

The CROWSNEST



Vol. 17, No. 1

January, 1965



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Vol. 17 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY 1965

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The Cover—This dashing picture of HMCS *Annapolis*, newest addition to the Royal Canadian Navy, was taken by AB William N. Cridland, as the new warship carried out trials off the coast of Nova Scotia. (DNS-34472)

FAMILY PORTRAIT

Years of Canadian and international experiment, experience and equipment design have gone into making HMCS *Annapolis* one of the most formidable anti-submarine ships afloat. The result is shown on the opposite page, as the trim new vessel carries out power trials in the North Atlantic.

The *Annapolis*, by ancestry, is a direct descendant of the St. Laurent class of destroyer escorts, the first venture of Canadian naval designers into the field of major anti-submarine ships. The *St. Laurent* was commissioned late in 1955. Now nine years and 19 ships later the *Annapolis* goes to sea with equipment (her helicopter deck and hangar and her variable depth sonar system are examples) that had not reached the drawing board stage in those days. (DNS-34471)

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THE QUEEN'S PRINTER,
OTTAWA, Ontario,
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Communications, other than those relating to subscriptions, should be addressed to:

EDITOR,
The Crowsnest,
Canadian Forces Headquarters,
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RCN NEWS REVIEW

What better way of starting the New Year than to get rid of that old, tired blood? With expressions ranging from, "What if they forget to turn it off?" to a devil-may-care, "Well, here we go again!" seagoing personnel of the Pacific Command lined up in HMCS Venture gymnasium for a Red Cross blood clinic on Jan. 7. They set a record that day—580 pints. The clinic was organized by Captain R. J. Pickford, Commander Second Canadian Escort Squadron. (E-79281)

Expedition Lands On Easter Island

Following her arrival off Easter Island on Dec. 13, the RCN's repair ship *Cape Scott* has successfully landed a fact-finding medical expedition in that remote part of the world. The expedition is one of 50 similar ones planned by the World Health Organization to places around the globe.

The *Cape Scott*, busy on other errands in the meantime, will return the members of the expedition to Halifax on March 17.

The ship had not only to supply her own fuel and water requirements but also the medical expedition's entire supply of fuel and its initial supply of fresh water. These requirements included 7,200 gallons of diesel fuel, 800 gallons of gasoline and 1,200 gallons of fresh water.

The off-loading and landing problems centred around the 24 palletized trailers, each weighing 3,600 pounds each, and one two-ton truck used by the expedition.

A wide variety of other equipment, stowed in the ship's holds, was landed on the island and set in operation by the ship's company. These items in-

cluded a mechanical still with a capacity to produce 400 gallons of fresh water a day, a solar still with a capacity

of 200 gallons a day, and salt water pumping gear and equipment.

In addition, there were about 100 tons of medical equipment and supplies, including four deep freezers, four electric stoves, two hot water heaters and flush toilets.

All this equipment was transported in two of the ship's three landing craft, in heavy surf and breakers, through a narrow treacherous channel in the reefs offshore and set up at campsite near Hanga Roa village, two miles overland from the landing site, in less than six days, working from dawn to dusk.

The executive officer of the *Cape Scott*, Lt.-Cdr. Channing D. Gillis, was responsible under the commanding officer, Cdr. C. Anthony Law, for supervision of the entire operation.

Lt.-Cdr. Robert A. Billard served as campsite installation superintendent; Lt.-Cdr. Edward E. Moore, as beachmaster; Lt.-Cdr. Ross E. Thompson as cargo officer; Lt.-Cdr. Alfred E. Shaw as logistics co-ordinator; and Lt.-Cdr. Duff M. Pennie, engineering officer of the *Cape Scott*, as support group co-ordinator and technical adviser.

Lieutenants Charles A. Westrop and Robert B. Manzer served as bridge

Provider Does Carrier Duty

One may not think of HMCS *Provider*, the fleet replenishment vessel, as an aircraft carrier. Yet 52 landings were made on her flight deck in one day.

Hungry eyes were directed at the *Provider* last summer when she anchored in Falmouth Bay near the Royal Naval Air Station Culdrose. It so happens that Culdrose is the base of the advanced training squadron for commando helicopter service and also for helicopter conversion.

Instructors got in touch with the Canadian warship. It appeared the student flyers got a lot of practice aiming at various spots on the tarmac, but eventually they would be serving in ships, and if it weren't too much trouble . . .

On the third day of the visit the *Provider* went to flying stations and helicopter pilots from 847 and 706 squadrons, flying Whirlwinds, started hitting the deck with varying degrees of violence.

However, there were no mishaps, Royal Navy pilots and *Provider* sailors gained experience and everyone had a good time.

watchkeepers while the ship remained at anchor in unsheltered waters.

Cd. Off. James Barlow, ship's electrical officer, was in charge of the electrical installation at the campsite. He had power on within four days of the start of the operation.

The expedition members were moved into their quarters at the campsite on the sixth day, according to schedule.

The complete operation was handled with such expedition that the entire ship's company was provided with the opportunity to tour Easter Island on completion of the project. Despite this, the ship arrived at Valparaiso Dec. 29, two days ahead of schedule.

Proud as they are of being associated with the medical expedition, officers and men of the *Cape Scott* were able to perform yet another service, this time for the Chilean navy. The naval supply ship which comes annually from Chile to the island has been delayed this year because of emergency repairs. So the *Cape Scott* brought off 42 people and 72 tons of island wool to the mainland when she left for Valparaiso.—D.M.P.

Columbia to Join NATO Squadron

The destroyer escort *Columbia*, commanded by Cdr. P. R. Hinton, in February will join a NATO anti-submarine squadron of warships for five months. Britain, the United States and The Netherlands are also each contributing a ship.

The ships will operate first in European waters and later in the western Atlantic. Code name of the operation is "Exercise Matchmaker."

Admiral H. P. Smith, Supreme Allied Commander Atlantic, who scheduled Matchmaker, said it "is an exercise in the sustained sharing of our combined facilities and resources. It will be conducted by Admiral Sir Charles Madden, Royal Navy, NATO's Commander-in-Chief, Eastern Atlantic.

"The exercise in which anti-submarine escorts from Canada, The Netherlands, the United Kingdom and the United States are operating together is no way revolutionary. The exercise is unique, however, as this is the first NATO anti-submarine squadron to be formed to work together as a team for an extended period of time. Due to the short duration of previous combined exercises, the emphasis has been on tactics, and the logistics aspects of sustained operations have not been tested.

"The objective of this exercise is to test the base and logistics facilities of



Clambering down a scramble net from HMCS *Jonquiere* with a 75-pound pack is Sgt. G. R. Smith of Calgary. Sgt. Smith was with 40 members of the 2nd Bn. Queen's Own Rifles of Canada, stationed in Calgary, who invaded the rugged and almost impenetrable coastal area north of Vancouver Island during exercise "Canlex '64" in the first week of November.

various NATO nations in the support of small ships operating away from their own national bases. During the tactical phase of the exercise, the ships will be employed in the anti-submarine role for which these ships were designed.

"The ships are each manned entirely by officers and men of the individual nation concerned and the idea of mixed crews in an individual ship will not be exercised at any phase of the exercise.

"The squadron will be commanded by Captain D. V. M. MacLeod, RN, and to help in the planning and conduct of the exercise a Canadian officer and a Netherlands officer have joined his staff. The names of the ships participating and their commanding officers are: HMCS *Columbia*, Cdr. P. R. Hinton, RCN; Hr Ms *Overijssel*, Cdr. J. Fennena, RNM; HMS *Leander*, Cdr. T. A. C. Clack, RN, and USS *Hammerberg*, Lt.-Cdr. T. E. Lukas, USN."

Fraser to Join Blast Tests

A destroyer escort of the Royal Canadian Navy will join operational surface ships of the United States Navy in blast tests in Hawaii this winter and spring, Canadian Forces Headquarters announced early in January.

The results of these tests will be used to improve the design of future warships and to determine the ability of today's ships to withstand nuclear attack.

HMCS *Fraser*, of the Second Canadian Escort Squadron based at Esquimalt, has been designated as the RCN test ship. She will be exposed to two of a series of three 500-ton TNT surface bursts off the southwest shore of Kahoolawe Island in the Hawaiian Islands during early 1965. Each of these 500-ton bursts will be similar to the one carried out at Suffield Experimental Station, Ralston, Alta., in July 1964.

The destroyer escort, commanded by Cdr. Richard Carle, of Victoria, sailed from Esquimalt Jan. 12, arriving at Pearl Harbour on the 18th. She was to proceed to the Kahoolawe Island test range at the end of January and undergo the first blast test in February before returning to Esquimalt. She will return to Pearl Harbour March 23 and will then go back to Esquimalt in April.

The Royal Canadian Navy and the Defence Research Board of Canada were invited to participate as an extension of the work carried out at Suffield and as a reciprocal to the facilities extended the United States agencies by the Defence Research Board at the Suffield explosions.

A team of officers from Canadian Forces Headquarters and scientists from Suffield Experimental Station will be in charge of the Canadian phase of the test.

The *Fraser* was accompanied to the Hawaiian Islands by HMCS *Qu'Appelle*, of the Second Escort Squadron, the two ships exercising together during the voyage. While the *Fraser* was participating in the shock test, the *Qu'Appelle* was to exercise independently in the Pearl Harbour area. The *Qu'Appelle* is commanded by Cdr. A. G. Kilpatrick.

The Hawaii tests offer a further means to improve the Royal Canadian Navy's nuclear defence capability, already amongst the best in the free world.

The *Fraser*, a 366-foot, 2,900-ton St. Laurent class destroyer escort, is the only one of the seven in the class which has not begun conversion to carry an anti-submarine helicopter and variable depth sonar. She is scheduled to begin the conversion some time after the tests are completed.

The ship was laid down in December 1951 at Burrard Dry Dock Company Limited, Vancouver, and was completed at Yarrows Limited, Esquimalt, in June 1957. She has been in the Second

Squadron at Esquimalt since her commissioning that year. Her complement is about 210 officers and men.

In October 1962 the destroyer escort *Chaudiere* and coastal minesweeper *Fundy* of the RCN Atlantic Command took part in the underwater shock tests with the U.S. Navy at Key West, Fla. The shock trials had both nuclear and conventional warfare implications.

Exercise Staged At USAF Base

Canadian land and air forces joined in a perimeter defence exercise, known as Exercise Cormorant, at the U.S. Air Force Base, Stephenville, Nfld., from Nov. 28 to Dec. 11.

The RCAF's Air Transport Command flew about 700 soldiers of the 3rd Canadian Infantry Brigade Group from Camp Gagetown to Ernest Harmon Field where they practised defence against a small force of infiltrators and saboteurs provided by the brigade group.

The ocean escort *Victoriaville*, U.S. base security forces, the Canadian Rangers and the RCMP also shared in the exercise.

Yukon Sails For West Coast

The last of the Mackenzie class destroyer escorts to serve on the East Coast, HMCS *Yukon* sailed from Halifax on Jan. 5 for Esquimalt, where her ship's company will be exchanged for that of HMCS *Ottawa*, converted St. Laurent class ship.

The *Yukon*, commanded by Cdr. R. W. Cocks, was to call at San Diego, California, for three days, Jan. 20-23 en route to her new home port, where she was due on Jan. 26.

The *Ottawa*, at present commanded by Cdr. J. P. Côté, will sail in early February for Halifax. She was commissioned at Esquimalt on Oct. 28 following her conversion to a helicopter-carrying, variable-depth-sonar-equipped vessel.

Exercises Begin In Carribean

More than 4,000 RCN, RCAF and Canadian Army personnel are taking part in a series of anti-submarine and fleet training exercises that began in January in the Caribbean area.

"Exercise Maple Spring" is centred on Puerto Rico and is designed to provide training in surface, air, anti-submarine and bombardment operations for RCN and RCAF forces, with administrative and liaison support from Canadian Army units.

The exercise is under the command of Commodore J. C. O'Brien, Senior Canadian Officer Afloat (Atlantic), and is being held in conjunction with winter training manoeuvres by units of the Atlantic Fleet.

Some detachments of Canadian forces taking part in the exercises are based at the U.S. Naval Station at Roosevelt Roads, Puerto Rico, and administered by a unit of the Canadian Army. RCN and RCAF aircraft are operating from the air base.

The first unit assigned to Exercise Maple Spring to leave the exercise area was the destroyer escort *Columbia*, which sailed Jan. 8. The exercise will terminate with the return of the fleet to Halifax on March 31.

RCN ships taking part at various times are the aircraft carriers *Bona-venture*; operational support ship *Provider*; destroyer escorts *Columbia*, *Terra Nova*, *Annapolis*, *Restigouche*, *St. Laurent*, *Gatineau* and *Chaudiere*; ocean escorts *Cap de la Madeleine* and *Swansea*, the fleet auxiliary tug *Saint John*

and the Royal Navy submarines *Alcide* and *Alaric*.

RCAF Argus aircraft from 404 and 405 Squadrons, Greenwood, N.S., and 415 Squadron, Summerside, P.E.I., are participating. Each squadron is contributing two detachments of up to 75 officers and 80 NCOs and airmen.

Four RCN air squadrons from *Shearwater* are represented in the exercise. Twelve CS2F Tracker aircraft from VS-880 are embarked on board the *Bonaventure*, together with six CHSS-2 Sea King helicopters from HS-50.

This will be the first time the Navy's new Sea King helicopters have been employed in fleet exercises.

Also on board the *Bonaventure*, one Sikorsky H04S helicopter from HU-21 is employed for plane guard duties.

Two Navy T-33 jet aircraft have been provided from VU-32, the utility squadron.

In addition to Army administrative personnel, two bombardment liaison teams, each consisting of two officers and six men, will take part.

How To Interpret

A Fitness Report

A COLUMNIST in the U.S. *Navy Times* says that officers' fitness reports and enlisted evaluation reports aren't the dull reading they may seem. It's all in how you interpret them, and after years of research a dictionary of standard phrases has been compiled. To introduce you to this relatively uncharted expanse on the sea of psychology and increase your understanding of fellow shipmates, here are a few interpretations:

Hardworking (has dirty uniform)

Neat (never does any work)

Performs any assigned task (And that's all)

Ambitious (likes money)

Over-ambitious (wants to be paid as much as I am)

Bright (agrees with me)

Independent thinker (disagrees with me)

Quiet (sleeps most of the time)

Cool in emergencies (doesn't realize what's going on)

Good manager (gets others to do his work)

Adapted quickly (found bar the first day)

Well liked by associates (poor poker player)

Demonstrates leadership (always first at the bar)

Congenial (spends half his time at the bar)

Always cheerful (always half in the bag)

Outstanding administrator (he will see this report)

One of the few outstanding officers I know (he is my brother-in-law and I owe him money)

FIVE-YEAR PROGRAM

The following statement was issued on Dec. 22 by Hon. Paul Hellyer, Minister of National Defence, and

Hon. Lucien Cardin, Associate Minister of National Defence:

THE GOVERNMENT has approved a five-year equipment program for the Canadian armed forces which will enhance appreciably their ability to play their part in the NATO alliance, in United Nations and other peace-keeping operations, and in meeting requirements in Canada.

The five-year program is the result of intensive studies of the forces' equipment requirements to implement the policy and perform the roles set forth in the White Paper on Defence last March.

