attend universities.

The Regular Officer Training Plan, common to the three armed forces, provides young men with an opportunity to receive a subsidized university degree education while at the same time proceeding toward professional officers' careers.

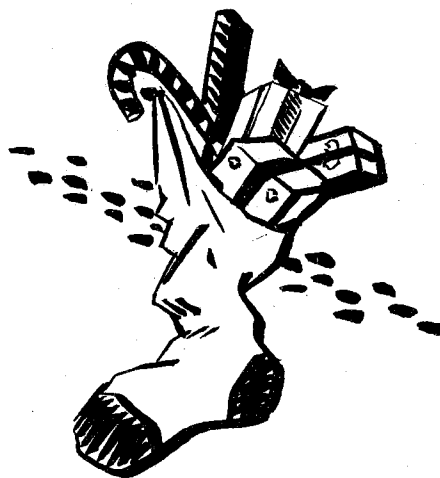
Included in the successful applicants this year are three lower deck members of the Royal Canadian Navy (Reserve). They are: AB Robert J. Lees, of Vancouver, who will attend the University

of British Columbia; Ord. Sea. Colin Campbell Barber, of Regina, who will attend the University of Manitoba; and Ord. Sea. H. B. McGibbon, of Ottawa, who will attend Queen's University.

RCN Officer Joins Argentine Cruise

A Royal Canadian Navy officer, Lt.-Cdr. Neil St. C. Norton, has been appointed as RCN observer with the Argentine Navy for a four-month cruise in the Antarctic.

Lt.-Cdr. Norton left for Buenos Aires on October 10, and the expedition was to sail from there October 20.



Lt.-Cdr. Norton was selected for the appointment when the Argentine Navy extended an offer for an officer of the RCN to accompany the expedition as an observer.

The expedition will be in two phases. The first will be concerned with ice penetration while the second will be taken up with antarctic scientific work. The ships will return to Buenos Aires between phases, and on completion of their work at the end of February 1962.

Lt.-Cdr. Norton is no stranger to conditions in high latitudes. He served in the Canadian Arctic in HMCS *Labrador* former RCN arctic patrol ship, and is a navigation specialist as well as a hydrographer. He had served as Naval Hydrographer at Naval Headquarters, from March 1960.

Pioneer Officer Dies in Halifax

A tie with the very beginning of the Royal Canadian Navy was broken last summer with the death of Engineer Captain Angus Downes Mathwin Curry, OBE, RCN (Ret), in Halifax.

Born in Newcastle-on-Tyne, Captain Curry was 21 years old when he joined HMCS *Rainbow*, first ship commissioned in the Canadian naval service, in August 1910. He was one of the first two officers commissioned in the Canadian Naval Force, as the sea-going branch of the service was then known. Both were enrolled on August 10, but records do not indicate priority.

Captain Curry served during the latter part of the First World War as an instructor on the staff of the Royal Naval College of Canada. In addition to holding RN and RCN seagoing appointments, he was chief engineer of both dockyards and for six years, from 1935 to 1941 he directed the RCN's engineering services, first as Director of Naval Engineering and latterly under the new title of Engineer-in-Chief. From 1941 until his retirement in 1946 he was Engineer Captain to *Naden* and Chief Engineer Esquimalt Dockyard.

He died in Halifax on June 25.

Army Officer Qualified Diver

A Canadian Army officer serving on board the *Bonaventure* has attained a unique qualification. He is Capt. W. Donald Creighton, who qualified earlier this year as a naval clearance diving officer (ships) when he took a diving course at the RCN Diving Establishment in Dartmouth, in May of this year. His normal duties are those of Ground Liaison Officer in the carrier.

He is believed to be the only person in the Canadian Army to qualify as a clearance diver since the Second World War.

Capt. Creighton was posted to the *Bonaventure* a year ago from the 2RCHA, in Winnipeg, as carrier-borne Ground Liaison Officer. His small organization, plus Dental Corps people, bring to 10 number of personnel in Army uniform braving the briny deep in Canada's biggest warship.

Capt. Creighton, who grew up in Westville, near New Glasgow, N.S., served briefly in the Army as a gunner in the Second World War until plucked off a troopship about to go overseas when it was discovered he was only 17 years old. He later joined the RCAF, training as an air gunner, just before hostilities ended.

He then went to Mount Allison University, N.B., graduating as a bachelor of science and entered the RCA as a 2nd lieutenant in 1951. He is married to the former Shirley Campbell, also of Westville.

THE PRIME TASK

An Address by the Chief of the Naval Staff

"The inevitable, for us, is the eternal sea and the continuing importance of the maintenance of the freedom of the seas. The Navy's prime task is to ensure that Canada's contribution to the forces engaged in preserving the freedom of the seas is fully effective and up-to-date, both now and always."

WITH THESE WORDS Vice-Admiral H. S. Rayner, Chief of the Naval Staff, concluded an address at the annual dinner of the Navy League Canada in Victoria on October 27.

Although the composition of the Royal Canadian Navy's fleet was mainly directed toward meeting the submarine threat, the Navy was not limited to anti-submarine operations alone, Admiral Rayner said. The fleet must be ready to meet other obligations, some arising out of Canada's membership in the United Nations, others from the necessity of protecting and controlling merchant shipping, of guarding harbours and coastal areas against the threat of mines and of being readily available to assist in survival operations on shore and search and rescue at sea.

The major portion of the address follows:

In my job as CNS, said Admiral Rayner, I am constantly being made aware by all sorts of people in various ways of the large measure of good will the Navy enjoys across the land. At the same time I am frequently surprised by the lack of understanding, again by all sorts of people, as to just why we have a Navy, what its purpose is, and why the control of the seas and sea power are so important.

However, this shouldn't really come as a surprise. The only truly satisfactory way to get to know and understand something of the sea and ships is to go to sea, and comparatively few in this vast land have the opportunity. But one can learn to appreciate the importance of the control of the seas by study and reflection...

We are a maritime nation with three far-flung coast lines, the Atlantic, the Pacific, and the Arctic. The control and the maintenance of the freedom of the seas is vitally important to the survival of a maritime nation. History has proven this basic principle on many occasions. Today, the use of the seas in peace is vital to the free world's economy and in war is indispensable to its security. In time of strife, if ready and properly used, control of the seas can mean the difference between victory and defeat.

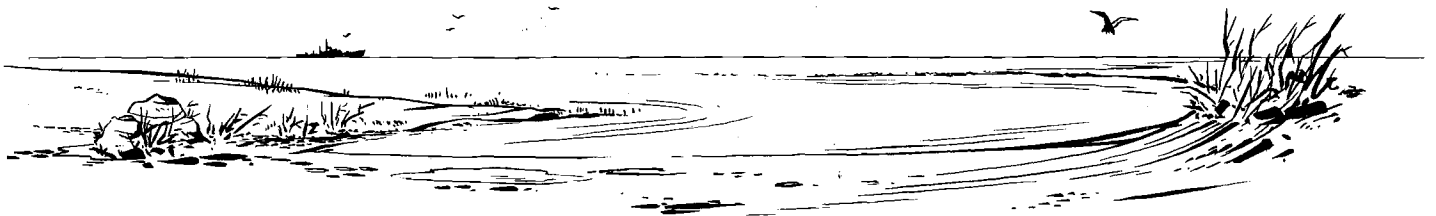
Sea power can be quickly concentrated and brought to bear wherever it is needed. Its deployment cannot be prevented by the denial of over-flying and staging rights. It can be held poised in readiness at sea, without encroaching on a country's sovereignty; and it can remain unobtrusive. It is these factors that make the Polarix submarine such an important weapon system.

It is true to say that control of the seas is just as important today as it ever has been in the past. I think that recognition of this fact is the prime reason that Russia has in being a force of over 400 submarines.

The Russians have obviously been most impressed by and have correctly appreciated the importance of sea power. The enormous submarine fleet which I mentioned is modern and has largely been rebuilt since 1951. Mr. Khrushchev has said that Russia is now building a nuclear submarine fleet which will be armed with missiles. Moreover, in the past ten years their merchant fleet has doubled to a total tonnage of 4,000,000, and their fishing fleets have increased many times over to about 3,000 trawlers. Thus, while devoting tremendous efforts to the economic, military, political and scientific fronts, Russia at the same time is taking major steps to ensure that she can use the seas in peace and war.

I would like to illustrate for you what the lack of sea power meant to this country in the Gulf of St. Lawrence during the first years of the last war and then show how the situation improved when we had more ships.

At the start of the Second World War in 1939 the RCN was very small. Our few destroyers were more than fully employed escorting troop and trade convoys out of Halifax bound for the United Kingdom. The defence of shipping in the St. Lawrence River had to take low priority.



In 1940, after Europe had been overrun, giving the enemy submarine bases on the Atlantic, the Naval Staff made plans to deal with submarine attacks on shipping in the Gulf of St. Lawrence. However, apart from numerous false "alarms and excursions" there were no genuine contacts with the enemy during that year or the next. The long-expected arrival of the German U-boats took place in May 1942 and a merchant ship was torpedoed and sunk 35 miles north of Gaspé on the 12th. Emergency plans were immediately put into effect, and shipping was organized into convoys. One of the latter, QS-15, was attacked in July and three ships were sunk. September 1942 was the worst month of the war in the St. Lawrence. Four merchant ships and HMCS *Raccoon* were lost from QS-33, and on 11 September the corvette, HMCS *Charlottetown*, went down in less than five minutes after being torpedoed by U-517. Three more ships were sunk in September and one in October.

Perhaps it was during one of the engagements in this hectic and frustrating summer, when the few escorts available were doing the best they could although sorely overworked, when tempers and patience were running short, that a corvette captain after a blast by the leader of the escort group, who was a permanent force officer, made the signal, "Very sorry, but please remember I'm only a poor bloody stockbroker."

At this time Canadian escort forces available for the St. Lawrence were still inadequate. The main commitment of the navy was protection of the vital transatlantic routes, and it was correctly surmised that the Germans were attacking in Canadian waters to "draw off" ocean escorts from the main task.

Our inability to concentrate sufficient sea power at the new point of attack in the St. Lawrence had two adverse effects on the war effort. Firstly, the RCN came under considerable criticism in parliament and the press during the Gaspé attacks for its alleged failure to provide adequate A/S protection. At the time secrecy concerning defence resources prevented the government of the day from replying to its critics, with a detrimental effect on national morale. The second adverse effect was that although heavy coastal traffic continued to use the St. Lawrence, ocean-going vessels were reduced to a minimum in 1943.

As it happened, owing to the Allied offensive strategy overseas and successes against German U-boats elsewhere, the latter did not return to the

River until late in 1944, but meanwhile cargoes which could have been shipped from St. Lawrence ports were taken by rail to Saint John and Halifax with a consequent strain on rail transportation.

Enemy submarines did return to the St. Lawrence in the fall of 1944, but their old advantage had gone; two ships were torpedoed in October, but neither sank. By this time escort groups and aircraft were available in strength to deal with any threat and no further attacks occurred. Five years had passed since the hectic and make-shift days of 1939, but the intervening period in the St. Lawrence clearly illustrates the necessity for a maritime nation to maintain adequate sea power to protect shipping in focal areas.

Bearing in mind the lessons of the past and looking to the requirements of the future, the Navy defines its purpose as being to ensure that Canada, in concert with Allied and friendly nations, will have unrestricted use of the seas in peace and war.

Because the principal threat to the free use of the seas is the submarine, the primary role of the RCN in support of Canada's defence policy is anti-submarine.

The design and armament of our ships and aircraft and the composition of the fleet as a whole have been planned with the primary object of meeting the submarine threat. However, this does not mean that we are limited to anti-submarine operations alone.

We have other tasks. We must be ready to conduct operations arising out of Canada's membership in the United Nations which could well involve supporting the Canadian Army in a landing operation.

We are responsible for the protection of the sea lines of communication, and this involves the control of merchant shipping off our coasts as well as its

protection. We must provide mine-sweeping forces and clearance divers to safeguard our harbours and coastal areas against a mining threat. Also, we have to be ready to assist where we can in survival operations on shore, and we must be ready at all times to help in maritime search and rescue with whatever units and facilities we have available at the time.

These then are the principal tasks that we may be called upon to carry out. To cope with them, the Navy operates a carrier having fighter and anti-submarine aircraft, 14 of the latest type destroyer escorts, 11 older destroyers, 18 modernized frigates, two maintenance support vessels, two squadrons of minesweepers and a number of auxiliaries and smaller craft.

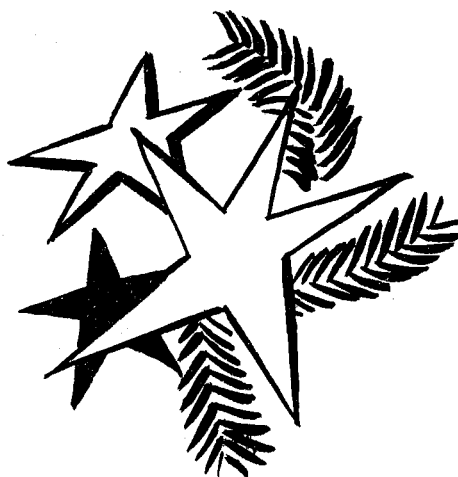
In addition, out of Halifax we are operating the Sixth Submarine Squadron on loan from the Royal Navy and manned partly by our own personnel. Also the *Grilse*, a submarine on loan from the USN and manned entirely by the RCN, is based here in Esquimalt. We are most grateful to the RN and the USN for making available these submarines which are absolutely essential for training A/S ships and aircraft.

A replacement program for the older vessels is under way. Six new destroyer escorts to be known as the Mackenzie class and basically similar to the present Restigouche class are under construction. We are also building a 22,000-ton tanker supply ship. This ship will be named *Provider* and will be used for replenishing ships at sea.

I think it might be interesting to compare the Navy we have now with the Navy we had ten years ago, in 1951, when the Korean build-up and our new construction programme were just getting under way.

In 1951-52 the naval appropriation was \$236 million. In that year we had 13,500 officers and men in the service; we had 20 ships in commission and 50 naval aircraft. Also at that time about 38 percent of the personnel in uniform were serving at sea. The strength of the RCN in men and ships in 1951 was the highest in peacetime history.

Now let us look at comparable figures for 1961. The naval appropriation this year is very nearly \$280 million. That is about 19 percent more than the budget of ten years ago. Within this amount we are operating a fleet of 60 combatant ships and 80 aircraft. Our total strength is just over 20,000 officers and men. Thus we have almost tripled



the ships in the fleet with a personnel increase of 50 percent and a budget increase of less than 20 percent.

Manning this fleet are personnel whose proficiency is recognized by other navies and whose standards of education, physical fitness and morale are very high. At the present time nearly 51 percent of our personnel in uniform are at sea. This is a very high sea/shore ratio by comparison with any other navy and is something our men can be very proud of. It costs their families a good deal.

Ashore in the dockyards, headquarters, and training establishments, where we have just over 11,000 civilian per-

sonnel as well as over 9,000 in uniform, all efforts are directed towards the support of the fleet—for it is the fleet that is the true expression of the Navy's worth.

An integral component of the navy is the Royal Canadian Navy (Reserve), and I would like to take this opportunity to pay tribute to those Canadians in 21 of our communities from coast to coast who devote so much of their spare time and their summer holidays to training for their country's service.

