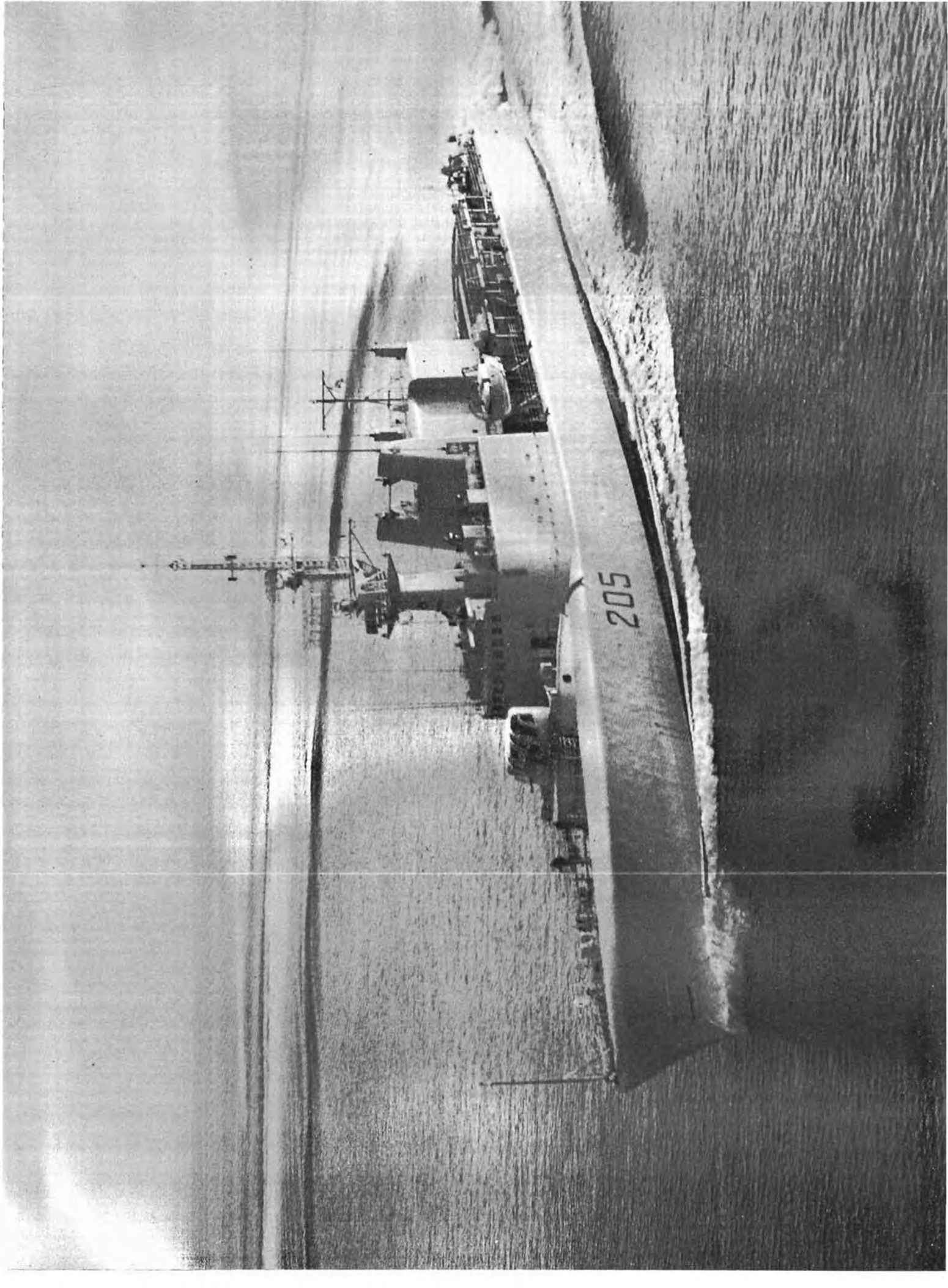


The CROWSNEST



Vol. 16, No. 1

January, 1964



The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY 1964

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LADY OF THE MONTH

HMCS *St. Laurent*, the first of her class, introduced a new sleekness of appearance to the navies of the world, when she was commissioned in 1955. Now she has lost some of that streamlining and gained new, powerful capabilities as an anti-submarine vessel with the addition of helicopter hangar and deck and variable depth sonar.

After preliminary trials in B.C. coastal waters, the *St. Laurent* launched her new career in early January by starting on a voyage around the world the long way to her new home port of Halifax, where she will arrive in mid-summer.

The photograph on the opposite page was taken during trials in British Columbia waters shortly after the *St. Laurent* re-commissioned. (S-74859)

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The Cover—HMCS *Assiniboine* shows a turn of speed during trials. The *St. Laurent* was the second ship to be given similar helicopter-carrying capacity and two others, the *Ottawa* and *Saguenay* will join the select circle during 1964. (E-73649)



RCN News Review

These men of HMCS Cape Scott, employed in various trades on board the mobile repair ship, have a part-time but important job as clearance divers (ships). Making plans for an underwater survey of the ship's bottom at Halifax are, left to right, Ldg. Sea. David Denomey, PO Mike McQuillen, and AB Alfred Dorion. Their "wet suits" absorb water which, warmed by the skin, forms an insulating layer to protect them from the bitter cold. (HS-73956)

Officer Plan Open To Serving Men

Men already serving in the RCN will be considered for promotion to general list officer status through terms of the Short Service Officer Plan for 1964 and subsequent entries, it was announced in January.

The Short Service Officer Plan is designed to provide officers with seven-year commissions for fleet service and naval aviation.

Officer cadets are enrolled on seven-year commissions and paid at the same rate as acting sub-lieutenants, \$235 a month. Twenty-two months after his training starts, the cadet is confirmed in the rank of sub-lieutenant and is paid \$331 a month basic.

The young officer has the opportunity to apply for a permanent commission two and one half years after SSOP training begins. Officers may be considered for promotion to the rank of lieutenant on the completion of five years in the rank of sub-lieutenant.

To be eligible for transfer to the plan, enlisted personnel must meet the same requirements as shore applicants. Junior matriculation education or the equivalent and single status are among these.

The procedure followed in recommending and selecting men for promo-

tion via the Short Service Officer Plan is the same as that promulgated for the former Venture Plan.

It will not be possible to transfer from the SSOP to the Regular Officer Training Plan or the College Training Plan.

The final board of review for the September 1964 intake will meet in Naval Headquarters in July.

First Oberon To Be Launched

The launching of the first of three Oberon class submarines being obtained in Britain for the Royal Canadian Navy was scheduled for Her Majesty's Dockyard, Chatham, Feb. 29.

The submarine's RCN name is *Ojibwa*, after the nation of Indians who occupy the Lake Superior region of Canada. It is intended to name the two other boats, also to be built at Chatham for the RCN, after Canadian Indian tribes whose names begin with "O".

Lady Miers, wife of Rear-Admiral Sir Anthony C. C. Miers, VC, (Ret) accepted an invitation to sponsor the *Ojibwa*. The submarine originally was laid down for the Royal Navy as the *Onyx* but has been made available to the RCN to ensure early delivery of submarines to Canadian service.

Admiral Miers was awarded the Victoria Cross in 1942 while a Lieutenant-

Commander in command of the submarine *Torbay*. Early in March of that year he stalked a convoy into the heavily defended enemy port of Corfu in the Mediterranean and eventually attacked two of its supply ships in broad daylight in conditions of glass calm.

Hon. Lionel Chevrier, newly appointed Canadian High Commissioner to Britain, was named to represent the Canadian Government at the launching.

Commendation For Rescue

The rescue of a 15-year-old boy from the waters of the St. Lawrence River last summer has brought a commendation certificate from the Chief of the Naval Staff, and a letter of congratulation from the Naval Secretary for a 20-year-old able seaman of HMCS *Fort Erie*.

Rear-Admiral J. V. Brock, Flag Officer Atlantic Coast, presented the certificate and the letter to AB Real Joseph Yvon Viens at a ceremony in the Admiral's office on January 16.

On August 26, while the *Fort Erie* was alongside at Murray Bay, Quebec, the boy accidentally rode his bicycle over the edge of the jetty. AB Viens, without hesitation or prompting, jumped from the forecandle of the frigate and rescued the boy, who could not swim.

Other men from the *Fort Erie* later recovered the bicycle from the river bottom.

AB Viens is the son of Mr. and Mrs. Leopold Viens of St. Cesaire, 30 miles west of Montreal. He joined the RCN in May 1961.

Restricted Duty Section Launched

A restricted duty section of the general list of officers will come into effect at the end of March, in accordance with a recommendation of the Ad Hoc Committee on the RCN's Personnel Structure.

The restricted duty section of the general list will be made up of officers considered qualified for transfer by post-graduate training.

Officers are being individually notified of their eligibility for the section and this includes other general list officers without post-graduate standing but with exceptional capability in specialized fields.

The announcement said there are sufficient officers in the rank of lieutenant qualified for the restricted duty section and it is anticipated that candidates in this rank with other qualifications will be accepted.

Some vacancies for officers above this rank exist and a few officers with qualifications less than a master's degree will



The Flag Officer Atlantic Coast, Rear-Admiral J. V. Brock, presents a certificate of commendation from the Chief of the Naval Staff to AB Real Joseph Yvon Viens for the rescue of a 15-year-old boy from the St. Lawrence River last summer. (HS-73917)

be considered for transfer. The restricted duty section is expected to be maintained at about 125 officers. The size of the section is based upon the total number of billets to be filled and other

appointments in which restricted duty officers may be placed. The requirement will be reviewed and revised annually. Billets contain appointments from lieutenant to rear-admiral inclusive.

The announcement gave examples of restricted duty billets: Director of Marine and Electrical Engineering; Staff Officer Management Control (Naval Supply) in Naval Headquarters; in the weapons division of the Fleet School, Halifax; on the staffs of the Commodore Superintendent Atlantic; Commodore Superintendent Pacific; the Naval Engineering Development Investigation Team and the project section of VX 10, the experimental air squadron at *Shearwater*.

Some appointments can be filled by either restricted duty section or general duty officers. These include: Chief of Naval Technical Services; dockyard superintendents; Director General Fighting Equipment; Director of Operating Systems; Staff Officer Data Processing at Naval Headquarters; on the staffs of squadron commanders; on the staffs of the Naval Members, Canadian Joint Staffs in London or Washington and on the staffs of Principal Naval Overseers.

It is stated further that opportunity will exist for all lieutenants in the restricted duty section to be promoted to lieutenant-commander. Thereafter, the promotional opportunities will compare



Defence Minister Paul Hellyer addresses the ship's company of the *Bonaventure* during his January visit on board the aircraft carrier.

favorably with those of general duty officers. This will be ensured by reserving an appropriate number of promotion vacancies for restricted duty officers. Officers will retain the seniority they held on transfer.

Stadacona Band Busy at Christmas

Playing meant work for the 45 members of the band of HMCS *Stadacona* during the busy Christmas season when the bandmen gave of their own time and money for an extra Christmas engagement. They also contributed their talents to entertain underprivileged children from the Dartmouth area.

In co-operation with the Salvation Army, 39 youngsters were entertained by the bandmen at a Christmas party in St. Andrew's Church hall, Dartmouth. For this the bandmen donated a day off and among them collected more than \$100 to provide gifts. Party treats were donated by merchants.

And while the children's party was a favorite with the band, it was the band's annual carol tour that was a favourite with the fleet.

For this event, half of the bandmen sang carols while the remainder provided the accompaniment. The band strolled along the jetties to bring carols to the men on board the ships in harbour, toured *Stadacona* including main buildings, accommodation blocks and the Canadian Forces Hospital, and visited the main buildings in HMC Dockyard.

Earlier the band had brought Christmas carols to children in the Nova Scotia Home for Coloured Children; St. Joseph's Roman Catholic Orphanage, and the Children's Hospital.

Their Christmas schedule also included the playing of carols in the Naval Armament Depot and before the children in Shannon Park School and visits to Camp Hill Veterans' Hospital and the Halifax County Orphanage.

Grilse Undergoes First Long Refit

HMCS *Grilse* began her first major refit in October at Esquimalt, terminating 16 months of activity. The submarine will return to operation in April.

Her operational statistics are impressive. She made 579 dives while steaming 51,740 miles in 374 days at sea. The *Grilse* spent 34 per cent of her time at sea fully submerged and another 31 per cent "snorkelling".

Up to the time of the refit, a total of 15 officers and 106 men had served in the *Grilse*, two officers and 82 men formally qualifying as submariners in this time.

Six Ships Sail For Mediterranean

The aircraft carrier *Bonaventure* (Captain R. W. Timbrell) and five destroyer escorts of the Fifth Canadian Escort Squadron sailed from Halifax Jan. 13 on a training cruise that was to include visits to ports in Italy and the south of France.

The ships under the immediate command of Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic), were to exercise en route to the Mediterranean where from Feb. 7 to 17 the *Bonaventure* and one destroyer escort will visit Toulon, France, and four destroyer escorts will visit Leghorn, Italy.

Taking part in addition to *Bonaventure* are HMC Ships *Chaudiere* (Cdr. R. H. Falls), *Kootenay*, (Cdr. D. P. Ryan), *Restigouche*, (Cdr. B. C. Thillaye), *Columbia*, (Cdr. A. E. Fox) and *Terra Nova*, (Cdr. J. B. Young). Captain D. L. MacKnight, Commander Fifth Canadian Escort Squadron is embarked in the *Restigouche*.

Restigouche Wins Lighting Award

For the third year in a row, HMCS *Restigouche* has sailed off with top honours for ships in the Halifax Junior Chamber of Commerce Christmas lighting contest.

The 1963 plaque was presented to Cdr. B. C. Thillaye, commanding officer of the *Restigouche*, by Norman Walters, president of the Halifax Jaycees.

The judging committee toured ships secured alongside at *Shearwater*, Dartmouth and in HMC Dockyard. HMC Ships *Lanark* and *La Hullose* were named as runners-up and received smaller plaques.

Sunken Freighter Former 'Sweeper

On Sunday, Dec. 8, the little St. Lawrence River freighter *Fort Albany* was in collision near Sorel, Quebec, with a Norwegian ship. A gaping hole torn in her side, the *Fort Albany* sank to the river bottom on even keel, her mast still

showing above water. Four of her crew went down with her.

The *Fort Albany*, although her appearance was radically changed from her Second World War days, was the former steam Bangor minesweeper HMCS *Drummondville*, which served in Canadian coastal waters from late 1941 to the end of the Second World War.

