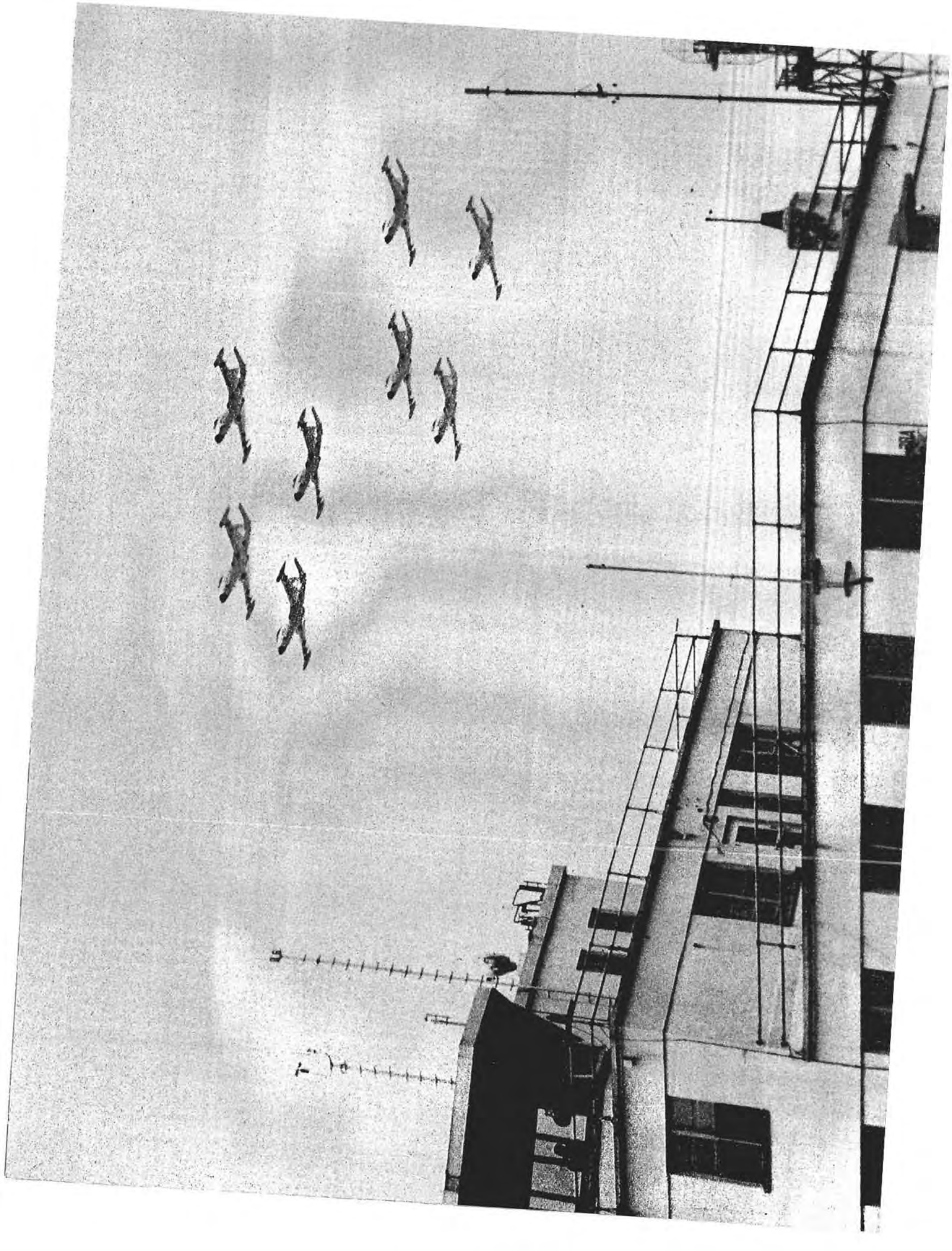


The CROWSNEST



Vol. 14, No. 12

October, 1962



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THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER 1962

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The Cover—The foc'sle party busies itself with last-minute preparations as the brand-new destroyer escort *Mackenzie* enters the outer approaches of Halifax harbour for the first time.
(DNS-29786)

FAREWELL

Six years ago the Royal Canadian Navy entered the Jet Age with the acquisition of F2H Banshee all-weather jet fighters, which also signalled the arrival of the Missile Era when they were armed with Sidewinder guided missiles.

The Banshees and the officers and men of VF 870 who flew and maintained them gave sterling service to the Royal Canadian Navy at sea with the *Bonaventure*, supporting NORAD, co-operating with the Canadian Army in field manoeuvres, and sharing in exercises with the RCAF.

Now, aging and their speed unequal to the task of intercepting more modern aircraft, the RCN's Banshees have been "paid off". The picture on the opposite page shows their farewell flypast over the RCN air station, *Shearwater*, in September. (DNS-29439)

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THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

Communications, other than those relating to subscriptions, should be addressed to:

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RCN NEWS REVIEW

Air Marshal Hugh Campbell, retiring Chief of the Air Staff, is accorded a gun salute and a guard on arrival at the RCN Air Station, Shearwater, late in August. He was on his final tour of the Maritimes. (DNS-29541)

First Sea Lord Visits Canada

The First Sea Lord, Admiral Sir Caspar John, GCB, accompanied by Lady John and Captain D. Williams, RN, visited Canada at the invitation of the Chief of Naval Staff, Vice-Admiral H. S. Rayner, between October 2 and 13.

During this period he visited Ottawa, Halifax and Esquimalt and attended the commissioning of HMCS *Mackenzie* at Montreal.

This was Admiral John's second visit to North America since his appointment as First Sea Lord in February 1960. In November of that year he stopped in Ottawa while on a tour to Canada and the United States.

Commendation For Saving Life

Ldg. Sea. Charles Musgrove, a fire-controlman in the destroyer escort *Sioux* received a commendation from the Chief of the Naval Staff on board the *Sioux* alongside in the Dockyard on September 25.

The CNS Commendation, in the form of a signed certificate, praises his rescue of a shipmate off Bermuda last February. Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, made the presentation in a brief ceremony.

Ldg. Sea. Musgrove was one of nine men getting a motor cutter into the water to recover practice torpedoes the ship had been firing off Bermuda when an unexpectedly large wave caught the boat, swamping it and casting its occupants into the sea.

He grabbed his badly injured shipmate and urged other crewmen to stay together in the heavy seas until their rescue seven minutes later by the destroyer escort *Kootenay*, which was in the vicinity at the time of the mishap.



Major-General M. P. Bogert, retiring General Officer Commanding Eastern Command, paid a farewell visit to Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, in late August. They are shown in the Admiral's office at Maritime Command Headquarters, Atlantic, in HMC Dockyard, (HS-69580)

The shipmate he seized had suffered a badly broken arm, broken leg and severe arterial cut in his left leg and was bleeding badly when Ldg. Sea. Musgrove came to his aid. He would not have survived had it not been for his rescuer's efforts.

The commendation, signed by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, reads as follows:

"You are commended for the prompt action and initiative which you displayed in saving the life of a shipmate after your ship's motor cutter was carried away and demolished in heavy seas off Bermuda on 7 February, 1962."

Cdr. Aggett Again Heads Navy League

Cdr. F. C. Aggett, RCNR (Ret), of Toronto, was returned as president of the National Council of the Navy League of Canada at the 67th annual meeting in St. John's, Newfoundland, in September. R. J. Bicknell, of Vancouver, continues as immediate past national president.

Captain T. D. Kelly, RCNR (Ret), of Toronto, was returned as first vice-president and T. E. Waddington as vice-president at large. Newly elected as second vice-president is Dr. H. D. Roberts of St. John's. New vice-presidents at large are D. W. Brown, of

Victoria; A. N. Morris, of Regina, and W. G. Brookie, of Winnipeg.

Patrons and honorary presidents remain the same with the addition of E. B. Frost of Winnipeg as an 11th honorary president. New honorary chaplains are Rev. Harry Ploughman and Rev. J. F. Whelly, respective Protestant and Roman Catholic Chaplains of the Fleet at Naval Headquarters.

New honorary vice-presidents include Cdr. T. R. Durley, RCNR (Ret), Montreal; Rear-Admiral M. G. Stirling, Ottawa; Rear-Admiral W. M. Landymore, Esquimalt, and D. W. Cathers, Hamilton. Returned were Rear-Admiral K. L. Dyer, Halifax; J. R. K. Millen, Winnipeg; C. F. Ritchie, Montreal; Commodore P. D. Taylor, Hamilton, and the national president of the Naval Officers' Association.

New members on the 12-strong board of management are: A. N. Morris, of Regina; Captain A. W. Baker, of



Vice-Admiral E. R. Mainguy, RCN (Ret), left, former Chief of the Naval Staff, and Sir Leonard Outerbridge, first lieutenant-governor of Canada's 10th province, exchange remembrance gifts at the Crow's Nest, famous sea-going officers' club in St. John's, which they established when Admiral Mainguy was Captain "D" Newfoundland in the Second World War. The admiral, now president of the Ontario Division of the Navy League of Canada, was a special guest of the still functioning club September 13 during the annual meeting in St. John's of the League's national council. (NFD-7389)

Hearers Thrilled By Anthem Rendition

When the national anthem of newly independent Jamaica is played in the future, it may well have a Canadian accent.

At a concert in Kingston, Jamaica, during the independence celebrations in early August, the *Stadacona* band, conducted by CPO E. L. Spiers, played its own arrangement of the new anthem.

The stirring rendition so impressed the secretary of the Independence Celebrations Committee that he arranged to have it tape-recorded with a view to seeking its adoption as the official version.

The arrangement of the anthem was made by PO E. T. Hemingway from a piano score clipped from the *Kingston Daily Gleaner* the day after the anthem had been chosen by the legislature and mailed to Halifax.

If the acceptance of the RCN arrangement comes about, it will not have been the first honour paid to the band by Jamaica. It was chosen to play before Her Royal Highness, the Princess Royal, at the State Banquet.

One observer had this to say of the band's visit:

"Despite irritating little problems, the heat and the tiring travel, late hours and the overwhelming entertainment showered on them by a grateful public, they always seemed ready to give a sparkling performance. They travelled to many parts of the island and everywhere they went they proved to be the best possible ambassadors that Canada could have sent to Jamaica.

"Their unassuming manner and friendliness captured the hearts of their audiences, who made a great fuss over them in their spare moments."

Beaverton, Ont; Vice-Admiral E. R. Mainguy, of Toronto, and W. G. Brockie, of Winnipeg.

H. R. Gillard of Toronto continues as national secretary-treasurer and general manager. Appointed to serve jointly with Mr. Gillard was Rear-Admiral P. D. Budge, who stepped down from his appointment as Chief of Naval Personnel to proceed on retirement leave in mid-September. Chairman of operating committees for hostels and clubs in Halifax, Sydney and Louisburg, N.S. remain the same. New chairman of the important committee on Sea Cadets, Navy League Cadets and Wrenettes is W. G. Brockie of Winnipeg.

The Royal Patron is Her Majesty the Queen and Admiral, Sea. Cadets is H.R.H. The Prince Philip. Other patrons are the Governor-General, Prime Minister, Defence Minister and Lieutenants-Governor of all provinces.

Honorary presidents are: Hon. Leon Balcer, of Ottawa; V. L. Brett, of Halifax; N. R. Crump, of Montreal; David H. Gibson, of Toronto; C. K. McLeod, of Montreal; D. C. Maclachlan, of Toronto, S. R. Noble, of Montreal; Vice-Admiral H. S. Rayner, of Ottawa; J. F. Ruttan, of Winnipeg; Col. the Hon. C. Wallace, of Vancouver, and E. B. Frost, Winnipeg.

Returned to the Board of Management: Cdr. Aggett, Mr. Bicknell, D. W. Brown, of Victoria; J. G. Dunlop, of Cobourg, Ont.; Captain Kelly; Dr. Roberts, R. C. Stevenson, of Montreal, and T. E. Waddington, of Edmonton.

Legal counsel is S. D. Thom, QC, of Toronto, and medical adviser is Surg. Captain C. H. Best, RCNR (Ret), of Toronto.

Ships Attend Celebrations

Ships of the RCN took part in two separate celebrations marking the independence of the new nation formed by the union of Trinidad and Tobago in August.

The celebrations began on August 28 with the arrival of Her Royal Highness the Princess Royal in Trinidad by RCAF Comet jet. On the morning of August 30, HMCS *Iroquois* arrived at Port of Spain, Trinidad, and HMCS *Huron* at Scarborough, Tobago.

The calls normally associated with visits to other lands were waived on this occasion. However, Captain G. C. Edwards, commanding officer of the *Iroquois* and squadron commander, had the acting Canadian high commissioner, D. K. Doherty, and Rear-Admiral J.

F. D. Bush, Flag Officer Flotillas, Mediterranean, as luncheon guests.

That afternoon the *Iroquois* gave a party for 50 children while another 200 were being entertained on board visiting Royal Navy units.

