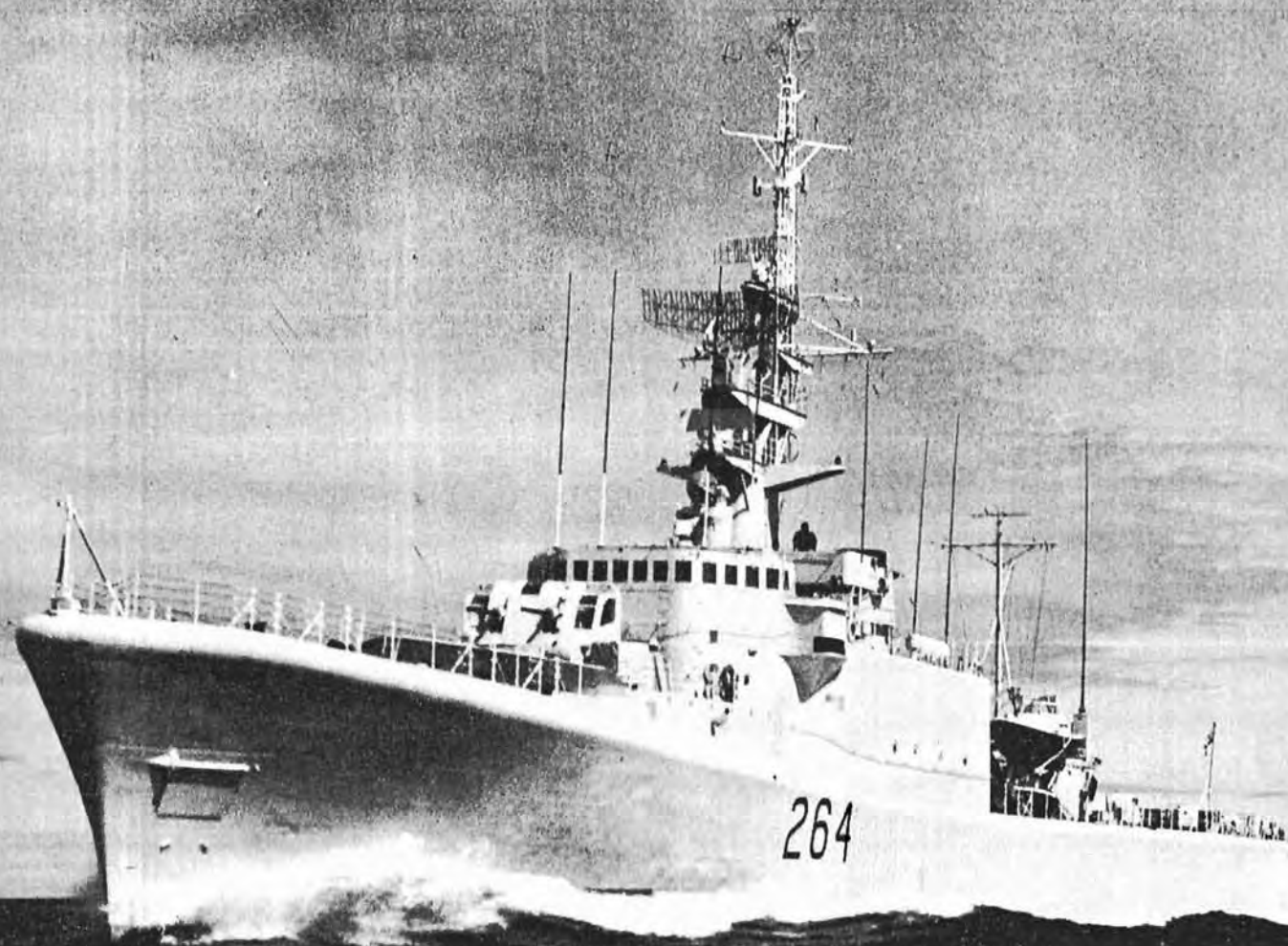


# *The* CROWSNEST



Vol. 16, No. 9

September, 1964



# The CROWSNEST

Vol. 16 No. 9

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER 1964

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## LADY OF THE MONTH

Chronologically speaking, it's not HMCS *Assiniboine's* turn to appear as "Lady of the Month" on the opposite page. She has earned the honour, however, by reason of an important social event of the past summer—her wedding to the Sea King.

The picture shows the Sea King (CHSS-2) about to land on the *Assiniboine's* flight deck. The small rectangle is the "bear trap", a device which holds the helicopter firmly to the deck, yet permits its movement to and from the hangar.

The "bear trap" represents just a small portion of the considerable Canadian ingenuity that went into the development of an anti-submarine weapons complex whose object is to reduce the safety margin of modern high-speed submarines. (DNS-33910)

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EDITOR,  
*The Crowsnest*,  
Canadian Forces Headquarters,  
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*The Cover*—A proud and beautiful ship, cleaving the blue waters of the Pacific, HMCS *Qu'Appelle* is portrayed during exercises off the West Coast during the past summer. The *Qu'Appelle* was commissioned at Lauzon, Que., in September 1963 and joined the Pacific Command last spring. She is part of the Second Canadian Escort Squadron. (E-76710)



## RCN NEWS REVIEW

The latest addition to the Pacific Command is HMCS St. Croix, which arrived in Esquimalt August 28. She is manned by a ship's company that left Victoria Jan. 7 in HMCS St. Laurent for Commonwealth naval exercises in the Indian Ocean, and then steamed around the world for Halifax. HMCS St. Croix is commanded by Cdr. John Hertzberg. (E-77933)

### **Tug Survivors Landed in U.S.**

Twelve survivors from the U.S. tug *Sea Wolf*, destroyed by fire on Aug. 15 while 950 miles northeast of Honolulu, were brought to San Francisco by ships of the Fourth Canadian Escort Squadron, under Captain D. S. Boyle.

The RCN warships, on a training cruise with ROTP cadets embarked, arrived on the scene of the fire soon after the USCGS *Pontchartrain*.

The U.S. Coast Guard vessel had no medical officer on board and the survivors were accordingly transferred to the Canadian ships.

The chief engineer of the tug suffered second degree burns and exposure but was successfully treated by HMCS *Jonquiere's* medical officer.

### **Five Ships at Charlottetown**

Ceremonies marking the 100th anniversary of the Charlottetown conference of the Fathers of Confederation were attended in the Prince Edward Island capital by five RCN warships.

Present for the Aug. 29 ceremonies were the *Crescent*, *Athabaskan*, *Algonquin*, *Yukon* and *Cape Scott*.

A guard and band from HMS *Cornwallis* performed the Sunset Ceremony and a reception on board the *Cape Scott* was honoured by the presence of the Prime Minister of Canada, Rt. Hon. L. B. Pearson.

### **Notes Decide RCN Bermuda Status**

The Secretary of State for External Affairs, Hon. Paul Martin, announced Sept. 11 that an exchange of notes which took place in London that day between the Canadian and British Governments constitutes an agreement regarding the status of Canadian forces in Bermuda.

The agreement was made necessary by the stationing in Bermuda of Royal

Canadian Navy personnel to operate a naval radio station and by the more extensive use being made by RCN ships of Bermuda as an operating base.

The agreement provides for establishment of the radio station and regulates such matters as jurisdictional authority, claims, immunities and other related problems connected with the presence in Bermuda of Canadian armed forces personnel on official duty. These arrangements have been made with the full agreement of the Bermuda Government.

### **Escort Provided For Royal Yacht**

With the assent of Her Majesty Queen Elizabeth an escort of RCN warships was arranged for the portions of her visit to Canada in October during which she was to be on board HM Yacht *Britannia*.

Her Majesty and His Royal Highness the Prince Philip were scheduled to arrive at RCAF Station Summerside, P.E.I., on the early evening of October 5. The Royal Party was to proceed directly to the *Britannia* anchored off Summerside with its naval escorts, with arrival in Charlottetown scheduled for the morning of October 6.

Chosen as escort were HMC Ships *Nipigon*, *St. Laurent*, *Yukon* and *Assiniboine*, commanded by Commanders D. R. Saxon, D. D. Lee, R. W. Cocks and W. S. Blandy respectively.

### **Admiral Helps To Rescue Boys**

Three youngsters whose boat got in trouble in Esquimalt Harbour got high-class help in late August, according to *The Sun*, Vancouver.

Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, helped rescue the trio after the engine of their small outboard motorboat failed and winds began pushing the craft towards rocks on shore.

The admiral, his son John, 14; his steward, Ldg. Sea. Norman Grove, and a friend of the admiral's son pulled the boys ashore in front of the Admiral's residence in HMC Dockyard.

The three boys, David George, 13; his brother Lewis, 11, and a cousin, Alfred Kietlah, 13, had set out on a fishing trip. The soaked and shivering lads were taken to the admiral's home for a cup of hot cocoa and cookies and later driven home in a naval transport car.

Rear-Admiral Jeffrey V. Brock, Flag Officer Atlantic Coast, was to embark in the *Assiniboine* on October 5 at Summerside and disembark at Quebec City on October 12 on completion of the escort duties.

The four destroyer escorts are units of the First Canadian Escort Squadron, commanded by Captain J. P. T. Dawson.

### **Defence Chief Visits East Coast**

Canada's new Chief of the Defence Staff, Air Chief Marshal Frank R. Miller in September paid his first visit to the Maritime Command Atlantic since his Aug. 1 appointment.

Air Chief Marshal Miller was greeted by Rear-Admiral J. V. Brock, Maritime Commander Atlantic, and later met senior officers of the three services and addressed officers and men stationed in the Atlantic Command.

He also conferred with Admiral H. P. Smith, U.S.N., Supreme Allied Commander Atlantic, who arrived in Halifax on Sept. 2.

### **Made-in-Canada 'Copter Accepted**

The first Canadian-assembled military helicopter, a Sikorsky CHSS-2 (Sea King) left United Aircraft of Canada Limited's Longueuil helicopter plant on August 27 after a brief ceremony during which the aircraft's logs were passed over to the Royal Canadian Navy. The helicopter is one of 20 to be produced for the RCN.

Present at the "fly-away" ceremony were UACL President T. E. Stephenson, R. G. (Bob) Raven, helicopter manager, Lt.-Cdr. S. W. Grossmith, head of the Naval Aircraft Technical Liaison Office in Longueuil, and Lt.-Cdr. E. A. Fallen and Lt.-Cdr. Sheldon M. Rowell, both of *Shearwater*.

The CHSS-2 is a Canadian version of the record-breaking Sikorsky HSS-2 (SH3A) helicopter, built by United Aircraft of Canada Limited for the Royal Canadian Navy. It is known as the most technologically advanced helicopter in contemporary military operations.

The CHSS-2, equipped with automatic stabilization equipment and doppler navigation radar, possessing the ability to operate on a round-the-clock basis in practically any weather, powered by twin-turbine engines delivering a total of 2,500 SHP, capable of landing upon water, and laden with detection equipment and killer weapons, is a formidable foe to any alien submarine.

The aircraft embodies a winch-down system whereby the helicopter is posi-

tively secured to the destroyer flight deck upon landing. In conjunction with a flight-deck-mounted centring and moving mechanism and the "bear trap", an automatic fold feature on the tail rotor pylon, safe landings and subsequent hangar stowage are possible in seas which induce a lateral ship's roll up to 31° each side of vertical and a longitudinal pitching up to 8°. These extremities are reduced by roll-damping equipment in the ship.

### **UNTD Cruise Last of Season**

Four ocean escorts of the Seventh Canadian Escort Squadron sailed July 31 from Halifax with 120 cadets on the third and last University Naval Training Division cruise of 1964.

HMC Ships *Fort Erie*, *New Waterford*, *Inch Arran* and *Victoriaville*, each carrying approximately 30 cadets, took part in training cruise Charlie.

The four ocean escorts visited Torbay and Chatham, England, after which they separated and carried out individual training. Between training periods the ships visited other U.K. ports and then joined up at Bantry Bay, Eire, on August 26 to return to Halifax, September 2.

### **Japanese Ships On Courtesy Visit**

Four destroyer escorts of the Japanese Maritime Self-Defence Force arrived at HMC Dockyard, Esquimalt, on Aug. 26 for a four-day visit to the Pacific Command.

The ships—which make up the Japanese Maritime Self-Defence Force's Second Training Squadron—were headed by the *Teruzuki* (which means "Shining Moon"), a 2,350-ton, 387-foot warship built in Japan. On board was Rear-Admiral Kazutoshi Kuhara, Japan's senior sea-going officer.

Other ships of the squadron were:

*Ariake* ("Dawn Twilight"), a U.S.-built Fletcher class destroyer of 2,050 tons and 376 feet overall;

*Yugure*, ("Evening Dusk"), 2,050 tons and 376 feet overall, also a U.S.-built Fletcher class destroyer, and

*Makinami*, ("Roller Wave"), 1,700-tons, 257-foot Japanese-built warship.

A total of 68 firings were made as the Japanese squadron entered Esquimalt Harbour—a 21-gun national salute fired by the *Teruzuki*, a 21-gun return salute by a naval battery at Black Rock in HMC Dockyard, a 13-gun salute to the visiting admiral, and a return 13-gun salute.

Sports, social events and tours were just a few of the many activities par-

ticipated in by the 1,200 Japanese naval personnel during their visit. The visitors included 83 officers, nearly 900 men, 160 naval cadets under training and 19 civilians including eight Japanese newspapermen.

For visiting Admiral Kuhara, the four days were busy ones. Immediately after the ships had secured, he was welcomed by Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast. The Japanese admiral exchanged calls on His Honour, G. R. Pearkes, VC, Lieutenant-Governor of British Columbia; Hon. W. A. C. Bennett, Premier of British Columbia; R. B. Wilson, Mayor of Victoria; and A. C. Wurtele, Reeve of Esquimalt.

Admiral Kuhara also attended special dinners at Government House, and at the admiral's residence in HMC Dockyard.

A guard and band from the Japanese ships, with a guard from HMCS *Naden*, participated in a wreath-laying ceremony at the Esquimalt Cenotaph, Esquimalt Road, on Wednesday, Aug. 26. Admiral Kuhara placed the wreath.

Nearly 200 Japanese personnel, including naval cadets, that afternoon visited the Canadian Services College, *Royal Roads*, for a tour of the military college and a tea. In the evening, officers of the visiting ships attended a Pacific Command reception in the wardroom of *Naden*.

Japanese and RCN softball teams competed in the early evening and at the same time, cadets from the Japanese ships were at the Empress Hotel attending a dinner, as guests of the city of Victoria. Later the cadets visited Butchart Gardens.

On Aug. 27 the Japanese naval band presented a concert in Beacon Hill Park.

Approximately 200 of the Japanese sailors toured the Fleet School at *Naden* on Friday morning and later visited the Legislative Buildings. Rear-Admiral Kuhara that same morning paid an informal visit to *Royal Roads*.

Enlisted personnel of the Japanese ships participated in several tours and sports events during their visit and attended smokers in the Fleet Club of the *Naden* and the chief petty officers' messes.

The visiting ships were open to the public in HMC Dockyard on Saturday, Aug. 29 from 9 a.m. until noon. Some 400 persons attended an "at home" program on board the ships on Saturday afternoon.

During their stay the Japanese sailors saw a selection of films dealing with Canada.

The visiting ships sailed from Esquimalt on Sunday, Aug. 30, for Vancouver where they spent four days.

This marked the first time since 1958 that Japanese warships had visited the area. At that time, two Japanese frigates visited the Pacific Command of the RCN in connection with British Columbia's centennial celebrations.

Arrangements for the visit of the Japanese squadron were made under the direction of Lt.-Cdr. Ward Palmer, officer-in-charge of the RCN's operational diving establishment at Esquimalt.

At Esquimalt, in connection with the ship's visit, was Captain Kiyohide Seki, of the Japanese Maritime Self-Defence Force, defence attaché in Washington, D.C.