It will be appreciated that while the program is planned over a five-year period, thus ensuring an orderly process of procurement and re-equipment, it is not inviolable. Changes in the international situation, such as a major, concrete achievement in disarmament, or a heightening of the cold war, inevitably would have an effect on Canada's defence planning.

As stated in the White Paper, major expenditures in the next few years will be designed to re-equip and improve the mobility of the army; provide an adequate air and sea lift for immediate deployment in an emergency; acquire tactical aircraft; and maintain a relatively constant improvement of maritime anti-submarine capability.

Total planned capital expenditure over the five years is approximately \$1,500,000,000.

New Equipment for Services

For the Royal Canadian Navy:

Four helicopter-equipped destroyers (DDH); two operational support ships; one conventional submarine to replace HMCS Grilse; conversion of seven Restigouche class DDs to carry ASROC; 12 additional Sea King (CHSS-2) helicopters; major refit of HMCS Bonaventure; installation of latest ASW detection systems in CS2F Tracker aircraft.

For the Canadian Army:

Additional numbers of M-113 armoured personnel carriers; a new 84mm anti-tank weapon, the Swedish Carl Gustav; a new 81mm mortar incorporating the Canadian C-2 sight; field communication equipment; additional anti-tank wire-guided missile equipment (ENTAC); additional 155mm howitzers; five-ton cargo trucks for service battalions.

For the Royal Canadian Air Force:

Four additional C-130E Hercules aircraft; 15 Buffalo medium-range transport aircraft; a tactical close ground support aircraft; latest ASW detection systems to be installed in Argus and Neptune aircraft.

Army Needs

To provide mobility for the army, the most immediate need is for armoured personnel carriers. Orders already have been placed for approximately 1,000 M-113 APCs and deliveries have commenced.



Four helicopter-equipped destroyers (DDH) will be built under the five-year equipment program announced on Dec. 22. The new ships will be slightly larger than the Annapolis class destroyer escorts, will have the latest anti-submarine detection equipment and will carry CHSS2 Sea King anti-submarine helicopters. They will have a five-inch gun for shore bombardment and surface action, and provision will be made for later installation of a missile defence system. (CN-6857)



Two operational support ships, improved versions of the Provider, are planned for the Royal Canadian Navy to enable anti-submarine forces to remain on station for much longer periods. One of the new ships will be stationed on each coast and will have a useful seelift capacity. (508-026)

Improved field communication equipment is essential to the mobility and effectiveness of the ground forces and others will be placed for a new family of radio sets for the field forces.

Procurement will be undertaken of a new anti-tank weapon to replace the Heller, which has been in use in Canadian infantry battalions since 1957. The weapon chosen is the Swedish Carl Gustav, which is also going into service in the British, German and other NATO armies.

Fire-power will also be improved by the acquisition of long-range infantry mortars which are a considerable improvement over the Second World War mortars now in use. The new 81mm mortar that has been selected is an agreed standard weapon in Canada, Britain, the U.S. and Australia and incorporates the Canadian C-2 sight.

Additional anti-tank guided missile equipment will be procured to complete the equipping of the anti-tank battalion.

It is also intended to introduce into the service battalions five-ton cargo trucks which will provide a more economical and efficient solution to the army supply problem than the old 2½-ton vehicles now in use. This replacement will begin during the coming year.

The problems associated with improved fire-power of the artillery are under study and some steps have already been taken by providing additional 155mm howitzers for the 4th Canadian Infantry Brigade Group in Europe. The present studies encompass the possibility of obtaining self-propelled artillery as a

further means of stepping up the mobility of the ground forces.

It will be necessary during the time period to consider a replacement for the Centurion tank. Studies will be undertaken in this respect.

There is a requirement for a variety of light portable and air-droppable engineering equipment for the Special Service Force. Procurement of this equipment will begin next year.

Air Transport

TO SUPPLEMENT further the air transport capability of the RCAF, four additional C-130E Hercules aircraft will be ordered. This will provide a fleet of 24 aircraft of the long-range, "air truck" variety, representing a major improvement in airlift capacity.

An initial order will be placed for 15 Buffalo aircraft from de Havilland Aircraft of Canada, Limited. This is a short take-off and landing transport aircraft of medium range with considerable capacity for air-lifting either troops or cargo. Its acquisition will enhance still further the flexibility of the forces and is in line with the White Paper concept of developing tactical mobility.

To enable the Canadian Forces to mount an effective ground-air effort as a national team, the RCAF will obtain a tactical close ground support aircraft. This aircraft does not need to be as complicated as an all-purpose aircraft would be and therefore not as costly. The lack of complication should also result in

greater ease of maintenance and operation. The specific aircraft has not yet been selected. Studies are continuing and a decision will be made within a few months.

New Ships, Weapons

FOR THE MARITIME Forces, sea and air, there will be significant additions in ships, detection devices and weapons systems, plus an improved sea-lift capability for military equipment.

It is intended to order construction of six ships for the Royal Canadian Navy: four helicopter-equipped destroyers and two operational support ships. In addition, toward the end of the time period it is planned to acquire a conventionally powered submarine to replace HMCS *Grilse*, the ASW training submarine on loan from the U.S.A. and based on the west coast.

Designed as anti-submarine ships, the helicopter-destroyers (DDHs) will be slightly larger than the most recently completed anti-submarine escorts of the Annapolis class. They will be fitted with the latest submarine-detection equipment and will carry the CHSS2 Sea King anti-submarine helicopter, which is capable of carrying both sonar and armaments. Space will be

provided on the ships for the later installation of a suitable missile defence system when this becomes available. The ships will carry a 5-inch gun for shore bombardment and surface action.

Restigouche Conversion

COMMENCING NEXT YEAR, the seven Restigouche class destroyer escorts will progressively undergo conversions involving the installation of variable depth sonar and other equipment which will significantly improve their submarine-detection capability. They will also be equipped with a rocket-assisted homing torpedo deliver system, known as Asroc, which has a much greater range than the present anti-submarine weapons in these ships.

Procurement of Sea King helicopters will continue with a further order of 12. These helicopters will operate from the aircraft carrier *Bonaventure*, the converted St. Laurent class destroyers, the two Annapolis class ships and the four new helicopter-destroyers.

When these programs are completed, there will be a desirable mix of helicopter and Asroc anti-submarine weapon systems in the fleet.



The Buffalo aircraft to be supplied to the RCAF is a medium transport, built by the de Havilland Aircraft of Canada. It can airlift 41 fully equipped soldiers or 35 paratroops over 700 miles and return to base when long-range fuel tanks are installed. As a cargo carrier, it has a five-ton-plus capacity and is designed for short take-offs on rough ground. (PL-145048)



This year will see the beginning of the progressive conversion of seven Restigouche class ships with a view to increasing their ability to detect and attack submarines. Variable depth sonar and other equipment designed to improve detection capabilities will be installed and the ships will be equipped with a rocket-assisted homing torpedo delivery system (Asroc). (CN-6852)

A major refit of the *Bonaventure* is scheduled for 1966-67, with initial expenditure commencing during the next year. The refit will include rearrangement of fighting and living spaces, new radars, and improved support facilities for the CHSS2 helicopters.

Two Support Ships

THE TWO operational support ships planned for construction will be improved versions of HMCS *Provider*. These ships, one of which is intended for each coast, will increase several times over the capability of the navy's anti-submarine forces to remain continuously on station in an emergency. As such, they will materially increase the cost-effectiveness of the RCN ASW fleet.

Alternatively, the operational support ships will be used to carry vehicles and their crews as well as bulk equipment, should they be needed for sealift purposes. Together with the existing capacity of the *Bonaventure* and the *Provider*, there thus will be a very useful sealift capability in the fleet.

The Argus and Neptune maritime aircraft of the RCAF and the CS2F Tracker aircraft of the RCN will

be improved by the installation of the latest ASW detection systems.

It may be necessary to replace the RCAF's maritime planes, but these aircraft still have a number of years' useful life left and for some time to come it will be a matter of keeping their systems up-to-date. Studies useful in making a decision on replacement aircraft will be conducted.

Costs To Be Cut

TO MAKE funds available for equipment programs within specified budgetary limits, priority has been given to reducing operation and maintenance costs. As has been pointed out previously, the amount allocated to equipment, as opposed to operating expenses, has fallen progressively over the last 10 years.

One of the principal factors in reducing operation and maintenance costs will be the savings that will accrue from the integration of service headquarters and other establishments and the consequent reduction of "overhead". This is a relatively long-term project, but already some positive results are apparent, and in the next year the proportion of expenditures allocated to equipment will turn upward.

OFFICERS AND MEN

Exchange Officer Killed in Crash

Sub-Lt. Allen Leonard Alltree, 24, of West Vancouver, was killed in a helicopter evacuation mission during the northern California floods before Christmas.

One of four RCN pilots in exchange appointments with U.S. Coast Guard squadrons, he was co-pilot of a San Francisco-based Coast Guard helicopter which crashed Dec. 22 with a number of evacuees on board. The wreckage was found by a ground search party Dec. 26.

Born in Sydney, Australia, Oct. 1, 1940, he was enrolled as a naval cadet at HMCS *Venture* in 1959 and took early flying training with the RCAF at Penhold, Alta., and Saskatoon. He began helicopter training at HMCS *Shearwater* in 1963 and in May of 1964 began a two-year loan period to the U.S. Coast Guard. There is an RCN pilot with the Coast Guard in New York and two others in San Diego.

One of the latter, Sub-Lt. Leslie T. C. East, came from San Diego as escort for the remains, which were flown to West Vancouver Dec. 29. The late Sub-Lt. Alltree's uncle, Ernest William Coulson, lives there. The parents, Mr. and Mrs. Leonard Alltree, live in Hong Kong.

The December 1964 issue of *The Crowsnest* contains an account of the part played by Sub-Lt. James L. Lewis, serving with the U.S. Coast Guard on the East Coast, in rescue operations following the collision of the Norwegian tanker *Stolt Dagali* and the Israeli cruise ship *Shalom*.

Captain Leir CO of Squadron

Captain Richard H. Leir has been appointed Commander First Canadian Escort Squadron at Halifax, effective January 18.

He has been at Canadian Forces Headquarters in Ottawa since August 1964 and before then commanded HMCS *Venture*, junior officer training establishment in Esquimalt.

Captain Leir entered the RCN as a cadet in 1940. In the Second World War he witnessed the sinking of the battle cruiser HMS *Hood*, survived two ship



RCN pilots from 880 Squadron are briefed by USN pilots during joint operations in the USS Essex, ASW carrier based at Quonset Point. Canadian naval airmen operated from three U.S. carriers, the *Wasp*, *Intrepid* and *Essex*, in recent months while the *Bonaventure* was undergoing refit. Shown left to right, are Lt.-Cdr. H. L. York, USN; Lt. S. E. McGowan, RCN; Lt. (jg.) W. S. Benton, USN, and Lt.-Cdr. Anthony Cottingham, RCN. (Official USN Photo)

sinkings in other actions with the enemy and for three years was officially listed as dead while actually a war prisoner of the Japanese.

He is also a veteran of the Korean war theatre, having served throughout the first tour there on the destroyer *Athabaskan*.

Since then he has commanded the destroyer *Crusader*, ocean escort *Sussexvale* and destroyer escort *Skeena*.

16 Cadets from Lower Deck

Sixteen naval cadets on the campus of the University of British Columbia in Vancouver are somewhat different from naval cadets of the Regular Officer Training Plan. They are all ex-members of the RCN lower deck.

The 16 cadets were enrolled at UBC under the terms of the College Training Plan, a scheme whereby the navy selects promising officer material from the lower deck and puts them through university in much the same way as

cadets from shore in the ROTP, the normal avenue to commissioned rank in the regular force.

The College Training Plan cadets at UBC, with their former ranks, are:

Petty Officers William M. Miles, Bernard S. Price, Glenford W. Armstrong, Bruce H. Baxter and Michael R. Gibson.

Leading Seamen Leonard T. Burt, Robert A. Kelly, Gunter Lauckner.

Able Seamen Brian J. Callow, William S. Hayson, Michael A. Lehner, Douglas V. Logan, Donald K. Orr, Murray D. Slater, Richard A. Turpin and Barry L. Wilson.

Cdr. Chadwick On NATO Course

Lt.-Col. Jacques P. Francis and Cdr. E. M. Chadwick will attend the NATO Defence College, Paris, beginning in February, Canadian Forces Headquarters announced in January.

Both officers have been in staff appointments at Canadian Forces Headquarters, Ottawa. On completion of the

course in July 1965, Col. Francis will assume an appointment in the logistics branch of Supreme Headquarters Allied Powers Europe in Paris. Cdr. Chadwick's new appointment will be announced later.

Two other Canadian military officers will also attend the course. They are Lt.-Col. J. B. Beer and W/C F. Watson.

New Captain for Saskatchewan

Cdr. Maurice A. Turner has taken command of the destroyer escort *Saskatchewan* in the Second Canadian Escort Squadron, based at Esquimalt.

He was formerly Naval Member, Joint Telecommunications Group, at Canadian Forces Headquarters, in Ottawa.

Born in Winnipeg, Cdr. Turner entered the Navy in 1943. He commanded the Halifax-based coastal escort *New Liskeard* in 1954-56 and is qualified as a specialist in naval communications.

PO Tops Course For Machinists

PO Gordon D. Horwood was the top graduate in a recent 25-week machinist's course held in the Fleet School at HMCS *Stadacona*.

As the top graduate, PO Horwood received a micrometer presented by Peacock Brothers Ltd., manufacturers of auxiliary equipment for the RCN.

He attended Stanley Road School in Teddington, Middlesex, before joining the Navy in October 1941. He is married to the former Dorothy D. Grouke of Chester, England.

Doctor Heads Defence Group

Dr. Carman H. Weder, of Saskatoon, a former wing commander in the RCAF was elected president of the Defence Medical Association of Canada at its 37th annual meeting held recently in Ottawa.

An associate professor at the University of Saskatchewan and a staff member of various Saskatoon hospitals, Dr. Weder will preside over a council consisting of a number of well-known medical men from all parts of Canada.

They are Colonel J. E. H. Miller, of Halifax, Lt.-Col. H. Stansfield and Lt. Col. E. J. Bowmer, of Vancouver, Surgeon Cdr. D. H. Starkey and Colonel Paul Martin, of Montreal, Major P. Ryan, W/C Norman Bradford and W/C J. N. Swanson, of Toronto, and Lt.-Col. H. A. Proctor, of Ottawa.

Consisting of serving or retired medical or non-medical officers of the Cana-

dian Forces Medical Services, United Kingdom and the U.S.A., the Defence Medical Association fosters the development and efficiency of the Canadian Forces Medical Services through recommendations, liaison and the dissemination of medical knowledge.

Cadets Assist During Visit

Eleven French-speaking RCN Short Service Officer Plan cadets from HMCS *Venture* served as liaison officers during the visit to Victoria of 150 Quebec mayors and their wives during the week-end of Nov. 14-15. The cadets, all from Quebec province, were:

Pierre Bordua, of Sherbrooke; Maurice J. Demers, of Ste. Anne-de-Bellevue; Marcel Tremblay, of Longueuil; Yves J. Amiot, of Montreal; Real Dubois, of Boucherville; Joseph R. Allaire, of Montreal; Joseph J. Gagnon, of Ste. Foy; Yves Trottier, of Ste. Anne de-la-Perade; Pierre C. Allard, of Hull; Claude R. LeClerc, of Quebec City, and Jacques Vallée, also of Quebec City.

