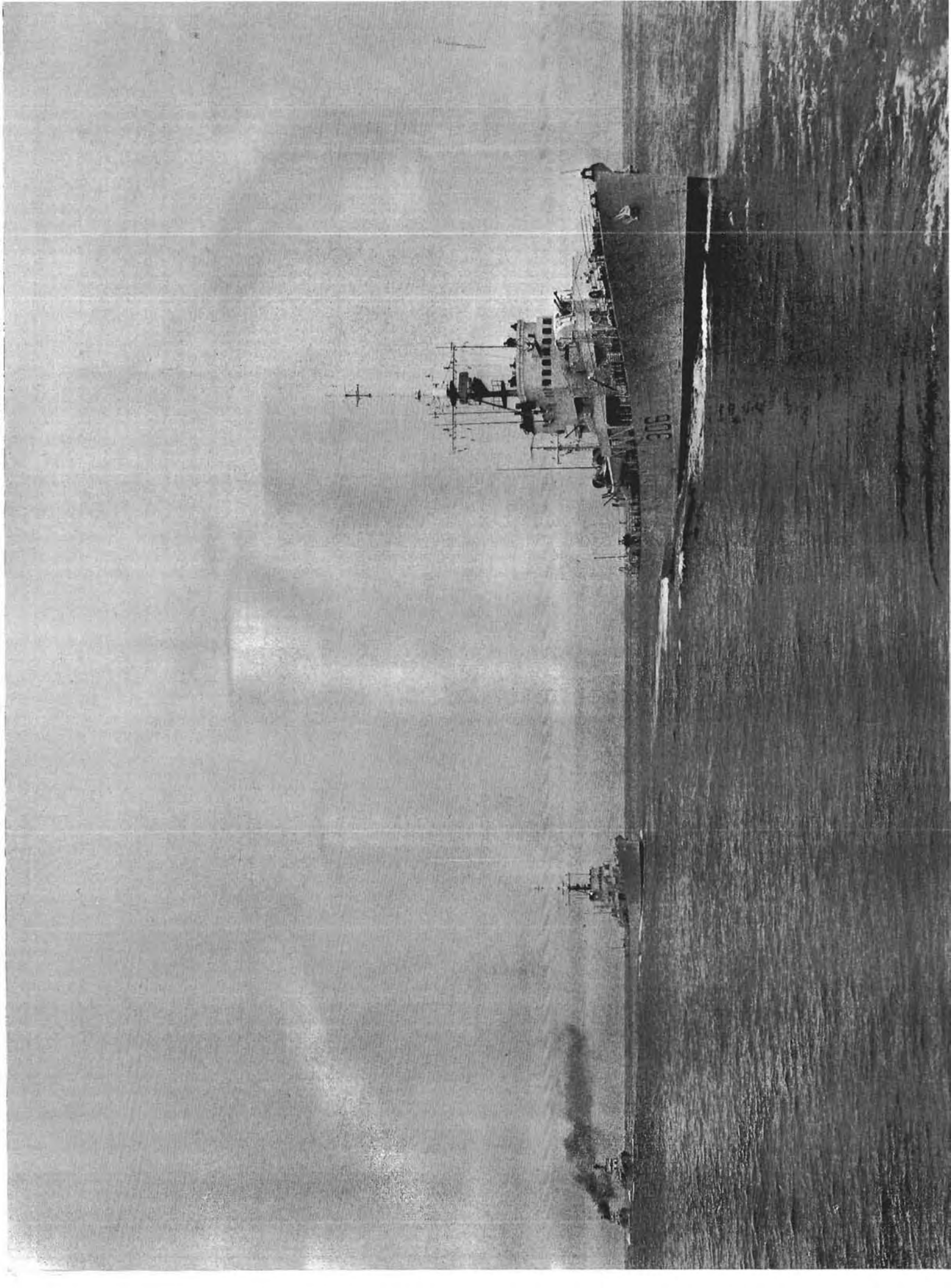


# *The* CROWSNEST



Vol. 16, No. 10

October, 1964



# The CROWSNEST

Vol. 16 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER 1964

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## LADIES OF THE MONTH

They call them "ocean escorts" now, a somewhat logical, if less romantic, designation than "frigate". The name "frigate" was brought out of retirement during the Second World War by the Royal Canadian Navy to apply to its new twin-screw corvettes and this use spread quickly from navy to navy.

Since the war, "frigate" has been used for many classes of ships, including the former corvettes and minesweepers. More suitably, it has been applied to guided-missile ships of cruiser size.

Thus, it comes about, the picture on the opposite page showed frigates in line ahead when it was taken, but now shows ocean escorts, with a famous U-boat killer of the Second World War, HMCS *Swansea*, in the foreground. (CCC9-113)

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EDITOR,  
*The Crowsnest*,  
Canadian Forces Headquarters,  
OTTAWA, Ontario.

*The Cover*—They do the most interesting things around the Naval Research Establishment at Dartmouth. For instance, some Haligonians, viewing the above scene on Bedford Basin, might have concluded their fair city was under attack from a Polaris-type submarine. Not so. What really was going on is explained in the Science and the Navy section of this issue.—NRE Photo by W. R. Carty.





## RCN NEWS REVIEW

Fifty years ago, in October 1914, the first troop convoy of the First World War assembled in Gaspé Bay—31 transports carrying 321,779 soldiers to the battlefields of Europe. In contrast, ocean escorts of the Seventh Canadian Escort Squadron cruised Gaspé Bay this past summer on peace-time training and gave sea cadets of the Gaspé area a day at sea. Moving up to take station on the Fort Erie are the Inch Arran and New Waterford. (Cassidy Photo, Gaspé Que.)

### **Exercises Occupy Atlantic Forces**

Surface ships, submarines and aircraft of the Marine Command Atlantic were occupied for most of September with anti-submarine exercises in the Western Atlantic.

The first exercise, under NATO auspices, had MARLANT forces operating with the U.S. Strike Fleet before it joined an overseas NATO exercise entitled "Teamwork". The Canadian-U.S. exercise was carried out from Sept. 2 to 13.

The Canadian units then formed up with other U.S. forces for another anti-submarine exercise in the Western Atlantic.

Anti-submarine warfare ships and aircraft from East Coast Canadian bases and from United States bases from Argentina to the Caribbean, as well as U.S. Coast Guard, U.S. Naval Reserve and certain U.S. Air Force units from the East Coast participated in late September under the operational control of ASW Commanders.

The ASW forces were opposed by U.S. and Canadian-based "enemy" submarines.

The operation was designed to exercise the Canadian and United States ASW command control organization and facilities and their operating forces in simultaneous operations over a large

### **Her Majesty Sends Thanks**

Her Majesty the Queen on Oct. 13 sent a message to His Excellency the Governor General in which she expressed sincere appreciation for the admirable arrangements made for her Canadian visit.

"I would like you to extend my congratulations to all units and to individual officers, men and civilians under your command who were associated with it," Hon. Paul Hellyer, Minister of National Defence, said in a message to Canadian Forces Headquarters. "Well done, all of you."

The Royal Canadian Navy's participation in the early October Royal Visit included the provision of four warships as escorts to HM Yacht *Britannia* from the Gulf of St. Lawrence to Summerside, P.E.I., from there to Charlottetown and thence to Quebec City. The ships were the destroyer escorts *Assiniboine*, *Nipigon*, *St. Laurent* and *Yukon*, of the First Canadian Escort Squadron.

The RCN also contributed toward security arrangements by providing clearance divers to assure the safety of the Royal Yacht.

geographic area. It also sought to improve the ASW readiness of Canadian and United States forces, including U.S. Naval Reserve, U.S. Coast Guard and certain U.S. Air Force Units.

The two-week exercise, in which almost 100 ships and nearly 300 aircraft participated was conducted by Commander Anti-Submarine Warfare Forces, U.S. Atlantic Fleet, Vice-Admiral Charles E. Weakley, USN, and Canadian Maritime Commander Atlantic, Rear-Admiral J. V. Brock, RCN.

Canadian forces included the destroyer escorts *Algonquin*, *Athabaskan*, *Crescent*, *St. Laurent* and *Yukon*, with the ocean escorts *Cape de la Madeleine*, *La Hulloise* and *Outremont*, and the Halifax-based British submarines *Auriga* and *Alcide*.

Canadian air units were 404 and 405 RCAF Maritime Squadrons from Station Greenwood, and 415 RCAF Squadron from Station Summerside, along with VS 880, naval air squadron based at *Shearwater*.

Hurricane Gladys halted the exercise 24 hours ahead of schedule and cancelled the subsequent visit to Halifax of the USS *Essex* (aircraft carrier) and USS *Stickell* and *Richard E. Hart* (destroyers) which was to begin Sept. 25.

However, Vice-Admiral Weakley sent a message to the Canadian forces which had taken part, as follows:

"Indications are that (it) has been a very profitable exercise for all concerned and has again proven the compatibility of our forces. I would like to take this opportunity to express my sincere appreciation for the Canadian forces' participation and the outstanding professionalism displayed by the personnel of all ranks. The smooth implementation of the operation order and quick response to changing situations during the exercise demonstrates the

high calibre training and readiness of your forces and is most reassuring. Please convey my congratulations to all for a job well done. Vice-Admiral Weakley."

### **Incentive Award Plan Announced**

Suggestion awards have been grouped with a number of new awards for members of the public service under a comprehensive Incentive Award Plan.

The new plan offers greater benefits to employees in recognition not only

of proposals for increased economy and efficiency, but also for improved service to the public, long service and outstanding achievements.

Suggestions which result in monetary savings, increased efficiency or improved working conditions will continue to be recognized by the granting of a certificate of merit and a suitable award in kind or cash, depending on the value of the suggestions to the public services. Suggestion awards are open only to employees whose duties are not above the level of junior management.

A new plan is the "Merit Award",

## ***A Statement by the Minister***

# **HEADQUARTERS REORGANIZATION**

*The following statement was made by Hon. Paul Hellyer, Minister of National Defence, on Oct. 6:*

In the *White Paper on Defence*, it was stated that "the present headquarters organization of the Department of National Defence is far too large. The fact that our field forces are modest creates a serious unbalance between the field and headquarters branches of the service. As it appears that we will have to maintain modest forces in being for many years to come, it is apparent that a reorganization is required."

The *White Paper* went on to state that the solution was considered to be "the integration of the Armed Forces of Canada under a single Chief of Defence Staff and a single Defence Staff. This will be the first step toward a single unified defence force for Canada."

Subsequently, by Bill C-90, this integration of the Canadian Forces Headquarters became effective on Aug. 1, 1964. Since that time, the Chief of Defence Staff, and his senior staff officers have been developing their plans for the complete reorganization and integration of the headquarters on functional lines.

The plans for the reorganization of Canadian Forces Headquarters are already well advanced and it is now possible to identify some of the significant reductions which will be made in the numbers of personnel. There is a reasonable prospect that something in the area of 1,000 military positions, which represents approximately 30 per cent of the Canadian Forces Headquarters, can be eliminated.

In order that an orderly and progressive rundown of strength between now and the summer of 1965 can be achieved, a certain flexibility has been allowed the Defence Staff to work towards the final reduced strength over the year ahead.

At the time Bill C-90 became law, the numbers of officers of the rank of major-general and above in the authorized establishment at Canadian Forces Headquarters was reduced from 17 to 12.

This statement concerns the next phase of the reduction which encompasses the ranks from brigadier down to major. In achieving this rundown two factors will be effective. Officers and men will be leaving the Armed Forces on reaching compulsory retirement age. This factor in itself will look after a sizeable proportion of the reduction. In order to obtain the full reduction required in a reasonable length of time and to maintain an adequate flow of promotion in all ranks of the services, the special gratuity plan was authorized to give those prematurely retired a cash benefit to assist them to rehabilitate themselves.

The officers receiving releases will be advised privately by letter. The first letters will go out from Ottawa about Nov. 1, 1964, the next group about Feb. 1, 1965, and the third about May 1, 1965. All of the personnel concerned will receive a minimum of three months' notice of their retirement. Although the reductions in establishments are being made in Canadian Forces Headquarters, the officers who will be prematurely retired may, at present be occupying appointments elsewhere in the Armed Forces.

The approximate number of premature releases which will be made between Nov. 1, 1964, and the summer of 1965 will be as follows:

Brigadier or equivalent	- up to 7
Colonel or equivalent	- up to 15
Lt.-Colonel or equivalent	- up to 40
Major or equivalent	- up to 60

The planning for reductions in officer ranks of captain and below and for other ranks has not yet been completed, but the indications are that relatively few personnel in these rank levels will be released prematurely up to July 1965.

I would here like to re-emphasize that there is no question as to the loyalty, efficiency and faithful service of those who will be affected.

At the same time as these cutbacks are being made, it is essential for the future of the Armed Forces that a reasonable flow of promotions be maintained. The plan which has been devised recognizes this and ensures that good careers will continue to be available to those who remain in the Services.

It is equally essential for the future that the Armed Forces obtain the numbers of recruits, both officer cadets and men that they require to sustain the Services. Even though cutbacks are being made, the Navy, Army and Air Force have a pressing need for recruits today and will continue to offer young men challenging and satisfying careers. One of the objectives of the reductions is to make funds available for new equipment. It is the recruits of today who will be trained to operate and maintain this new equipment the Armed Forces will be getting.

which makes it possible for management to recognize employees at any level for performance or contributions of unusual merit to the operations of a department or improved service to the public. Awards up to \$1,000 in cash, together with a citation, may be granted under this plan.

Also new is the "Long Service Award", given in recognition of 25 years' service and involving the presentation of a pin or brooch. Some government departments give tokens of appreciation for long service but these apply only to employees who have spent all or a considerable part of their service in the department granting the token. The new award will apply to any public servant who has completed 25 years of service, regardless of his length of time with any one department.

Heading the list of awards under the Incentive Award Plan is the "Outstanding Achievement Award", consisting of a citation and a cash grant of \$5,000. This may be granted to a person in any department or agency of the Government of Canada during the course of his career for outstanding service to Canada.

### **Convoy Exercises In East Atlantic**

NATO's large-scale naval exercise, Team Work, ended October 2 and some 35,000 men and women, 160 ships and 170 aircraft from seven allied nations headed back to their normal jobs.

Team Work was the largest NATO sea exercise since 1960. The operation was under the joint command of Admiral H. P. Smith, USN, Supreme Allied Commander Atlantic (SACLANT), in Norfolk, Va., and Admiral Sir Wilfrid Woods, RN, Allied Commander in Chief Channel (CINCHAN), in Portsmouth, England.

### **Research Ship Launched Sept. 4**

The marine physics research vessel *Endeavour*, which is being built by the RCN for the Pacific Naval Laboratory at Esquimalt, was launched on Sept. 4 at Yarrows Ltd., Esquimalt.

Sponsor of the ship was Mrs. A. H. Zimmermann, wife of the chairman of the Defence Research Board, of which the PNL is a unit.

The 235-foot vessel will enter service early in 1965 as CNAV *Endeavour*. She features a bulbous bow to reduce pitch, stabilization tanks to counteract roll, a helicopter flight deck and telescopic hangar, and an array of deck gear for handling scientific instruments.



Here on board HM Royal Yacht *Britannia* are the six members of the RCN chosen to serve during the *Britannia's* voyage to Newfoundland with the *Princess Royal* in September and the subsequent visit to Prince Edward Island and journey to Quebec City in conjunction with the Royal Tour of Her Majesty the Queen and His Royal Highness the Prince Philip. In the front row are Ldg. Sea. Earl Pederson, Lt. R. S. Binnie and Ldg. Sea. Harry Ruppel. Back row: AB Roland Robitaille, AB Abbie Eddy, Ldg. Sea. John Gormely and Ldg. Sea. Ivor McLeod. (Royal Naval Official Photograph)

### **Annual Award For Safe Drivers**

An annual safe driver award is being initiated by Canadian Forces Headquarters for Department of National Defence drivers.

The first award will be based on driving records from Jan. 1, 1948, to Dec. 31, 1964. Subsequent awards will be based on the calendar year.