Assisting with language problems were four officers of the Royal Canadian Navy, all of whom speak Japanese fluently. They are Lt. James Tateishi, Lt.-Cdr. Gus Higuchi, and Cd. Off. Kenneth Koyama—all of Japanese extraction—Lt. Julien Rangel, who was born in Yokohama and is now serving in the Montreal area. Lt. Tateishi serves with HMCS *Shearwater*, Halifax. Lt.-Cdr. Higuchi and Cd. Off. Koyama are both from Toronto.



A reception in the Naden wardroom was one of the social events arranged during the visit of four ships of the Japanese Maritime Self-Defence Force Second Training Squadron to Esquimalt. From left to right are the Japanese consul-general, Mr. Noboru Imajo and Mrs. Imajo, Rear-Admiral Kamustoshi Kuhara, commander of the visiting squadron, Mrs. W. M. Landymore and Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast. (E-77915)



Four destroyer escorts of the Japanese Maritime Self-Defence Force paid a visit to the RCN's west coast port at Esquimalt, August 26-30, carrying more than 1,200 Japanese naval personnel on a training cruise to North American waters. Two of the ships are shown arriving at the Esquimalt naval base, marking the first time Japanese military vessels have been in the area since 1958. (E-77925)

# HAIDA, INC.

By

Lt Peter Ward, RCNR

Military Editor,

The Telegram, Toronto

WHEN the Royal Canadian Navy announced last year that HMCS *Haida*, Canada's most famous warship, was to be retired from the service, a group of sentimental Toronto men started a campaign to save her from the scrap heap.

Nearly 12 months later, the *Haida* is out of the Navy, but far from out of service. She's secured at the foot of York Street in Toronto, getting ready to start her new career as a medium for passing on a love of the Navy to all who care to visit her.

The months between the first formal meeting of those sentimentalists in Toronto who finally saved the *Haida* and the ship's eventual arrival at Pier Six in the Queen City on Aug. 25 were filled with heartbreak, elation, hard work, and humour.

The man who organized *Haida, Inc.*—as the ship's new owners are called—is Bruce Neil. Neil is an Air Canada captain, who had never been on board anything bigger than Toronto's Island ferry before last summer.

Neil's brother, Ron, who once served on board HMCS *Iroquois*, is now a sea cadet officer. He arranged for Neil to accompany him last summer for a short cruise in the *Haida* during the ship's last days as an RCN ship. The *Haida* spent the summer of 1963 in the Great Lakes, training reservists, and taking students and cadets on school relations cruises.

Neil heard the story of the *Haida's* past from her officers and fell in love with the ship. He became convinced she should be preserved. At the same time, several other men, Allan Howard, of Toronto's Marine Museum, Norman Simpson, a former naval officer turned lawyer, and I, were thinking similar thoughts. We were brought together by the officers of the *Haida* and the first meeting took place early last fall, in Allan Howard's Marine Museum. After preliminaries had been discussed, other men came into the picture. Bill Doole, editor and published of the *Brampton Times and Conservator*; Joe O'Sullivan, Goodyear Tire sales executive, Dave Kidd, another Toronto sales executive, Jack Graham, lawyer, Don Smith, of the Bell Telephone, and Rear-Admiral P. D. Budge, RCN (Ret), joined *Haida Inc.* Admiral Budge took a bit of convincing, but once he believed the project was possible, he threw all his determination behind saving the *Haida*.

*Haida, Inc.*, became incorporated, through the gratis legal work of Jack Graham and Norm Simpson, as a non-profit corporation. Neil Bruce began a series of trips to and from Ottawa and Halifax to convince both government and Navy that the *Haida* project was possible. The ship moved out of commission and into Class C reserve late last year, and first word was that she would stay there for at least a year. That gave *Haida Inc.*, plenty of time to make their plans for the ship's future.



A candid photo of Vice-Admiral H. G. DeWolf, war-time captain of the *Haida* and former Chief of the Naval Staff, now retired and living in Ottawa. (O-15799)

Then, last winter when the Defence Department's economy drive began, it was announced that HMCS *Haida* would be declared surplus almost immediately and turned over to Crown Assets for disposal.

There was some frantic scurrying in the homes of the members of *Haida, Inc.* Neil Bruce doubled the frequency of his trips to Ottawa. Defence Minister Paul Hellyer was visited; so was the Chief of Naval Staff; so were the offices of Crown Assets. Finally the official word was handed down. The *Haida* would be sold to *Haida, Inc.* for \$20,000, delivered to Sorel, Que., in her Class C Reserve condition. She would be delivered Aug. 14. Bids from towing contractors applying to bring the *Haida* from Sorel to Toronto began coming in. Finally McAllister Towing Company, of Montreal, got the job for slightly more than \$6,000. McAllister said they were quoting a rock-bottom price, and said

## Sharing the Cost of Preserving *Haida*

Funds are needed to help pay the cost of preserving HMCS *Haida* and donations will be greatly appreciated. Receipts for income tax deductions will be mailed to the donors. Gifts should be sent, along with the name and address of the donor, to *Haida, Inc.*, PO Box 668, Adelaide St. Post Office, Toronto 1. Cheques should be made payable to *Haida, Inc.*

The accompanying story tells of the efforts that went into saving the *Haida* from the cutting torches of the shipbreakers and her preservation as a memorial to the part played by Canada's sailors in the Battle of the Atlantic and the invasion of Europe.

An early issue of *The Crowsnest* will tell another story—that of her final journey under tow and under the tender care of a scratch crew of naval reservists from Sorel to her resting place in Toronto.

they, too, felt sentimental about the *Haida* . . . so sentimental, in fact, that they donated \$1,000 to *Haida*, Inc.

Paying the tow bill and insurance for the ship presented a real problem. None of us in *Haida*, Inc. are what you would call wealthy. Owning a Tribal class destroyer is a luxury we couldn't normally afford, so we approached the Toronto Dominion Bank with our story, and that's where the money came from.

Needless to say, the Navy, too, harbours sentimental feelings about the *Haida*. Once the ship's sale had been approved, the RCN pushed her delivery date back to Aug. 21. They had the *Haida* towed from Sidney, N.S., back to Halifax for a quick once over before

she began her new career. As much equipment as possible was put on board to make the job of turning the *Haida* into a memorial museum easier. Cases of Second World War gear were packed in the forward seamen's mess, to be used later in setting up displays.

Next came the problem of getting a crew to bring the *Haida* from Sorel to Toronto. Reservists from HMCS *York*, Toronto's naval division, volunteered to do the job, and the Commanding Officer Naval Divisions authorized three days' special duty for three officers and 12 hands. The reservists said they would pay for their own transportation to Sorel. The tow was scheduled to take three to four days.

The trip by rail to Montreal, then bus to Sorel, and finally back to Toronto via the Seaway at the end of a towing rope you'll find chronicled in a later issue. The saga should be titled: "The Perils of a Junior Public Relations Lieutenant as a Seaman", or "Sink, or Swim".

In any event, thanks to the kind services of HMCS *York*, and the expert towing ability of McAllister skippers, the *Haida* arrived at Pier Six in Toronto unscathed, if a little late.

She nosed into the jetty shortly after 1000 Aug. 25, the sun streaming down on her rust-streaked hull, and a cheering crowd waving hello from shore.

For the members of *Haida*, Inc., the ship's arrival in Toronto, which for nearly a year had seemed the ultimate goal, signalled the beginning of a never-ending parade of problems. Money headed the list.

The new owners of *Haida* found themselves nearly \$30,000 in debt, with no prospects of earning funds until plenty more thousands of dollars had been spent getting the ship ready to receive her public.

The government had been generous in the terms of the destroyer's sale. The \$20,000 paid for the *Haida* was to be paid in 10 yearly instalments, the first one deferred a year from delivery date, and no interest to be charged. The terms couldn't have been more reasonable, and under the direction of senior naval officers, in both Ottawa and Halifax, the *Haida* had been stocked with stores which would make her eventual display to the public as easy as possible. Obviously *Haida*, Inc.'s project had the sympathy of both government and service officers.

The towing fee, a net amount of slightly more than \$5,000, had to be paid immediately. So did nearly \$2,500 to insure the HMCS *York* crew during their trip down the seaway, and insure the ship for the trip and her first year tied up in Toronto. Additionally, watchman services on board are required 24 hours a day while she is alongside in Toronto. All that comes to the healthy figure of \$256 a week. *Haida*, Inc., has now hired CPO Jack MacDonald, who retired from the RCN Sept. 9 and started work on board the *Haida* the same day, to oversee the job of getting her in exhibition state. Jack is working for a salary that proves it wasn't the money that attracted him to the job.

So much for the money problems. *Haida*, Inc., is running a campaign for funds this fall which, we hope, will assure the ship's future. You'll hear more of that later.



Defence Minister Paul Hellyer, pauses to chat with Alan Howard, a director of *Haida*, Inc. Mr. Hellyer was accompanied by His Worship, Mayor Phil Givens, and Mrs. Givens and, at left, Neil Bruce, president of *Haida*, Inc. (O-15800)





Journey's end at Toronto. The *Haida* under tow of the *Helen M. McAllister*. (O-15798)

*Haida's* first day in Toronto was a busy one. That evening Rear-Admiral R. P. Welland, Deputy Chief of Operational Readiness in the new integrated command structure, came to Toronto from Ottawa officially to start the *Haida* off in her new career.

With him came Defence Minister Paul T. Hellyer, who took time out from a well-earned holiday to say goodbye to the veteran destroyer. Rear-Admiral Welland is a former commanding officer of the *Haida*. Also attending the turnover ceremonies were retired Vice-Admiral H. G. DeWolf, a former Chief of Naval Staff who commanded the *Haida* and Commodore John Charles, the *Haida's* captain during her last Korean war tour. Toronto's Mayor Phil Givens, another enthusiastic fan of the *Haida's* was there too.

After a short session of speeches, Admiral Welland presented the ship with a White Ensign and a Blue Ensign. The

*Haida* is the first ship out of commission to be so honoured, and both flags will fly proudly when she's playing host to the public next year. Brief ceremonies alongside the *Haida* were followed by a reception in the wardroom of HMCS *York*, with some pretty salty tales about the *Haida's* past being exchanged among the ship's former captains.

That brings you up to date on what has happened to the *Haida* so far. Now we'll try to pass on some idea of what plans have been made for the ship's future.

During the fall and spring the *Haida* will be painted, cleaned up, and restored as closely as possible to her Second World War condition. There will be some discrepancies, but those can't be helped. She will, for example, still be fitted with 4-inch guns instead of the 4.7 she mounted when first built. The 3-inch-50 on the after canopy will remain, as will the squid mounts on

the quarter deck. The cost of altering her structure back to its original condition would be prohibitive.

When the water is high next spring and the day is right, with little wind and good visibility, tugs will take the *Haida* from Pier Six and tow her outside Toronto Harbour again. She will be taken to the west end of the Canadian National Exhibition Grounds, then gingerly squeezed through a gap in the breakwater. The ship will then be nursed back to the east end of the grounds, behind the breakwater, and nosed in to shore, her bows pointing north, just south of the eastern gates to the CNE. New fill has recently been dumped along the waterfront at this point, making an ideal spot for the *Haida's* final resting place. She'll be berthed on the edge of Coronation Park, a Metropolitan Toronto park dedicated to the memory of servicemen who fell during the Second World War. The city has informed *Haida, Inc.*, that all con-

cerned would be delighted to have the *Haida* there as part of that memorial.

When sufficient money has been raised, a concrete mole will be built along the water side of the *Haida*, to close her off from the lake. Water inside the mole will eventually be pumped out, then the area around the ship filled with concrete to leave her high and dry. Eventual cost of the project will eventually run to \$250,000.

Other retired naval personnel will be hired to work with Chief Jack MacDonald as permanent crew for the *Haida*. Probably as many as five or six will be needed to maintain the ship and guide visitors.

*Haida, Inc.* plans to charge a small fee for touring the ship, but the price will be reasonable. *Haida, Inc.*, is a non-profit company, so any funds collected must be put back into the ship. Admissions, we hope, will pay staff salaries and look after the up-keep, but that is all. Several ideas for money-making have been advanced, but *Haida, Inc.*, has decided that nothing will be sold on board the *Haida*. No refreshment bars or candy stalls will ever stand on those decks, and that's a point the directors insist upon.

It's possible there may be a refreshment stand built in the future on the jetty, beside the ship, but nothing commercial will ever touch the ship herself.

The firm intention of the directors of *Haida, Inc.*, is to make HMCS *Haida* into a fitting memorial of all sailors who served in the RCN. We hope that



Neil Bruce, the civilian flyer whose drive and enthusiasm led to the formation of *Haida, Inc.*, of which he is president, and to the rescue of the famous warship from the scrapheap. With him is Rear-Admiral R. P. Welland, a former *Haida* CO. (O-15803)

by showing the public how seamen lived on board ship, and how they fought their weapons, a greater appreciation of things naval will be passed on to thousands of Canadians. The *Haida* will become reminder of all the

little ships that made our Navy world-famous.

We of *Haida, Inc.*, do not consider ourselves the owners of this proud ship; we are merely custodians of her for the people of Canada.

## VANCOUVER HOST TO MANY SHIPS

Three major events in Vancouver this past summer were successful, due in no small measure to the participation of the Royal Canadian Navy.

Captain J. C. Gray, Senior Naval Officer, Vancouver, and his staff busied themselves arranging participation of both RCN ships and personnel in Vancouver's Maritime Festival, the Pacific National Exhibition and the formal visit of a training squadron of four destroyers from the Japanese Maritime Self Defence Force.

Joining the *Qu'Appelle*, *Fraser*, *Margaree* and *Mackenzie* of the Second Canadian Escort Squadron, under Captain Jack Pickford, were four American ships to make what civic authorities declared to be the most successful Vancouver Maritime Festival yet. The U.S. naval vessels were the guided missile cruiser *Galveston*, the guided missile destroyer *Henry B. Wilson*, the assault ship *Vancouver* and the conventional

submarine, *USS Tang*. The ships were part of the USN's Pacific Training Task Force and were under the command of Rear-Admiral Lot Ensey, Commander, Cruiser Destroyer Flotilla 9.

During the festival, CBC and CTV television featured several coast-to-coast shows built around the visiting ships. One, CBC's "Vacation Time", spent almost an hour on board HMCS *Qu'Appelle*, interviewing Captain Pickford and Cdr. Alex Kilpatrick, her captain, as well as members of the ship's company. All units landed marching parties to take part in a large parade.

The *Qu'Appelle* and *Saskatchewan* were in Vancouver for the opening of the Pacific National Exhibition. Ships and establishments of the Pacific Command provided a 50-man guard and the band from HMCS *Naden* for the two-mile-long PNE Parade. The guard and band, trained by Lt. John Rafter, from *Naden*, performed the Sunset Ceremony nightly as a feature of the PNE's grandstand show in Empire Stadium. The

guard was commanded by Lt. Walter Brain and Sub-Lt. Michael Muirhead, with the band under Lt. Tudor Jones and the 12-pounder guns' crews under Cd. Off. Robert Clitheroe.

A round of entertainment was provided for 1,200 officers and men of the Japanese Self Defence Force when four ships of Maritime Command visited Vancouver. They were the destroyers *Ariake*, *Yugure* (both of which were former USN ships), *Teruzuki* and *Makinami*.

The ships were part of the Japanese Training Squadron under command of Rear-Admiral Kazutoshi Kuhara. Appointed to the ships as interpreters were the following RCN and RCNR officers: Lt.-Cdr. A. Higuchi, Lts. J. Tateishi and J. R. Rangel, and Cd. Off. (MT) K. Koyama.

In addition, on an average of about once every week, Captain Gray's staff arranged visits for USN destroyers and submarines and Coast Guard vessels in port for leave during training cruises.