Captaincy for Halifax Officer

Captain Michael W. Anketell-Jones, of Victoria and Halifax, has been promoted to his present rank in the Royal Canadian Navy. Since last July he has

been Assistant Chief of Staff (Operational Readiness) to the Flag Officer Atlantic Coast at Halifax.

Born in Victoria, Captain Anketell-Jones entered the RCN as a cadet in 1941 and took specialist engineering training in Royal Navy ships and establishments.

Since then he has held a variety of engineering and technical appointments in the RCN, afloat and ashore, including engineering duties at Canadian Forces Headquarters, Ottawa.

Before taking up his current appointment on the East Coast, Captain Anketell-Jones was Assistant Director of Marine and Electrical Engineering (Mechanical Engineering) at Headquarters.

Thanks Extended To Radio Stations

The communications services provided by the RCN radio stations at Frobisher Bay and Albro Lake during the Arctic shipping season have drawn the gratitude of the Military Sea Transport Service of the USN.

"Please extend my appreciation to the officers and men for their proficient and effective operation of this communication link to our ships during the 1964 Arctic season," said a message from Rear-Admiral Frank L. Johnson, USN.



The Gibson Trophy for the best attendance record of a Royal Canadian Sea Cadet Corps of more than 100 members was won last year by RCSCC Swiftsure, Brandon, Man., in competition with corps all across Canada. The trophy was presented in early December by J. D. Walker (far left), national vice-president of the Navy League of Canada, to Ernie Forsythe, president of the Brandon branch of the Navy League. Also shown are R. S. Bass, sea cadet chairman; Lt.-Cdr. L. G. Smith, commanding officer of Swiftsure, and L. D. McMurray, president of the Manitoba division of the league.

FIFTY YEARS WITH THE RCN

LAST NOV. 14, Harry N. Macnamara attained a youthful 65 years of age, an anniversary that portended his early retirement after half a century of service as a civilian employee of the Royal Canadian Navy.

His association with the naval service antedated by several years the actual formation of the RCN, for his family took up residence in House No. 6 in HM Dockyard, Halifax, in 1906 when his father was stores chief of the Department of Marine and Fisheries at Halifax, and lived there until the formation of the Royal Canadian Navy in 1910. Control of the dockyard passed to the Dominion of Canada officially on Jan. 1, 1907, so that when young Harry Macnamara first scampered about the roadway and jetties it still was Royal Navy territory.

The dockyard houses, including No. 6, were built in 1816, even before the Admiralty House, and were occupied down through the years by senior dockyard officials. They are still in use. The space between inner and outer walls is filled with rubble and accordingly they are described as of "brick nogging" construction, a type of building long since abandoned.

With these early beginnings and a continuous association with the Navy ever since, Mr. Macnamara has been described as a walking history of the RCN and few would argue that there is anyone else living today with a better first-hand knowledge of the Canadian naval service.

He was educated in Alexander School and Halifax County Academy, both in Halifax, and went on the Navy's payroll on June 15, 1915, as a messenger for the Naval Intelligence office. When he completes his retirement leave next June 30, he will have been with the RCN for 50 years and 15 days.

What was to be his specific career began when he joined the Naval Stores office on Sept. 14, 1916. He remained with it until he was transferred to Ottawa on May 15, 1955, as Deputy Director of Naval Stores, becoming director in April 1957. From April 1, 1961, until going on retirement leave at the end of December, he was Director Fleet Supply Administration.

He was on duty in the dockyard on December 6, 1917, the day of the Halifax explosion that cost 2,000 lives and



Harry Macnamara receives a montage of Directors of the Naval Services and Chiefs of the Naval Staff. He served under them all during 50 years on the naval side of the Civil Service. Making the presentation on the occasion of Mr. Macnamara's retirement in December, is Rear-Admiral J. B. Caldwell, (right), Chief of Naval Technical Services. Mr. Macnamara, veteran of service in Halifax and Ottawa, was Director of Fleet Supply (administration) before retirement. The montage, appropriately enough, was entitled "Macnamara's Band." (O-15916)

did such extensive property damage. Some 6,000 persons were injured and 10,000 left homeless.

"A piece of steel as big as a desk came through the roof of my office," Mr. Macnamara recalled, "I never ran so fast in my life."

He spent the rest of the day working in the explosion area, giving what assistance he could to the injured. One man, found unconscious on the street, recovered his senses to relate a story of having been blown from the deck of his ship in harbour and carried half a mile inland by the huge wave created by the explosion of the munitions ship *Mont Blanc*. Young Macnamara returned home to find that his family had been searching for him all day. The next day he returned to work. The dockyard area where his office was located was almost completely devastated and deserted.

He has memories of ships sailing out of Halifax during the war years, never to return. One such was the corvette *Charlottetown*, torpedoed in the St.

Lawrence on Sept. 11, 1942. He had helped provision her before she sailed. The *Charlottetown's* companion ship on that occasion, the Bangor minesweeper *Clayoquot*, was torpedoed in the Halifax harbour approaches on Christmas Eve, 1944.

During the Second World War, Mr. Macnamara watched the Halifax civilian staff of naval stores (later known as "naval supply") rise from 25 in 1939 to 1,000 within two years and then drop back to its present figure of around 500.

He watched the navy turn from coal to oil to fire its boilers, a transition that was more emphatically brought home to him because of his employment as port coaling clerk, from 1917 to 1920. He was responsible to the port coaling officer for the receipt and issue of coal to HM and HMC ships, the maintenance of coal storage—huge piles of coal on two wharves, one in the dockyard and the other at Pier 9 in the north end of Halifax—carrying out tests to make sure the coal piles did not burst into flames

from spontaneous combustion, and reporting on the unloading of colliers and the coaling of ships.

"They used to load that coal in baskets and carry it on board on their shoulders—cooks, officers, the lot of them, except the ship's band, which played during the loadings."

Mr. Macnamara was married in 1950 to Elva M. Curry and they have one son Brian Robert. They make their home at 373 Third Ave., Ottawa.

A member of numerous organizations,

he has taken particular delight in organizing Little League baseball, was vice-president of the first Little League Ball Club in Ottawa and is a Gyro Club trustee of the Little League Baseball Fund.

As befits a man who has served under every Chief of the Naval Staff the Royal Canadian Navy has had, Mr. Macnamara is an honorary member of the Naval Officers' Associations of Canada, Ottawa branch, and the *Bytown* officers' mess.

CONFEDERATION PARTY A LA 1864

IN SEPTEMBER 1864 the Fathers of Confederation, assembled in Halifax, were guests at a "sumptuous" public banquet at the Halifax Hotel on Hollis Street. Following an elaborate repast, the 130 guests were entertained with toasts and speeches by the principal delegates, far into the night.

Among the guests and seated at the delegates' table between Charles Tupper and Georges Cartier, both of whom were later knighted, was Vice-Admiral Sir James Hope, Commander of the North American Squadron based in Halifax.

On Sept. 3, 1964, the meetings of the Fathers of Confederation was re-enacted, the parts of the Fathers being portrayed by several well known actors of stage, radio and television. It fell to Lt.-Cdr. R. A. Jones, of HMCS *Stadacona*, to play the part of the admiral. The full dress uniform of an admiral of the day was obtained from several sources, the main one being the Maritime Museum, which kindly lent a commander's full dress coat, epaulette, sword and sword belt. By use of needle and thread and some of Commodore Ralph Hennessy's discarded broad lace, the commander's stripes were converted to those of a rear-admiral and a reasonable approximation achieved.

The dinner, given by the Government of Nova Scotia, was held, appropriately, in the Commonwealth Room of the Nova Scotian Hotel. The menu was based on that of 1864, but a later engagement necessitated that speeches be somewhat curtailed.

The evening was completed by attendance at the special performance of "John A. Beats the Devil" at the Neptune Theatre.

Although the "admiral's" appointment was probably one of the briefest on record, it was nonetheless most enjoyable for all that.



Sir:

In the Christmas number of *The Crowsnest* the complete article, "How Canada Went to War in 1914", was particularly interesting to me for several reasons. In October 1914 while employed on Canada's East Coast I witnessed the departure of various groups of transports carrying the First Canadian contingent to their rendezvous in Gaspé Bay. Later I met and aided various units being escorted on the way to combat from U.K. ports.

While on patrol and escort duty in Motor Launch 81 in the North Sea early in the year 1917 our ship received a general Admiralty signal to observe closely a dazzle-painted ship with irregular patterns due to pass through our area in daylight. We were to send a report regarding an Army and Navy stores supply vessel en route to Scapa. She met us during the morning watch the following day. The combination of a zig-zag course and off-centre painted bow was quite confusing. Our captain told me later it was the first actual attempt at marine camouflage, although Norman Wilkinson (also serving as a lieutenant RNVR) had been practising with cardboard models at eye level on his wardroom table for sometime.

Just how effective the plan proved in throwing enemy submarines off aim, we never did find out. Subsequently it was noticed that when silhouetted in certain lights there was little or no difference in appearance.

Lord Jellicoe mentions the inauguration of dazzle painting for ships in *Crisis of the Naval War*.

J. R. HUNTER

Captain, RCNR (Ret)

150 Sherwood Ave.,
London, Ont.

Something To Blow About

A unique and unusual display opened in December in the Marine Museum of Upper Canada, Exhibition Park, Toronto.

A large collection of whistles and other marine items of some 40 famous ships which used the Port of Toronto during the last 80 years went on display.

The whistles were collected by Harold Dixon, former president of Toronto Dry Dock, from lake steamers such as the *Corona*, *Garden City*, *Northumberland*, and *Lakeside*, as well as from the Toronto Island ferries *Mayflower*, *Primrose* and *Bluebell*.

1964 IN REVIEW



The ocean was serene as the *Bonaventure* and her attendant destroyer escorts of the Fifth Escort Squadron, the *Kootenay*, *Terra Nova*, *Chaudiere* and *Columbia*, steamed across the Atlantic toward the Mediterranean and exercises early in 1964. The ship's company took advantage of the sunny day to spell out the carrier's nickname, "Bonnie". But the serenity was not to last long. The *Bonaventure* was recalled from the exercise to transport supplies and equipment for Canada's component of the Cyprus peace-keeping force. (BN-5176)

FOR THE Royal Canadian Navy, the year 1964 was something like Shakespeare's description of Cleopatra—of "infinite variety".

New equipment, cutbacks, a Royal tour, the cyclic system, search and rescue on stormy seas, Cyprus, a trail-blazing medical mission, a world cruise, a gamut of NATO, bilateral, national and interservice exercises . . . those were the sort of headlines the Navy made for itself in its 55th year.

Perhaps the biggest news of 1964 came just before Christmas. Defence Minister Hellyer and Associate Minister Cardin announced a five-year equipment program for the Canadian armed

forces to "enhance appreciably their ability to play their part in the NATO alliance, in United Nations and other peace-keeping operations, and in meeting requirements in Canada."

In essence, the Navy will get six new warships — four helicopter-destroyers (DDH) and two operational support ships similar to the *Provider*. The seven Restigouche class ships will be equipped with new anti-submarine detection equipment and the anti-submarine rocket (Asroc). Twelve CHSS-2 anti-submarine helicopters will be acquired over and above the 24 Sea Kings previously ordered. Trackers will be fitted with the latest ASW detection systems

and the aircraft carrier *Bonaventure* will have her half-life renovation in 1966-67. Towards the end of the five-year period, it is planned to acquire a conventionally powered submarine to replace the *Grilse* on the West Coast.

The year had its ups and downs for the RCN and the RCNR. Cutbacks in the number of naval divisions were carried through from the fall of the previous year, although two resumed operation after a period of "freeze" and careful review.

By the end of March, the RCN had paid off all but one Tribal class destroyer escort and put in reserve a repair ship, 10 minesweepers and a small

number of auxiliary vessels. Some of the warships and auxiliaries were taken in hand for disposal.

But even before the five-year equipment program was announced, there were immediate gains to be reckoned, HMCS *Nipigon*, first new-construction destroyer escort to embody the helicopter capability and variable depth sonar, joined the fleet May 30 from Sorel, Que. Her sister ship, the *Annapolis*, commissioned Dec. 19 at Halifax. On the West Coast the *Ottawa* commissioned Oct. 28 following lengthy conversion to the same capabilities, making her the third of the seven St. Laurent modernizations to join the fleet.

In naval aviation, the first military helicopter to be assembled in Canada, a Sea King, rolled off the line at United Aircraft of Canada in Longueuil, Que., and was delivered to *Shearwater* in September. The Navy meanwhile was flying four Sea Kings which had been obtained from the main Sikorsky plant in the U.S.A. while Canadian production of the remaining 20 ordered got going. By the end of the year the RCN had six of the machines.

ALTHOUGH in the process of disbanding certain shore activities and paying off older ships, the RCN had its units in high gear at the beginning of the year. The aircraft carrier *Bonaventure* and five destroyer escorts were en route to the Mediterranean for exercises and visits to Italy and southern France. Three West Coast ocean escorts (formerly known as "frigates") were headed for South America



Four ocean escorts of the RCN travelled far on University Naval Training Division cruises. They were the *Fort Erie*, *New Waterford*, *Victoriaville* and, shown here during a visit to the famous British naval base at Chatham, Kent, the *Inch Arran*. (British Information Services photo)

on a training cruise for the first class of Short Service Officer Plan cadets at *Venture*. The destroyer escorts *Fraser*, *Mackenzie* and *St. Laurent* were steaming to a large scale Commonwealth exercise in the Bay of Bengal, after which the *St. Laurent* proceeded to Halifax via Suez, reaching her new home port by way of a world cruise from Esquimalt. So the familiar slogan "Go places, Go navy" had a sterling ring to it.

Four destroyer escorts out of Halifax called at Leghorn, Italy, and this made possible, a private, 20-minute audience for 70 RCN personnel with His Holiness, Pope Paul VI, in the Vatican, and a later audience for nearly 300 sailors.

Four ocean escorts in February began an Operations Team Training course with a Halifax-based British submarine in Bermudian waters. It was a busy spring for ships of both Atlantic and Pacific commands.

The first of three submarines ordered from the Chatham dockyard, to be named *Ojibwa*, was launched Feb. 29 by Lady Miers, wife of Rear-Admiral Anthony Miers, VC, a Second World War submarine hero. On June 18 the keel of the *Onondaga* was laid in the yard. Third of the order will be called *Okanagan*.

BIG HEADLINES broke in March. The destroyer escort *Athabaskan* at the beginning of the month was steaming in heavy seas after passage of a severe storm. She diverted to SS *Amphialos* and with great difficulty extricated 34 crew members from the stern half of the tanker which the storm had broken in two. Getting them off was a feat of seamanship which inspired mariners round the world.

At the close of the year, a storm savaged the Canadian Atlantic and aircraft as well as ships of the RCN were on search and rescue missions under next-to-impossible operating conditions.