Meanwhile, the *Huron*, anchored a half mile offshore at Tobago on August 30 and 31, landed armed guards on two occasions for ceremonies and took on board on separate occasions 50 adults for a reception and 90 children for a party.

The *Huron* rejoined the *Iroquois* at Port of Spain on September 1. That evening the ships were joint hosts at a reception for 120 Trinidadians and Canadians. A men's luncheon on board the *Iroquois* the next day was driven below decks to the wardroom by a heavy downpour but the guests proved adept at carrying loaded plates of food down two ladders.

The two ships jointly landed an armed guard on September 3 and this paraded through the western section of Port of Spain as the concluding event in RCN participation in the independence ceremonies.

Previously the *Iroquois* and *Huron* had helped to celebrate Jamaican independence, having been in harbour at Kingston from August 2 to 10.

Argentine Cruiser Visits West Coast

The Argentine training cruiser *La Argentina* arrived at Esquimalt on Thursday, August 23, for a two-day visit to the Pacific Command of the RCN.

As she approached Esquimalt Harbour, the 7,600-ton ship fired a 21-gun national salute to Canada. The salute was returned from McCauley Point.

La Argentina secured at the government jetty adjacent to *Naden*, where the *Naden* band played upon her arrival.

Later the ship's commanding officer, Captain Juan Carlos Gonzales Llonas, paid official calls.

That evening a Command reception was held on board HMCS *Cape Breton* (host ship) for officers of the visiting Argentine cruiser. For the reception, the *Cape Breton* was secured at "A" jetty of HMC Dockyard. During the evening, a guard and the band of *Naden* presented a Sunset Ceremony on the jetty in honour of the visiting Argentine naval personnel. Several social and sports events and a number of sightseeing tours were arranged for the visitors.

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On the evening of August 24 the Argentine cruiser held a reception on board.

The cruiser left Esquimalt the next morning and proceeded to Vancouver.

U.S. Ship Bears Historic Name

When the USS *Lawrence* called at Halifax on October 3, and 4, en route from a shakedown cruise in the Great Lakes, she marked the first appearance in that port of one of the U.S. Navy's new guided missile destroyers.

The *Lawrence*, commanded by Cdr. Thomas W. Walsh, evoked considerable naval curiosity since approval has been given for construction in Canada of eight general purpose frigates incorporating guided missile systems.

Her visit rang a bell among local historians as well. She is named in honour of Captain James Lawrence, USN, whose dying words in the 1813 battle of HMS *Shannon* and USS *Chesapeake*, "Don't give up the ship!" became an inspiration to officers and men of the U.S. Navy.

Sailors Rescue Girl from Harbour

PO Paul Huffman and AB Dennis O'Hara, of the *Cap de la Madelaine*, rescued a young girl from the harbour in St. John's, Newfoundland, in mid-August, after she apparently slipped from a wharf near the old U.S. Army Dock.

The seamen heard cries for help and saw the girl floundering in the water.

They both dived from the ship and managed to bring her to shore.

They placed the soaking wet girl in a taxi and she went home, without identifying herself.

The girl told the sailors that she was waiting on the wharf to "wave the ships goodbye" when she lost her footing and fell into the water.

Street Recalls First Margaree

A street in West Vancouver was earlier this year named after HMCS *Margaree*, destroyer sunk in a convoy collision in October 1940 with the loss of the commanding officer and 141 of the ship's company.

The present *Margaree* is a St. Laurent class destroyer escort attached to the Second Canadian Escort Squadron and based at Esquimalt. The ships were named after the Margaree River, a noted salmon stream in Cape Breton Island.

6 Ships Share in 'Sharp Squall 6'

Six ships of the Atlantic Command took part in a NATO anti-submarine and fleet exercise centered in the west-end approaches to Britain from October 2 to 18.

Taking part in the exercise, named "Sharp Squall Six", were the *Bonaventure*, *Nootka*, *Micmac*, *Cayuga*, *Crescent* and *Athabaskan*. The destroyer escorts are units of the First Canadian Escort Squadron.

Also taking part were forces from Britain, Denmark, The Netherlands and Norway, along with a squadron of RCAF Maritime aircraft.

The ships sailed from Halifax on September 17 and proceeded to Rotterdam before taking part in the exercise. En route the *Bonaventure* and *Athabaskan* participated in search and rescue operations in connection with the loss at sea of a Flying Tiger airliner.

Dutch Warship Visits Esquimalt

The anti-submarine destroyer *Limburg*, of the Royal Netherlands Navy, visited Esquimalt in mid-September.

Commanded by Cdr. J. C. H. Van Den Bergh, and carrying approximately 270 officers and men, the *Limburg* entered Esquimalt Harbour on the morning of September 14. The 3,070-ton, 380-foot destroyer berthed at the government jetty adjacent to *Naden*.

A number of sports and social events were arranged for officers and men of the Netherlands warship. These included sightseeing tours, smokers, visits to local industries, church services, and recreational programs.

The Dutch destroyer, in company with a sister ship, was originally due in Esquimalt last March but the two ships were rerouted following a change in operational commitments.

Six Awarded Cash for Ideas

Cash awards from the Suggestion Award Board of the Public Service of Canada and letters from the Chief of Naval Personnel have been earned in the past few months by six naval personnel, whose suggestions have been adopted by the RCN.

PO G. L. Thompson, *Shearwater*, PO Byron G. Freeman, *Bonaventure*, PO George S. Tory, *Saguenay*, PO F. J. Micallef, *Cornwallis*, and AB James E. Orpen, *Shearwater*, all suggested modification of naval equipment.

AB Michael P. Houlihan, *Naden*, suggested a carrying handle for four-gallon milk cans.



HMCS Mackenzie, the newest addition to the RCN fleet, is shown here on the St. Lawrence River. After commissioning on October 6, the ship sailed for Halifax where she arrived on October 15. (ML-11178)

HMCS Mackenzie

HMCS *Mackenzie*, name ship of a new class of destroyer escorts, was commissioned on October 6 at the shipyard of Canadian Vickers Limited, Montreal.

A chilling northeast wind and rainy skies gave the ship a taste of the weather she might expect later in her commission as the Red Ensign was replaced by the White Ensign.

Guests braved the weather and filled two tent pavillions to watch the ceremony.

Among the distinguished guests were Admiral of the Fleet Sir Caspar John, First Sea Lord of the British Admiralty; Vice-Admiral H. S. Rayner, Chief of the Naval Staff; Georges Valade, MP, for Ste. Marie, who represented Hon. Douglas S. Harkness, Minister of National

Defence; Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, and R. C. Pearce, president of Canadian Vickers Limited.

The *Mackenzie* was accepted by Commodore John Deane, Deputy Chief of Naval Technical Services, who represented Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services.

Guests were introduced by Captain A. Graham Bridgman, Principal Naval Overseer, Montreal.

Admiral Rayner, in his address, said the *Mackenzie* and the ships to follow would help ensure the Navy was up-to-date and ready in all respects to perform its role in the years ahead.

He continued: "The purpose of the RCN can be simply stated: it is to en-

sure that Canada, in co-operation with allied and friendly nations, will have unrestricted use of the seas in peace and war.

"The RCN might be thought of as Canada's share of an insurance program underwritten by those nations for whom the sea is a vital avenue of commerce and who also stand for the doctrine of the freedom of the seas."

Admiral Rayner paid tribute to the men who built the *Mackenzie*. He said:

"We in the Navy are proud of the record achieved by the St. Laurent and Restigouche class ships, especially in the anti-submarine role. We are grateful to the shipyards that built them and to the numerous associated industries that equipped them.

"As the shipyard worker takes pride in the ship he builds, so does the sailor take a pride in the ship he mans. And just as new equipment and techniques require the shipyard worker to work to higher standards, so do the new ships and new equipment make higher demands of the sailor."

Of her commanding officer, Cdr. A. B. German, her officers and men, Admiral Rayner observed:

"Much will be asked of this ship and her ship's company. They will be called upon to operate day and night, in winter and summer, in gales and in hurricanes, in the chilling cold of the northern regions and in the thick heat of the tropics.

"The ship's personnel have been trained for this task. In addition to training, however, they have another important attribute, they are adventurous men. And it is love of adventure that has carried ordinary men to great accomplishment through the ages."

The Protestant ceremony was conducted by Rev. A. G. Faraday, Chap-



lain (P), while the Roman Catholic ceremony was conducted by Rev. J. E. Whelley, Chaplain-of-the-Fleet (RC).

Following the raising of the White Ensign, Cdr. German spoke to his ship's company.

Music during the ceremony was provided by the band from HMCS *Stadcona*.

The *Mackenzie* is basically similar to the earlier *Restigouche* class destroyer escorts, but with modifications and improvements.

On December 15, 1958, Mrs. Somers, wife of the late Captain J. S. Somers, then Principal Naval Overseer, Montreal, officiated at the keel-laying ceremony. On May 25, 1961, Mrs. Freeborn, wife of Commodore Frank Freeborn, former Naval Constructor-in-Chief, sponsored the ship during launching ceremonies.

The *Mackenzie* commissioned with 12 officers and 235 men. She has an overall length of 366 feet, a beam of 42 feet and a mean draught of 13.5 feet. Her displacement is 2,900 tons.

The *Mackenzie* is named after the Mackenzie River in the Northwest Territories, and her colours are scarlet and gold.



Cdr. A. B. German, commanding officer of HMCS *Mackenzie*, (centre) is shown as the White Ensign is hoisted on board his ship during commissioning ceremonies at Montreal on October 6. Also shown are Admiral of the Fleet Sir Caspar John, First Sea Lord of the British Admiralty (extreme left), Georges Valade, MP for Ste. Marie, who represented Hon. Douglas S. Harkness, Minister of National Defence, (on Cdr. German's right); Captain A. Graham Bridgman, Principal Naval Overseer, Montreal, and Vice-Admiral H. S. Rayner, Chief of the Naval Staff. (ML-11499)

Admirals Finch-Noyes and Budge Retire

A NUMBER of important changes in senior appointments within the Royal Canadian Navy have occurred within recent weeks—some of them occasioned by the retirement of two widely known officers of flag rank.

Proceeding on retirement leave this autumn were Rear-Admiral Patrick D. Budge, whose departure to civilian life coincided with the announcement that, commencing in January, he would serve jointly with H. R. Gillard as national secretary of the Navy League of Canada until Mr. Gillard's retirement, and Rear-Admiral Edward W. Finch-Noyes, Flag Officer Pacific Coast, who had requested early retirement for reasons of health.

As a result of the retirement of Admiral Finch-Noyes, Commodore William M. Landymore, who had served only since mid-summer as Senior Canadian Officer Afloat (Atlantic), flying his broad pennant in the *Bonaventure*, was appointed Flag Officer Pacific Coast in the rank of rear-admiral on November 1.

Rear-Admiral Budge was succeeded as Chief of Naval Personnel by Rear-Admiral Michael G. Stirling, who had preceded Admiral Landymore as Senior Canadian Officer Afloat (Atlantic). Admiral Stirling had held the rank of commodore.

A third officer promoted to flag rank was Rear-Admiral Desmond W. Piers, who became Chairman of the Canadian Joint Staff at Washington on August 27. He succeeded Air Vice-Marshal Max M. Hendrick, RCAF.

The appointment of Senior Canadian Officer Afloat (Atlantic) has been assumed by Commodore Robert P. Weland, who has been succeeded as Assistant Chief of Naval Staff (Air and Warfare) by Commodore A. B. Fraser-Harris, who was promoted to that rank.

Also promoted to his present rank was Commodore James C. Pratt, who has become Chief of Staff to the Flag Officer Pacific Coast.

Promoted to the rank he now holds was Commodore H. A. McCandless, Deputy Naval Comptroller at Naval Headquarters.

Commodore H. G. Burchell, who had been attending the National Defence College at Kingston, in late August became Director General Fighting Equipment at Naval Headquarters.

Commodore Harold V. W. Groos, who had been Director General Support Facilities at Naval Headquarters was appointed to succeed Air Commodore (now acting Air Vice-Marshal) James B. Millward as Director Regular Officer Training Plan at National Defence Headquarters.

Commodore John McGregor Doull, who succeeded Commodore Groos as Director General Support Facilities, was promoted to his present rank.

REAR-ADMIRAL EDWARD WILLIAM FINCH-NOYES, CD

Rear-Admiral Finch-Noyes was born in Hamilton, in June 1909.

He entered the Royal Canadian Navy as a cadet in September, 1926 and underwent the normal period of training for junior officers with the Royal Navy.

Returning to the Royal Canadian Navy in 1931, he served as a lieutenant in the destroyer *Champlain*. In 1935 he completed the long communication course in England and returned to Canada to serve in the destroyer *Vancouver*.

He was promoted to the rank of lieutenant-commander in June 1939 and was appointed to Naval Headquarters where he carried out the duties of

training officer under the Director of Naval Personnel.