Every Department of National Defence employee whose regular daily duties include driving a DND vehicle and who drives for a complete calendar year without being involved in a preventable vehicle accident is eligible to earn the safe driver award.

The closing date for receipt of safe-driving records for DND driving for the first award was Oct. 13.

### **Three Tribals Bought for Scrap**

The Tribal class destroyers *Cayuga*, *Micmac* and *Nootka*, which were paid off for surplus last winter, have been bought by the Port Colborne, Ont., Marine Salvage Ltd., the firm announced in September. They will be towed from Sydney, N.S., and broken up for scrap in Scotland.

The salvage firm, situated on the Welland Canal, acts as ship buyer, broker and breaker.

The three Tribals were built by Halifax Shipyards Ltd. and joined the fleet in the immediate postwar years. They were paid off at Halifax early this year.

### **Margaree Next For Conversion**

The St. Laurent class destroyer escort *Margaree* was taken in hand in mid-September by the Victoria Machinery Depot, Victoria, for a 13-month conversion program.

As in the case of earlier St. Laurent conversions this will involve the installation of a helicopter landing platform and hangar, stabilizers and variable depth sonar.

### **Three Ships off For Britain**

Three destroyer escorts of the Fifth Canadian Escort Squadron left Halifax Sept. 25 for a training cruise in British waters.

HMC Ships *Kootenay*, *Chaudiere*, and *Terra Nova* were under the overall command of Captain D. L. MacKnight, Commander Fifth Escort Squadron, who sailed on board the *Kootenay*.

The ships were to visit ports in Great Britain and return to Halifax in early November.



# HAIDA GOES HOME



This is HMCS Haida's last ship's company—the volunteer group of reservists from York, the Toronto naval division, who manned her while she was under tow from Sorel, Que., to Toronto.

*The story of the organization of Haida, Inc., to preserve for posterity one of Canada's most famous fighting ships was related in the September issue of The Crownsnest by Lt. Peter Ward, RCNR, who is military editor of The Telegram, Toronto.*

*The previous article told of the arrival of HMCS Haida in Toronto, her reception there and the plans for her future. Now Lt. Ward retraces his steps a bit and tells the story of the Haida's last journey from Sorel, Que., up the Seaway to Toronto. Here's the way it went:*

**T**HE VOLUNTEER CREW for the last cruise of the *Haida* assembled at HMCS York, the Toronto naval division, just before 2100, Aug. 21. We looked more like a marine camping expedition than a destroyer's crew.

Special duty for 18 officers and men had been authorized so the York sailors could man HMCS *Haida* as she was towed through the Seaway, the length of Lake Ontario, to her last berth in Toronto. The *Haida* left the navy a few months earlier, and had been sold to

a group of sentimental Toronto men who are turning her into a memorial museum.

The *Haida's* last crew was to board the ship at Sorel. There would be no power on board, so naphtha gas cooking stoves and coal-oil lamps were rig of the day for the pick-up crew.

A navy truck took sailors and gear to Toronto's Union Station where sailors lent baggage men a hand loading equipment onto the train. Lt.-Cdr. Jack MacQuarrie was a late arrival. He

pulled up in front of the station less than half an hour before train time with two-way radios, a tool kit, diving gear, and a 400-pound gasoline generator.

As Lt.-Cdr. MacQuarrie's half ton of equipment was carried to the train baggage car, the air was blue with *sotto voce* profanity. We'd thought of trying to smuggle most of our gear onto the train as hand baggage, but it's impossible to convince even the most gullible sleeping car porter that a 400-pound gasoline generator is part and parcel of your portable luggage—necessary for your morning toilet. We may have cursed while loading the paraphernalia, but without Lt.-Cdr. MacQuarrie's generator and bag of tricks, we would have a much less comfortable trip and might have run into serious trouble.

Our coach of the Toronto-Montreal train looked like a Second World War draft train heading for Halifax that night. We sat up discussing the prob-

lems ahead until the small hours, then tumbled into berths for a few hours sleep before Montreal.

A navy bus met the train and, after some delay in getting our "hand baggage" sprung from the depths of the terminal, we loaded everything aboard, and headed off into the Montreal rush hour.

We took the road along the south shore of the St. Lawrence and made the 50-mile trip to Sorel with only one stop for breakfast. Some of the York reservists discovered French isn't as easy as the textbooks say. More than one man ordered bacon and eggs, then wound up with sausages and pancakes.

The *Haida* was there at the Department of Transport jetty, snuggled in behind the huge navy tug which brought her from Halifax. An armed RCN guard turned over the ship, and the *Haida* was civilian property.

Lt.-Cdr. Bill Wilson, York's executive officer and skipper of the *Haida* for her last trip, made a quick round of the ship. We discovered the absence of a few vital things—like heaving lines—and quickly scrounged them from the RCN tug before she departed. PO Bill Lloyd, shipwright by trade, was appointed cook and dispatched to the local stores to buy rations for us. Lt.-Cdr. MacQuarrie also left for a shopping spree—buying gasoline, coal-oil, batteries, etc.

The two tugs from McAllister Towing Co. which were to tow the *Haida* through the seven Seaway docks, then on through Lake Ontario to Toronto, arrived shortly after noon.

With a great snorting and groaning, an air compressor was hoisted on board the *Haida* and lashed down just abaft "A" gun. The compressor was hooked to the capstan and gingerly conducted experiments proved that the air pressure developed was just enough to rotate both capstans. With this power we could heave in just about anything, but very slowly.

The two-way pocket radios Lt.-Cdr. MacQuarrie had borrowed from Motorola for the trip were tested from both tugs and from all positions on board the *Haida*. They worked, and we had an operational communications network. The RCN from Montreal had supplied hammock mattresses and one blanket and pillow per man. We staked out our own personal corners of the ship. PO Lloyd arrived back on board with more groceries than an orphanage cook who'd been given *carte-blanche* in the supermarket. He set up his naphtha stoves in the wardroom galley where we had decided all the ship's cooking would be done.

Lt.-Cdr. MacQuarrie appeared back at the ship, preceded by a truck with gasoline and coal-oil to lighten our darkness.

We slipped lines from the Sorel jetty and got underway at 1500.

We had anticipated the fresh water problem that would face our pick-up crew in the unpowered *Haida*. Plastic containers bought in the discount stores of Sorel were to be the answer. Trouble was, we could only buy two or three of them, and this obviously wouldn't be enough to supply us for the full trip. Petty Officer Lloyd had an inspiration. We commandeered the captain's bathtub.

The stern tug fed a fresh-water line onto the quarterdeck and half a dozen hands were drafted as a bucket brigade. As fresh water shot on board via the tug's high-pressure hose, we filled bucket after bucket and ran them back to the captain's day cabin, filling until there was just an inch or so between the bathtub's rim and a full scale flood. Then we filled all the buckets one last time and set them among the pots and pans in Petty Officer Lloyd's galley. From that galley came a healthy batch of sandwiches soon after we slipped; then we settled down for a complete survey of the ship.

Each gun mount had been doctored so it wouldn't function as a gun again, but this was just what *Haida Inc.*, new owners of the ship, wanted. Imagine the consternation some energetic 12-year-old could create by suddenly training a gun through a crowd of tourists touring the ship, sweeping them all over the side.

The gear from all radar and radio spaces had been removed, leaving just the shell, but *Haida, Inc.* has plans to restore those compartments. Considering the ship had been in Class C reserve for nearly a year, she was in remarkably good condition. Thanks for this are due in no small measure to the RCN personnel who worked over the *Haida* in that last week or so before she left the East Coast for the last time.

Being an electrical officer, Lt.-Cdr. MacQuarrie was disturbed by the fact that we had no power in the ship, but miles of perfectly good wiring. Trouble was all ship's bulbs, motors, etc. were 220 volts, and the generator we'd sweated to get on board put out 110-volt current. Our enterprising electrical officer pondered this problem in every spare minute, then shortly after dark he drafted half a dozen off-watch volunteers and began work.

The emergency wiring cable in each compartment was connected. We managed to find several neon light bulbs left on board by some forgotten mess. The generator was gassed up and started, connected to the maze of extension cords and emergency wiring



The tugs arrive at Sorel to take the *Haida* under tow.





What the deckhand knows is that tying up and letting go is the curse of the *Seaway*. Here, the *Haida's* reservist crew learns about hawsers.

which now laced the ship. Then, suddenly there was light. We had brought a few 110-volt light bulbs with us, and with these Lt.-Cdr. MacQuarrie and his crew managed to light the spaces of the ship we were using. All that energy must have had something to do with the fabulous steak dinner that PO "Mother" Lloyd provided from the galley late that first night.

We all went to bed (except those on watch) to slumber blissfully through about three hours before we hit the first seaway lock, just west of Montreal.

Locks . . . We thought we'd never see an end to them. With four officers and 14 men, imagine trying to handle two three-inch hawsers forward, and two more after at the same time. It didn't matter what you wore on your collar or sleeve, when we came to a lock you tailed onto a line and pulled.

You were lucky if it was your watch when the ship came to a lock, because all hands were required. If you were off watch . . . too bad. Trouble was, none of us had been real practising sailors for quite some time. Some of us never had. We were so hard up for staff that the crew's junior public relations officer was told off to be quarterdeck

officer and that's quite a job when shipping through those seven Seaway locks. But for the kind offices of a very competent chief petty officer, that type-writer specialist might still be off somewhere in a corner mumbling about springs and breasts.

Days ran into nights as we slipped through lock after lock on the *Seaway*.

Sunday morning, fog closed around the two tugs and the *Haida*. We could only dimly see the shoreline of the St. Lawrence. We didn't have the faintest idea where we were. The tugs found their two-way radios a mixed blessing, because there were a lot of questions we wanted answered that just didn't seem that important to a seasoned river man. The tugs turned on their radios when they had something to say to us, but asking them a question was a difficult matter. We had tried in Toronto to buy charts of the *Seaway* without success. The RCN didn't have any *Seaway* charts they could spare, and there were none to be had at HMCS *York*.

Picture then, Lt.-Cdr. Wilson, anxious like the rest of us, to find out how far along we were, leaning over the quarterdeck rail with an Esso road map in his hand, hailing a passing outboard motorboat with the plaintive request: "Where are we?"

Soon the fog closed down and the tugs were forced to anchor. Lt.-Cdr. Wilson, a pipe smoker even while sound asleep, leaned over the rail to pass a radio to the forward tug. Plop. He lost the bowl of his pipe over the side. Loosened by years of hard pulling, bowl and stem of the pipe parted in answer to the law of gravity. It was the only pipe Lt.-Cdr. Wilson had with him. Another panic call went to a passing motorboat. The pleasure-boaters retrieved the pipe bowl and we lowered a bucket to bring it back on board.

Just as the pipe saga was coming to a successful close, one of the officers coming up for watch appeared. He spotted the fog; spotted the fact that we were anchored; and saw the relief of Lt.-Cdr. Wilson's face as his pipe bowl came back on board.

"You've got your pipe back," he said. "Is it okay if we get under way again?"

For a minute there was silence. Then came the laughter.

Later on Sunday, the last of the locks behind us, we began making plans for the ship's arrival in Toronto. The RCN had put five cases of signal flags on board. We did a practice dress ship, with the sun streaming down and the ship surrounded by hundreds of pleasure craft from yacht clubs from both sides of the river. They followed us, some of them for several hours, asking

questions, waving, and offering good wishes as they finally sped away.

Two of our crew, required back in the city by Sunday night, left the ship at the Ivy Lea Bridge by one of those pleasure boats. Later that night, just off the city of Kingston, a pilot boat took four more of our meagre crew ashore because they were required for Monday morning jobs. Among others, we lost our cook, PO Lloyd, so PO John Waddell agreed to take over. He'd done sterling duty earlier in the trip, making some of the plumbing serviceable.

We hit Lake Ontario right in the teeth of a strong blow from the west. One of the tugs departed, leaving us at the end of about 300 yards of nylon tow rope, pitching a bit in the fresh water swell.

Lt.-Cdr. MacQuarrie got to work again. He was sure we could extend the power lines further and get more mileage from our generator. We'd been using oil lamps for port and starboard running lights till then. Lt.-Cdr. MacQuarrie was convinced the lights could be put in working order. He checked the bulbs, but the filaments were broken. Carefully he removed the glass, kidnapped two 230-volt bulbs from elsewhere in the ship, soldered wires to them, and in some fashion rigged the running lights to work. It involved converting the voltage of the current, as well as manufacturing his own light bulbs. The *Haida* finished her career afloat as the only ship in the fleet with



A shipwright is a handy man to have on board, especially if he can cook. PO Bill Lloyd takes charge of the galley on the *Haida's* last voyage.

frosted glass running lights. Lt.-Cdr. MacQuarrie and his electrical whiz-kids weren't finished yet. Before the *Haida* arrived in Toronto he'd converted the current and powered the port 10-inch projector so we could signal the tug when we wanted to talk to them.

Incidentally, we hoped we might pass within sight of HMCS *Lanark*, at the time cruising that part of Lake Ontario. It would have been worth a great deal to signal *Lanark* . . . "What ship?"

At one point during the electrical gymnastics of Lt.-Cdr. MacQuarrie, he was seen by Lt.-Cdr. Wilson walking down the deck with a huge spanner over one shoulder.

"Are you the plumber now, MacQuarrie?" asked Lt.-Cdr. Wilson.

"No sir," replied MacQuarrie. "The plumber's in the galley cooking supper."

It was that kind of a trip.

During that last day in Lake Ontario, the sun shone, but the wind made it

cold. We accomplished a fair bit of work, cleaning the ship and making things relatively shipshape for her Toronto arrival. As dusk fell, we could see the lights of Toronto far to the northwest. Originally the ship was scheduled to arrive in Toronto late Monday afternoon, but those strong west winds had held us up, and the *Haida* was still several hours from Toronto when we watched the Canadian National Exhibition fireworks light up the sky about 2300.

We rounded Toronto Island and dropped anchor for the night shortly before 0200 Tuesday. It was the only chance we had to use the 10-inch signal projector Lt.-Cdr. MacQuarrie had connected. When the tug *Youville* from HMCS *York* came out to meet us, we dazzled 'em with the regulation naval challenge, but they didn't have anything to answer us with.

The *Haida's* official entry into Toronto was staged at 1000 Aug. 25. The tug from HMCS *York* brought a boatload of TV and radio men out to the ship and they spent a happy hour shooting film and taping tape. Then Toronto's fireboat, the *William Lyon Mackenzie*, came out to meet us. So did a fair-sized contingent of small pleasure craft and a Coast Guard cutter.

We were towed in through the western gap with the cutter and fireboat both spraying jets of water into the air. Horns and whistles tooted all over the harbour. Ensigns dipped as boats and ships saluted the *Haida*, and finally, we got lines ashore and tied her up.

The *Haida* had finished her last voyage and, navy men being the sentimental slobs they are, there weren't too many eyes completely free of mist. Bringing the Grand Old Girl to her last resting place was an honour it will be hard to equal.



Eighteen young RCN Short Service Plan officer cadets graduated Saturday, Sept. 26, from HMCS *Venture*, officer training establishment at Esquimalt. The ceremony marked the end of 13 months of training in naval and academic subjects for the cadets, who have been promoted to Acting sub-lieutenants and appointed to ships and establishments or to aviation training with the RCAF. The cadets are shown being inspected by Captain F. C. Frewer, Chief of Staff to the Flag Officer Pacific Coast. (E-78256)



# OFFICERS AND MEN

## Former XO Commands Sub

Lt.-Cdr. John Rodocanachi took command of HMCS *Grilse* in September, succeeding Lt.-Cdr. George McMorris.

Lt.-Cdr. Rodocanachi was born in Suffolk, England and served in the Royal Navy for 10 years during which he was associated with the basing of the Royal Navy's Sixth Submarine Division in Halifax, in the early 1950s.

He transferred to the RCN in 1957, serving initially in the aircraft carrier *Bonaventure* and then at the Joint RCN-RCAF Maritime Warfare School in Halifax.

He had been executive officer of the *Grilse* since May 1961.