Four hundred and thirty years ago Jacques Cartier landed at the mouth of the Kildare River in Prince Edward Island and sought the friendship of the Indians there. Last summer officers, cadets under training and men of HMCS *New Waterford*, under the direction of Mayor Moore, landed by longboat at the same spot and re-enacted the scene, thereby entertaining the Indians, the residents of nearby Alberton (whose celebration it was) and subsequent CBC-TV audiences. There was one slight anachronism: Whoever heard of a fibreglass longboat?



HMCS Oriole acquired a new blue and yellow spinnaker in 1964, but it still wasn't enough to enable her to win the Swiftsure classic. The photo was taken by one of the Oriole's ardent fans, James A. McVie, who has established an international reputation as a marine photographer.

The destroyer escorts *Gatineau* and *Terra Nova* helped extinguish a fire on board the trawler *Primo* off Halifax on the storm's eye and the *Terra Nova* brought five of the crew members to Halifax. Later the ocean escort *Cap de la Madeleine* located the overturned lobster boat *Jane and Judy* and the *Swansea* took part in the search for the trawler *Acadia Sea Hawk*.

Search and rescue activity on both coasts of a less spectacular nature took place throughout the year. The biggest story from the West Coast involved the Fourth Canadian Escort Squadron's five ocean escorts en route to Hawaii in mid-August. They had raced to a distressed tug on fire 950 miles northeast of Honolulu and, although not the first on the scene, took 12 survivors on board and brought them to San Francisco. Medical treatment in the *Jonquiere* undoubtedly saved the life of the seriously burned chief engineer.

Back in March, the Cyprus problem, escalating to all-out civil war, was brought to the United Nations peace-keeping sphere. In addition to an airlift of Canadian soldiers to the troubled Mediterranean island, heavier equipment had to go from Canada too.

The aircraft carrier *Bonaventure* was recalled from a NATO exercise near Gibraltar and, after a fast turn-around, sailed from Halifax March 18 "at best

possible speed" to deliver Army personnel, vehicles and supplies to Famagusta.

Accompanying her as she pounded down a stormy Mediterranean was the destroyer escort *Restigouche* which had detached from the NATO exercise to accompany the *Bonnie* and be her plane

guard when she finished the Cyprus assignment at the end of that month.

The *Bonaventure* then went to Norfolk, Virginia, there to try the U.S. Navy's compact fighter bomber in flying operations.

THERE WERE three NATO exercises during the year, and the usual Canada - U.S., Canadian - Britain and Canada-Commonwealth actual and paper exercises. But the promise of integration and the emphasis on interservice co-operation to common ends had early demonstration. In April, exercise Mohawk took place in the Shelburne area of Nova Scotia. Ships and troops got their fair share of joint activities here. Other exercises followed on each coast. For example, a large-scale Army-Navy exercise, "Yeoman", was underway in the fall in Newfoundland while CANLEX '64 on a smaller scale was taking place on a remote part of Vancouver Island. There were others, of course, Army-Air Force, Army-Navy and of a tri-service nature, not forgetting the fact that maritime forces of the RCN and RCAF have had integrated commands and mutual, day-to-day activities since 1959.

Yet another RCN highlight in 1964: it was announced on April 24 that CPO J. H. K. Lay was awarded the George Medal for his daring rescue of a drowning man in Nova Scotia two years before.

The Navy continued to fight forest fires, hunt for lost people, dive for



The year 1964 saw the inauguration of a new award—an officer's sword to be presented annually by the Canadian Naval Association to the top graduate of the 12-month Limited Duty Officers' Qualifying Course. The first presentation was made in July to Cd. Off. Thomas Miller by Herbert Maynard, CNA president, of Oshawa, Ont., during ceremonial divisions at Cornwallis. Captain J. M. Paul, commanding officer of Cornwallis, looks on. (DB-19148)

NAVAL DIVISIONS REDUCED TO 16

THE FORMER RCNVR had 16 half companies and companies across Canada when the wavy navy was established in 1923. The naval divisions increased modestly in number until in recent years they reached a peak of 22 stretching from the Avalon Peninsula in the east to Prince Rupert in the west.

There has been another turn of the wheel and once again there are 16 naval divisions, not all the same as in 1923.

In the reorganization of the naval reserve early last year, it had been decided to reduce naval divisions to 14 from 21 and eliminate tenders. The matter was reviewed in conjunction with studies of the Army militia and RCAF auxiliary, and the fate of some divisions left in abeyance for the while.

HMCS *Chatham*, in Prince Rupert, B.C., closed down on March 31, 1964. It was decided not to reopen this naval division. It was also decided not to reactivate naval reserve air squadrons VC-920 (Toronto) and VC-922 (Victoria). HMCS *Scotian*, one of the original half-companies of the RCNVR, was closed down at Halifax but reactivated.

HMCS *Malahat*, Victoria, also was given a reprieve. Both divisions are provided with RCN accommodation in their respective naval ports.

However, the naval presence in the Prairies, Ontario and Prince Edward Island has been reduced. HMCS *Non-such*, Edmonton, and HMCS *Queen*, Regina, paid off on Nov. 30. The Kitchener tender to HMCS *Star*, Hamilton, closed down Nov. 13. HMCS *Prevost*, London, Ont., paid off Dec. 1 and HMCS *Queen Charlotte*, Charlottetown, ceased to function Dec. 16.

Divisions remaining in existence from coast to coast are as follows:

Malahat, Victoria; *Discovery*, Vancouver; *Tecumseh*, Calgary; *Unicorn*, Saskatoon; *Chippawa*, Winnipeg; *Griffon*, Port Arthur; *Hunter*, Windsor; *Star*, Hamilton; *York*, Toronto; *Carleton*, Ottawa; *Cataraqui*, Kingston; *Donnacona*, Montreal; *Montcalm*, Quebec City; *Brunswick*, Saint John, N.B.; *Scotian*, Halifax, and *Cabot*, St. John's, Nfld.

HMCS *Carleton* in Ottawa now shares its quarters with the 30th Field Regi-

ment of the Royal Canadian Artillery (Militia). The divisions which have closed down have been turned over to the Army in every case except for the Kitchener tender, which occupied a leased building.

The matter of accommodation for Royal Canadian Sea Cadets and Navy League Cadets is the responsibility of the Navy League but through the years the Navy and the League have reached understandings about accommodation wherever possible in naval quarters. The upset to this arrangement in the cutback of reserve divisions was taken into consideration by Associate Defence Minister Lucien Cardin who ruled that where possible National Defence properties would be made available.

Although regular and militia formations of the Army have taken over the former naval reserve quarters, it has been possible to provide for the Sea Cadets and Navy League cadets in all cases but Kitchener, where a national defence property situation was not involved in the RCNR cutback.

drowning victims, and lend strong support to blood donor organizations and charities in their neighbourhoods.

The Navy also lent a hand to the annual meetings of the Navy League of Canada in Edmonton, the Naval Officers' Associations in Halifax and the 10th annual reunion of the Canadian Naval Association, which drew 3,000 delegates to Kitchener.

The matter of providing summer training for some 600 cadets of the Regular Officer Training Plan and University Naval Training Divisions meant five cruises were mounted in the Atlantic and Pacific Commands in the summer months. The ROTP cadets went to Hawaii in two cruises of the ocean escorts based at Esquimalt. UNTDs in Halifax-based ocean escorts had three cruises, two of them overseas. During one, the *Outremont* detached to lie off Omaha Beach for 20th anniversary observances of D-Day.

THE NAVY was host to the Special Committee on Defence late in July. In January, Defence Minister Hellyer and Deputy Minister Armstrong had seen the Navy on the East Coast go through its paces. Now Associate Minister Cardin accompanied the Parlia-

mentarians, toured Halifax naval facilities, visited SACLANT headquarters in Norfolk for further briefings and familiarization and also went to sea in destroyer escorts taking part in OTT 2/64 off Bermuda.

That was the month that the killer whale "Moby Doll" (later found to be Moby Dick) was captured in Vancouver. Nine Navy divers YMT9 and surplus Navy netting combined to form a pen for the scientific find.

It was also the month in which the RCN and the city of Halifax joined to sponsor Natal Day and Navy Day activities. Although the weather was deplorable, 13,000 people came anyway to the dockyard events. The Navy figured prominently in Charlottetown conference centennial celebrations, marking important milestones in the founding of the nation.

Presence of ships and men and ceremonial events by naval personnel made activities that much more dramatic. Although the repeated visits to Prince Edward Island ports were unusually big undertakings, the Navy nevertheless supported many events on both coasts and inland, including the almost traditional *Cornwallis* Sunset Ceremony on Parliament Hill on Dominion Day, as

well as big engagements in the U.S.A. and elsewhere.

Establishment of a Defence Staff at the new Canadian Forces Headquarters August 1 in Ottawa was a big turn of the integration machinery, for with it were abolished the post of Chief of the Naval Staff, the Naval Board and Naval Headquarters itself. Vice-Admiral K. L. Dyer, Chief of Personnel, is the naval representative on the new defence staff.

Integration of the forces at the Ottawa level continues and will extend eventually to other commands.

AUGUST was the month in which a commendable new venture was started. On the 27th at Toronto, the famous war-time destroyer *Haida* was turned over to a group of public spirited citizens to form the major attraction of a war museum on the Toronto waterfront. This is the first time citizens of Canada have made an effort to acquire a surplus warship for posterity.

While this was going on the Navy, with understandable pride, was demonstrating a revolutionary device for its helicopter-fitted destroyer escorts. The RCN bear-trap device greatly assisted a big helicopter, such as the all-weather Sea King of some nine tons weight, to

land safely on the small and heaving flight deck of a destroyer escort. The demonstrations in the *Assiniboine* off Halifax attracted military and technical experts from many countries, as well as an enthusiastic Fourth Estate on press day. And Defence Minister Hellyer inspected the prototype model of the fast hydrofoil escort at de Havilland in Toronto. The Navy anticipates it will one day make a significant contribution to anti-submarine warfare.

Fall exercises got underway in September under NATO and Canada-U.S., Canada-Britain auspices in the Atlantic and Pacific. The Royal Tour of Prince Edward Island, Quebec and Ottawa gave the Navy honoured roles. An officer and six men became part of the Royal Yacht crew for three months, which took them over both the Canadian visit of Her Majesty and the Prince Philip's later calls in the Caribbean. While in Canadian waters, the destroyer escorts *Assiniboine*, *St. Laurent*, *Nipigon* and *Yukon* formed a Royal Escort.

The Royal Canadian Naval Reserve emerged from exhaustive study with a complement established at 2,295 officers and men. *Scotian* in Halifax and *Malahat* in Victoria were authorized to remain active, although originally sched-

uled to close. But five divisions and a tender were disbanded as planned earlier, leaving 16 active. Eight University Naval Training Divisions were closed, leaving 15 active.

The RCN repair ship *Cape Scott* left Halifax Nov. 16 on a voyage reminiscent of the days of Captain Cook. She made a 5,000-mile voyage to remote Easter Island in the Pacific to land a large-scale medical expedition of 33 scientists from Canadian and other universities for an exhaustive study of the 1,200 inhabitants who live there in virtual isolation. The medical survey, largest of its kind undertaken by Canadians, is primarily sponsored by the World Health Organization. Assisting the expedition is Surgeon Captain Richard Roberts, RCN, and two wren officers. This is the first time women of the armed forces have been embarked in a Canadian warship for a foreign cruise or, in fact, for any cruise of more than a day's duration. The *Cape Scott* brings the expedition back to Halifax March 17.

Nine of the older warships at Halifax were laid up in fall, six of them in a special organization maintained by a pool of more than 200 officers and men. In an emergency, they can be quickly

manned by personnel on courses in the fleet school.

A NEW PHRASE was added to the naval vocabulary late in the year. The "cyclic system" was introduced to arrange ships and the men that serve in them in 16-month cycles in four phases each of four months' duration. One phase is for organizing, one is for training, another is for operating at full effectiveness and the last phase is for the preparation for the commencement of a new cycle. The cyclic system envisages better ship functioning by keeping trained crews together for longer periods as efficient teams. It will also enable men to predict, as far as five years ahead, what will be their career prospects, including service at sea and ashore, formal training courses and trade advancement.

For naval aviators, the mice didn't play while the cat was away. While the aircraft carrier *Bonaventure* underwent a refit in Saint John, N.B., four six-plane detachments from VS-880, the Tracker anti-submarine squadron which normally operates from the *Bonaventure*, served on board United States Navy aircraft carriers and found they could operate comfortably with the USN air squadron.—H.C.W.



The rain forests of the tropics have nothing on those of the B.C. coast for ruggedness, nor could they offer much better opportunities for concealment. Ten members of the Queen's Own Rifles of Canada are said to be shown in this picture, taken on the northern tip of Vancouver Island during Conlex '64 last November. The almost continuous rain during the exercise was typical of the area and accounts for the heavy growth.



The Annapolis undergoing sea trials off Halifax. (DNS-34469)

HMCS ANNAPOLIS

TWENTIETH and last destroyer escort of the postwar construction program, HMCS *Annapolis* was commissioned at Halifax Shipyards Ltd., on Dec. 19. Symbolic of the progressing integration of Canada's armed forces was the presence of Lt.-Gen. Geoffrey Walsh, Vice-Chief of the Defence Staff. He represented Air Chief Marshal F. R. Miller, Chief of Defence Staff, who was unable to attend.

The guest of honour at the commissioning was Hon. Allan MacEachen, Minister of Labour, and another guest was Nelson Castonguay, Canada's Chief Electoral Officer, who was executive officer of the first HMCS *Annapolis* during the Second World War.

The *Annapolis* was laid down in September 1961 in a ceremony attended by Premier Robert Stanfield of Nova Scotia and was sponsored by Mrs. George Nowlan at the launching in April 1963 at Halifax Shipyards Ltd. She and her sister ship, HMCS *Nipigon*, which commissioned early in 1964, were the only two of the 20 postwar DDEs to be equipped from the start to handle helicopters and operate variable depth sonar. Seven St. Laurent class ships will conform to this design.

The *Annapolis* has the same general dimensions as her predecessors. Her length is 366 feet, her beam, 42 feet, and her mean draught is 13 feet, 8 inches. Her full load displacement is 2,925 tons. She has twin shafts and her geared steam turbines give her a speed of about 28 knots. She has twin rudders for high manoeuvrability and an activated-fin roll damping system.

Her chief weapon will be the Sea King helicopter, capable of carrying out a sonar search for submarines and attacking with homing torpedoes. The ship, too, can launch homing torpedoes

at submarine or surface targets, is equipped with a triple-barrelled, anti-submarine Limbo mortar and has a twin three-inch gun, primarily for anti-aircraft use.

"As a Maritimer I know something of the meaning of the moment when a ship is transferred from builder to owner; when she ceases to be a number and acquires a name; when for the first time she comes alive," Mr. MacEachen said in his address as representative of the Government of Canada.



Hon. Allan J. MacEachen, Minister of Labour, who represented the Government and people of Canada at the commissioning of the *Annapolis*, chats with the captain of the new ship, Cdr. R. C. Peers, in the latter's cabin. (HS-77003)



Lt.-Gen. Geoffrey Walsh, Vice-Chief of Defence Staff, addressing the guests and ship's company at the commissioning of HMCS *Annapolis*. (HS-77000)

"I don't need to be a Maritimer to be keenly aware of the importance of the sea to Canada. By Canada I do not mean just those provinces whose shores are washed by salt water; I mean all Canada. The wheat farmers on the prairies and the manufacturers of Ontario and Quebec are as dependent on the sea as are we who live next to it. For it is on the sea that their products are carried to markets abroad.