After leaving Naval Headquarters in March 1942, he served in the auxiliary cruisers *Prince Henry* and *Prince Robert*. He then served in the destroyers *Annapolis*, *Kootenay*, *Ottawa*, *Saskatchewan* and *Qu'Appelle* until 1944, when he assumed command of an ocean escort group with the acting rank of commander.

In July 1945 he was appointed in command of the Tribal class destroyer *Iroquois* and at the same time was confirmed in the rank of commander. In October of the same year, he assumed the duties of executive officer of the cruiser *Uganda*.

His first shore appointment after the Second World War was as executive officer of HMCS *Stadacona*, Halifax, where he served until January 1948. At that time, he was appointed to Greenwich, England, for the naval staff course. On completion of the course he was appointed chief of staff to the Flag Officer Atlantic Coast.

On July 1, 1949, he was promoted to the rank of captain and soon after assumed command of the naval air station, *Shearwater*. His next appointment was to Naval Headquarters as Deputy Chief of Naval Personnel.



REAR-ADMIRAL E. W. FINCH-NOYES



REAR-ADMIRAL P. D. BUDGE

In September, 1953 he was appointed in command of the *Quebec* (ex-*Uganda*) where he served until August 1955. He was then promoted to the rank of commodore and appointed as Commodore RCN Barracks, Halifax. In April 1958 he was appointed Commanding Officer Naval Divisions in Hamilton.

Rear-Admiral Finch-Noyes became Flag Officer Pacific Coast and was promoted to his present rank in June, 1960.

REAR-ADMIRAL PATRICK DAVID BUDGE, DSC, CD

Rear-Admiral Patrick D. Budge was born in Dover, England, on December 10, 1904, and joined the Royal Navy as a boy seaman at the age of 16. In 1928, when his parents moved to Canada and settled in Toronto, he transferred to the Royal Canadian Navy as an able seaman. He later qualified as a torpedo gunner's mate, then joined the destroyer *Saguenay* for a three-year period. Leaving her, he returned to the United Kingdom to qualify for promotion to warrant rank.

In May 1936, he rejoined the *Saguenay* in the warrant rank of Gunner (T), and served in her until the outbreak of the Second World War, when he joined the destroyer *Assiniboine*. While serving in her he was mentioned in despatches for "good services in an attack on an enemy U-boat".

In 1941-42 he served on the East Coast, working up warships for convoy escort duties. He was appointed to HMCS *Huron* as executive officer when the Tribal class destroyer was commis-

sioned in July 1943. In June 1944, while serving in the *Huron*, he was awarded the Distinguished Service Cross "for good services in action with a destroyer force".

While he was in the *Huron*, the destroyer escorted convoys to North Russia, took part in the sweeps along the Norwegian coast and was engaged in offensive operations in the English Channel and the Bay of Biscay, during which she engaged in several successful actions with enemy forces.

In February 1945 Rear-Admiral Budge took command of the destroyer *Ottawa* and in August 1945 he was appointed commanding officer of HMCS *Gatineau*, another destroyer.

He later served successively as first lieutenant and assistant to the training commander in HMCS *Naden*. In August 1947 he was appointed executive officer of the cruiser *Ontario*.

Rear-Admiral Budge came ashore in April 1949 as executive officer of *Cornwallis*. In January 1952 he took command of the *Quebec* and in September 1953 became chief of Staff to the Flag Officer Naval Divisions, at Hamilton. A year later he took up the appointments of Commodore, RCN Barracks, and Officer-in-Charge, RCN Depot, Esquimalt.

Rear-Admiral Budge was appointed chief of staff to the Flag Officer Atlantic Coast in March 1958 and in October 1959 was appointed Deputy Chief of Naval Personnel. He was promoted to the rank of rear-admiral and appointed Chief of Naval Personnel on June 30, 1960.

PROMOTIONS AND APPOINTMENTS

Promotions and appointments of interest during the summer and early fall have included the following:

CAPTAIN KAI HUGH BOGGILD was promoted to his present rank. He is on the staff of the Vice-Chief of Naval Staff at Naval Headquarters.

CAPTAIN DOUGLAS SEAMAN BOYLE was appointed Commander, Fourth Canadian Escort Squadron, effective September 28. He was granted the acting rank of captain while holding the appointment.

CAPTAIN VICTOR BROWNE has been appointed Chief of Staff to the Flag Officer Pacific Coast. He had been Commander Second Canadian Escort Squadron.

CAPTAIN ANDREW L. COLLIER was promoted to his present rank of captain and appointed to Halifax for duty with the Flag Officer Atlantic Coast.

CAPTAIN DAVID ALAN COLLINS was appointed Director of Material Supply Control at Naval Headquarters and was promoted to his present rank on taking up his new appointment.

CAPTAIN PETER COSSETTE was appointed to Naval Headquarters as Director of Naval Manning and promoted to the rank of captain.

CAPTAIN GORDON C. EDWARDS has taken command of the naval air station HMCS *Shearwater*.



REAR-ADMIRAL D. W. PIERS



REAR-ADMIRAL M. G. STIRLING



REAR-ADMIRAL W. M. LANDYMORE

CAPTAIN JOHN C. GRAY was appointed Principal Naval Overseer West Coast effective August 20.

CAPTAIN GODFREY H. HAYES, former Director of Officer Personnel at Naval Headquarters, has been appointed Commander Second Canadian Escort Squadron in the Pacific Command.

CAPTAIN THOMAS C. PULLEN has been appointed to take command of the 22,000-ton tanker supply ship *Provider*, when the vessel is commissioned into the RCN in mid-1963.

A/CAPTAIN LESLIE EUGENE SIMMS was appointed Principal Naval Overseer, East Coast, at Halifax, and granted the acting rank of captain while holding the appointment.

CDR. WILLIAM H. I. ATKINSON has been appointed in command of the destroyer escort, HMCS *Haida* and promoted to that rank.

CDR. DONALD S. BETHUNE has been promoted to that rank and appointed in command of HMCS *Fort Erie* and as Commander Seventh Canadian Escort Squadron, based at Halifax.

CDR. ARNOLD S. BRONSKILL has been promoted to that rank and appointed Assistant Director of Material Supply Control (Mechanical Stores) at Naval Headquarters.

CDR. ANDREW B. C. GERMAN took command of the Navy's newest ship when the destroyer escort HMCS *Mackenzie* commissioned on October 6 at Montreal.

CDR. DONALD S. JONES was appointed Assistant Director Fleet Maintenance (Refit and Repairs) at Naval Headquarters effective August 27 and promoted to his present rank on taking up the appointment.

CDR. JOHN W. MASON has been promoted to that rank and seconded to the Defence Research Board as Naval Liaison Officer at the Naval Research Establishment, Dartmouth.

CDR. DONALD C. MCKINNON has taken command of HMCS *Hochelaga*, Naval Supply School in Montreal.

CDR. IAN A. MCPHEE was appointed in command of HMCS *Cape Breton*, effective July 25.

SURGEON CDR. HENRY OLIVER has been appointed Officer-in-Charge Central Medical Establishment, at the Institute of Aviation Medicine in Toronto.

CDR. JOHN W. ROBERTS was appointed in command of HMCS *Gatineau*, of the Fifth Canadian Escort Squadron based at Halifax, effective August 22.

CDR. DONALD C. RUTHERFORD was appointed in command of HMCS *St. Croix*, a unit of the Fifth Canadian Escort Squadron based at Halifax, effective July 22.

CDR. DOUGLAS ELLIOTT SAMSON was promoted to that rank and is attending the University of Western Ontario for a course in business administration.

CDR. WYLIE CARLYLE SPICER was appointed in command of the frigate *Fort Erie*, with the additional appointment of Commander Seventh Canadian Escort Squadron, based at Halifax.

CDR. BERNARD C. THILLAYE was appointed in command of HMCS *Restigouche*, a destroyer escort of the Fifth Canadian Escort Squadron based at Halifax, effective August 8.

CDR. REGINALD CALVIN THURBER has taken command of the destroyer escort HMCS *Fraser*, a unit of the Second Canadian Escort Squadron.

CDR. THOMAS C. TREHERNE was appointed Manager Supply Atlantic Coast, and Officer in Charge of the Naval Supply Depot, Halifax.

CDR. W. BRUCE WILSON was promoted to that rank and appointed to the staff of the Director General of Fighting Equipment at Naval Headquarters.

CDR. JOHN B. YOUNG has been appointed in command of HMCS *Terra Nova*, of the Fifth Canadian Escort Squadron.

LT.-CDR ROBERT C. BROWN has taken command of the frigate HMCS *New Waterford*, of the Seventh Canadian Escort Squadron based at Halifax.

LT.-CDR. BRIAN A. CARTWRIGHT was appointed in command of HMCS *Swansea*, of the Ninth Canadian Escort Squadron based at Halifax.

LT.-CDR. JAMES M. CUTTS was appointed in command of HMCS *Micmac*, of the First Canadian Escort Squadron based at Halifax.

LT.-CDR. ROBERT F. GLADMAN has been appointed in command of HMCS *Stettler* of the Fourth Canadian Escort Squadron based at Esquimalt.

LT.-CDR. JOHN E. HOBBS was appointed in command of HMCS *James Bay* of the Second Canadian Minesweeping Squadron based at Esquimalt.

LT.-CDR. JOHN R. H. LEY, was appointed in command of HMCS *Outremont*, of the Seventh Canadian Escort Squadron based at Halifax.

LT.-CDR. ALAN G. LOWE has been appointed in command of HMCS *La Hullose* of the Ninth Canadian Escort Squadron based at Halifax.

LT.-CDR. ANDREW C. McMILLIN was appointed in command of HMCS *Beacon Hill* of the Fourth Canadian Escort Squadron based at Esquimalt.

LT.-CDR. MICHAEL A. MARTIN has been appointed in command of HMCS *St. Therese* of the Fourth Canadian Escort Squadron based at Esquimalt.

LT.-CDR. ROBERT T. MURRAY has been appointed in command of HU 21, helicopter utility squadron, based at *Shearwater*.

LT.-CDR. JOHN M. REID, has been appointed in command of the frigate HMCS *Lanark*, a unit of the Seventh Canadian Escort Squadron based at Halifax.

LT.-CDR. SHELDON MacDONALD ROWELL has been appointed in command of VX 10 experimental naval air squadron based at *Shearwater*.

LT.-CDR. ANTHONY N. TURNER was appointed in command of HMCS *Sussexvale* of the Fourth Canadian Escort Squadron based at Esquimalt.



Vice-Admiral H. S. Rayner (right), Chief of the Naval Staff, presents Air Marshal Hugh Campbell, retiring Chief of the Air Staff, with an illuminated testimonial. The scroll expresses the appreciation of the Naval Board to Air Marshal Campbell for his "outstanding contribution to the joint RCN-RCAF task of providing and maintaining Canada's defences against seaborne attack." (O-14512)

Home from the Sea



Sarnia Site of 1963 Reunion

Next year's naval veterans' reunion will be held in Sarnia, Ontario, on the Victoria Day week-end.

A decision to this effect has been made by the Canadian Naval Association to give veterans planning to attend the event ample time to make preparations. The host club at the reunion will be the Naval Veterans' Association of Sarnia.

The setting of the actual dates of the reunion will await the Dominion government announcement of whether May

20 or May 27 will be the day chosen for observance of the holiday.

Members of the CNA have observed that increasing interest is being shown in the reunions as the years roll by. The CNA feel that the get-togethers serve a number of useful purposes. They spell out the unity of purpose of the naval veterans, their continuing awareness of Canada's obligations at sea and their readiness to meet new challenges. The reunions also provide the opportunity of recalling the part of the veterans themselves have played in Canada's maritime history and the debt owed to less fortunate shipmates.

The reunions are a test of the ingenuity and initiative of the host clubs, who tend to strive to outdo the previous year's host in arranging a program of varied interest. The Sarnia branch has assured the CNA that it intends to make the 1963 reunion a memorable occasion, surpassing anything previously attempted. In view of the success of past reunions the CNA executive feels this is setting a pretty high objective.

What the theme of the 1963 reunion will be has not yet been decided. However, it has been pointed out that the RCNVR, which has since become the RCNR, was founded in 1923 and the reunion could well celebrate the 40 years of service the naval reserves have given to Canada.—S.R.P.



His Royal Highness the Prince Philip, Duke of Edinburgh, patron of the Naval Officers Associations of Canada is shown accepting from A. P. (Sandy) Gregory, president of the Associations, a model 1812 cannon. The presentation was made in Vancouver during the 17th annual meeting of the NOAC last June. Looking on, centre, is C. H. (Chuck) Wills, past president, and at the left is Edward Phipps-Walker, of Kingston, who made the gun. The top of the barrel carries the Royal coat of arms and the NOAC crest which is the naval crown. On front of the carriage is the badge of HMS Ramillies in which ship Prince Philip and Phipps-Walker served as sub-lieutenants. With Royal permission the cannon was fired to open the annual dinner of the NOAC. (Photo by Campbell, Vancouver)

Article Uncovers Past Friendship

Last spring, an unsigned article in *The Times* of London caught the eye of Rear-Admiral H. F. Pullen, former Flag Officer Atlantic Coast, who is retired and living at Chester Hill, Nova Scotia.