In the heat of debate in the House of Commons in September the Minister of National Defence, Mr. Harkness, summed up the Navy's position: "Our ships

are in a state of immediate readiness. At practically all times some of them are at sea. They are, therefore, available immediately to counter enemy submarines."

This is a capability of which we are very proud and which has only been achieved by a strong and sustained effort. We intend to maintain it. In addition we need strong public support to enable the Navy to keep up-to-date now and in the future.

A great deal of careful thought and planning is being devoted to meeting the challenge of the future with its increasingly rapid scientific and technological advances.

Yesterday's Navy



In 1921 the Royal Canadian Navy acquired its first two destroyers, the Patriot and Patrician. The latter ship was based at Esquimalt from 1922 until she was finally paid off in 1928. In 1923 the Royal Canadian Naval Volunteer Reserve came into existence. L. Colin Curtis, of Kamloops, B.C., recently sent this picture of the ship's company of the Patrician to The Crow'snest and, as it shows a number of RCNVR personnel borne for training, he concludes the picture was taken no earlier than 1923. AB L. C. Curtis, as he was then, is third from the right in the third row. Although more than 38 years have passed since the picture was taken, Mr. Curtis has been able to identify quite a number of faces. Some of the names will awaken echoes in the memories of old-timers: Signalman J. Betts, Yeoman of Signals Harry Redding; Stoker PO Harry Temple; Engineer Cdr. G. L. Stephens; Lt. J. E. W. Oland, commanding officer; Lt. V. L. Godfrey; PO Charles Cave; AB "Tubby" Dunkley, and Stoker "Ginger" Emery. (CN-6305)



The Aldergrove Pool

Self-Help Achieves What Public Funds Couldn't

FOR MANY YEARS personnel of officers and men of HMCS *Aldergrove*, the naval radio station in the lower Fraser Valley, have, on sweltering summer days, expressed their wish for a swimming pool. The usual approach was made to have a pool built with public funds but, alas, tri-service policy prevented this.

At a Welfare Committee meeting during the latter part of 1959 a majority vote established a ways and means committee to explore the possibilities and the costs of constructing a pool to be financed by the Ship's Fund. The findings of this committee were as follows:

On the assumption that land, water, access to shower facilities and electricity would be provided by the Department a 20-by-40-foot pool could be built for approximately \$2,000.

The financing of the pool was to be arranged as follows: A \$400 donation from the chief and petty officers' mess (later raised to \$500); a \$50 donation from the wardroom mess (later raised to \$80); \$800 in redeemable pledges

from personnel of *Aldergrove*; and \$750 from the Ship's Fund.

The Welfare Committee approved the plans and a submission was forwarded through Flag Officer Pacific Coast to Naval Headquarters. In due course, official approval was received.

Work on the pool began on May 23, 1961, and ended on July 16, 1961. All working parties were voluntary and tremendous assistance was given by soldiers from Camp Chilliwack.

The pool took 40 yards of machine-mixed concrete and an additional 18 yards of hand-mixed concrete went into the walkways. Landscaping required 80 yards of fill and topsoil, which was hand graded and sown to fine grass. Sufficient material to build a 250-foot-long fence was donated by a local lumber yard.

The final cost of the pool exceeded the original estimate by approximately \$200. This was due largely to an extension of the concrete walkways.

Through stringent economy on the part of the Ship's Fund all bills have now been paid and there is but \$265 in

redeemable pledges outstanding, which should be fully redeemed by December 31, 1961.

The pool was officially opened on August 3. Two barbecue units were set up for cooking hot dogs which were eaten to the music of a local five-piece band, which donated its services. The pool was christened "The Ship's Fund Pool". The first man dunked was PO Andy Eburne, which was most fitting in that he had given more time than any other man to the actual construction of the pool.

In this effort more than 1,000 man-hours of labour were required. The pool, complete with automatic filtering system, diving board, walkways, lawn and fencing, now stands as an outstanding example of what can be achieved when many people unite in a common purpose. In so far as is known this is the first pool built in the Royal Canadian Navy with non-public funds and it is certain the present and future complements of this establishment will fully appreciate this effort.

OFFICERS AND MEN

Submarine Chief Visits Canada

Rear-Admiral H. S. MacKenzie, Flag Officer Submarines, Royal Navy, made a two-day visit to Halifax in October.

Admiral MacKenzie, who took up his appointment as Flag Officer Submarines July 31, inspected the Royal Navy's Sixth Submarine Division, held discussions with Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, and toured submarine base facilities at HMC Dockyard.

Radio Station Wins Praise

The officers and men of Albro Lake naval radio station at Dartmouth have received the plaudits of the Military Sea Transportation Service of the USN for their assistance in maintaining radio communications with MSTS ships during this year's Arctic re-supply season.

Messages of thanks were sent to Albro Lake by Rear-Admiral Harry Hull, USN, who was in charge of the operation, and Vice-Admiral Roy A. Gano, USN, head of MSTS.

Admiral Gano said the dependable communications provided by Albro Lake personnel had materially contributed to the success of the 1961 MSTS Arctic operations.

Cape Scott Turns Troop Carrier

HMCS *Cape Scott* on October 10 became a temporary home for 345 officers, non-commissioned officers and other ranks of the First Regiment, Royal Canadian Horse Artillery. The occasion was the first peace-time Navy-Army



Lt.-Col. J. V. Menard, commanding officer of the 1st Regiment Royal Canadian Horse Artillery, tries to get the hang of a sextant on the bridge of HMCS *Cape Scott* while the ship's commanding officer, Cdr. A. H. Rankin, looks on. Some 350 soldiers of Camp Gagetown's 1st Regiment RCHA were transported from Halifax to Saint John, N.B., during exercise "Sea Horse", designed to evaluate the troop lifting potential of the 10,000-ton *Cape Scott*. (HS-66410-3)

sealift training exercise on the East Coast. Dubbed Exercise Sea Horse, the operation was designed to evaluate the troop-carrying potential of the Atlantic Command's fleet repair ship.

The morning following embarkation of the troops was taken up in loading their vehicles. Five three-quarter-ton trucks, 15 jeeps, four jeep ambulances and 14 trailers were loaded on deck and lashed down in preparation for the voyage. The *Cape Scott* got under way at 1600 and a fine evening presaged a calm cruise to Saint John, New Brunswick.

During the ensuing 30 hours the weather remained clear and an "army" sea prevailed to the extent that not one case of seasickness was apparent and the soldiers seemed to thrive on sea-going routine. The officers kept bridge watches with the officer-of-the watch and the troops handled lines; army signalmen paired off with the ship's communications personnel; army cooks worked side by side with their naval counterparts in the galley to prepare

1,400 meals a day and several soldiers managed a trick at the helm.

In order to make room for the troops, the *Cape Scott's* repair staff of 100 officers and men had been left ashore in Halifax. Although most of the personnel slept in bunks, in order to accommodate such a large number of people many of the ship's company and some 50 soldiers were treated to three nights in hammocks during the exercise. This was as new an experience for some of the younger sailors as it was for the troops.

The *Cape Scott* came to anchor off Partridge Island on the evening of Thursday, October 12, to await the tide and, entered the harbour of Saint John, the following forenoon. The troops disembarked after lunch to return by road to Camp Gagetown. The deck load of vehicles was landed during the afternoon with the ship's derricks to complete the operation.

Well proven was the versatility of the *Cape Scott*, for it took only a matter of hours to convert her from a fleet repair



ship to a successful troop and vehicle carrier.

Exercise Sea Horse was conducted by Cdr. A. H. Rankin commanding officer of the *Cape Scott*, and the Army Force was headed by Lt.-Col. J. V. Menard, of Montreal, commanding officer of the First Regiment, RCHA.

Cadets Show Enrolment Gain

The sea cadets and Navy League cadets of Brandon, Manitoba, have begun their winter training season with an enrolment almost double last year's. The current strength of cadets attached to RCSCC *Swiftsure* is 255, compared with last year's figure of 130.

Another achievement is the formation of a 43-piece brass band. Money for the instruments came from a tag day sponsored by the Brandon branch of the Navy League of Canada and from generous donations by Brandon merchants. —D.K.H.

Officers of 12 Nations on Tour

Fourteen senior naval officers from 12 nations spent a week in Canada as guests of the Royal Canadian Navy, and toured Canadian naval and commercial installations from October 21 to 28.

The officers are taking a United States Navy Senior Allied Officers Supply Management Course in Washington, DC. The purpose of the course is to acquaint officers of other navies with USN supply methods. This is the third year a visit to Canadian naval and industrial establishments has been arranged as part of the course.

Countries represented were: Belgium, Chile, Canada, China, Denmark, France, Germany, Indonesia, Italy, Korea, Pakistan, and Portugal.

Cdr. B. E. Gaynor, is the RCN officer participating in the course. Cdr. James W. Thomson, who attended last year's course, was RCN liaison officer for the visit.

Naden Plans Early For Christmas

The true spirit of Christmas is reflected in Yuletide plans that got under way at an early date in the Pacific Command.

Several hundred children of less fortunate families in the Greater Victoria area are going to have a happier holiday because of a special project in HMCS *Naden* during the last two weeks of November.

During that period a Christmas toy shop was to operate in *Naden* for naval

personnel and their dependents. All proceeds from the top shop were to go toward entertainment and gifts for youngsters of needy families. Volunteering to staff the shop were members of the RCN Ladies' Auxiliary and off-duty naval personnel.

Other gift-raising plans included a large receptacle at the toy shop where customers could donate toys. It was also planned to have one new toy included as part of the admission price to any Christmas party held in *Naden* for families of RCN personnel. Toys collected in these ways will be distributed to needy families of the area.

Last year, close to 600 children of less fortunate families were entertained and presented with gifts at Christmas programs held by ships and establishments of the Pacific Command.

Veterans Open New Clubrooms

The new clubrooms of the Hamilton branch of the Canadian Naval Association were officially opened on September 30 by Commodore P. D. Taylor, Commanding Officer Naval Divisions.

Other guests included His Worship, Mayor Lloyd D. Jackson, of Hamilton; Commodore R. I. Hendy, Senior Naval officer, Toronto Area; Herbert Maynard, president of the Canadian Naval Association; Cdr. W. T. Houghton, commanding officer of HMCS *Star*, the Hamilton naval division, and representatives of

the federal, provincial and civic governments.

A parade and march past by the band, guard, gun crew and sea cadets of RCSCC *Lion* added a touch of pageantry to the occasion. The salute was taken by Commodore Taylor. The sea cadets drew many favourable comments on their precision and smartness.

The cutting of the ribbon by Commodore Taylor to mark the opening of the clubrooms was accompanied by a salvo fired by the gun crew.

Following an inspection of the clubrooms by the guests, a buffet luncheon was served by the Ladies' Auxiliary to the Hamilton Naval Veterans' Association. Commodore Taylor referred to the late president of the Ladies' Auxiliary, known to thousands of Second World War naval veterans as "Ma" White, of Dundas, and suggested the new quarters might well be considered a memorial to that lady.

The president of the association, S. R. Piner, said he hoped many more veterans of the Hamilton area would lend their support toward strengthening the association and building it in the best traditions of the service in which they were privileged to serve.

He said that the club had obtained a provincial charter earlier in the year and it looked forward to continued and growing success in meeting the social and economic needs of veterans and their dependents in the Hamilton area.



Commodore Paul D. Taylor, Commanding Officer Naval Divisions, cuts the ribbon to mark the opening of the new clubrooms of the Hamilton Naval Veterans' Association. (COND-7351)

He promised that the club would continue to support the objectives of the Canadian Naval Association across the land.

The scissors used in the ribbon-cutting ceremony were presented to Commodore Taylor in a suitably inscribed case in token of the appreciation of the Hamilton Naval Veterans' Association.

Central Ontario Sea Cadets Meet

Nearly 250 sea cadets from seven corps across eastern and central Ontario paraded in Belleville on October 29 as the guests of Royal Canadian Sea Cadet Corps *Quinte*, of Belleville, for the local corps' annual inter-corps church parade, sports day and band competition event. Following Sunday services the corps, accompanied by three Sea Cadet bands, returned to the Belleville Armouries. The salute was taken by Ontario's new Area Officer Sea Cadets, Lt.-Cdr. C. E. Shaver.

Following lunch the cadets competed in the various sports events which included swimming, basketball, shooting, rope climbing, a tug-of-war and foot races. The overall "Cock of the Walk" trophy awarded to the corps receiving the most points earned by sport's events and rifle marksmanship went for the second year in succession to RCSCC *Hallowell*, of Picton.

The tug-of-war championship trophy was won by the team from *Drake*, of Oshawa, while *Quinte's* marksmen shot high scores in the rifle competition.

Competing for the Victoria and Grey band competition trophy were bands from *Stormont*, Cornwall; *Skeena*, Port Hope; and *Drake*, Oshawa. This event was won by the Cornwall sea cadet band for the second year in a row.

Other corps participating in the day's activities included *Trent*, of Trenton, and *Howe*, of Peterborough.

Officer Not Spud Islander

One of the officer cadets of the 6th term of the Royal Naval College of Canada, who began their studies in 1915, Lt.-Cdr. K. A. Mackenzie, RCN (Ret), lives at 249 Huron Street, London, Ontario, and not in Charlottetown, P.E.I., as stated in *The Crowsnest* last April.

The error occurred in a Naval Headquarters list of addresses of former cadets of the Royal Naval College of Canada. Lt.-Cdr. Mackenzie points out that he has never lived in Prince Edward Island, but made his home at

Lakefield, Ontario, from 1899 to 1915 and again from 1926 to 1940. He moved to London in 1945 and has been with the Department of Veterans Affairs there since that time.

He served in the RCN from 1915 to 1924, a period that included service in the *Renown* and *Hood*, and again from 1940 to 1945.

Another 6th term officer cadet, A. H. L. Slipp, who departed from the college to serve with the army overseas, is known to be living in Oakville, Ontario, according to Lt.-Cdr. Mackenzie.

Prof. C. C. Cook Leaves Royal Roads

After many years of teaching officer cadets at Royal Military College and Royal Roads, Professor Clarence C. Cook has retired. For the past seven years he had been director of studies at *Royal Roads*.

Professor Cook joined the staff of RMC in 1924 as an instructor in physics. For two war years, 1940-42, he was professor of artillery at Kingston, with the rank of major.

He joined *Royal Roads*, then the Royal Canadian Naval College, in 1942 and eventually was appointed in charge of the physics department with the rank of instructor commander. After the war he remained on the faculty as a civilian. Up to his retirement in August, he had served a total of 19 years at *Royal Roads*.

He proudly recalled, following his retirement, that many of the officer cadets who passed through his classes had gone on to fill the highest posts in their respective branches of the service.

"They come from all provinces and represent all branches of the service," Professor Cook said. "For four years these young men live, work and play together, a circumstance that probably does more to unify Canada than any other single factor."

Navy League Essay Deadline Extended

The closing date for essays submitted in the 1962 competition for the Navy League of Canada naval history prize has been changed from March 1, 1962, to July 25, 1962.

The contest is open to all officer cadets of the Royal Canadian Navy and carries with it 10 prizes of books on naval subjects, to the value of \$50 as first prize, and \$25 as second.