## Unicorn Wrens Tops for Canada

The wrens' division of HMCS *Unicorn*, Saskatoon naval division, has won the Tait trophy for proficiency in competition with women naval reservists across Canada. The divisional officer is Lt. Helen Hues.

The trophy was presented for competition by Lt.-Cdr. Fanta Tait, RCN, former Staff Officer (Wrens), on the staff of the Commanding Officer Naval Divisions, at the time of her retirement and this was the first year of competition.

The trophy was presented to Lt. Hues on a recent training night at *Unicorn* by Lt.-Cdr. E. C. Boychuk, commanding officer of the division.

Judging for the award was based on the wren division complement, attendance at drills, percentage attendance, participation in activities of the wrens' mess and ship's company and general appearance and deportment at annual inspection.

## Awards Made to SSOP Graduates

The top award winner in the first graduating class of the RCN Short Service Officer Plan was Acting Sub-Lt. W. J. Rupka, of Burlington, Ont., Captain F. C. Frewer, Chief of Staff to the Flag Officer Pacific Coast, presented him with the Department of National



Major General L. G. C. Lilley, Deputy Chief of Logistics, Engineering and Development in the integrated Canadian Forces Headquarters, Ottawa, during a recent inspection and familiarization tour of military establishments in the Halifax-Dartmouth area. Shown with Major General Lilley, from the left, are Cdr. J. K. Power, officer-in-charge, Naval Supply Depot, Halifax, and Lt. T. G. Craft, Supply Corps, USN, planning officer, NSD Halifax and briefing officer. Behind them are Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services, and George Burton, supervisor, Data Processing Centre, Halifax. (HS-76106)

Defence naval officer's sword for obtaining the highest standing in officer-like qualities and professional subjects.

Captain Frewer presented the Hampton Grey shield to Acting Sub-Lt. M. A. Deneau, of Shannon Park, N.S., for being the graduate outstanding in athletic ability and sportsmanship. The Rowland cup, another sportsmanship trophy which the cadets award, went to Acting Sub-Lt. M. C. Creighton, of Port Hope, Ont. The presentations were made at HMCS *Venture* in Esquimalt Sept. 26.

The Hampton Gray shield is presented in memory of the late Lt. Hampton Gray, VC, DSC, only member of the Canadian naval forces to win the VC in the Second World War.

## Cyclic System's Aims Explained

A pamphlet, *The Cyclic System—What It Means to You*, has been prepared for the information of all serving

members of the RCN and has been distributed to the commands.

The "Cyclic System" is defined as a method of employing ships and men to ensure a fair and efficient distribution of operating, training and maintenance time. It is considered that a major benefit of the system will be "the development of predictable opportunities for early training through the lower trade groups."

Commanding officers have been instructed to see that the pamphlet reaches every officer and man under their command so that there will be a full understanding of the purpose of cyclic employment of ships and men.

## Lott Fund Award For Radioman

PO George Hugh Lane, Ottawa, has received a cash award from the Herbert Lott Naval Trust Fund for his achievements while attending a conversion course to the highest trade level of



radioman special in the Royal Canadian Navy at HMCS *Gloucester*, fleet establishment near Ottawa.

He stood first in a class of 14 students on the 44-week course, attaining an average of 89.9 per cent.

The Herbert Lott Trust Fund was set up in 1928 by a British stockbroker of that name. It enables awards to be made to officers and men of Commonwealth navies who have demonstrated a particular skill in their work or achieved high standing in training courses.

PO Lane was born in Great Village, N.S. He entered the Navy in May, 1950, and first joined *Gloucester* that November. He has served in various naval radio stations in Canada and in the ocean escorts *Outremont* and *Fort Erie*.

### **Missile Frigate Visits Esquimalt**

The powerful United States Navy guided missile frigate USS *Richmond K. Turner* (DLG 20) secured alongside "E" Jetty at HMCS *Naden* on Thursday, Oct. 1, on a recreational visit for her crew of 21 officers and 352 enlisted men.

The *Turner*, commanded by Captain Douglas C. Plate, USN, was an impressive sight as she moved slowly through a mist that enshrouded Constance Cove. Adding to her "ready for business" look were four "Terrier" surface-to-air-missiles posed on their launchers fore and aft.

The *Richmond K. Turner* was commissioned at the Philadelphia Naval Shipyard on June 13, 1964, and has subsequently formed a unit of Destroyer Squadron 21, Cruiser-Destroyer Force, U.S. Pacific Fleet, based at San Diego, California. The *Turner* has a displacement of 7,650 tons fully loaded. She is 533 feet in length, has a beam of 53 feet and a navigational draft of 26 feet. Her speed is in excess of 30 knots.

The *Richmond K. Turner* is named for the late Admiral Richmond Kelly Turner, who was Commander, Amphibious Force, South Pacific, during the Second World War.

### **Cadets Awarded Sports Trophies**

Grant division at HMCS *Venture* won two trophies which were presented at the graduation ceremonies for the first group of Short Service Officer Plan cadets late in September at Esquimalt.

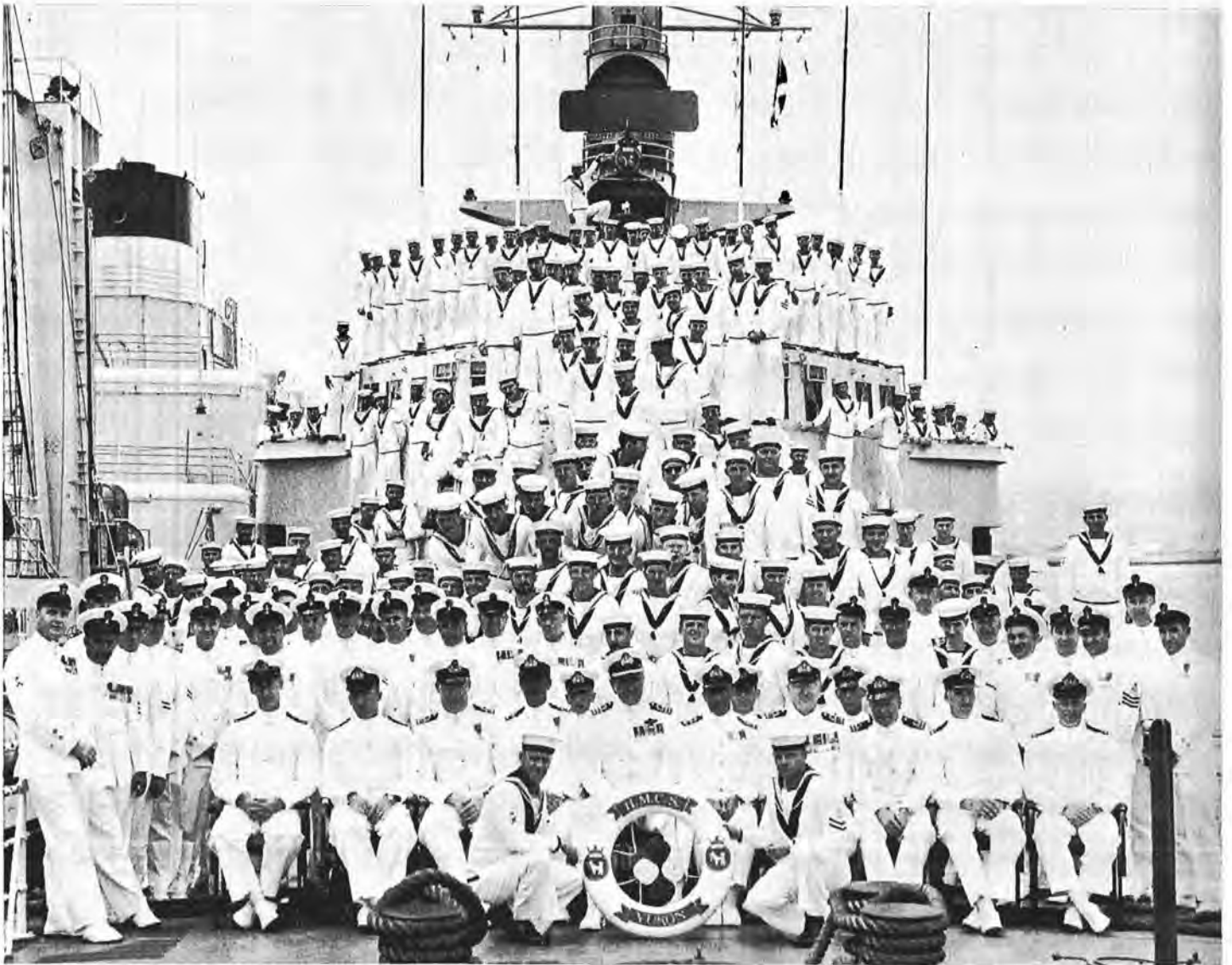
The ex-Royal Roads Cadet Club trophy was awarded Grant for being the best division in inter-divisional rugby competition. The Jeune Bros, of Victoria Ltd. trophy for interdivisional



The guided missile frigate of today is a ship the size of a light cruiser. This is USS *Richmond K. Turner* on a recent visit to Esquimalt. (E-78300)



Sikorsky rescue awards were presented recently to three helicopter pilots (left to right) Sub-Lt. B. E. McKay, Lt. D. G. Bauder and Lt. J. A. F. Deslisle, by the commanding officer HMCS *Shearwater*, Captain G. C. Edwards. Sub-Lt. McKay rescued a man who had fallen into the sea from HMCS *Columbia* and Lieutenants Bauder and Deslisle were the pilots of the rescue helicopter which spent eight hours transferring dead and wounded under extremely hazardous conditions from HMS *Celerina* to HMCS *Bonaventure* after a Slick Airways Constellation ditched in the Atlantic in late 1962. (DNS-33776)



**FAMILY PORTRAIT**—This group portrait of the officers and men of HMCS Yukon was taken in the sunny Canary Islands in mid-July, when the destroyer escort, in company with HMCS Provider, visited Puerto de la Luz, port of Las Palmas, Gran Canaria. (508-262)

sports and athletics also went to the division. Lt.-Cdr. J. I. Gallant, was divisional officer.

### **New Commander For RN Submarines**

Command of the Sixth Submarine Division of the Royal Navy, based at Halifax, was assumed by Cdr. J. B. Hervey, RN, on Sept. 30. He succeeded Cdr. K. Vause, RN.

### **Belmont Park Official Dies**

Assistant Housing Administrator at Belmont Park, West Coast naval married quarters, Robert George Reid died on Aug. 12.

He enrolled in the RCNVR in Regina on Oct. 7, 1928, and served there until the outbreak of hostilities. He transferred to the RCN on Sept. 6, 1939.

He served at *Naden*, *Givenchy*, *Peregrine* and *Stadacona* and was discharged on Dec. 22, 1945, in HMCS *Queen*. He had attained the rank of chief petty officer.

The funeral took place on Aug. 14 in Victoria, followed by cremation. The committal of the ashes to the sea took place on Friday, Sept. 11 from HMCS *Mackenzie*, the service being conducted by Chaplain J. G. Titus.

He is survived by his widow and one son.

### **Commodore O'Brien In New Appointment**

Commodore John C. O'Brien has taken up the appointment of Senior Canadian Officer Afloat, Atlantic.

He had been Naval Member, Canadian Joint Staff, and Canadian Naval Attaché, Washington, since September 1961.

Born in England in December 1918, he was living in Montreal when he entered the Royal Canadian Navy.

A communications specialist, he served for two years during the Second World War as signals officer with the Fourth Destroyer Flotilla of the Royal Navy. In 1944 he served at the RCN Signal School at Ste. Hyacinthe, Que., and in 1945 became Deputy Director of Signals at Naval Headquarters, Ottawa.

Since the war Commodore O'Brien has commanded the destroyer escort *Crescent* and Communications School in Halifax, and has served on the staff of the Supreme Allied Commander, in Norfolk, Virginia.

He was Director of Naval Training from July 1955 until August 1957, when he became Director of Naval Communications. In September 1959 he was appointed commanding officer of the aircraft carrier *Bonaventure*.

# THE BILKO IMAGE

A kind word for the serviceman who is returning to "civvy street" has been said by The Financial Post, of Toronto, which suggests that the early retirement age in the armed forces offers industry a chance to pick up some highly skilled employees. The article, which appeared in the Sept. 2, 1964 issue of The Financial Post, is reproduced herewith.

## THAT BILKO IMAGE ISN'T REALLY FAIR

*Ex-servicemen's skills too often overlooked, employment experts say.*

OTTAWA—Sergeant Bilko and his like are among the worst enemies of ex-servicemen looking for civilian employment.

Too often, worried federal employment experts say, civilian management overlooks those highly skilled arrivals on the labour market because they have been given the impression many peacetime military personnel are too lazy or incompetent to have made the grade outside.

A long series of TV shows and comic strips have added to this notion.

In fact, the Canadian armed forces turned out a steady stream of people industry should jump at, and—after the *White Paper* and its resulting cutbacks—this stream is becoming a near torrent.

If management's attitude doesn't change, Ottawa fears industry as well as the serviceman will suffer needlessly.

It is recognized by officials trying to get these men jobs that both potential employees and employers are going to have to take a new view.

The would-be employee must learn to translate his training and skills into civilian terms. It is no good sitting down with a civilian personnel manager and filling his ear with military initials—"after three years as Obs B at the CGI I switched to ATC". Nor is it necessarily up to the employer to deduce how certain military experience can be useful outside. The job seeker must think that out and make it the heart of his pitch.

All three services maintain Transitional Counselling Groups to advise on this very point.

It is the potential employers, though, who must make the biggest conscious effort if they hope to cash in on this attractive labor market.

These are the main points that should be realized, officials of the National Employment Service say:

The military world has changed dramatically since the Second World War.

This is the computer age and the armed forces have been using the most advanced management techniques. All but the humblest foot-sloggers have had considerable contact with the most modern and advanced equipment both for operational and administrative purposes.

The military's standards may be much higher than you think—or at least very different.

Thus, don't shy away from a man with a medical discharge without closer examination. It may well be that his condition, while ruling him out for active service, more than meets your company requirements.

Nor is it right to presume that the present cutback in military strength is being used as an excuse to trim deadwood. Certainly the services hope to get rid of some less-than-outstanding people this way, but they are also having to retire some first-rate material.

To have reached middle or senior ranks in today's military structure, officers and NCOs have had to show some pretty marked ability.

For example, take the supply branch of the navy:

1—The Commodore, as Supply-Officer-in-Chief, the executive responsibility for making sure the right equip-





ment, food, fuels, etc. get to more than 100 separate establishments and their 20,000 personnel. This is a management role as taxing as any in civilian life.

2—The Commander, who is supply officer in a big ship or shore station, may have a staff of 300, may handle an annual flow of cash reaching nearly \$4 million, more than 25,000 items in store and the responsibility for feeding 1,200.

3—A Lieutenant, as supply officer on a smaller ship or shore station, can have a staff of 30, cash flow of more than \$200,000, 15,000 items and more than 130 to feed.

4—A Chief Petty Officer, 2nd Class, as a commissary-man, may plan and direct kitchen and dining-room service to handle 1,000 meals a day and manage living accommodation for 200.

None of these jobs is easy and the peace-time, professional forces won't stand for slipshod work. There are equal managerial requirements in every part of the armed forces today.

There are, almost certainly, a few Sergeant Bilkos scattered through the Canadian military establishments today—as there are in industry. To these men, the forces have proven a comfortable haven and they will be lucky indeed to find its equivalent in the cold hard world outside.

But they are a small, unrepresentative minority. It remains to be seen whether industry recognizes this as the armed forces' cutbacks pick up steam.

## MARINES OBSERVE 300TH BIRTHDAY

A RIFLE carried by the United States Marine Corps in the Boxer uprising—the first occasion that they fought alongside the Royal Marines—was presented by General Wallace M. Greene, Commandant of the USMC, to the Commandant General, Royal Marines, General Sir Malcolm Cartwright-Taylor, KCB, in London recently.