She was the lone escort of the first convoy to come under attack in the lower St. Lawrence in July 1942.

Items Dropped From Kit Issue

Two items of kit which have been issued to men of the RCN in Class 2 uniform since the Navy was formed in 1910 are to be discontinued.

The Naval Board has approved that the issue of jerseys and flannel vests be discontinued.

The year-round wearing of cotton vests will be the order of the day.

Originally, RCN seamen were issued with one jersey and three flannels. In recent years, the scale of issue has been two jerseys, two cotton vests, and two flannel vests.

The new scale of issue will be four cotton vests to men of the RCN, three cotton vests to men of the RCNR, and three cotton vests to sea cadets.

Greenwood Wins Fire Award

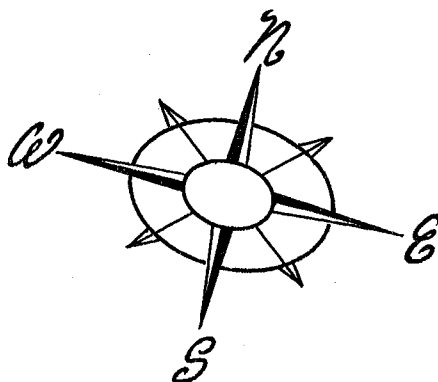
The National Fire Protection Association has announced the winners of the 1963 fire prevention contest, with the Department of National Defence Grand Award going to RCAF Station Greenwood, N.S.

In the RCN competition, winners in the large establishments section were: HMC Dockyard, Halifax, first; HMC Dockyard, Esquimalt, second, and HMCS *Shearwater*, third.

In the medium naval establishments competition, the first three places were taken by HMCS *Naden*, Belmont Park married quarters, near Royal Roads, and HMCS *Cornwallis*.

In the competition among small naval establishments, the winners were, in order, RCN Ammunition Depot, Renous, N.B.; RCN Magazine, Rocky Point, B.C., and the Naval Air Facility, Patricia Bay, B.C.

The contest is administered by the National Fire Protection Association, an international organization founded in Boston in 1896. Fire prevention is a year-long campaign and, in service establishments, it involves Fire Prevention Week, lectures and demonstrations to interested groups such as Boy Scouts, service clubs, teen clubs, and constant vigilance and inspection.



THE RCN IN 1963

FROM SUNNY HAWAII to fogbound Alaska, from the balmy Caribbean to the stormy Hebrides, ships of the Royal Canadian Navy logged well over a million miles in 1963.

Much of this mileage was accumulated in national and international exercises designed to test the readiness of ships and aircraft for operations and to refine fleet tactics, particularly in anti-submarine warfare.

RCN units participated in three major NATO exercises, half a dozen exercises with the U.S. Navy, an exercise with the Royal Navy off Londonderry and three full-scale national exercises. In addition, local exercises and training cruises were carried out on the Atlantic, Pacific and the Great Lakes.

Two of the NATO exercises were annual fixtures for the RCN, embracing anti-submarine warfare in the one case and mine warfare in the other. The third, Exercise Flat Rock, was held in the autumn when five Canadian warships and some 30 others from Britain, Denmark, France, The Netherlands and Norway operated north of Scotland, at times in hurricane force winds and 40-foot waves. In spite of conditions, the exercises went on and several submarines were "hunted" successfully.

In the Pacific, Exercise Golf Club, in February, involved six West Coast surface units and the submarine HMCS *Grilse* for two weeks of coastal defence operations with the USN. RCAF mari-

time patrol aircraft participated in the exercise, which involved a total of 150 ships.

In September, eight surface ships, the *Grilse* and RCAF aircraft took part in Exercise Saddlesoap, a major, week-



long anti-submarine exercise with the USN which tested joint defences in the Pacific off the North American seaboard.

There were four other exercises with the USN by Pacific Command units, including mine warfare operations in February off California and in November off northern British Columbia.

A new type of joint national exercise conducted by the Maritime Commander,

Atlantic, took place in December when ships of the RCN's Atlantic Command and units of the Canadian Army joined in Operation Boat Cloak in the Canso Straits region of Nova Scotia.

There were a number of notable new additions to the fleet in 1963.

Three destroyers of the Mackenzie class were commissioned: the *Saskatchewan* in February, the *Yukon* in May and the *Qu'Appelle* in September.

On September 28 HMCS *Provider*, the biggest ship ever built in Canada for the RCN, was commissioned. The 22,000-ton fleet replenishment ship will contribute significantly to the fighting efficiency of the fleet by providing fuel, ammunition and stores to warships at sea, thus extending their range and endurance on operational missions.

HMCS *Assiniboine*, first of the seven St. Laurent class destroyer escorts to be fitted with variable depth sonar and a helicopter flight deck and hangar, was recommissioned on the Pacific Coast in June. In October, the *St. Laurent* emerged with the same "new look"—a change in configuration that will improve appreciably the anti-submarine potential of these ships.

The RCN in 1963 received and began flying the anti-submarine helicopter that will operate from the destroyer escorts and from the *Bonaventure*.

Four of the machines, the all-weather CHSS-2 Sea King, were delivered and more are on order.

CHORE - RUNNERS OF THE FLEET

RCN HELICOPTERS on both coasts proved over and over again during 1963 their capacity for performing rescues and unusual chores.

A naval helicopter edged its way along a sheer mountain face 10 miles west of Victoria last April to pick up an injured 13-year-old who had hurt his head and back in a 30-foot fall. Volunteer rescuers had earlier carried the boy down the mountain to a narrow space between cliff and trees where he was transferred to the helicopter, which had to fly backward to get out of the confined area.

Also during April, a helicopter from HMCS *Shearwater* flew to Chatham,

N.B., to pick up a doctor and take him to Miscou Island to attend a sick baby. Doctor and little patient were later flown to hospital.

Another mercy flight carried out by an HU 21 squadron helicopter saw anti-hayfever serum dropped to a scoutmaster in the woods with members of his pack about 10 miles from Dartmouth.

The scoutmaster had been prepared for anything, except for his hayfever attack. While a special parachute was rigged in the safety equipment section of HU 21, the medicine was rushed to

Shearwater from a local pharmacy. A short time later, the serum had relieved a grateful scoutmaster.

A Sikorsky helicopter from *Shearwater* was recalled and another on the runway stood down after two boys and a dog on a raft managed to pole themselves ashore in St. Margaret's Bay last spring.

A seven-year-old boy reported lost in the woods near Sheet Harbour, N.S., on May 4 found his way out of the bush while the search by a naval helicopter was in progress. The helicopter put in an hour and 45 minutes of flying time before the search was called off.

Three destroyers of Second World War fame, the *Huron*, *Haida* and *Sioux*, and the frigate *Lauzon* were paid off.

An example of the type of duty for which ships of the Navy have always been particularly well suited was furnished by HMCS *Saskatchewan* in May, just three months after the ship was commissioned.

The *Saskatchewan* was at San Juan, Puerto Rico, en route from Esquimalt to Halifax, when she was ordered, on the afternoon of May 15, to proceed with all dispatch to waters off Port Au Prince, Haiti. The state of affairs in the island republic was such that it seemed prudent to have at hand some means of evacuating Canadian nationals and protecting Canadian government property, should the need arise.

Three hours after receiving her orders, the *Saskatchewan* got under way. At 3 p.m. the next day she was on station in international waters off the Haitian capital.

En route, the ship had busily prepared herself for the unexpected assignment. Three landing parties, action boat crews and a shore headquarters group were organized. Arrangements were made to accommodate and feed evacuees.

Off Haiti, the *Saskatchewan* found a U.S. Navy amphibious force and a British frigate engaged in similar duties. Close liaison and friendly relations were quickly established. In the days that followed, the *Saskatchewan* maintained constant patrol, waiting for whatever might develop.

Gradually the unrest ashore subsided, and on the evening of May 24 the *Saskatchewan* was ordered to proceed to Kingston, Jamaica, for fuel. On May 27 she was formally released from stand-by duty and the next day set sail from Kingston for Halifax.

To what was then the youngest member of the RCN's family of warships went this message from Naval Headquarters:

"Reference your recent operations, you have displayed early in your commission the ability of the RCN to fulfil an important role in readiness to protect Canadian interests. Well done".

Another RCN ship was also put on an alert basis at the time of the trouble in Haiti. HMCS *Bonaventure*, which was at Charleston, South Carolina, was

TRADE EMISSARIES OF CANADA



More than 100 Canadian manufacturers set out their wares at the Canadian Trade Fair in Philadelphia in mid-November. An estimated 120,000 people visited the fair in the showrooms of the Sheraton Hotel.

Ably assisting in advertising Canada were ships of the Fifth Canadian Escort Squadron, commanded by Captain D. L. MacKnight, which visited Philadelphia during Canada Week.

The *Columbia* and *Kootenay* were open to visitors during the long weekend preceding the fair and about 15,000 residents of the city and surrounding area were welcomed on board.

On Veterans' Day, November 11, Rear-Admiral Desmond Piers, Chairman Canadian Joint Staff, Washington, laid a wreath at the Tomb of the Unknown Soldier in Washington Square. A 100-man guard from the five ships marched through the centre of the city following the ceremony.

ordered to four hours' notice for steam and told to be prepared for departure for Haiti. The situation never became sufficiently serious to call for employment of the carrier, but while at Charleston, and later at sea, she held herself in readiness in case she was required.

The *Bonaventure* and *Saskatchewan* never met during the Haitian affair, but they did come together five months later, during NATO Exercise Flat Rock off northern Scotland. The association was brief. After the exercise the *Bonaventure* shaped course for Bergen, Norway, while the *Saskatchewan* began the long voyage back to her British Columbia base.

The ship arrived at Esquimalt November 29. In the seven-and-a-half months since she commissioned she had made two transits of the Panama Canal and four Atlantic crossings, had carried out a special mission and taken part in a major NATO exercise. All told, she had spent 147 days at sea and steamed 35,323 miles.

While not precisely typical, the *Saskatchewan's* experience was indicative of the activities of the ships of the RCN in a busy 1963.

THE DIVERS' BUSY YEAR

THE RCN DIVING Establishments on both East and West coasts had their full share of activities and then some, in the general public service in 1963.

The West Coast unit recovered 243 pieces of explosive ordnance—floats, flares, bombs, shells, grenades, torpedoes, mines and mortars, to name a few categories—most of these from inhabitants of the greater Victoria area, who had been keeping them as souvenirs.

The finding of a live practice bomb March 21 in Victoria touched off what was to become a rash of such findings and, in almost every case, it was personnel from the Pacific Command's operational diving unit who attended to the collection and disposal of the ordnance.

Citizens of the region were made aware of the dangers of such souvenirs, the Pacific Command producing a truck-borne display featuring examples of the ordnance. With an expert to speak on the subject, the display visited every grade school in the area to warn a total of 40,000 pupils of the danger. The same mobile display was set up at the Pacific National Exhibition in

Vancouver where about 60,000 people "got the message" about what to do with ordnance they might already have in their possession or discover in future.

In addition to searches made on behalf of the government agencies for downed government aircraft, contraband and the like, the divers gave recompression treatment to two cases of the "bends" and helped search for two downed civilian aircraft and two bodies.

The East Coast unit totted up a busy year of public service, as follows:

- Assisted RCMP in recovering 12 drowning victims;
- Helped the Department of Transport recover a bathythermograph;
- Treated a civilian suffering from the "bends";
- Investigated and dealt with 25 mines and a quantity of abandoned explosives;
- Processed removal of explosives from wrecks in the Bedford Basin of Halifax harbour and the Robinson Brook area of Newfoundland, and
- Aided a university seismological survey.

FIRST CRUISE of H.M.C.S. SASKATCHEWAN

1963

Commander M.W. Mayo, C.D., R.C.N.

This Memento certifies that

served in H.M.C.S. Saskatchewan during this cruise.

ESQUIMALT Departed 16 April / Returned 29 Nov

SAN DIEGO 19-21 April / 23-25 Nov

24 April, Rendezvous with H.M.C.S. MACKENZIE

MANZANILLO

KINGSTON 25-28 May

BALBOA 28-30 April

SAN JUAN 3-15 May / 10-11 Nov

HALIFAX 3-28 June / 2-19 Aug

ROSYTH 25-27 Oct

PORTSMOUTH 5-13 June / 27 Aug-17 Oct

H.M.S. Victory

AZORES

SASKATCHEWAN

Total distance steamed: 33,230 miles.

THE MINISTER VIEWS THE NAVY

A VISIT to the *Bonaventure* and *Restigouche* at sea, inspections of *Cornwallis*, *Stadacona*, *Shelburne* and *Shearwater* and a visit to RCAF Station Greenwood high-lighted a familiarization tour of armed forces establishments on the East Coast by the Minister of National Defence from January 19 to 24.

Hon. Paul D. Hellyer was paying his first visit to the Atlantic Command since assuming his portfolio in 1963. He was accompanied by Deputy Minister E. B. Armstrong, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Lt.-Col. B. J. Weeks, military secretary to the minister.

First on Mr. Hellyer's busy agenda was a two-day visit to the *Bonaventure* and her accompanying destroyer escorts, which were exercising at sea off Bermuda before proceeding on exercises in the eastern Atlantic and visits to ports in Italy and France. Tracker aircraft of VS-880 flew Mr. Hellyer and his party on board the carrier.

The minister talked with many officers and men of the ship as he inspected weapons, aircraft, workshops, hangars, engine rooms and living spaces, and was briefed by the Senior Canadian Officer Afloat, Atlantic, Commodore R. P. Weland, on exercises involving the carrier, the destroyer escorts, and two Royal Navy submarines. A jackstay transfer to the *Restigouche* enabled Mr. Hellyer to get a first-hand look at the operations of a destroyer escort, and to see her mortars and 3-inch-50 guns in action.

The visitors returned to Halifax by RCAF *Argus* after a flight to Bermuda from the *Bonaventure*.

In Halifax, Mr. Hellyer attended a briefing at the headquarters of the Canadian Maritime Commander, Atlantic, Rear-Admiral J. V. Brock, and toured the joint RCN-RCAF Maritime Warfare School in *Stadacona*. His Halifax visit also included the naval air station at *Shearwater*, units of the Fleet School, the Dockyard, and an informal inspection of HMCS *Assiniboine*, first of the converted St. Laurent class destroyer escorts.

A helicopter then flew the minister's party to the oceanographic research station at *Shelburne*, and to *Cornwallis* for an inspection of new-entry training facilities.