Full particulars are available from the Director of Naval Education, Naval Headquarters, Ottawa.

Wives Organize Club Auxiliary

Formation of a women's auxiliary to the Chief and Petty Officers' Association, of Victoria, was undertaken during 1961 and the new group has already attained a membership of 50 wives of association members.

President of the auxiliary is Mrs. J. S. Pettersson; Mrs. Ross Bension is first vice-president and Mrs. J. Carver, secretary. First major social event planned by the ladies was a dance to be held in the Fleet Club at *Naden*.

The annual meeting of the Chief and Petty Officers' Association was held in late October. Officers elected were: R. R. Benson, president; G. Shipley, first vice-president; R. Sears, second vice-president; J. S. Pettersson, secretary, and N. Gleave, treasurer.

Committee chairmen are: T. Dobson, constitution; R. Sears, welfare; N. Cris, employment; J. Smith, sick visiting; F. Brown, membership; C. Henze, publicity; J. D. McIntyre, advisory; T. English, entertainment, and T. D. Angus, education.

Serving chief and petty officers who are within five years of discharge are eligible for membership in the association.

Ex-Petty Officer Turns Publisher

A former naval photographer, many of whose pictures have appeared in bygone issues of *The Crowsnest*, ex-PO Donald Stitt has become the publisher of what might be described as an international newspaper.

His paper, *The Quoddy Bulletin*, published in Eastport, Maine, circulates not only on the Maine side of the International Boundary but also on nearby Campello Island, which is part of New Brunswick. It averages 12 pages, is printed by the offset process and, as can be expected, is illustrated with Stitt photography.

Officer Takes Pharmacy Course

The fifth annual pharmacy extension course of the University of Saskatchewan, Saskatoon, was attended in October by Lt. E. M. Derbyshire, of the *Cornwallis* hospital.

The object of the extension course was to acquaint pharmacists of the armed services with recent advances in the various branches of pharmacy.

THE RESERVE'S SUMMER

THE SUMMER TRAINING season for naval reservists from across Canada drew to a close at the Great Lakes Training Centre, HMCS *Patriot*, Hamilton, on September 8. From its beginning on June 4 to its close, the program offered training to 665 men and wrens.

Dozens of other members of the RCN(R) took part in a new general training program at either coast. Its purpose was to bring the training and experience of ordinary and able seamen more closely into line with that of the regular force and to assist them in qualifying for promotion.

The various courses offered through the Great Lakes Training Centre were: New entry training, parts 1, 2 and 3, on-the-job training (OJT), and preparatory training for communications and squadron boards for promotion to petty officer, second class, and chief petty officer, second class.

New entry training, parts 1 and 2, was provided at *Patriot* for new entry trainees who had joined the naval reserve late in the year and were unable to complete this training at their home divisions before the summer training period commenced. It was a two-week course consisting of general seamanship and parade training. NET 1 and 2 is a prerequisite for NET 3 which involves training at sea in one of the ships based at GLTC.

The classes in NET 1 and 2 ran from June 1 to August 18, during which time 130 trainees successfully completed the course. Reserve officers directed the training and the instructors, all RCN, ranged from leading seaman up.

On-the-job training was provided as special duty upon completion of NET 1, 2 and 3 for men marked "trained". The training included first aid, fire-fighting and rifle drill, as well as rifle and pistol shooting, sailing, and educational tours, which included a visit to the Steel Company of Canada plant and a trip up the Welland Canal in a freighter. Special employment was also provided for those interested in being medical assistants, storemen, cooks, administrative writers, paywriters and shipwrights.

Classes commenced on July 1 and continued until September 1. Approximately 390 men underwent OJT this summer. Efforts were made to make this practical training more interesting and enjoyable than in previous years.

New entry training, part 3, consists of two weeks' basic seamanship carried out in the Great Lakes. This summer the two frigates, the *Lauzon* and *Buckingham*, and the supply vessel *Scatari* each carried out five two-week training cruises encompassing all of the Great Lakes during the 10-week period.

The frigates carried training classes about 40 strong with two reserve training officers in charge, while the *Scatari* carried 20 in a glass giving, an overall total of 502 men trained "at sea".

The actual training involves practical work in hoisting and lowering seaboats, coming to anchor, rigging awnings and booms, learning knots and splices, handling lines and fenders and similar evolutions in basic seamanship. Jackstay transfers and gunnery shoots are carried out at least once during each cruise.

During each day the trainees receive at least three-and-one-half hours instruction, work part-ship and stand watches during the night as helmsman,

lookout, lifebuoy sentry and bridge messenger.

The cruises are arranged so that the trainees spend at least one week-end in a major port on the Great Lakes. During this time various tours are arranged.

At the end of the two-week cruise the trainees write their part 3 exam which consists of a written paper and practical tests.

From here the trainees either return to *Patriot* for OJT or else go straight to their home divisions. The NET 3 program is designed for all reserve ordinary seaman regardless of their future specialty.

Basically it gives them some idea of shipboard routine and teaches them how to live in a ship in fairly cramped quarters while undergoing a vigorous training course.

Communication training in the Communication Training Centre at *Patriot* began in earnest in mid-June and continued through to mid-September. During this period the number of instructors, both visual and radio, fluctuated between two and nine and consisted of all ranks from leading seaman to chief petty officer, RCN and RCN(R). Three wren petty officers were also employed as instructors during this period.

A total of 103 new communicators received communication indoctrination courses upon completion of their new entry, part 3, courses in training ships on the Great Lakes.

Of the total of 265 communicators borne in reserve divisions across Canada previous to this summer's recruiting program, 172 received either on-the-job training in operational ships in the Atlantic and Pacific Commands or formal specialty group courses in the Communication Training Centre. Included in this number were 32 wrens taking teletype or radio operator courses.

Besides communication courses in radio, visual and teletype for specialty groups levels one to six, courses and examinations were conducted for two lieutenants qualifying and two petty officer squadron boards.

This summer at GLTC an active sports program was carried out for the reserve personnel. Compulsory P&RT periods were given to all "trainees" and were supplemented by a recreational program for on-the-job-training seamen. This program included softball, volleyball, touch football and soccer.



The highlights of the season were two tabloids of sports held on the playing field, with all departments in the establishment represented. Commodore P. D. Taylor, Commanding Officer Naval Divisions, and Captain J. C. Littler, Chief of Staff, presented the awards to the winning teams.

An annual swimming competition was also established and the Lumsden Trophy for the GLTC championship was won by the team of leading seamen and below. Captain Littler presented the award.

During the summer there were two squadron boards in *Patriot*. The object of these boards was to prepare petty officers 1st class and leading seamen to qualify professionally for chief petty officer 2nd class and petty officer 2nd class. This required instruction in all phases of seamanship, communications, and elementary navigation. The course lasted for a period of two weeks at the end of which time oral examinations were given.

A total of six petty officers and eight leading seamen took the board and all but two were successful. They will be re-examined in their home divisions.

More trainees than ever before were victualled on board *Patriot* this past summer and extra accommodation had to be found. In spite of this, few failures were recorded in any course and the general impression was that the training had been successful and that, of the new entries who have passed through *Patriot* this summer, many will make excellent seamen.

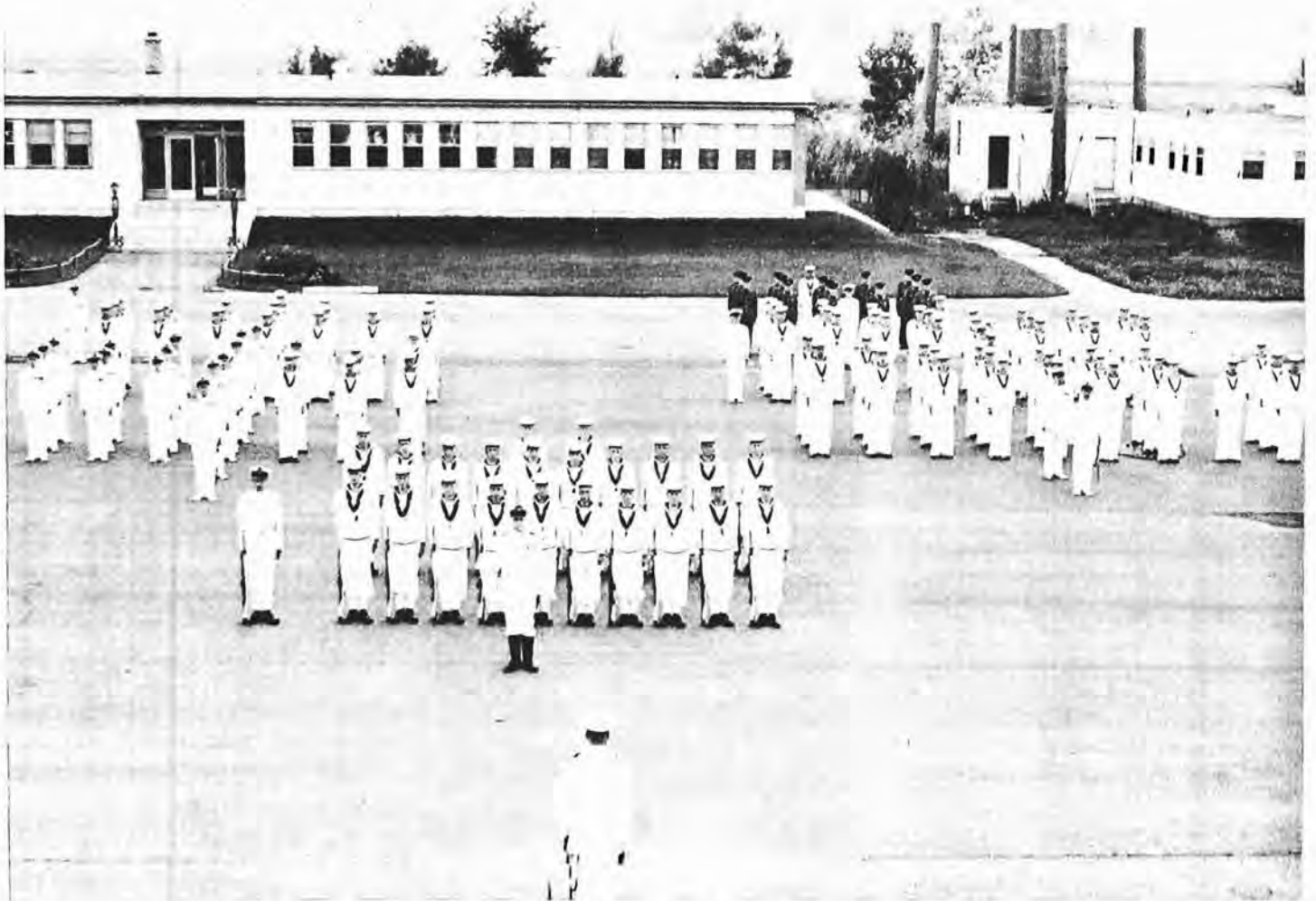
Reserve seamen from all corners of the country also journeyed to the two coasts during the summer as the RCN(R) launched its new general training program to bring the reserves in step with the "New Navy".

With the emphasis on seamanship and weapons the new reserve general training scheme is designed to give the Navy men 'who would, in time of an emergency, fit into the fleet quickly and usefully.

This group is, for the most part, composed of ordinary seamen who have completed their second year of training. During the first year they did new entry training, parts 1 and 2, at their divisions and part 3 at the Great Lakes Training Centre. Last winter they formed part of the first group to undergo general training 1(A) at their divisions and upon successful completion of this and Part B on the coast became eligible for promotion to able seamen.

During their two weeks on the coast the reservists were put through a rapid and hectic routine that had them busy at all times. This included weapons underwater, parade training, small arms familiarization, sailing and pulling, fire fighting, a glimpse of naval diving and P&RT.

The successful candidates are now back at their respective divisions doing general training 2(a) as they start on the road that will take them from an able to a leading seaman.—M.S.B.



Personnel of HMCS Gloucester, communications school near Ottawa, were photographed by AB Ernest Lindsay, of the Gloucester pay office, during ceremonial divisions on August 11. Gloucester men are frequently required to take part in ceremonies in the national capital. This occasion was their own, with the salute taken by Cdr. A. P. Johnson, commanding officer. The officer in the foreground is Lt.-Cdr. D. B. Steel, executive officer. The khaki-clad figures in the background are soldiers of the Canadian Army on course.



RN submariners, based in Halifax, have established a reputation for strenuous outings. Their latest effort of this kind, in August, involved one group cycling to Clam Harbour while another proceeded from Halifax to the same point by sea. The sailors then became cyclists and vice versa. The pictures, taken by Chaplain (P) William Water, show the arrival of the cyclists, the whaler being hauled ashore for the night, the preparation of a snug bivouac of sails and cedar bows and a scene on board the whaler during one of the less boisterous moments of the journey.

Outward Bound

Trip Produces Rescue Story

Seven Royal Navy men from the Sixth Submarine Squadron in Halifax were saved Wednesday afternoon August 16 from disaster by a good Samaritan from Dartmouth, according to a story the next day in the *Halifax Herald*.

'The group was sailing a whaler from Ship Harbour to Halifax when a severe electrical storm whipped up heavy seas.

'They were heading for shore when they were spotted by James Arthur, of Dartmouth; who has a summer home at Hawkeye Island near Three Fathom Harbour on the eastern shore.

'Seeing they were headed for submerged rocks, Mr. Arthur and his son rushed to the shore and waved them off. A fishing boat then put out and

towed the whaler to safety on a sandy beach.

'Mr. Arthur then put his summer home at their disposal and they spent the night there drying themselves and their gear out. The whaler spent the night safely moored at the Government Wharf at Three Fathom Harbour.'

A somewhat less dramatic account of the storm appears in the adjoining columns. The boat's crew included an RCN padre, Chaplain (P) William J. Walter, who collaborated with Lt. J. Nigel Stevenson, RN, in producing the story.

Chaplain Walter begins the tale and Lt. Stevenson chimes in, in italics, with details not within the ken of the padre.

PHYSICAL FITNESS, self-reliance, initiative, and sundry other similar ideas passed through my mind when I first heard of the "Outward Bound" organization last fall in the United Kingdom. It was a little difficult to discover exactly what the thing was all about, beyond the fact that it promised to be extremely interesting and very well worthwhile. At last the opportunity was offered to observe this expedition training in action, for, on August 14, a scheme moved off from HMC Dockyard in Halifax.

Seven members of the RN's 6th Submarine Division set out from *Stadacona* boat shed in a whaler for Clam Harbour, some 40-odd miles by road along the Eastern Shore. Another group of five set out on its unsteady way upon an assortment of bicycles, which had been kindly loaned by Haligonians as a result of an appeal through news media.

Both teams arrived at Clam Harbour beach without incident. In fact the

cyclists made the trip all in one day, arriving about 2100, while the whaler camped the night in Jeddore Inlet, a few miles short of its destination.

Both teams, but particularly the whaler, were helped on their way by a following breeze. On each morning this started blowing very gently, increasing as the day wore on so that Monday afternoon found the whaler running under mizzen and fores'l only and still making from four to five knots. This was accompanied by a mildly uncomfortable sea which encouraged the coxswain to go quite far into Jeddore to find shelter for the night.