Two other rifles, one of each of the two World Wars, were also handed to the Commandant General by General Greene. Another gift on behalf of the United States Marines was a display case containing four hat emblems of the USMC dating from the early nineteenth century. An inscription reads "To Mark an enduring respect and friendship forged throughout the globe in peace and war, and in testimony to the proud heritage that Britain's soldiers of the sea have transmitted to all who glory in the title of Marine".

General Greene attended parades and

other events in London in connection with the 300th anniversary celebrations of the Royal Marines. Admiral Charles D. Griffin, Commander-in-Chief, U.S. Naval Forces in Europe, was present when the presentations were made by General Greene.

In connection with the Tercentary celebrations His Royal Highness the Duke of Edinburgh, Captain General of the Royal Marines, dined with the senior non-commissioned officers of the Corps at Portsmouth, Guildhall at the end of July.

One hundred and eighty-six SNCOs from units and detachments of the Corps at home and overseas and representatives from the Royal Marine Forces Volunteer Reserve were present. There were also guests from the Royal Navy, Army, Royal Air Force and the United States Marine Corps.

For the first time since SNCO's drank the Loyal Toast seated—an honour recently bestowed on the Corps by HM the Queen to mark the 300th anniversary of the formation of the Admiral's Regiment.—*Naval News Summary*



Three century-old cannon balls, fired in anger at the Ahousat Indian Village on the west coast of Vancouver Island 100 years ago by the Royal Navy, have been turned over to the Maritime Museum of B.C. The relics were presented to Lieutenant-Governor G. R. Pearkes for transfer to the museum when he visited Ahousat on board HMCS Margaree. Shown examining the suitably-mounted cannon balls are, left to right, Cdr. J. L. Panabaker, commanding officer of the Margaree, Commodore A. G. Boulton, chairman of the board of trustees of the Maritime Museum, and Col. J. W. D. Symons, director of the museum. One was a mortar shell with its powder charge and had to be deactivated by navy divers before becoming a museum piece. (E-77905)

# A Letter from the Queen

WHEN A NAVAL OFFICER has satisfactorily completed the probationary period at the beginning of his service, his sovereign in a personal letter informs him of his appointment to a permanent position. It is written in the style of medieval letters patent and it commits to him (that is called a commission) an office in the service of the Crown. In Canada the letter is signed at the top for the Queen by the Governor-General, her personal representative, and it is countersigned at the end by the Minister of National Defence. It reads like this:

[Signed] *Georges P. Vanier*

*Elizabeth the Second, by the Grace of God, of the United Kingdom, Canada and Her other Realms and Territories, Queen, Head of the Commonwealth, Defender of the Faith.*  
To Mr. Horatio Nelson

hereby appointed a Sub-Lieutenant in Her Majesty's Canadian Fleet

We, reposing special Trust and Confidence in your loyalty, Courage and Integrity, do by these Presents Constitute and Appoint you a Sub-Lieutenant, Royal Canadian Navy, Willing and Requiring you from time to time to repair on board and to take upon you the Charge and

*Command of Sub-Lieutenant in any ship or Establishment to which you may hereafter at any time be duly appointed, or the Charge and Command of any other rank to which you may be promoted or appointed, strictly Charging and Commanding all the Officers and company of the said Ship or Establishment subordinate to you to conduct themselves jointly and severally in their respective employments with all due Respect and Obedience unto you and you likewise to observe and Execute the Queen's Regulations and Orders for the Royal Canadian Navy and such Orders and Instructions as you shall from time to time receive from Naval Headquarters or from your Superior Officers. Hereof nor you nor any of you may fail as you will answer the contrary at your Peril. And for so doing this shall be Your Commission.*

Given by Command of His Excellency the Governor-General of Canada this twenty-first day of October 1961 and in the eighth year of Her Majesty's Reign.

[Signed]

Minister of National Defence

With Seniority of

Compared to earlier commissions, this document is drawn in general terms to cover service in any ship and in any rank, although it is customary to issue another parchment when an officer is promoted to rear-admiral.

The earliest English commissions were issued to a few of the great barons when the King wanted to call out his forces. Land was held in return for military service and when the lords received their "commission of array" they mustered their vassals and tenants at the place and time specified to await the king's commands.

The same system applied to the fleet. The *Black Book of the Admiralty* contains an article of the office and duties of admirals that was probably written before 1351 (in the time of King Edward III). An admiral, after receiving his commission, had immediately to appoint his lieutenants, deputies and other officers, who were then to find out what ships and seamen were available in the kingdom. He then requisitioned what vessels he needed, with their mercantile crews, had fore- and after-castles fitted, and sent soldiers aboard to do the fighting. The mariners were required only to navigate the ship.

With the soldiers, a company to each ship, came their captain and lieutenant. Later, when the sailors and fighters had been amalgamated, these two officers were appointed by commission and for many years each was appointed to a particular post in a named ship for a specific cruise. There was no such thing as a permanent rank in the navy. For example, one Thomas Berry, about 1670, was successively: lieutenant, captain, second lieutenant, first lieutenant, captain and master (that is, commander), first lieutenant and captain of various ships. Somewhat earlier (starting in 1660) Sir Robert Holmes was successively captain of several small ships, then commander-in-chief of a detached squadron, captain, rear-admiral of the Red, commander-in-chief of another detached squadron, captain of two third-rate ships of the line in turn and then captain of a first rate.

Between commissions these men were not naval officers, they were civilians. They went to sea as merchant officers, served with the Army, pursued a political career, or found





some other employment. Experience in the wars of the eighteenth century taught the Admiralty the advisability of retaining the services of experienced sea officers. The method adopted for doing this was to pay them half the usual rate when they did not hold an office in a ship. It was at first paid to only a number of the most experienced captains and lieutenants. To determine who should receive half-pay, a list of officers in order of seniority was compiled. It is on this practice that the idea of permanent rank in the service was founded, and the list, first issued in 1700, grew into *The Navy List*.

In 1790, by altering the wording of commissions the Admiralty finally admitted that permanent rank existed. Up to then a lieutenant would be appointed by his commission to be "the

Fourth Lieutenant of His Majesty's Ship *Lion*" or "the First Lieutenant of HMS *Victory*". After 1790 a commission no longer specified that the holder was first or fourth lieutenant of his ship, or whichever he was, but gave his "seniority", the date of his first commission in the rank, in the lower corner. When the officers joined their ship they determined, by their seniority dates, their relative positions in the ship.

The formula "go on board and take upon you the Charge and Command of Captain" had to be taken literally in the days of sail. It meant that the captain, on being appointed to a ship laid up "in ordinary" (that is not in commission), hired a boat, had himself rowed out to the ship and mustered her permanent warrant officers and any hands that might be aboard.

He then had his pennant and the ensign hoisted and read his commission aloud. The ship was then said to be "in commission", and it was the captain's duty, assisted by the lieutenants, who would be appointed after him, and by the warrant officers, to fit the ship out for war and man her. This was no mean task for she would be a hulk with no more than her lower masts standing, and before she could be rigged men had to be found to do the job—by press gang if no other means were available.

It was not until 1860 that it was decided that only one commission would be granted for each rank held. Up to that time, in spite of the fact that the principle of permanent rank was accepted long years before, a new commission was issued each time an officer was appointed to a ship.



*Elizabeth the Second, by the Grace of God, of the United Kingdom, Canada and Her other Realms and Territories, Queen, Head of the Commonwealth, Defender of the Faith,*

*To*

*heretofore appointed*

*in Her Majesty's Canadian Fleet*

*We, reposing special Trust and Confidence in your Loyalty, Courage and Integrity, do by these Presents constitute and Appoint you a* *Royal Canadian Navy,*  
*Willing and Requiring you from time to time to repair on board and to take upon you the*  
*Charge and Command of* *in any Ship or Establishment to which you*  
*may hereafter at any time be duly appointed, or the Charge and Command of any other Rank, to*  
*which you may be promoted or appointed, strictly Charging and Commanding all the Officers*  
*and company of the said Ship or Establishment subordinate to you to conduct themselves jointly*  
*and severally in their respective employments with all due Respect and Obedience unto you and*  
*you likewise to observe and execute the Queen's Regulations and Orders for the Royal*  
*Canadian Navy, and such Orders and Instructions as you shall from time to time receive from*  
*Naval Headquarters or from your Superior Officers. Hereof nor you nor any of you may fail*  
*as you will answer the contrary at your Peril. And for so doing this shall be Your Commission.*

*Given by Command of His Excellency, the Governor General of Canada*  
*this* *day* *19* *in the* *year*  
*of Her Majesty's Reign.*

*With Seniority of*

*Minister of National Defence*



Soon after the turn of the century the further change was made so that one commission is effective for all ranks from sub-lieutenant to captain.

When, in 1910, the Canadian and Australian Navies were established, it was intended that their officers should be interchangeable with their opposite numbers in the British service. One of the necessary steps to be taken to ensure this was to word their commissions identically, so that all were appointed "in His Majesty's Fleet". However, because of legislative delay, the King was not for some years in a position to make an Order in Council authorizing the Governor-General of Canada to issue such commissions. At first officers were commissioned "in Our Naval Service of the Dominion of Canada", but in 1912 this was changed to "in His Majesty's Canadian Fleet". After 1920 they read "in His Majesty's Fleet", as originally intended.

A further change came in 1950 in consequence of the passage of the *National Defence Act*. It defined three categories of officers of which one was: "a person who holds Her Majesty's Commission in the Royal Canadian Navy..."—but commissions made no mention of the navy by that name, only of "Her Majesty's Fleet". The relationship between the RCN and other navies of the commonwealth was no longer governed by the agreement of 1911, so it was possible to change the commissions to fit the new act. They now read, as is shown at the beginning of this paper, "in Her Majesty's Canadian Fleet" in the heading and "Royal Canadian Navy" in the body of the letter.

Minor changes had occurred from time to time. The various warrant officers had become commissioned, the purser, surgeon, master and chaplain first. The commissions granted to their successors did not contain the injunction of obedience on subordinates until 1927 when it was inserted in all but the chaplain's. In recent years the boatswain, gunner, carpenter and others have all become commissioned under various titles.

Another change was the abolition of half-pay in 1938 when the Admiralty finally recognized that naval officers were to be employed fulltime. But, being able to start anew in 1910, the RCN had never introduced half-pay. It should be recognized, however, that half-pay was a necessary step in the development of the naval profession.

From first to last of its history, the commission has entrusted an important task to its recipient. He no longer

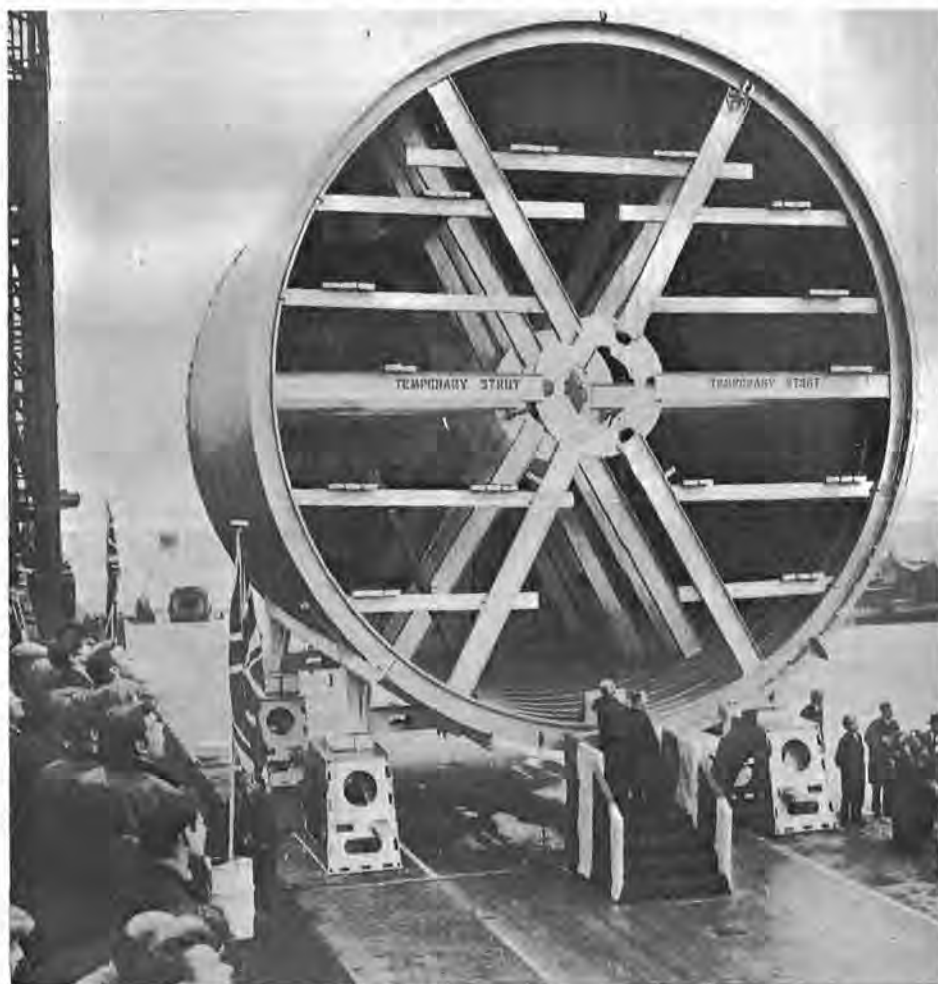
has to fit out and man his ship with little assistance beyond his own professional and spiritual resources, because the large shore-going organization of the navy is there to help him, but the task is really no lighter. The ship and her company are provided complete (though the captain of a new ship does have the opportunity of overseeing the final stages) but both are far more complex.

In the days of sail, the captain was also the chief engineer: he and the boatswain saw to the setting up of the rigging and staying up of the spars; he and the master navigated and manoeuvred the ship, taking charge of the men handling the canvas in time of storm or battle. Now, to make the job more difficult, the ship's propelling machinery has been placed below hatches and it has to be managed by a specially trained agent, the engineer officer. At the same time many other devices have come aboard—fire control gear, radio,

radar, sonar, all requiring special skills to manage them properly. The captain must control all of them through his officers.

When a young man is first commissioned as a sub-lieutenant, the task entrusted to him is to learn the skills required for leadership and command. His training has given him the technical background—he must learn, on the job, to apply his training to the realities of a ship at sea.

But this is only the material side of the task. An officer who makes himself the master of his specialty, or even of all specialties if that were possible, would not rise far in the service because he would be only half the man required. While an officer must specialize in the junior ranks, he must, while doing so, learn the great profession of the leader. It is the opportunity to enter this apprenticeship that is committed to the sub-lieutenant.—*Naval Historical Section*.



This is a keel? That's what they called it, for ceremonial purposes, when the *Resolution*, Britain's first Polaris submarine, was laid down at a Barrow-in-Furness, England, shipyard, this year. The "keel" consists of a prefabricated section of the submarine and weighs more than 100 tons. The *Resolution* is the first of five nuclear-powered Polaris submarines which Britain intends to build. (British Information Services photo).

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

HMCS Fort Erie

The *Fort Erie* spent the end of June and most of July on UNTD Cruise Bravo. She sailed from Halifax with the *La Hulloise* and *New Waterford* in company and went first to anchor in St. Ann's Bay, Cape Breton Island. After a short stay there for exercises and boatwork she transited the Canso Canal to George Bay for more boat work. The *New Waterford* detached there and proceeded to Summerside, P.E.I., while the *Fort Erie* and *La Hulloise* went to Charlottetown.

In Charlottetown members of both ships' companies took part, with the *Stadacona* band, in the Drumhead Service on July 1. The revue "The Best of Spring Thaw" was playing at the new Confederation Centre Theatre. Nearly everyone who wished was able to see the show free of charge. During the week, the officers attended the Lieutenant-Governor's Ball at Government House. *Queen Charlotte*, the naval division, held a dance for the ships' companies.

After the *Fort Erie* left Charlottetown, she spent five days in Northumberland Strait and the Gulf of St. Lawrence doing seamanship exercises and boatwork. She anchored for a day south of Pictou Island and overnight in George Bay. On both occasions parties of cadets were sent ashore with the minimum equipment to spend the night. Both nights were cool but everyone seemed to enjoy the break in routine.