He thought the content of the article might be of interest to readers of *The Crownsnest* and so, with permission of *The Times*, it was published in the summer issue of this magazine.

It was learned that the author of the article was Captain George T. Cooper, RN (Ret), and he was informed that Admiral Pullen had suggested that the article be reprinted.

Enter the long arm of coincidence—in this case more than 20 years long. Captain Cooper remembered Admiral Pullen and asked that his "kind regards and best wishes" be passed on to him.

"Before the war," wrote Captain Cooper, "he was gunnery officer of the 2nd Destroyer Flotilla in *Hardy* and I was first lieutenant of *Hereward*. I remember him well. I have never seen him since."

OFFICERS AND MEN

Three Promoted From Lower Deck

Three men have been promoted to the rank of commissioned officer in the Royal Canadian Navy.

They are: CPO John Archibald Mac-Glashen, who joined the navy in September 1939; CPO Chester Frank Lay, who entered the navy in July 1946 and PO Max Ian Love, who entered the service in July 1948. Before their promotion they were serving in ships of the fleet.

Navy Swimmer Rescues Soldiers

The Navy came to the rescue of the Army on July 25 when a former British Empire trials swimmer rescued two young militiamen at Lawrencetown Beach, near Dartmouth.

A party of militiamen from the Halifax Armouries was swimming at the beach when three of the contingent were swept seawards by waves and a powerful undertow. One made his own way to shore and the other two were

brought in by Ldg. Sea. Lawrence Uwins, of HMCS *St. Croix*.

At the same time Jack Simmonds, of Dartmouth, also enjoying the fine weather at the Lawrencetown beach, raced to a private home nearby and called the RCAF's rescue co-ordination centre in Halifax. Within minutes a Tracker aircraft and a helicopter were dispatched to the scene from *Shearwater* naval air station.

The two rescued were Privates R. Edstrom and D. Lopez of the Halifax Armouries Militia. They were taken to the Canadian Forces Hospital at HMCS *Stadacona* where they were treated and released.

Ldg. Sea. Uwins told this story:

"About 3.30 p.m. I had just come out of the water and was drying off when I saw three young fellows waving from about 200 yards off shore.

"As I swam out one of them made his own way in. I got to Lopez first. The waves were about 12 feet high and I had to swim in at an angle. Then I went after Edstrom who seemed just about gone. I towed him to shore,

thumping his stomach at the same time to help clear the water out."

He also applied artificial respiration when he reached shore with Edstrom.

A strong swimmer, Ldg. Sea. Uwins swam in the British Empire trials at Vancouver in 1954.

He said the two privates told him afterwards they had waded out to their chests when a wave picked them up and carried them beyond their depths.

Naval Teams Win First Aid Contest

Two teams of medical assistants, in their first attempts, placed first and second in the Nova Scotia Military Trophy, offered annually by the St. John Ambulance Association to the top regular or reserve first-aid team in the Eastern Command.

The winning team, captained by AB R. J. Sturrock, consisted of Able Seamen D. W. McLean, W. J. Kern, William Brown and R. T. Jackson, all from the Canadian Forces Hospital, *Stadacona*. The second team captained by AB George Karaki, included Able Seamen



The Navy took first place in its first try for the St. John Ambulance Nova Scotia Provincial Trophy for first aid team competition in 1962. Winners were these medical attendants from the Canadian Forces Hospital, *Stadacona*. Left to right are Able Seamen W. J. Kern, D. W. McLean, R. J. Sturrock (team captain), R. T. Jackson and W. M. Brown. (HS-69930)

B. R. Oster, C. C. Bingleman, J. M. Jossinet and F. J. Butt, all from *Stadacona* sick bay.

The tests, in the form of situation response, were run off earlier in the year. Examiners were impressed with the efficiency of teams composed of such relatively junior men. They were coached by CPO K. D. Powell, himself a medical assistant.

Presentation of the trophy took place early in October at the Canadian Forces Hospital. Taking part in the ceremony were: Dr. C. B. Weld, Provincial President Commissioner; M. H. Sarty, Provincial Secretary Superintendent; Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast; Surgeon Captain G. W. Chapman, Command Medical Officer, and Surgeon Captain F. G. W. MacHattie, commanding the hospital.

14 UNDT Cadets Receive Awards

Fourteen cadets of University Naval Training Divisions received awards at the conclusion of annual summer training at *Cornwallis*.

Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, presented the awards at cadet ceremonial divisions at *Cornwallis* on August 30.

The sword for the best second year cadet went to Cadet B. R. Leslie, science

student at the University of British Columbia, Vancouver. The runner-up telescope went to Cadet S. Gill, of the Ontario Agricultural College, Guelph, Ont.

A shield for the best first year cadet was awarded to Cadet P. A. Smith, science student at the University of Alberta, Edmonton. He also won the boatswain's call award as the best cadet of his division training in *Cornwallis*.

Best cadets in each of the remaining divisions were as follows:

T. D. McGee, Victoria College, Toronto; S. R. Bonnycastle, Queen's University, Kingston; J. R. Wright, University of Toronto; J. D. Taylor, Victoria College; D. G. Shewell, Carleton University, Ottawa; J. Clarkson, Carleton University, Halifax; A. E. J. Pitts, Dalhousie University, Halifax; L. W. Maguire, Assumption College, Windsor; W. J. Shambrooke, University of Toronto; J. J. Caldwell, University of Manitoba and R. S. Hutchings, Memorial University, St. John's, Nfld.

Nursing Sister Leaves Service

Honoured in 1961 by appointment as Queen's Honorary Nursing Sister, Lt.-Cdr. (MN) Mary J. Russell, Deputy Matron-in-Chief, Canadian Armed Forces, proceeded on retirement leave on October 15.



LT.-CDR. (MN) MARY J. RUSSELL

Lt.-Cdr. Russell was born in Loggieville, New Brunswick, and graduated as a registered nurse from the Royal Victoria Hospital, Montreal, in 1939. She served as assistant head nurse at the RVH and later was in charge of the surgical floor of the Ross Memorial Pavilion.

She entered the RCN as a nursing officer in November 1944 and served in the RCN hospital at *Stadacona* as ward dietician. In January 1949 she became the assistant matron and, in April 1949, she was appointed matron of the RCN hospital at *Cornwallis*.

She returned to the *Stadacona* hospital in April 1950, served in *Cornwallis* again for eight months in 1951 and then received a two-year appointment to the RCN hospital in *Naden*.

In September 1953 Lt.-Cdr. Russell went to Montreal for a course in nursing administration at McGill University. She was appointed matron of the RCN hospital at Halifax in 1954.

Her appointment to Naval Headquarters on the staff of the Surgeon General was made on August 15, 1960.

Japanese Post For RCN Officer

Cdr. Noel Cogdon has taken up the appointment of Naval, Military and Air Attaché to the Ambassador of Canada to Japan. He is the first naval officer to serve in this capacity since the tri-Service appointment was instituted in 1956. He holds the acting rank of captain while in the appointment.

Captain Cogdon succeeded Col. William K. McConnell, of Toronto who had held the appointment since August 1959.



As a spare-time project Chief Petty Officer John McGuire, IRRAM, composed and arranged a concert march entitled "Salute to Victoria", which was presented for the first time by the band of HMCS *Naden* on Thursday, August 9, in Beacon Hill Park—scene of the Navy's centennial salute to Victoria. The concert march "Salute to Victoria" is a lively selection, featuring national and local themes with a liberal dash of nautical airs. (E-67990)

Captain Cogdon was born in England but lived in London, Ontario, from 1923 until he entered the Royal Canadian Navy as a cadet in 1940. During the Second World War he served in ships of the Royal Navy and the Royal Canadian Navy. He qualified as a naval pilot in 1947.

He has served with and commanded air groups and squadrons in *Shearwater* and in the *Magnificent*.

In 1957 he was appointed in command of the *Huron* and later commanded a sister ship, the *Micmac*.

Captain Cogdon came to Naval Headquarters in 1958, serving first as Staff Officer Logistics and, after March 1959, as Deputy Director of Officer Personnel.

Reserve Wren Becomes CPO

Wren Chief Petty Officer Second Class Jean T. Proceviat, of Chippawa, the Winnipeg naval division, has come up through the ranks to a unique position in the Royal Canadian Naval Reserve.

Wren Chief Proceviat is the first reserve wren to enter from shore as an ordinary wren and achieve her rank. She did it on the strength of 11 years outstanding attendance and a flawless training record.

Reserve wrens were organized in 1951, a year after the outbreak of the Korean War, and Wren Chief Proceviat was among a group of 35 Winnipeg girls who entered the service. Of that number, five are still on the active list.

After her basic seamanship training, Wren Chief Proceviat entered the communications branch as an able wren.



Pilots of VC 922, reserve naval air squadron based at Victoria International Airport, pose before a Tracker anti-submarine aircraft at the RCN Air Station, Shearwater. They recently completed a two-week period of flying the twin-engined aircraft while attached to Utility Squadron 32. Front row, left to right: Lt. W. E. Forman, of Vancouver, and Lieutenant-Commanders D. J. Slader and G. J. Laurie, both of Victoria. Rear: Lieutenants C. A. McKenzie, Vancouver; M. J. Wood, Victoria; A. C. Morgan, Vancouver, and D. G. Strang, Victoria. (DNS-29696)

Her early courses were in visual communications and then crypto.

Teletype communications were introduced into the reserve training scheme in 1955 and Wren Chief Proceviat began a program of self-study on that subject that resulted in her achieving the rank of Wren Petty Officer Second Class by July, 1956.

In civilian life, Wren Chief Proceviat works as an expediter in the purchasing department of the Winnipeg office of the Department of Transport.

Badminton and public speaking are her hobbies. However, she spent the better part of last year helping to organize and conduct a reserve wrens' 10th anniversary celebration.

More than 100 wrens and ex-wrens from all parts of Canada attended the affair, held at HMCS Chippawa early in October 1961. It, like Wren Chief Proceviat's career, was an unqualified success.

Radio Stations Change Command

Two naval officers, who joined the RCN as seamen, have taken command of naval radio stations.

Lt.-Cdr. Donald William Smith has been appointed as officer-in-charge of the station at Inuvik, NWT.

Cd. Off. Edward Arthur Burke has been appointed officer-in-charge of the station at Masset, B.C.

Lt.-Cdr. Smith joined the Navy as a boy seaman in April, 1939. During the Second World War he served in HMCS *Prince Robert* (auxiliary cruiser), the converted yacht HMCS *Fifer*, and the destroyers *Saskatchewan* and *Huron*. He was commissioned in August 1951 and since October 1960 had been serving in Washington on exchange to the USN.

Cd. Off. Burke joined the Royal Navy in June 1943. After three years' service, he came to Canada in June 1948, entered the RCN Reserve, transferring to the regular force in September 1950. He was promoted to commissioned rank in August 1959.

Commodore Plomer Begins Retirement

An officer with distinguished operational service in the Second World War and the Korean War, Commodore James Plomer, of Ottawa, proceeded on retirement leave on September 24.

Commodore Plomer was born in England, on August 5, 1911, and moved with his family to Winnipeg in 1928. He joined the former RCNVR at Winnipeg in 1932 and five years later went to Saint John, N.B., where he transferred to the naval division with the rank of lieutenant.

He went on active service in 1939 and while on loan to the Royal Navy became Commander of the Fifth Anti-Submarine and Minesweeping Group.



The first reserve Wren to reach her rank in the Royal Canadian Naval Reserve, Wren Chief Petty Officer Second Class J. T. Proceviat, of HMCS Chippawa, Winnipeg naval division, is congratulated by Commodore P. D. Taylor, Commanding Officer Naval Divisions. Wren Chief Proceviat was promoted while undergoing training at the Great Lakes Training Centre in Hamilton last summer. (COND 7867)

In January 1943 Commodore Plomer was appointed commanding officer of HMS *Sunflower*, a corvette and, for the part his ship played in damaging a German U-boat, he was awarded the Distinguished Service Cross. He received a Bar to the DSC in April 1944 after the *Sunflower* sank two U-boats.

He returned to Canada in 1944 to become officer-in-charge of the Joint Navy-Air Force Tactical School at Halifax.

Following the war he served on board HMCS *Warrior* and as Senior Officer Ships in Reserve, Halifax. He took a staff course in Britain in May 1950 and a year later was appointed commanding officer of the destroyer *Cayuga*. He was awarded the Order of the British Empire and the United States Legion of Merit for his service as senior officer of RCN destroyers operating in the Korean war.

Commodore Plomer commanded *Cornwallis*, from July 1952 until December 1954. In 1955 he attended the Imperial Defence College and in January 1956 became Deputy Chief of Naval Personnel, Ottawa.

In October 1959 Commodore Plomer was appointed Senior Canadian Officer Afloat (Atlantic). He has served at Naval Headquarters since September 1961.