No ski-lift could offer a more thrilling ride than a January jackstay transfer at sea. Defence Minister Paul Hellyer chose the jackstay type of transportation to travel from the *Bonaventure* to the destroyer escort *Assiniboine*. (HS-74028)

The minister and his party concluded their east coast tour with a visit to RCAF Station Greenwood, home of the RCAF's Maritime Command.

On his return to Ottawa, Mr. Hellyer sent the following message to the Flag Officer, Atlantic Coast:

"I have had a most worthwhile and thoroughly enjoyable visit to your command. The program you arranged was excellent and was carried out with impressive smoothness. I would mention

particularly the enjoyable and instructive visit to the ships at sea, the interesting flying demonstration at *Shearwater*, the briefing on the VDS and the helicopter arrangements in the *Assiniboine*, the tours of the fleet school, JMWS, the Dockyard and *Shelburne*, and the enjoyable visit to *Cornwallis*.

"My party and I thank you for your hospitality and all that has been done for us. I am grateful. Good luck and good sailing."

OFFICERS AND MEN

Ex-Naval Surgeon Heads Physicians

Dr. Walter C. MacKenzie, of the Department of Surgery and Radiology, University of Alberta, Edmonton, has been named successor to Dr. Malcolm Brown as president of the Royal College of Physicians and Surgeons of Canada, it was announced in January.

Dr. MacKenzie, a graduate in medicine from Dalhousie University, Halifax, was practising as a surgeon and instructing in clinical surgery at the University of Alberta when he joined the RCNVR in October 1939 as a surgeon lieutenant.

Called to active service late in 1940, he served during the Second World War in *Naden*, *Avalon*, wartime establishment in St. John's Nfld., HMCS *Iroquois* and Nova Scotia naval establishments. He was demobilized in December 1945 and joined the retired list at HMCS *Nonsuch*, the Edmonton naval division.

Course Choices Broadened

The list of acceptable university course patterns for naval Regular Officer Training Plan officer cadets (ROTP) has been widely expanded with the present college year.

The change affects applicants for subsidized education to the degree level in universities or the Canadian Services Colleges.

Previously naval ROTP officer cadets in universities and the Canservcols were restricted to courses in electrical engineering, mechanical engineering, engineering physics, arts, with majors in mathematics and physics, science, with majors in mathematics and physics, or honours courses in arts or science with majors in mathematics and physics.

Under the current regulations, naval ROTP officer cadets selected to attend Royal Military College, Royal Roads or le Collège Militaire Royal de Saint-Jean may select any of the course programs outlined in the calendars of the Canservcols.

Naval ROTP officer cadets selected to attend university may choose a course pattern leading to one of the following degrees as described in individual university calendars:

Honours science (mathematics or mathematics and physics);



Cdr. H. T. Cocks is the first Canadian naval officer to be promoted while on exchange duty in the 14-year history of the U.S. Navy-RCN supply officers' exchange program. Cdr. Cocks was promoted to his present rank while serving as stock control officer at the Naval Supply Centre, Pearl Harbour, Hawaii. (USN Photo)

Honours arts in economics, political science or international studies;

General or pass science with a major in mathematics or physics;

B. Eng. BSc, or BA Sc in one of the applied sciences;

Aeronautical engineering;

Chemical engineering;

Civil engineering;

Electrical engineering;

Geological engineering;

Industrial engineering;

Mechanical engineering;

Metallurgical engineering;

Mining engineering;

Petroleum engineering;

Education;

Physical and health education;

Honours arts (mathematics or mathematics and physics);

Pass arts with a major in mathematics and physics;

Baccalaureate degree in commerce and baccalaureate degree in business administration.

Naval ROTP officer cadets attending a university who select any course pattern leading to a degree in any of these are required to include in their course pat-

tern a minimum of one university course in mathematics and one course in physics beyond the senior matriculation level.

Naval personnel with sons interested in seeking a naval ROTP officer cadetship should discuss the matter with their naval recruiting officer for further information.

Promotions for Reserve Officers

The following officers of the Royal Canadian Naval Reserve have been promoted to their present ranks, with seniority effective from January 1, 1964:

Captain J. W. Dangerfield, Commanding Officer, HMCS *Chippawa*, Winnipeg;

Captain Peter Thomas, Commanding Officer, HMCS *Malahat*, Victoria;

Surgeon Captain J. A. Beggs, HMCS *Carleton*, Ottawa;

Surgeon Captain N. B. Reilly, HMCS *Malahat*, Victoria;

Captain W. J. Herbert, Staff Officer (Information), HMCS *Discovery*, Vancouver;

Cdr. D. A. Binmore, Commanding Officer, HMCS *Griffon*, Port Arthur, Ont.;

Cdr. D. P. Brownlow, Executive Officer, HMCS *Scotian*, Halifax;

Cdr. P. McC. Cornell, Commanding Officer UNTD, HMCS *Carleton*, Ottawa;

Cdr. Albert Holland, Executive Officer, HMCS *Discovery*, Vancouver;

Cdr. H. W. Littleford, Commanding Officer, HMCS *Prevost*, London, Ont.;

Cdr. R. L. Shaver, Commanding Officer, HMCS *Star* (Kitchener Tender), Kitchener, Ont.;

Surgeon Cdr. D. R. Ingraham, HMCS *Brunswick*, Saint John, N.B.

Petty Officer Wins Lott Fund Award

An award of £10 from the Herbert Lott Naval Trust Fund has been made to PO L. R. Ferguson, of HMCS *Naden*, for attaining highest marks in the BN4 (conversion) course at *Naden*.

PO Ferguson achieved an overall average of 82.6 per cent on the course. His prize money amounts to \$30.20.

The Herbert Lott Naval Trust Fund was instituted in 1930 from the benefactions of the late Herbert Lott, a

member of the London Stock Exchange who was deeply interested in the Royal Navy and the part it played in the defence of the Commonwealth. He was convinced that the guns of the Royal Navy were of prime importance in maintaining world peace.

In 1928, he gave the first donation of £20,000 for the creation of the fund and shortly after another donation of £5,000. When he died in 1948, he left the whole of the residue of his estate of more than £100,000 to the trust fund which bears his name.

From the fund prizes are awarded for skill in gunnery and fighting practices generally.

Blood Donors Exceed Quota

Response of civilian and naval personnel at HMCS *Shearwater* to the appeal for blood at a three-day clinic held at the naval air base in January was commended by Robert Whyte, Director of Red Cross Blood Donor clinics.

Mr. Whyte said 648 persons gave donations.

He said the suggested quota for the three-day clinic was 600 donations.

Two clinics are held annually at *Shearwater*. The next one is slated for June.

Captain's Rank For Medical Officer

Surgeon Captain John H. Fleming, Principal Medical Officer, *Naden*, has been promoted to his present rank.

Captain Fleming was born at Toronto, in 1915, and entered the RCN as a surgeon lieutenant in 1942. During the war he served as medical officer in naval hospitals ashore and at sea in the frigate *Beacon Hill*.

From August 1958 to June 1963 Captain Fleming was Principal Medical Officer at *Cornwallis*.

Credit Union's Growth Rapid

A credit union chartered in May 1962 to serve members of the armed forces stationed in Ottawa is reported by its board of directors to be growing at a record rate.

Defence HQ (Ottawa) Credit Union reports 1,650 members and more than \$850,000 in assets at the end of December. The board expects assets will top \$1,000,000 within the next few months. Loans outstanding totalled \$780,000, and over 50 per cent of these loans were made to consolidate other debts.

The board of directors said that service people are considered poor credit risks and charged high interest rates by many lenders because they are frequently transferred. Credit unions provide them with a good source of low-cost credit, and encourage them to save, according to a spokesman for the Credit Union National Association.

Canada has 4,650 credit unions with 3,000,000 members. Some 25 of these are owned and operated by members of the armed forces.

Officer Named Squadron MO

Surgeon Lt. Jean-Charles Bruyere, son of Mr. and Mrs. Charles Bruyere, Ottawa, has been appointed to the Pacific Commands Fourth Canadian Escort Squadron, as squadron medical officer.

Lt. Bruyere entered the naval reserve as a UNTD cadet in 1952, and in 1959, transferred to the RCN as a surgeon cadet under the University Medical Subsidization Plan.

On completion of his internship in the Ottawa General Hospital, Lt. Bruyere joined the medical staff of RCAF Station Holberg, on an isolated plateau on the north west tip of Vancouver Island, where he served for a year. Since July, he had served in *Naden*.

Red Cross Honours P and RT Staff

The Physical and Recreational Training staff at HMCS *Stadacona* was honoured at the year's end by the International Red Cross Society with a citation reading: "In deep appreciation for years of collaboration in mutual humanitarian tasks for the alleviation of human suffering the greater understanding of men of all nations."

The citation, which was signed by Frank Hall, National president of the Canadian Red Cross Society, and Maxwell Bruce, the chairman of the national executive, was presented by G. R. Matheson, president of the Nova Scotia Division of the Canadian Red Cross.

Captain D. G. Padmore, commanding officer of *Stadacona*, accepted the Citation on behalf of the P and RT staff and in turn presented it to Lt.-Cdr. B. M. Kidd, P and RT Officer.

The citation was in recognition of the many years of assistance the *Stadacona* P and RT staff has given to the Red Cross in their water safety program and for its assistance in promoting water safety among the citizens of Nova Scotia. It was presented on the occasion of the centenary of the International Red Cross Society.



Admiral Sir David Luce, First Sea Lord, visited the Atlantic Command last November and conferred with Rear-Admiral Jeffrey V. Brock, Maritime Commander Atlantic. Attending a briefing at Maritime Command Headquarters are, left to right, Major-General R. W. Moncel, GOC Eastern Command, Admiral Luce, Admiral Brock and Air Commodore F. S. Carpenter, Deputy Maritime Commander Atlantic. (HS-73587)

SUMMER ON THE LAKES

"The wear and tear on upper deck paintwork has been quite considerable."

THIS COMMENT was the obvious one to make at the end of a four-month period during which more than 114,000 visitors walked the decks of three RCN destroyer escorts.

They were the *Sioux*, *Nootka* and *Haida*, units of the Third Escort Squadron which could probably claim the title of the "most visited" ships in the fleet during 1963.

They were hosts to the visitors as part of their assignment in the Great Lakes where they operated under control of the Commanding Officer Naval Divisions. Their specific task was to facilitate the sea-training phase of the RCN Reserve summer training program.

Cdr. C. Anthony Law, the squadron commander, and also commanding officer of the *Sioux*, noted a "keen interest" in the ships everywhere they visited in the inland waterways.

Notable was the *Sioux's* visit to Chicago where during a five-hour period more than 20,000 persons were estimated to have crowded on board. Also, outstanding was the *Nootka's* visit to Toronto during the Canadian National Exhibition where some 1,000 toured the ship although she was not officially open to the public.

From the time the ships left Halifax until they returned, they steamed more than 16,000 miles and provided training for more than 350 officers and men of the RCNR.

While the planning actually started months earlier, the Great Lakes program for the squadron got underway in April. Early that month, the *Haida* returned to Halifax, freshly painted, from St. George, Bermuda. On April 25, after taking on board 60,000 pounds of supplies, Cdr. W. H. I. Atkinson sailed his ship for the St. Lawrence River on the first leg of the journey.

En route, brief cruises for high school students, sea cadets and others were provided by the ship between Quebec City and Montreal. On May 12, during one such cruise, the *Haida* took on board a 10-ton mobile television studio of the CBC.

This studio, which measured 24 feet in length, eight feet wide and 10 feet high, was secured on the port side of the torpedo tubes. Its purpose was to aid the production of a 30-minute program which featured the ship.

From May 17 to 20 the *Haida* took part in the ninth annual Naval Veterans' Reunion at Sarnia. A 24-man guard and a marching contingent from the ship were included in the official ceremonies, and later 120 men took part in a church parade and remembrance services.

During May the *Haida* visited Cleveland, Ohio, and Toronto and Hamilton. The training schedule continued into June with the ship visiting Kingston,

Picton, Port Hope, Toronto, Hamilton, Port Weller and Port Dalhousie.

In the meantime, the *Sioux* and *Nootka* completed a six-week leave and maintenance period in Halifax, and on June 10 sailed to join the *Haida*.

During the first stop three days later at Quebec City, Cdr. Law, Cdr. D. S. Bethune, commanding officer of the *Nootka*, attended a luncheon given by Monsignor Louis Albert Vachon, rector of the University of Laval.



Toronto's harbour skyline formed a backdrop for the destroyer *Haida* as she sailed on a summer training cruise for Canadian naval reservists on the Great Lakes. The famous veteran of the Second World War was paid off at the end of the training season. (COND-8429)



Several of the RCN's smaller ships did their share in the reserve training program on the Great Lakes last summer. This one is HMCS Porte St. Jean. The Scatari and Porte St. Louis were also on the job. (Photo by Patrick E. Griffiths, Hamilton)

Later in the day, both ships embarked guests from the University Counselling and Placement Association and others for a brief cruise. Among the guests on board the *Sioux* were his Excellency the Ambassador of Belgium, and the Belgian Consul-General.

On June 17 the departure of the two ships from Quebec City was delayed briefly for the arrival of the French aircraft carrier *Foch*.

Cdr. Law paid an official call on Rear-Admiral Fernand Bailleux, président de la Commission permanente des Essais of the French Navy, who was embarked in the carrier.

As the *Sioux* left Quebec City this message was sent to the *Foch*:

"Je vous souhaite la bienvenue au Canada. C'est toujours un plaisir d'accueillir les vaisseaux de guerre français. J'espère que votre visite à Québec sera très agréable pour vous et tous vos officiers et hommes."

Eleven hours later the two ships arrived in Montreal, and the following morning started through the St. Lawrence Seaway.

On June 20 the *Sioux* also starred in a television program. A television camera crew from station CHCH, Hamilton, boarded the ship to film and interview crew members for a program which was broadcast later.

During July, with the reserve training program in full swing, the ships worked independently and in widely separated

areas. The exception was on July 15 when the *Sioux* and *Nootka* met at the south end of Lake Huron and carried out combined exercises for 10 hours.

During the month, nine Canadian and two American ports were visited, including Windsor, Port Dalhousie, Cobourg, Kingston, Picton, Port Hope, Toronto, Hamilton, Midland, Chicago and Erie, Pa.

The *Sioux's* visit to Chicago proved to be a highlight of the squadron's summer activities. She arrived at the entrance to Chicago's "downtown" harbour to be greeted by units of the U.S. Coast Guard, five police boats and five fireboats.

With this impressive escort the *Sioux* proceeded to her berth at the foot of Michigan Avenue bridge, in celebrity style, to the accompaniment of whistles, fireworks and magnificent columns of red and green coloured water shot high into the air by the fireboats. On the jetty, a U.S. Navy band greeted the ship as she berthed.