The *Fort Erie* was at Summerside for the start of the Lobster Festival. The stay in this, the largest town in P.E.I., was quiet, except for the parade on Monday in which a 40-man guard took part.

From Summerside, the ship went to Gaspé, Que. This charming town on Gaspé Bay was a naval base during the war and remains navy-conscious and hospitable. Two other ships of the squadron, the *Inch Arran* and *New Waterford*, were there. The *Inch Arran* had replaced the *La Hulloise* after Charlottetown. On Saturday afternoon the three ships embarked more than 100 sea cadets and Navy League officials for a short cruise in Gaspé Bay.



"Sure looks tricky, but maybe we can get it after a couple of more lessons." Jim Pender and Charles Sizer, both from Flin Flon, Man., were among more than 1,000 sea cadets who underwent two-week training periods at HMCS Quadra, sea cadet camp near Comox, B.C. The instructor is Lt. Allan Hodgson, RCSC, of Winnipeg. The camp day started at 6 am and ended at 10 pm. In between came sports, sailing, rifle shoots and citizenship training. (E-77575)



Men of three navies met in friendship when USS *Interpreter*, radar picket ship, visited Esquimalt during the presence there of four ships of the Japanese Maritime Self-Defence Force. Ord. Sea. Michael Gracewood, of HMCS *Fraser*, is shown with PO Gerry Collins, of the *Interpreter*, and Chief Machinist's Mate Toshio Takahashi, of JDS *Teruzuki*, flagship of the Japanese training squadron. (E-77954)

While in Gaspé the ships held a squadron regatta. There were 14 races—four sailing and 10 pulling. The final results revealed the closest possible finish. The *New Waterford* won the Cock-of-the-Walk with 40 points while the *Fort Erie* and *Inch Arran* tied for second place with 39 points each.

The ships left Gaspé on July 21 and arrived home in Halifax on July 24. Each of the ships had steamed about 1,000 miles and, singly or together, had visited New Waterford, Charlottetown, Summerside, Alberton, Souris, Dalhousie, Gaspé and Georgetown during the cruise.

## RADIO STATIONS

### HMCS Aldergrove

Although *Aldergrove* has been commissioned since 1955, until recently she had no ship's bell. Throughout the war years, when *Aldergrove* commenced operation and was known as Aldergrove and Sumas Naval Radio Stations, no ship bore the name. No bell existed to be inherited, as frequently occurs on commissioning.

The deficiency was made up by the utilization of an unnamed bell which had long served the station as a fire alarm. It was inscribed with the ship's name, buffed up and installed in the newly-renovated entrance of the administration building.

Coincident with the installation of the "new" bell was the first christening on board since commissioning. The daughter of the supply officer, Lt. R. R. Godden, was baptized on Sunday, Sept. 20, by Rev. N. Calland, rector of St. Matthew's Anglican Church of Abbotsford, B.C., for 12 years Protestant chaplain to *Aldergrove*.

In accordance with custom, the name of Lynn Godden will be the first inscribed on the bell.

## SEA CADETS

### RCSCC St. Croix

The first parade of the Lillooet, B.C., sea cadet corps, RCSCC *St. Croix*, was held at the Community Hall in mid-September with 28 sea cadets and eight local officers in attendance.

Visitors for the occasion included Lt.-Cdr. John E. Hobbs, Area Officer Sea Cadets, Pacific Area, and two sea cadet officers from Kamloops, B.C., Lt. Roy Inouye and Sub-Lt. Trevor Stocks, both formerly with the RCN.

The corps was fallen in for inspection by Sub-Lt. T. W. Meagher, executive officer, with Sub-Lieutenants James Ryley and Michael Solecki in charge of the two divisions. The ship's company



The destroyer escort *Margaree* was paid off at the yards of the Victoria Machinery Depot on Sept. 25 and passed into the hands of the shipyard to begin her 15-month conversion. When the *Margaree* rejoins the fleet late next year, she will be equipped with a helicopter landing platform and hangar and with variable depth sonar. Ldg. Sea. Walter Ruffell, who has been with the ship since January 1958, lowers the White Ensign as the *Margaree's* commanding officer, Cdr. J. L. Panabaker, salutes. During her commission, the *Margaree* steamed 202,836 miles, the equivalent of eight times around the world. (E-78246)

was addressed by E. Wilfred West, commanding officer of RCSCC *St. Croix*. Prayers were said by the corps' padres, Rev. John Dunn and Rev. Leonard D. Jenner.

Lt. Inouye extended greetings from the Kamloops corps and expressed the hope there would be visits and friendly competition between Kamloops and Lillooet cadets.

### RCSCC John Travers Cornwell, VC

What claims (with figures to prove it) to be the largest sea cadet corps

in Canada, RCSCC *John Travers Cornwell, VC*, experienced a change in command, effective Oct. 1.

Lt.-Cdr. W. Sommerville, RCSCC, on that date terminated his three-year term as commanding officer of the Winnipeg corps and turned over the captain's sword to Lt. D. B. Wilkie, RCSCC, former executive officer.

Lt.-Cdr. Sommerville had been with the corps for 17 years.

Headquarters of the corps are at HMCS *Chippawa*, the Winnipeg naval division.



# Home from the Sea



## CNA Appoints Honorary Padre

Rev. Canon Harry Ploughman, former Chaplain of the Fleet (P), has accepted the appointment of honorary chaplain to the Canadian Naval Association, it was announced following a meeting of the board of directors of the CNA at Hamilton in August.

Canon Ploughman was recently appointed to St. Paul's Church, Almonte, Ont., about 30 miles west of Ottawa.

The directors welcomed an application for membership in the CNA from the North Saskatchewan branch, of Saskatoon, and also the news that the Sault Ste. Marie NVA was actively assisting in the organization of a branch in North Bay, Ont.

H. A. Maynard, president of the CNA, reported on his trip to *Cornwallis* where he presented the CNA's engraved sword to the outstanding graduate of the Limited Duty Officers' Qualifying Course. The ceremony, held on July 3, saw the presentation of the sword to Cd. Off. Thomas Miller, of Dartmouth, N.S., the first recipient of the honour.

Mr. Maynard reported he was overwhelmed by the "red carpet" treatment

afforded him at *Cornwallis* by the commanding officer, Captain J. M. Paul, and the officers and men of the training establishment. He was deeply impressed by the high standard of training, the quality of accommodation and messing and the many amenities made available to the men, from non-public funds, for their comfort and leisure.

He observed that the muddy roads and dark, sombre grey buildings, so well remembered by the veterans of the Second World War, were conspicuous by their absence. He found that the *Cornwallis* of today exuded freshness and colour and "bristled with efficiency".

A progress report was submitted by Guelph, Ont., delegates in connection with the preparations for the annual reunion, to be held in their city in 1965. The dates set for the reunion are May 21 to 24 inclusive.—S.R.P.

## NOAC Names Two Officers

The national president and board of directors of the Naval Officers' Associations of Canada have announced the appointment of H. McClymont, of Ottawa, as national executive secretary

and E. W. Burns, of Montreal, as treasurer, both appointments effective Sept. 27, 1964.

Both are lieutenant-commanders on the RCN and RCNR retired lists respectively.

## Allied Landings Commemorated

Commemorating the 20th anniversary of the successful Allied landings on the south coast of France, the President of France, General Charles de Gaulle, officiated at the opening of a French memorial museum at Mount Faron, near Toulon, on August 15.

Canadian forces in this commando-type assault included HMCS *Prince David*, HMCS *Prince Henry* and other naval craft, and the 1st Canadian Special Service Battalion, a parachute unit, which was the Canadian component of the First Special Service Force, a joint American-Canadian formation.

Organized in 1942 as a parachute battalion, the 1st Canadian Special Service Battalion was on operations in the Kiska landings, in Italy, north of Naples, at the bridgehead at Anzio in January 1944, and in the advance on Rome in May and June. The Force made the Toulon landings at Port Cross and Levant, east of Toulon, and advanced inland covering the Allied right flank until November 28, on which date it ceased to exist.

Known as the "Memorial de Debarquement", the museum was created by altering an old fort and providing therein rooms in which the participating countries have placed on display mementoes of the landing. The Canadian room shows the Canadian Red Ensign, a bust and a photograph of Canada's war-time Prime Minister, the late Rt. Hon. W. L. M. King, medals and stars awarded in connection with the engagement, photographs of the participating RCN ships and of senior naval and army officers, shoulder flashes of the Force, uniforms and other items.—*Canadian Veterans News-Notes*



Lt.-Cdr. E. A. (Ted) Fallen, departing Commanding Officer of HS-50 Squadron, leaves his ship (Squadron) by a unique method. His officers really "put their weight into it"—but moving nine-ton "05", the first all-Canadian CHSS-2, was really accomplished by a pushing aircraft tractor, not shown. Cdr. John Douglas (Darky) Lowe became commanding officer at a brief change-of-command ceremony at squadron divisions. Cdr. Lowe, no stranger to *Shearwater*, is a native of Red Deer, Alberta, and was the first RCN aviator to qualify as a helicopter pilot. (DNS-34133)

# HOW WET WAS THE OCEAN

THE ENFORCEMENT of prohibition in the United States was probably the most difficult job a people ever handed to the various arms of the law.

"It is said that in one court, a Coast Guard witness was asked what he had found in a seized motorboat. 'One hundred cases', replied the witness, to which the judge said: 'I thought this was a matter of liquor. There is no law against cases. Case is dismissed'."

The quotation is from *Rum War at Sea*, the account written by Cdr. Malcolm F. Willoughby, USGR(T), of the role of the U.S. Coast Guard in enforcing the dry laws of the '20s. It was a thoroughly thankless task and one in which the USN declined to co-operate, so that, in the end, the Coast Guard had to be supplied with destroyers and thereby became an important maritime force.

Prohibition will be remembered as an experiment that spawned an impressive contempt for the law, created heroes of the sleazy, grotesque, greedy and vicious and made some unlikely Canadians and Americans very rich and socially acceptable.

The facts are (as recorded by Cdr. Willoughby's book) that only a third of the rum-running was done by sea. The rest of it was across the Detroit River, the Mexican border or from "legal" export houses in Saskatchewan or other parts of Canada near the "undefended" border. If the Americans had not been so sick of their own law, they might well have taken drastic action against Canada, which was, strange to say, also experimenting with prohibition during part of the time.

The contrary was true. Canada and Britain resorted to the courts on a number of occasions to claim damages from the United States for interfering with their rum-runners.

One lasting international complication may have arisen from the rum war—the 12-mile limit. The Coast Guard initially operated under the handicap of not being able to touch (legally) the ships of Rum Row, lying brazenly little more than three miles from shore. Some rather speedy motorboats were afloat by that stage of history and the Coast Guard was at an obvious disadvantage. (The Detroit River was the toughest problem of all, there being no question of a 12-mile, three-mile or even a one-mile limit there). The U.S. negotiated with the British and other governments the right to search vessels for liquor

## BOOKS for the SAILOR

up to one hour's steaming time from shore. Taking into account the speed of vessels of the day, this averaged out to about 12 miles, which came to be regarded as the offshore limit, where prohibition was concerned.

A meticulous observer of the territorial limit was the schooner *I'm Alone*, out of Lunenburg, Nova Scotia, which busied herself along Rum Row for four years, under Captain John T. Randall. Her auxiliary engines could propel her at 12 knots and her holds had a capacity of some 2,800 cases of liquor. Despite the special attention she received from the Coast Guard, she is said to have earned \$3 million for her owners.

The 12-mile limit was involved in the incidents that brought a close to her career. When the *I'm Alone* attempted to meet her clients at a spot in the Gulf of Mexico halfway between the Mississippi delta and the Texas border, she was "watched and beset" by the Coast Guard's *Wolcott*. Only a small portion of the cargo of 1,500 cases had been sold when, on March 20, 1929, the *Wolcott* came up and ordered the *I'm Alone* to heave to. The Coast Guard claim was that the point of contact was 10.8 miles from shore, while Captain Randall, a careful observer of the 12-mile limit on other occasions, claimed he was 15 miles from land. After firing warning blanks and trailing the *I'm Alone* for several hours, the *Wolcott*, after a final warning, resorted to live shell, slightly wounding Randall. The chase continued all night and all through the next day and following night. Then another Coast Guard cutter, the *Dexter* appeared, shelled the *I'm Alone* and holed her. She sank and one member of the crew died.

There were loud cries of "piracy" over the incident. As a result of long international litigation, Canada was awarded damages of \$50,666 and an apology, Captain Randall and his crew received \$25,666 and the owners of the ship and liquor got nothing. Captain Randall gave up the sea.

But if Captain Randall had had enough of seafaring, this was not true of other Canadians in the Rum War.

Numbers of them went on active service in the Navy at the outbreak of the Second World War and, for the most part, served Canada well.

Cdr. Willoughby gives a clear and concise account of the Coast Guard's war against the rum runners—a war fought with inadequate equipment and something less than wholehearted support from the American public.

The author comments in his final paragraph:

"Coast Guard personnel almost to a man rose above the frustrations and discouragements offered by unsympathetic courts, unpopularity with the public, and the temptations of the period. Their dedication to a duty which was distasteful, their conscientiousness in carrying out their assignments, and their courage in meeting the challenge of violence, was a credit to them and in accordance with the high standards of the U.S. Coast Guard."

There can be little quarrel with Cdr. Willoughby's appraisal of the role of the Coast Guard and there can be dead certainty that his story will be read with keen interest by all naval officers and men, serving or retired, whose memories extend back to prohibition days.—H.M.C.

RUM WAR AT SEA, by Malcolm F. Willoughby, Cdr. USGR(T); for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402, U.S.A.; 183 pages, illustrated, with appendix and index; \$2.

## SCIENCES OF THE SEA

"The world . . . must be mad to spend more in a year on space research than has been spent on studying the oceans in the last hundred years."

The quotation, attributed to Sir Frederick Brundett, appeared in an article, "Exploration of the Sea", by H. B. Milner, in the British scientific weekly magazine, *Nature*, Nov. 23, 1963 issue.

The reason given for the expenditure of vast sums on space research is that it is essential for defence. Left unsaid is that much of the motivation for such extravagant expenditure may be the desire not to lose face before the uncommitted nations.

Now at hand is a book that makes it quite clear that a major argument for a great increase in expenditure on oceanography is the one pleaded for space research, namely, defence. The book, *Ocean Sciences*, is a survey of the subject, with a definite slant toward naval requirements. Many of the contributing authors are serving officers of the U.S. Navy and most of the others are persons who have engaged in navy-inspired research.

Many Canadian sailors are familiar with that important oceanograph device, the bathythermograph, which is capable of determining the temperature of sea water at specified depths while the ship carrying the device is motionless or under way. The inventor of this device, so useful in sonar studies, is Athelstan Spilhaus, dean of the Institute of Technology, University of Minnesota. He writes the final chapter in the book, "Oceanography's Future".

He concludes that, in a hungry world that is going to have to look to the oceans for a major portion of its protein supplies the old concept of the freedom of the seas may have to be modified.

"The freedom of the seas has been jealously preserved over the ages. But as we get more things from the sea—no longer just along our shorelines, but from the open ocean—we will need to make international agreements which

## STORY OF THE BEAR

BUILT IN 1874 at Dundee, Scotland; served 10 years in the Newfoundland sealing fleet; joined the U.S. Navy and rescued the survivors of the Greely Expedition in 1884; spent 41 exciting and often dramatic years on the Alaskan patrol; became the headquarters of a maritime museum in California; made two expeditions to the Antarctic in the 1930s; served for over two years during the Second World War on the USN's Greenland Patrol; lay derelict for almost 20 years on a Nova Scotian beach; and finally foundered in a storm off Sable Island in 1963.

This is more than enough history for any ship, but it is merely the bare outline of the story of the little wooden barkentine *Bear*.