# OFFICERS AND MEN

## Mobile Canteen For Dockyard

Vice-Admiral Harry G. DeWolf, RCN (Ret), former Chief of the Naval Staff and president of the Royal Canadian Naval Benevolent Fund, presented a fleet mobile canteen to the RCN's Atlantic Command at a ceremony Aug. 7 in HMC Dockyard, Halifax.

Admiral DeWolf, on behalf of the Benevolent Fund, presented the canteen to Commodore R. L. Hennessy, Commodore Personnel Atlantic Coast, who accepted the vehicle for Rear-Admiral Jeffrey V. Brock, Flag Officer Atlantic Coast. Admiral DeWolf was accompanied by Cdr. Bruce Oland, chairman of the Eastern Claims Committee of the Fund.

There long has been a requirement for a mobile canteen to provide snacks to naval personnel of ships in harbour during the evenings when galleys shut down.

At the annual meeting of the RCN Benevolent Fund in May, it was decided to donate a fully-equipped canteen vehicle to the Atlantic Command. In presenting this gift, the Benevolent Fund went beyond its traditional role of providing loans and grants to individual people in need. During the 15-month period ending March 31, 1954, the fund assisted 700 persons with grants and loans amounting to more than \$200,000.

Considerable behind-the-scenes work was done to prepare the vehicle for its role. On their own time, personnel of the Supply Department in HMCS

## Weddings

Able Seaman Anthony Azzopardi, *Chaudiere*, to Mary Mildred Eleanor Hopkins, of Sackville, N.S.

Petty Officer N. I. Bessem, *Stadacona*, to Wren Janet Hansen, *Shelburne*, at Winnipeg.

Able Seaman Richard Buelow, *Chaudiere*, to Janice Irene Salsman, of Clementsport, N.S.

Able Seaman Lawrence Pye, *Chaudiere*, to Donna Marie Cox, of Halifax.

Able Seaman Robert Scobie, *Chaudiere*, to Wren Marlene Williams, *Shelburne* and Metcalfe, Ont.

Lieutenant Robert Montagu Scott, *Naden*, to Sharron Crofton, Salt Spring Island, B.C.

Ordinary Seaman David Tripp, *Chaudiere*, to Susan Knight Simpson, of Halifax.

Petty Officer Ronald Richard Vallillee, *Shearwater*, to Leading Wren Dorothy Ann Eldridge, *Shearwater* and Norwood, N.S.

Able Seaman Joseph Walsh, *Chaudiere*, to Jennie Theresa Inness, of Liverpool, N.S.



LDG. SEA. R. G. BOYDEN



LDG. SEA R. A. SCHAVER

Ldg. Sea. Richard G. Boyden and Ldg. Sea. Ralph A. Schaver tied for first place as top graduates from an engineering technician course. They were among a class of 20 men who recently completed a 43-week course in the RCN's Pacific Command Fleet School in Esquimalt. (E-77804; 1E-77805)

*Stadacona* refurbished the vehicle and men of the Engineering Division of the Fleet School installed hot food equipment and made other modifications to the canteen.

## Battle of Atlantic TV Drama Theme

An heroic chapter in Canada's naval history forms the background for *Convoy*, a serialized drama being done on CBC-TV.

*Convoy* recalls the Battle of the Atlantic, when Hitler's U-boats roamed the seas spreading death and destruction, threatening the whole Allied war effort. It tells the story of one little ship that stood against the subs to get the precious convoys through.

Written by Joseph Schull, official historian of the RCN in the Second World War, and produced by Battle of the Atlantic veteran Ronald Weyman, the five-episode drama was to be presented Thursdays at 8:30 p.m. (Eastern time) starting October 1 on CBC-TV.

## Sea Cadet Wins Scholarship

Sea Cadet Gerald Hastings of Nanaimo, B.C., became the first winner recently of the Navy League's Cdr. K. E. Grant Memorial Scholarship of \$300 and then was unable to retain it because he was accepted for training under the Regular Officer Training Plan.

Officer Cadet Hastings is a student at the University of British Columbia, where he intends to major in commerce.

Although he will not receive the cash grant which accompanies the award, he will be listed as the first sea cadet to win the scholarship, which was established in memory of the late Cdr. Kenneth E. Grant, RCN, who at the time of his death was Staff Officer (Sea Cadets) to the Commanding Officer Naval Divisions.

Cdr. Grant was killed in the Montreal air crash last November that took 118 lives.

## Cdr. Pickersgill Dies, Aged 63

Cdr. Norman L. Pickersgill, VRD, RCNR (Ret), 63, died suddenly at his home in Ottawa September 15. Funeral

## Births

To Able Seaman Robert D. Crocker, *Scotian*, and Mrs. Crocker, a son.

To Able Seaman Douglas Harrison, *Shelburne*, and Mrs. Harrison, a daughter.

To Lieutenant David M. Robinson, *Chaudiere*, and Mrs. Robinson, a son.

To Leading Seaman David Skelton, *Shelburne*, and Mrs. Skelton (the former Wren Lois Fraser), a daughter.

To Petty Officer William Turcotte, *Shelburne*, and Mrs. Turcotte, a daughter.

To Lieutenant-Commander Benjamin M. Weber, *Scotian*, and Mrs. Weber, a daughter.



Thirty-five sea cadets took an aero-engine course at Shearwater during the summer. While their main purpose was to study the theory and maintenance of aircraft engines, as in accompanying classroom scene, there was time for sports, small-arms familiarization and other naval subjects. They also (top photo) trained for their appearance as guard at ceremonial divisions. The instructors are CPO G. B. Broome (top) and CPO I. J. Benoy. (DNS-33925; DNS-33924)

services, followed by cremation, were held on Sept. 17.

Cdr. Pickersgill was a commissioner in the Canadian Pension Commission of the Department of Veterans Affairs at the time of his death and had been with the commission since the Second World War.

Cdr. Pickersgill served for more than 20 years' unbroken time in the RCNVR and commanded the Regina half company of the RCNVR. In 1940-42 he commanded patrol and anti-submarine warships in the Atlantic and Indian oceans.

Then he commanded *Stadacona II*, later commissioned as HMCS *Peregrine*, the former Y-Depot of the RCAF in northern Halifax. The Canadian Army has its Windsor Barracks there now.

### **Sea Cadets Study Aircraft Engines**

Tools and textbooks took the place of baseball, picnics and plain loafing for more than 30 youngsters who underwent summer training at HMCS *Shearwater*.

Thirty-five sea cadets, from across

Canada, have finished a seven-week course at the Naval Air Station, *Shearwater*. The cadets, ranging from 16 to 18 years arrived in early July from their Royal Canadian Sea Cadet Corps. With over 100 hours of class-room instruction in aero-engines, a lot of it on CS2F Tracker engines, the cadets left *Shearwater* with considerable experience in aviation mechanics.

Their training at *Shearwater* was not all in aircraft engines but branched out to include other naval fields. The theory of flight and gunnery were taught and small arms familiarization was given them at the firing range on McNab's Island. They were instructed in the firing of the Belgian-made FN rifle, the Sten sub-machine gun and the Browning 9mm. automatic pistol.

In addition to class-room instruction, they held sports periods twice weekly during which they used the extensive facilities at the *Shearwater* gymnasium and pool.

Towards the end of their training they took a two-day survival course at *Shearwater's* survival training area at Whitney Lake. This two-day course closely simulated the conditions under which they would live if they had to ditch an aircraft in heavy bushland. They learned to live off the land, building their own shelters from parachute materials and foraging for food.

The cadets were guided through the seven-week course by Lt. T. E. Giannou, RCN, Assistant Area Sea Cadet Officer for Newfoundland, and Lt. Steve May, RCSCC, a school teacher in civilian life.

Parade training and flying were also included in the Sea Cadet program during their stay and the sea cadet contingent formed the guard of honour at one of the ceremonial divisions held at *Shearwater* in August.

Over the last three years, 62 per cent of the cadets taking this course at *Shearwater* have joined one of the three services. Of the group enlisting, the majority have chosen the Royal Canadian Navy and have specialized in naval aviation.

### **Cdr. Carle Takes Command of Fraser**

Cdr. Richard Carle has been appointed in command of the destroyer escort *Fraser*, a unit of the Second Canadian Escort Squadron, based at Esquimalt.

Cdr. Carle was born in the International Settlement, Shanghai, China, in September 1926 and moved to Victoria

in May 1936. He entered the RCN as a cadet at the former Royal Canadian Naval College, *Royal Roads*, in September 1943.

A gunnery specialist, he took a number of courses with the Royal Navy, and later served in the cruiser HMCS *Ontario* and the ocean escort HMCS *Antigonish*. He has served as commanding officer of the minesweeper HMCS *Chaleur*.

His most recent appointment was on the staff of the Director of Naval Fighting Requirements, at Naval Headquarters, Ottawa.

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### **'COPTER SUPPORT SHIP READIED**

The Royal Navy's first helicopter support ship, HMS *Lofoten*, was commissioned at Devonport on June 23. She is commanded by Lt.-Cdr. P. J. Morton, R.N., and will join the Home Fleet. She

has been converted from a landing ship, having been first commissioned in 1945.

The helicopters to be carried by HMS *Lofoten* will have considerable range and the ship will therefore be an important forward base. She will also be a valuable trials ship, for lessons learned in her operation will undoubtedly prove useful in the projected conversion of the Tiger class cruisers as helicopter carriers.—*Naval News Summary*

### **Dreadnought Visits Norfolk**

The Royal Navy's first nuclear-powered submarine, HMS *Dreadnought* (Cdr. B. F. P. Samborne, R.N.), recently visited the United States. She was at Norfolk, Virginia, between June 19 and 24, and later paid a brief call at Bermuda.

It was the submarine's first visit to a port outside British territory since she was first commissioned in April 1963.

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## **PLUMBER'S HELPER**



THE CAPTION of the accompanying picture practically got up on its hind legs and begged for permission to write itself:

"Plumber's Helper Totes Plumber's Helper".

The animate helper in this case is Suzie, 10-year-old black Labrador belonging to Frank Phipps, of Esquimalt, a civilian plumber at HMCS *Naden*.

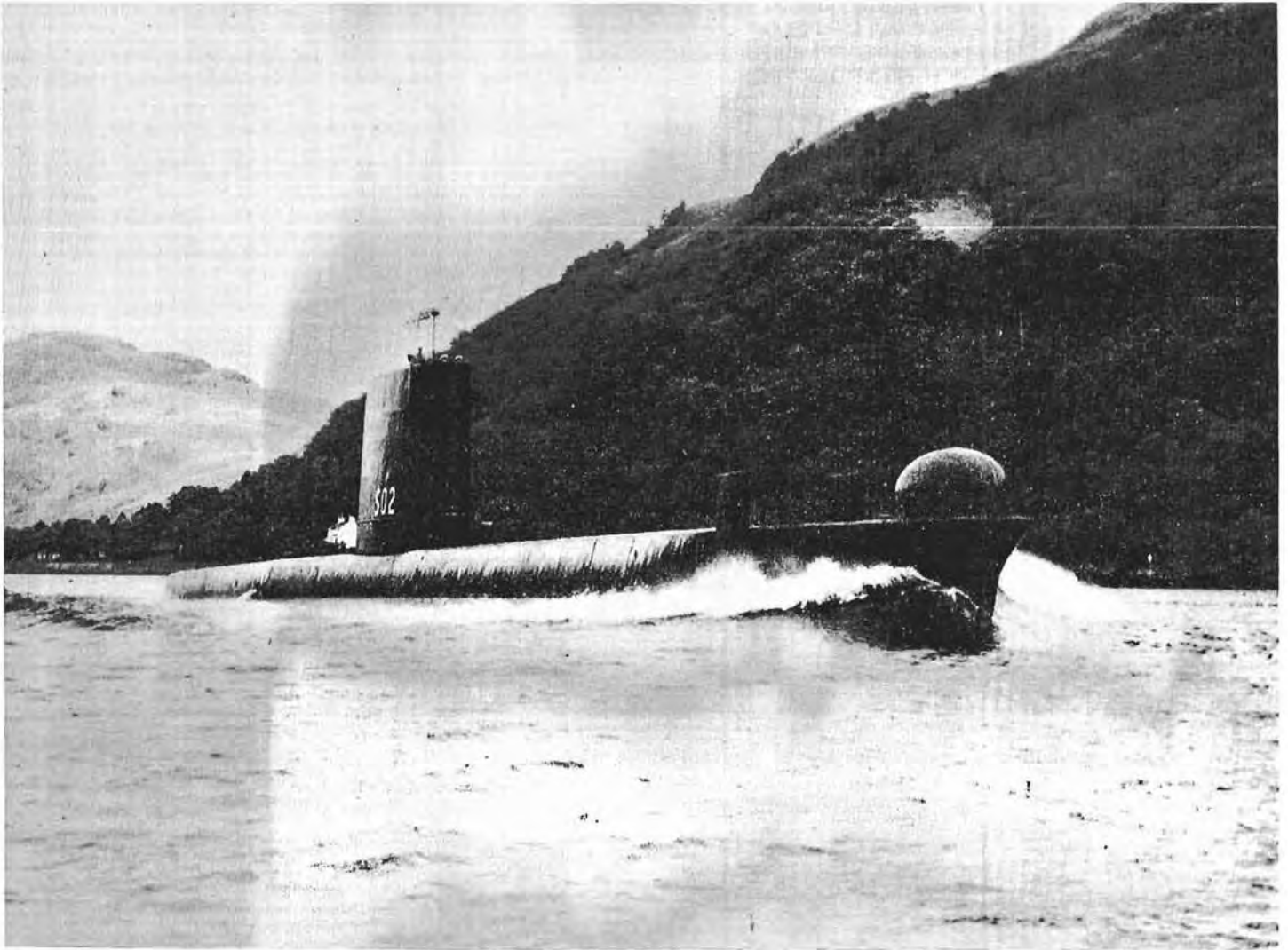
Any working day Suzie can be seen on the job around the naval establishment helping her master carry the tools of his trade. Usually, as in the picture, she settles on a sink plunger, commonly known as a plumber's helper, because it's more comfortable to carry than a pipe wrench.

She took up employment at *Naden* after the Phipps family noticed she was putting on weight and started making insulting remarks about her figure.

"If that's the way you feel about it," woofed Suzie, "I'll go to work."

She was as good as her word, but as a slimming project her job was a dead loss. There are 10 men in the maintenance shop at *Naden*, most of whom pack their lunches and make a point of sharing them with Suzie. This sometimes results in her becoming so drowsy that she knocks off work for the afternoon, seeks out a quiet spot for a siesta and doesn't show up until quitting time.

A born retriever, Suzie loves her work and has enjoyed carrying the tools since she was a pup. She also loved to gather up neighbour's newspapers, rubbers and overshoes and lug them home. This did not endear her to the neighbours. They are glad she has become a career girl.



HMS Rorqual, pictured above, is one of eight Porpoise class submarines in service in the Royal Navy. She is commanded by Lt.-Cdr. Samuel G. Tomlinson, RCN, who has five other Canadians serving under him. At lower left, Lt.-Cdr. Tomlinson inspects a hydroplane hinge-pin held by PO Vernon M. Frankton, RCN; centre, Ldg. Sea. Robert Nichol, RCN, is shown at the helmsman's position and, right, the captain dictates a message to radioman Ldg. Sea. Robert Davidson, RCN. (Top Photo from Royal Navy; EKS-1536; PL-144145; PL-144150)

# RN SUB - RCN CAPTAIN

THE COMMANDING OFFICER of HMS *Rorqual*, a Porpoise class submarine based at Gosport, England, is a 36-year-old Canadian who began his service career as a boy soldier.

He is Lt.-Cdr. Samuel G. (Tommy) Tomlinson, RCN, a prairie-raised officer who has packed a wide variety of experience into just under 20 years in uniform.