"Canada is a trading nation, a maritime nation. Denied the free use of the sea, our economy would be shattered; our standard of living basically reduced.

"This is basically why we have a navy; why we build ships like HMCS *Annapolis*: to do our part in insuring the free use of the seas, in the inter-

ests of peace and progress, in Canada and throughout the world . . .

"I congratulate all who have had a hand in design, building and fitting of this fine ship, and especially the prime contractor, Halifax Shipyards Limited. Halships is one of the real veterans in Canadian shipbuilding. It has been building and repairing ships for generations. And ever since the Royal Canadian Navy was established in 1910, its history has been intertwined with the proud history of the Navy.

"The first destroyer to be built in Canada was built here. Halships took part in the St. Laurent and Restigouche class construction programs. Now this historic yard has produced the latest and one of the most advanced

anti-submarine warships in the world —HMCS *Annapolis* . . .

"To Commander Peers, the commanding officer, to the officers and to men of HMCS *Annapolis*, I say on behalf of the Government and the people of Canada: God speed, good sailing and every success in the commission that lies ahead of you."

Lt.-Gen. Walsh opened his remarks by commenting on the fact that he, a soldier, was representing the Chief of the Defence Staff, an airman, at a naval commissioning ceremony.

"As this is the first commissioning of a new naval vessel to occur since integration began in August at Canadian Forces Headquarters in Ottawa, this occasion is a visible and outward sign



One of the old U.S. destroyers given to Britain in the Churchill-Roosevelt destroyers-for-bases exchange, the *Annapolis* was transferred to the RCN as a four-stacker, but later had one stack and boiler removed to improve her sea-keeping qualities. It was in the latter form she was known to thousands of Canadian sailors at Cornwallis, where she was a training ship. (A-31A; DB-0430-AT)



SHIP'S BADGE

Blazon: Gules, a bend wavy argent charged with a like bendlet azure, and over all a cypher of the letters AR entwined in ornamental script ensigned by an ancient crown, all gold.

Significance: This ship derives her name from the Annapolis River in Nova Scotia, which is symbolized by the white and blue wavy diagonal. The crowned cypher of the letters AR has a treble significance in that it suggests Annapolis Royal in Nova Scotia from which settlement the river got its name; Annapolis Maryland, the site of the United States Naval Academy, and Queen Anne, in whose honour these places were named.

*Ship's colours: Gold and scarlet.
Motto: "To Excel".*

that integration is actually taking place."

He said that, as a professional soldier, he appreciated the value and importance of service traditions—traditions such as those surrounding the commissioning of the *Annapolis*.

"The Army has its traditions and so has the Royal Canadian Air Force. True traditions are not practices or habits which we carry on for their own sake. True traditions are ones from which we continue to generate loyalty, *esprit de corps*, inspiration and dedication to duty.

"All of us in the Defence Forces face a challenge in the months and years ahead. Wherever we may serve, at sea, on land or in the air, we are all members of one team and we all have one goal—to serve our country to the best of our abilities."

For the last time the lowering of the Red Ensign and the raising of the White Ensign marked the entry of a Canadian warships into service. The ship's company marched on board and then the commanding officer, Cdr. Robert Peers, was piped on board.

The ship was turned over to the Navy by J. E. Chubb, president of Dosco Industries Ltd., parent company of Halifax Shipyards, and the acceptance was signed by Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services.

Religious services were conducted by the Atlantic Command chaplains, Chaplain (P) Earl Sigston and Chaplain (RC) James A. MacLean.

The *Annapolis* derives her name from the river which flows through the lovely Annapolis Valley, orchard region of Nova Scotia, and her heritage from a Town class destroyer of the same



Flanking the lifebuoy are HMCS *Annapolis* executive officer, Lt.-Cdr. J. M. Cumming, and Nelson Castonguay, Canada's Chief Electoral Officer and one-time executive officer of the Second World War *Annapolis*. At the left is noted Canadian football player Ron Stewart, of Ottawa, Mr. Castonguay's assistant. (HS-77007)

name that saw service during the Second World War.

The original *Annapolis* began as the four-stacker USS *MacKenzie*, one of the 50 Town-class destroyers transferred to Britain in exchange for bases. The *Annapolis* and six others were turned over to the RCN. Although the others were named after rivers common to both Canada and the U.S., the *Annapolis* derived her name from towns of the same name in Nova Scotia and Maryland.

On being refitted to make her more suitable for North Atlantic convoy duty, the *Annapolis* had one funnel removed and was often referred to as the "three-stacker four-stacker". She was attached to HMCS *Cornwallis* in 1944 and provided training afloat for thousands of new entry seamen passing through that training base on the shore of Annapolis Basin.

She was paid off in June 1945 and sold for scrap.

BEARDS! BAH!

SO COMMONPLACE are beards among sailors today that it may be assumed these facial adornments have a long and deep-rooted tradition. As a matter of fact, the wearing of beards is a mere infant among naval customs, some of which go back to the time of the Crusades or before.

Only yesterday, in terms of some traditions, Admiral Amelius Beauclerk, Commander-in-Chief at Plymouth, issued the following order in 1838:

"It is with concern the Commander-in-Chief is obliged to draw the attention of the Captains, Commanders and Officers commanding Her Majesty's Ships and Vessels at the Port, to the appearance among those under their Command of a Custom, which appears to be spreading in the service namely the un-

officerlike and dirty appearance of Hair being allowed to grow all round the Visage; making the man to resemble more the Brute than a Christian, and following a practice foreign to the National Character of Englishmen.

"The Commander-in-Chief after this notice, requests an alteration may take place, in those who have accustomed themselves to this habit, and that no officer, or other whatsoever, will appear as afore-described, or it will compel him to adopt stronger measures."

Marine Operations Base to be Built

The Department of Transport is planning to establish a marine operations base at Sault Ste. Marie, Ont., it has been announced by Transport Minister J. W. Pickersgill.

The growth in the work of the de-

partment's Marine Services, which are responsible for establishment and maintenance of aids to navigation in Canadian waters, has given rise to a need for more closely spaced operational bases in the Great Lakes. Establishment of one at Sault Ste. Marie will fill a gap in existing facilities along the main shipping route, on which activity has been increasing steadily since the opening of the St. Lawrence Seaway.

At present the department has marine agencies at Prescott and Parry Sound, and a sub-agency at Port Arthur. In the Sault area, some of the Canadian aids to navigation are being serviced by the United States Coast Guard, through special arrangement. It is the department's intention, when the additional base comes into operation at the Sault, to have the Canadian Coast Guard carry out this work.

AFLOAT AND ASHORE

NAVAL DIVISIONS

HMCS Montcalm

The unveiling of a plaque commemorating sailors of HMCS *Montcalm*, the Quebec City naval division, who died in the service of their country during the Second World War, occurred on Nov. 8 during a ceremony at *Montcalm*.

The ceremony was preceded by the laying of a wreath at the foot of the Cross of Sacrifice and was followed by a religious service conducted by *Montcalm's* chaplain, Rev. Gaston Gravel.

The initiative behind this moving ceremony came from Cdr. Jean-Paul Jobin, commanding officer of the division, and the generosity of the Davie Shipbuilding and Repairing Co., Ltd., of Lauzon, across the river from Quebec City, which donated the bronze plaque.

Relatives and friends of the deceased assembled at *Montcalm* in large numbers and the wreath was laid on their behalf by Mrs. Ernest Fecteau. CPO Ernest Fecteau was lost when the destroyer *Fraser* was sunk by collision during the evacuation of France in June 1940.

Numerous naval veterans had responded to the appeal of Cdr. Jobin and formed an impressive platoon behind the *Montcalm's* ship's company during the march-past that followed.


Among the guests of honour was, in particular, Takis Veliotis, general manager of the shipyard, who unveiled the plaque on behalf of T. R. McLagan, chairman of the board. The ceremony was also honoured by the presence of Lt.-Cdr. Léopold Langlois, RCNR (Ret), and Lt.-Cdr. Stanislas Déry, RCNR (Ret).

The ceremony was followed by a reception.—J.R.

HMCS Chippawa

Officers of the *Chippawa* wardroom held their annual mess dinner on Dec. 5. At this time several officers of the Winnipeg naval division were honoured on their retirement from the RCNR. They were Lt.-Cdr. J. H. Linford, Lt.-Cdr. J. Lowman, Lt.-Cdr. J. Ross, Chaplain (RC) J. Grimes, and Chaplain (P) E. J. Hoad.

On Tuesday, December 8, ceremonial divisions were held, the inspection being carried out by Group Captain D.



1939 1945

EN MEMOIRE

MATRIGULE	RANG	NOM	DECEDE	NAVIRE
V-33319	L.TEL.	ABELTON, JOHN DERRICK	8 NOV 1940	H M C S REGINA
V-3331	A.S.	DELANBER, ROGER	7 SEPT. 1942	H M C S RAGCOON
V-3333	OX.	BENOIT, JOSEPH BERTRAND ALPHONSE	24 NOV. 1941	H M C S SHAWINGAN
V-33339	370, 173	BLANCHET, JOSEPH FERDINAND EDOUARDE	24 SEPT. 1941	H M C S ST. CLAIR
V-3332	A.S.	BLOUIN, JOSEPH ARTHUR YVAN	10 FEV. 1942	H M C S SPIKENARD
V-3337	A.S.	BLANCHERLAND, PAUL HENRI ALYX	20 AVR. 1940	H M C S ATHABASKAN
V-3333	370, 173	BOLLAN, JOSEPH ADELARDO JEAN-LOUIS	15 SEPT. 1942	H M C S OTTAWA
V-3333	P. O.	BONIN, FERDINAND DOMINIQUE	10 MARS 1943	H M C S PUTSBOURGH
V-3373	L. 370,	BONIN, MARI JEAN BERTRAND	20 AVR. 1940	H M C S ATHABASKAN
V-31330	A.S. (O.M.)	FEZTEAU, ERNEST	23 JUIN 1940	H M C S FRASER
V-3337	O.S.	BONIN, JOSEPH ANTOINE MARCEL EDOUARDE	10 SEPT. 1941	H M C S VEYIA
V-3333	A.S. (O.M.)	BONIN, YVAN HENRI	22 SEPT. 1941	H M C S MARLBOROUGH
V-3333	370,	BONNET, JOSEPH PHILIPPE MICHEL	30 SEPT. 1941	H M C S ST. CROIX
V-3333	O.S.	BONNET, ALBERT ANTOINE	21 NOV. 1941	H M C S SHAWINGAN
V-3333	L.S.	BONNET, JOSEPH HENRI GUYTON	7 MAI 1941	H M C S VALLEYFIELD
V-3370	O. 319.	LAPLAUME, JOSEPH WILFRED RAY	7 SEPT. 1942	H M C S RAGCOON
V-3213	A.S.	BALLOU, JAMES BROOKES	1 DECE. 1940	H M C S WILHELMINA
V-3333	O.S.	BONIN, JOSEPH FERDINAND EDOUARDE VINCENT	10 FEV. 1941	H M C S LOUISBOURG
V-3117	A.S.	BONIN, JOSEPH RAUL ROLLAND	7 MAI 1941	H M C S VALLEYFIELD
V-3334	370,	PIRETE, JOSEPH HENRI	23 NOV. 1942	H M C S AMHERST
V-3332	A.S.	PIRETE, PAUL VINCENT	13 SEPT. 1942	H M C S OTTAWA
A-2901	R.D. (R.A.)	POULIOT, JOSEPH EDOUARDE	8 JAN. 1943	H M C S AYALON
V-3321	O.TEL.	RENNOUX, HAROLD	17 JUIN 1941	H M C S STADAGONA
V-3712	A.S.	ST. LAURENT, JOSEPH LUDWIG MARCEL	23 AVR. 1941	H M C S ATHABASKAN
V-3111	A.S.	SIMARD, JOSEPH MICHEL MICHEL	20 SEPT. 1941	H M C S ST. CROIX
V-3320	A.S.	SMITH, ROBERT ELSWORTH	24 SEPT. 1940	H M C S MARLBOROUGH
V-3333	370, 173	TRUDEL, GABRIEL GERARD	15 SEPT. 1942	H M C S OTTAWA
V-3175	ODDER	UPTON, CHARLES MICHAEL AUGUSTIN	10 FEV. 1942	H M C S SPIKENARD
V-3333	P. O.	VALQUETTE, RAYMOND JAMES	7 MAI 1941	H M C S VALLEYFIELD

DON OF DAVIE SHIPBUILDING LTD.
DEVOILE PAR T. R. MCLAGAN, O.B.E.
CHAIRMAN OF THE BOARD.

The plaque unveiled at HMCS *Montcalm*, the Quebec City naval division, on Nov. 8 in memory of members of the division lost during the Second World War.

Willis, commanding officer, RCAF Station Winnipeg.

The second annual Canadian mid-west naval divisions bonspiel was to get underway Friday, Jan. 8, 1965. Rinks from Calgary, Edmonton, Saskatoon, Port Arthur and Winnipeg were to be guests of the *Chippawa* for the event.

ATLANTIC COMMAND

HMCS Shearwater

The annual Boy Scout Jamboree of the Air took place last October, with scouts of the 1st *Shearwater* B troop taking part over the facilities of VE1YT, the *Shearwater* amateur radio station.

The radio jamboree permits scouts the world over to exchange ideas and compare experiences in a closely personal way, even though distance and the cost of travel would make face-to-face meetings unlikely. This was the seventh annual Jamboree of the Air and it was highly successful.

Numerous stations throughout the Atlantic area were reached and the boys had an opportunity to chat with scouts in such places as Charlottetown, Fredericton, Bathurst and other Maritime towns.

Shearwater proved to be one of the busiest spots on the circuits because the scouts there had interesting news of their experiences earlier in the day when they had watched the *Shearwater* falconer at work, trying to frighten the numerous gulls away from the runway area with his falcons. The scouts had asked many and intelligent questions and were able to give a concise explanation of the experiment to their friends in distant places.

The scouts at one of the Prince Edward Island stations came up with one of the most unusual sounds ever to go on the air when they treated the *Shearwater* group to their "moving up" yell marking their moving up to scouts from the cub pack, an event that had taken place only the evening before.

While these sounds were appreciated at *Shearwater*, they had a less kindly reception from a convention being held

on the third floor of the building housing the transmitter. The P.E.I. transmitter had to go off the air temporarily when it was found its transmissions were being picked up and broadcast over the public address system at the convention.

RADIO STATIONS

HMCS Aldergrove

Informal integration was in evidence at *Aldergrove* West Coast radio station, on Christmas Day when local Army veterans joined the ship's company for Christmas dinner. The conversation ran more to reminiscence than future defence policy.

Sponsored by the Royal Canadian Legion, Post 265, of Aldergrove, four veterans who would have otherwise spent a lonely Christmas made a brief return to service life. With their younger hosts, they tucked into the turkey and trimmings. The conversation ran the gamut from Passchendale and Ypres to the observation that "You young fellows really have it good today." Christmas in the trenches in 1916 was vastly different.