Witnessing the gala arrival were hundreds of the city's residents who lined the jetty and bridge and watched from the windows of the towering office buildings surrounding the area.

On Sunday afternoon, July 14, with the *Sioux* still the centre of interest, an estimated 500 persons crowded across the brow onto the ship within 15 minutes of her being opened to the public. The pace continued during the day, and

in five hours an estimated 20,000 persons had been on board.

Cdr. Law later termed the Chicago visit as "overwhelming".

Meanwhile, the *Nootka's* program had taken her to Windsor where she landed a contingent of 30 men to participate in the Freedom Festival.

Windsor proved popular with the ship's company. This was reflected in the success of the blood-donor clinic which was held and resulted in the ship's quota being exceeded by 85 per cent.

Six Nigerian officer cadets who are taking training with the RCN were on board the *Nootka* at this time. It was arranged for them to visit three Royal Navy frigates which were cruising the Lakes and which also had Nigerian cadets on board.

The *Nootka* left Windsor on July 15 and, exercising en route, proceeded south through the St. Clair and Detroit Rivers. Four days later she secured alongside at Erie, Pa.

Here, Rear-Admiral D. W. Piers, Chairman, Canadian Joint Staff, Washington, visited the ship. Admiral Piers was in Erie as guest of honour during sesquicentennial celebrations.

The program for the *Haida* took her to Kingston where she arrived to anchor on July 5. During that week-end more than 3,500 visitors toured the ship after taking advantage of the yardcraft service provided by HMCS *Cataraqui*.

While in Kingston, Vice-Admiral H. G. DeWolf, former Chief of the Naval Staff and commanding officer of the *Haida* in 1943-44, came on board as guest of honour during the reception.

Later in the month, 30 members of the *Haida's* company, dressed as pirates, delighted 35 orphaned children from the Hamilton area who were invited on board the ship for a party.

During the latter part of July, six members of the "Preserve *Haida* Organization" were on board for a brief cruise. This is a group of some 50 businessmen who wish to take the ship to Toronto and have her permanently based at the city's waterfront as an historical monument.

For the *Haida*, the Great Lakes training program ended on August 9, when she returned her last reserve training class to HMCS *Patriot* and topped up with fuel and stores.

As the *Haida* began her return trip to Halifax official word was received that she was to be paid off into operational reserve on October 11.

At Toronto, the ship—for a second time—loaded a mobile television studio

on board. Interviews, high-speed runs and squid and gun firings were recorded.

Cdr. Atkinson noted that these firings, recorded on film and video tape, were the last to be made by this famous warship. The *Haida* reached Halifax on August 16 and immediately prepared to pay off.

The *Sioux* and *Nootka*, meanwhile continued their cruise program. For the *Sioux*, this phase of the program took her to the Lakehead district. On August 6, at Jackfish Bay, about 100 miles east of Port Arthur, the ship anchored and ceremonial divisions were held on board. Immediately after divisions, the crew proceeded to a beach for an all-day swim and sports program and barbecue.

Unfortunately, this outing ended abruptly when a chief petty officer slipped on a rock and received serious head and neck injuries. As a result the ship rushed him to Port Arthur for medical attention.



On August 14, the *Nootka*, while at anchor at Kingston, was involved in a rescue mission when a yacht capsized in the harbour. The ship's motor cutter, with Ldg. Sea. Ivan G. Foote as coxswain, was sent to the rescue. Showing excellent seamanship, he succeeded in

rescuing the three crew members from the water and in righting their yacht. All were taken to the Kingston Yacht Club.

The *Sioux* and *Nootka* again joined forces in Hamilton on August 23 where the reserves were landed and the training program ended. In leaving the Great Lakes the ships visited the Canadian National Exhibition in Toronto, and called at Kingston and Montreal.

The ships arrived in Quebec City on August 31, where a 48-man guard was landed to take part in a parade held in connection with the Quebec Provincial Exhibition. A similar guard was paraded by the Royal 22nd Regiment, and officer of the combined guards was Lt. W. G. Park, from the *Sioux*. The salute was taken by Air Vice Marshal H. H. Hendricks, RCAF, Air Officer Commanding Air Defence Command.

Both ships arrived back in Halifax on September 6, ending the 1963 Great Lakes training cruise.



Wilful winds at Hamilton's Great Lakes Training Centre cause the jack staff ensigns of the destroyer escorts *Haida*, left, and *Sioux*, right, to fly in opposite directions. The ensign of HMCS *Nootka* didn't know which way to turn. The three warships were part of a six-ship fleet which trained nearly 1,000 Canadian naval reservists on the Great Lakes last summer. (COND 8512)



BOAT CLOAK

Hardy Photog Defies Cold

Operation Boat Cloak, the Navy-Army manoeuvres near Canso, N.S., in December, taught Ldg. Sea. James Oakes a lesson from which he quickly profited.

Much boat and beach and bush work was the lot of soaked, half-frozen sailors. Ldg. Sea. Oakes was one of the naval photographers assigned to cover the exercise. The first time he set off ashore in a ship's boat he was dressed in presentable "Threes", since the sea was relatively flat and the weather promising. But when he jumped to reach the beach, he went in up to his waist. It was perishing cold.

The next time ashore, he was in dungarees. If a pool of water was in his way, he sloshed through it, camera held high. While other sailors huddled for warmth, he wandered blithely about and even sat on the marrow-chilling damp earth to remove his sea boots and pour the water out. People were beginning to notice his hardihood with some awe.

But Oakes, unbeknownst to all, had taken a page from a recent course wherein he had come top of the class. He was wearing a clearance diver's frogman suit, complete with angora underwear, beneath his working rig.

SOME 3,500 officers and men serving on board 20 ships of the Navy's Atlantic Command, about 200 officers and men from Camp Gagetown, N.B., and aircraft from HMCS *Shearwater* took part in a two-week combined exercise from Dec. 2 to 12.

Centred on Madame Island, N.S., east of the Strait of Canso, the exercise was given the code name "Boat Cloak."

The exercise was designed primarily to provide training for the fleet in various aspects of naval warfare not normally included in ships' exercise programs, and to emphasize Army and Navy co-operation and joint training as a basis for future military operations by naval, army and air forces.

The exercise encompassed a wide range of operations including beach survey, defence of ships against underwater teams, establishing shore encampments, opposed landings, demolition, bush patrols and air attacks against ships at anchor.

Exercise Boat Cloak was scheduled by Rear-Admiral Jeffrey V. Brock in his appointment of Maritime Commander

Atlantic, and Major General R. W. Moncel, General Officer Commanding, Eastern Command, both of whom accompanied the fleet to the exercise area on board HMCS *Terra Nova*.

Admiral Brock, in his appointment of Flag Officer Atlantic Coast, was in operational control, while Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic), was the officer in tactical command of all forces. Lt.-Col. G. H. Sellars, Officer Commanding the First Battalion Black Watch, was in command of the Army Force.

Army personnel provided patrol, signals and reconnaissance groups, landing parties and interrogation teams, as well as personnel for liaison duties on board ships.

Naval units participating included nine destroyer escorts, seven frigates and four minesweepers. Tracker and T-33 aircraft from RCN Air Station *Shearwater* based at Sydney, carried out air strikes against the fleet.

For the purpose of the exercise, a country called Lemonland (which covered the area of Madame Island) re-

cently achieved independence, set up a democratic government and had delegates seated in the United Nations.

An insurgent group of their own people, backed by a foreign power, commenced subversive operations and some guerilla warfare against the government. Subversive operations prior to the start of the exercise were assumed to be mainly ambushes and attacks with small arms and hindrance to shipping from lightly armed coastal craft.

Intelligence received suggested that Redland, a member of the United Nations, had been assisting the insurgents by providing unmarked aircraft and other arms. The result was that Lemonland could have become a communist state.

Bluenoseland, a small democratic state having a well trained Navy and Army force, with the capital at Halifax, was requested by the United Nations to assist the authorized government of Lemonland.

As a result of the request, a force of ships and aircraft were allocated to the Senior Officer Afloat of Bluenoseland, together with a combat advisory group from the Army, to assist in land operations and gun fire support.

The mission of the Bluenoseland force in carrying out their assignment was to destroy all subversive elements operating in and around Lemonland in order to restore the authority of the elected government of the country.

CANCOMFLT sailed his fleet on the morning of Dec. 2 from Halifax with Army personnel embarked. While a few of the Army personnel found the heavy weather encountered en route to the exercise area a trifle "overwhelming," others enjoyed their first trip to sea on board a warship.

On arrival off Lemonland on the morning of Dec. 2, the minesweepers of the First Canadian Minesweeping Squadron, commanded by Cdr. W. H. Willson, were detached for a check sweep of an anchorage area in Lennox Passage. Following the sweep, the fleet proceeded to anchor in assigned berths.

During the period Dec. 3 to 10 inclusive, ships landed expeditions of men, with Army assistance, to carry out foraging patrols and generally soften up the enemy.

While the exercise itself was entirely fictitious and without tactical significance, there was nothing fictitious or lacking in the realism.

Often doused by spray in reaching shore, sailors daily formed landing and

assault parties which proceeded ashore in ships' boats, then battled their way through snow, mud, rain and swamps to attack assigned targets. Along the way trained Army personnel taking the enemy part waited in ambush.

The routes which naval patrols took to reach their objectives were selected in advance but afforded opportunities for the sailors to spot ambushes and use their initiative to counter the situation.

Army personnel who worked with the patrols said the sailors learned the rules of ground warfare quickly and by the end of the exercise period displayed considerable ability.

Exercise serials were designed to advance progressively towards the solution of a tactical problem confronting the forces concerned. At the same time, it was planned to provide for units and individuals to obtain as much practical experience as possible through standard exercises and evolutions.

The exercise ended with a major assault on "enemy" shore targets and involved some 500 naval personnel. All

ships' boats were pressed into service to carry the men ashore.

Overhead, naval aircraft flew low to lay a smoke screen which effectively covered the landings.

Following the final assault, naval and army personnel were embarked on board their ships, and the fleet proceeded to Halifax.

En route heavy weather was again encountered, and combined with freezing temperatures so that on arrival the ships were covered with ice.

Admiral Brock, on the conclusion of the exercise, praised the forces participating for their keenness and initiative displayed in making the exercise a success.

He also said naval personnel had gained considerable valuable experience which would contribute towards the efficiency of the fleet.

The splendid co-operation afforded the participating forces by the residents of Isle Madame was an important factor resulting in the overall success of the operation.

ROUGH VOYAGE

THE UNMANNED naval tug *Glenside*, in tow by the CNAV *Riverton* from Sydney to Halifax, broke loose during a driving snowstorm and high seas on the night of Thursday, Dec. 19. The next morning VS-880 was asked for a Tracker aircraft to aid in the search.

Despite heavy drifting snow on the runways and taxiways, with winds gusting to 60 mph, the aircraft was airborne within a half-hour. Two hours later the *Glenside* was located about 70 miles northeast of Halifax by the Tracker, which remained in the area until the arrival of the destroyer escort *Qu'Appelle* and the tug *Saint John*.

The *Saint John's* master, Gordon Wicks, a seaman not given to overstatement, said it was a difficult job getting a line aboard the iced-up *Glenside*.

"I couldn't put a man on board. The ice was too treacherous and the sea was too rough," he said. "We sent grappling lines aboard and were able to get a temporary line which served until we could tow her into the lee of the land. We found her off Country Island, about 70 miles northeast of Halifax. There was a 60 mph gale blowing when we secured the temporary line after going alongside. Then we towed her to Petit de Grat Island and got a man on board. He chipped away and fixed a proper line. Then we brought her back to Halifax."

There were more heavy seas and gale force winds to battle with on the way back and Skipper Wicks admitted that he and his 22-man crew were glad when they secured the ice-covered *Glenside* in the Dockyard.



The naval tug *Glenside* is shown at her Halifax berth shortly after being brought home by the ocean tug *Saint John*. The *Glenside* broke her tow, was lost and then found again after an air and sea search during a heavy storm that pounded Nova Scotia just before Christmas. (HS-73787)



Home from the Sea

Soo Veterans Have New Home

The Naval Veterans' Association at Sault Ste. Marie, Ont., has acquired a new clubhouse.

The association has signed a long-term lease for the premises on Korah Road formerly known as the Latin Quarter. Decoration of the hall in naval and nautical motif is proceeding. The facilities can accommodate 60 couples, and has a bar and kitchen.

A membership drive has been launched and association spokesmen say that acquisition of new quarters is expected to spur the drive.

The Soo Naval Veterans' Association is active in community affairs. It recently built and donated a boat house to the local Sea Cadet corps.

Commodore Taylor Addresses CNA

The reasons for the reduction in reserve and operational strength of the Navy were outlined by Commodore P. D. Taylor, Commanding Officer Naval Divisions, at the January meeting of directors of the Canadian Naval Association in Hamilton.

The RCN had had to adjust itself to a reduced budget and had fully co-operated in the reorganization of its expenditures, Commodore Taylor said. Perhaps the hardest decision of all to make was which of the naval divisions should be closed down.

The Royal Canadian Navy would continue to be a competent fighting force and would maintain its commitments in support of Canada's role in world affairs, the CNA was assured.

Other guests at the meeting included Cdr. W. T. Houghton, RCNR (Ret); Lt.-Cdr. J. G. Walker, RCNR (Ret), vice-president of the Naval Officers' Associations of Canada for Ontario; and Cdr. Frank L. Ross, RCNR (Ret), who has been active in Navy League work in Ontario for many years. The attendance of Lt.-Cdr. Walker at the meeting

was as an observer for the NOAC. Since the objectives of the NOAC and the CNA are similar, a closer liaison is being sought for the advantage of all ex-naval personnel and to provide an authoritative voice in the interests of the Navy.

Cdr. Ross suggested that, during Navy Week, meetings be held by all interested naval and ex-naval personnel wherever such meetings are possible. He said the main feature of such meetings would be an informed and capable speaker who could review the Navy's activities over the previous year and analyze trends for the future.

The board of directors decided at their meeting to arrange for the annual general meeting of the CNA to take place in the fall, in order to help distribute the main activities of the association more evenly throughout the year. This is now awaiting a recommendation from the executive body as to a suitable date.

The CNA's annual sports tournament will be held on April 11 in Toronto.

Application forms will be in the mail shortly and member associations are urged to reply as soon as possible.