Lt.-Cdr. Tomlinson entered the Canadian Army in October 1944, at the age of 17. He took airborne training but had not completed it when he was demobilized a year later. In November 1945, he entered the RCN as an ordinary seaman and subsequently served in the aircraft carrier *Warrior*, cruiser *Ontario* and destroyer *Cayuga*. He was serving as a petty officer on loan to the Royal Navy at HMS *Kestrel*, naval air station in Hampshire, when he was awarded his commission in January 1951.

After courses and training in Britain, Lt.-Cdr. Tomlinson returned to Canada in 1953 and joined the coastal escort, HMCS *Portage*. This was followed by a term as a Schools Relations Officer for Northern Ontario and part of Quebec; then it was back to Britain in March 1955 for submarine training with the Royal Navy.

In November 1955, he was appointed executive officer of HMS *Artful*, an "A" class submarine. In December 1958, he got his first command, HMS *Trespasser*, then the oldest operational submarine in the RN.

Returning to Canada early in 1960, he served for a year-and-a-half in surface ships, first the destroyer escort *Assiniboine*, then as executive officer of the frigate *Antigonish*. He was appointed back to Britain in August 1961 and a month later took command of HMS *Rorqual*.

The *Rorqual*, launched in 1956 and completed in 1958, is an operational unit of the Royal Navy's First Submarine Squadron. She and other submarines of her class are fore-runners of the Oberon class, of which three are to be built in Britain for the Royal Canadian Navy.

All told, 10 officers and 135 men of the RCN are taking submarine training in Britain or serving in RN submarines.

In the *Rorqual*, besides her captain, are five Canadian seamen.

Lt.-Cdr. Tomlinson is the son of Mr. and Mrs. S. A. Tomlinson, Calgary. His wife is the former Ann Landreth Lawrence, of North Battleford, Sask.

"Tommy" was born in Sioux Lookout, Ont., and was educated at Fort McMurray, Alta., Winnipeg and Lac du Bonnet, Man.

## Puzzle Picture



Don't try to guess what this is, because the chances are you'd be guessing come Christmas. The strange image on the *Bonaventure's* radar is, believe it or not, that of a sandstorm at sea, experienced off the Libyan coast when the carrier was on her way to Cyprus with Canadian soldiers and supplies. Although sand and dust drifted down over the *Bonaventure*, the main storm shifted course when it was within 10 miles of the ship.



# NABOB REUNION

A CANADIAN-MANNED warship's valiant struggle for survival was recalled when a 15,000-ton freighter of German registry entered British Columbia waters in mid-August. She is SS *Nabob*.

The aircraft carrier *Nabob*, steaming the Norwegian Sea, was sorely wounded by a torpedo from a German U-Boat on Aug. 22, 1944. Today she is a cargo liner of the North German Lloyd Line, sailing between the west coast of North America and Europe. (See March 1956 *Crowsnest*.)

Built in a Seattle shipyard as an escort aircraft carrier, the *Nabob* was commissioned into the Royal Navy in Vancouver in 1943 and manned by a Canadian ship's company, later joined by an RN aircrew. Most of those Canadians were serving in HMS *Nabob* when she was torpedoed off Tromso, Norway, during strikes against the German battleship *Tirpitz*. Twenty-one men died in the torpedoing and six were injured.

The crew managed to keep the *Nabob* from sinking, despite a 40- by 50-foot tear in the starboard side. The stern sank 18 feet and a sharp list to starboard developed. To add to the hazardous situation, the *Nabob* had 200,000 gallons of aviation fuel in her forward tanks.

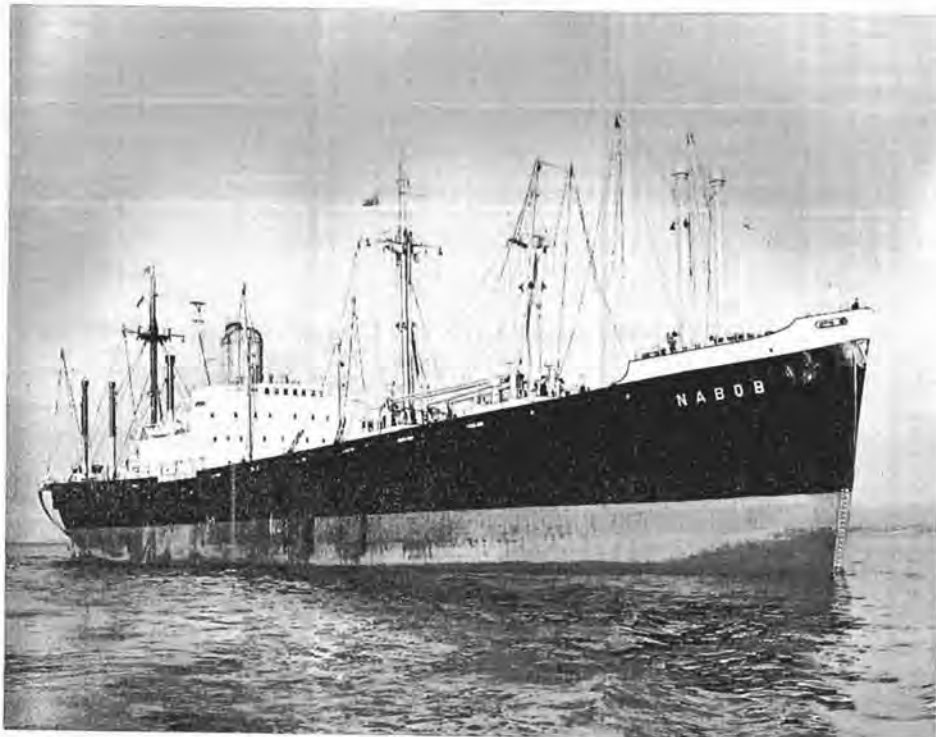
However, the carrier pointed her bows toward Scapa Flow and held a slow but steady course for home. She took five days to cover the 1,400 miles.

Another German submarine was sighted on the return trip and two of the *Nabob's* 20 planes were sent up to give chase. The U-boat disappeared and failed to attack.

On Oct. 10, 1944, the *Nabob*, acquired by the RN from the USN under lend-lease, was paid off. She was sold in March 1947 as scrap to a Dutch firm.

The German shipping firm, Lloyd, had the *Nabob* rebuilt as a freighter and installed new propulsion machinery. In deference to her war-time experience, they retained the name *Nabob*.

To mark the 20th anniversary of the torpedoing, the German first was host to approximately 40 ex-members of the ship's war-time company in Vancouver. By coincidence, the *Nabob's* present master, Captain Karl Kuhlig, was serving in a German warship just 50 miles away from the site of the torpedoing that late August afternoon 20 years ago.



Forty former officers and men of the Second World War aircraft carrier *Nabob* were guests at a reception given in Vancouver on August 15 by the owners of SS *Nabob*—the same ship that was torpedoed off northern Norway 20 years earlier. The *Nabob* now carries cargo between the west coast of North America and Europe. The top picture is of the *Nabob* as she appears today and the bottom picture is of those attending the reception. (E-77781; E-77833)





The Engineering Division of the Fleet School at Naden is located at the head of Esquimalt Harbour, not far from Yarrows' shipyard. (E-60695)

# APPRENTICE PLAN

**T**HE NEED for qualified and competent tradesmen in the Royal Canadian Navy is a continuing one. The Technical Apprentice Training Plan is intended to help supply these badly needed men. Basically, the training function is two-fold; to train competent tradesmen and at the same time competent leaders.

The Technical Apprentices (APs) are accommodated in Nelles Block, HMCS *Naden*, the RCN's training establishment at Esquimalt. Instruction takes place in the Technical Apprentice Section of the Engineering Division, Fleet School. Other divisions of the *Naden* Fleet School give instructions in other aspects of training as required.

In April 1951 the Naval Board discussed the increasing difficulty of obtaining technical personnel for the service. It was decided to train tradesmen within the RCN and approval was given to establish an RCN trades school to be called the naval trades training

centre with an Apprenticeship Training Scheme. This scheme would provide apprentices with the trade qualifications normally obtained by the apprentice-trained civilian tradesman.

As part of long-term planning, a permanent establishment was to be located ashore. In the meantime, the

by

Lt. D. W. Wilson, RCN

former *Flamborough Head*, a 10,000-ton maintenance ship, was commissioned as HMCS *Cape Breton* and secured at HMC Dockyard, Halifax, to provide the apprentices with living, workshop and classroom accommodation.

An entry of 100 apprentices was proposed for the first year with a similar number planned for the following year. After new entry training at

HMCS *Cornwallis*, the men were to go to the training centre for two years to acquire basic trade skills. They were then to be selected for the branches for which they were needed or for which they showed aptitude. During the following two years, they would be given branch training in branch schools, at sea and in the Naval Trades Training Centre.

By May 1952 a concentrated recruiting program had been launched for boys between the ages of 16 and 19 years who had completed Grade X. Candidates underwent the normal recruiting process and the candidate was required to write a composite examination paper covering English, mathematics and general science (Grade X level). In addition, a mechanical aptitude test was administered. The selected eligible candidates were interviewed by a selection board under the chairmanship of an officer from the apprentice training staff.

In the fall of 1952 a directive was sent out of the Fleet indicating there was limited space in the scheme for men of any branch who could meet the requirements, providing he was prepared to transfer to the Apprentice Branch.

The length of the initial engagement for apprentices was to be seven years. Graduates were to be qualified to the trade group 3 level and to hold the rank of petty officer second class.

The first entry of 66 ordinary seamen apprentices (OSAPs) commenced training in the *Cape Breton* on February 2, 1953. This initial group was composed of five trades, engineering, shipwright, air, ordnance and electrical. The original figure of 100 entries a year had been reduced because of a combination of limited facilities available and a lack of response by qualified candidates to the recruiting drive. And so the plan progressed; 50 men entered the scheme in 1954 and 1955 as one single entry annually.

By the middle of 1955, it was seen that an annual entry of 50 apprentices would at times saturate the training spaces completely while at other times no difficulty would be encountered.

It was decided that a twice-a-year intake of not more than 30 would meet this condition and this plan was carried out in 1956 and 1957.

Long before the new Combined Technical Training Establishment—later called the Naval Technical School, and now the Engineering Division of the Fleet School—was completed at Esquimalt, plans had been made to transfer training ashore from the *Cape Breton*.

The apprentices were to have separate machine and fitting shops of their own, though it was planned to conduct training in allied trades (welding, etc.) in the CTTE shops. In addition, the trainees were to undergo branch specialist training in the respective specialist training facilities located in the CTTE, viz, engineering shipwright and ordnance. During such training, the apprentices were under the direct administration of the Staff Officer Apprentice Training Division. The electrical and air apprentices were to continue to receive branch specialist training in their respective schools on the East Coast but they also were to be administered by the same officer in *Naden*.

Arrangements were made for administration to come under the control of the Commodore, RCN Barracks, Esquimalt.

The new facilities at *Naden* were opened in 1958 and the first term for

apprentices in the new buildings commenced in July of that year.

By 1958 it had been decided that trades other than engineering and shipwright would not continue in the TATP (the last of the other trades joined in January, 1959, and graduating in April, 1962). Commencing with the latter half of 1958 and carrying on through 1960, the enrolment figures were increased. In 1960, the trade structure was reviewed and altered somewhat and it was decided to revert once more to single annual entries and to stabilize the numbers at 34. Also, future entries were to graduate as leading seamen rather than petty officers second class. Thus it remained until the summer of 1963.



In the Fleet School's boat shop. (E-66965)

In the fall of 1962, the syllabi for engineering and hull apprentices were revised and lesson outlines published. (The syllabi will be dealt with in a later section.)

The last entry to graduate as petty officers second class completed its training in April 1963.

The summer of 1963 saw several changes of policy concerning the TATP. The Apprentice Training Plan Review Committee met in April and as a result of these meetings, recommended in part the following:

- the Apprentice Training Plan be expanded to the maximum capacity of the Technical Apprentice Section, Engineering Division, Fleet School, HMCS *Naden* to assist in overcoming the shortage of ER and HT tradesmen;
- the annual input to apprentice training for ERs be increased to 83;

- the annual input to apprentice training for HTs be increased to 17;

- a bi-annual entry into the Technical Apprentice Section, Engineering Division, HMCS *Naden*, be instituted commencing in July, 1963, with a Fleet entry of 50, and in January, 1964, a civilian entry of 60. These intake figures should be subject to annual review;

- the apprentice entry from the Fleet be increased to 50 a year commencing July, 1963; the upper age limit raised to 21 years; and the existing marriage regulations remain unchanged.

These recommendations have been approved by the Naval Board and are in the process of being implemented.

To prevent too great a shortage of highly trained technicians, the RCN embarked upon the expanded apprentice program to supplement the output of technicians from the trade course in the two Fleet Schools. This is a convenient point at which the present TATP program may be reviewed.

The present requirements can be broken down most conveniently in terms of the two branches currently associated with the TATP.

The engineering technician (ER) must attain a trade standard as a machinist, since he is the major source for the trade requirements of "machinist sub-specialty". Previously, this level of skill was recruited as a direct entry petty officer on successful completion of a trade test. The Navy's new trade structure established in 1960 does not allow for the purely trade specialist, as all trades must now carry the military responsibilities of their rank. In addition, civilian-trained machinists are in short supply and are highly paid. Consequently the service could not attract any appreciable number.

There is insufficient training time or opportunity to produce highly skilled tradesmen from Fleet School trade group courses. It is possible for trade course men with outstanding aptitude to achieve this standard and these were candidates for the machinist sub-specialist courses which commenced in September 1963. Others not so well suited to machinist training all obtain sufficient shop experience to understand the principles of shopwork and repair operations and are thus fully capable of supervising these functions.

Thus there are two sources of the "machinist sub-specialty" and adequate numbers should be available as a result.

The *Hull Technician* (HT) must attain an acceptable standard in carpentry, platemwork, welding, sheet metal,



A high degree of precision is demanded of technical apprentices under training at the Fleet School in Naden. Two of them are shown at work on a project demanding delicate caliper measurements. (E-59018)

plumbing, blacksmithing, plastic repair, boat-building and painting. These trades were formerly recruited individually as direct-entry petty officers after successfully completing a trade test. The new trade structure and a requirement for efficient employment of manpower, does not allow for such a degree of specialization—obviously a destroyer escort could not carry a petty officer specialist for each of the trades mentioned above. No civilian trade incorporates such a diversity of skills and hull technicians must be trained within the service.

There is also an avenue for advancement of hull mechanics to hull technicians by means of Fleet School trade group courses. This complements the output of HTs from the TATP.

Recruiting methods have not altered appreciably since the first entry was recruited in 1952. A standard questionnaire for screening applicants has been developed by the Apprentice Training Section which consists of a fixed series of questions in each evaluation area, for example:

- Service motivation;
- Apprentice training motivation;
- Leadership potential;
- Appearance and bearing;
- Emotional stability;
- Social relations.

When used in conjunction with test scores, fairly accurate and consistent assessments of the candidates can be made.

Recruiting may be dealt with in two sections, Shore and Fleet entries.

*Shore entries* are processed at the end of a school year and the candidates passing preliminary screenings at the recruiting centres may be selected by Naval Headquarters to appear before the Apprentice Selection Board in July of each year. Those recommended by the board and approved by Naval Headquarters are enrolled as APs and sent to *Cornwallis* for new entry training. They commence apprentice training at *Naden* the following January.

The requirements for shore entries are as described earlier in this article.

*Fleet entries* are obtained from the Fleet and eligible candidates appear before selection boards held in *Stadcona* and *Naden* each summer. These

### A Parting Gift

In a heart-warming gesture former crew members of the decommissioned fleet maintenance vessel HMCS *Cape Breton* distributed some \$2,400 of the ship's fund to half-a-dozen Greater Victoria charitable organizations.

The generosity of the ship's company in donating this money—all of which came out of its personal pocket—to local charities demonstrates the close links which have so happily been forged in Victoria between its residents and the personnel of the Royal Canadian Navy.