Officer Earns Masters Degree

Lt.-Cdr. Ernest McCubbin was awarded a Master's Degree in Aeronautics and Astronautics by the Massachusetts Institute of Technology, Boston, Mass., at graduation ceremonies. He is a graduate of the Calgary Central High School and the University of Toronto.

Lt.-Cdr. McCubbin was born in Edmonton in November 1928 and entered the Royal Canadian Navy in July 1948. He has served on both coasts and at sea on board HMC Ships *Haida*, *Ontario*, *Quebec* and *Crusader*, as well as at Naval Headquarters. He is with the Weapons Division at *Stadacona*.

Appointments for Two Wren Officers

Changes of appointment for two wren officers took place during the summer.

Lt. Alma Doupe was appointed to Halifax as executive officer's assistant and wren divisional officer in HMCS *Stadacona*, effective August 6.

Lt. Muriel Berryman was appointed to succeed Lt. Doupe in Ottawa, on the staff of the Director of Officer Personnel at Naval Headquarters, August 2.



Lt. F. J. Miffin receives the Oland Memorial Award for the highest standing in the recent 13-month weapons officers' course at the Fleet School of the RCN Atlantic Command, from Don Oland, representing his father, Col. S. C. Oland, Halifax. Lt. Miffin has joined the staff of the Weapons Division of the Fleet School at *Stadacona*. (HS-69730)

Lt. Doupe served as a wren with the Women's Royal Canadian Naval Service from August 1944 until she was demobilized in March 1946. She re-entered the navy as a Reserve naval airwoman, at HMCS *York*, Toronto naval division, in October 1951 and was commissioned as an acting sub-lieutenant a year later. Lt. Doupe served as a watchkeeping officer in the operations room of the Maritime Commander, Atlantic, in HMC Dockyard, Halifax, before assuming her appointment at Naval Headquarters in February 1960.

Lt. Berryman entered the RCNR in September 1952 and transferred to the regular force in December 1956 as an acting sub-lieutenant. She has served in HMCS *Coverdale*, naval radio station near Moncton, N.B., and other shore establishments.

Nearly Half-century Service to Navy

A long and active career that spanned nearly half a century with the Royal Canadian Navy in service and civilian capacities was honoured on September 12 when Cdr. Stanley F. Conquer, RCNR (Ret) of Ottawa, was presented with a gift certificate and a certificate of service to mark his retirement. Rear-Admiral P. D. Budge, Chief of Naval Personnel, made the presentations, which included a corsage for Mrs. Conquer.

Brief addresses were given by Admiral Budge, and by A. R. K. Anderson, Supervisor of Civilian Personnel, on behalf of the Minister of National Defence. Mr. Anderson mentioned that Mr. Conquer's combined civilian and service career covered 48 years.

About 150 naval civilian personnel crowded into the Board Room at Naval

Headquarters to witness the ceremony and to wish Mr. Conquer well in his retirement.

Mr. Conquer was born in Chatham, Kent, England, in September 1897 and came to Canada with his parents in October 1911.

From August 1914 to September 1919 he served in Canada's naval service. He was demobilized after the First World War and began his civil service career.

In July 1924 Mr. Conquer joined the RCNVR at the Ottawa division as a chief petty officer. He received his commission in the reserve in July 1926, with the rank of pay lieutenant, and in July 1934 was promoted to pay lieutenant-commander.

On September 10, 1939, Mr. Conquer was called into active service with the RCNVR. In July 1944 he was promoted to the rank of pay commander and was confirmed as a commander on demobilization in October 1945.

Mr. Conquer then resumed his employment with the civil service. He had held the appointment of Deputy Director of Naval Personnel, (Records) since July 1948.

Mr. Conquer has been a member of the Masonic Order for 43 years, and has served as secretary of the United Services Institute of Ottawa for 17 years. He is also first vice-president of Branch 16 of the Canadian Legion, and is a director of the Department of National Defence Recreation Association.

New Appointments For Chaplains (P)

Appointment changes of Five Protestant chaplains of the RCN occurred during the summer months.

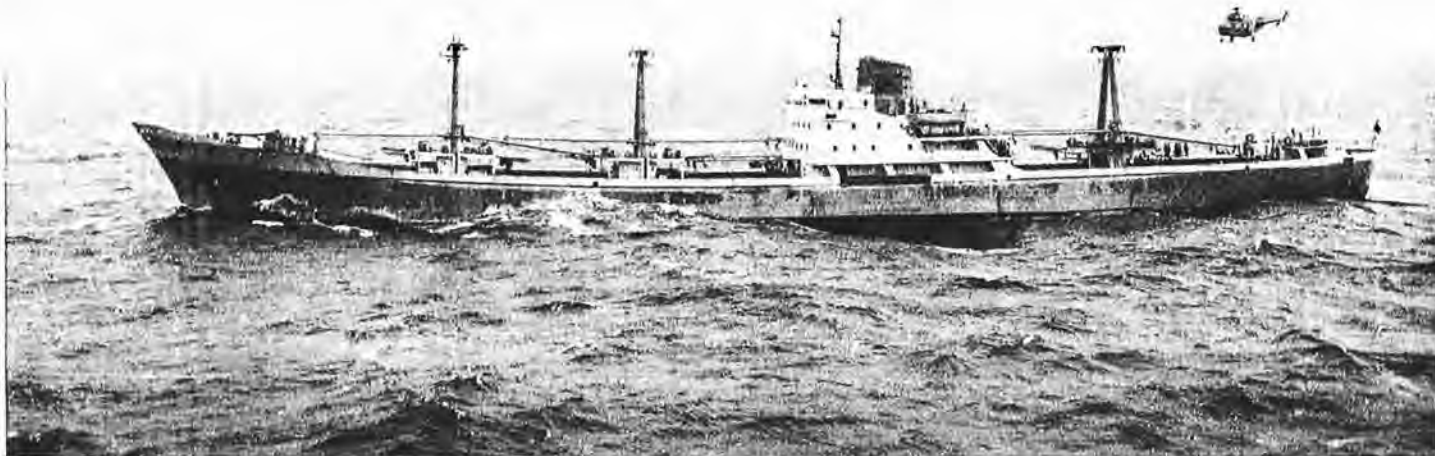
Chaplain Ivan R. Edwards was appointed to Naval Headquarters as Deputy Chaplain of the Fleet (P) on August 1.

Chaplain Charles Howe MacLean succeeded Chaplain Edwards as Assistant Command Chaplain (P) Western Command on July 3.

Chaplain William Bruce Taylor was appointed to HMCS *Fraser* as Chaplain, Second Canadian Escort Squadron, based at Esquimalt.

Chaplain Arthur Gordon Faraday who had been on the staff of the Command Chaplain (P) Eastern Command, relieved Padre Taylor on the staff of HMCS *Hochelaga* on September 4.

Chaplain Hugh A. Mortimer previously serving in *Cornwallis*, moved to the West Coast on the staff of the Flag Officer Pacific Coast at Esquimalt for duty as Chaplain (P) for the Dockyard and ships without chaplains.



The 9,041-ton Swiss merchant vessel *Celerina* was nearest to the spot when failure of three engines forced a Flying Tiger Airlines plane down in mid-Atlantic. She rescued 48 survivors, four of whom were later brought on board the *Bonaventure*, whose rescue helicopter is seen hovering over the stern of the ship. (BN-4786) ✓

Mid-Atlantic Rescue

THE ODDS against anything like it happening appeared impossibly long, but they shortened and struck when, on September 23, three engines of a Super Constellation, winging its way over the North Atlantic, failed one by one and forced the giant aircraft into the sea 500 miles from Ireland.

When the long search for survivors was at last abandoned the death toll among the 76 U.S. passengers and crew of the Flying Tiger Airlines plane was 28. The ship closest to the scene when the disaster occurred was the Swiss freighter *Celerina*, which took on board the 48 survivors and a number of dead.

At the moment of the disaster and nearly 500 miles to the southeast, HMCS *Bonaventure*, with the destroyer escorts *Crescent*, *Athabaskan*, *Cayuga*, *Micmac* and *Nootka* in company, was steaming eastward, Rotterdam-bound. The aircraft carrier, with the *Athabaskan*, immediately altered course toward the scene of the disaster. Aircraft from the carrier were over the search area shortly after dawn on September 24 and the two Canadian warships reached the scene about noon that day.

Other ships, which had been closer to the scene, were searching in the vain

hope of recovering survivors. Commodore W. M. Landymore, Senior Canadian Officer Afloat (Atlantic), flying his broad pennant in *Bonaventure*, co-ordinated the search, in which about 10 ships were participating.

An immediate requirement was to provide medical attention for the survivors on board the *Celerina*. The freighter was visited by a medical team from the carrier and it was found that the injuries of four of the lost airliner's passengers were such that they required immediate hospital attention. They were flown by helicopter from the *Celerina* to the *Bonaventure*.

By evening, the Swiss ship had proceeded on her voyage to Antwerp, after transferring three bodies to the carrier, the *Athabaskan* was on her way to Plymouth to fuel and merchant ships in the area were encouraged to continue their voyages. The *Bonaventure* remained on the scene with two weather ships, one of which had nine bodies on board.

The remaining ships and the *Bonaventure* searched on through the night and the carrier's aircraft resumed combing the sea at dawn the next day. The area was lashed by strong winds

and high seas. It became apparent, long before the *Bonaventure* again set course eastward at sundown, that no more survivors would be found. Before she departed the nine bodies from weather ship Juliett were brought on board.

On the morning of September 27, as the *Bonaventure* reached the Irish coast, the survivors and dead were flown by helicopter to Shannon airport.

Two of the injured survivors brought on board the *Bonaventure* were Major R. Elander, of the U.S. Army, and his wife. Before he left the ship he told the story of the disaster in these words:

"Our first intimation that there was anything amiss occurred when we were given a second more thorough ditching drill. This time all passengers put on their life jackets and were then told to remove their shoes, socks or stockings, jewellery pins and so forth.

"Although we knew a ditching was about to happen, an air of quiet calm prevailed in the cabin. As the aircraft started its descent we put our heads down between our knees and held on tightly. The cabin lights went out and all that could be heard was a high whine as we came lower and lower.

"These last minutes were terrible. We had been briefed to expect three impacts with the water but in fact there was only one big crash. Our seats on the port side were thrown forward bodily. Mrs. Elander received a blow on the head and I had my leg trapped. The cabin must have started filling for I could feel water round my feet.

"As I struggled to get clear I saw Mrs. Elander climbing out through the escape hatch and I figure about six or seven others followed her out before my turn came. Water was coming in through the hatch which looked very small.

"My wife meanwhile had gone from the wing into the water and was hanging on the side of a life raft which had not inflated. By the time I finally left the aircraft. I had no idea of where she was but, seeing something floating in the water with people around it, I made my way over and held on. The next person to me was my wife. The life raft finally inflated and we began boarding.

"We both had to be hauled into the raft, for my arm was hurt and my wife had dislocated her shoulder. Being among the first on board, we found ourselves in the centre where the fabric bottom sags the most. As more and more people came on board, more and more water slopped over the sides, so the tighter we were packed and the deeper the water became.



Hon. George Drew, Canadian High Commissioner to Britain, addresses the ship's company of the Bonaventure at Shannon, Ireland. (O-14584-11)

"Ultimately, when everyone we could see was in, I found myself with my left arm crooked about my wife's head, just able to keep her mouth and nose above water. We were in this position for about six hours, until taken on board the *Celerina*.

"A flashlight was found but it was decided to restrict its use to signalling,

some hymns were sung and an attempt was made by people on the perimeter of the raft to bail it out. This effort was rendered completely ineffective by both the large numbers in the raft and the amount of cold water coming in from the large swell and whipping spray.

"Our time was wholly occupied by trying to keep my wife's mouth and nose above water, made even more difficult by the movement of people around us. As the raft rode over the swell one of three people pressed against my wife slid below the water.

"We found ourselves rather hazy about that time in the raft, I remember watching the tail of the plane slide straight down below the surface, I remember seeing an aircraft circling overhead and I remember seeing a yellowish light in the darkness which proved to be the *Celerina*, our rescue ship.

"Our recollections of the ship are equally fleeting—bright lights—ropes and a dangling Jacob's ladder—three or four of us left in the raft—a body lying across my wife—the water in the raft hideously filthy with blood and vomit and then, finally, blessed sleep in a warm bunk."

This was the end of Major Elander's account, but he had a further wry comment to make:

"When I get back to the States I'll make sure the car is fitted with safety belts."



Survivors who required medical care are brought on board the Bonaventure from the rescue ship *Celerina* and taken to the carrier's sick bay. (BN-4785)



Major C. R. Elander and his wife, Lois, were two of the four crash survivors to receive special medical care in the *Bonaventure's* sick bay. (BN-4782)

A report from the *Bonaventure*, based on interviews with the survivors, gave further details of the ditching of the plane in darkness in a sea whipped up by winds of 45 to 50 knots.

Not only had the navigator of the Super Constellation carried out excellent position report, thus speeding rescue aircraft to the scene, but he is credited with having given ditching drill, advice and a running commentary on what was happening so that the passengers were as well prepared as possible for the moment the plane would crash into the sea. All survivors and dead, were found to have donned life jackets.