Next morning, setting out about 0900, the breeze proved too light to sail the whaler out against the tide, so the next hour was spent pulling until the wind got up as less-sheltered water was reached. Sail was then set and the whaler beached at its destination about 1230.

It was regrettable that I was unable to cycle up to the rendezvous with the second party but, joining them by car at about 1800 on the 15th at Clam Harbour, I found a splendid camp fire built on rocks, complete with benches and a most effective windbreak. This was set between a spruce wood and a beautiful sandy beach on which the sea, driven by a steady onshore breeze was breaking in a very business-like fashion. Around the rocky point was a sandy cove in which the whaler was beached. After a meal of wieners and beans, we hauled the whaler higher up the beach to leave her safe for the night from the rising tide.

The next task was to rig shelters for the night. The party that had sailed up used the boat's mainsail and mizzen to form a protection, and this proved very efficient, with the aid of spruce bows for a windbreak. The cyclists, meanwhile, built a marvellous haven from rain and wind purely from branches of evergreen.

Wrapped in an assortment of blankets or sleeping bags, we passed a mediocre night—each man sleeping in proportion to the degree in which fatigue overcame lumpy ground or knotty spruce mattresses. One or two of us can vouch for the fact that the wind continued to blow steadily onshore all night and this did little to help us when we launched the whaler the following morning, trying to kedge off the beach, which was not only a lee shore but also close bounded by rocks.

For four hours we beat steadily to windward, crouching low against the cold of the wind and spray that dashed over us from time to time. Abeam Jed-

dore Rock, we were able to make one long tack across the near Three Fathom Harbour. We were not long on this tack, however, when an ominous booming was heard ahead. The customary argument arose as to whether it was gunfire or thunder, but the coxswain was right as usual when he forecast storms.

Off Story Head, the rising sea combined with wind squalls and rain to make life quite unpleasant, and we made a couple of unsuccessful attempts to find a sheltered cove to beach the boat before we finally reached the shore at Hackeye Island. As we approached, a couple of figures appeared on the beach, directing us to a safe landing. Hauling the whaler up the beach put the finishing touches to our dampened feelings and we were now for the most part thoroughly soaked from wading waist deep in the cold sea.

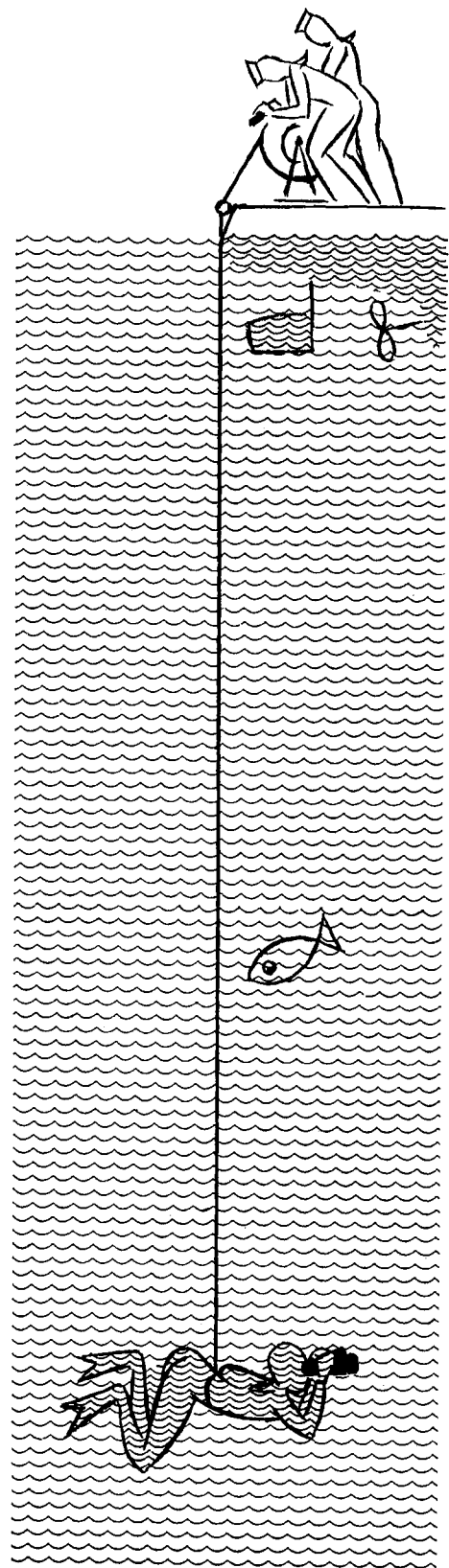
The anonymous "natives" now proved to be very good friends indeed. On holiday in their cabin, they took us in, dried us out before a roasting fire, entertained us to a magnificent chicken dinner, and put us up for the night.

At 0930 the next day we ran easily out to sea before a shore breeze, which unfortunately died down almost to nothing, and we spent a slow day beating against fitful puffs of very light wind. We did not come abeam of Devil's Island until about 1600, but as we did so, a rather brisk breeze got up from the southwest, giving us hope of a long reach up the harbour. Strictly in character, however, the wind veered almost immediately and we had a great deal of trouble beating up Eastern Passage in the face of the ebb tide. At last we came alongside *Stadacona* boat shed—not long before 2000.

What conclusions could be reached? Only this: in our present state of material wealth, we in Canada fall sadly behind many other countries in physical fitness and endurance. It seems that there is an urgent need for greater participation in sports programs of all types.

Expedition Training is calculated not only to improve the physical condition and moral fibre of both officers and men, but these schemes are almost invariably enjoyed immensely and will provide a welcome break for the participants from normal Service routine.

The "Outward Bound" aim, "Character Training through Adventure", may well be advanced in the RCN through such expedition training schemes as the one recently accomplished.—W.W. and J.N.S.



"With eyes like AB Blodgett's, who needs VDS?"

A Mace for Dartmouth

IN 1950 the Royal Canadian Navy presented a mace to the City of Halifax to commemorate the long association the RCN has had with the city. On January 1, 1961, Dartmouth was incorporated as a city, and it was considered appropriate that the RCN should present the new city with a mace in recognition of the long and happy association that has existed between the Service and the community.

The presentation was made by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, at the Dartmouth city hall on October 17.

Rear-Admiral Dyer pointed out that the association between Dartmouth and the Navy dated back more than 200 years. During the command of Vice-Admiral Boscawen, the first British naval commander at Halifax, the Dartmouth area provided much-needed fresh water to ships at anchor in the harbour.

Dartmouth's phenomenal growth, which led to its incorporation as a city, dated to the Second World War, said the admiral.

"It was during this period that the Navy's stake in the community became apparent. The naval complex in this area included the Bedford magazine, the Naval Armament Depot, Albro Lake Radio Station and various waterfront facilities—all of which became permanent installations.

"In the post-war years, HMCS *Shearwater* was commissioned and the Naval Research Establishment of the Defence Research Board was provided with a new home here.

"Today these establishments are manned by approximately 2,300 naval personnel and employ in the neighbourhood of 1,700 civilians."

Rear-Admiral Dyer said the Navy's stake in Dartmouth was more than an economic one.

"Hundreds of sailors and their families live among you as neighbours, whether it be in service housing developments at Shannon Park and *Shearwater*, or as private residents of the city. They participate in all aspects of your community life—and are proud to do so."

He presented the mace to the mayor and city council, with the assurance that the Navy would continue to work with them for the bright future in store for the City of Dartmouth.

The Halifax mace was constructed in the Engineering Division of the Fleet School (formerly known as the Me-



Three members of the Engineering Division of the RCN's Fleet School, Halifax, with their handiwork—a mace for the City of Dartmouth. Left to right, CPO Norman C. Brumm, Cd. Off. Donald G. Smith and PO John Edwards, who were largely responsible for the design and construction of the mace, which was presented to the city on October 17 by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. (HS-65749)

chanical Training Establishment) and, therefore, this division was called upon to fashion one for the new city. Chief Petty Officers N. C. Brumm and C. R. Howe of the division seized eagerly upon the idea and produced a design which was acceptable to the city council. The machine work and construction of the mace were undertaken by CPO Brumm and PO John Edwards. Cd. Off. D. G. Smith, of the Engineering Division, constructed the patterns for the coat of arms and badges that are mounted on the mace, as well as supplying the actual-size drawings to reproduce the ornate emblems that surround the base.

The design of the mace incorporates seven "flats" or facets to denote the seven wards that amalgamated to form the new city. On each facet is mounted a coat of arms or a badge. These are the coats of arms of Canada, the Province of Nova Scotia and the City of Dartmouth and the badges of HMCS *Stadacona*, HMCS *Shearwater*, HMS *Alderney* and the Defence Research Establishment. These establishments have enjoyed long association with the City of Dartmouth, and it was thought

fitting that their badges should be borne on the new mace. *Alderney* was the name of the ship that brought the first settlers to the new land, and hence its badge was also included. The present *Alderney* is an RN submarine, which has seen considerable service with the Sixth Submarine Division, operating out of Halifax.

The seven scalloped edges on the apex of the mace head are intended to denote that "in peace and war ships of all countries have sailed past the City upon their lawful occasions on the seven seas". Three lines below the scalloped edges denote the waves that wash upon the city's shores. The remainder of the mace was designed the same as that donated to the City of Halifax. This was to signify the common bond that has long existed between the two cities.

Nearly every shop of the school contributed some part to the construction of the mace and the case in which it rests. The personnel take pride in the fact that their efforts have taken a material form that will be a reminder of their place and that of the RCN in the communities in which they live.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Cape Breton*

The repair ship *Cape Breton* has again proved her versatility in an unusual role as "Princess of North Vancouver".

On September 15, she embarked approximately 300 North Vancouver boys and girls, cadet, school and Air Force bands, precision drill teams and their supervisors for transportation to Powell River, B.C., where they participated in a tri-service cadet corps searchlight tattoo.

A parade was held in nearby Westview with the commanding officer, Cdr. M. F. Oliver, acting on behalf of the Flag Officer Pacific Coast, taking the salute. The skirl of pipes and the roll of drums, mixed with rock and roll music, provided entertainment of an unusual type aboard one of HMC Ships.

Both the outward and homeward-bound passages were carried out in perfect weather constituting a never-to-be forgotten weekend for the youthful passengers.

This was only the second time in 18 years that the *Cape Breton* has returned to the port of her origin. The first time was during August when she participated in the PNE celebrations, and was berthed at Lapointe Pier a few hundred yards from the ways where she was laid down in 1943.

On the second occasion she berthed at the same jetty in North Vancouver where she was fitted out as HMS *Flamborough Head* for the Royal Navy.

ATLANTIC COMMAND

HMCS *Stadacona*

Late September saw the culmination of months of planning for the new chief and petty officers' mess at *Stadacona* with the official sod-turning ceremony conducted at the site of the new building.

In attendance at the ceremony was the Commodore, RCN Barracks, Halifax, Commodore M. A. Medland; Cdr. E. P. Earnshaw, executive officer; CPO Robert Semple, mess president, and R. Stewart,



Historic Signal Hill looming behind them, three of the minesweepers of the First Canadian Minesweeping Squadron are shown in St. John's Harbour during the celebrations connected with the opening of the new buildings of Memorial University. Left to right are the *Chaleur*, *Thunder* and *Fundy*. (NFD 6220)

president of Cameron Contracting Ltd., builders of the new mess.

Dedication prayers were conducted by both Protestant and Roman Catholic chaplains, after which the first sod was turned by Commodore Medland. In his address, Commodore Medland expressed faith in the contractors and the hope that it would not be much longer before *Stadacona* CPOs and POs could "luxuriate" in their new home after enduring more than two and a half years of temporary accommodation.

The new chief and petty officers' mess replaces the old building which was destroyed by fire in February 1959. Since that time, *Stadacona* has been without permanent accommodation for the senior men. Two wartime buildings were pressed into service—one for living quarters and the other for cafeteria and recreation facilities.

The new four-storey building is estimated to cost \$750,000 and will provide up-to-date living quarters with every modern convenience, including an ultra-modern galley and spacious cafeteria, together with two lounges, billiard and

TV rooms, reading, writing and games rooms on the main floor and roomy cabins with laundry, drying rooms, ironing and pressing facilities and kit stowage space on each of the upper stories.

It is hoped that the new mess may be ready for occupancy by Christmas 1962.

—J.T.M.

HMCS *Lauzon*

The middle of June saw the *Lauzon* slip from Jetty Two in Halifax and make her way up the St. Lawrence Seaway.

After a brief stop at Chrysler Park and participation in ceremonies marking the opening of Upper Canada Village, she continued on to Hamilton where she established her headquarters for the three busy months ahead.

Under the operational control of the Commanding Officer Naval Divisions, the *Lauzon* made five cruises. Each cruise was of two weeks' duration and each had the object of providing a basic sea training program to Reserve new entries. The individual cruises featured

one or two ports of call and each weekend found the frigate lying quietly alongside in a different port while her ship's company scattered through town taking advantage of the many kind facilities which were offered.

Although the *Lauzon* was alone when she visited such ports as Milwaukee, Windsor, Toronto, Kingston and Collingwood, she spent a great many days at sea working with the *Buckingham*, which was employed in the same manner.

During the hours the two ships operated together there was certainly no time at which boredom reared its ugly head. From early morn to late evening their two bows sliced the lakes as they criss-crossed and turned through OOW manoeuvres. The air rang with the sharp cracks of line-throwing rifles as side by side the ships effected jackstay transfers, it rang again to the heavy explosions of four-inch guns as they insulted various surface targets, and even the cloak of darkness did not always settle peacefully, for many a starshell shoot was conducted.

When the work palled late in the afternoon the two ships glided to rest and the water about them boiled with splashing, cannonballing, swimming seamen. Mid-way through the summer a two-ship regatta took place for the lofty (if obscure) crown of "Cock of the Walk, Great Lakes." Good-natured, optimistic challenges issued boldly forth. Boats were turned out, lowered, and pulled with a vengeance, one against the other for the honour of the ship. Upper decks lined with loyal supporters reverberated catcalls, threats, insults and cheers while the quieter bridges exchanged well-mannered dark looks. The *Lauzon* emerged from the fracas firmly holding the coveted crown, with brooms hoisted at every yardarm.

Before leaving the Lakehead for the return journey, the *Lauzon* celebrated Navy Day in Port Arthur. The ship and her company were fine examples of naval ceremonial splendour and environmental flexibility. She was clean, neatly dressed, as were her men. She was well organized, as were the evolutions performed both aboard and



Navy Day was celebrated in Port Arthur last summer on the occasion of the visit of HMCS *Lauzon*, during the frigate's summer training cruise on the Great Lakes. The *Lauzon* entertained visitors on board the ship and staged a variety of demonstrations, culminating in a modified version of the sunset ceremony. Pictured are Ldg. Sec. R. J. Crockett with some young visitors; AB J. R. Dallaire extinguishing an oil fire; members of the ship's company launching a life raft, and Lt. D. N. MacGillivray marching the *Lauzon* guard through the gateway of the Lakehead division. (COND-7325; 7323; 7327; 7318)

ashore. Throughout the day scores of Lakeheaders treated themselves to sights of the Navy in action. Navy Day afternoon events, while visitors thronged the ship, included firefighting demonstrations, flaghoisting and semaphore displays, 20-man liferaft drill, away sea-boat crew, divers attacking and divers defending the ship.