The community-at-large will long remember with gratitude the old *Cape Breton's* parting gift.—*The Daily Colonist*, Victoria.

men join the Apprentice Section, *Naden*, in July to commence training. Briefly, the requirements are as follows:

- (a) at least minimum scores in all tests taken by shore entries;
- (b) grade X education;
- (c) be less than 22 years of age;
- (d) agree not to marry until successful completion of the second year of training.

A six-month probationary term is spent at *Naden* and on successful completion of Term I, Fleet entries are re-classified APs and re-engaged for a total of 7 years from entry into the TATP. Future advancements and promotions will be subject to successful completion of training phases.

The course duration is 39 months, made up of six equal terms of 22 weeks and one final one of 15 weeks. The balance of the time is devoted to leave periods. Apprentices are allowed four weeks' leave plus travelling time in the summer and two weeks' special leave at Christmas.

The two main phases of the training may be broken down as follows:

1. common training—Term I—is common to all Apprentices;
2. specialist training—Terms II to VII inclusive—provide specialist training for Engineering and Hull Technicians:

#### ER Syllabus

Topic	Duration (Periods)	% Total time
1. Fitting and Machine Shop.....	2134	41
2. Allied Trades (Welding, etc.).....	252	5
3. Engineering, including		
(a) Theory of equipment		
(b) Bailey Meter controls		
(c) Refrigeration, etc.....	1023	20
4. Academics.....	450	9
5. Miscellaneous, including		
(a) Physical training		
(b) Rank training		
(c) NBCD		
(d) Padre etc.....	530	10
6. Practical Engineering (at sea)....	74	15
Total.....	5136	100

#### HT Syllabus

1. Fitting Shop (Term I).....	512	10
2. Hull Shops, including		
(a) Ship's Carpentry		
(b) Welding		
(c) Sheet Metal		
(d) Plumbing, etc.....	2148	42
3. Hull Theory, including		
(a) Draughting		
(b) Ship Construction		
(c) Administration		
(d) Docking		
(e) Cathodic Protection.....	775	10
4. Academics.....	300	5
5. Miscellaneous, including		
(a) Physical training.		
(b) Rank training		
(c) NBCD		
(d) Padre etc.....	596	12
6. Practical Engineering (at sea)....	744	15
Total.....	5106	100

Term V in its entirety is spent in a sea-going ship of the Esquimalt-based Second Canadian Escort Squadron to provide operating and minor maintenance experience.

During this term, the technical apprentice receives the training necessary to qualify for the Auxiliary Machinery Operator's Certificate.

The table below indicates the steps by which a man progresses from OSAPs and LSER3 to LSHT3.

	Promotion	Advancement
Entering <i>Naden</i> (Apprentice Section).....	OS	APS (ATS)
successful completion of Term I.....	OS	transfer to AP from other branch
Term II.....	AB	AP1
successful completion of Term LV.....	AB	AP2
successful completion of Term V.....	LS	AP2
successful completion of Term VII.....	LS	TG3

Promotions also depend upon time in rank and exemplary conduct but the table above shows when the man will be qualified professionally.

After graduation, the ex-apprentice is transferred to his appropriate branch.

While the object of apprentice training is to provide the Fleet with fully trained tradesmen competent in the technical knowledge of their branch, it is also the object to be certain these men are well grounded in the elements of leadership. The majority of the 39-month period of training is devoted to trade training which leaves little time for leadership training.

In the *Cape Breton* the leadership was encouraged by giving the apprentice progressive responsibility until, in his senior term, he is taking charge of a duty watch.

After the transfer to *Naden*, the degree of responsibility that could be assumed by the senior apprentice was limited and the graduated apprentice lacked the opportunity to be as fully effective as a petty officer. To compensate at least partially for this, lectures on leadership and other rank requirements have been incorporated into the syllabi. It is considered that acceptable requirements for rank are being met in the 39-month course.

Of the 639 young men who have commenced training since 1953, 361 have graduated or are still under training.



Three engineering apprentices lend attention to their chief petty officer instructor's explanation of some complicated naval machinery. (E-46942)

The 278 who have left the scheme have done so either by their own request or because they have failed to reach the required standard. The 278 wastage represents an overall wastage of 43.5 per cent. A wastage figure for entries still under training may only be estimated, but the figure usually quoted is 42 per cent.

It is anticipated that the percentage wastage figure will become less as a direct result of the introduction of improved methods of selection mentioned earlier. Early results from the January, 1963, entry bear this out.

In summary, the requirement for skilled Engineering and Hull Technicians can in part be met by the TATP. The object of the plan may be summarized as follows:

- to produce Engineering Technicians, trade group 3, with a machinist sub-specialty;
- to produce qualified Hull Technicians, trade group 3;
- to produce competent leaders;
- to provide eligible civilians and the more ambitious men of the Fleet with the opportunity to obtain a fine trade training with the

probability of accelerated advancement and promotion to the advantage of both themselves and the service.

Obviously, to achieve the aims and produce up to 83 engineering and 17 hull technicians needed annually requires an adequate response to recruiting. This is where the officers and more senior men in the RCN can help by making certain the younger men are aware of the opportunities offered by the TATP. It should be emphasized that the fleet transferees may come from any branch provided they meet the basic requirements, pass the tests and successfully complete the probationary first term in *Naden*.

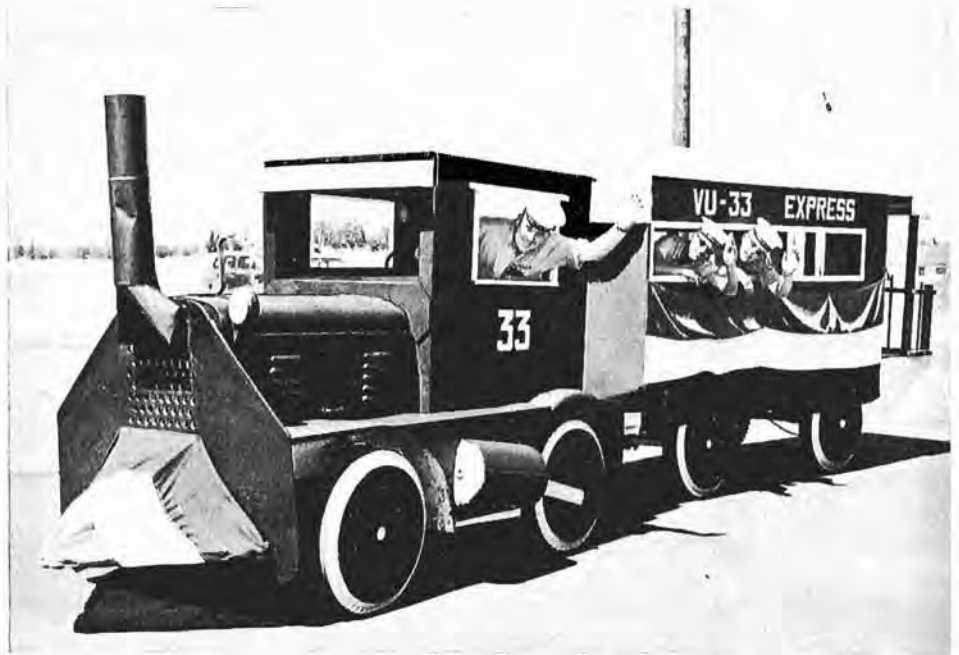
The 39-month apprentice course is one which requires much in the way of effort from those under training. Because the course is so intensive, it is, in a sense, an endurance test—well within the capabilities of a person willing to work hard. Any man showing interest in advancing himself professionally by becoming an apprentice, will find a reward for his efforts in the form of accelerated advancements and promotions.



# HERE AND THERE IN THE RCN



A young ensign of the Belgian Navy, Bernard L. Ravet has ended his training with the Royal Canadian Navy by winning his watch-keeping certificate. Ensign Ravet completed his training at sea on board the Canadian destroyer escort HMCS Athabaskan. Presenting the WK certificate is Cdr. Peter Hinton, captain of the Athabaskan. (CCCI-214)



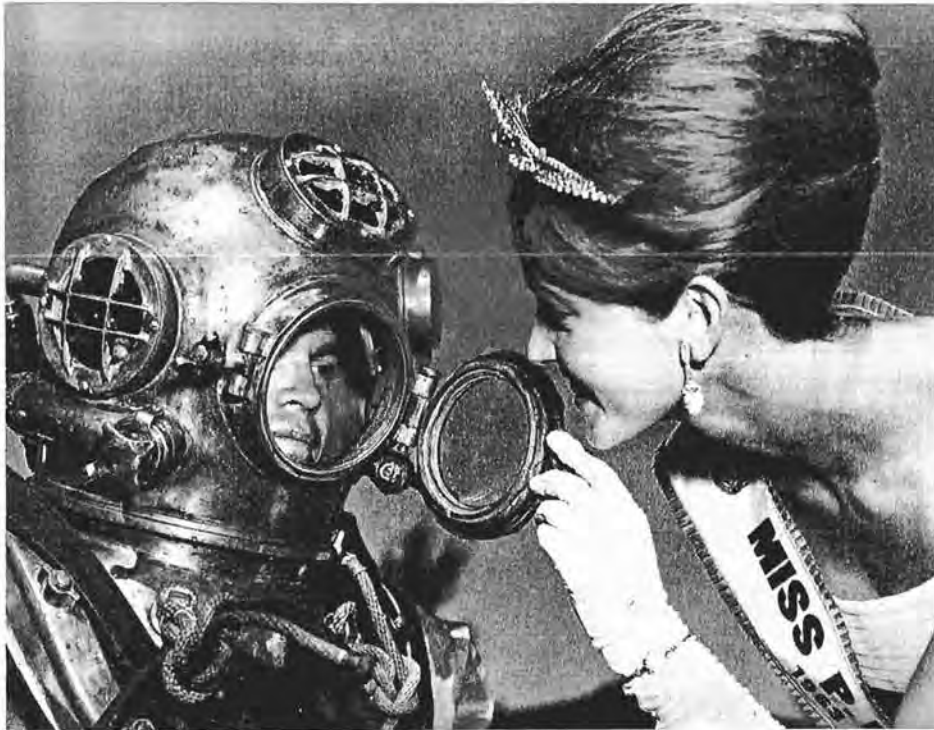
On the way to Dominion Day parade in Sidney, B.C., the children's "mule train" from VU-33, the RCN's air squadron at Patricia Bay, is given a trial run by "engineer" Ldg. Sea. R. K. Ireland and "club car passengers" Ldg. Sea. Kenneth Shaw and AB Fred Mann. (E-77247)



Douglas L. Pickell, 15, of Flin Flon, Man., is one of more than 1,000 Royal Canadian Sea Cadets to spend two-week summer training periods at HMCS Comox, sea cadet camp near Comox on the east coast of Vancouver Island. Instruction in knots and splices is being given by instructor Lt. Allan Hodgson, RCSC, of Winnipeg. Douglas is a member of Royal Canadian Sea Cadet Corps Husky and attends Hudson School. (E-77582)



PO Cadet Foster Sparks, of Cherry Brook, Dartmouth, speaks with Captain J. M. Paul, Commanding Officer, HMCS Cornwallis, during an inspection of the band of the Royal Canadian Sea Cadet Corps, undergoing summer training at the naval base. Right, is the bandmaster, Sub-Lt. B. T. Bevan, RCSC, of Bloomfield, Ont. In the background, is Ldg. Cadet Patrick Boudreau, of Sydney, N.S. (DB-19164)



"Well, what do you know? These things have people in them." This or other appropriate remarks may have been made by Miss Pacific National Exhibition, Linda Douma, 20, of Sidney, B.C., when she discovered AB Gordon Benjamin inside the deepsea suit. He was one of a group of naval divers performing daily at the Armed Forces Display at the PNE in Vancouver. (E-77900)



With a view to improving aircraft maintenance through inter-squadron competition, Lt.-Cdr. I. M. Brown, USN, serving in Ottawa on loan to the RCN, has presented an Air Squadron Technical trophy to be competed for annually by air squadron technical departments. He is shown presenting the trophy to Captain John Doherty, Director General Aircraft. (O-15618)



Seventy-three Short Service Officer Plan Naval officer cadets checked in at HMCS Venture on Sept. 3 to begin training leading to commissions in the RCN. Their first day of naval life saw the issue of clothing and textbooks, a prelude to 13 months of professional and academic training ashore and afloat. Bearing up under the initial load are, left to right, B.C. Cadets Michael G. Dalzell, 18, of Victoria; James A. Helps, 20, of Sidney; Thomas G. Watson, 18, of Duncan; and Bernhard Van Ek, 19, of Sooke. (E-78032)



To do honour to the first helicopter landing on HMCS Nipigon's flight deck, a ceremony was held on July 31 in her wardroom. The helicopter, a Sikorsky HO4S from Utility Squadron 21 piloted by Lt. G. A. (Sid) Potter, landed during a compassionate mission. An "ookpik", the Nipigon's mascot, and a lighter were presented to Lt. Potter and a scroll commemorating the occasion to the squadron. Lt.-Cdr. D. A. Muncaster, executive officer of HU-21, accepted the scroll on behalf of the squadron from the captain of the Nipigon, Cdr. D. R. Saxon. (HS-75786)

# AFLOAT AND ASHORE

## PACIFIC COMMAND

### HMCS *Margaree*

Canada was represented at Seattle's annual Seafair in August by the *Margaree*. She found herself in the company of U.S. Ships *Saint Paul*, *Salisbury Sound*, *Somers* and *Hamner* and ships of Minesweeping Division 73.

A royal welcome greeted *Margaree* and her commanding officer, Cdr. J. L. Panabaker. On hand were the acting Canadian consul-general, J. D. Turner, and King Neptune and the Queen of the Seas with their splendidly attired court of local and visiting princesses. The 13th Naval District band and a local orchestra provided atmosphere and many interested spectators greeted the ship and her company.

Numerous social functions were given for both officers and men. HMCS *Discovery* sent a 25-piece band to accompany the 60-man guard landed by *Margaree* for the three-mile-long torchlight parade on Saturday evening.

The hospitality of the Seattle people will long be remembered and the success of their Seafair was obvious. Seattle police estimate that about 260,000 people saw the torchlight parade on Aug. 8.

On return to Esquimalt on Aug. 10, the *Margaree* flew her paying off pennant. She was to go to civilian contractors for conversion.

## ATLANTIC COMMAND

### HMCS *New Waterford*

Not every ship is given an opportunity to visit and re-acquaint herself with, as it were, her family tree. An exception to the rule this summer, however, was HMCS *New Waterford*, ocean escort of the Seventh Canadian Escort Squadron. In late June, during UNTD Cruise Bravo, she paid a one-day visit to the mining town of New Waterford in Cape Breton from which she derives her name. This has become almost an annual event with the *New Waterford* and is always looked forward to by New Waterfordians from both ship and shore.

However, the name "Waterford" goes deeper than Cape Breton alone. Waterford is an extremely old, very charming

city on the southeast shore of Ireland, boasting a tradition that extends far back to the seafaring Danes of the Ninth Century AD.

As part of UNTD Cruise Charlie, which took the Seventh Escort Squadron to Chatham, England, via the Azores the *New Waterford* and the *Inch Arran* made a four-day operational visit to Cork City during the third week of August. Waterford is only 78 miles from Cork, so it was therefore possible to arrange a meeting of Old and New Waterfordians. The *New Waterford's* executive officer paid an official call on the mayor and civil officials of the city and was received with the best of the traditional Irish "hundred thousand

welcomes". In turn, he presented to them a ship's badge. The mayor expressed his regrets that the ship herself was unable to make the visit.

Both the ship's badge and the city's coat-of-arms have a dolphin in common, a fact which both the Irish and the sailors of the *New Waterford* regard with great interest.