Interest in the Canadian Naval Association among organizations of ex-naval personnel continues to rise. Requests for information have been received from Calgary, Regina, Edmonton, Halifax, London and the Ex-Wrens' Association of Vancouver. London, Ont., sent representatives to the board meeting to request consideration of immediate membership in the association. Following a brief debate, the directors agreed to immediate admittance and granted voting powers to the London delegate for the remainder of the meeting. Negotiations are continuing with the other clubs mentioned and it is expected the CNA will be expanded considerably in the next few months.

Plans have been completed for the official opening of the new clubhouse of the Oshawa Naval Veterans' Association. A smoker and social will be held Friday, May 1, starting at 8 p.m. The following day, the official opening ceremony will take place at 2 p.m., and this will be followed by a reception in the afternoon and a naval ball in the evening.

On Sunday, May 3, all members, guests and visitors are invited to participate in the Battle of the Atlantic church service, starting at 10 am. Sunday afternoon will be given over to a social period in the new club house, which has been built through the efforts of a number of dedicated naval veterans and their wives.

The Kitchener-Waterloo Naval Veterans' Associations, host club for the reunion in May, is preparing a comprehensive brochure in conjunction with the event. All clubs and other interested parties requiring space in the brochure should make their wishes known as soon as possible.

The next meeting of the directors has been set for Sunday April 5 in the clubrooms of the Kitchener-Waterloo NVA, 315 Weber Street, Waterloo, Ont.—S.R.P.

No More Free Cigarettes

The U.S. Defence Department plans to prohibit distribution of free cigarettes in military hospitals and to establish an Armed Forces educational program to point out the hazards of smoking.

The Department of Defence is not considering prohibition of individual purchase, possession or use of tobacco products.

The action is a result of an Armed Forces study of *Smoking and Health*, a report published by the U.S. Public Health Service. The report linked smoking to lung cancer and heart disease.

Surgeons general of the U.S. Armed Forces and health and medical directors of the Defence Department are continuing their study of the report and further action for the health protection of military personnel in relation to smoking may be taken, the announcement said.—AFPS

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Shearwater*

The *Shearwater* Players Drama Group, in their first production in several years to be offered to the public, came up with a fast-moving three-act farce called "Reluctant Heroes", presented at the *Shearwater* Theatre for five nights in mid-December.

The play, about Army life under Britain's post-war conscription system (National Service), was directed by Roy Portchmouth and featured Danny Shaw, Kip Reeves, William Walter, Charles Robinson, Joan Armson and Walter Morris, along with a fine supporting cast.

The *Shearwater* Players Drama Group, whose aim is to entertain members of the Canadian Armed Forces, provides an outlet for dramatic or entertainment talents of service personnel and to give members an opportunity to participate in the fields of their choice, claims membership from among service personnel and their families at *Shearwater* and civilian personnel there.

The group has an outstanding record, including the winning of the Calvert Trophy at the Regional Drama Festival four times from 1952 to 1957. This year they are out to surpass their own record.

PACIFIC COMMAND

Second Canadian Escort Squadron

The Hawaiian tourist industry has unknowingly assisted fleet preparedness on board ships of the Second Canadian Escort Squadron, on their way to the Far East.

Taking advantage of heavy tourist air traffic to and from the islands, the *Fraser* and *St. Laurent* instituted Exercise Skywatch, under the direction of the *Fraser's* operations' officer, Lt. James D. Buchan. While in Hawaiian area waters, operations personnel detected and tracked large numbers of commercial passenger and transport aircraft within a great radius of the warships. Exercise Skywatch is believed to be the longest air-plotting exercise ever undertaken by the ships as it covered a 22-hour period.

The tourist-laden planes were quickly detected by the air warning radar sets



CPO Andrew Reid, is credited with being the individual who contributed most to efforts of HMCS *Restigouche* in winning the third consecutive lighting award. The award is made annually by the Halifax Junior Chamber of Commerce. (HS-73832)

aboard the ships, and each aircraft was tabbed with its own "raid" number. Vital information about each "raid" was quickly and progressively recorded on the main air-display plots, including range, course, speed and altitude. Such information was maintained until each aircraft passed beyond the reach of the ships' radar. At times, radar plotters and others involved in the exercise were keeping track of 12 planes at a time.

Prince Patron of Bird Watchers

His Royal Highness Prince Philip has consented to be the Patron of the Royal Navy Bird Watching Society. When formed in 1946, this society was the first in the world organized to attempt bird observation on the seas on a co-operative basis.

As many observers as possible, not necessarily expert ornithologists, are asked to send reports from the ocean areas where their ships are operating and members of the society have made a valuable contribution to the world's knowledge of sea birds. In addition, many seafaring men have been introduced to this work and have found it a fascinating hobby when at sea or ashore. The Merchant Navy and Fishing Fleets are included as eligible for membership.

The society is affiliated to the British Trust for Ornithology. — *Admiralty News Summary*

Throughout Exercise Skywatch a constant radio-telephone link was maintained between the *Fraser* and *St. Laurent*, with the ships competing for first aircraft contacts and longest tracking periods.

The exercise was just one of many special evolutions carried out by the ships almost daily after leaving Esquimalt January 7 for a four-month training cruise to the Far East. The *Fraser* and *St. Laurent* were joined by the *MacKenzie*, which left Esquimalt a day later. The squadron commander is Captain G. H. Hayes.

During the training cruise, the ships will represent the RCN in Commonwealth sea and air exercises, and visit more than a dozen Asian and European ports.

The ports of call include Pearl Harbour, Midway and Guam, Manila in the Philippines; Singapore and Port Swettenham, Malaysia; Hong Kong and Tokyo.

On completion of the Commonwealth exercise, the *St. Laurent* is to detach and proceed via the Suez Canal and the Mediterranean to Halifax.

HMCS *Jonquiere*

December 1963 proved to be the climax of a busy and successful year for the *Jonquiere*.

The frigate spent 166 days at sea and steamed a total of 29,543 miles, more time at sea than any other West Coast ship and fourth in overall miles logged.

The *Jonquiere* was selected winner in the Victoria Junior Chamber of Commerce Christmas Lighting Contest on Dec. 21, the laurels being the result of a great deal of effort by the whole ship's company. Her decorations consisted of blue lights all around the upper deck and coloured lights on the dressing lines, a large lighted Christmas tree mounted on the 4-inch gun and two smaller trees on the yard arms, a large white cross on the foremast, an angel scene on the foc'sle, and a nativity scene on the quarterdeck.

The Jaycees presented the ship with two plaques, one to be held by the *Jonquiere* and the other to be passed on to the next winner.



The *Sussexvale*, *Stettler* and *Jonquiere* show their Christmas lighting displays. The large white cross on the foremast of the *Jonquiere* (outboard) was out at the time the photograph was taken. The lower photo shows the Nativity scene, made by the Engineering Department, on the *Jonquiere's* quarterdeck. The day before Christmas brought rain to Esquimalt, and personnel arriving on board were amused and pleased to find the members of the Holy Family and the shepherds dressed in navy slickers. (E-74971, E-74970)

Another trophy won by the *Jonquiere* during 1963 was the Sonar Proficiency Award, which was presented to the weapons underwater division by the Flag Officer Pacific Coast, Rear-Admiral W. M. Landymore, on Jan. 7.

HMCS *Fraser*

On Oct. 1 the *Fraser*, in company with the *Skeena*, sailed from Esquimalt for San Francisco. The Flag Officer Pacific Coast was embarked in *Skeena* for the first part of the trip but transferred to *Fraser* before arriving in San Francisco in the evening of Oct. 3. While in the ship Rear-Admiral W. M. Landymore took the opportunity to chat with officers, chief and petty officers and below.

The ships sailed from San Francisco on the following Sunday morning and were joined by the *Margaree* for the one day passage to Long Beach.

The five day passage from Long Beach to Hawaii was made in company with Carrier Division 17. During this trip an exchange of personnel was carried out with the USS *Frank E. Evans* (DD

754), one of the modernized anti-submarine destroyers of the USN Ensign S. A. Barclay and RD2 Frederick Dover joined the *Fraser*, while Sub-Lt. Wayne Morgan, Sub-Lt. Kenneth Bowering and Ldg. Sea. Gordon Roth joined the *Frank E. Evans*.

On arrival in Pearl Harbour a three-week series of exercises began. This was followed by a much-needed week of self-maintenance—a week during which a large portion of the ship's company managed to tour the island of Oahu, while many others were content to just laze in the sun on Waikiki beach.

The *Fraser* was active in sports throughout the trip with members of the ship's company taking part in a wide range of events. These included ship's teams in softball, rugby, touch football, golf, and volleyball, and participation in hockey and soccer on a squadron basis. The ship's softball team lived up to its reputation as command champion by sweeping all 10 games played against USN. Soccer and rugby were played against HMNZS *Taranaki*, a New Zeal-



and frigate operating out of Pearl Harbour during the period of the visit. The squadron soccer team won 2-0, and the *Fraser's* rugby team, playing their first game together as a unit, lost 5-0 in a game under the lights.

After a month of sun in Hawaii the ships sailed for Esquimalt on Nov. 3, arriving home on the 21st.

NAVAL DIVISIONS

HMCS *Chippawa*

A general meeting of cadet officers from the three cadet services of Greater Winnipeg and district was held in HMCS *Chippawa* recently. Chairman of

the meeting was Lt. A. Hodgson, RCSC, who introduced the area cadet officers. Lt.-Cdr. R. L. Gleadow then spoke on the aims and policy of the tri-service cadet committee.

The aim of the committee is to co-ordinate all tri-service activities concerned with cadet work. These include inter-service competitions, social functions, community demonstrations, local joint parades, etc.

The elected members of the tri-service cadet committee are: Lt.-Cdr. W. Somerville, RCSC, chairman; Capt. W. Korchik, 526 Winnipeg Grenadiers, first vice-president, and S/L R. Wilson, 191 RCAC, second vice-president.

Many sub-committees were also formed at the meeting, primarily to look after arrangements for the tri-service cadet ball on February 8, at RCAF Station, Winnipeg.

HMCS *Discovery*

The command of the Vancouver naval division, HMCS *Discovery*, changed hands on Jan. 21 when Captain Andrew W. Ross relinquished the post to Cdr. Albert Holland. Lt.-Cdr. G. S. Levey was appointed executive officer.

Captain Ross's retirement marked the end of 34 years of naval service. He first joined the Royal Canadian Naval Volunteer Reserve in May, 1933, in Edmonton, as an ordinary seaman. He took naval training in several ships before the outbreak of war. While on active service, he served in ships ranging from an armed yacht to a destroyer as gunnery officer.

Following the war, Captain Ross took TAS, guided missile and gunnery courses at a number of shore establishments.

In 1955 he was appointed executive officer of *Discovery*, and became commanding officer in 1958.

Captain Ross was towed away from his final command in a jeep, provided by the army. As the *Discovery* band played, 20 officers took up two lines tied to the jeep's front bumper and a sentry shouted: "Away Captain's gig!"

In civilian life, Captain Ross is a senior customs officer in Vancouver.

SEA CADETS

RCSCC *Fredericton*

A sea cadet officer who joined the cadet movement 11 years ago as an ordinary cadet last fall assumed command of the corps in Fredericton.

Lt. G. G. O'Hara has been continuous service with RCSCC *Fredericton* since 1952. He succeeded Lt. R. H. Spurway.

In his address to the cadets on taking command of the corps, Lt. O'Hara said



Sea Cadets from RCSCC *Swiftsure*, of Brandon, Man., visited the Canadian Joint Air Training Centre at Rivers, Man., in mid-October. They were taken on a tour of the camp by Lt.-Cdr. E. A. Myers, naval assistant to the commandant, visiting the Air Supply School and Airborne School. They tried a few jumps from the mock parachute tower and went for a flight in a C-119 "Flying Boxcar", as shown. (RS-63-295-3)

he looks forward to the months ahead and called on all ranks to help make the Fredericton corps the most proficient in the country.

Lt. O'Hara first joined RCSCC *Fredericton* as an ordinary cadet in 1952. He rose through the ranks, and at the time of his discharge from cadet status in 1956, he was chief petty officer of the corps. He then became a midshipman, serving in that rank until 1958 when he was promoted to sub-lieutenant. Promotion to the rank of lieutenant came in 1960.

Educated in Fredericton, Lt. O'Hara is employed as a draftsman on the staff of the University of New Brunswick.

Following a final inspection and march past, the retiring commanding officer, Lt. Spurway, commented on the excellent co-operation he had received from the Navy League, the public in general, the cadets and their officers. He said that many members of the public have been generous in their aid to the corps and its activities and yet have preferred to remain in the background.

Presentations were made to two men for their work with the corps. Awards of merit went to J. D. O'Connell for his many years' service as a marksman-instructor and to Dr. H. H. MacKinnon who served as medical officer for many years.



Prospective ROTP and SSOP naval officer cadets show a keen interest in a naval Tracker anti-submarine aircraft of the kind they will fly if they are accepted for naval aviation. The picture was taken at Centralia, Ont.

OFFICER SELECTION

THE YOUNG MAN was making a good impression on the naval selection board. His voice was strong, his answers were forthright, and there was not a trace of nervousness.

His name was Thomas Knight. He was 18 years old and he had just completed his senior matriculation in a high school in Saskatchewan.

He wanted two things: The first was a university education, to graduate with a degree in engineering physics. His second desire was to serve in the Navy. A few months earlier, he had learned there was a way he could do both, provided he got through high school with good marks and was able to prove to a group of experienced naval officers and educators that he had what it takes.

Tom had been sitting in front of the selection board for about 20 minutes, answering the questions put to him by

its six members. It didn't seem like a test, there had been plenty of those during the past 10 days, and this session was more like an informal chat. The officers were polite and seemed genuinely interested in him; the captain especially had questioned him at length about his attitude towards sports, his studies, hobbies and work.

In a moment, Tom was thanked and allowed to leave the board room.

Captain Peter Cossette, Director of Naval Manning, Naval Headquarters, sat back in his chair, looked around the table at each of his board members, and smiled.

"I think we've got a winner in that young gentleman. What do you think?"

Dr. Harry Smith, President of the University of King's College, Halifax, agreed.

"I hope he picks King's!"

The others chuckled, and each gave his vote of approval. Tom Knight would be provisionally selected as a Regular Officer Training Plan Naval Officer Cadet at either a Canadian Service College or a Canadian university. The final decision would be made in a few weeks. In his case, approval would be forthcoming in a telegram from the Minister of National Defence, offering a university education to the degree level in engineering physics.

Tom is now going to university and doing well. He is also fully aware of his good fortune and that his hard work in high school has paid good dividends. His university education isn't costing him or his parents a cent. It is being paid for by the Department of National Defence, which over the next four years

will spend close to \$40,000 in tuition, books and salary on behalf of Thomas Knight.