The coming of evening found the streets of Port Arthur filled with music from *Griffon's* band and the sound of marching feet as *Lauzon's* 25-man guard paraded through town. Sunset was ob-

served with a modified version of the traditional naval sunset ceremony, and an hour later a ship-board pyrotechnics display terminated the Navy Day activities.

Having undergone a short self-maintenance period in Hamilton, the *Lauzon* made her final call of the summer at Toronto. Here she embarked members of the Naval Officers' Association and their dependents in small parties for four short cruises.

On September 12 she steamed past Montreal and reverted to the operational



control of Canflagant. Three days later she slid back into the berth from which she had sailed.

Of the trip to the lakes many things will be said: "It was too hot. It was too long. It was too quiet."

All the adverse opinions, however, will be voiced by non-natives of the Great Lakes Area. While the cruise may have been something less than exquisite for some, it was a labour of love for others. Those whose birth places lay within reach of any of the ports of call will smile quietly and say: "A good Navy this."—W.H.K.

RADIO STATIONS

HMCS Gloucester

The annual mess dinner of the chief and Petty Officers of HMCS Gloucester was held in their mess on Saturday, October 26. Rear-Admiral P. D. Budge, Chief of Naval Personnel was guest of honour.

Other guests included Cdr. A. P. Johnson, Senior Officer Supplementary

Radio Stations, Lt.-Cdr. J. McMullen, Deputy Director of Supplementary Radio Activities, Lt.-Cdr. D. B. Steel, executive officer and Chaplain (P) Robert Shannon. Also present were warrant officers and senior NCOs from the Ottawa area, representing the Canadian Army, RCAF, RCMP, U.S. Marine Corps and U.S. Navy.

NAVAL DIVISIONS

HMCS Queen

Sub-Lt. (W) L. I. Fritzler and five wrens from the Regina naval division attended the reunion of Reserve wrens October 7, 8 and 9 at HMCS Chippawa in Winnipeg.

By all reports the get-together was an overwhelming success and further cemented the fellowship within the wrens.

The officers and wrens of Queen have expressed their warmest congratulations to those of Chippawa who devoted their time and energy to making the occasion a memorable one.

HMCS Cabot

The wrens of Cabot, the St. John's naval division commenced celebrating their 10th anniversary in the Reserves by holding a dinner for present and former wrens of Cabot.

The guests were Cdr. H. Garrett, VRD, RCN(R) (Ret), former commanding officer, and Mrs. Garrett, and Lt.-Cdr. F. H. Carter, executive officer, and Mrs. Carter. Cdr. G. G. R. Parsons, commanding officer, was unfortunately out of town.

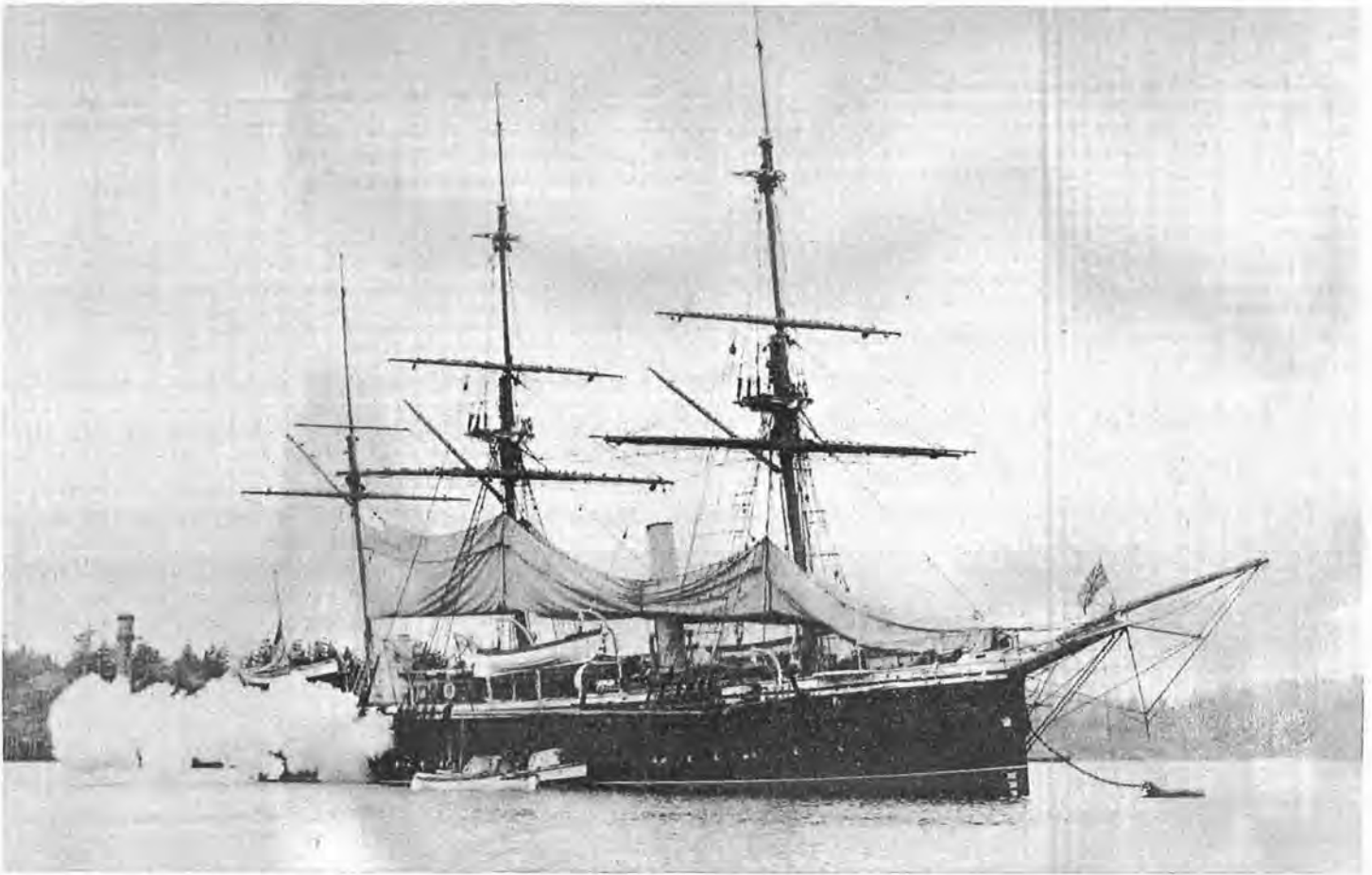
Approximately 50 wrens and ex-wrens were present including Lt. (W) E. Crichton, and Sub-Lt. Thelma Brett Oates, former divisional officer.

A dance was held by the wrens in Cabot on Friday, October 27, to continue the celebrations.

The present wren divisional officer and petty officer, Sub-Lt. (W) P. J. Griffin and PO Anne Kieley, were interviewed on television to publicize the anniversary.



Sixteen years after the old "Bones" was driven ashore near East Point, Prince Edward Island, she is still waging her last and losing fight against the elements. One of the famous fighting ships of the Second World War, the destroyer Assiniboine was being towed to the scrap heap when she was stranded. The battered hulk was photographed last summer by W. Farrell of "The Charlottetown Guardian" and copies of the pictures came to "The Crownsnest" via Lt.-Cdr. J. B. Lamb, RCN(R), (Ret), publisher of "The Daily Packet and Times", Orillia, Ontario.



A PICTURE on file at Naval Headquarters had long offered an apparently insoluble puzzle. It was known that the ship was a surveying vessel, HMS *Egeria*, that the picture was taken in Esquimalt harbour and that the occasion must have been a solemn one, for jack and ensign were at half mast.

But why the disorder of her awnings?

The answer to this question was provided by Sub-Lt. Arthur Walpole, RNVR, of England. He is writing the story of his service in the navy more than half a century ago and asked the Naval Historian in Ottawa for certain information and pictures of ships in which he had served in Canadian waters. The above picture of the *Egeria* was one of the photographs sent to him.

In his letter of acknowledgment, Mr. Walpole said he was in the *Egeria* when the picture was taken, the occasion being the firing of the 81 minute-guns on the day of Queen Victoria's funeral, February 2, 1901. The ship had been housed in for the winter, the awnings covering her completely.

"When the first gun was fired," wrote Mr. Walpole, "the sparks from the vent block reached the awnings and there was danger of them catching fire. Two boys, of which I was one, were detailed to hold a shovel over the vent blocks of each of the two guns used. The force of the explosion blew the head of the shovel right through the awnings and they had to be triced up hurriedly as they are seen in the picture." (E-40018)

Another occasion on which the firing of minute guns resulted in a certain amount of embarrassment is recalled in the August issue of *The Bermudian*, in

the following words:

A curious incident occurred in Bermuda on the morning after the King's [George V's] death. The battery at St. David's Island was ordered to fire 70 minute guns, signifying the years of the late monarch's life. Steaming over the horizon, bound for HMC Dockyard for refitting, came the Colombian destroyer *Antioquia*. Her British commander, Captain Clive Trenchman, at first interpreted the gunfire as an official salute to the Colombian Navy, but suddenly, not far ahead of his ship, a huge geyser rose skyward. Clearly the battery was firing live shell instead of blank.

"Great Scott! yelled the startled Captain, "They're firing at us!"

Fearsome thoughts raced through his mind; was Britain at war with Colombia? Was there a revolution in Bermuda? Or was it simply a bunch of irresponsible pongos playing with a big gun? Well, his orders were to dock in Bermuda, so dock he would. The battery went on firing but no more shells fell near his ship.

When Captain Trenchman got ashore he learned the truth of the matter. When the order to fire the 70 minute guns was received by the battery commander he found himself with only 23 rounds of blank, so he ordered the gun's crew to fire live shell until the *Antioquia* approached the range of the gun, then fire the 23 round of blank, which would last until the destroyer was safe, then complete the firing with live shell .

"All very well, but . . ." remarked Captain Trenchman, exhibiting what he claimed was a handful of hair newly turned grey.

FOR LOVERS OF THE SEA AND SHIPS

BOOKS APPEAR from time to time whose contents and format demand that they be read, enjoyed, studied and treasured. Such are *Greyhounds of the Sea* and *Queens of the Western Ocean*, to whose preparation years of loving care have been devoted by Carl C. Cutler.

These two volumes are finely and lavishly illustrated, meticulous of truth, and large; when one considers the dusty decades of research and the years of painstaking organization behind them, it is no exaggeration to call them monumental. They are books which no student of the sailing ship can afford to be without, and which no lover of the sea will be able to pass by.

For the general reader both books, in their earlier chapters, offer shrewd and original commentary on the social, historical and economic forces that produced the finest sailing ships and some of the ablest merchant captains the world ever knew; and, conversely, on the surprising extent to which these ships and their captains modified and directed those forces, and shaped their nation's destiny. If the superiority of the ships and the calibre of their commanders are urged upon us at times with a slight excess of native pride, this is something that may be taken or left, and it need not detract either from the pleasure of those that read for enjoyment, or from the confidence of those that seek information.

Queens of the Western Ocean tells the story of the sailing packet ships that plied the Atlantic and expanded the American coastal trade between 1815 and 1860; of their long battle of supremacy with steam and of their eventual submission to the inevitable. The last decade of this period was the brief, splendid, unforgettable era of the Yankee clippers, whose story is told in *Greyhound of the Sea*.

The seeker after pleasure will begin each book at the front, will read along happily, encountering occasionally such near-poetry as:

"One can no longer write to quicken old memories. It is now too late to sense that keen, though homely, satisfaction. The burly figures that yesterday stamped the streets of our little seaport towns have vanished. Their stentorian tones are silenced. One cannot always walk the quarterdeck making new records for an applauding world. Along with the beautiful, beautiful ships, the last living representatives of

BOOKS for the SAILOR

an age-old era are gone, and with them, an irreplaceable something of beauty and courage, of quaintly mingled courtesy and bluff heartiness, and a vast store of practical knowledge and shrewd wisdom dearly bought with 50 centuries of hardships." (Preface to *Greyhounds of the Sea*).

He will read along thus until he realizes that the narrative is gradually becoming a catalogue of ships, their particulars and their achievements. In all probability he will then be beguiled from his reading by the numerous pictures.

The seeker after information however, will doubtless begin at the back, where he will find mines of factual gold. Voluminous appendices list ships, their measurements, their record runs, their owners, masters and a score of fascinating et ceteras. There are accurate drawings of ships' lines and sail plans, photographs of hull models and extracts from ships' logs. And the fact-seeker will read on, revelling in the accounts of individual voyages, until he comes upon the pleasure-seeker who began at the front, and they will meet on the common ground of their admiration for the pictures of the ships that were among the highest and loveliest creations of mankind.—H.R.P.

GREYHOUNDS OF THE SEA and QUEENS OF THE WESTERN OCEAN, by Carl C. Cutler; United States Naval Institute, Annapolis, Md., U.S.A., singly \$12.50 or \$20 the set.

PADRES UNDER SAIL

"The sailor's life in the days of sail was hard. He knew deprivation in many forms, and might be called upon at any hour to forego ease and comfort for labour hard and perilous. Of all vocations that men have followed none demanded more in self-sacrifice. Men capable of these things deserved the best spiritual ministry that chaplains could bring. The Navy fought and trained to fight battles, some to increase the power of Britain, more to defend her. The Navy's ultimate mission was not fighting, however, but maintaining peace, order and civilization. In the carrying out of this task religious faith was a strong ally, and such it can always be."

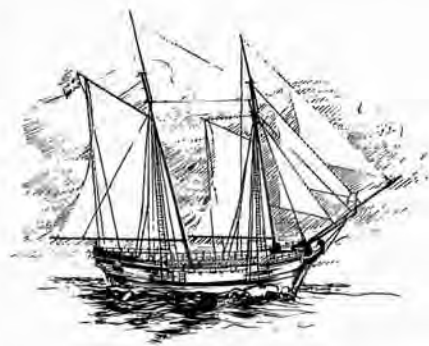
THESE WORDS are from the epilogue of *The Navy and Its Chaplains in the Days of Sail*, by Dr. Waldo E. L. Smith, professor of church history at Queen's Theological College and associate professor of history at Queen's University, Kingston.

In most writings about the sea, the chaplain is rather a shadowy figure but Dr. Smith, through careful and extensive research has unearthed material that provides a lively, instructive and entertaining picture of the padre of long ago.

Perhaps, in his enthusiasm for his subject, he credits some of yesterday's naval heroes (and chaplains, too) with more piety than they actually possessed. Nevertheless, he tells a convincing tale of chaplains serving with courage and devotion in trying surroundings and with little financial reward.

As Rear-Admiral H. F. Pullen, RCN (Ret), expresses it in his foreword to the book:

"Chaplains have had a 'rough passage' through the centuries. Rarely have there been enough to meet the demands of the fleet. They have had to put up with many difficulties, disappointments and indignities, but through all this they have remained faithful to their calling, and have played their part in forwarding the cause of Christianity at sea."



It is to be hoped that Dr. Smith will find encouragement and support to write a sequel to this volume to bring the story of the chaplaincy service at sea up to modern times and, in particular, to tell of the devoted service of the chaplains in the Royal Canadian Navy.