If the pilot, under conditions in which the plane went down, lands the aircraft at right angles to the swell, it is certain to be torn to pieces. His one chance is to set the plane down in a trough parallel to the crests. This the pilot did and the plane remained afloat long enough for the passengers and crew to escape into the sea. Unfortunately the impact ripped away the port wing, taking with it two of the life rafts.

The seats on the port side broke loose and hurtled forward. The most serious injuries, bruises, cuts, missing teeth,

and in two cases, broken bones, occurred among the port-side passengers.

When a medical officer and sick-bay attendant from the *Bonaventure* arrived on board the *Celerina* by helicopter, they found the survivors sitting around the lounge or in their cabins, some talking quietly among themselves, others saying nothing and seeing nothing.

The ship's crew had provided what clothing they could and the results ranged from the nondescript to ludicrous. But the colonel swathed in a blanket and the stewardess in a seaman's jacket and oversize dungarees worried little about their dignity.

During that afternoon the *Bonaventure's* rescue helicopter made 13 trips under difficult conditions. The helicopters also played an important part in the vain search for other survivors. Winds of 25 knots continued throughout the search. From time to time showers reduced the otherwise good visibility and the sea swell was from 10 to 12 feet in height.

Landbased aircraft of the RCAF, USAF and RAF were early on the scene after the stricken aircraft had sent out the first distress calls. Surface craft that hastened to the area included

merchant ships, a U.S. Coast Guard vessel and two weather ships, in addition to the first ship on the scene, the *Celerina*.

On the arrival of the *Bonaventure* in the Shannon estuary the Canadian High Commissioner to Britain, the Hon. George Drew, who had flown from London, came on board by helicopter and personally congratulated the flyers and medical team that had assisted in the rescue operation. For the occasion a guard and band was paraded and the ship's company was fallen in on the flight deck at which time Mr. Drew conveyed the praise of the Rt. Hon. John Diefenbaker, Prime Minister, for the ship's part in the rescue and added his own commendation.

Plaque Honours Rescue Efforts

The assistance given by HMCS *Bonaventure* in the rescue operations following the ditching of the Flying Tiger airliner in the North Atlantic has been recognized by the U.S. Air Force in Europe by the award of a plaque to the aircraft carrier.

The plaque was sent to National Defence Headquarters by General Truman H. Landon, commander-in-chief of the USAF in Europe, "in recognition of the immediate response and unselfish assistance" rendered by the *Bonaventure* during the rescue operations. The downed plane was under contract to the USAF.

In sending the plaque to the ship, the Naval Secretary made the following additional observations:

"Naval Board viewed with much pleasure and appreciation the splendid way in which this rescue operation was performed. The success of this operation reflected credit on the entire Royal Canadian Navy. The reputation of the Navy was considerably enhanced both within Canada and without.

"I am desired by the Naval Board to extend their congratulations to the Senior Canadian Officer Afloat Atlantic, the commanding officer, officers and men of HMCS *Bonaventure*, similarly to the officers and men of the embarked detachments of VS 880, HS 50 and HU 21 Squadrons and HMCS *Athabaskan*."

Earlier, R. L. Gilpatrick, Deputy Secretary of Defence, Washington, had sent this message to Hon. Douglas S. Harkness, Minister of National Defence:

"Please convey to Canadian naval personnel our deep appreciation for their dedicated efforts in the tragic aircraft accident off the Irish Coast this week. They have earned the gratitude of all Americans. It was a heartening demonstration of the friendship that has traditionally marked the relationship between our peoples."

HERE AND THERE IN THE RCN



Pretty, young patients at the famous Grenfell Mission Hospital, in St. Anthony on Newfoundland's northern tip were visited by Canadian sailors from HMCS Sioux during the ship's visit there with Lieutenant-Governor L. Macpherson of Newfoundland embarked. Left to right are Ord. Sea. Dennis Dziuba; Doreen Gleg, of North West River; AB Eddis L. Fisher, and Viola Williams, of Cartwright. (HS-69100-29)



AB Brian Spencer answers questions posed by Admiral of the Fleet, Sir Caspar John, during inspection of a guard mounted in the First Sea Lord's honour at Stadacona on October 11. Sir Caspar was on a three-day visit to Halifax. The vertical sword is held by the officer of the guard, Lt. F. J. Mifflin. (HS-70037)



Miss Dorothy Cross, of the Naval Supply Depot, Halifax, who was elected "Miss Fire Prevention Week 1962" under auspices of the Base Fire Department in early October. (HS-69914)



There was a rush of applicants to join the University Naval Training Division at the University of New Brunswick as fall recruiting opened. Here a beanie-topped freshman, Donald A. Bonnell, of Fredericton, discusses prospects with Cadet G. T. Dixon. (Photo by the Harvey Studios, Ltd., Fredericton)

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Jonquiere*

At the beginning of July the *Jonquiere* embarked 25 ROTP cadets for their annual summer training and sailed on a two-week pilotage cruise through the Gulf Islands. For many, this was the first time in this part of the world and the splendour of the Garden of Canada was a new experience to some of the inlanders.

During the pilotage cruise there was ample time in the long summer evenings for the ship's teams to play baseball ashore and pull the whaler in preparation for squadron competition during the trip to Long Beach and Pearl Harbour. An enthusiastic water-ski school was started by the captain, who brought his motor boat along for the trip.

At Plumper Sound the squadron regatta gave the *Jonquiere* a chance to show her mettle when, just out of refit, she came second (to the *Stettler*) by one point. This loss was, however, completely erased the next day when the

Jonquiere's cadet whaler-crew won by a large margin.

A helicopter transfer demonstration (courtesy VU-33) qualified the *Jonquiere's* Chief ER for a "small set of wings" by virtue of a trip up and down on the hoist.

A four-day visit to Long Beach was utilized by most in the ship to visit many interesting spots in the Greater Los Angeles area.

For the first three days of the cruise from Long Beach to Pearl Harbour the fierce competition for "Cock of the Squadron" trophy continued, but the detachment of three ships for Esquimalt, while disappointing, did not dampen the competitive ardour of the remaining four.

The *Jonquiere* won the ship's-company and senior cadet flag-hoisting but was unable to rival the *Stettler's* earlier gains in boat pulling and sports despite superhuman efforts.

In the newly created Squadron Anti-submarine Trophy competition, the *Jonquiere* did herself proud by placing second.

The *Jonquiere* returned to Esquimalt with the rest of the Fourth Escort Squadron at the end of August to a month of leave and self-maintenance.

HMCS *Antigonish*

The *Antigonish* sailed with two other frigates of the Fourth Escort Squadron, the *Beacon Hill* and *Ste. Therese*, from Esquimalt on May 22 to start the first phase of the first and second year ROTP cadets' summer training program.

This phase covered the basic ship familiarization and introduction to navigation for the first year cadets and practical pilotage, ship conning and engineering training for second year cadets. There was plenty of boatwork for both ships' company and cadet crews, and softball practice for the ship's team, including a match versus the cadets that resulted in a victory for the ship's team. After pilotage training, the ships sailed on June 4 for the ocean phase, and a visit to Hawaii. Training evolutions and competitive boatwork continued on the 11-day passage to Pearl Harbour. The *Antigonish* maintained a lead over the other ships throughout, for points towards the cruise Cock o' the Walk trophy.

Arriving in the Hawaiian Islands area the *Antigonish* detached to enter Pearl Harbour early to land an officer for hospital. The ship's company took this opportunity to vote in the Canadian federal election and, after completion of voting, the ship sailed to join the squadron at Kealahou Bay, Island of Hawaii, where the ships anchored on June 14. Kealahou Bay is famous as the place where Captain James Cook, RN, the discoverer of the islands, was killed by the natives on February 14, 1779.

Working parties from the three ships landed to clean the area of the Cook monument and spruce up the monument itself. Following the short visit, the ships weighed anchor and proceeded north to scenic Maalaea Bay, Island of Maui.

Next day, the squadron carried out an indirect bombardment on the American bombardment range on the Island of Kahoolawe. The bombardment was a successful and valuable experience for all, and rounded off the training of



The 3,070-ton, 380-foot anti-submarine destroyer *Limburg* of The Netherlands Navy arrived in Esquimalt Harbour in mid-September, for a four-day visit to the Pacific Command of the RCN. Commanded by Cdr. J. C. H. Van Den Bergh, and carrying approximately 270 officers and men, the *Limburg* is the first Dutch warship ever to visit the West Coast naval base. (E-68500)



Ldg. Sea. Charles David Musgrove was congratulated on board HMCS *Sioux* in Halifax on September 28 by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, on his receiving a commendation from the Chief of the Naval Staff. The *Sioux* sailor saved the life of Ldg. Sea. Frederic Bichard, when the destroyer's motor cutter was carried away and demolished in heavy seas off Bermuda on February 7. (HS-69866)

this passage. The next morning saw the arrival of the ships at Pearl Harbour for a four-day good will visit. When they left the keen competition for the Cruise Trophy continued. The competition for it and in cadet training results ended well for the *Antigonish*, which won the Cock o' the Walk, and for two of her cadets, Cadet Captain A. J. Smith, who was awarded the Queen's Canadian Sword, and Cadet D. G. Mitchell, who won the Stubbs Memorial shield for outstanding efforts in sports. Cadet J. Q. Jackson of the *Ste. Therese*, was nominated for the Department of National Defence award of the officer of the watch telescope for highest marks.

Cruise Alpha ended with the happy return to Esquimalt on July 1. After a short stay in port, during which the Cruise Alpha cadets landed and the second group embarked, the *Antigonish* sailed again for the pilotage phase of Cruise Bravo.

An interdepartmental softball tournament was played off, which ended in a tie between Supply and Engine Room. On July 22, the squadron—both divisions reunited—sailed for Long Beach, California. During the four-day stay in Long Beach from July 27 to 31 cadets and ship's company visited famous attractions.

The *Antigonish's* softball team added another victory to its honours, defeating the team of the host ship, USS *Hubbard*, 21 to 3.

After leaving Long Beach training continued, together with preparations for Pearl Harbour. However, the three frigates were ordered to return to Esquimalt.

The division arrived in Esquimalt in time for the highlight of the Victoria Centennial, the naval salute to Victoria. Also visiting at this time was Her Majesty's New Zealand Ship *Royalist*, so New Zealanders also had the opportunity to enjoy the three-day program of the Navy's salute.

The season concluded with training off the west coast of Vancouver Island and a quick look at some of the outstanding scenery of the inlets in the Nootka Sound area.

Early in the morning of August 18 the ships proceeded independently, the *Beacon Hill* to Gold River, the *Ste. Therese* to Zeballos, and the *Antigonish* to Tahsis.

The town of Tahsis is located 20 miles up Tahsis Inlet, a long, narrow, crooked finger of water pointing almost due north. The inlet is extremely narrow and much too deep for anchoring.

At 1100 in driving rain the ship came alongside one of the two jetties, Tahsis

is a "company town" of 1,300, owned, developed and operated by the Tahsis Company, a subsidiary of the Danish East Asiatic Company. Gold River, which is a subsidiary to Tahsis, and famous for fishing as well as lumber, is on the company road to Campbell River—the only road out of the area.

The town of Tahsis hugs the lower slope and is dwarfed by towering, green clad hills. Its economy is based on the lumbering carried out by the company in the area and on the company sawmill, which prepares the timber for export all over the world. Deep sea cargo ships call at the port regularly but the *Antigonish* was the first Canadian warship to visit the town since early in 1961.

Facilities ashore are limited to a movie house and company stores, but the residents of Tahsis entertained generously and gladly. The ship's company attended the United and the Roman Catholic churches and many of the townspeople visited on board.

It was not the originally planned visit to Hawaii but it was one that will long be remembered with pleasure.

ATLANTIC COMMAND

HMCS *Sioux*

The *Sioux*, after a period alongside during which most of the ship's company went on annual leave, sailed on September 10 and, after making a rendezvous the next day with the *Iroquois* and *Huron*, proceeded in company with them to St. John's, Nfld.

The Third Squadron took an active part in the ceremonies surrounding the annual meeting of the Navy League of Canada in St. John's. For the *Sioux* it was an opportunity to renew old Newfoundland friendships.

Two familiarization cruises to the harbour approaches had been planned but one had to be cancelled due to bad weather. However, the *Sioux*, with the *Huron* in company, did sail on September 15 with delegates of the Navy League. Reserves from HMCS *Cabot*, Sea Cadets from the St. John's area and friends of members of the ships' companies embarked. The visitors were treated to officer-of-the-watch manoeuvres, squid and AA firings and large helpings of ice cream, cake and cookies for the children.

The next day, with the hills flanking the harbour entrance covered with spectators, the Third Canadian Escort Squadron steamed out of St. John's. The Signal Hill area resounded with echoes

of car horns as the onlookers showed their appreciation of the efforts made by the officers and men of the ships' companies to make the visit a successful one.