In the spring of 1967, Tom will become an officer in the Royal Canadian Navy and his university degree will qualify him for a rewarding career in the years ahead.

Tom has won his scholarship by applying the same formula used by 185 other young high school junior and senior matriculants selected this year for ROTP Naval Officer cadetship. They had attained good marks in school, kept physically and mentally alert, and out of trouble. They had set their sights on an objective and had worked to achieve it, thereby creating a lasting personal attitude that will continue to pay dividends for the rest of their lives.

Young men of Tom's calibre have been selected each year since 1952 by the Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force, and all three services are convinced that university training through the tri-service ROTP is a sound method of grooming young men of service as career officers. As you read this article over 2,000 "Tom Knights" from all over Canada are going to university or one of the three Canadian Service Colleges: the Royal Military College of Canada, at Kingston, Royal Roads, near Victoria, and le Collège Militaire Royal de Saint-Jean, near Montreal, with all costs borne by the Department of National Defence. In addition to their academic training, they undergo military instruction de-

signed to prepare them for service as naval, army or air force officers.

The RCN uses facilities at RCAF Station Centralia, near London, Ont., for cadet selection for economy's sake and because some of the naval officer cadets selected will serve in naval aviation, flying the anti-submarine planes and helicopters of the fleet.

There are three steps to the selection of a naval ROTP officer cadet. The first takes place at the recruiting office in or near the young man's home town, where the candidate fills in the required application forms, is given a preliminary interview by the recruiting officer, and undergoes a physical examination.

On the basis of the result of these initial studies, the young man is recommended for the second step, an intensive 10-day psychological probing at Centralia of the candidate's emotional stability, academic ability, leadership potential, physical and mental condition, power of expression, logic and general knowledge.

Last summer, the RCN selection board processed the applications of over 400 candidates and selected 185 of them for sponsored education to the degree level. In four to five years, most of them will graduate and be commissioned to serve in the ships, aircraft and shore establishments of the Navy. A small percentage will drop out along the way, unable to maintain the academic standard expected of the cadets by the Navy.

The third step of the selection process takes place at Naval Headquarters,

where the dossier of each applicant is given further study. By August, the high school marks of the applicant are indicative of his potential to succeed.

The most important step of the three is the 10-day "crucible" of Centralia, which is designed to determine the existing, but not readily apparent, qualities of the applicant.

The officer commanding the RCAF Selection Unit in Centralia is Squadron Leader A. E. Paxton. He said the role of officer cadet selection is to determine the potential the candidate possesses; the latent properties of the candidate must be assessed, not merely the experience he acquired prior to his arrival at Centralia.

Squadron Leader Paxton also said the testing and assessment process is designed to measure the young man's intellectual, social, emotional, moral and physical development. In the end, the service gets reasonably clear insight into the make-up of the candidate, and can make a fairly accurate estimation of his potential as an officer, a leader of seamen or airmen.

Captain Cossette expressed his views on the subject. He said that it is not easy to become a service officer, and not every young man has what it takes. "The naval officer lives a different life; much of his time is spent in a comparatively small ship on the high seas, living in close association with other men, often under conditions of considerable stress. In selecting young men who will become officers, the Navy looks for those who can think on their feet in spite of conditions or problems, and who can live with, lead and manage the men they command under any circumstances.

"This is a heavy responsibility and it takes a particular type of man to carry it. Naturally, the Navy wants to pick the best, and therein lies the reason behind the care taken in the selection of ROTP cadets."

There are three basic phases to the Centralia selection system. The first involves a complete medical assessment.

The candidate is then turned over to assessors for a further exploratory interview, dealing with subjects such as school, relationships with teachers and fellow students, sports, music, literature, morals, part-time or full-time employment, and hobbies. He is also questioned about domestic and international current affairs and history. The candidate's answers and his attitude during the interview are carefully noted.

Following this exploratory interview, the candidates are grouped in syndicates of seven or eight men for a series of group tests.



Applicants under test in the Naval Selection Centre, RCAF Station Centralia, often find seemingly simple tests tax their mental and physical ability. Here they are asked to devise a means of crossing a minefield. Those with leadership ability soon emerge from the group. (CE-63-215-4)

The first group test is in the form of a round table discussion which may involve any number of topics ranging from some development in international affairs to the question of whether teenager should go steady.

From the classroom, the eight-man syndicate moves to a large, enclosed compound where physical demands are added to mental requirements. The candidates are placed in a situation which may require them to imagine themselves prisoners of war endeavouring to escape. There are "obstacles" in their path, such as a mine field, electrically charged-fence or some other deterrent. They must find a way out within a limited period of time.

The problems look childishly simple on initial exposure but the candidates soon find themselves mired in a swamp of built-in frustrations. The problem may or may not be solved within the given time limit but it will have allowed a tentative assessment of potential leadership ability or a lack of it.

The syndicates are put through a series of these problems and, for some of them, each man is delegated the leader, providing the assessors with an opportunity to evaluate individual performance and the degree of organizational and leadership ability. The logic of each leader's approach to the problem is measured along with his judgment in applying it. From these exercises come not only an assessment of candidate's leadership potential but also of his ability to work with others.

From this variety of tests and exercises, interviews and discussions, the assessors gain a firm insight into the make-up of each candidate and are able to make a prediction of his chances of becoming a successful leader. A report is then written on each candidate



A discussion period, which is listened to carefully by the assessors, serves to indicate the candidate's vocabulary, his ability to express himself and his self-confidence. The viewpoints of young men from widely separated parts of the country reveal interesting contrasts. (CE-63-215-2)

and this, coupled with the findings of the medical examination, forms the basis of the naval selection board's decision on each candidate.

Those who want to enter naval aviation are given additional tests by service pilots to determine their aptitude in this field. Those who are not considered suitable for aviation are told the facts and if they are suitable in all other respects, they are still in the running for the surface fleet.

Those who fail the process entirely are informed of their unsuitability for service life.

So it can be seen that the selection of young men to be Canada's future naval officers is not a simple process. Great care is taken in assessing the candidate's ability, self-confidence, leadership potential, physical condition and general character.

Substantial sums of money will be spent on the university and naval training of those young men who do make the grade. This coupled with the responsibility they will ultimately shoulder requires that only those with the necessary qualities and potential can be selected.



SAILOR IN YEMEN

"What in the world is a Canadian sailor doing in the middle of the desert?"

THIS IS the question I found myself answering last summer and now that it's all over, I find the answer a bit bewildering myself!

It started in early July. I am a member of HU-21 Squadron at HMCS *Shearwater* and on July 8 I began instructing eight RCAF ground crew on the care and maintenance of the Sikorsky helicopter.

You may remember that about this time world attention was being focused on the Middle East, and it was decided the United Nations should take an active interest.

Two days after I began instructing, my eight class members were ordered to proceed to Aden, in South Arabia. I recall that when the news was received I jokingly told the class: "I'm glad it's you going, not me!"

However, I suddenly found myself deeply involved when I was informed that I would go along as a technical adviser. Someone said something about "laughing last."

Imagine the panic as I began packing my personal gear, special tools and publications, then getting all the necessary shots. Everything worked out, and by Friday evening we were in the briefing room at RCAF Station Trenton.

We departed for Ottawa and thence to Aden via Britain, France, Belgium, Luxemburg, Italy, Greece, Egypt, Saudi Arabia and Yemen, arriving six days later.

Our job was to assemble a United Nations Sikorsky H-19 helicopter which had been brought to Aden by transport aircraft from the Congo.

We arrived in Aden during the intense heat of the afternoon. On arrival we had an opportunity to inspect the helicopter we were to make air-worthy. I estimated we could get into the air within 10 days.

Next, we were taken the Crescent Hotel, which would be our "home" for the next while. We settled in for a good rest after our long trip, figuring that an early start in the morning would be in order.

That morning we arose early, had breakfast, then started assembling the helicopter.

By 10 am we had learned one lesson about work in this part of the world.

Last summer a Canadian sailor found himself in an unexpected part of the world doing an unexpected job. Where he ended up was in Aden, one of the hottest, driest spots on the globe, teaching RCAF ground crew how to keep Sikorsky helicopters flying. PO W. G. Lowes, an aviation technician from Shearwater, tells in this article how these unlikely events came about.

The sun was so hot by this time that all of us were on the verge of collapse. It was plain that the normal pace was much too strenuous in this heat and that we would have to adapt accordingly.

As a result, we decided to begin work at 7 am and work until noon. This proved most practical, and we then joined others who stayed indoors during the hot afternoons. We later ventured out in the cool of the evenings.

My visit in Aden was particularly enjoyable because a fellow petty officer at *Shearwater* had given me the address of some of his relatives before I left. They were wonderful and, as British government representatives, did much to make my stay both interesting and comfortable.

Safe Driving Taught at Sea

Sailors of HMCS *Saskatchewan* held their own safe-driving campaign while at sea on their way home to Esquimalt November 29. She ship had been away for nearly seven months.

"It was felt", explained Sub-Lt. R. G. Mitchell, "that because of the long time spent away from driving, and because our return coincided with the start of the Christmas season (and Safe Driving Week) that the whole ship's company could use a refresher in safe driving."

One portion of the sea-going safe-driving program was devoted to study. Each officer and man in the ship was supplied with a copy of a safe-driving booklet—obtained earlier from local offices of the Superintendent of Motor Vehicles. Everyone was encouraged to digest the contents thoroughly.

The ship also staged a safe-driving slogan contest.

This was won by AB Vincent Barone, with his: "Safety Match: A Careful Driver and a Cared-for Car."

Also, through these people I met others from the British Foreign Office, the Air Ministry, Aden Airways and the RAF Station at Khormaksar, and enjoyed the hospitality of the various clubs. I appreciated this very much, because the only social life in Aden is found in the private clubs.

Generally speaking, I found the food situation in Aden quite good—with the odd exception. One such was the time I ran into difficulty with an Italian major domo, a French menu and Arab waiters.

The first Arabic I learned to speak was how to ask for ice water. However, I also found that hot water in Aden has an interesting aspect.

The water is heated by the sun. This is accomplished by pumping water up into storage tanks on the roofs where the torrid sun does the rest. Then, as the kitchens, bathrooms, etc., usually have only one tap, you find the water is either very hot about noon when the sun is high, or cool in the evenings or early mornings. This method of heating water is common to all the hotels and apartment blocks.

Our work on the helicopter proceeded as planned. In exactly 10 days we had the helicopter flying, and for the first week there were no problems.

However, the heat began to take its toll of the electrical components, and gradually breakdowns occurred. This caused delays, as our supplies had to be shipped from Canada and our means of communication was via the accommodating people at the American consulate.

Our difficulties were finally ironed out. In due course the helicopter was tested out satisfactorily in the high temperatures.

This completed my job in Aden, and on August 19 I left Aden in a UN Caribou for Yemen, from where I travelled by North Star to France and then by Yukon to RCAF Station Trenton.

As a result of the trip I had a first hand look at life in the Yemen area and Sinai desert, and I don't envy the job of the Army, RCAF and other UN personnel on duty there.

However, I still enjoy thinking back to the surprised look on the faces of the people I worked with when they would see RCN, RCAF and UN badges that I wore on my uniform, and ask:

"What in the world is a Canadian sailor doing in the middle of the desert?"

POLITICS AND THE NAVAL OFFICER

FRANK UHLIG, Jr., editor of *Naval Review—1964*, published by the United States Naval Institute, states his credo in the preface, a credo that is admirably executed: “. . .no military thought, any more than policies and operations, ought to be exempt from the processes of scrutiny, analysis and discussion. That is the concept underlying the publication of this book.”

Further down in the preface, he discusses the winds which blow about today's naval officer. He says, “These winds . . . sometimes strong, sometimes weak, sometimes this way, sometimes that, sometimes steady and reasonably safe, sometimes fluky and dangerous, are those of politics.”

He continues: “It is none of (the naval officer's) business to attempt directing the winds and currents in which his professional ship moves . . .” and then goes on to use an example American policy toward Indonesia.

“Since the officer may be called upon to implement that policy—whatever it may be—he ought to be in a position to offer advice should it be asked; more than that, he ought to be capable of providing advice of such value that it will be sought by those who do determine the policy. On a commoner level, if he is to implement that policy effectively, he will have to understand it, he will have to understand the broad bases upon which American policy rests, and he will have to understand the problems, hopes and developments of Indonesia. He may some day be in a position which requires immediate action without opportunity to consult his superiors. He should be in a position to act in the best interest of the United States.”

Stanton Candlin, a British diplomat, engineer, chemical engineer and ship-builder, became associate professor of science and mathematics at Jacksonville University last summer. His essay, “The Return of Total Seapower”, attempts to put seapower in perspective today and in the future as “sea/space power”. He uses the historical method, giving a broad-brush outline of seapower in modern times. When he projects it into the future, it sounds as if he were still writing history. It sets the stage for the next century.

A retired U.S. Navy commander, now a senior research engineer in systems evaluation, discusses with unimpeachable authority the frightening prospect of mere flesh and blood officers moving ashore so that computers can be re-

BOOKS for the SAILOR

leased for active command in war. He examines the vast problems of command and pre-programmed computer-assisted decision making. He ends his article with a sombre thought. He says: “If World War III should start, the question of history will not be ‘Who won?’ but rather ‘Why did the war start?’ We *must* be prepared to give a better answer than ‘Because the computer said it was necessary.’”

A French submariner reviews “The Soviet Submarine Force” in considerable depth—no pun intended. Rear-Admiral G. T. S. Gray, RN, senior naval member of the directing staff, Imperial Defence College, throws up his hands at the prospect of a totally integrated European NATO navy operating mixed-manned ships. He suggests, as a starter toward workable integration, that SAC-LANT move to Europe and “establish a virile and efficient public relations organization.” It sounds like a pat solution but, in the context of the article, it appears to be a plausible start in building a true NATO navy.

CANADIAN-FLOWN PLANES DEPICTED

An upcoming book, *Winged Sentries*, by John Gordon, illustrated by Claude Rousseau, has descriptions, historical notes and line drawings of about 200 types of aircraft flown by Canadian pilots of the armed forces during more than 50 years of war and peace. It includes the more important types of naval aircraft that Canadians flew during the Second World War, in peacetime operations and during the Korean conflict.

The author, a former commercial and military pilot, began his initial flying training at Barker Field, Toronto, in 1937. He served during the war and from 1951 to 1955 as a pilot with the Royal Canadian Air Force. He now lives at 5 Larkspur Drive, Ottawa 6.

Mid-April is the expected date of publication, to coincide with the 40th anniversary of the RCAF.