To Sgt. R. E. Crawford, formerly of the Royal Canadian Engineers; Cpl. G. Wood, of the 10th Battalion in the First World War; Pte. G. Burnham, RCASC, who saw service in both World Wars; and Pte. L. Fink, RCDC, the contrast between Christmas 1964 and other

Christmases they had known in past war-time years was great.

SEA CADETS

RCSCC *St. Croix*

Saturday, December 19, was a busy day for sea cadets of RCSCC *St. Croix*, of Lillooet, B.C. In the morning they covered Lillooet door to door, selling holly to raise funds. The public responded generously, buying out the 140 bags and five wreaths. The money was sought to purchase materials to construct a store room at the Community Hall and for other projects.

In the early evening the cadets played big brother to a number of youngsters, taking them to a Christmas party on board the *St. Croix*, which doubles as the Community Hall.

At 8.30 p.m. the uniformed cadets held their first dance on board the ship. A highlight was the gift of a photo album to the commanding officer and ship's company from PO Cadet Rick Howse and his father, Ron Howse.

The corps was visited by John Summers, who did a great deal of groundwork in starting it under sponsorship of the Royal Canadian Legion, Branch 66. Mr. Summers left Jan. 4 for his new posting at Whitehorse, Y.T., as supervisor for the Yukon in the Federal Department of Fisheries.

Cadet Tommy Morben was congratulated by the commanding officer, Lt. E. W. West, for his sales ability, demonstrated when he sold 22 bags of holly.



Shearwater boy scouts enjoyed operating the amateur radio station VE1YT at Shearwater during the annual Boy Scout Jamboree of the Air. Running the show under the supervision of PO J. C. Voogt (standing) and AB A. Benoit are Scouts John Hannaford, Wayne Thompson, Dale Robertson at the microphone, and David Loisseau. (DNS-34382)

'Ladies Do Not Advertise Age'

The Master of the Royal Fleet Auxiliary *Fort Rosalie* recently requested approval to adorn his ship's funnel with a key to mark her 21st year in service. While his request was turned down after much consideration, the request and its reply showed that naval staff officers do have a heart as well as a mighty pen.

Chief of Staff (Rear-Admiral F. B. P. Bryne-Nicholls) wrote to RFA *Fort Rosalie*:

"The pride taken in keeping an elderly ship as efficient and sprightly as a younger one is commendable and fully appreciated, but it should not be overlooked that ladies do not care to advertise their age. While your proposal cannot be approved it is suggested that you might wish to consider striking a commemorative medal with a symbol of eternal youth on one side and the bleeding heart of the Chief Engineer on the other."—*Naval News Summary*

MANY A PENNY FOR THOUGHTS

A CHIEF PETTY OFFICER received the highest naval award for 1964 from the Suggestion Award Plan of the Public Service of Canada.

CPO Paul Martin, a naval aircrewman now working on a Sea King helicopter simulator with the RCN project team in Britain, was awarded \$1,730 for his suggestion to improve submarine detection by Navy Tracker aircraft.

The second highest award, \$1,025, went to Lt.-Cdr. Guy G. Crosswell, Canadian Forces Headquarters, after the RCN adopted his method of installing a Jezebel submarine detection relay system in naval aircraft.

Since the last *Crowsnest* roundup, a year ago, more than 90 uniformed personnel and civilian employees of the RCN have earned cash and merchandise awards for suggestions which would improve present methods or have devised new pieces of equipment.

Among the top awards are:

Roy Stranix, a retired RCN(R) lieutenant-commander, Esquimalt dockyard, \$495 for designing a buoy to serve chiefly as a sonar target or deep-water marker, impervious to effects of fast currents or storms;

Lt.-Cdr. John E. Wolfenden, RCN (Ret.), Esquimalt dockyard, \$175 for suggesting a method of securing ships alongside in adverse weather;

R. G. Johnson, Halifax dockyard, \$160 for designing a training pinion-locking fixture for 3-inch 50-calibre gun mountings;

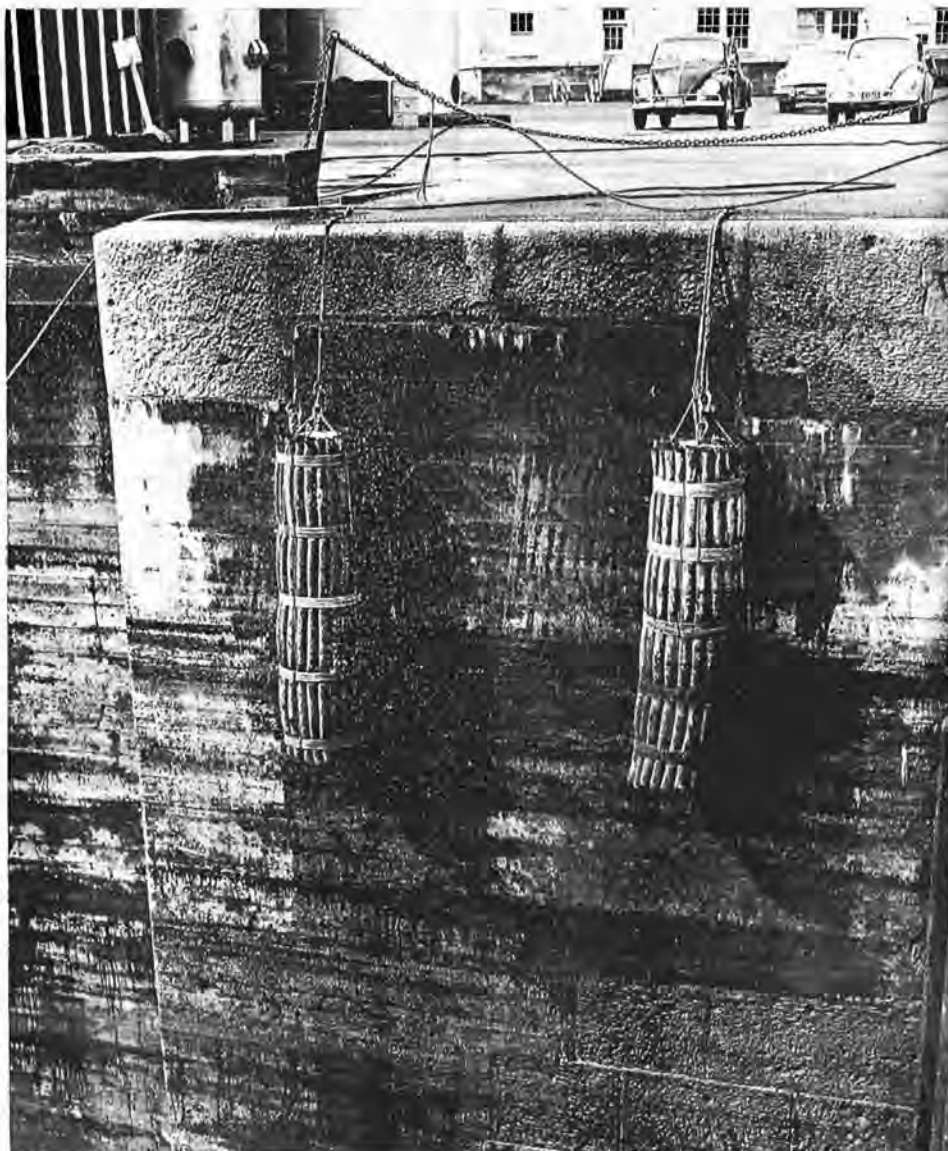
Lt.-Cdr. D. H. Benn, CFHQ, formerly of Esquimalt dockyard, with J. Fraser and A. M. Wilson, also of the dockyard, \$130 each for suggesting a useful way of repairing compressor valveplate assemblies instead of making replacements;

T. Kingsley Rowe, CFHQ, formerly at the Naval Armament Depot, Kamloops, B.C., \$125 for a better frothing agent in processing material used in anti-submarine projectiles;

PO P. T. Huffman, *Stadacona*, \$120 for suggesting 1/8 inch plexiglass for plotting tables used ashore for training in the Weapons Division;

Mrs. Mary C. Rochon, Naval Supply Depot, Montreal, \$115 for suggesting a way to reduce long distance telephone costs in depot work;

Lt.-Cdr. A. J. Byrne, *Niobe*, \$100 for suggesting that lifesaving buoys be painted fluorescent red to make them



Sometimes the ideas that bear fruit under the Suggestion Award Plan of the Public Service of Canada are so simple you wonder why you didn't think of them yourself. The moral is to take nothing for granted in the day-to-day means of improving a job. C. W. Gibson and J. H. Polkinghorne, of HMC Dockyard, Esquimalt, received cash awards for suggesting that six-foot lengths of steam-hose wrapped round a wooden core would do nicely as shore-side fenders instead of the hazelwood type which was no longer available from naval stores. (E-65835)

easier to detect in varying sea states;

CPO H. B. Grant, *Restigouche*, now at *Stadacona*, \$80 for two modifications to sonar equipment;

CPO Ronald E. Sutherland, *Bonaventure*, second and third awards, \$60 for suggesting development of a financial counselling service and \$40 for a tool inserting device in CS2F-2 aircraft ignition systems;

PO Robert C. Orrick, *Cornwallis*, \$50 in merchandise for a publication muster

sheet in book form;

Lt.-Cdr. J. A. Kiely, CFHQ, \$50 for a method of securing the sonar dome to a hull;

Alfred E. Collett, Naval Armament Depot, Dartmouth, \$50 for improvements to the weathering seal on naval gun mountings;

William A. Noel, Esquimalt dockyard, \$50 for suggesting development of a forced heated air dryer for equipment going into storage;

Ldg. Sea. J. Clemens, *Hochelaga*, \$50 for suggesting amendment to regulations to eliminate duplication in work;

W. B. Fader, Halifax dockyard, \$50, for design of a manual tune control on a Sperry radar indicator;

Marshall M. Fleet, *Shearwater*, \$50 for suggesting a modification to the starter of an aircraft towing tractor;

J. J. Clarke, Esquimalt dockyard, \$50 for proposing the transfer of an ammunition lighter from the Rocky Point magazine to the dockyard.

Other cash and merchandise awards for suggestions, covering just about everything, from a safety harness for sailors working on the flight deck of a new helicopter destroyer to a shoreside method of streamlining office furniture repair, have been made since the last round-up. Value of these awards has ranged from \$40 to \$10.

Included in the latter category were: PO Harry J. Wellband, *Stettler*, formerly of *Beacon Hill*; PO Robert W. Shepherd, *Naden*; Ldg. Sea. Noel Black, *Shearwater*;

PO Peter Pinnoy, *Bonaventure*; Cd. Off. T. A. F. Miller, *Hochelaga*; Leger D'Entremont, Halifax dockyard; AB Malcolm Marshall, *Shearwater*; Harry G. Lohnes, *Shearwater*; Ldg. Sea. Hewitt A. Stinson, *Shearwater*, two awards; CPO James Martin, *Cornwallis*;

Clifford L. Madill, Esquimalt dockyard; R. Gates, Naval Supply Depot, Montreal; Lt.-Cdr. Alexander Rowney, *Niobe*; PO J. T. Lawson, serving in California; M. Sylvestre, Naval Supply Centre, LaSalle, Que.; CPO N. M. Lambert, *Shearwater*; PO W. A. Mackie, Victoria; W. Kelvey, Naval Armament Depot, Dartmouth; Lt. J. W. Buchanan, CFHQ; W. H. Carver, Esquimalt dockyard;

L.-Cdr. C. P. Ilsley, CFHQ; Ldg. Sea. O. Clayton Oliver, *Antigonish*; CPO W. G. A. Scudamore, *Naden*; John C. Anderson, Naval Supply Depot, Halifax; Ldg. Sea. H. E. Wells, *Venture*; J. E. R. Verret, Naval Armament Depot, Longueuil, Que.; F. P. Mallory, Esquimalt dockyard; PO John E. Mason, *Gatineau*; Lt.-Cdr. D. E. Maxwell, *Shearwater*; PO James W. Glover, *Stadacona*, with PO Frederick F. Rostek, *Columbia*;

PO D. J. Coakley, with PO P. A. Cadeau, both of *Shearwater*; R. C. Pugh, Esquimalt dockyard; PO Gordon J. Coldham, *Shearwater*; W. W. Koch, Naval Armament Depot, Dartmouth; Mrs. L. McQuillan, Esquimalt dockyard; Ldg. Sea. W. A. Osborne,

Shearwater; Joseph R. Tappenden, with Robert Buchanan (deceased), both of Point Edward Naval Base; CPO Erick J. Ovestrud, *Naden*; CPO James Kitchin, *Lanark*; AB William J. Moore, *St. Laurent*;

PO William F. Lockhart, *Shearwater*; Barrington Foster, Halifax dockyard; CPO Bernard L. Roberge, *Cornwallis*; CPO William M. Stokes, *Shearwater*; James E. Cunningham, Esquimalt dockyard; James P. Roger, Esquimalt dockyard; Clifford J. Baier, Esquimalt dockyard; CPO Jack Bell, *Saskatchewan*; George James Corp, Naval Armament Depot, Esquimalt; PO Maurice Sanduliak, *Bonaventure* and *Shearwater*;

AB Patrick O. McCoy, *Bonaventure* and *Shearwater*; Douglas S. Roberts, with Kenneth L. Richings, both Esquimalt dockyard; CPO Gordon L. Rowat, *Stadacona*; CPO Jules Corbin, CFHQ; PO John T. Lawson, *Niagara*; PO Wilton H. Sauder, *Skeena*; Rowland Clare, Esquimalt dockyard; Lt. Donald G. Smith, Halifax dockyard; Arthur R. Morrison, Halifax dockyard; CPO Ronald J. Boon, *St. Laurent*;

PO Ronald Norris, *Stadacona*; William O. McKenzie, Esquimalt dockyard; CPO Eric S. Crone, *Fraser*; C. W. Gibson with J. H. Polkinghorne, both Esquimalt dockyard; CPO W. M. Steele, *Restigouche*, with CPO D. S. Snow, *Nipigon*; PO Garfield Sweet, *Kootenay*.

GRILSE'S JETTY-BOUND CRUISE

ON APRIL 17, 1964, the West Coast submarine *Grilse* finished a six-and-a-half-month refit in the dockyard at Esquimalt.

It is of interest to note the difference between the end of an RCN refit and one carried out under what is basically the USN system.

In the *Grilse* refit, all trials were completed by the end of the refit, the trials being conducted in two separate stages. The first trials are known as the "fast cruise" and were carried out with the complete crew on board. The submarine was secured to the jetty but all other connection with shore was broken.

A complete "cruise" was carried out in a normal manner with the exception that the submarine didn't actually submerge. Every single piece of equipment was operated for 48 hours, and diving, casualty drills, radio and radar operation, etc., were performed with the crew working in normal watches.

One week after the "fast cruise" sea trials were conducted, including the true test of one's faith in the dockyard staff—the test dive to deep depth. A selected number of dockyard civilian personnel who had worked the *Grilse* were taken to sea for the first dive. Unbelievable as it may seem, there were far more volunteers to go with the *Grilse* during this critical time than there was space available.

Following trials the *Grilse* was stored, painted, tiled and cleaned, ready for 30

months more of operations. Two trips out of home waters were carried out during the spring and summer.

The first took the "Canadian Submarine Force Pacific" to Mare Island, San Francisco, for an approach and attack refresher course, followed by three weeks' submarine operations out of San Diego with submarines of the First USN Submarine Flotilla.