On a subsequent day, a tour of the world-famous Waterford Glass Works was arranged for ship's personnel. The history of Waterford glass is another story but its lead crystal cut-glass decanters, chandeliers, goblets and vases, with their unique designs and superb shapes, can be found in every corner of the globe.

In tribute to the visit of the town's naval namesake, the company presented the ship with a crystal bowl with the ship's badge embossed on its base. It will take its place beside a gift presented to the *New Waterford* in 1961 by the Cape Bretoners.

## RCN Divers Help To Pen 'Moby Doll'

"Moby Doll", the captive killer whale, was big news in Vancouver during the past summer and naval divers had something to do with her remaining on the front page.

On July 19 the RCN Diving Establishment, HMC Dockyard, Esquimalt, received a request for help in building a "whale pen" for Moby Doll, then occupying temporary quarters in a floating dock.

The diving team was despatched to Vancouver the following day and set about constructing a pen at Jericho Beach, Vancouver, by tearing out the centre pilings of a little used Department of National Defence jetty. All of the woodwork, piles and debris were removed and the bottom was smoothed by the RCN divers. Two rows of piling were left around the perimeter and between them was erected a 30-foot-high steel wire fence.

The job was unusual, but with good advice from some wire-fence companies and a lot of volunteer help from members of the RCN contingent at the Pacific National Exhibition, the pen was made ready. The job took from Monday to Friday.

The floating dock was positioned at a chute gate and the job of herding a reluctant killer whale into the pen was begun. Says the Diving Establishment's report of proceedings:

"This frustrating, but sometimes thrilling and often amusing, evolution increased the diver's respect for these cunning and intelligent beasts."

It was on into evening before the whale was penned and the gate temporarily secured. The work was completed the following day.

## NAVAL DIVISIONS

### HMCS *Donnacona*

The role of the RCNR has been defined, in part, as "provision of personnel readily available to activate or augment facilities in support of the RCN."

An opportunity to demonstrate this in a practical manner was presented during the summer to a clearance diving team composed of reservists from HMCS *Donnacona*, Montreal naval division.

A week before the commissioning of HMCS *Nipigon* at Sorel, it was discovered that the ship's EM log was defective and would have to be replaced. An electro-magnetic device for measuring speed, the "log" is attached to the ship's bottom.

Lt. Arthur Morris, the *Nipigon's* engineer officer, cast about for clearance divers and was told of *Donnacona's* reserve team. On learning of the *Nipigon's* predicament, the reservists promptly volunteered to do the job as a training exercise.

Led by "*Donnacona's* diving dentist", Lt. Philip Neroutsos, (*Crowsnest*, October 1961) a team including Lt. C. R. Ward, Lt. Brian Moorehouse, Cadet Michael A. Scott and CPO William Taylor removed and replaced the log in a five-hour operation.

# ROYAL MARINES 300 YEARS OLD

A PRIVILEGE granted to the Navy 200 years or more ago—that of drinking the Loyal Toast while seated—has been extended to the Royal Marines by Her Majesty the Queen in recognition of the 300th anniversary of the corps. The Queen's command at the corps tercentary dinner at the Royal Naval College, Greenwich, on July 23, was that the Loyal Toast should be drunk seated in all Royal Marine officer's and NCOs' messes ashore and afloat.

The occasion was one, too, on which the connection of the Royal Marines with Canada and the Royal Canadian Navy was recalled. A message passed to the Commandant-General Royal Marines on July 23 said:

"The Royal Canadian Navy extends warmest greetings to the Royal Marines on the occasion of their 300th anniversary. Royal Marines have been associated with Canada and Canadian forces throughout our history. As early as 1710 they landed at Port Royal, Nova Scotia. They fought with General Wolfe and later served and fought in Ontario. Royal Marines fought alongside Canadians at Dieppe and in other theatres during the Second World War.

"The Royal Canadian Navy is proud of its association with the Royal Marines. It has been a great honour and an inspiration to have a link with a service which has a traditionally high esprit de corps and which excels in all its undertakings."

## Oriole Sailors Restore Power

A letter of gratitude has reached the training yacht *Oriole* from the Canadian Fishing Company, Ltd., of Nootka, B.C., on the west coast of Vancouver Island.

During a recent cruise that took the yacht to Nootka, the *Oriole's* sailors learned that the electric light plant of the fishing company had failed. L. H. Ewart, an executive of the company, tells in his letter what happened next:

"The trouble was beyond me, the fish boats were coming in, and it created quite a problem.

"Some of the men of HMCS *Oriole* were at the camp and immediately came over to look into the trouble. It took them very little time and the plant was working like a charm."

In expressing his appreciation, Mr. Ewart concluded: "It is nice to know we have this type of men in our navy. They took it all in their stride as if it were one of those things that is just routine."



UNTD Officer Cadets Michael Campbell and Michael Rayner display a Maritime Museum of B.C. plaque recalling the death by accidental or natural causes of seven Royal Marines and a civilian on San Juan Island when ownership of the island was in dispute a century ago. (E-77648)

The Commandant-General Royal Marines made the following reply:

"I have received your message of greetings on the occasion of our 300th anniversary with the greatest pleasure and gratitude, and I shall ensure that it is brought to the notice of all members of my Corps. We treasure our long associations and operational experiences with the Royal Canadian Navy as much as you are kind enough to say you do with us. I am deeply touched by your thoughtfulness on our tercentenary and the tribute which you have paid us."

An historical connection of the Royal Marines with Canada was recalled during a ceremony on San Juan Island, whose ownership was the subject of a dispute 105 years ago and which is now part of the State of Washington.

On August 9, University Naval Training Division officer cadets from Esquimalt proceeded to the island and erected a plaque commemorating seven members of the Royal Marine Light Infantry and a civilian who died during the boundary dispute. The deaths were from accidental or natural causes during the occupation of part of the island by the Royal Marines. The only shooting casualty was a British pig, whose death from a shot fired by an American settler precipitated the bound-

dary dispute. (A detailed account of the incident appeared in the January 1957 issue of *The Crow'snest*).

The plaque which the UNTDs have placed in the English cemetery on San Juan Island reads:

### ENGLISH CEMETERY

In Memory of Seven Members  
of the  
Royal Marine Light Infantry  
and  
One Civilian Who Died Here  
during  
Boundary Negotiations  
1860-1872

Erected by the  
University Naval Training Divisions  
Royal Canadian Navy  
for the

Maritime Museum of B.C. August 1964

Thirty UNTD cadets proceeded to the island from Esquimalt in auxiliary training craft for a combination training cruise and presentation ceremony. Accompanying them were Col. J. W. D. Symons, director of the Maritime Museum of British Columbia and Cdr. F. E. Grubb, RCN (Ret), the museums' secretary.

The plaque was received by a representative of Washington State Parks and Recreation Commission.

## Dominion Day Rites Praised

High praise was accorded units of the Canadian Armed Forces for their roles in the July 1 ceremonies on Parliament Hill, Ottawa, in a letter addressed to Hon. Paul Hellyer, Minister of National Defence, by Hon. George J. McIlraith, President of the Privy Council.

Mr. McIlraith wrote:

"I was very much impressed by the ceremony yesterday on Parliament Hill given by the Armed forces.

"As you know, I have had more than the usual opportunity of attending Parliament Hill ceremonies over the years. I thought last night's performance by the bands and other units of the Armed Forces were outstanding, perhaps beyond all other occasions with the possible exception of the ceremony on the occasion of the late King's visit."

The RCN's share in the Dominion Day presentation was the Sunset Ceremony by the *Cornwallis* guard and band.



# WAR IN THE BALTIC SEA

**M**Y, BUT IT'S GRAND to read how they handled communism before Messrs. McCarthy and Dulles got into the act. Captain Geoffrey M. Bennett, DSC, Ret, FR Hist S, has written the first book-form account of this undeclared war, *Cowan's War, the Story of British Naval Operations in the Baltic, 1918-1920*.

"Cowan" was Admiral Sir Walter Cowan, KCB, DSO and Bar, MVO, First Baronet of the Baltic, a famous little fire-eater. Here is how he described the chaos he had to resolve:

"It seemed to me that there was never such a tangle, and my brain reeled with it. An unbeaten German army, two kinds of belligerent Russians, Letts, Finns, Estonians, Lithuanians; ice, mines—60,000 of them! Russian submarines, German small craft, Russian battleships, cruisers and destroyers, all only waiting for the ice to melt to ravage the Baltic."

Author Bennett writes: "Cowan first went to the Baltic as a junior rear-admiral with a couple of cruisers and half-a-dozen destroyers. Within a year his force comprised every type of war vessel, except for capital ships, and was of a size rarely commanded by an officer of his seniority. His initial purpose was to encourage Estonia and Latvia to resist Bolshevik aggression. It became a campaign against a hostile fleet while helping four separate states to maintain their newly declared independence against virulent Bolshevism, Prussian Imperialism and White Russian ambitions; and he was required to do it with his hands tied by the ambivalent attitude of the Allies towards Intervention and reluctance to force a German withdrawal."

Regarding the German situation, the pithy observation "East Prussia does not realize that Germany has lost the war," by the British representative on Niessel's Commission, is coupled in a footnote to the more realistic view of the Weimar Government: "All the woes that pelted us this autumn would never have occurred if the German Nationalists had not convinced the troops that they were strong enough to hold the Baltic states against a victorious world."

Junior in rank Cowan may have been, but he was the tough nut needed if the independence of these little buffer states was to be assured. In spite of the paucity of direction from Whitehall, Paris and Versailles, he succeeded.

## BOOKS for the SAILOR

Freedom for three of the Baltic states was brief—1921-41. The Reds annexed them for military bases.

Captain Bennett does not venture into world strategy and his mention of the 1941 annexation is purposefully brief. He doesn't say whether or not the encouragement of independent states in the Baltic was ultimately a good thing

or a bad thing in the light of later events.

What he has done, and this is valuable enough, is to give us a comprehensive book on the subject. He rather jumps about for the first part of the book and some of this could have been tied down by better organization of the wealth of material he worked with, although much can be forgiven because of the chaos of which he wrote.—H.C.W.

**COWAN'S WAR**, The Story of British Naval Operations in the Baltic, 1918-20, by Geoffrey Bennett; 254 pages, illustrated and appended; published in Canada by Messrs. Collins, 10 Dyas Road, Don Mills, Ont.; \$6.75.



This probably explains why the tug-o-war team from HMCS Saskatchewan, coached by Ldg. Sea. David Hill, holds the squadron championship, has top place in Pacific Command and recently copped highest honours in a Highland Games tug event held in Victoria. The coach claims six-inch hawser is "ideal for workouts". Heaviest member is 257 pounds; lightest is 195, and the average is 225 pounds. Team members are Lt.-Cdr. Robert Dougan, PO Wilfred Yurgensen, PO Tom Trotter, JO John LaFave, Ldg. Sea. Leonard Wortman, Ldg. Sea. Leonard Mein, AB Richard Roberts, AB Ray Beasley, and Ldg. Sea. GERAL WALKER. (E-77694)

# SUBMARINE'S LOSS REMAINS MYSTERY

**I**N HIS *Death of the Thresher*, Norman Polmar brings readers a fine (and inexpensive!) book which encompasses just about all that was made public knowledge on the tragic sinking of this nuclear attack submarine off Boston on April 10, 1963, with 129 souls on board.

Submarine sinkings make the front pages of the worlds' newspapers on the rare occasions they occur in peace time. The *Thresher*, being the first atomic craft to go down, dominated the news for weeks and coverage continued for many months as the investigation of her sinking unfolded. The search ended after five months.

Mr. Polmar is a veteran journalist who helped edit naval-oriented publications before joining the prestigious *U.S. Naval Institute Proceedings* as assistant editor. He traces the history of this lead boat of her class, explores in the fullest possible detail her fatal accident, and then reviews the possibilities that were weighed as to why she sank during a deep-dive test just off the continental shelf east of Boston and south of Nova Scotia.

Certain aspects of the *Thresher* and her destruction remain classified but Polmar wrote skillfully around these empty patches. The illustrations are top line and there are enough of them, even with security measures, to give the best available picture of what might have happened.

Polmar refuses to speculate. He reviews the possibilities that were established by investigation, as a good journalist should. To the public, at least there is no clear-cut reason established for the loss of the *Thresher*. The official Secretary of the Navy statement said, in part:

"A flooding casualty in the engine-room is believed to be the 'most probable' cause of the sinking of the nuclear submarine USS *Thresher* . . ." and Polmar adds:

"Ambiguous and indefinite. *Exactly* (author's italics) what caused the worst submarine disaster in history will probably never be known."

It is perhaps the newspaperman in Mr. Polmar that caused him to find out how the story of the *Thresher's* loss first broke. It broke in Halifax, N.S., as the search for the missing submarine expanded.

Polmar writes, "Far to the north, the Canadian Navy was asked to stand by to assist in whatever operations might be necessary.

"The *Thresher's* last reported position was only about 100 miles off the tip of Nova Scotia. Canadian Naval Headquarters quickly alerted one of the British Navy submarines based there to stand by to get underway. As the submarine's skipper ordered his crew rounded up, a rumour began to spread that a United States submarine was in trouble.

"A newsman at television station CJCH heard the rumour and the station interrupted its program with the bulletin: 'U.S. submarine reported in danger of sinking or in trouble on the high seas.'

"The secret was out . . ."

The actual rumour began with a recalled submariner telling his taxi driver

on the way to the dockyard that a submarine was in trouble and his boat was being readied. The taxi driver tipped off radio station CHNS. The station ascertained that no submarine under RCN control was in trouble and let it go at that, refraining from leaping to the conclusion of the TV station when it finally picked up the rumour.

*Death of the Thresher* reads well indeed. It covers a great deal in only 150 pages, and the account of the search for the wreckage a mile and a half under water is of high interest, particularly where it deals with the efforts of the bathyscaph *Trieste*.

For some reason or other, Author Polmar makes no mention at all of British peace-time disasters, not even that milestone attempt to salvage HMS *Affray* in 1950 when underwater television was used for the first time.—H.C.W.

DEATH OF THE THRESHER, by Norman Polmar; published in Philadelphia by Chilton Company and simultaneously in Toronto, Canada, by Ambassador Books, Ltd.; illustrated, 150 pages; \$3.95.

## ORIGIN OF NAUTICAL WORDS DISPUTED

**T**WO NAUTICAL WORDS, canoe and hammock, are almost invariably stated by standard dictionaries to be of West Indies origin, via Spanish.

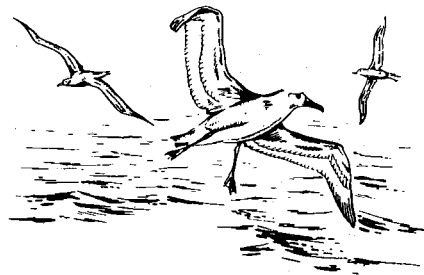
Not so, says an English professor, Charles F. Fromme, Jr., of Battersea College, London, in a letter appearing in the Aug. 21, 1964, issue of *Science*, official publication of the American Association for the Advancement of Science.

The writer draws attention to a statement in an article on "Prehistory of the West Indies" which said both words came from the language of the West Indian aboriginals.

"This statement, I fear is premature," says Mr. Fromme; "the origins of both words are open to further consideration and research.

"The word *canoe* has a long etymological history on the centum side (roughly, the European group) of the Indo-European language family, and its roots can be seen in both the Germanic and Latin (Italic) branches. The root *can* or *kan* ('boat') existed in all the languages with which English has had contact; the root *can* was in the Spanish language of the pre-Columbian period.

"The etymology of *hammock* must be considered in two parts—the origin of the orthography, and the origin of the basic meaning. The spelling is from the nautical term *hammock* (or *hummock*, knoll used as a navigational landmark). The origin of the meaning is basically Germanic, from the old High German *himil* or the Dutch *hemel* (meaning heaven, canopy), through the 14th century English *hammercloth*, canopy), to the 16th century English *hammercl'* or *hammock*. Both *hammock* and *hammercloth* have the meaning of a cloth or fibre mat stretched between two supports."