Similarly, the book *Sea of the Bear* is not the history of this remarkable vessel; it is a mere fragment of that history. It calls itself a "Journal of a voyage to Alaska and the Arctic in 1921" made by Lt.-Cdr. M. A. Ransom, USCG (Ret), but unfortunately it is not that.

will perhaps include the granting of rights for exploitation. When no one nation owns parts of the ocean, then no one nation worries about the conservation of its resources. Rights to exploitation would carry with them the responsibilities for conservation", says Dean Spilhaus.

This, as must be evident from the above quotation, is a wide-ranging book that doesn't confine itself to the military aspects of oceanography. It deals also with physical oceanography, marine biology and geology, instrumentation and underwater research vehicles, fisheries, atomic and other wastes as they affect the sea, organization of research, and so on.

Since the superstitions of the sea seem to spread much more rapidly than the facts, this might not be a bad book to be given a prominent place in any ship's library. It is well indexed, has a number of useful appendixes and a glossary, is liberally illustrated with drawings *a la* Hendrik Willem van Loon and, in common with most U.S. Naval Institute productions, is handsomely printed and bound. Private purchasers may find the price a bit on the high side.—H.M.C.

OCEAN SCIENCES, edited by Captain E. John Long, USNR (Ret); published by the United States Naval Institute, Annapolis, Maryland, U.S.A.; 306 pages; illustrated; \$10.

It is an account of this voyage, written up from a diary kept by Lt.-Cdr. Ransom and, according to the preface, "polished into a concise, readable narrative by Eloise Engle."

One wishes that this "polishing" had been left undone. Had the diary or

### Sailors Coin Nicknames

Nicknames fly so fast in the RCN Atlantic Command that it's hard to keep up with them. Here are a few generally in vogue:

**Clockwork Mouse:** Refers to the CASEX series of graduated anti-submarine exercises.

**Ponderosa:** HMCS *Bonaventure*, aircraft carrier and largest ship in the RCN.

**Arthur B. Ashcan:** HMCS *Athabaskan*, Canada's only Tribal still in commission.

**Annadopoulos:** DDE 265 (*Annapolis*) completing in Halifax shipyards for RCN.

journal been published in its original form it would at least have been an authentic record. As it is, despite the real interest of the story being told, it is sometimes painfully artificial.

*Sea of the Bear*, however, is worth reading; more than that, it is worth buying: If one can ignore the style and mentally edit the dialogue, the story is a truly interesting one. And the many remarkable photographs, most of them taken with a "drugstore-type Eastman Kodak", atone for the sins of the text.—T.T.

SEA OF THE BEAR, by Lt.-Cdr. M. A. Ransom, USCG (Ret), with Eloise Katherine Engle, published by the United States Naval Institute, Annapolis, Maryland, 119 pp., illustrated. \$5.00.

## TALL SHIPS

A NORTH ATLANTIC race, linked with the New York World's Fair, was sponsored this summer by the Sail Training Association. The Norwegian ship *Christian Radich* (13,000 feet of sail) won the Portugal-Bermuda ocean race and took part with 23 other stately sailing ships in a nostalgic sailpast called Operation Sail, in New York harbour in July. She later called at Great Lakes ports.

Canada was represented by the schooner *Blue Nose II*, Nova Scotia replica of the vessel on the Canadian dime., and by the Sea Cadet barquentine *St. Lawrence II*, out of Kingston.

Warren Armstrong, writer of seven sea books, penned *Square-Rigger Days*, published in June by The John Day Company, New York, and simultaneously by Longmans Canada Limited, Toronto in honour of Operation Sail. His are tales of the heyday of sailing ships, the clippers, the schooners, and of fortunes and misfortunes that befell them on the high seas and inshore. It's a stirring subject and Mr. Armstrong succeeds in tempting the reader to further books.—H.C.W.

SQUARE RIGGER DAYS, by Warren Armstrong, published in Canada by Longmans Canada Limited, 55 Barber Green Road, Don Mills, Ont., 191 pages, illustrated, \$4.95.

The days of sail came alive for visitors to New York during the week of July 12-19, which was "Operation Sail Week". The organizers of this event have announced that an *Operation Sail Souvenir Booklet*, a collection of photographs of the tall ships in brochure form, has been prepared and can be had from Benart, Inc., 235 East 45th Street, New York, N.Y., for \$2.



# NEW SCIENCE

From hearing aids to moon probes, from wall clocks to computers, from Dick Tracy two-way radios to death rays, the news today is about solid state physics.

The science was born a long time ago, back in the days when high school youngsters were trying to pull in the local station with galena crystal and cat's whisker radio. Only in the last

decade, however, has it flared into a great industry.

How widespread is the interest in this plump infant can be gathered from the publishers' statement that the *GE Transistor Manual*, the seventh edition of which has just appeared, has sold a million copies. This, it is believed, makes it the all-time "best seller" among industrial publications.

Although the book launches into its more than 650 pages with a concise exposition of semiconductor theory, the contents of this book are well beyond

the grasp of this reviewer, who dates to the galena crystal era. Nevertheless, it is obvious that the *Transistor Manual*, with its information on circuits, applications, characteristics and theory is likely to be considered an essential part of the electronic technician's kit.—C.

GE TRANSISTOR MANUAL, Technical editor John H. Phelps; published by Semiconductor Products Department, Advertising & Sales Promotion, General Electric Company, Electronics Park, Syracuse, N.Y.; 651 pages, with diagrams and tables; \$2.

## R.C.N. RUGBY FOOTBALL TEAM - 1932



FIRST ROW: AB. J. COOMBS. PO. C. McDONALD. COMDR. V. BRODEUR. LT. CDR. C. DONALD  
PO. B. ROBINSON. LT. K. ADAMS. LT. W. PORTEOUS.  
SECOND ROW: STO. J. JONES. AB. L. JONES. LS. P. SWETMAN. PAY. LT. GAR. F. NIXON.  
STO. T. DOBSON. LS. R. BARKER. TEL. G. BANFIELD.  
THIRD ROW: SPO. H. HUDSON. AB. F. GERVAIS. CPO (NTR) W. FINDLAY. AB. R. BODGER.  
LOG. TEL. C. WILLIAMS.  
BACK ROW: LDG. SEA. R. MASSINGHAM. LT. CDR. A. WURTELE.

Combing through some souvenirs, Lt.-Cdr. Reg Mylrea found this one of a far-off autumn—the RCN's football team of 32 years ago. Three of those in the front row attained flag rank: Rear-Admirals Brodeur, Adams and Porteous. Lt.-Cdr. Wurtele, who was an acting captain during the Second World War, leads an active life today as reeve of Esquimalt. (E-78069)

# SCIENCE AND THE NAVY

## Leaping Torpedo Helps Research

What could easily be mistaken from the shoreline as an attempt to launch an underwater missile in Bedford Basin is really a novel experiment currently underway by Defence Research Board scientists of the Naval Research Establishment, Dartmouth.

A torpedo—the conventional weapon of the submarine—empty except for a small instrument package and air-filled for buoyancy, is hauled down tail first to the bottom of the Basin by means of a cable secured to a concrete block anchor. In response to a signal from the attending vessel, CNAV *Bluethroat*, the torpedo body is released, rising free to the surface 250 feet above. The body has a speed in excess of 30 knots at the time of exit, and continues a considerable distance up into the air before falling back to the surface of the sea for recovery and re-use.

During the water ascent, the hydrodynamic noise characteristics exhibited by the torpedo are recorded for computer programming at NRE as part of the research and development project for towed bodies. The water exit and air flight of the body create an impressive sight but yield little information of value.

The experiment is in support of a program to extend the applications of the Canadian variable depth sonar system developed by NRE scientists during the past 10 years.

There are several methods of performing these experiments apart from the obvious method of towing by ships. Experiments can be carried out in water tunnels where the body is kept stationary and the water is made to move; bodies can be suspended from powered trolleys and towed through long specially constructed water tanks.

All these experimental techniques have their own peculiar advantages and disadvantages and the choice of any particular method depends upon the exact nature of the measurements required and the facilities available. NRE is, however, taking advantage of a natural testing facility available at its "back door" in Bedford Basin.

## FLYING PERISCOPE

**A** FLYING TELEVISION set designed to view enemy-held terrain is now undergoing feasibility tests with the Defence Research Board. If successful, it could conceivably be applied to naval as well as army use.

Called a "periscope" by its DRB inventors at the Canadian Armament Research and Development Establishment (CARDE), Valcartier, Que., the device resembles a combination of a periscope and a helicopter.

The new surveillance device, which could be operated from a vehicle such as the military personnel carrier or from shipboard, is controlled from the ground by a coaxial cable containing power and other electrical lines. A 4½-ft. helicopter-type rotor, powered by an electric motor, is used to lift the television camera into the air. The airborne elements weight 50 pounds and the system complete is about 500 pounds.

Designed to provide forward troops of battalion and smaller units with a clear view of the ground ahead for relatively long ranges, the periscope should also help to improve the performance of supporting weapon systems. By providing clear coverages of most types of terrain, corrections to firing orders could be given when needed.

Through its closed-circuit television system, the periscope is designed to give a 360-degree instantaneous look at the enemy's movements and equipment.

Initial employment of the system will be under daylight conditions, although CARDE's scientists are hopeful that improvements in the system will allow it to "see" at night as well.

The periscope is ruggedly constructed and its simplicity will require only a single operator who will require no special skills. Its small size would make it a difficult target for the enemy if it were detected.

In addition to its ability to monitor enemy action and to assist supporting



Project engineer, Christopher Wilson, of the Canadian Armament Research and Development Establishments, Valcartier, Que., demonstrates the lightness of the airborne components of the periscope, a DRB-designed surveillance device. A winch on the control vehicle stores the tethering cable and permits raising and lowering of the airborne components. (DRB Photo)

ground fire to select targets the periscope may also be useful in controlling anti-tank missiles to their targets. Its potential also embraces early warning of slow speed, low-flying aircraft.

A "Bread Board" model of the periscope was tested by CARDE this spring to ensure scientific feasibility of the project during the pre-development phases. Another model as now under construction for further and more exacting trials.

## Alouette Still Sending Data

At 2:05 on the morning of Sept. 29, the Defence Research Board's Alouette topside sounder satellite, Canada's

first spacecraft, attained its second birthday and completed 9,973 orbits about the earth during a total of 288,000,000 miles travelled. The satellite is continuing to pour out scientific data about the ionosphere to earth stations.

According to A. G. Stepley, Alouette's controller at the Defence Research Telecommunications Establishment (DRTE) near Ottawa, "There has been no requirement to command into operation any of the spare equipment including the extra batteries placed within the satellite." He notes also that Alouette has executed 26,129 commands and that it has provided the scientists with data, some of it previously unknown, during a total of 3,889 hours of telemetry transmissions.

Scientists from the U.S. and Britain, as well as those from the Ottawa DRB station where the space craft was designed and fabricated, are busy analysing the information received from 5,405 miles of magnetic tape recordings.

As data analysis continues, DRTE Satellite Section members are busy testing the spacecraft's successor—to be called Alouette II and scheduled for launching from Vandenberg Air Force Base in California next summer. Although Alouette II will resemble its predecessor in size and configuration, its components have been completely redesigned and one of its antennas will be 240 feet tip-to-tip, almost twice the length of Alouette's longer antenna now "Sounding" the ionosphere.

The same space specialists are concurrently working on the design of ISIS A, a third satellite scheduled for launching in 1967, to be followed before the end of this decade with two further ionospheric satellites designated ISIS B and C.

The overall ionospheric program, carried out jointly with the U.S. National Aeronautics and Space Administration, aims to probe the ionosphere during the period of gradually increasing sunspot activity until its maximum about 1970.

### **Glass Studied for Submarine Hulls**

A most unlikely material for the purpose (the layman will probably think), glass is being given serious consideration as the main structural material for deep-diving submarines.

The practicality of such use receives a lot of support in a research report issued by the U.S. Naval Ordnance Laboratory, White Oak, Maryland, outlined in a recent issue of *The Journal of the Armed Forces*, Washington, and also noted by other service publications.

The laboratory says glass looks attractive for deep-sea structural use because:

- New chemical surface treatments greatly increase the bending and impact strength of glass.

- Plastic overlays give glass increased resistance to damage.
- A buoyant hull, having glass as the main load-bearing material, would have great resistance to mechanical damage when submerged at great depth.
- Because glass is transparent, structural defects could be determined readily by optical means.
- A glass submarine would provide a "picture window" from which to view the deep by means of artificial light.

A great many different qualities can be built into glass. It can be made resistant to sharp temperature changes; it can be made either stiff or flexible, an insulator of electricity or a conductor; transparent or opaque or selectively opaque to just certain wave bands of light.

Glass is usually thought of as a hard, brittle, transparent substance. Because it has no definite melting point, passing from brittleness to liquidity in imperceptible stages, it is sometimes considered a liquid—although a highly viscous one. Its chemical formulae are so varied that it cannot be defined chemically and some scientists prefer to think of glass as another state of matter than a distinct substance.

The qualities of glass as they are affected by heavy pressure in the depth of the sea were thoroughly investigated by the Naval Ordnance Laboratory early this year.

From the Corning Glass Works and the Pittsburgh Plate Glass Company, it obtained 95 hollow glass spheres. Each sphere was lowered to a specified depth in the Puerto Rico Trench from the USN research vessel *Gillis*. One-pound explosive charges were mounted at specified distance from each sphere.

At depths of 300, 7,000, 14,000 and 21,000 feet the charges were detonated by hydrostats. If no damage was done to a sphere, a charge was placed closer to it to determine how much shock it could stand. Several spheres were used at each depth, with explosives at varying distances.

The tests made the discovery that the deeper the spheres went, the greater their resistance to shock, so that at 21,000 feet the glass spheres were five times as strong as near the surface. Metals show less resistance to damage the deeper they go.

The Naval Ordnance Laboratory team carried out another series of tests in June, using more complicated spheres (with hatches and electrical lead-ins) and glass containers of varied shapes, cylindrical and toroid (doughnut), for

example. Again, resistance to shock waves increased with depth.

They also tested plastic-coated objects and found that a plain glass sphere, covered by plastic only 1/8 inch thick, had its resistance to damage doubled.

Now the research group is carrying out tests on two-inch-thick, surface-compressed spherical hull segments, but, *The Journal of the Armed Forces* points out, much engineering and evaluation remain to be done before conclusions can be drawn.

The past summer saw the launching of a new submarine designed for deep diving. This is the *Aluminaut*, built for the Reynolds Metals Company by the Electric Boat Division of General Dynamics, Groton, Conn.

The *Aluminaut* is constructed almost entirely of aluminum, has a range of 80 miles, a cruising speed of 3.8 knots and an operational depth of 15,000 feet. The little submarine can carry a pilot and two scientists on cruises of up to 72 hours.

Although the venture is a private one, the *Aluminaut* is being watched with interest by the U.S. Bureau of Naval Weapons. She has both vertical and horizontal propulsion motors and external handling gear. Her possibilities in ocean-bottom salvage, oil drilling and mining operations will be investigated.

### **RN Updating Survey Fleet**

The ordering of three ocean survey ships and the intention to build an ice-breaker are an important part of a program which will modernize the Royal Navy's Survey Fleet. The Admiralty Board has now named these ships.

The modernization program also includes six ships of a new class of coastal survey craft, the conversion into hydrographic craft of two coastal minesweepers and the replacement of two old survey motor launches by two inshore minesweepers. These 10 additional ships have also been named, or renamed. The whole program will eventually give a completely new look to the Survey Fleet.

In his annual report, the Hydrographer of the Navy stated that his present fleet was "stretched to the limit" by a progressive expansion of effort which he attributed to three main reasons: First, that supertankers need more extensive knowledge of underwater topography; second, that the quest for untapped fuel resources beneath the sea has stimulated interest in the continental shelves, and third, the requirements of deep diving nuclear-powered submarines.



# THE NAVY PLAYS

## Stadacona Wins Football Opener

Stadacona Sailors for the fifth consecutive year won the traditional service opener of the Atlantic Football Conference Sept. 19 over the *Shearwater Flyers*, this time 21-13. A near capacity crowd of 3,000 was at Bidwell field for the opener.