The unusually attractive jacket of the book is the work of Douglas Baker, long

associated with the Naval Art Section, and the author credits E. C. Russell, Naval Historian, with giving him a number of valuable leads.—C.

THE NAVY AND ITS CHAPLAINS IN THE DAYS OF SAIL, by Waldo E. L. Smith, published by The Ryerson Press, Toronto; 197 pages, illustrated; \$4.50.

HORROR AND AVARICE

IF YOU HAVE never heard of the wreck of the *Royal Charter*, it is because it happened more than 100 years ago, but it is one to match with the *Titanic* and the *Andrea Doria*. In her day she was the crack clipper (iron-hulled, ship-rigged, with auxiliary screw) on the Australian run, making the passage from Liverpool to Melbourne in 59 days.

She stranded on the shore of Anglesea, off the north coast of Wales, in the early hours of October 27, 1859, in one of the few hurricanes that have crossed the British Isles. She carried a crew of 123 and nearly 400 passengers. Of these 39 survived, none of them women or children. This, only seven years after the loss of the *Birkenhead*, increased the sensation caused by the wreck, and it was further heightened by gold from the Australian diggings — £322,440 worth in shipments and an unknown amount in the possession of returning miners in coin, nuggets and dust.

The story has a grim theme and passages of horror. Most of the dead were not drowned but beaten to death or torn to pieces on the rocks. More might have survived had they not clung so long to their gold. One who lived to tell the tale had had the foresight to convert his to a cheque before he sailed—in a waterproof money belt it caused him little inconvenience.

The book is a synthesis of newspaper reports, proceedings of the coroner's court and the Board of Trade inquiry, contemporary books and correspondence. The author also visited the site in Moelfre Bay and explored it with skin-diving equipment; he found no gold, but did see the hidden rock ledges on which the ship broke up. They inspired him

to write the book to clear the reputation of the ship's master. It is competently done, though perhaps the author could have used some expert advice on the use of nautical terms.—Ph. Ch.

THE GOLDEN WRECKS; *the True Story of a Great Maritime Disaster*, by Alexander McKee, London, Souvenir Press, 1961. 201 pp. plates, "List of Witnesses" (i.e. sources). Published in Canada by Ryerson Press, \$4.50.

OLD FRIEND

OUT OF PRINT for several years, *The Far Distant Ships*, the operational history of the Royal Canadian Navy during the Second World War, written by Joseph Schull, has been re-issued by the Queen's Printer.

During the 11 years since it was first published, the book has proved a most valuable reference work for those seeking to understand the magnitude of the task undertaken by the RCN during the Second World War.

The Far Distant Ships is both literate and interest-holding. Many of its chapters carry tales of high adventure and throughout there are passages of tense drama. This is to be expected from an author who has become one of Canada's best-known radio and television dramatists and who had dramatic facts to draw on.

Serving in Canada and overseas, ashore and afloat for nearly five years, Lt.-Cdr. Schull was able to clothe the bare bones of the facts from headquarters files with his own personal knowledge and understanding of the events of the Second World War and the part the RCN played in them.

There is reason to be grateful to the Queen's Printer for re-issuing this volume so that the great tradition of the RCN, born during fateful years, may become known to a younger generation of Canadians.—C.

THE FAR DISTANT SHIPS, by Joseph Schull; published by the Queen's Printer, Ottawa; 527 pages, illustrated; \$5.

JOSEPHINE

THE ROBUST silhouette of the *Foundation Josephine* was a familiar one in Halifax from early 1947 until late 1952, when she was returned to the Royal Navy and resumed her wartime name, *Samsonia*.

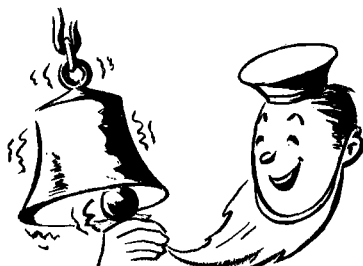
She was built as a convoy rescue ship, capable of towing a disabled 10,000-ton freighter for 1,500 miles at from eight to ten knots. The war was over when she entered the service of Foundation Maritime, but it cannot be said she found peace. In her first year and a half of service with the Canadian salvage company she rescued or contributed to the rescue of 21 ships.

Now, in a book with the somewhat fanciful title of *The Serpent's Coil*, Farley Mowat has told the story of one of her most dramatic and determined rescue efforts—one that proved almost fatal, and that after the *Foundation Josephine* and her charge, the Liberty ship *Leicester*, seemed to have reached a safe haven.

The events of the story occurred in 1948, a year when the North Atlantic was lashed by a succession of hurricanes, whence the name of the book. Caught in a hurricane, the *Leicester* was abandoned when her ballast of Thames mud, stowed between decks, shifted and left her adrift almost on her beam ends. She remained afloat, but her close call gave an immediate and convincing clue to the fate of 14 other Sam class Liberty ships which had disappeared at sea without trace and without so much as a distress call going out.

Farley Mowat, in this gripping and dramatic epic of deepsea salvage, has written a worthy companion to his story of the *Foundation Franklin*, which appeared three years ago under the title *The Grey Seas Under*.—C.

THE SERPENT'S COIL, by Farley Mowat; published by McClelland & Stewart Limited, 25 Hollinger Road, Toronto 16; 189 pages, illustrated with drawings and end-paper maps; \$5.



THE NAVY PLAYS

CPO Strachan Wins McDonald Trophy

The Lt.-Cdr. Charles McDonald Memorial trophy, awarded annually to the "one who has, through his own achievements or efforts contributed most to sports in the Pacific Command throughout the year" has been awarded to CPO J. H. Strachan, of *Naden* and recently of HMCS *Skeena*.

Honorable mention has been accorded CPO N. K. Jones, of the *St. Laurent*, twice winner of the trophy, for his continued interests and activity in sports.

Both men have been congratulated on their sports leadership by Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast.

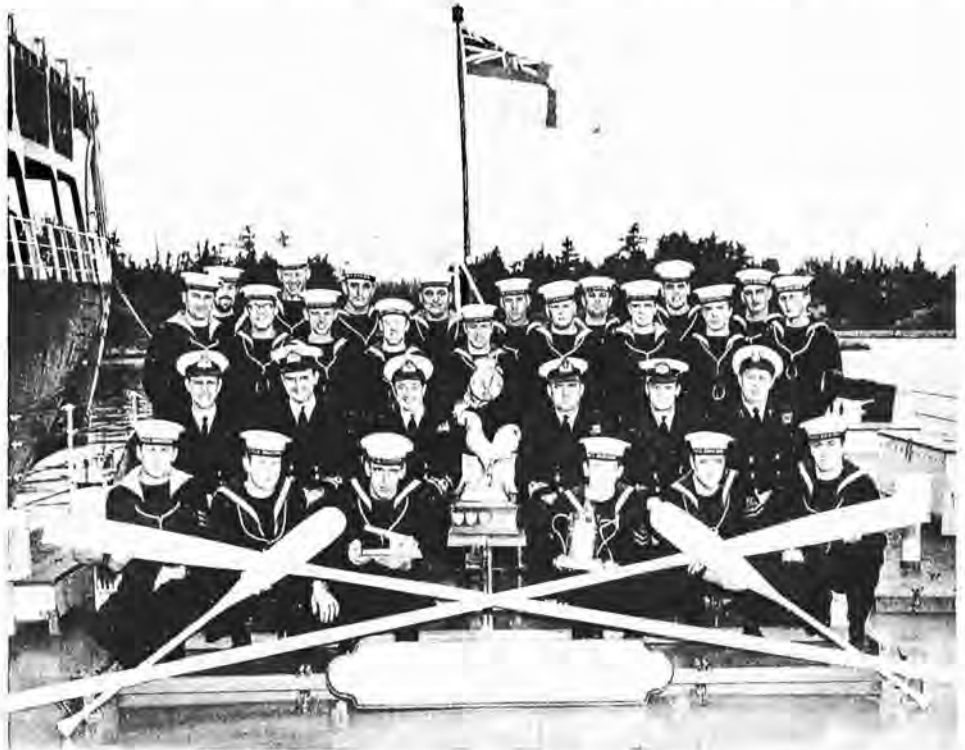
Lt.-Cdr. McDonald, in whose memory the award is made, died in February 1949 after many years of service in the Physical and Recreational Training branch of the RCN. An outstanding athlete himself, he was an ardent supporter of athletic events of all kinds. He was awarded the MBE in 1944 for a "wholehearted devotion to duty which has done much to improve the morale and spirit of the service".

Jonquiere Top Regatta Contender

The *Beacon Hill's* three-year reign as Cock of the Fleet in boat pulling came to an end at the Pacific Command's fleet regatta in Mayne Bay, Barkley Sound, on September 23. The decisive winner this year, with 96 points out of a possible 112, was the *Jonquiere*.

It was frigates nearly all the way in the final results of the regatta, which was held under ideal conditions. The *Fraser*, first in the war canoe race, was the only destroyer escort mentioned in the final results and the mobile repair ship *Cape Breton* managed a second in one of the pulling events.

Each ship had six representative entries from all departments for the boat-pulling classic—operations, engineering, supply, weapons, chief and petty officers and wardroom. The *Jonquiere* collected three firsts, the *Beacon Hill* two and the *Antigonish* one. Two seconds and a third kept the *Jonquiere* in the money in every boat-pulling event.



Here are the sailors who pulled the *Jonquiere* to a decisive victory in the Pacific Command fleet regatta and won for their ship the handsome and coveted Cock of the Fleet trophy, held for the past three years by the *Beacon Hill*. (E-63830)

After this noble showing the *Jonquieres* had to be content with sixth place in the war canoe race, in which the *Fraser*, *New Glasgow* and *Sussexvale* were one-two-three.

Runner-up for the championship was the *New Glasgow*, with 85 points. The *Beacon Hill* and *Antigonish*, with 73 points each, tied for third.

Two Qualify for Bisley Team

PO L. A. Williams, RCN (R), of *Chip-pawa*, the Winnipeg naval division, and CPO H. M. Oliver, of *Stadacona*, placed among the top 18 contestants in the Bisley Aggregate at the Dominion of Canada Rifle Association meet at Connaught Ranges, Ottawa, in August and thereby qualified for the 1962 Canadian Bisley team.

In the face of a much higher standard of competition than in other years, PO Williams placed 11th and CPO Oliver 18th.

This is the third occasion on which there has been naval representation on

the Canadian Bisley team. CPO Oliver was successful in gaining a place on the 1958 team and Lt. G. A. Grivel, of *Naden*, made the 1961 team.

Cabot Returns To Hockey Fray

HMCS *Cabot* has for the first time in many years entered a hockey team in the St. John's Civil Service League "B" Division. Five teams are participating, *Cabot*, Fisheries, Highways, RCMP and Finance.

In its first exhibition game *Cabot* pulled an upset, tying Buckmaster's of the "A" Division 3-3.

Chief and POs Win at Soccer

Cdr. R. W. J. Cocks, executive officer of HMCS *Cornwallis*, recently presented the *Cornwallis* Inter-Part Soccer trophy to PO T. L. Lowney, team captain of the chief and petty officers' soccer team, winners of the 1961 *Cornwallis* Inter-Part League.

The chief and petty officers' team won all its league games and played and defeated the Communication Division team in a two-game total goal playoff series by the over-all margin of 5-3.

This is the second consecutive year that both teams have met in the finals, with the identical result.

The league ended 1961 play with the championship game on Thursday, October 26.

St. Laurent Champ On Third Try

For the third consecutive year the *St. Laurent* team advanced to the finals in the Pacific Command softball championship but, unlike the two previous seasons when it lost out in the finals, this year trounced its opposition, *Naden*, 17 to 5.

To take the silverware the *St. Laurent* first defeated *Skeena* 9-6, *Sussexvale* 25-0, *Minron* 21-7 and *Assiniboine* 20-12.

To win Draw "B" *Naden* downed *Royal Roads* 17-12, *Comsuptac* 23-7 and thumped *Apprentices* 19-10.

Two Navy Hockey Teams at West Coast

The West Coast Navy has entered a team in the new Esquimalt and District Hockey League, making the second Navy hockey team in the west.

All games will be played on Fridays in the four-team league which includes Navy, Army, Victoria College and Esquimalt. In this league, it is intended that new talent should receive as much notice as established stars.

Coaching will be CPO Dick Barwis and assisting as manager is CPO Skip Bryan.

The other team, defending champions in the Vancouver Island Amateur Hockey circuit, is working out with a nucleus of last year's prize winners, coached by Lt.-Cdr. E. R. Webber and managed by Lt.-Cdr. A. E. Shirley.

Squash Expert Visits Halifax

Mahmoud A. Kerim, former world's professional squash champion, arrived in HMCS *Stadacona*, September 20, to give instructions to RCN personnel in *Stadacona*, HMC Ships, *Shearwater* and to civilian members of the *Stadacona* Squash Club.

Born in Cairo, Egypt, 49 years ago, Mr. Kerim has won every squash pro-

fessional title to be worn since he turned pro in 1931.

Since 1955 he has been the club professional at the Montreal Amateur Athletic Club and also instructs in tennis, badminton and golf.

During his 10-day visit in Halifax he gave 163 half-hour squash lessons to 65 students in the *Stadacona* and *Shearwater* courts.

His instructions and knowledge passed on to many should do much to improve the game in the area. His efforts are expected to be felt later on in the season when, with practice and more tournaments, players should show much improvement.

Headquarters Curling Begins

Rear-Admiral P. D. Budge, Chief of Naval Personnel, on behalf of Vice-Admiral H. S. Rayner, Chief of the Naval Staff, curled the first stone on October 27 to open officially the sixth

year of activity for the RCN Curling Club (Ottawa).

The club, which now has 170 male and 100 female members, is located at Dow's Lake on the grounds of HMCS *Carleton*.

Pipers Charles Bell and Alan Lumhynne were on hand for the opening to provide the appropriate Gaelic atmosphere.

President Ed Lavalley welcomed a large group of guests, all of whom are well known in Ottawa Valley curling circles.

Club play began on the morning of Saturday, October 28, with a two-game mixed bonspiel, which ended with a buffet supper and prize-giving during the evening.

RCN Track Team Wins B.C. Area Title

The RCN has won the B.C. Area Tri-Service track and field championship for the third straight year, and this with some of the Navy's big names at sea.



HMCS Scotian's rifle team has won the John Labatt trophy for the second year in succession. The trophy is presented for annual small-bore competition among naval divisions across Canada and is under the direction of the Dominion of Canada Rifle Association. Competition lasts from October to May. Scotian captured the trophy this year with an aggregate of 3,928 out of a possible 4,000. The closest competitor, HMCS Malahat, Victoria, had 3,799. The Halifax team's monthly average was 491, with an individual average of 95.2. Seated, holding the trophy, is Sub-Lt. (W) J. E. Hudson. The other Scotian team members are, left to right, PO C. A. Noseworthy, Lt.-Cdr. R. E. LeMoine, AB E. V. Petipas, Lt. H. A. McDowell and AB J. E. Cutler. (HS-66435).