# THE NAVY PLAYS

## Shore Types Lead In Sailing Races

Atlantic Command shore establishments took the spotlight recently as whaler and "420" teams raced off for the Establishment trophy at the Army-Navy Sailing Club.

Gusting winds took their toll as 420s and whalers were swamped or capsized. Of those who remained afloat, the crews from HMCS *Cornwallis* emerged as the 1964 winners of the trophy, placing first in the 420s and fifth in the whalers.

*Cornwallis* beat out teams from the Naval Research Establishment, Dartmouth, who placed second, HMCS *Shearwater*, third, the 6th Submarine Squadron and HMCS *Scotian* tied for fourth, and HMCS *Stadacona*, fifth.

## Cadets Excel at Highland Games

A team of UNTD athletes from HMCS *Cornwallis* took top honours in the open men's track and field events on the last day of the 101st Antigonish Highland Games at Columbus Field, Antigonish, N.S., on July 18.



The Bluefin Swimming Team of Naval dependents sponsored by *Shearwater* almost swept the board when it won places on the Nova Scotia team entering the Canadian Olympic trials. The club is part of the Children's recreation program at *Shearwater*. The Bluefins, 40 strong, hold seven Canadian records and about 100 others. Six of their swimmers were chosen in open competition to help represent Nova Scotia at the Vancouver Olympic Trials in August. The group made its debut in national competition at Montreal last year at the Canadian championships. Pictured are, top row, Arlene Henderson, Randy Near and Anne-Marie McCarthy; standing, PO Peter Britton (coach) and Lt.-Cdr. John Kennedy, *Shearwater* sponsor, and front, Beverly Britton, Janet Bruce and Lynn Palmer. (DNS-33780)



"Love that little golf ball." Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast, looks with admiration and affection on the ball that obediently took flight and came to rest just where he hoped, but never thought, it would. The hole-in-one was shot on the 146-yard second hole at the Victoria Golf Course in June. (E-76793)

The UNTDs, whose relay team set a record, accumulated 58 points during the day's events to edge out the Antigonish Highland Society by one point.

The *Cornwallis* team's record was in the 440-yard relay, which was run off by Officer Cadets Jim McRae, Bill Shambrook, John Warrington and Keith Mills in 44.9 seconds.

*Cornwallis* entered two teams in the

one-mile relay, finishing first and third and thereby gathering in 14 points.

Two individual *Cornwallis* winners were Cadets G. J. Marois, first in the 440-yard dash, and Keith Mills, who won the hop, step and jump.

The *Cornwallis* contingent of 25 cadets and four officers led the Highland Games parade through the streets of Antigonish.

## Biathlon Ski Team Planned

The Canadian Armed Forces have been authorized to form and train a national biathlon ski team to represent Canada in the 1968 Winter Olympics.

The biathlon competition is between teams, each composed of six men and a spare, in cross-country skiing and rifle shooting over a course of approximately 20 kilometres (about 12 miles).

An applicant for preliminary selection must be between 18 and 25 years of age, below the rank of lieutenant-commander, an expert shot, physically fit and capable of undertaking intense endurance training, a proficient skier, with experience in service or civilian competition, and must be prepared to serve until after the 1968 winter Olympics.

A team manager, rifle coach and ski coach will also be required.

## New Entry Sets Record in 880

Ord. Sea. G. U. Wunderlich, of *Margaree* division, was presented with the team trophy for recent new entry track and field championships at HMCS *Cornwallis* by Rear-Admiral J. V. Brock, Flag Officer Atlantic Coast.

Wunderlich, who won the high jump, also set a new record for the 880-yard run, completing the distance in 2:21:0. He was also on the half-mile and one-



CPO Trevor Davies, left, of the Yukon, who won the First Canadian Escort golf tournament during a visit to Londonderry, Northern Ireland, this summer, prepares to putt on the 18th hole of the Derry Golf Club. He shot an 84. Others in the foursome, left to right: AB B. J. Bryan, of the Algonquin, who took second place with an 88; Lt. J. U. Graham, of the St. Laurent, and PO R. J. Gillespie, of the Crescent. (CCC1-374)

mile relay teams. He lists basketball, soccer and volleyball as his favourite sports.

Ord. Sea. Wunderlich, who is 19, came to Canada nine years ago after fleeing from East Germany with his mother, father and brother. After spending a

year in West Germany, the family moved to Canada, taking up residence in Montreal.

Although satisfied with his present become a physical and recreational trade of steward, he hopes eventually to training instructor.

# CRUISE CERTIFICATES AVAILABLE

A SMALL NUMBER of cruise certificates, going back more than a quarter of a century, are still available for those who have mislaid their mementoes of past voyages or who did not receive one at the time.

Cdr. H. W. S. Soulsby, RCN (Ret), of 2150 Granite Street, Victoria, has written to say that he has a limited number of copies of certificates for RCN cruises between 1938 and 1964. These are available for \$1 each, including the lettering of name and rank of those who provide some verification of having gone on the cruise or cruises.

The 1938 certificate, of which two copies are available, commemorates the cruise of the *Skeena*, *Saguenay*, *Fraser*, and *St. Laurent* to South America.

"I drew it while serving in the *Armentieres* when we were at Bamfield, acting like a lifeboat," Cdr. Soulsby recalls.

"Each year, between the two World Wars, the *Armentieres* and the Fisheries Protection Ship *Givenchy* shared the 'Bamfield Patrol', which meant spending seven weeks between November 25 and the end of February at Bamfield, 100 miles west of Victoria, at short notice, ready to go to the assistance of any ship in distress on that portion of the west coast of Vancouver Island.

"Our aid was not often required, which was a good thing, because these little ships were really only capable of looking after themselves in any kind of bad weather."

In addition to the certificate commemorating the South American cruise of 1938, the following are available, with the number of each shown in parentheses:

1950, *Magnificent*, *Micmac* and *Huron*, Canadian Special Service Squadron to Europe (1 only); 1952, *Ontario*, South America (2); 1954, *Ontario*, Australia (6); 1953-54, *Haida*, Korea and round the world (1 only); 1954, *Quebec*, South America (in French, 2, in English, 1); 1955, *Ontario*, Australia (1 only); 1955, *Ontario*, Europe, (2); 1955, *Quebec*, Africa (3);

1956, *Ontario*, three cruises; Japan, Ecuador and West Indies (3); 1957, *Ontario*, *Stettler*, *Jonquiere*, to Hong Kong, Singapore, etc. (2); 1958, *Ontario*, Australia, New Zealand, etc. (2); 1959, *Sussexvale*, *Beacon Hill*, *Antigonish* and *St. Therese*, Fiji, Samoa, etc. (2); 1960, *Sussexvale*, *Stettler*, *St. Therese* and *Antigonish*, San Francisco and Valparaiso (3); 1962, *Assiniboine*, *Margaree* and *Ottawa*, Far East, Japan, etc. (3); 1963, *Saskatchewan*, Halifax, England, San Juan, etc. (1); 1964, *Fraser*, Far East, etc. (2).

# RETIREMENTS

CPO GEORGE GORDON BORGAL, CD; C2BN4; joined RCNVR May 12, 1938; transferred to RCN May 6, 1940; served in Halifax naval division, *Stadacona*, *Bras d'Or*, C2BN4; joined RCNVR May 12, 1938; transferred to RCN May 6, 1940; served in Halifax naval division, *Stadacona*, *Bras d'Or*, *Saguenay*, *Cornwallis*, *Niobe*, *Kootenay*, *Hochelaga*, *Cape Breton*, *Lauzon*, *Peregrine*, *Naden*, *Miacmac*, *HMS Excellent*, *Haida*, *Wallaceburg*, *Huron*, *Algonquin*, *Swansea*, *Sioux*; retired August 6, 1964.

CPO QUENTIN HAROLD DIBNAH, CD and 1st Clasp; C1WR4; joined RCNVR Nov. 27, 1940; transferred to RCN July 17, 1941; served in Winnipeg naval division, *Stadacona*, *Venture*, *Cornwallis*, *St. Laurent*, *Givenchy*, *Naden*, *Uganda*, *Ontario*, *Chippawa*, *Donnacona*, *Athabaskan*, *Niobe*, *HMS Victory*, *Hochelaga*; retired August 2, 1964.

PO GEORGE WILLIAM DUNKERLEY, CD; P2CK2; served in RCNVR March 26, 1940-Sept. 5, 1945; joined RCN May 7, 1951; served in *Stadacona*, *Comox*, *Husky*, *Chaleur II*, *Nabob*, *Niobe*, *Humberstone*, *Swansea*, *Peregrine*, *Captor II*, *Scotian*, *Naden*, *Quebec*, *Bonaventure*, *Shearwater* (VF 870), *Cape Scott*; retired August 16, 1964.

CPO RICHARD MELVIN DUPCHAK, CD; C1RA4; joined Oct. 19, 1945; served in *Chippawa*, *Cornwallis*, *Niobe*, *HMS Duke*, *HMS Ariel*, *Stadacona*, *Warrior* (825 Squadron), *Niobe*, *RNAS Eglinton* (19CAG), *Magnificent*, *Bytown*, *Shearwater*, *Shearwater* (30CAG), *Magnificent* (VS 871), *Shearwater* (VF 870); retired August 12, 1964.

CPO ORVILLE BRUCE GRAVES, CD; C2BN4; served in RCNR Sept. 22, 1939-Nov. 15, 1945 and March 8, 1951-March 2, 1952; joined RCN March 3, 1952; served in *Stadacona*, *French*, *Protector*, *Q054*, *Somers Isles*, *Peregrine*, *Scotian*, *Cornwallis*, *Shearwater*, *Quebec*, *Albro Lake Naval Radio Station*, *Bonaventure*; retired August 16, 1964.

CPO WILLIAM ALEXANDER LORNE HUGHES, CD; C1SG4; served in RCNVR May 30, 1939-Sept. 9, 1944; joined RCN Sept. 10, 1944; served in Ottawa naval division, *Stadacona*, *Fundy*, *Fleur de Lis*, *Caribou*, *Venture*, *Saskatoon*, *Georgian*, *Avalon*, *St. Hyacinthe*, *Hepatica*, *Hochelaga II*, *Portage*, *Peregrine*, *Chaleur*, *Carliplace*, *Niobe*, *York*, *Albro Lake Radio Station*, *Magnificent*, *Cornwallis*, *Quebec*, *Fort Erie*, *Bonaventure*, *Buckingham*, *Cape Scott*; retired August 10, 1964.

CPO WILLIAM GEORGE JOHNSTONE, CD; C2CM4; served in RCNVR April 28, 1941-Nov. 13, 1945; joined RCN April 2, 1946; served in Hamilton naval division, *Naden*, *Royal Roads*, *Sans Peur*, *Stadacona*, *Sorel*, *RNAS Dartmouth*, *Peregrine*, *Cornwallis*, *Sioux*, *York*, *Scotian*, *Haida*, *Shearwater*, *Magnificent*, *Micmac*, *Nootka*, *Hochelaga*; retired August 22, 1964.

PO GRAHAM ALEXANDER McKAY, CD and 1st Clasp; joined RCNVR April 18, 1939; transferred to RCN May 6, 1940; served in Calgary naval division, *Naden*, *Nootka*, *Stadacona*, *Niobe*, *Mayflower*, *St. Francis*, *St. Hyacinthe*, *Venture*, *Canso*, *Chatham*, *Givenchy*, *HMS Belfast*, *Huntsville*, *Le Pas*, *Pere-*

*grine*, *Cornwallis*, *Ottawa II*, *Grandmere*, *Scotian*, *Coverdale*, *Ontario*, *Aldergrove*, *Antigonish*, *Cayuga*, *HMS Dolphin*, *HMS/M Adamant*, *Ste. Therese*, *Tecumseh*; retired August 30, 1964.

CPO REGINALD BALDWIN RIMMER; C1LT4; joined July 31, 1939; served in *Naden*, *HMS Malaya*, *Stadacona*, *Restigouche*, *Q052*, *Cornwallis*, *Givenchy*, *Oakville*, *Peregrine*, *Niobe*, *Haida*, *Sioux*, *Rockcliffe*, *Cayuga*, *Sioux*, *Churchill*, *Ontario*, *Antigonish*, *Niobe II*, *Bonaventure*, *Hochelaga* (PNO), *Chaudiere*, *Montcalm*, *Hochelaga*; retired August 2, 1964.

CPO JAMES RODGERS; C1CM4; joined August 6, 1939; served in *Naden*, *Armentieres*, *Sans Peur*, *Stadacona*, *Restigouche*, *Avalon*, *Assiniboine*, *Niobe*, *Cornwallis*, *Iroquois*, *Montcalm*, *Uganda*, *Cayuga*, *Antigonish*, *Athabaskan*, *Royal Roads*, *Ottawa*; retired August 5, 1964.

## OFFICERS RETIRE

LT.-CDR. EMILIAN ADAMIC, CD; commenced service in the RCNVR August 22, 1941 as a probationary writer; promoted to probationary paymaster sub-lieutenant on August 30, 1944; served in *Naden*, *Givenchy*, *Cornwallis*, *Avalon*, *Stadacona*, *Stettler*, *St. Hyacinthe*, *Donnacona*; transferred to RCN as lieutenant (S) May 30, 1941; served in *Donnacona*, *Stadacona*, *Naden*, *Rockcliffe*, *Sioux*, *Discovery*, *Iroquois*, *Athabaskan*, *Huron*, *Cornwallis*, *Restigouche*, *Resolute*, *Hochelaga*; last appointment, HMCS *Hochelaga* on staff of Naval Officer-in-Charge Montreal as Administrative Officer and on staff of Senior Naval Officer River St. Lawrence Area as Command Security Officer; commenced leave August 6, 1964; retires on Feb. 22, 1965.

LT. (N/S) BEATRICE VERA BURTON, CD; commenced service on Jan. 19, 1942, as a nursing sister; served in *Stadacona*, *Avalon*, *Protector*, *Hochelaga*, *York*, *Cornwallis*; last appointment, HMCS *Stadacona* for Canadian Forces Hospital, Halifax; commenced leave Aug. 28, 1964; retires on March 6, 1965.

LT.-CDR. CHARLES PRESTON CLARK; served during Second World War in Canadian Army, later transferred to RCAF; joined RCN(R) on June 13, 1949, as lieutenant (SB); transferred to RCN as lieutenant (SB), June 20, 1950; served in *Bytown*, *Swansea*, *Hochelaga*; last appointment Naval Headquarters on staff of Naval Secretary as officer-in-charge Naval Art Section; commenced leave Aug. 16, 1964; retires on Nov. 13, 1964.

LT.-CDR. PHILIP CHESSHIRE HAMEL COOKE, CD; joined RCNVR September 5, 1940, as acting sub-lieutenant; served in *Stadacona*, *Venture*, *Hochelaga II*, *Ottawa*, *Cornwallis*, *Naden*, *Niobe*, *HMS Osprey*, *HMS Hart*, *HMS Glenarm*, *HMS Strule*, *York*; de-



The commanding officers and executive officers of HMCS *St. Laurent* and HMCS *St. Croix* complete the exchange of ships' companies at Halifax, with the presentation of *St. Laurent's* funnel marking to *St. Croix*. Left to right: Cdr. J. S. Hertzberg, Lt.-Cdr. G. D. Pearce, Lt.-Cdr. S. G. Machan and Cdr. D. D. Lee. (HS-75771)

mobilized Nov. 6, 1945; joined RCN(R) Jan. 27, 1948, as lieutenant (A/S); transferred to RCN as lieutenant (TAS) (D) Sept. 28, 1948; served in *Chippawa*, *Bytown*, *Stadacona*, *Magnificent*, *Beacon Hill*, *New Glasgow*, *Niagara*, *York*, *Inch Arran*, *Royal Roads*, as executive officer; commenced leave Aug-ust 30, 1964; retires on Feb. 2, 1965.