Stad got TDs on their first two series of play from scrimmage and dominated play until the third quarter when *Shearwater* edged to within one point.

Stad clinched the game with five minutes to go on a pass play that yielded a converted touchdown.

## Scientist Tops Handgun Meet

The RCN Atlantic Command Handgun Club for the second year running was out in force this summer at the Connaught ranges near Ottawa for the National Handgun Matches and Canadian Service Pistol Championships.

Gary McMahon, NRE scientist, who earlier won his second berth at Brampton, Ont., in Canada's Olympic pistol



The commanding officer of Cornwallis, Captain J. M. Paul, presents the New Entry Competition trophy for the tug-of-war to Fraser division, represented by Ord. Sea. Marshall Worobets. (DB-19377)

team, tied at Connaught with P. Abram, of Midland, Ont., with an aggregate of 1,723 of a possible 1,800 points but, with 73 X-ring shots to Abram's 55, was top man of the meet.

A total of 115 handgunners competed for 17 awards at the matches, which preceded the annual DCRA shoot.

## Ottawa Cadets Win Regatta

A sailing crew from RCSCC *Falkland*, Ottawa, won the third annual National Sea Cadet Regatta at Hamilton, Ont., in August, scoring 51 3/64 points. The crew was skippered by Ldg. Cadet Don Fraser.

Ldg. Cadet Fraser's crew won three straight races to capture the title. Five races had been scheduled for the 17 crews, but bad weather on the first day of the two-day regatta curtailed the program.

Second place in the regatta was won by RCSCC *Revenge*, Penticton, B.C., with Ldg. Cadet H. Bomford as skipper. The *Revenge* crew took 48 points, four ahead of the third place winner, the crew entered by RCSCC *Rainbow*, of Vancouver.

All provinces were represented among the 17 sea cadet crews, with the exception of Nova Scotia and Prince Edward Island.

## Navy Launches Curling Season

The Navy led the way as sailors took to the ice in the last week of September to get the 1964-65 curling season underway in Ottawa, with a mixed bonspiel.

They made it official Oct. 9 with a brief ceremony attended by guests from other clubs in the capital. Ottawa has a total of 14 curling clubs. Commodore S. E. (Stu) Paddon is president of the RCN Curling Club of Ottawa.



GARY McMAHON

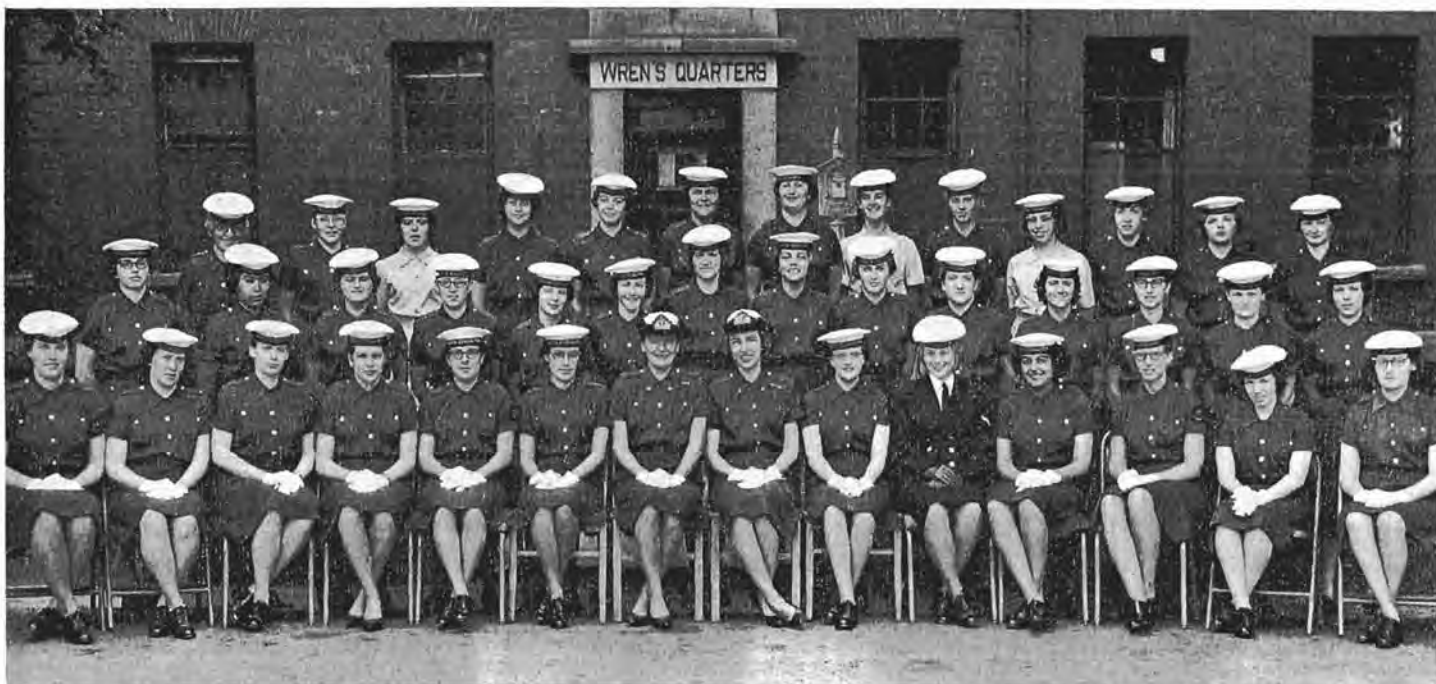
# HERE AND THERE IN THE RCN



Miss M. C. (Jeannine) Belanger, chief supervisor of the naval communication centre at Canadian Forces Headquarters in Ottawa, received her 25-year Civil Service pin Sept. 29 from Rear-Admiral M. G. Stirling, Chief of Naval Personnel, who, as a naval communications specialist, first met her in May 1942. The presentation witnesses included Commodores J. A. Charles and R. W. Murdoch, also former communicators. Miss Belanger, who lives in Hull, Que., began work in 1939 as a coder in the NAVCOMCEN, and has performed highly specialized work there ever since.



The Naval Fire Service in the Pacific command joined municipal fire departments in the Greater Victoria area in promoting Fire Prevention Week, October 4 to 10. A highlight of the activities was a parade of Victoria area firefighting equipment through downtown Victoria, led by the Naden band. Playing a major role in the week's activities was 17-year-old Gail Hanson, a dockyard civilian employee who doubles as Miss Dockyard and as Miss Firefighter. Left to right are Deputy Pacific Command Fire Chief Gordon Morrison; Saanich Fire Chief Joseph Sunderland; Pacific Command Fire Chief Lt.-Cdr. Gordon Ball; Gail Hanson; Victoria City Fire Chief John Abbott; Al Reside, representing Oak Bay firemen, and Lt. Fred Briggs, of the Oak Bay department. (E-78322)



The Stadacona wrens met in the wren's quarters on July 29 to wish Lt. A. L. Doupe, of Saint John and Halifax, bon voyage on her exchange appointment to HMS Vernon in Portsmouth, England. Lt. Doupe had been Commander's Assistant and Senior Wren Divisional Officer in HMCS Stadacona for the past two years. Sub-Lt. L. Arnold has assumed these appointments. (HS-75721)

# RETIREMENTS

CPO WILLIAM EDWARD ACKERMAN, CD and 1st Clasp; C2CM4; served in RCNVR Oct. 24, 1940, to Nov. 14, 1945; joined RCN May 11, 1946; served in Edmonton naval division, Naden, Cougar, Prince Robert, Givenchy, Stadacona, Port Arthur, Winnipeg, Peregrine, Unicorn, Discovery, Malahat, Ontario, Antigonish, Donnacona, Hochelaga, Athabaskan, Saguenay, Royal Roads, Assiniboine, Venture; retired Sept. 8, 1964.

CPO DOUGLAS WILLIAM ADDISON, CD and 1st Clasp; C1ST4; joined January 25, 1940; served in Naden, Prince Robert, RCN College, Stadacona, Huron, Scotian, Micmac, Givenchy, Royal Roads, Discovery, Ontario, Cornwallis, Quebec, Donnacona, Hochelaga, St. Croix, Montcalm, Provider; retired Sept. 20, 1964.

PO ROBERT ASHTON, P1ER4; joined RCNVR Sept. 14, 1939; transferred to RCN Oct. 17, 1945; served in Naden, Nitinat, Haro, Princess Elizabeth, Givenchy, Stadacona, Ungava, Peregrine, Scotian, Cornwallis, Wallaceburg, Middlesex, Ontario, Beacon Hill, Rockcliffe, Cayuga, New Waterford, Sioux, Athabaskan, Antigonish, Malahat; retired Sept. 12, 1964.

CPO PAUL AUGUSTUS BISHOP, CD; C1WR4; joined RCNVR Sept. 13, 1939; transferred to RCN Jan. 15, 1940; served in Naden, Chatham, Givenchy, Stadacona, Niobe, Loch Achanalt, J1607, Peregrine, Crescent, Venture, Hochelaga, Stettler, Sussexvale; retired Sept. 11, 1964.

CPO WILLIAM CHARLES BLATHWAYT, CD and 1st Clasp; C1WR4; joined RCNVR Sept. 18, 1939; transferred to RCN May 9, 1946; served in Stadacona, Bytown, York, Malahat, Peregrine, Niobe, HMS Fledgling, Prevost, Micmac, Magnificent, Warrior, Shearwater, Naden, Hochelaga, York; retired Sept. 17, 1964.

PO JAMES CHARLES CHAMBERS, CD; P1ER4; served in RCNR Feb. 10, 1941-Oct. 1, 1945; joined RCN (R) Oct. 6, 1947; transferred to RCN Sept. 22, 1949; served in Kingston naval division, Stadacona, Prince David, Naden, Dawson, Chignecto, Chatham, Givenchy, Red Deer, Avalon, Scotian, Peregrine, Cornwallis, Sussexvale, Cataract, Nootka, Ontario, Huron, Antigonish, Victoriaville, Thunder, Haida, York; retired Sept. 22, 1964.

CPO CHARLES HENRY CONWAY, CD; C1ER4; joined RCNR Sept. 11, 1939; transferred to RCN Oct. 19, 1940; served in Naden, Malaspina, Prince Robert, Agassiz, Courtenay, Dawson, Givenchy, Peregrine, Niobe, Ontario, Stadacona, Rockcliffe, Cayuga, New Glasgow, Saguenay, Cape Breton; retired Sept. 9, 1964.

CPO JAMES BERNARD DOYLE, CD; C2WS4; joined April 13, 1942; served in Niobe, HMS Excellent, Kenogami, Stadacona, Cornwallis, St. Laurent, Swansea, Peregrine, Micmac, Donnacona, Givenchy, Naden, Nonsuch, Ontario, Crescent, Magnificent, Restigouche, Bonaventure; retired Sept. 9, 1964.

CPO JOHN BRIGGS ELDER, CD; C2BN3; served in RCNVR June 15, 1938, to Nov. 7, 1945; joined RCN May 9, 1946; served in Saskatoon naval division, Naden, Sans Peur,

Stadacona, Margaree, Cornwallis, Uganda, Discovery, Givenchy, Rockcliffe, Athabaskan, Cayuga, Niobe, HMS Excellent, Sioux, Griffon, Ontario, Saguenay, Venture; awarded Long Service and Good Conduct Medal; retired Sept. 9, 1964.

CPO JOHN FREDERICK HANDLEY, CD; C2ER4; joined RCNVR Aug. 7, 1939; transferred to RCN Sept. 19, 1940; served in Halifax naval division, Stadacona, Vierno, Ypres, St. Frances, Rimouski, Nipigon, Ville de Québec, Scotian, Port Colborne, Westmount, Peregrine, Huron, U-190, Iroquois, St. Stephen, Nootka, La Hullose, Haida, Wallaceburg, Swansea, Huron, Quebec, Lauzon, Saguenay, Athabaskan, Niobe, Provider; retired Sept. 5, 1964.

CPO ROY EDWARD HANSON, CD; C2HT3; joined RCNVR Sept. 3, 1943; transferred to RCN Oct. 17, 1945; served in Stadacona, Scotian, Shelburne, Iroquois, Magnificent, Bonaventure, Cape Scott; retired Sept. 1, 1964.

PO HUBERT JOHN McCAW, P2RM3; served in RCNVR April 2, 1937, to Nov. 7, 1945; joined RCN (R) July 16, 1946; transferred to RCN June 23, 1954; served in Naden, Stadacona, Vierno, Chaleur, Levis, Avalon, Napanee, Bytown, St. Hyacinthe, Chippawa, Aldergrove, Antigonish, Portage, Athabaskan, Wallaceburg, Cornwallis, Jonquiere, New Glasgow, Cape Breton; retired Sept. 12, 1964.

CPO HAROLD NEALE McINTYRE, CD; C1ER4; joined RCNVR July 29, 1940; transferred to RCN Sept. 9, 1943; served in Naden, Quesnel, Bellechasse, Stadacona, Columbia, York, Givenchy, Niobe, Arnprior, Avalon, Protector, Cornwallis, Peregrine, Wentworth, Ste. Therese, New Waterford, Rockcliffe, Ontario, Cedarwood, Bytown, Oshawa, Victory, Bonaventure; retired Sept. 13, 1964.

CPO ARTHUR IRVIN MYATT, CD; C1CM4; joined RCNVR Sept. 22, 1939; transferred to RCN Sept. 1, 1941; served in Stadacona, Festubert, Restigouche, Avalon, Protector II, Shelburne, York, Cornwallis, Nootka, Iroquois, Swansea, Cape Breton, Quebec, Haida, Naden, Bonaventure, Hochelaga, Cape Scott; retired Sept. 21, 1964.

PO SYDNEY JAMES NETTLETON, CD; P1ER4; joined RCNVR Sept. 22, 1943; transferred to RCN June 5, 1944; served in Star, York, Cornwallis, Stadacona, Avalon, Glace Bay, Niobe, Warrior, Iroquois, Donnacona, St. Stephen, Wallaceburg, Quebec, Cape Breton, Bonaventure, Ottawa, Terra Nova, Micmac; retired Sept. 29, 1964.

CPO FLOYD WORTHINGTON NOYES, CD and 1st Clasp; C1WR4; served in RCNVR Feb. 10, 1937 to Oct. 31, 1937, and from Nov. 16, 1938, to March 19, 1941; transferred to RCN March 20, 1941; served in Saskatoon naval division, Naden, Armentieres, Comox, Skidegate, Givenchy, Avalon, Hunter, Stadacona, Haligonian, Niobe, Warrior, Rockcliffe, Cornwallis, Ontario, Bytown, Donnacona, Sioux, Margaree, Queen, Chippawa; retired Sept. 19, 1964.

CPO JOHN EDWARD PLASTOW, CD; C2MA4; served in RCNVR July 6, 1942 to Jan. 21, 1946; joined RCN March 21, 1946;

served in Nonsuch, Stadacona, St. Laurent, Peregrine, Naden, Royal Roads, Sioux, Cornwallis, Athabaskan, Aldergrove, Skeena, Discovery; retired Sept. 1, 1964.

PO ALFRED EDWARD RALSTON, CD; PICK3; joined RCNVR June 7, 1939; transferred to RCN Oct. 18, 1945; served in Toronto naval division, Stadacona, SS Pasteur, St. Laurent, Avalon, Snowberry, Arvida, Amherst, Sudbury, Naden, Givenchy, Wolf, York, Ontario, Warrior, Niobe, Magnificent, CANAS Dartmouth, Coverdale, Cornwallis, Outremont, Cape Scott, Bonaventure; retired Sept. 20, 1964.

CPO EDWARD JOHN SOADY, C1ER4; joined RCN Jan. 3, 1946, after service in Royal Navy; served in Niobe, Warrior, Naden, Rockcliffe, Ontario, Royal Roads, Cedarwood, Griffon, Ste. Therese, Skeena; awarded Long Service & Good Conduct Medal; retired Sept. 2, 1964.