En route to Halifax the Commander Third Escort Squadron, Captain G. C. Edwards, was transferred to the *Sioux* by jackstay to carry out annual sea inspection.

On arrival in Halifax September 18, the *Sioux* returned to a period of self-maintenance and shore training.

A farewell reception for the squadron commander, Captain Edwards, was held in the wardroom of the *Huron* during the evening of September 22. A gift was presented to Captain Edwards on behalf of the commanding officers and officers of the squadron by Cdr. C. A. Law, commanding officer of the *Sioux*, who succeeded Captain Edwards as squadron commander on October 1.

HMCS Cape Scott

Primarily a mobile repair ship to keep the Atlantic Fleet on the go during extended operations, HMCS *Cape Scott* went into the hotel business last summer.

Her clients were some 240 members of the standby crew of the *Bonaventure*, which was undergoing refit and docking at Davie Shipbuilding Limited, Lauzon, Que. The *Cape Scott* provided, among other things, living accommodation for the "Bonnie" sailors who had to be on hand to help with the refit of the 20,000-ton carrier.

The repair ship, commanded by Cdr. A. H. Rankin, headed for Lauzon from her normal base in Halifax on July 22. The *Bonaventure*, normal crew pared down from 1,200 officers and men and otherwise lightened, sailed the following day from Halifax.

The "floating hotel" berthed at the entrance to the Champlain Dock in Lauzon, a handy home for the *Bonaventure* personnel. She also undertook minor repair and maintenance work for the carrier in her capacious and well-equipped machine shops.

HMCS Lanark

Over a year ago, the commanding officer of the frigate *Lanark* received a letter from a Mrs. Thompson, of Edmonton, to say that she had just formed a Sea Ranger Crew of some 16 girls. As Mrs. Thompson came to Canada from Scotland, the name *Lanark* appealed to her. She wrote to the ship to ensure that it would be acceptable if her crew were named "Sea Ranger Ship *Lanark*".

Since that time the *Lanark* has continued to keep the Sea Rangers informed of her activities and to send photographs of the various parts visited. In addition, photographs of the ship and ship's company have been sent along with a reproduction of the ship's badge. Last winter, the Edmonton CBC-TV station featured the Sea Rangers and the *Lanark* received considerable publicity in the West, in spite of being an East Coast ship.

The Sea Rangers have presented a trophy to the ship, which is now available for competition. This trophy is a replica of a sailing dinghy of the type used by the Sea Rangers, who sail under guidance of HMCS *Nonsuch*, the Edmonton naval division.

In turn the ship's company decided to repay the girls' kindness and have sent them all *Lanark* sweaters.

NAVAL DIVISIONS

HMCS Cabot

On September 27, the opening drill night for Memorial University Naval Training Division, Cdr. G. R. Pearson, commanding officer of *Cabot*, the St. John's, Newfoundland naval division, presented Cadet R. S. Hutchings with a boatswain's call.

Cadet Hutchings earned the award as the best cadet in his division at HMCS *Cornwallis* during the summer. He was on cruise when the annual awards were presented at *Cornwallis* by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast.

HMCS Carleton

Cdr. J. M. Robertson took command of *Carleton*, Ottawa's naval division on October 11. He succeeded Captain W. R. Inman, who had been in command of the reserve division since September 1956. Captain Inman has been appointed to the retired list of the Royal Canadian Naval Reserve.

Cdr. Robertson, *Carleton*'s executive officer since September 1960, served in the Royal Canadian Naval Volunteer Reserve at Ottawa from 1933 to 1936 and afloat and ashore throughout the Second World War.

Carleton's executive officer since September 30, 1960, Cdr. Robertson is a civil service administration officer with the National Research Council in Ottawa.

Captain Inman was born in Prince Edward Island on Aug. 31, 1911. He joined the RCNVR in February 1942 as a probationary sub-lieutenant. He served in the corvette *Rimouski* for a number of months before taking a long



At this moment David Fleming became an ordinary seaman in the RCNR. Attesting him is Lt. J. W. Conway, recruiting officer in HMCS *Cabot*, the St. John's, Newfoundland, naval division. Standing at the right is Ord.-Sea. Fleming's father, Lt.-Cdr. C. W. Fleming, staff officer in *Cabot*. (NFD-7364)

navigation course in the United Kingdom. Following his return to Canada, he served in the destroyers *Restigouche* and *Ottawa*. He was promoted to the rank of lieutenant in February, 1943.

Demobilized in November 1945, he went on the peace-time naval reserve active list on December, 1946, at *Carleton*. Appointed executive officer of the division in July, 1947, he became commanding officer in September 1956. He was promoted to the rank of Captain on January 1 of this year.

Captain Inman is a senior scientific officer in the Department of Mines and Technical Surveys.

HMCS *Montcalm*

Perhaps the busiest summer that the Quebec City division has ever experienced has come to an end.

From May 1 to July 27 more than 32 warships, representing the United States, Great Britain, France and Canada, paid formal or informal visits to this capital city of Quebec Province. Among the visiting ships were the French ship *Commandant Bourdais* (successor to the *L'Aventure*), the carrier *Bonaventure*, the submarine *Alderney* and the 45,000-ton carrier *Intrepid*, flagship of COMCARDIV 16, which incidentally recovered astronaut Scott Carpenter.

The many details involved, such as pilots, berths, berthing parties, health pratiques, customs clearance, aircraft and helicopter clearances, logistics, official calls, receptions, luncheons, dances for the ships' companies, transportation, sports activities, etc., were programmed and executed by the RCN staff of the division.

It is of interest to note that during the stated period more than 225,000 people visited the ships, more than 5,000 official invitations were extended for the varied and many functions and more than 10,000 officers and men proceeded on short leave to seek out the historical places within the old walled city. Many considered this port of call the finest that they had ever visited—a high tribute to the citizens of Quebec City.

SEA CADETS

Cdr. F. C. Aggett, national president of the Navy League of Canada, on the occasion of the 67th annual meeting of the National Council of the Navy League of Canada in St. John's, Newfoundland, in September, announced the name of the Sea Cadet of the Year.

He is Sea Cadet Petty Officer (First Class) T. J. Metcalfe of the Royal Canadian Sea Cadet Corps *Columbia*, Aldergrove, B.C.

Qualities for selection included regular attendance, personality, training accomplished and, most particularly, outstanding qualifications for leadership.

The Navy League of Canada has close to 20,000 Sea Cadets, Navy League Cadets and Wrenettes in 220 centres across Canada.

PO Metcalfe joined RCSCC *Fraser* in New Westminster after two years' membership in the Navy League Cadets and transferred to RCSCC *Columbia* in 1959. In addition to attaining the rank of petty officer (first class), he qualified for badges as boatswain, communicator, marksman and in first aid.

He has instructed in the Aldergrove-based corps as well as helping in its general administration. His example of leadership was a major factor in the development of an esprit de corps which has placed his corps in the top ranks of those in the Pacific area. In *Columbia*, PO Metcalfe achieved 100 per cent attendance at regular drills,

Lady at Sea But She Didn't Know

The elderly lady sat in the wardroom of the frigate *Victoriaville*, enjoying her tea, charmed by the conversation and thrilled by the presence of uniformed naval officers.

The three hours of her visit on board passed quickly and she was at last told that the ship was back in port and visitors were going ashore. It was a startled lady visitor who learned for the first time that she had just completed a two-and-a-half-hour "sea voyage".

The incident occurred last June in Toronto when it was considered the presence of the *Victoriaville* would add a little colour to a ceremony marking the completion of the new Pier 24 by the Toronto Harbour Commission. The pier is the location of the new skyscraper-high 450-ton crane that dominates the waterfront scenery.

The ship herself was involved in another ceremony, marking the retirement of Commodore R. I. Henty as Senior Naval Officer Toronto. Invited for the occasion were his successor, Captain (now Acting Commodore) J. W. Goodchild, and about 100 guests. A cruise on Lake Ontario was part of the program.

Some of the onlookers at the pier ceremony assumed the *Victoriaville* was holding "open house" and came on board with the commodore's guests. One gentleman didn't discover his error until the ship had left the dock. On his plea that he had an urgent meeting to attend, he was landed by cutter.

The elderly lady, showered with attention by the wardroom staff, didn't learn of her mistake until the cruise ended.

shore activities, rifle range practices, cross-country runs and general work parties.

For summer training, he attended annual camps at HMCS *Quadra* in 1959 and 1960, went to *Naden* in 1961 for a boatswain course, and to *Cornwallis* this year for the advanced boatswain course.

He had outstanding scholastic achievements—class president in 1961 term, president of numerous school clubs and was selected to represent his school on a student exchange with one from the U.S. He was also named valedictorian for the 1962 graduating class and was awarded the High School Citizenship trophy. He is a member of Brookwood volunteer fire department, the local civil defence unit, chairman of the physical activities committee of a youth organization and treasurer of the local adult bowling league. His academic average from grades 9 to 12 was "A".

PO Metcalfe was awarded the Mathematical Association of America Pin in 1961 and 1962. He intends to take his senior matriculation at the local high school and then apply for entry in the Regular Officer Training Plan.

PO Metcalfe has been awarded the David H. Gibson Challenge trophy with a plaque for his permanent retention, and other opportunities for rewards and recognition.

Sea Cadet Petty Officer J. Morrison, of RCSCC *Warspite*, Kitchener, Ontario, placed second in the competition.

In 1961, the first place award was also made to a West Coast corps. Sea Cadet Petty Officer Philip E. Perry, of RCSCC *Captain Vancouver*, last year's winner, has this year been awarded a Navy League Scholarship valued at \$300 as a first year student at the University of British Columbia.

Cdr. Aggett also announced winners of the League's national attendance and general trophy proficiency trophies.

National Attendance: RCSCC *Terra Nova*, of St. John's, won the senior classification and RCSCC *Revenge*, of Penticton, B.C., the junior. Senior runner-up was RCSCC *Swiftsure*, of Brandon, Man., the junior runner-up being RCSCC *Parrsboro*, in Nova Scotia.

General Proficiency: Senior winner was RCSCC *Lion*, of Hamilton, and Junior, RCSCC *Illustrious*, Weston, Ont. Senior runner-up was RCSCC *Swiftsure*, Brandon, and junior runner-up, RCSCC *Wetaskiwin*, in Alberta.

Each corps winning the general proficiency competition receives a naval officer's sword for use on ceremonial occasions.



Second from the right is Lt. S. T. Mallon, commanding officer of Canada's first (and, until now, only) Eskimo Navy League Cadet Corps, receives a badge of the *Cap de la Madeleine* from Cdr. Ken Grant, captain of the ship, and Ldg. Cadet Atani Nuvalinga receives the badge of HMCS *La Hullose* from Lt. J. W. Smallwood, *La Hullose's* executive officer, while the ships were at anchor in Hudson Bay off Port Harrison. (CCC9-259)

Cadets in Eskimoland

By

Lt. Norman Pascoe, RCNR

ONE THOUSAND miles due north of Ottawa, on the eastern shore of Hudson Bay, is the sub-Arctic village of Povungnituk, Quebec. In this tiny settlement is a Navy League Cadet Corps composed of 22 boys from 11 to 15 years of age.

The corps is the most remote, by far, of any in Canada; but what really makes it unique is the fact that all its members are Eskimo boys.

Last summer these boys experienced a "once-in-a-lifetime" thrill when they made a rendezvous with two Royal Canadian Navy warships at Port Harrison, 100 miles down the coast from Povungnituk. The boys, all neatly uniformed, made the trip in a 40-foot fishing boat and rendezvoused with the frigates *Cap de la Madeleine* and *La Hullose* at Port Harrison, the nearest harbour to Povungnituk at which the ships could anchor.

Besides the 22 cadets, the entire population of Port Harrison, comprising about 30 whites and 400 Eskimos,

flocked out in a variety of small boats to greet the first warships ever to call at the little community.

The young cadets presented a smart appearance as they stood at attention on the deck of their boat, the *Tobiak*, coming alongside the *Cap de la Madeleine*. Each saluted properly as he stepped on board the warship.

Commanding officer of the cadet corps is Lt. S. T. Mallon, bearded school principal at Povungnituk. A native of Belfast, Ireland, he came to Canada in 1954, learned to speak Eskimo and moved to the Arctic village in December 1959.

He decided to start the Navy League Cadet Corps (junior Sea Cadets) in January 1961 as a spare time activity for his young students. The corps, NLCC *Nanuq* (meaning Polar Bear) is

administered by the Quebec division of the Navy League with headquarters in Montreal.

The corps has just acquired a naval whaler, delivered recently by the Department of Transport icebreaker *Montcalm*, in which the cadets are learning navy-style seamanship, although the Eskimo lads are natural boat builders. They have named their whaler *Nanungua*, which means "make believe polar bear".

The cadets were given the run of the *Cap de la Madeleine* during her 30-hour stay at anchor off Port Harrison. Local residents also boarded both frigates and displayed keen interest in the guns, anti-submarine weapons, machinery and sailors.