On the return trip to Esquimalt, the *Grilse* was once again the guest of the city of Portland for the annual Rose Festival. During the four days in Portland, the *Grilse* said farewell to Lt.-Cdr. R. A. (Rusty) McKay, after 44 months' service in the submarine as the first engineer and then executive officer. His relief was the first navigator, Lt. Maurice Tate. Upon return to Esquimalt, goodbye was said to Cdr. H. E. Phelps, USN, who had been the Staff Officer (Submarines) on CANFLAG-PAC's staff, and who had devoted a great deal of effort towards establishing the *Grilse's* position on the West Coast.

On July 21 the *Grilse* again put to sea to provide services for the Fourth Escort Squadron to and from Pearl Harbour. Almost 50 cadets and men of the squadron were embarked at inter-

vals to provide submarine familiarization.

The exercises on the homeward leg were abruptly interrupted on August 15 when an SOS was received from the burning tug *Sea Wolf*. As the *Grilse* is rather faster than a frigate, she arrived on the scene ahead of the squadron, only to find a USCG cutter had beaten her by half an hour. An account of the rescue was published in the September issue of *The Crow'snest*.

The autumn saw the *Grilse* back in her normal schedule, providing services to aircraft from NAS Whidbey and Comox, and to the ships of the Pacific Command. Farewells continued to old shipmates. Lt.-Cdr. George McMorris, the second officer to command *Grilse*, left on Sept. 28, being relieved by Lt.-Cdr. John Rodocanachi, the first executive officer in *Grilse*. This was followed by the retirement of CPO "Ted" Jones, the first cox'n of *Grilse*, after 28 years service in the RCN. CPO D. McKee, the new cox'n was presented with his sheriff's badge by the retiring cox'n in a humorous ceremony at the ship's dance.

One highlight of the fall exercises was the visit of the *Grilse* to Station Comox. During a very enjoyable 36 hours, the *Grilse* was guest of officers and men of Maritime Air Command, where the rivalry, so prevalent during operations, was, if anything, intensified by the numerous land competitions arranged.



HERE AND THERE IN THE RCN



Going to sea as an ordinary wren has its hazards, as well as its rewards. Here Wren Jennifer Dyer, a member of HMCS Malahat, Victoria naval division, in the finest tradition of Gilbert and Sullivan, is given some brass to polish while on a recent day cruise in a harbour craft.



The ocean escort Lanark led all ships in the Atlantic fleet in last year's United Appeal campaign, with 155 per cent of her quota. The canvassing team is shown above, left to right, Cd. Off. R. P. Caster, PO G. B. Austin, Lt. R. L. Clarke, Lt.-Cdr. F. J. French, CO Lanark, PO V. S. Rycroft, and CPO F. T. Donaldson. (HS-76734)



Little Harry Wilkinson saw through the disguise when a monster rose from the deep during Navy Day celebrations in Halifax last spring. It was just AB Paul Passero, a friend of Harry's dad, Ldg. Sea. Harry Wilkinson, of HMCS Granby, diving depot ship. (HS-75626)



A tour through the submarine Grilse was made on Nov. 20 by students of Saturna Island elementary school and their teacher, Vernon Storey. The youngsters listen attentively to a description of the undersea craft by Lt. Harvey Waddell, at left. Also visiting from Saturna Island were Bob Quinney, senior lighthouse keeper there, and Mrs. Quinney. (E-78852)

THE INTERNATIONAL LOOK

COSMOPOLITAN talents abound in the faculty of the Canadian Services College, *Royal Roads*, Esquimalt, where more than 200 young Canadians are studying in the first stages of their careers as officers in the Canadian Armed Forces.

Five new members of the faculty are representative of the cosmopolitan trend. Not counting *Royal Roads*, they have studied or taught at a combined total of 10 universities in Canada, India, Pakistan, Great Britain and the United States.

The new faculty member with the most widespread educational background is Dr. S. Q. Husain, of East Pakistan, who has studied or taught in the universities of four different countries. Born in Arrah, India, he obtained his BSc and MSc in mathematics at Patna University, Patna, India. Later he undertook further studies in mathematics at the Massachusetts Institute of Technology, Cambridge, Mass. He obtained his PhD in pure mathematics at the University of Liverpool, England.

He was a lecturer in mathematics at the University of Dacca, East Pakistan. From 1954 to 1961 he was reader and head of the department of mathematics at the University of Rajshahi, Rajshahi, East Pakistan. In June 1962 he was appointed to the professorship of mathematics at the same university and, in July 1963, he was made dean of the faculty of science. He is now associate professor in mathematics at *Royal Roads*.

Dr. Subhas Chandra Gupta was born in Agra, India, site of the famed Taj Mahal. He obtained his BSc, MSc and PhD in mathematics at Agra College, where he remained as a lecturer in mathematics from August 1953, until December 1958. For the next year he served as deputy superintending surveyor, No. 15 Party, Survey of India, Dehra Dun, Uttar Pradesh, India, after which he returned to Agra College as associate professor in mathematics. He remained at Agra until May 1961, when he took up the post of lecturer in mathematics at the Indian Institute of Technology, Bombay, where he was when he accepted an invitation to join the mathematics department at *Royal Roads*.

Eric R. Chappell was born in Winnipeg. He served as an air force cadet at *Royal Roads* and at the Royal Military



India and Pakistan are the homelands of two of the five new faculty members who arrived this fall at *Royal Roads*. Here, in front of the college "Castle", are, left to right: Lt. F. A. Perry, RCN, of Kitchener and London, Ont., lecturer in French; Eric R. Chappell, Winnipeg; lecturer in engineering; Dr. S. Q. Husain, East Pakistan associate professor in mathematics; Dr. S. C. Gupta, India, lecturer in mathematics, and J. A. Baker, Penzance, Sask., lecturer in mathematics. (RR-3419)

College of Canada, Kingston. He obtained his BSc in civil engineering at Queen's University, Kingston, in 1954. He was a technical officer in the Royal Canadian Air Force 1954 to 1963 when he received a medical discharge as a result of injuries suffered in an air crash.

During his time with the RCAF, he served with No. 1 Air Division in Europe from 1955 to 1959 and was stationed at 2(F) Wing, RCAF Station, Gros-Tenquin, France. From 1959 to 1963, he served at RCAF Station Cold Lake, Alta., on staff and doing test and development work at the RCAF Central Experimental and Proving Establishment (Air Armament Evaluation Department). In the year preceding his joining the faculty at *Royal Roads* as a lecturer in engineering, he was employed with the town planning department of the Municipality of Saanich, B.C.

Lt. F. A. Perry, 28, born in Kitchener, Ont., took his BA in French at the University of Western Ontario, London,

and his BEd at St. Mary's University, Halifax. He joined the Royal Canadian Naval Reserve at London, Ont., and transferred to the regular force while serving at the Royal Canadian Navy's basic training school, HMCS *D'Iberville*, Quebec City, where he taught English to French-speaking new entries. He was appointed to HMCS *Stadacona*, Halifax, in September 1961 and taught instructional technique there until his appointment to *Royal Roads* this fall as a lecturer in French.

J. A. Baker, of Penzance, Sask., was born in Stratford, Ont. He took his BA and MA in mathematics at the University of Saskatchewan, Saskatoon. While attending the university, he served as a cadet in the University Naval Training Division there and received his commission in the Royal Canadian Naval Reserve in 1962. That same year he went to the United States where he did post-graduate work at the University of Oregon before coming to *Royal Roads* as a lecturer in mathematics.

NEW 'JANE'S' POINTS UP QUANDARY

WHO CAN SAY what weapons will be required in the next war, assuming there is one and that it is not a general nuclear conflagration in which conventional weapons will be as useful as firecrackers? This is a question that must cause sleepless nights to naval planners everywhere except perhaps the United States of America, which is able to build for any eventuality. Or do they lose sleep there, too?

One of the obvious merits of *Jane's Fighting Ships* is that it presents a detailed and detached annual survey of the concrete manifestations, in the form of warships, of the naval thinking (or would "betting" be a more accurate word?) of the world's maritime powers as well as those countries of lesser naval stature.

Generally speaking, the picture is one of specialization, so that submarines, for example, are designed for some one specific function, e.g., attack, missile or hunter-killer duties. Less commonly, an effort is made to combine a wide range of functions in a single hull. An example is the Royal Navy's Leander class general purpose frigate. Although the editor of *Jane's*, R. V. B. Blackman has some kind words for these ships ("... extremely versatile, reasonably fast, very weatherly, superlatively habitable..."), he is not satisfied that this is the answer.

He asks: "Is there not a case for a smaller specialist anti-submarine frigate, a not quite so sophisticated escort ship, which could be turned out more cheaply and in greater numbers to meet the requirements of protecting some 4,750 British merchant ships aggregating 21½ million tons gross?"

Mr. Blackman notes the neglect of the small ship in another area. He wonders about the reluctance of the Royal Navy to perpetuate and operate motor torpedo boats, a type of craft particularly useful in Far Eastern waters. The RN has only two, the *Brave Borderer* and *Brave Swordsman*, in service.

The problem of what kind of ship to build is indeed a difficult one—especially in a world where one type of vessel (the *Polaris* submarine) is built and put into service for the purpose of *not* being used.

But if the decision is difficult on the type of ship needed in a modern navy, there is growing agreement that navies

need to know a whole lot more about the medium in which their warships function.

"It has become increasingly evident, especially over the last 12 months, that several nations are determined to use the sea as never before—one, to use the actual content of the sea, and two, to use the sea as a vehicle to bring combined naval, air and military pressure to bear swiftly, wherever required," Mr. Blackman writes.

BOOKS for the SAILOR

Under the first use, he lists the intensive efforts being made to understand the nature of the sea, its thermal layers, density, currents and acoustic properties. This is the kind of information that is needed for the successful development of underwater weapons, the efficient operation of submarines and increasing the destructiveness of anti-submarine vessels.

The second use is the movement of forces by sea, in which larger warships become, in effect, mobile airfields, with hangars, landing areas, and aircraft, such as helicopters. And not only large commando carriers but frigates as well can share this capability.

Mr. Blackman's comments on the uses of the sea are in close alignment with current RCN thinking and, with new survey vessels coming into service and helicopter destroyers (DDH) projected, the trend is likely to be accelerated.

Physically, the new *Jane's* has more than 500 foolscap-size pages, and (we take the editor's word for this) has some 1,500 photographs and 500 scale drawings, with particulars of more than 12,500 warships in the navies of 96 countries.

An interesting feature of the book in recent years has been the two-page table showing the number of warships by kind in each navy. This year's table shows, for example, that the navies of the world now have 775 conventional submarines and 81 nuclear submarines. Russia has 400 conventional plus 30 nu-

clear; the United States 140 conventional plus 50 nuclear; the Russians are said to have 18 nuclear submarines on station. These are figures to make one think.

Familiar names will be found scattered through the pages (the former HMCS *Arnprior* in Uruguay; the former HMCS *Hallowell* in Ceylon, and so on), but, with the passage of the years the names become fewer. After all, the youngest of the war-time ships will this year be 20 years old.

Jane's again has presented the clear, thorough compilation of facts on which its deserved reputation as the standard naval reference work is built.—H.M.C.

JANE'S FIGHTING SHIPS, 1964-65; compiled and edited by Raymond V. B. Blackman; supplied in Canada by the McGraw-Hill Company of Canada, Ltd., 253 Spadina road, Toronto 4; 459 plus XLI pages; illustrated; \$35.

AH MOON OF NO DELIGHT

THE MOONSTRUCK TWO could be called a "how-NOT-to" book. The married landlubbers grabbed at a whim and took a 5,500-mile fresh water voyage from Georgian Bay to the Gulf of Mexico in an 18-foot outboard cabin cruiser. They pulled just about every nautical boob en route and hilariously survived.

Read it and weep. Read it and laugh. Read it and learn, if you've a notion to make a boating holiday. The husband has a sustaining sense of humour and the wife's wood-cut style illustrations have great merit.

They learned their lessons well on this first, chaotic trip, for they've boated, drawn and written their way through 50,000 miles and more of fresh and salt water journeyings since. The first voyage they saved for the last, so far as the general public is concerned. It's a dandy, especially if you need a quick look at the pitfalls and misadventure such enterprises will surely deal you. To sum up: fun, forewarned.—H.C.W.

THE MOONSTRUCK TWO, by Kenneth McNeil Wells, 149 pages, illustrated, published by McClelland & Stewart Limited, 25 Hollinger Rd., Toronto 16, price \$4.50.

RETIREMENTS

CPO HUGH FRASER CLARK, CD; C2AM3; joined RCNR May 17, 1940; transferred to RCN Sept. 28, 1944; served in *Stadacona*, *Protector*, *Laurier*, *Trillium*, *Avalon*, ML-061, *Givenchy*, *St. Catharines*, *St. Laurent*, *Captor II*, *Naden*, *Burrard*, *Lavallee*, *Kalamalka*, *Cornwallis*, *Peregrine*, *Givenchy*, Q-053, Q-051, *Donnacona*, *Stadacona*, *Niobe*, RNAS Eastleigh, Gosport; RCNAS Dartmouth, HMS *Siskin*, HMS *Gamecock*, *Shearwater*, 19 CAG, *Bytown*, *Cornwallis*, VU-32, *Bonaventure*, VF-870; commended for gallant life saving effort following the explosion of a privately owned motor launch at Halifax; retired December 18, 1964.

CPO DONALD WENSEL CROWHURST, CD; C2BN4; commenced service Sept. 16, 1940; served in *Naden*, *Stadacona*, *Niobe*, *Saguenay*, *Stadacona*, *Canso*, NOIC Vancouver, *Prince David*, *Protector*, *York*, *Springhill*, *Peregrine*, *Warrior*, *Givenchy*, *Ontario*, *Churchill*, *Patriot*, Aklavik naval radio station, *Sussexvale*; retired December 23, 1964.

CPO GERALD ERNEST GUILÉ; C2BN4; commenced service Dec. 12, 1944; served in *Haligonian*, *Peregrine*, *Huron*, *Stadacona*, *Qu'Appelle*, *Iroquois*, *Haida*, *Magnificent*, *La Hullose*, *Wallaceburg*, *Resolute*, *Quinte*, *Athabaskan*, *Sioux*, *Fort Erie*; awarded RCN Long Service and Good Conduct Medal; retired December 31, 1964.

CPO JACK GABRIEL LECLERC, CD; C2AM3; served in RCNVR Apr. 23, 1942, to Sept. 13, 1945; joined RCN April 1, 1946; served in *Carleton*, *York*, *Bytown*, *Cornwallis*, *Stadacona*, *Niobe*, *Warren*, *Huntsville*, *Peregrine*, *Warrior*, *Magnificent*, *CANAS* Dartmouth, *Shearwater*, 31SAG, *Magnificent*, (H-50), *Bonaventure*, VU-32; retired December 14, 1964.

CPO ARCHIBALD ALEXANDER McGILLVRAI, CD; C2ER4; served in RCNVR July 12, 1940-Aug. 31, 1945; joined RCN Dec. 31, 1948; served in *Naden*, *Chilliwack*, *Avalon*, *Protector*, *Morden*, *Stadacona*, *Cha-*

leur, *Beauharnois*, *Peregrine*, *Cap de la Madeleine*, *Discovery*, *Ontario*, *Cayuga*, *Tecumseh*, *Sussexvale*, *St. Laurent*; retired December 30, 1964.