“Sealift for Limited War” brings new light to the problems of moving men, equipment and material to the world's trouble spots. It's sealift hands down in almost every case to the extent that “Increased emphasis on jet airlift means increased tanker requirements, even beyond that indicated by historical experience.”

Another article deals with the troubles in Southeast Asia. Senator Saltonstall writes about “The Navy as Seen from Capitol Hill”.

Two serving USCG officers discuss “Developments and Problems in Coast Guard Cutter Design”. An interesting inference can be drawn here that the Coast Guard's fighting role is rapidly diminishing. The authors say the U.S. Coast Guard is “Now mainly a maritime safety organization . . .”. They have apparently decided that you can't train ASW forces on a part-time basis.

In “The Future of the Enlisted Man”, a serving captain points out, “Just how long the hours are that a bluejacket puts in are little appreciated even within the Navy but will, in the future, become of critical importance as the civilian work week continues to shrink.”

A 1959 analysis in the USS *Altair*, a general stores issue ship (AKS), showed the overall ship's company average was close to 70 hours a week, with the “deckhands” putting in 77 hours. And Big Labour is jut opening the fight for the 36-hour week!

“Reading and the Future of the Fighting Man” actually advocates that naval people should read something besides purely professional material supplemented by *Playboy!* It gives one to think again.

The editor has made a neighbourly gesture in listing RCN events in the Appendix, “Naval Chronology 1 January 1962—30 June 1963.” It includes ship commissionings and policy decisions of interest in the period. More recent events have been somewhat more startling!

Among the appendices is an interesting study, covering all statistical factors except the colour of eyes, on “Professional Backgrounds of Flag Officers.” “A New Fleet Emerges: Combat Ships” looks at the ship-building and modernization programmes in the USN since the Second World War. This is as interesting for its omissions as for its tremendous additions.

Last but emphatically not least is Secretary McNamara's January 30, 1963,

statement to the House Armed Services Committee on the Fiscal Years 1964-68 defence program and the 1964 defence budget. This is sobering stuff, discussing defence in a perspective almost too broad for the Canadian mind. In his preface the editor gives Mr. McNamara less than full marks. He says: "The intellectual performance is impressive,

though some of the reasoning exhibited is subject to questioning."

This is all solid stuff, an indispensable tool of the trade.—J.L.W.

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LETTERS

Dear Sir:

I cannot tell you how much I enjoyed Mr. Walpole's "Last Day of Sail". I have read and re-read them, and what memories they bring back! I commissioned the *Shearwater* at Chatham on Oct. 24, 1901. We left England Nov. 14, and arrived at Coquimbo, Chile, Jan. 1902 on a Saturday afternoon. I remember the *Icarus* was waiting there for us. We were her relief, and she left for home the next day.

We learned from her that the *Condor*, our sister ship, was 30 days overdue at Honolulu and was presumed lost. The storeship *Liffey*, former prison ship was also at Coquimbo, that being the southern base for the fleet. We arrived at Esquimalt April 22, 1902. We heard about (as Mr. Walpole mentions) the *Egeria* sailing right into the harbour. At the old canteen, the Whitewashers, as the *Egeria*'s sailors were called, because of the whitewashing of rocks, etc., for survey, after a few beers would blow quite a bit over that accomplishment.

When he mentioned the "Bill of Fare" of those days, I have long wondered how we stood up under it.

One item he failed to mention and that was "Fanny Adams", the vilest concoction ever served to man. It was canned Australian mutton and when issued in the tropics (no refrigeration then) we would jab a couple of holes in the can and the fat would run out almost like a stream of oil.

The reason for its name is this story:

A certain lady, notorious in Sydney, was named Fanny Adams, and she had a ring of which she was very proud with her initials engraved, "F.A.". One day Fanny turned up missing. No one knew where she had gone or why. In fact, she just completely disappeared.

Some months later, while on salt tack, a mess in one of the ships of the Australian Fleet opened a can of mutton and, lo and behold, one of the messmates bit down on some hard substance. Upon examination it turned out to be Fanny's ring.

The logical conclusion was that Fanny had been canned—hence the name and it stuck long after I left the service, which was Jan. 1, 1907. I was then in the *Egeria*.

Mr. Walpole should be congratulated on his most interesting story. I am very sorry indeed that I am unable to meet him in person, and spin a few yarns about the *Last Days of Sail*, and, to you, Mr. Editor, for publishing the article, many thanks.

Sincerely,

GEORGE C. ETHERIDGE

1280 Wee Burn Rd.,
Apt. 31 K,
Seal Beach, California.

MORE ABOUT THE RCN's PLOT

Dear Sir:

Reference is made to your article "The RCN's Plot" in the August 1963 issue of *The Crownsnest*. Though the portion of the article which deals with the description of the table operation is quite correct, the earlier part of the article which deals with relations between the company and the service strays rather badly from the facts as they happened. I was the project officer for this development from the time of its conception until the prototype was tested and I should like to present a more accurate picture of the early part of the story.

The RCN specification for this table was far more than a mere performance specification. While the specification was couched in terms which indicated a preferred method of solution, it was carefully prepared to ensure that it did not eliminate other promising ideas from consideration. The specification covered a preferred method of solution as well as materials and construction techniques required for building the table.

The specification and the contract demand for the plot tables aroused very

wide interest and bidding for the contract award was very keen. Six contractors submitted bids ranging in monetary value from \$1,100,000 to \$2,600,000 for the prototype plus production tables. The lowest bid was submitted by Marsland Engineering. The proposal accompanying the bid, however, was unacceptable to the RCN and it was proven to the manufacturer's and the Department of Defence Production's satisfaction that the method of attack proposed by the company would not meet the performance required of the table by a wide margin. DDP subsequently allowed the company an extra period of several weeks to submit an alternative technical proposal, which the company did.

The alternative proposal was directly in accord with the preferred RCN method of solution and was re-submitted with no change in price. DDP subsequently awarded the contract for the plotting table to Marsland Engineering. The target plot attachment contract was awarded to another manufacturer. Marsland at that time had very little know-how in the area of servo-mechanisms and was in fact trying to break into this field.

The company produced the prototype table fairly close to the originally scheduled time and the prototype tests of the table met the intent, if not the letter, of the original specification to a very large degree. It was therefore accepted and as the article implies, the production order was released. In passing, it should be noted that liaison between Marsland, the prime table contractor, and the company which was awarded the TPA contract broke down and subsequently DDP cancelled the TPA contract and re-awarded it to Marsland. Two tables of the production order were loaned to the USN at their request and were in fact so well received that they were never returned.

The table was well received in the Navy by both the operators and maintainers since it proved to be relatively accurate and reliable. It is interesting to note that the table was the first device in RCN service use which employed transistors; the fact that these were selected and applied in such a way as to be virtually trouble free in service is a tribute to the company and their design effort.

While the table as a whole was reliable one key component did give some cause for concern as to its reliability. It was to eliminate this component that the company embarked on its own development program. The resulting design was far from a major technical

breakthrough but was, in fact, merely an alternative way of providing the same answer using current techniques. While the improvements noted were achieved, they were in fact marginal over the original table, particularly with regard to overall accuracy, and the modification was an expensive one.

The facts as stated above cover all my points of variance with the original article. As you can see, they make an interesting story as well.

Yours truly,

J. A. STACHON
Commander, RCN

Corkstown Road,
RR No. 2,
Bells Corners, Ont.

LAST SHIP FROM LONDONDERRY

Dear Sir:

For the sake of the record, I would like to invite attention to an error in the article "An Ensign for 'Derry", that appeared in the September 1963 issue of *The Crownsnest*.

It is claimed that HMCS *Lauzon* was: "the last Canadian warship . . . to sail from Londonderry . . . following the end of hostilities in Europe in 1945 . . ." The article continues: ". . . the ships of C-6 left Londonderry on June 13. Records show that the *Lauzon* was the last of the ships to sail."

With due deference to the records of the Naval Historian, an examination of the Log Book or the Report of Proceedings, of HMCS *Stettler*, which I had the honour to command, will disclose that the *Stettler* sailed from Londonderry three days after *Lauzon*, i.e., 16 June 1945. Other ships of EG-16, to which the *Stettler* belonged, had sailed earlier. Thus the *Stettler* was "the last Canadian warship to sail from Londonderry following the end of hostilities in Europe in 1945.

Yours truly,

D. G. KING
Captain
Royal Canadian Navy

Headquarters of
The Supreme Allied Commander
Atlantic,
Norfolk, Virginia,
U.S.A.

NOTE—Inquiry has established that there is indeed an error in the wording of the plaque presented to the cathedral in Londonderry by the Naval Officers' Associations of Canada. The intention was to honour the eastern terminus of the RCN's "Newfie-Derry run"

with the laying up of a White Ensign from a ship of the Mid-Ocean Escort Force, preferably one still in commission. The only ship in commission in the RCN at the time of the request that was in the last group to sail in 1945 was the *Lauzon* and her name was put forward. Unfortunately, the wording of the plaque, as a result of efforts to make the inscription concise, was in error. The NOAC is taking steps to have a new plaque replace the erroneous one. The *Lauzon* will be described as "a ship of the last Canadian group of the Mid-Ocean Escort Force to sail from Londonderry, 1945."

LOSING THE PAPER WAR

Sirs:

One is constantly amazed by the march of science and the ever increasing technicality of modern military hardware with its attendant, almost incomprehensible, descriptive jargon. We feel that Navigation is in some ways left leagues astern in the peace-time "paper-wars" of words. In fact, we blush slightly that our correspondence still deals with the humble sextant, and that the magnetic compass is still officially not beneath our pride and this in times when up-to-date folk are discussing micromini electronics, nuclear physics and rocketry.

We proudly present therefore our contribution to the late 20th Century military scene—we can speak a new language which saves time, space, paper

and, most valued quality, obviates entirely the need to think. We hasten to add we do NOT write it.

An unusual example of this new tongue we now offer, confident in the knowledge that few of you will be blessed, as we are, with the necessary wisdom and depth of perception to comprehend fully the writer's intent. May we just further add that this is the opening paragraph of a genuine letter, and not one jot or tittle has it been amended.

"It would appear that failure to comply entirely with reference (a) as indicated by paragraph 2 of enclosure (A) to reference (b) was in part responsible for the action taken in paragraph 10 of enclosure (A) to reference (b) and appendix (c) of Enclosure (A) to reference (b) under navigation."

The last word of course gives the game away. In strictest confidence we don't have the remotest idea what he's talking about.

Yours

J. F. GLENNIE
Royal Navy
Lieutenant-Commander (N)

Navigation Section
Operations Division
Fleet School,
HMCS STADACONA,
Halifax, N.S.



Christmas Eve midnight mass at Shearwater this year was celebrated by His Excellency, the Most Rev. Norman J. Gallagher, Auxiliary Bishop of the Armed Forces. Seen before the celebration of Mass are left to right, Father J. E. Whelley, Chaplain of the Fleet (RC), Auxiliary Bishop Gallagher and Father Regis Pelletier, Chaplain (RC) at Shearwater.

THE NAVY PLAYS

Two Chosen for Judo Course

Two men from the Atlantic Command were selected to take the Judo instructor's course at RCAF Station Trenton, Ont., from March 9 to 13.

They are Leading Seamen B. F. Hogue, of HMCS *Shearwater*, and K. J. Whitney, of the *Granby*, diving depot ship.

Hostess Wrens Winners of Meet

Wrens from HMCS *Cornwallis*, by winning two of the main events, headed the inter-establishment meet at the Annapolis Valley shore establishment in December. Wrens from *Stadacona* and *Shearwater* tied in second place in the overall standings and *Shelburne* also ran.

Lt.-Cdr. Constance Ogilvy presented the meet trophy at a buffet in Conestoga block at *Cornwallis* after the meet.

Cornwallis led in basketball and badminton, *Shelburne* took the bowling honours and *Shearwater* won the .22 shoot. The day's activities were rounded off with a "fun" broomball game which didn't count in the final standing. *Shearwater* made two goals, *Shelburne* one and *Stad* and *Cornwallis* failed to score at all.

RCN Bonspiel Set for Ottawa

The eight annual RCN Curling Association Bonspiel is to be held in Ottawa from March 30 to April 2.

The allocation of entries will be on the basis of one rink for every 17 members registered with the association. Clubs with fewer than 17 members, and ships, will be allocated one rink.

Registration fees for the 'spiel were due on November 30, and member clubs which have not forwarded such fees are urged to do so immediately. The fee is \$40 a rink.

Personnel participating in the bonspiel may travel on duty, provided entitlement to financial benefits under QRCN C 209 is waived.

Complete bonspiel details are being forwarded by newsletter. Accommodation is being arranged for visiting curlers by members of the RCN Curling Club, Ottawa.



A fast-moving game between petty officers and an all-star team of officer and leading seamen had the crowd literally on its feet when the opening of the Flyer's Forum was marked on October 25 at HMCS *Shearwater*. The all-stars won the game 3-2. The new rink was officially opened by Captain G. C. Edwards, Commanding Officer of the naval air station. (DNS-32219)

WALKATHONS FEATURED IN '63

Walkathons, triggered by the late President John F. Kennedy among U.S. Marines, had their counterpart in Canada in early 1968, especially among men of the Atlantic Command.

For example, eight stalwarts attempted to walk the 60 miles from Truro, N.S. to the VS-880 hangar at *Shearwater*. Only two made it, the other six dropping out along the way. Other efforts had varying success.

While in Bermuda, another walkathon was staged by men of HMCS *Columbia*. Of the eight officers and men who started the 45-mile hike from Ireland Island to St. George and back, only one determined type loped in after making the round trip.

For some reason, the fad didn't gain navy-wide characteristics.

The Rayner Trophy, awarded annually for the most outstanding sailing achievement or contribution to the Royal Canadian Navy Sailing Association was awarded for the first time to Lt.-Cdr. K. W. H. Hall, RCNR, (Chief

Superintendent Hall, RCMP) of the Ottawa Squadron.

The annual Halifax Natal Day swim saw a record set by a husky sailor from *Cornwallis*. Gerald MacKenzie defended his 15-mile marathon title and set a record of seven hours, 21 minutes.

SAILORS' BLOOD IN RUSSIAN VEINS

A woman member of the crew of a Soviet trawler has reason to be grateful to men of the First and Fifth Escorts Squadrons of the RCN.

In her veins flows blood from donors from HMC Ships *Columbia*, *Kootenay*, *Micmac* and *Algonquin*. The men had supplied 14 bottles of her blood type, "A" negative, just before she was rushed to hospital in Halifax for an operation. The Red Cross stocks of this type had run dangerously low, and the blood donor clinic was held aboard the ships to prepare for any eventuality.