Wren CPO Phyllis Bayley holds the sports trophy won by Cornwallis in the wrens' inter-establishment meet in October. Visiting competitors were from Stadacona, Shearwater and Shelburne. Others in the picture are, left to right: Wren PO Kittie Geale, Wren PO Rosalee Auger and Lt. M. R. Peers, of Stadacona, Wren PO Ruth Heisler, of Shelburne, and Ord. Wren Phyllis LeBlanc and Lt. D. M. Gower, of Cornwallis. (DB-15830)

The new, more youthful members of the team took over and scored 12 of a possible 16 first-place finishes.

Navy placed first in all track events, including the 100, 220, 440 and 880-yard dashes, one- and three-mile races, the 440 relay and the one-mile medley relay. They also took first place in all jumping events—pole vault, high jump, broad jump and hop, step and jump.

In the four throwing events they placed as high as second, but by then they had the points needed for victory.

Cornwallis Wins Wren Sports Meet

Cornwallis wrens were both hostesses and winners of the fourth biennial inter-establishment sports meet attended in late October at the Annapolis Valley training base by wren officers and wrens from Stadacona, Shearwater, and Shelburne.

Four wren officers and 87 wrens were present at the meet, most of them participating in basketball, volleyball and bowling.

Competitive sports were run on Saturday, October 20, from 0900 to 1700. Shelburne wrens were outstanding at basketball, but Cornwallis wrens gathered in the honours for volleyball and bowling. Final point standings were: Cornwallis, 32; Shelburne, 23; and Stadacona, 16.

A buffet supper in Conestoga block on Saturday evening was attended by Captain R. M. Steele, commanding officer of Cornwallis, Mrs. Steele, members of the P&RT staff and their wives, and wren officers and wrens.

After supper the sports trophy was presented by Captain Steele to Ord. Wren Phyllis LeBlanc, of Cornwallis,



and Conestoga XX new entry wrens gave a much enjoyed program of entertainment that included a skit on their introduction to Navy life.

Banquet Ends Golf Season

Shearwater Golf Club ended the 1961 season with a field day at Brightwood and a banquet at the base.

Elected officers for next season were: Lt. R. Kerr, president; PO John McCormack, vice-president; Ldg. Sea. E. Gagnon, secretary-treasurer, and PO John Eden and Ruth Britton, publicity.

Air Force Awarded Softball Trophy

The Tri-Service softball championships, held at Naden on September 29, ended after a single round robin. Air Force was ahead with two wins no losses, Army had a win and a loss and Navy two losses.

Weather forced cancellation of the second round robin and Air Force was awarded the trophy.

Engineers Take Cock-of-Barracks

HMCS Naden's summer Cock-of-the-Barracks trophy went to the Engineers for compiling 142 points in the inter-divisional sports program, lasting from April to the end of September.

Standing were: Engineers—142, Supply—125, Band—115, Operations—106, Academic—98, RCNH—96, Weapons—95, and Wardroom—65.

RETIREMENTS

CPO REGINALD CLARENCE BUCK, C1CM4, of Calgary, Alberta, served in RCNVR and RCNR between May 1936 and January 1941, transferred to RCN January 20, 1941, served in Prince Rupert naval division, *Meander, Naden, Armentieres, Prince David, Stadacona, Niobe, Peregrine, York, Givenchy, Uganda, Ontario, Cornwallis, Hochelaga*; awarded CD; retired October 12, 1961.

CPO WILLIAM HENRY BULPIN, C1ET4, of Bristol, Gloucestershire, England, joined RCNVR September 24, 1935, transferred to RCN March 10, 1937, served in *Stadacona, St. Laurent, Skeena, Cornwallis, HMS Salisbury, Haida, Magnificent, Saguenay, Algonquin, Crusader*; awarded RCN Long Service and Good Conduct Medal; retired October 27, 1961.

CPO WILLIAM EVERETT CAVANAGH, C1SG4, of Finhorn, Scotland, joined RCNVR March 15, 1935, transferred to RCN January 5, 1937, served in *Stadacona, HMS Victory, HMS Glasgow, Restigouche, Skeena, Ottawa, Naden, St. Clair, St. Hyacinthe, Venture, Assiniboine, Peregrine, Niobe, Norfolk, HMS Searcher, HMS Norfolk, Shelburne, Warrior*; awarded RCN Long Service & Good Conduct Medals; retired October 31, 1961.

CPO ARTHUR WOODFORD HOLMES-DALE, C2CK3, of London, England, served in RCNVR June 12, 1940-November 19, 1945, and the RCN(R) December 2, 1946-July 15, 1947, transferred to RCN July 16, 1947, served in Saskatoon naval division, *Naden, San Peur, Armentieres, Stadacona, Wasaga, Avalon, Protector, Peregrine, Discovery, Unicorn, St. Stephen, Cornwallis, Crescent, Algonquin, Shelburne, Swansea, St. Laurent*; awarded CD; retired October 7, 1961.

CPO ALBERT JOSEPH HURTUBISE, C2BN3, of Ottawa, Ontario, served in RCNVR July 3, 1941-August 27, 1944, transferred to RCN August 28, 1944, served in Ottawa and Montreal naval divisions, *Stadacona, Malpeque, Swift Current, Transcona, Givenchy, Naden, Swansea, Peregrine, Niobe, Cornwallis, Scotian, Warrior, Magnificent, Donnacona, St. Stephen, Crescent, Iroquois Montcalm, D'Iberville, Chignecto, Ungava, St. Laurent, Cayuga*; awarded mention in Despatches October 24, 1944; retired October 14, 1961.

CPO JOHN PIERRE DAVID MASON, C2BN3, of Victoria, served in RCN May 7, 1940-October 18, 1946, rejoined October 6, 1947, served in *Naden, Stadacona, Niobe, Saguenay, Comox, Orillia, William Head, Givenchy, Prince Robert, Siour, HMS Excellent, Peregrine, Kootenay, Malahat, Antigonish, Magnificent, Iroquois, Catarauqui, Cornwallis, Crescent, New Liskeard, La Hullose, Nootka, Algonquin, Shearwater*; awarded CD; retired October 5, 1961.

CPO WALTER REX MITCHELL, C2ER3, of Lloydminster, Alberta, joined RCNVR October 6, 1941, transferred to RCN September 1, 1942, served in *Naden, Wolf, Givenchy, Wentworth, Gananoque, Peregrine, Beacon Hill, Grou, Ontario, Athabaskan, Siour, Unicorn, Fraser*; awarded CD; retired October 5, 1961.



Two Royal Netherlands Navy sailors stand before the Halifax cenotaph following a wreath-laying ceremony by Commodore A. Van Es, Commander of Netherlands Squadron Five. (HS-66053)

CPO JOHN FREDERICK MYERS, C1WS4, of Gordon Bay, Ontario, joined January 19, 1937, served in *Stadacona, Saguenay, Venture, Fundy, Ottawa, St. Francis, Shelburne, Cornwallis, Elk, Peregrine, Scotian, Donnacona, Revelstoke, Lloyd George, Warrior, Portage, Haida, Niobe, HMS Excellent, Iroquois, Bytown, Niagara, Magnificent, Carleton*; awarded RCN Long Service & Good Conduct Medal; retired October 7, 1961.

CPO CECIL SMITH, C1ER4, of North Shields, Northumberland, England, joined the RCNVR June 25, 1941, and the RCN

February 26, 1946, served in Montreal naval division, *Naden, Wolf, Stadacona, Ottawa, Nonsuch, Peregrine, Swansea, Donnacona*; awarded CD; retired October 18, 1961.

CPO NORMAN CHARLES TOWN, C2WU4, of Swift Current, Sask., joined September 16, 1940, served in *Naden, Courtenay, Stadacona, Cornwallis, Chilliwack, Niobe, HMS Ferret, Milltown, Peregrine, Battleford, Grandmere, St. Laurent, Arnprior, Charlottetown II, Ontario, Athabaskan, Crusader, Sault Ste. Marie, Queen, Fraser*; awarded CD; retired October 9, 1961.

LOWER DECK PROMOTIONS

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

Pacific Command

For Promotion to Petty Officer Second Class

LSBN3	J. D. Jenkins	24877-E
LSBN2	G. W. Troughton	24174-E
LSFC2	G. Spicer	10014-E
LSSN2	B. S. Spencer	27685-E
LSSN3	W. L. Wavryk	27789-E
LSRP2	S. G. Hlasny	17386-E
LSRP2	R. Bailey	25672-E
LSSG2	R. H. Wilson	7909-E
LSSG2	L. T. Dale	7949-E
LSRM2	D. J. Sinclair	27677-E
LSEM2	R. C. Wilson	24876-E
LSEM2	H. R. Wrigley	9337-E
LSEM2	J. A. Gorman	16851-E
LSEM2	S. Cook	34266-E
LSET3	F. V. Fast	28699-E
LSET3	R. E. McCallum	18423-E
LSLT3	L. K. Bergum	27603-E
LSLT3	R. C. Reimer	33025-E
LSLT3	P. B. Daly	7830-E
LSAW2	D. R. Keenan	17071-E
LSAW3	J. D. Fawcett	14753-E
LSAW2	G. C. Fuller	28464-E
LSAW2	W. M. Frampton	9759-E
LSVS2	J. W. Hall	10765-E
LSNS2	D. G. Riehl	7989-E
LSNS2	J. Nicholson	8162-E
LSCK2	E. J. Sheplaw	10034-E
LSSW2	R. A. Cummings	12496-E
LSMA3	G. C. Gendre	34848-E
LSMA3	W. N. Lennox	28800-E
LSMA3	J. A. Rait	27861-E
LSMA3	L. C. Murray	24885-E
LSCD3	R. J. Thompson	17406-E
LSPH3	W. L. McNaughton	13025-E

ABRM1	J. P. Rafferty	24007-E
ABRM2	R. R. Sutton	31559-E
ABRM2	E. Stormer	39494-E
ABEM1	L. M. Benton	33172-E
ABEM2	W. F. Tyler	17836-E
ABEM1	R. G. Buchanan	28162-E
ABEM1	S. C. Vadeboncoeur	32908-E
ABLM2	R. A. Southwood	38660-E
ABLM2	R. W. Mountford	35311-E
ABLM2	G. Walters	31601-E
ABLM2	W. H. Davies	33495-E
ABLM2	D. G. Duffner	38480-E
ABLM2	R. K. Richardson	35221-E
ABLM2	W. L. Palmer	38477-E
ABLT2	G. N. Paul	35091-E
ABHM1	B. T. Callaghan	17199-E
ABHM1	S. A. Grenda	31550-E
ABAW1	C. J. Parenteau	17699-E
ABAW2	D. K. Campbell	28043-E
ABPW1	L. H. Sorsdahl	28205-E
ABVS2	J. R. Henry	30584-E
ABNS2	K. A. Rollier	24277-E
ABCK1	E. J. Burney	23834-E
ABCK2	K. E. Stewart	15720-E
ABCK2	R. N. Calles	33309-E
ABSW1	E. Balshaw	39401-E
ABMA2	R. K. Parsons	14980-E
ABMA2	H. P. Woznow	38615-E
ABMA2	W. E. Patton	38388-E
ABMA2	D. I. Wise	39478-E
ABCD1	A. J. Lodge	35036-E

LSSG2	G. J. Zehr	16095-H
LSSG2	C. R. Pitt	25367-H
LSSG2	A. G. Low	24578-H
LSSG2	W. J. Corr	26879-H
LSSG2	R. C. McIntosh	12764-H
LSSG2	R. S. James	25338-H
LSSG2	W. J. Anderson	26481-H
LSSG2	A. A. Moyer	32318-H
LSRM2	J. D. Maclean	23511-H
LSRM2	J. E. Gallant	31388-H
LSRM2	G. W. McNichol	7704-H
LSRM2	J. P. Boucher	17884-H
LSRM2	R. J. Roy	29043-H
LSRS3	J. P. Dawson	8539-E
LSRS3	J. A. O'Callahan	18598-H
LSRS3	A. T. Strachan	8110-E
LSRS3	P. C. Kilen	17322-E
LSEM2	W. L. Charehuk	17208-H
LSEM2	T. M. Toepell	10937-H
LSEM2	R. C. Knoll	15868-H
LSEM2	D. J. Boisjolt	29316-H
LSET3	A. J. MacEachern	24577-H
LSET3	A. J. Chiasson	23603-H
LSET3	M. R. Moore	19934-H
LSET3	G. F. Cooper	12790-H
LSET3	G. R. Daye	17894-H
LSET3	M. A. Blacklock	23525-H
LSET3	B. I. Freeman	24596-H
LSET3	V. J. Tarrant	16168-H
LSET3	M. S. Scrimshaw	26912-H
LSET3	E. M. Hunter	31168-H
LSWA2	L. A. Bidnost	8072-H
LSNA3	H. W. Millar	27267-H
LSNA3	J. A. Rioux	14028-H
LSNA3	E. Wilson	34232-H
LSNA3	J. S. Lawther	35490-H
LSAM3	R. W. Niven	11544-H
LSAT2	R. Tremblay	14161-H
LSAT2	J. A. Poirier	13491-H
LSAT2	J. P. Loiseau	12405-H
LSRA3	A. F. Rose	33907-H
LSRA3	S. L. Moore	14591-H
LSRA3	P. A. Cadeau	33939-H
LSAW2	R. O. Cook	19817-H
LSPW2	W. T. Chandler	25056-H
LSPW2	G. E. Roberts	16149-H
LSPW2	W. J. Wagner	15923-H
LSPW2	M. L. Lloyd	12668-H
LSPW2	R. A. Smith	26085-H
LSPW2	J. J. St. Germain	9067-H
LSVS2	G. R. McIntosh	25648-H
LSVS2	J. F. Hartling	12458-H
LSVS2	D. W. Smith	25626-H
LSVS2	S. L. Cannon	17046-H
LSNS2	F. A. Anderson	23380-H
LSNS2	R. S. Holden	17618-H
LSNS2	G. R. Wainman	26133-H
LSCK2	D. D. Love	7113-H
LSSW2	M. Leblanc	33607-H
LSTM3	W. R. Burgess	31075-H
LSRR3	A. Mattila	31975-H
LSMA3	N. J. Nevitt	31406-H
LSMA3	R. A. Rankin	33711-H
LSOR3	B. C. Thomson	35000-H
LSMA3	J. J. Mailhot	35725-H
LSMA3	M. Sailer	32752-H
LSMA3	C. J. Soucy	23678-H
LSMA3	J. W. Woodhouse	36177-H
LSCD3	S. J. Stephenson	12593-H
LSCD3	J. F. Balmforth	16292-H
LSPH3	E. D. Manuel	14308-H



Atlantic Command

For Promotion to Leading Seaman

ABBN1	J. A. Mackie	14895-E
ABWS1	F. A. Robson	31308-E
ABWS2	T. R. Nicks	16865-E
ABFC1	E. N. Butler	35162-E
ABWU1	H. J. Last	32878-E
ABWU1	J. H. Rockwell	23867-E
ABWU2	L. M. Jones	24077-E
ABWU2	B. G. Schley	35249-E
ABSN2	E. C. Curtis	33020-E
ABSN2	D. R. Franklin	7481-E
ABSN3	E. R. Wallace	24281-E
ABRP1	M. P. West	35035-E
ABRP1	J. T. Graham	32951-E
ABRP1	P. M. Northey	23993-E
ABRP2	P. J. Boutin	23949-E
ABRP2	J. M. Gray	35178-E
ABSG2	C. R. Pearce	39535-E
ABSG2	J. C. Anderson	34731-E
ABSG2	J. G. Lennox	38606-E
ABSG2	G. E. Bobosky	38662-E
ABRM1	B. R. Miller	35107-E
ABRM1	V. J. Olson	39334-E
ABRM2	J. L. Metcalf	35223-E
ABRM1	C. C. Corrigan	33931-E
ABRM1	C. A. Brown	34672-E
ABRM1	D. J. Deegan	23969-E