LT.-CDR. SIDNEY CHARLES CROUCHER; commenced service in the RCN(R) Oct. 3, 1951, as lieutenant; transferred to RCN as lieutenant-commander June 10, 1952; served in *York*, *Bytown*, *Cayuga*, *Naden*, *Royal Roads*; last appointment Naval Headquarters on staff of Director of Naval Organization and Management as Staff Officer Ships and Mobilization; commenced leave Aug. 26, 1964; retires Dec. 14, 1964.

CDR. DENZIL THOMAS RALPH DAWSON, served in the RCNVR from Aug. 21, 1940 to Nov. 26, 1945; entered as acting paymaster sub-lieutenant; served in *Stadacona*, *Venture*, *Fort Ramsay*, *Niobe*, *York*; entered RCN(R) Dec. 26, 1945 as commander (S); transferred to RCN as acting lieutenant-commander (S) on Jan. 17, 1946; served in *Bytown*, *Niobe*, *Magnificent*, *Shearwater*, *Naden*, *Patriot*, *Stadacona*; last appointment HMCS *Stadacona* on secondment to National Productivity Council for National Nova Scotia Work Study School; commenced leave Sept. 1, 1964; retires on Feb. 28, 1965.

LT.-CDR. DONALD FULTON, CD; commenced service in the RCNVR Feb. 8, 1943 as probationary paymaster sub-lieutenant; served in *Cataraqui*, *Cornwallis*, *Burrard*; transferred to RCN March 7, 1946 as lieutenant (S); served in *Outremont*, *Bytown*, *Naden*, *Ontario*, *Niobe*, *Donnacona*, *Hoche-laga*, *Crescent*; last appointment Naval Headquarters on staff of Director General Naval Supply as Assistant Director General Naval Supply Administration; commenced leave Sept. 1, 1964; retires on March 6, 1965.

LT.-CDR. ROBERT MANSFIELD GREENE, CD; commenced service in the RCNVR July

15, 1940, as ordinary seaman; promoted to probationary sub-lieutenant on May 24, 1943; served in *Stadacona*, *Acadia*, *Cornwallis*, *Charny*, *Avalon*, *Kings*, *Venture*, *Uganda*; transferred to RCN as lieutenant, Nov. 14, 1945; served in *Stadacona*, *Scotian*, *Niobe*, *Warrior*, *Magnificent*, *Shearwater*, *Haida*, *Micmac*, *Bytown*, *Sault Ste. Marie*, *La Hullose*, *Nonsuch*, *Donnacona*, *Hoche-laga*, *Acadia*; last appointment HMCS *Donnacona* as Area Officer Sea Cadets; commenced leave Aug. 19, 1964; retires on March 14, 1965.

CDR. WILLIAM HASTINGS HOWE, CD; commenced service in the RCN on Aug. 14, 1940 as a cadet; served in *Stadacona*, *HMS Britannia*, *HMS Durban*, *HMS Dorsetshire*, *HMS King George V*, *HMS Excellent*, *Sackville*, *Niobe*, *Huron*, *Ontario*, *Naden*, *Bytown*, *Quebec*, *Niagara*, *Cornwallis*, *Huron*; last appointment Naval Headquarters as Director of Naval Communications; retired on Aug. 3, 1964.

CAPTAIN PHILIP REDMOND HURCOMB, CD; commenced service in the RCNVR Feb. 20, 1942, as a sub-lieutenant (SB); served in *Carleton*, *Stadacona*, *Bytown*; transferred to RCN Jan. 17, 1946, as commander (SB); served in *Bytown*, *Ontario*; last appointment Naval Headquarters on Staff of Chief Naval Staff as Judge Advocate of the Fleet and on staff of Chief Naval Personnel as Assistant CNP. (Administration); commenced leave Aug. 4, 1964; retires on February 13, 1965.

LT.-CDR. Henry Philip LEIDL; transferred from Royal Naval Volunteer Reserve Sept. 30, 1945 as a lieutenant (P); transferred to RCN Jan. 14, 1947 as lieutenant (P); served in *HMS Condor*, *HMS Pintail*, *Warrior*, *Stadacona*, *Givenchy*, *Crescent*, *Bytown*, *Niobe*, *Discovery*, *Antigonish*, *Cayuga*, *Naden*; last appointment, *Stadacona* on staff of Assistant Commodore Personnel Atlantic Coast (Manning) as Staff Officer Statistics; commenced leave July 22, 1964; retires on Jan. 1, 1965.

CHAPLAIN (P) HARRY PLOUGHMAN, CD; commenced service in the RCN on Nov. 3, 1941, as a chaplain (P); demobilized Sept. 27, 1945; served in *Venture*, *Stadacona*, *Avalon*, *Niobe*, *Kamsack*, *Cornwallis*; re-entered RCN as chaplain (P) Dec. 30, 1948; served in *Bytown*, *Cornwallis*, *Stadacona*, *Portage*, *Naden*, *Haida*, *Huron*, *Gatineau*; last appointment Naval Headquarters on staff of Chaplain General (P) as Deputy Chaplain General (P) Royal Canadian Navy, and as Chaplain of the Fleet (P); commenced leave Aug. 19, 1964; retires on 16 Dec. 1964.

COMMODORE HOWARD LEE QUINN, DSC, CD; commenced service April 3, 1925 in the RCNVR as Ord. Seaman; discharged March 10, 1927; re-entered RCNVR Sept. 6, 1940 as lieutenant; served in *Stadacona*, *Collingwood*, *Kings*, *Cornwallis*, *Avalon*, *Eye-bright*, *Givenchy*, *Strathadam*, *Beacon Hill*; transferred to RCN March 23, 1946 as lieutenant-commander; served in *Grou*, *Givenchy*, *Uganda*, *Rockcliffe*, *Naden*, *Bytown*, *Magnificent*, *Niagara*, *St. Laurent*, *Stadacona*, *Niobe*, *Gatineau*, *Hochelaga*, *Cataraqui*, *Bytown*; last appointment HMCS *Cataraqui* on attachment to National Defence College as Naval Member of Directing Staff; commenced leave Aug. 17, 1964; retires on March 12, 1965.

LT.-CDR. WILLIAM HENRY WATERS, CD; commenced service in the RCN on May 5, 1930, as a boy seaman; promoted to Acting Signal Boatswain on Aug. 15, 1941; served in *Naden*, *Victory*, *HMS Hood*, *Stadacona*, *Saguenay*, *Champlain*, *Fraser*, *HMS Drake*, *St. Laurent*, *Restigouche*, *Ottawa*, *HMS Victory*, *Royal Roads*, *HMC Signal School*, *St. Hyacinthe*, *Avalon*, *Skeena*, *St. Croix*, *Acadia*, *Cornwallis*, *Givenchy*, *La Hullose*, *Haida*, *Bytown*; last appointment Naval Headquarters on staff of Director Naval Intelligence; commenced leave Aug. 12, 1964; retires May 8, 1965.



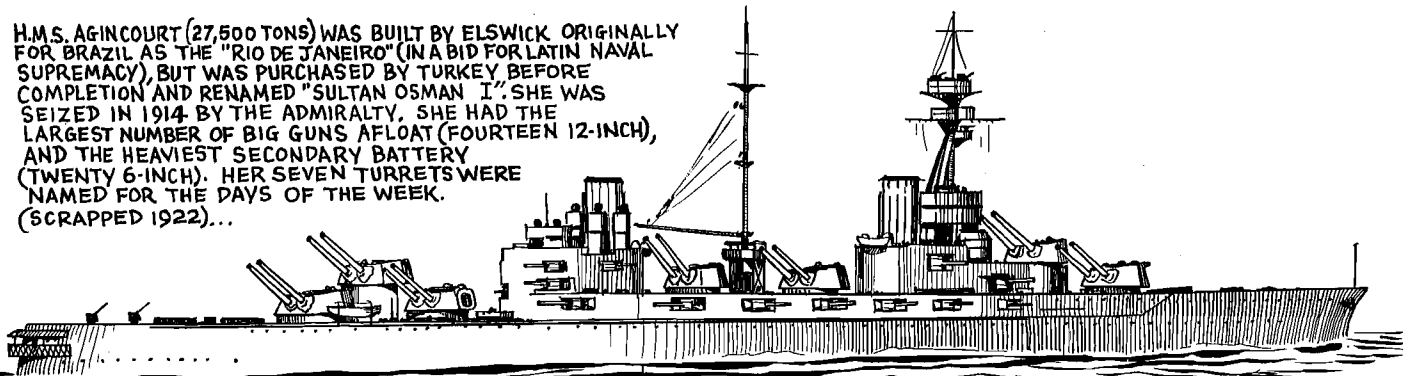
Back from a training cruise to sunny Mexico, four destroyer escorts of the Pacific Command steam into Esquimalt on a grey August day. The ship at the right is HMCS Qu'Appelle. With her on the cruise were the *Margaree*, *Fraser* and *Mackenzie*. (E-77717)

# Naval Lore Corner

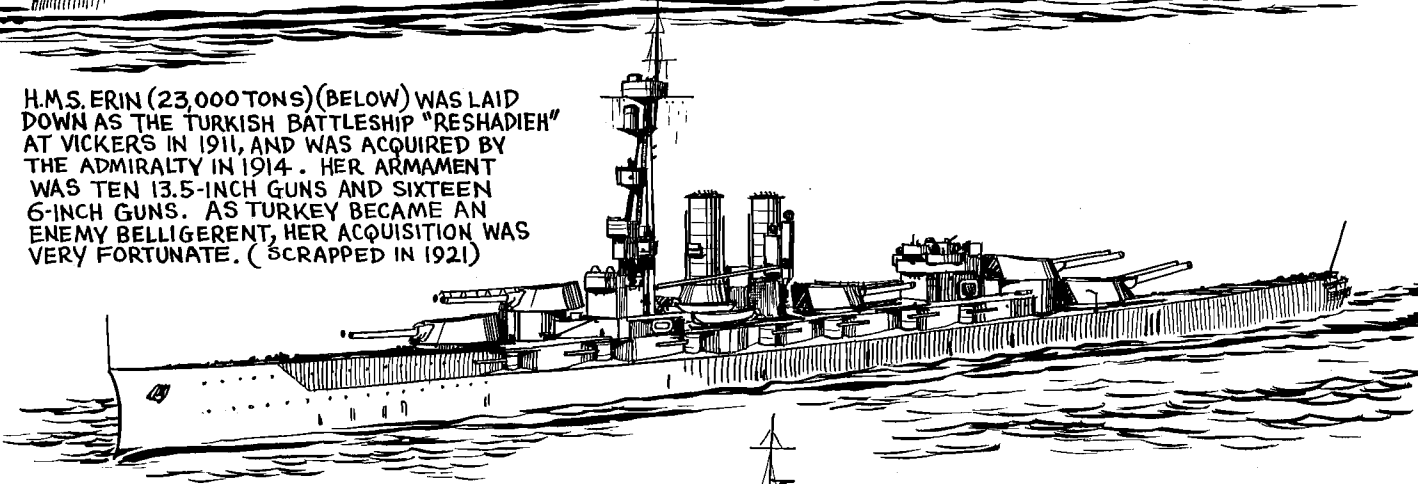
Number 130  
BONUS for the BATTLEFLEET

AT THE START OF WORLD WAR I THERE WERE SEVERAL WARSHIPS BUILDING IN BRITISH YARDS FOR FOREIGN GOVERNMENTS, INCLUDING THREE BATTLESHIPS... ALL OF WHICH WERE TAKEN OVER BY THE ADMIRALTY AT THE COMMENCEMENT OF HOSTILITIES. THESE VESSELS, BUILT TO FOREIGN SPECIFICATIONS, FORMED AN ODD BUT VALUABLE ADDITION TO THE GRAND FLEET. ALL FOUGHT AT JUTLAND, AND ONLY ONE EVENTUALLY SERVED ITS ORIGINAL OWNERS...

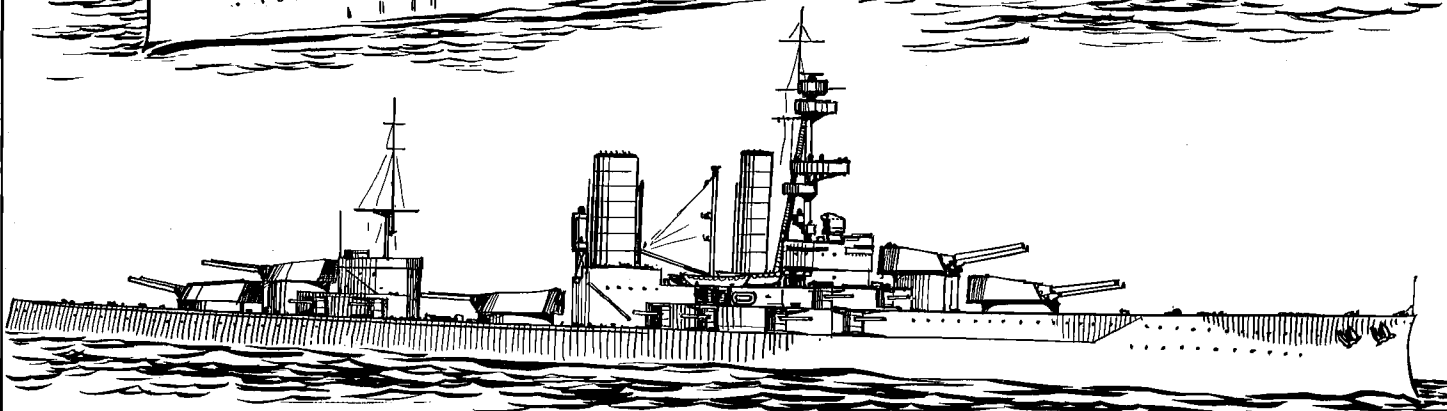
H.M.S. AGINCOURT (27,500 TONS) WAS BUILT BY ELSWICK ORIGINALLY FOR BRAZIL AS THE "RIO DE JANEIRO" (IN A BID FOR LATIN NAVAL SUPREMACY), BUT WAS PURCHASED BY TURKEY BEFORE COMPLETION AND RENAMED "SULTAN OSMAN I". SHE WAS SEIZED IN 1914 BY THE ADMIRALTY. SHE HAD THE LARGEST NUMBER OF BIG GUNS AFLOAT (FOURTEEN 12-INCH), AND THE HEAVIEST SECONDARY BATTERY (TWENTY 6-INCH). HER SEVEN TURRETS WERE NAMED FOR THE DAYS OF THE WEEK. (SCRAPPED 1922)...



H.M.S. ERIN (23,000 TONS) (BELOW) WAS LAID DOWN AS THE TURKISH BATTLESHIP "RESHADIEH" AT VICKERS IN 1911, AND WAS ACQUIRED BY THE ADMIRALTY IN 1914. HER ARMAMENT WAS TEN 13.5-INCH GUNS AND SIXTEEN 6-INCH GUNS. AS TURKEY BECAME AN ENEMY BELLIGERENT, HER ACQUISITION WAS VERY FORTUNATE. (SCRAPPED IN 1921)



H.M.S. CANADA (28,000 TONS), BUILT AT ELSWICK FOR CHILE AS THE "ALMIRANTE LATORRE" AND PURCHASED BY GREAT BRITAIN IN 1914, SERVED IN THE GRAND FLEET AND WAS RETURNED TO CHILE IN 1920. SHE WAS THE MOST POWERFUL OF THE SOUTH AMERICAN BATTLESHIPS (TEN 14-INCH GUNS) AND WAS SCRAPPED IN 1958. A SISTER-SHIP (EX "ALMIRANTE COCHRANE") WAS EVENTUALLY COMPLETED IN 1924 AS THE BRITISH AIRCRAFT CARRIER "EAGLE"...



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