The need arose unexpectedly and the supply provided by the ships was more than adequate to fill the hospital's sudden need.

RETIREMENTS

CPO JOHN HERBERT BUCKINGHAM DREW, CD; C1ER4; joined RCNVR Nov. 28, 1938, transferred to RCN Oct. 21, 1940; served in Calgary naval division, *Naden, Stadacona, St. Laurent, Cornwallis, Hunter, Niobe, Bowmanville, Peregrine, Charlottetown, Rockcliffe, Antigonish, Ontario, Cayuga, Sault Ste. Marie, Brockville, Bonaventure, New Glasgow*; retired Dec. 27, 1963.

CPO ROBERT MOBBERAY HEATH, CD; C2BN4; joined July 15, 1941; served in Toronto naval division, *Naden, Stadacona, Annapolis, Cornwallis, Q-083, Esquimalt, Mahone, Sprague, Niobe, Loch Morlich, HMS Puncher, Peregrine, Hochelaga II, Glendyne, Stoue, Bytown, Ontario, Ulicorn, HMS Excellent, Quebec, Algonquin, HMS Dolphin, HMS Adamant*; retired Dec. 9, 1963.

CPO ROBERT HAROLD HUGHES; C1CM4; joined August 9, 1939; served in *Naden, Royal Roads, Prince Robert, Givenchy, Avalon, Stadacona, Peregrine, Crescent, Athabaskan, Ontario, Cornwallis, New Glasgow, Ottawa*; awarded RCN Long Service and Good Conduct medal; retired Dec. 28, 1963.

CPO BRIAN NICHOLSON INGLIS; C1BN4; joined April 24, 1939; served in *Naden, Stadacona, Ottawa, Hochelaga, Drummondville, Parrsboro, Chaleur II, Kenora, Truro, Brantford, Provider, Brentwood, Diving Tender No. 4, Diving Tender No. 6, Givenchy, Cornwallis, Cayuga, Antigonish, Oriole, Venture, Saguenay*; awarded Long Service and Good Conduct Medal; retired Dec. 13, 1963.

CPO CLIFFORD BRUCE McILRAY; CD; C2ER4; joined June 2, 1941; served in *Naden, Malaspina, Bellechasse, Givenchy, Prince Robert, Peregrine, Stadacona, Micmac, Scotian, Rockcliffe, Antigonish, Athabaskan, Sault Ste. Marie, Ontario, Beacon Hill, Stettler, Saskatchewan*; retired Dec. 28, 1963.

PO JOHN IRWING OSTER, CD, P1WS3; served in RCNVR July 26, 1943 to Dec. 11, 1945; joined RCN March 25, 1946; served in *Tecumseh, Naden, Stadacona, Cornwallis, Port Colbourne, Micmac, Peregrine, Ontario, Nonsuch, Athabaskan, Porte Quebec, Crescent, Assiniboine, Royal Roads, Beacon Hill*; retired Dec. 9, 1963.

CPO WILLIAM CHARLES PARSONS, CD; C1RA4; joined March 15, 1946, after serving in RCAF for two years, served in *Malahat, Naden, Stadacona, Niobe, Ariel, RCNAS Dartmouth, Magnificent (18 CAG and 19 CAG), Shearwater (VS 881, VT40, VU32, VX10 and VU 33)*; retired December 29, 1963.

CPO ROBERT OLIVER RENTON; C2ST4; joined June 21, 1938; served in *Naden, Restigouche, Nootka, Stadacona, Loos, Orillia, Avalon II, Chikluwack, Algoma, Hamilton, Givenchy, Peregrine, Grou, Buckingham, Chatham, Uganda, Crescent, Rockcliffe, Cornwallis, Cayuga, Athabaskan, Hochelaga*; awarded Long Service and Good Conduct Medal; retired Dec. 5, 1963.

CPO THOMAS JOSEPH YOUNG; CD; C2ER4; joined Jan. 8, 1948, after serving in Canadian Army for two years; served in *York, Naden, Stadacona, Scotian, New Liskard, Warrior, Iroquois, Swansea, Magnificent, Nootka, Prestonian, Crusader, Restigouche, Saguenay, Algonquin*; awarded CD; retired Dec. 25, 1963.

Sinners Outfoxed By Nimble Padre

A United States Navy chaplain has a sneaky way of increasing attendance at his chapel services.

Chaplain William Walker, stationed on Guam, invites sinners to a series of table tennis competitions. If the padre loses (best 3 out of 5), he provides the winner with a steak dinner. If the sinner loses, he agrees to attend church for one month. Chapel attendance is reported to have increased by 25, and no steak dinners have yet been provided.

Chaplain Walker was pingpong champion at the Great Lakes Naval Training Centre for two years, the U.S. Navy *Chaplain's Bulletin* discloses in telling the story.

PENNANT FOR SENIOR SHIP

The practice of painting the funnel of a ship to indicate the ship of the squadron commander and division commander has been discontinued to be replaced by a Command pennant. The senior ship has up to now been designated by a black band at the top of the funnel.

Until the Command broad pennants are available, the flotilla flag, a white burgee with blue borders top and bottom is to be flown, an interim measure to indicate the ship embarking the squadron commander.

The Command broad pennant for the RCN is shown in General Orders as a swallow-tailed pennant with blue borders top and bottom, and squadron

OFFICERS

CAPTAIN LORENZO LYSONS ATWOOD, CD, VRD; joined RCNVR January 11, 1928, as a midshipman; served in *Stadacona, Chaplain, Venture, Quebec, Ambler, Bytown, Prince Robert*; transferred to RCN November 14, 1945; served in *Naden, Bytown, Niagara, Avalon*; last appointment Naval Headquarters, on staff of Assistant Chief of the Naval Staff as Director of Naval Operations; commenced leave January 20, 1964; retires on August 14, 1964.

CDR. WILLIAM HORACE FOWLER, CD; joined RCNVR October 17, 1941, as probationary sub-lieutenant; served in *Cataraqui, Kings, Nanaimo, Chaleur, Ste. Therese, York*; demobilized, October 23, 1945; joined RCN January 3, 1947, as Instructor Lt.-Cdr.; served in *York, Stadacona, Royal Roads, Naden, Bytown, Cornwallis*; last appointment *Stadacona* as Officer-in-Charge Academic Division and on staff of Commodore Personnel Atlantic Coast as Staff Officer Academic Training; commenced leave January 3, 1964; retires on May 26, 1964.

LT.-CDR. HEDLEY GORDON IVANY, CD; joined RCNVR July 8, 1940, as Shipwright 3rd class; served in *Stadacona, York, St. Laurent, Scotian, Avalon*; transferred to RCN January 20, 1942; promoted to Acting Warrant Shipwright on July 6, 1944; served in *Protector, Scotian, Stadacona, Naden, Magnificent, Cornwallis, Niobe, St. Croix*; last appointment *Stadacona* on staff of Commodore Superintendent Atlantic Coast for Ship Repair; commenced leave January 9, 1964; retires on July 21, 1964.

CDR. DUNN LANTIER, DSC, CD; joined RCNVR June 13, 1935, as a cadet; served in *Stadacona, Restigouche, HMS Vanquisher, Ottawa, Niobe, Athabaskan, Bytown*; demobilized September 15, 1945; joined RCN as lieutenant June 21, 1946; served in *Donnacoona, Uganda, Warrior, Niobe, Magnificent, Stadacona, Haida, D'Iberville*; last appointment Naval Headquarters, on staff of Director Naval Operations as Exercise Co-ordinator; commenced leave January 31, 1964; retires on July 2, 1964.



numbers, also in blue. The Naval General Order states that the function of the Command broad pennant is to identify a ship in which a squadron commander is embarked.

In harbour, when two or more ships are present, a ship in which a squadron commander is embarked wears the appropriate Command broad pennant in a conspicuous position.

By day at sea, a ship in which a squadron commander is embarked may hoist the Command broad pennant when meeting or joining other warships. It should be hauled down when sufficient time has elapsed for visual identification.

The General Order says further that the Command broad pennant shall neither displace the masthead (commission) pennant nor be hoisted in a ship wearing a standard or other distinguishing flag or pennant.

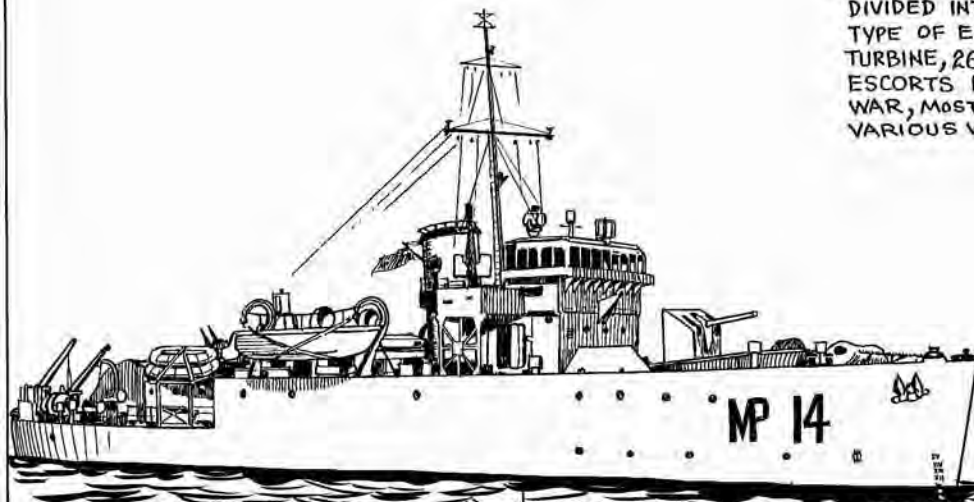
Naval Lore Corner

Number 123

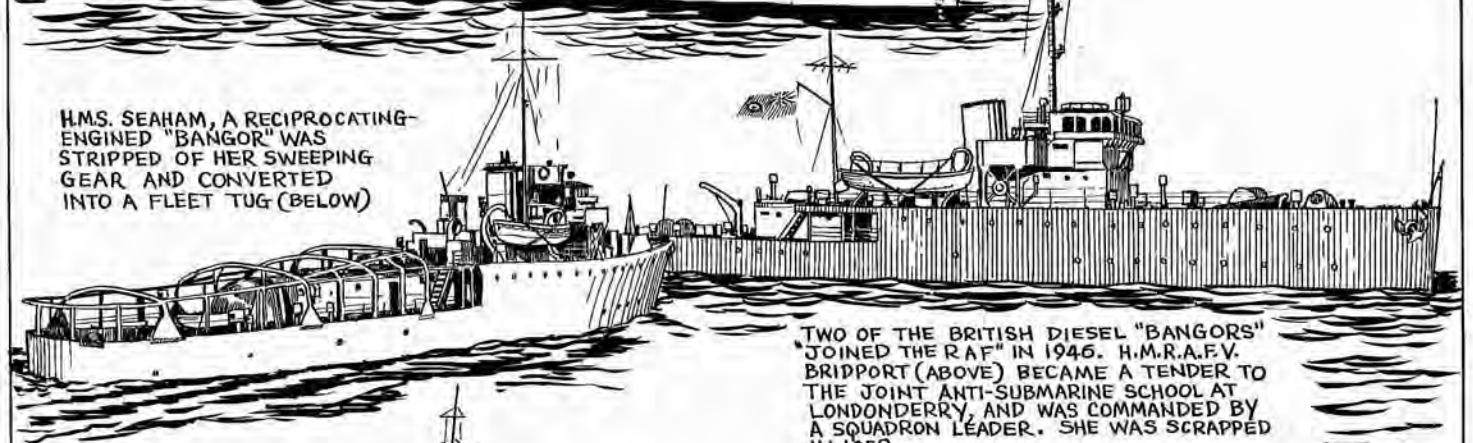
THE "BANGOR" SWEEPERS

THE 113 "BANGOR" CLASS WARTIME-BUILT MINESWEEPERS WERE CONSTRUCTED IN THE U.K., CANADA, AND A FEW IN HONG KONG. THEY WERE DIVIDED INTO 3 GROUPS ACCORDING TO THE TYPE OF ENGINES (DIESEL; 14; RECIPROCATING, 73; TURBINE, 26), AND SERVED AS SWEEPERS AND ESCORTS IN THE RN AND RCN. AFTER THE WAR, MOST OF THEM WERE DISPOSED OF IN VARIOUS WAYS...

NINE OF THE CANADIAN DIESEL "BANGORS" WERE TRANSFERRED TO THE RCMP (MARINE SECTION) IN 1950 TO BECOME PATROL SHIPS (LEFT: RCMP MACBRIEN, EX-H.M.C.S. TROIS RIVIERES). SEVERAL WERE RE-ACQUIRED BY THE RCN, AND NONE NOW REMAIN IN THE RCMP..



H.M.S. SEAHAM, A RECIPROCATING-ENGINED "BANGOR" WAS STRIPPED OF HER SWEEPING GEAR AND CONVERTED INTO A FLEET TUG (BELOW)



TWO OF THE BRITISH DIESEL "BANGORS" JOINED THE RAF IN 1946. H.M.R.A.F.V. BRIDPORT (ABOVE) BECAME A TENDER TO THE JOINT ANTI-SUBMARINE SCHOOL AT LONDONERRY, AND WAS COMMANDED BY A SQUADRON LEADER. SHE WAS SCRAPPED IN 1958...



UNITS OF THE "BANGOR" CLASS WERE TRANSFERRED TO THE NAVIES OF TURKEY (10-EX-RCN UNITS SIMILAR TO "BIGA", [ABOVE] EX-H.M.C.S. MEDICINE HAT, REFITTED AS COASTAL ESCORTS), PORTUGAL, INDIA, PAKISTAN, NETHERLANDS, AND EGYPT. THREE UNITS BUILDING IN HONG KONG AND TAIKOO WERE CAPTURED BY THE JAPANESE AND SERVED IN THE JAPANESE NAVY DURING THE WAR...



SEVERAL OF THE "BANGORS" BECAME MERCHANT SHIPS OF VARIOUS CATEGORIES AND CAN BE FOUND ON COASTAL ROUTES IN MANY PARTS OF THE WORLD. TYPICAL WAS THE "GULF MARINER" (ABOVE) WHICH WAS PREVIOUSLY THE RCMP HERCHMER AND H.M.C.S. TRURO. SHE WAS REFITTED AS A COASTAL PASSENGER AND FREIGHT SHIP ON THE BRITISH COLUMBIA COAST IN 1952...

Roger Duhamel

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