For Promotion to Petty Officer Second Class

LSBN2	R. A. Spence	24981-H
LSBN2	D. J. Levandier	24952-H
LSWS3	A. F. Hammond	28413-H
LSWS3	S. F. Tardiff	19129-H
LSFC3	D. Inson	19680-H
LSFC3	T. F. Newton	16927-H
LSWU3	W. J. Cassidy	26870-H
LSWU3	B. G. Daly	28517-H
LSWU3	G. B. Mandy	28841-H
LSWU2	D. C. Vansickle	24375-H
LSWU3	D. T. Maloney	28421-H
LSWU3	G. J. Bernard	10446-H
LSWU3	A. G. Bodden	25908-H
LSSN2	J. R. Bourgeois	26124-H
LSSN2	B. T. McKenna	26128-H
LSSN2	T. A. MacDonald	14446-H
LSSN3	P. G. Simpson	25688-H
LSSN3	W. J. Turcotte	12826-H
LSSN3	W. L. Foreman	25683-H
LSRP2	K. Snider	25767-H
LSRP2	R. H. Zipfel	24517-H
LSRP2	L. J. Edmunds	11689-H
LSRP2	J. N. Sweeney	13963-H
LSRP2	J. B. Seaward	31836-H
LSRP2	J. H. Schimmel	25789-H

For Promotion to Leading Seaman

ABBN2	J. T. Carey	25266-H
ABWS1	J. Wiecek	30322-H
ABWS1	D. B. Wright	30223-H
ABWS1	P. J. Collins	13754-H
ABWS1	E. L. Lawson	31321-H
ABWS1	C. R. Grant	25329-H
ABWS2	H. E. Knapp	30272-H
ABWS1	W. S. Satterley	19945-H

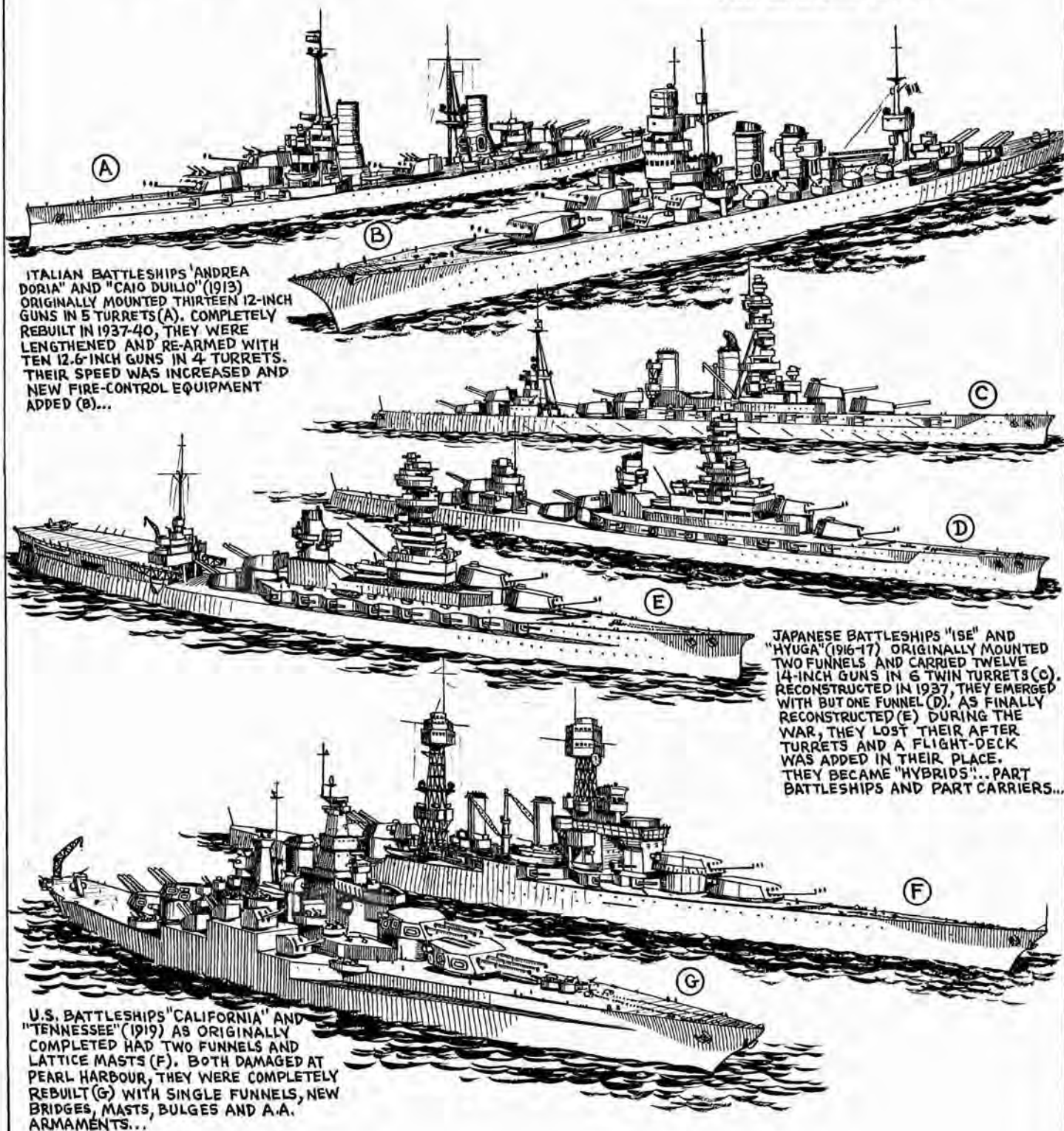
ABWS1	A. J. Currie	26027-H	ABRP2	E. R. Mayne	38990-H	ABEM1	P. A. Spicer	33875-H
ABWS1	C. D. Leeder	31801-H	ABRP2	J. G. Routhier	27387-H	ABEM1	S. B. Wood	16356-H
ABWS1	H. E. Hoffman	30320-H	ABRP2	J. E. Ross	15522-H	ABEM1	T. J. Maguire	35706-H
ABWS1	C. C. Major	13952-H	WANP2	R. M. Heisler	W-34737	ABLM2	M. O. Wauch	32004-H
ABWS1	F. Gervais	31796-H	ABSG2	C. A. Daly	29956-H	ABLM2	M. S. Wurm	37817-H
ABWS1	J. F. Adams	24024-H	ABSG2	R. J. Gervais	38206-H	ABLM2	G. E. Martin	36713-H
ABFC2	F. A. Penney	37586-H	ABSG2	J. Thiessen	42462-H	ABLM2	D. A. Aldrich	44951-H
ABFC2	E. C. Lingley	43041-H	ABSG2	G. W. Snooks	26357-H	ABLM2	J. W. Young	43009-H
ABFC2	R. Sinclair	11885-H	ABSG2	S. R. Femia	39065-H	ABLM2	A. A. Rogers	43037-H
ABFC2	K. A. Findlay	43302-H	ABSG1	G. W. Slade	38132-H	ABLM2	R. A. Rudback	37594-H
ABFC2	J. R. Sisley	42455-H	ABSG2	M. J. Broughton	29909-H	ABLM2	M. W. McCallion	42362-H
ABFC2	W. Scotchburn	42477-H	ABSG2	W. D. Brintnell	37805-H	ABLM2	G. W. Weitzel	37937-H
ABFC2	H. J. Charest	43175-H	ABSG2	G. Andrews	26956-H	ABLM2	N. C. Brake	29627-H
ABFC2	D. J. Allard	43175-H	ABSG2	J. R. Cosby	42391-H	ABLM2	P. K. Doherty	18045-H
ABFC2	D. L. Richards	34762-H	ABSG2	L. J. Deighton	39071-H	ABLM2	R. C. Rhines	38995-H
ABFC2	J. J. Soucy	37275-H	ABSG2	D. G. Oswald	29010-H	ABLM2	R. H. Hollins	38131-H
ABWU2	K. Eccles	36681-H	ABSG2	H. L. Baxter	42957-H	ABLM2	W. G. Barnard	36742-H
ABWU2	E. J. Petrowski	34918-H	ABRM1	P. J. Frenette	38076-H	ABET2	W. R. Albertson	39649-H
ABWU2	M. McKinsty	39030-H	ABRM2	A. C. Thompson	39089-H	ABET2	W. L. Sutherland	36963-H
ABSN2	G. E. Vipond	45570-H	ABRM2	R. Baines	25223-H	ABET2	R. D. Moore	37673-H
ABSN1	L. J. Lunny	28425-H	ABRM2	M. Kennedy	27182-H	ABLT2	R. J. Seguin	45016-H
ABSN2	P. H. Goodfellow	29935-H	ABRM2	R. A. Kelly	38183-H	ABLT2	C. J. Gaul	37227-H
ABSN2	O. Boege	42561-H	ABRM2	G. J. Porter	39012-H	ABHM1	L. J. Sawatsky	33427-H
ABSN2	J. G. Bell	11315-H	ABRM2	K. G. Gerry	35636-H	ABNA2	D. H. Kelly	36915-H
ABSN2	D. C. May	39137-H	ABRS2	J. D. Berry	35071-E	ABNA2	R. M. Chapdelaine	44926-H
ABSN2	R. D. Neath	42363-H	ABRS2	J. J. Kulas	36715-E	ABAM2	K. M. Eddy	24489-H
ABSN2	K. D. Freeland	26185-H	ABRS2	W. J. Low	30849-H	ABAR1	M. H. McCluskey	31536-H
ABSN2	N. C. Tinney	42602-H	ABRS2	R. C. Mayville	26399-H	ABAF1	R. A. Fralic	36531-H
ABSN1	B. W. Sharkey	39926-H	ABRS2	W. E. Morden	35585-H	ABAF1	R. D. Henwood	34104-H
ABSN2	D. H. Morgan	30038-H	ABRS2	J. C. Fairley	30734-H	ABAT2	G. W. Patterson	33986-H
ABSN2	G. J. Laflamme	36901-H	ABRS2	D. W. Chester	39183-H	ABRA2	M. R. Borrows	37812-H
ABSN2	A. J. Thomas	42408-H	ABRS2	R. A. Barker	31912-H	ABRA2	F. E. Johnson	35105-E
ABSN1	J. M. Smith	43235-H	ABRS2	B. H. Hagstrom	36011-H	ABRA2	C. H. MacDonald	37641-H
ABSN1	D. E. Jones	37536-H	ABRS2	R. J. Gallant	29211-H	ABAW2	A. G. Langille	33998-H
ABSN2	G. R. MacMillan	36722-H	ABRS2	G. R. Burton	42337-H	ABPW2	G. W. Blank	35613-H
ABSN2	M. Irizawa	8521-H	ABRS2	L. A. Wells	32801-E	ABPW2	J. J. Riggins	32835-H
ABSN2	B. V. Nason	42883-H	ABRS2	K. R. Duncan	36322-H	ABPW1	R. D. Stewart	33408-H
ABRP1	A. F. Boyles	33975-H	ABRS2	D. J. Miller	27943-E	ABPW1	J. A. Spencer	38980-H
ABRP1	M. D. Baker	35577-H	ABRS2	D. S. Manion	36508-H	ABPW1	J. W. Shiels	29884-H
ABRP2	R. H. Wood	19511-H	ABRS2	J. J. Monette	38168-E	ABPW1	E. L. Gouthro	34200-H
ABRP2	S. G. Richardson	31220-H	ABRS2	F. W. Finnessy	26469-H	ABNS1	T. J. McCall	36822-H
ABRP1	J. R. Wright	34053-H	ABRS2	D. B. Preston	23724-H	ABCX2	D. T. Lennon	25282-H
ABRP2	E. E. Reding	11099-H	ABRS2	A. E. Pilkington	31048-H	ABSW1	R. G. Kettle	30957-H
ABRP2	H. C. McIsaac	19246-H	ABRS2	M. C. Wells	32918-E	ABSW1	V. D. Evans	23686-H
ABRP2	R. M. Barclay	42877-H	ABEM1	C. L. Cooley	32001-H	ABMA2	A. J. Desrochers	32500-H
ABRP1	J. A. Marion	17902-H	ABEM1	S. N. Yearwood	38928-H	ABMA2	V. R. Dunham	44042-H
ABRP2	G. A. Geary	26980-H	ABEM2	E. A. Martin	25696-H	WAME2	D. R. Johannesson	37877-H
ABRP2	M. F. Dougherty	23404-H	ABEM1	P. J. Baine	36367-H	ABCD2	E. A. Kerr	W-33257
ABRP2	G. J. Bruneau	38258-H				ABPH2	C. A. Blancher	25982-H
							E. Arndt	10036-H



Naval Lore Corner

Number 99 MODERNIZATIONS (II)

BEFORE AND DURING THE WAR, SOME OF THE WORLD'S LARGEST BATTLESHIPS WERE COMPLETELY REBUILT AND GIVEN A "NEW LEASE OF LIFE!" DEPICTED HERE ARE EXAMPLES OF SOME OF THE MOST EXTENSIVE REFITS...



ITALIAN BATTLESHIPS 'ANDREA DORIA' AND 'CAIO DUILIO' (1913) ORIGINALLY MOUNTED THIRTEEN 12-INCH GUNS IN 5 TURRETS (A). COMPLETELY REBUILT IN 1937-40, THEY WERE LENGTHENED AND RE-ARMED WITH TEN 12.6-INCH GUNS IN 4 TURRETS. THEIR SPEED WAS INCREASED AND NEW FIRE-CONTROL EQUIPMENT ADDED (B)...

JAPANESE BATTLESHIPS 'ISE' AND 'HYUGA' (1916-17) ORIGINALLY MOUNTED TWO FUNNELS AND CARRIED TWELVE 14-INCH GUNS IN 6 TWIN TURRETS (C). RECONSTRUCTED IN 1937, THEY EMERGED WITH BUT ONE FUNNEL (D). AS FINALLY RECONSTRUCTED (E) DURING THE WAR, THEY LOST THEIR AFTER TURRETS AND A FLIGHT-DECK WAS ADDED IN THEIR PLACE. THEY BECAME 'HYBRIDS'... PART BATTLESHIPS AND PART CARRIERS...

U.S. BATTLESHIPS 'CALIFORNIA' AND 'TENNESSEE' (1919) AS ORIGINALLY COMPLETED HAD TWO FUNNELS AND LATTICE MASTS (F). BOTH DAMAGED AT PEARL HARBOR, THEY WERE COMPLETELY REBUILT (G) WITH SINGLE FUNNELS, NEW BRIDGES, MASTS, BULGES AND A.A. ARMAMENTS...

Roger Duhamel

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