CPO LLOYD GEORGE MYERS, CD and 1st Clasp; C1BN4; served in RCNVR Oct. 19, 1935 to Oct. 8, 1938; rejoined RCNVR Jan. 24, 1940; transferred to RCN July 30, 1940; served in Toronto naval division, *Stadacona*, *Niagara*, *Midland*, *Cornwallis*, *Niobe*, *Kootenay*, HMS *Excellent*, *Huron*, *Warrior*, *Magnificent*, *Quebec*, *Naden*, *Donnacona*, *Hochelega*, *Victory*, *St. Croix*, *Prevost*, *Hunter*, *York*; retired December 19, 1964.

PO HARRY LAWRENCE TIVY, CD and 1st Clasp; P1BN4; served in RCNR July 2, 1940, to Jan. 22, 1945; joined RCN July 2, 1946; served in *Naden*, *Stadacona*, *Wetaskiwin*, *Niobe*, HMS *Somali*, *Shediac*, *Givenchy*, *Wentworth*, *Hochelega*, *Eastview*, *Malahat*, *Ontario*, *Sioux*, *Shearwater*, *Cape Scott*, *D'Iberville*, *Chaleur*; retired December 28, 1964.

OFFICERS RETIRE

CDR. ORVAL WALTER BENNETT, CD; commenced service in the RCNVR on April 27, 1943; promoted to probationary sub-lieutenant on Sept. 12, 1944; served in *Discovery*, *York*, *Cornwallis*, *Tecumseh*, *Scotian*; demobilized Oct. 3, 1945; entered RCN (R) as ordnance lieutenant May 25, 1946; transferred to RCN as ordnance lieutenant May 30, 1946; served in *Bytown*, *Stadacona*, *Uganda*, *Haida*, *Naden*, *Ontario*, *Niobe*; last appointment, Naval Headquarters on staff of Director General Fighting Equipment as Assistant Director General Fighting Equipment Plans; retired on Dec. 15, 1964.

CDR. PHILIP SYDNEY BOOTH, CD; commenced service in the RCNVR on Oct. 7, 1938, as an acting sub-lieutenant; served in *Discovery*, *Naden*, *Venture*, HMS *Osprey*, HMS *Ashanti*, *Stadacona*, *Cornwallis*, *Niobe*, *Crusader*; transferred to RCN as lieutenant (A/S) June 14, 1944; served in *Givenchy*, *Naden*, *Magnificent*, *Stadacona*, *Niobe*, *Bytown*, *Athabaskan*; last appointment, Naval Headquarters on staff of Chief of Naval Personnel as Director Service Conditions and Welfare; commenced leave Dec. 5 1964; retires on June 28, 1965.

LT. VICTOR SEYMOUR CURRY, CD; commenced service in RCNVR on May 28, 1942, as an ordinary seaman; served in *York*, *St. Hyacinthe*, *Stadacona*, *Avalon*, *Protector*, *Bytown*, *Peregrine*, *Chippawa*; demobilized May 9, 1945; re-entered RCNVR as ordinary seaman Oct. 17, 1945; promoted to acting sub-lieutenant March 16, 1948; transferred to RCN as acting lieutenant March 8, 1951; served in *Chippawa*, *Charlottetown*, *Stadacona*, *Scotian*, *Swansea*, *Haida*, *Iroquois*, *Scotian*, *Shearwater*, *Prevost*, *Quebec*, *Pentang*, *Outremont*, *Cabot*, *Cornwallis*, *York*; last appointment, *York* as Assistant Area Officer Sea Cadets, Ontario Area; commenced leave Dec. 31, 1964; retires on May 22, 1965.

LT.-CDR. WESLEY DAVID HUTCHINSON, CD; commenced service in the RCNVR on June 24, 1941, as ordinary seaman; promoted

to probationary sub-lieutenant on May 16, 1944; served in *Stadacona*, *Chaleur II*, *Ville de Quebec*, *Hepatica*, *Cornwallis*, *York*, *Kings*, *Frontenac*; demobilized Jan. 9, 1946, and entered RCN (R) as acting lieutenant on same day; transferred to RCN as acting sub-lieutenant (L) on March 4, 1949; served in *York*, *Bytown*, *Stadacona*, *Niobe*, HMS *Osprey*, *Algonquin*, *Naden*, *Columbia*; last appointment Naval Headquarters on staff of Assistant Director (General Fight Equipment Plans); commenced leave Jan. 9, 1965; retires on June 7, 1965.

LT.-CDR. ROY ALLAN VAUGHTIGAN JENKINS, CD; commenced service on Sept. 29, 1947, as an acting lieutenant (SB), RCN (R); transferred to RCN as lieutenant (SB) on June 8, 1951; served in *Malahat*, *Naden*, *Rockcliffe*, *Bytown*, *Sault Ste. Marie*, *Nootka*, *Cayuga*, *St. Laurent*, *Patriot*, *Royal Roads*; last appointment, *Royal Roads* as information officer; commenced leave Dec. 27, 1964; retires on April 13, 1965.

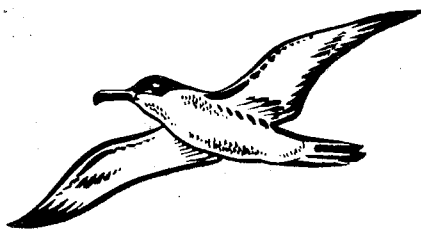
LT.-CDR. NOEL DESMOND LANGHAM, CD; commenced service in the RCNVR on April 18, 1938, as an ordinary seaman; promoted to probationary sub-lieutenant July 13, 1942; served in *Naden*, *Prince Rupert*, *Stanpoint*, *Minas*, *Kings*, *Fort Ramsay*, *Drum-*

mondville, *Protector*, *Cornwallis*, *Prevost*, demobilized on Sept. 22, 1945; entered RCN (R) as lieutenant on Nov. 3, 1948; transferred to RCN as lieutenant Feb. 2, 1951; served in *Malahat*, *Naden*, *Chatham*, *Stadacona*, *Cornwallis*, *Resolute*, *Patriot*, *Hochelega*, *Star*, *York*; last appointment, HMCS *Patriot* on staff of Commanding Officer Naval Divisions as Staff Officer Cadets; commenced leave Jan. 6, 1965; retires on June 11, 1965.

CDR. DAVID IAN MOORE, CD; commenced service in the RCNVR on Sept. 24, 1942, as a probationary sub-lieutenant (SB); served in Montreal naval division, *Bytown*; transferred to RCN as constructor lieutenant Sept. 22, 1945; served in *Bytown*, *Niobe*, *Naden*, *Stadacona*, *Patriot*; last appointment, *Patriot* on staff of Commanding Officer Naval Divisions as Chief Staff Officer Maintenance and Supply Division; commenced leave Dec. 18, 1964; retires on June 17, 1965.

LT.-CDR. WILLIAM MELVILLE OGLE, CD; commenced service in the RCN on July 5, 1945; as midshipman (E); served in *Malahat*, *Stadacona*, *Niobe*, HMS *Thunderer*, *Naden*, *Warrior*, HMS *Wakeful*, *Niagara*, *Bytown*; last appointment Naval Headquarters on staff of Director Ship Design and Construction as Assistant Director Ship Design and Construction Preliminary Design; retired on Dec. 18, 1964.

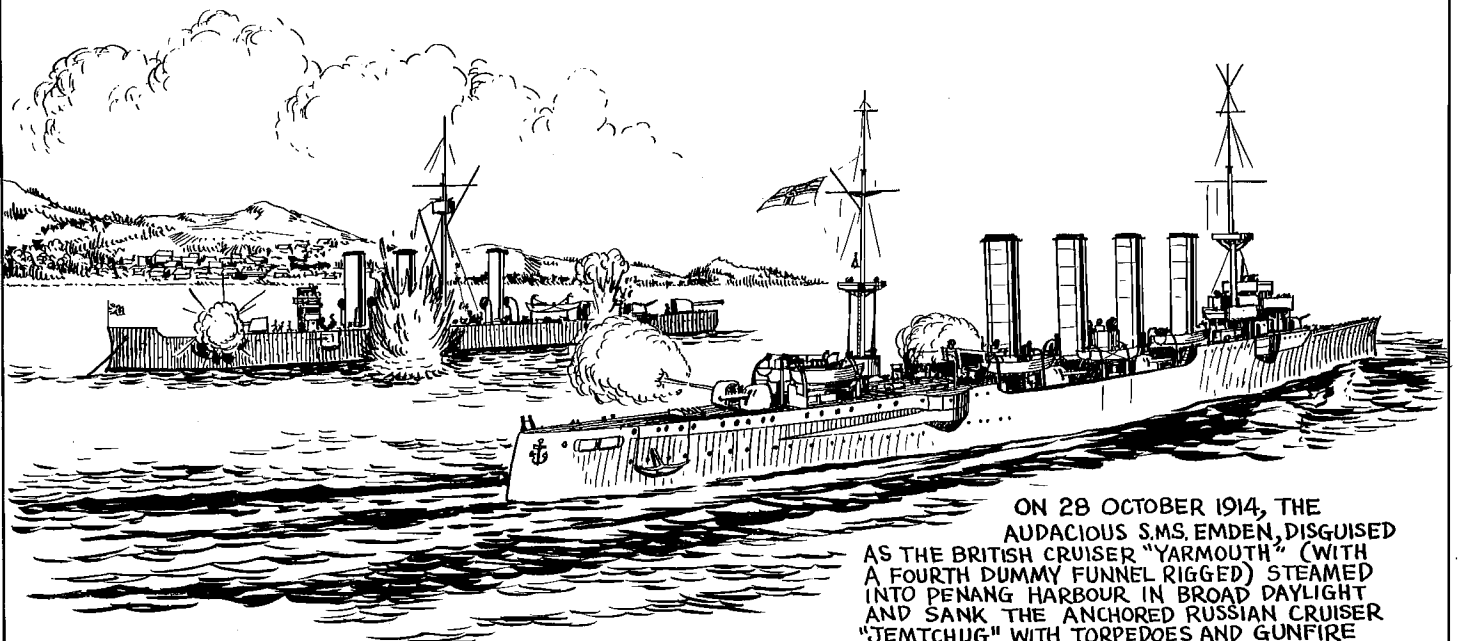
LT.-CDR. FREDERICK ARTHUR WEBB, CD; commenced service in the RCNVR on Nov. 2, 1932, as an ordinary seaman; transferred to RCN as ordinary seaman on Aug. 27, 1938; served in *Naden*, *Armentieres*, *Restigouche*, *Stadacona*, *Ottawa*, *Vegreville*, *Hochelega*, *Cornwallis*, *Peregrine*, *Niobe*, HMS *Glory*; promoted to acting commissioned gunner on Nov. 14, 1949; served in *Stadacona*, *Nootka*, *Naden*, *Athabaskan*, *Niobe*, *Beacon Hill*, *Cornwallis*, *Cayuga*; last appointment *Naden*, on staff of Flag Officer Pacific Coast as Equipment and Trials Officer (TAS); commenced leave Dec. 7 1964; retires on June 27, 1965.



Naval Lore Corner

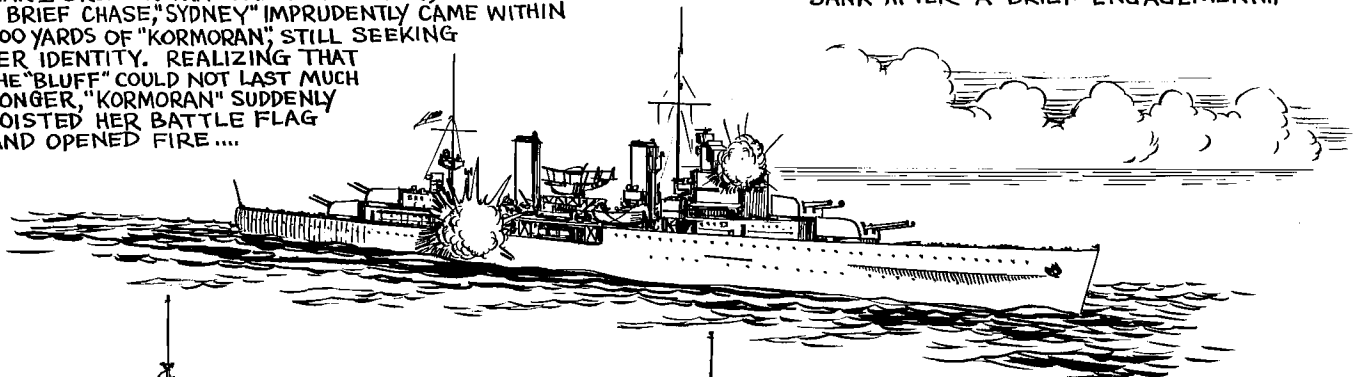
Number 134 "RUSE DE GUERRE"

THE MOST FAMOUS RAIDER IN MODERN TIMES WAS THE GERMAN CRUISER "EMDEN" WHICH LEFT THE CHINA STATION EARLY IN 1914 AND EMBARKED UPON A HIGHLY-SUCCESSFUL RAIDING CAREER, SINKING OR CAPTURING 22 ALLIED SHIPS IN A 97-DAY PERIOD BEFORE BEING CAUGHT AND SUNK BY H.M.A.S. SYDNEY OFF COCOS-KEELING ISLANDS ON 9 NOVEMBER...



ON 28 OCTOBER 1914, THE AUDACIOUS SMS EMDEN, DISGUISED AS THE BRITISH CRUISER "YARMOOUTH" (WITH A FOURTH DUMMY FUNNEL RIGGED) STEAMED INTO PENANG HARBOUR IN BROAD DAYLIGHT AND SANK THE ANCHORED RUSSIAN CRUISER "JEMTCHUG" WITH TORPEDOES AND GUNFIRE BEFORE THE LATTER COULD RAISE STEAM. AFTER HER EXIT FROM THE HARBOUR, "EMDEN" WAS GALLANTLY ATTACKED BY THE FRENCH DESTROYER "MOUSQUET", WHICH SHE ALSO SANK AFTER A BRIEF ENGAGEMENT...

ON 19 NOVEMBER, 1942, THE GERMAN RAIDER "KORMORAN" FLYING THE DUTCH FLAG, WAS SIGHTED BY H.M.A.S. SYDNEY (THE SUCCESSOR OF THE WORLD WAR I CRUISER THAT SANK THE "EMDEN"). AFTER A BRIEF CHASE, "SYDNEY" IMPRUDENTLY CAME WITHIN 900 YARDS OF "KORMORAN", STILL SEEKING HER IDENTITY. REALIZING THAT THE "BLUFF" COULD NOT LAST MUCH LONGER, "KORMORAN" SUDDENLY HOISTED HER BATTLE FLAG AND OPENED FIRE....



.... TAKEN BY SURPRISE "SYDNEY" WAS BADLY DAMAGED, AND AFTER A HOT EXCHANGE, DISAPPEARED OVER THE HORIZON, NEVER TO BE SEEN AGAIN. "KORMORAN", BADLY DAMAGED HERSELF, SANK EARLY THE NEXT DAY, HER SURVIVORS EVENTUALLY REACHING AUSTRALIA....

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