## OFFICERS RETIRE

LT.-CDR. FRANK ERNEST BARLOW, CD; commenced service in the RCNVR on Feb. 4, 1926, as an able seaman; transferred to RCN on May 14, 1928; promoted to acting gunner Feb. 14, 1941; served in Stadacona, Festubert, Champlain, HMS Victory, HMS Warspite, HMS Vernon, HMS Champion, HMS Victory, Saguenay, HMS Iron Duke, HMS Nelson, Gaspé, Laurier, Sydney, HMS Dryad, Niobe, Skeena, Iroquois, Uganda, Stadacona, Magnificent, Bytown, Naden, Crescent; last appointment, HMCS Stadacona on staff of Commodore Superintendent Atlantic Coast for Ship Repair; commenced leave, Sept. 9, 1964; retires Jan. 6, 1965.

LT. DESMOND SANSFIELD BENDER, CD; commenced service in the RCN (R) on Aug. 24, 1950, as a lieutenant (SB); transferred to RCN as lieutenant (SB), Aug. 24, 1951; served in Carleton, Bytown, Cornwallis, Montcalm, D'Bererville; last appointment, Naval Headquarters, on staff of Assistant Director Naval Manning (Recruiting); commenced leave, Sept. 28, 1964; retires on Feb. 8, 1965.

LT.-CDR. ERIC GERALD TICE FISHER, CD; commenced service in the RCNR on Nov. 12, 1942, as a sub-lieutenant; served in Niobe, Cornwallis, Dundas, Pictou, Lethbridge, Battleford, Stadacona, Sea Cliff, Provider, Scotian; demobilized Sept. 16, 1947; joined RCN (R) Nov. 1, 1949, as lieutenant; transferred to RCN June 18, 1951; served in Scotian, Middlesex, Iroquois, Naden, Naval Headquarters; last appointment, Bytown, on staff of Director of Naval Ship requirements; commenced leave Sept. 18, 1964; retires on Feb. 14, 1965.

COMMODORE ALEXANDER BEAUFORT FRASER-HARRIS, DSC & BAR, CD; served in Fleet Air Arm during Second World War; joined the RCN (R) on Nov. 13, 1946, as lieutenant-commander (P); transferred to RCN as lieutenant-commander (P), Dec. 19,



1946; served in *Donnacona*, *Bytown*, *Stadacona*, *Shearwater*, *Haida*, *Nootka*, *Niagara*, *Magnificent*, *Niobe*; last appointment, Naval Headquarters as Assistant Chief Naval Staff (Air and Warfare); commenced leave Aug. 22, 1964; retires on April 29, 1965.

CDR. G. C. E. GRAY, CD; commenced service Jan. 1, 1942, in the RCNVR as a sub-lieutenant (SB); served in *Hunter*, Naval Headquarters, *Stadacona*, *Cornwallis*; transferred to RCN June 6, 1946, as instructor lieutenant; served in *Naden*, *Uganda*, *Ontario*, *Cornwallis*, *Stadacona*, *Niobe*, *Stettler*, *Sussewale*, *Venture*; last appointment *Venture* as Director of Studies; commenced leave Sept. 20, 1964; retires on April 8, 1965.

A/CAPTAIN VINCENT LAWS, CD; commenced service in the RCN Sept. 1, 1933, as a paymaster cadet; served in *Stadacona*, *HMS Frobisher*, *HMS London*, *HMS Durban*, *HMS Devonshire*, *HMS Woolwich*, *HMS Resource*, *HMS President IV*, *HMS St. Angelo II*, *HMS Victory*, *HMS Ramillies*, *HMS Newcastle*, *Naden*, *Restigouche*, *Venture*, *St. Hyacinthe*, Naval Headquarters, *Givenchy*, *Niobe*, *Warrior*, *Scotian*, *Stadacona*, *Magnificent*; last appointment, *Naden* on staff of Flag Officer Pacific Coast as Command Supply Officer, with acting rank of captain; commenced leave Sept. 15, 1946; retires on May 19, 1965, with acting rank of captain.

LT.-CDR NORMAN THOMAS LONG, CD; commenced service in the RCN(R) on Sept. 28, 1949, as a lieutenant; transferred to RCN Sept. 1, 1952, as lieutenant; served in *York*,

*Bytown*, *Stadacona*, *Shearwater*, *Naden*; last appointment, Naval Headquarters on staff of Director Naval Works; retires on Sept. 1, 1964.

LT. WILLIAM WHITE MARCUS, CD; commenced service in the RCNVR on April 16, 1942, as a probationary supply assistant; demobilized in the RCNVR Dec. 19, 1945; served in *Chippawa*, *York*, *Naden*, *Stadacona*, *Nipigon*, *Oakville*, *Fundy*, *Brantford*, *Peregrine*; entered RCN(R) as stores assistant Oct. 28, 1947; transferred to RCN as Acting Commissioned Stores Officer March 4, 1948; served in *Chippawa*, *Portage*, *Athabaskan*, *Naden*, *Ontario*, *Royal Roads*, *Cornwallis*, *Cape Scott*, *Stadacona*; last appointment, *HMCS Stadacona* on staff of Base Superintendent Sydney as Manager Supply Department; retired on Aug. 26, 1964.

CHAPLAIN (P) BRUCE ADOLPHE PEG-LAR, CD; served in Canadian Army Nov. 13, 1943 to April 15, 1946, as a captain; commenced service June 3, 1946, in the RCN; served in *York*, *Scotian*, *Warrior*, *Stadacona*, *Royal Roads*, *Naden*, *Sioux*, *Quebec*, *Magnificent*, *Cape Scott*; last appointment, *Stadacona* as Command Chaplain (P) Eastern Command; commenced leave Sept. 19, 1964; retires on March 7, 1965.

LT.-CDR. FREDERICK CLEMENT PETTIT, CD; commenced service in the RCN on July 31, 1939, as an ordinary seaman; promoted to acting sub-lieutenant on Jan. 1, 1944; served in *HMS Excellent*, *Stadacona*, *Niobe*,

*HMS Arethusa*, *HMS Osprey*, *Naden*, *Antigonish*, *Cornwallis*, *Magnificent*, *Malahat*, *Venture*, *Hochelaga*; last appointment, *Hochelaga* as executive officer; commenced leave Sept. 17, 1964; retires on March 31, 1965.

LT.-CDR. R. L. M. PICARD, CD; commenced service in the RCNVR on Oct. 17, 1942, as a probationary sub-lieutenant (SB); served in Montreal naval division, *Cornwallis*, Naval Headquarters, *Naden*, *Stadacona*, *Donnacona*; demobilized June 8, 1946; commenced service in RCN(R) June 8, 1946; transferred to RCN May 4, 1951, as instructor lieutenant-commander; served in *Donnacona*, *Stadacona*, Naval Headquarters, *Montcalm*, *D'Iberville*, *Magnificent*, *Collège Militaire Royal de St. Jean*, *Hochelaga*; last appointment, *Donnacona* on staff of Area Recruiting Officer as naval career counsellor; commenced leave Sept. 12, 1964; retires on Jan. 7, 1965.

LT.-CDR. KEITH CLARK STOKES, CD; commenced service in the RCNVR on Jan. 15, 1941, as a writer; promoted to probationary paymaster sub-lieutenant, Dec. 22, 1941; served in *Protector*, *Avalon*, *Stadacona*, *Kings*, *Bytown*, *La Salle*; demobilized on Nov. 2, 1946; entered RCN(R) as lieutenant (S) June 29, 1948; transferred to RCN Sept. 23, 1948; served in *Bytown*, *Naden*, *Iroquois*, *Stadacona*, *Hochelaga*; last appointment, *HMCS Bytown* as supply officer and executive officer; commenced leave Sept. 11, 1964; retires on Feb. 14, 1965.



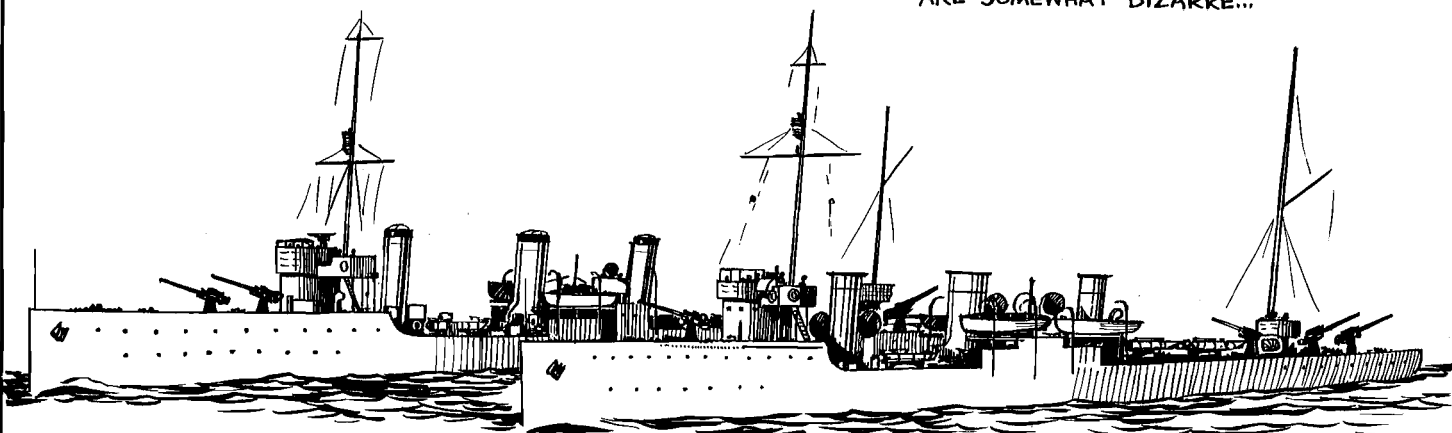
The Canada geese and the ducks on the pond are larger than the Tracker aircraft on the flight deck of the carrier, but that's the way things should be in Story Book Gardens at Springbank Park near London, Ont. It's a reposeful spot for the big model of HMCS Bonaventure that has done duty in other years at the Canadian National Exhibition, on the Mall in Canada's capital city, Ottawa, and elsewhere. Many years of duty and souvenir-hunting spectators had taken their toll, but the model was given a thorough face-lifting by the ship's company of Prevost, the London naval division, and found a resting place in the sylvan beauty of Story Book Gardens. (WO-64-155-1)

# Naval Lore Corner

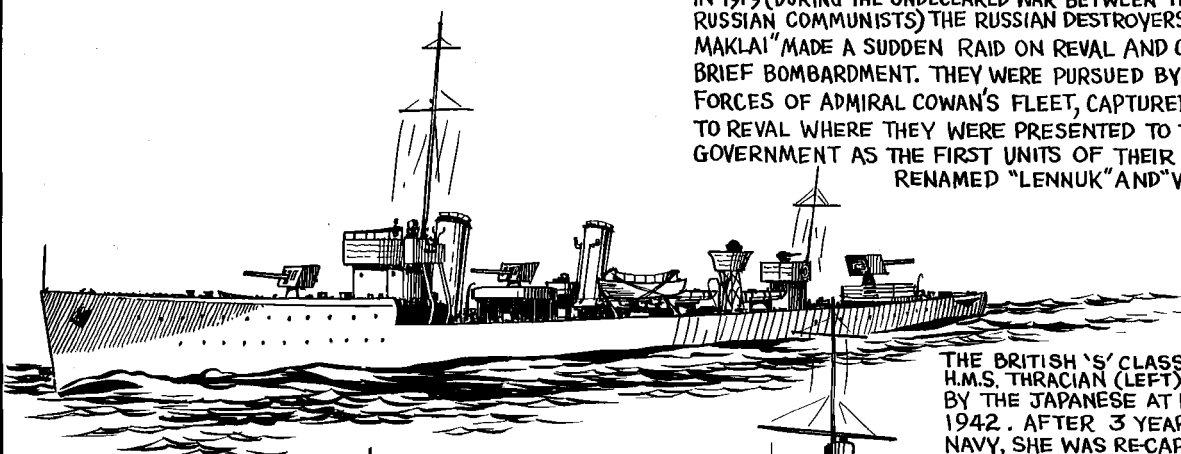
## Number 131

### UNDER 'SEVERAL' FLAGS

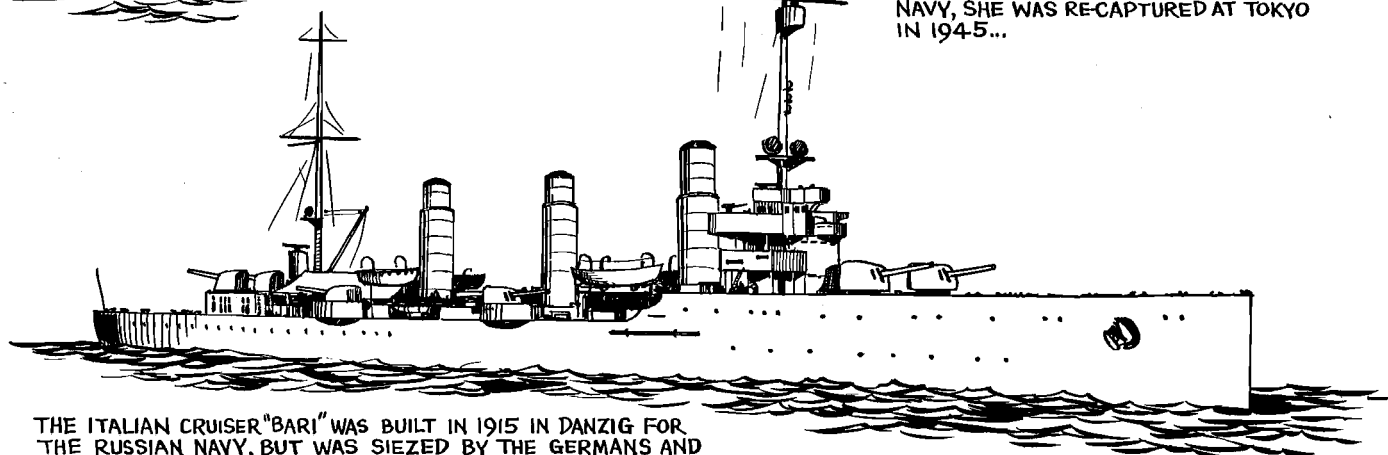
SERVICE UNDER MORE THAN ONE FLAG IS NOT UNCOMMON FOR WARSHIPS, AS WELL AS FOR MERCHANT SHIPS. SOME OF THE CIRCUMSTANCES ARE SOMEWHAT BIZARRE...



IN 1919 (DURING THE UNDECLARED WAR BETWEEN THE ALLIES AND THE RUSSIAN COMMUNISTS) THE RUSSIAN DESTROYERS "AVTROI" AND "MIKLUHA MAKLAI" MADE A SUDDEN RAID ON REVAL AND CARRIED OUT A BRIEF BOMBARDMENT. THEY WERE PURSUED BY BRITISH LIGHT FORCES OF ADMIRAL COWAN'S FLEET, CAPTURED AND TOWED BACK TO REVAL WHERE THEY WERE PRESENTED TO THE ESTONIAN GOVERNMENT AS THE FIRST UNITS OF THEIR NEW NAVY AND RENAMED "LENNUK" AND "VAMBOLA" (ABOVE).



THE BRITISH 'S' CLASS DESTROYER H.M.S. THRACIAN (LEFT) WAS CAPTURED BY THE JAPANESE AT HONG KONG IN 1942. AFTER 3 YEARS IN THE JAPANESE NAVY, SHE WAS RE-CAPTURED AT TOKYO IN 1945...



THE ITALIAN CRUISER "BARI" WAS BUILT IN 1915 IN DANZIG FOR THE RUSSIAN NAVY, BUT WAS SIEZED BY THE GERMANS AND RENAMED "PILLAU". DAMAGED AT JUTLAND, SHE SURVIVED THE WAR AND WAS CEDED TO ITALY IN 1920. SEVENTEEN YEARS LATER (28 JUNE, 1943) SHE WAS SUNK BY ALLIED AIRCRAFT IN LEGHORN HARBOUR...

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