Cadets and visitors were taken on a two-hour cruise and given a demonstration of jack-stay transferring with the ships steaming along at 12 knots only 80 feet apart; anti-submarine mortar firing; four-inch gun surface shoot; man overboard drill, and small arms



Ldg. Sea. M. W. Tye shows Eskimo Navy League Cadets Eli Tuaiti and Simon Elutak how to handle an FN rifle. (CCC9-253)

firing with the cadets and some of the Eskimo hunters participating.

The hunters were greatly impressed by the automatic FN rifles. Howard Dove, manager of the local Hudson's Bay Company store, said he expected a flood of orders for FN rifles.

"They're all of the opinion there would be nothing better for caribou hunting," he said.

The cadets joined the sailors for lunch and supper in the seamen's cafeteria, and later were shown a movie. After dark, both ships put on a spectacular display with star shell, rockets and searchlights.

Next morning, steel-helmeted University Naval Training Division officer cadets from both ships, training with the squadron, landed with full battle gear on a nearby uninhabited island with orders to "demolish a radio station secretly set up by a foreign power". The exercise was successfully carried out with demolition charges being set off while the Eskimo cadets watched from the *Cap de la Madeleine*.

The warships sailed soon after, after the Navy League Cadets had boarded the fishing boat *Tobiak* for their return voyage to Povungnituk complete with cap tallies, lanyards, bosun's calls, a display board of knots and splices, sundry rope and other spare gear scrounged for them by the sailors. Ship's badges from the *La Hulloise* and *Cap de Madeleine* were presented to Lt. Mallon.

"This has been like a dream," he said. "My lads will never forget it. Nothing as big as this has ever happened, or is likely to happen in an Eskimo's lifetime."



An Eskimo Navy League cadet gives the quarterdeck of the *Cap de la Madeleine* a brisk salute as he comes on board the frigate. (CCC9-243)

The *Cap de la Madeleine* and *La Hulloise* then sailed across Hudson's Bay to join their sister ships, *Swansea*, *Lauzon* and *Buckingham*, at Churchill, Manitoba. The squadron visited the grain port for a few days and refueled before starting the 3,000-mile return voyage to Halifax.



No finer compliment could have been paid to the ship's cooks than the gusto with which these members of the Navy League Cadet Corps of the sub-Arctic village of Povungnituk tackled their shipboard dinner. (CCC9-258)

THE RCN's SAGA RE-TOLD

WHEN THE Royal Canadian Navy decided to publish an account of its operations during the Second World War, it entrusted the task of writing it to an established Canadian author who had served in the Navy and who had a first-hand knowledge of the subject.

The choice was a good one. Joseph Schull, in *The Far Distant Ships*, came up with a gripping and superbly readable account of the triumphs and tragedies of a young, untried naval service that withstood the test of global war and made a substantial contribution to Allied victory.

Now Mr. Schull, a former lieutenant-commander who served ashore and afloat, in Canada and overseas, has re-told the story for younger readers and has thus brought it within the reach of a post-war generation that ought to know how and why nearly 100,000 Canadians, many of whom had never before seen ship or ocean, lived, fought and died at sea for Canada.

Ships of the Great Days (the title is not quite as stirring as that of the original) is a valuable addition to the Macmillan series "Great Stories of Canada", to which Mr. Schull has contributed two previous volumes, *The Salt-Water Men: Canada's Deep-Sea Sailors* and *Battle for the Rock: The Story of Wolfe and Montcalm*. The series has already grown to 26 volumes and contains a half-dozen or more titles of direct interest to those who love the sea and ships.

The excellence of the present volume is augmented by the drawings of another naval veteran, Ed McNally, whose bold pen strokes catch the dramatic intensity of the tales told in the text. These illustrations record with startling impact a rugged kind of life and types of ships that have already receded into the past.

And, speaking of the passage of time, the Navy's current crop of recruits includes youths born since the Second World War to whom that conflict must look like ancient history indeed. For their sake and for the sake of those who follow them, it is regrettable that the procession of the years has resulted in a number of avoidable errors creeping into Mr. Schull's text.

For example, the description of mine-sweeping procedures on page 116 gives a wrong explanation for the sweepers steaming in "staggered" formation (the author's word) saying that it is "so that

BOOKS for the SAILOR

they would not become entangled in their 'sweeps', the long saw-toothed cables which ran out behind each ship, dragging a little below the surface." The young reader would not guess from this that the actual reason for each following ship taking up position off the quarter of the one ahead was to afford the protection of a swept channel to all but the lead ship. The reviewer's recollection of sweep wires is that they were rough, but not saw-toothed, and that steel cutters fixed to the wires took care of the moorings of the mines.

There are statistical errors, all on the low side, in references to the dimensions, speed and endurance of the six River class destroyers with which the RCN began the war. In addition, four

of the "five smaller vessels which were described as 'Bangor-class minesweepers'" were, in fact, coal-burning Fundy class 'sweepers and the fifth was a trawler type, the *Armentieres*.

These and other slips do not spoil the general excellence of the book. But they are there and they need not have been.

It is particularly to Mr. Schull's credit that in preparing this shorter version of his earlier book he has not "boiled down" the more dramatic story of the war at sea but has given them the full narrative attention they deserve. Those of the post-war generation who have the opportunity of reading the present volumes will have a better understanding of the Navy's problems and accomplishments of 20-odd years ago and of its purpose and worth today. —H.M.C.

SHIPS OF THE GREAT DAYS, Canada's Navy in World War II, by Joseph Schull; published by the Macmillan Company of Canada, Toronto; 156 pages; illustrated; \$2.50.

COMMUNIST SHIPPING

ONLY SINCE the Second World War has Russia been thought of as a growing maritime power. Although she had one of the world's longest coastlines, her geographic position denied her ready access to the sea. Many of her harbours were icebound in winter and the same applied to her northern shipping routes.

Now the hammer and sickle is seen on every ocean from the Arctic to the Antarctic. She has had a nuclear-powered icebreaker at sea since 1959, her fishing fleets are continually in the news, her intensive oceanographic research program is watched with in-

terest and sometimes concern and, although she may be regarded as an intruder on what other nations think of as their preserves, she is no longer considered an inept one.

Russia has an able ally, with an ancient maritime tradition, in Poland, whose shipyards are building efficient, modern vessels for both countries. To a smaller degree, the merchant fleet of the Communist bloc draws support from East Germany, Bulgaria, continental China and the landlocked and lesser Communist countries.

This emergence of the Communist countries as shipbuilders and operators of merchant fleets is surveyed in detail by Instructor Lt.-Cdr. John D. Harbron, RCNR (Ret) in *Communist Ships and Shipping*. The writing and compilation of this volume was a task for which Lt.-Cdr. Harbron was well equipped. He made a study of Japanese merchant shipping tonnage for the RCN during the Second World War and turned his attention to Communist shipping during the Korean conflict.

He apparently encountered less resistance in garnering facts about Polish shipbuilding and ships than in his surveys of the shipping of other Iron



Curtain countries and the section of his book dealing with Poland is the lengthiest and most detailed. This is not to say that he has skimmed his presentation of the facts concerning Russia and other Communist countries.

An interesting feature of the book is the reproduction of numerous line drawings of ship profiles by Kenneth R. Macpherson, another RCNR veteran.

The book is generously illustrated with half-tones, supplemented by maps, diagrams and tables that all make their contribution to Lt.-Cdr. Harbron's important, instructive and interesting survey.—H.M.C.

COMMUNIST SHIPS AND SHIPPING, by John D. Harbron; published in Canada by Clarke, Irwin & Company Limited, 791 St. Clair Avenue, W., Toronto 10; 264 pages, with 61 plates, 34 ship profiles and 25 maps and tables; \$10.75.

LADY IN DISGUISE

TOUCHED UPON lightly in accounts of Louis de Bougainville's voyage around the world in the 18th century is the fact that a woman, disguised as a sailor, made the journey, her sex undiscovered until the ships arrived in the South Seas.

There are some who would have us believe that Jean Baret (her *nom de voyage*) was smuggled on board by the solemn naturalist, Monsieur Commercon (or Commerson), who had connived with her in her plans to become first woman to circumnavigate the globe.

Lt.-Cdr. A. C. Ellison, RCNR (Ret), a former commanding officer of HMCS *Queen*, the Regina naval division, who has also retired from legal practice and is a resident of Victoria, adds a different twist to the story.

In a swift-moving romantic novel, *The Breton Wench*, Lt.-Cdr. Ellison portrays Jean Baret as a high-born tomboy who, in rough sailor disguise, signs on with the expedition to avoid an unwelcome betrothal and marriage.

The story could well have become ribald in the telling but the author hews closely to the rules of circumspect romance and Jean Baret née Joan Cartier, arrives safely home in France, a heroine of unsullied honour.

How these stories are brought to the attention of Elstree or Hollywood, this reviewer does not know, but the novel has all the elements of suspense, adventure and virtue-in-peril that are regarded as essentials in a popular movie.

Lt.-Cdr. Ellison has in the past contributed some whimsical and entertaining tales of life in the pre-war RCNVR to *The Crowsnest*. It is to be hoped that his venture into larger-scale writing will meet with success.—C.

THE BRETON WENCH, by A. C. Ellison; published by Vantage Press, Inc., 120 W. 31 Street, New York 1, N.Y.; 217 pages; \$3.95.



The most prized trophy in the RCN's Ninth Escort Squadron of five frigates is a battered naval cutlass used at the Battle of Trafalgar in 1805. Receiving the cutlass above is Ldg. Sea. John Everick, captain of the four-inch gun's crew of the *Laouzon* which won the trophy with a score of 140 points during a recent squadron shoot. Cd. Off. J. C. Wilson, gunnery officer of the winning ship, is a proud onlooker as Cdr. K. E. Grant, squadron commander, makes the presentation. The "Corron Nine Cutlass" can be won at any time by a ship setting a new squadron record and has changed three times in 1962. (HS-69827)

Radar Trap Nabs Ship for Speeding

Ever hear of a warship getting picked up for speeding and by a radar speed trap at that?

It happened to the frigate *Victoriaville* last summer.

She was steaming up river through the Thousand Islands area of the St. Lawrence River where speed restrictions, in statute miles an hour, are posted along the channel to keep wharfs and cottages from being washed into the river by the powerful stern waves of huge cargo steamers.

The *Victoriaville* was carefully observing the notices but stepped up speed a bit on reaching relatively open water near Alexandria Bay, New York, in darkness. It was just a case of trying to maintain the required average speed of advance.

But a radar speed trap had nailed the ship and a polite message from the U.S. Coast Guard came over the seaway control radio inviting the captain to conform to speed limits.

What tickled the ship's company, apart from the idea of anyone speeding in a Prestonian class frigate, was the fact their captain, Lt.-Cdr. W. P. Rikeley, is a naval aviator, accustomed to flying aircraft around at a great rate of knots.

RETIREMENTS

CPO CHARLES McCALLUM FORRESTER, C2ER4, of Stevenson, Scotland, joined RCNVR Sept. 15, 1942; transferred to RCN April 22, 1943; served in *Naden, Stadacona, Cornwallis, York, Avalon, Collingwood, Peregrine, Swansea, Niobe, Crusader, Crescent, Uganda, Ontario, Churchill, Quebec, Cayuga, Brockville, Stettler, Susservale, Ste. Therese, Margaree*; awarded CD; retired Sept. 14, 1962.

CPO ANTON THOMAS GASPER, C2AT4, of Bruno, Sask.; joined RCNVR April 20, 1942; transferred to RCN April 1, 1944; served in *Unicorn, Star, Naden, Givenchy, Stadacona, York, Peregrine, Niobe, HMS Kestrel, HMS Gannet, HMS Wagtail, RCNAS Dartmouth, Cornwallis, Shearwater, (18 CAG), Magnificent (30 CAG), Shearwater (VU 32), Bytown*; awarded CD Jan. 1, 1956; retired Sept. 19, 1962.

PO ARTHUR GEORGE HARRY GOODMAN, P1BN4, of Victoria; joined Sept. 21, 1937; served in *Naden, Fraser, Stadacona, SS Alaunia, Prince David, Hochelaga, Goderich, Givenchy, Uganda, Rockcliffe, Cornwallis, Ontario*; awarded Long Service and Good Conduct Medal; retired Sept. 20, 1962.

PO ALBERT EDWARD GROSVENOR, P1ER4, of Toronto; served in RCNVR May 15, 1941-Aug. 31, 1945, RCNR July 30, 1947-Dec. 28, 1949; transferred to RCN Dec. 29, 1949; served in Toronto naval division, *Stadacona, Hochelaga, Drummondville, Cornwallis, Gamanoque, Protector, Peregrine, Carplace, Shelburne, York, Naden, Portage, New Liskeard, Huron, Micmac, Huron, Saguenay, Lanark*; awarded CD; retired Sept. 8, 1962.

CPO RONALD STEWART HAMLIN, C2WU3 of Calgary; joined September 13, 1937; served in *Naden, Fraser, Stadacona, HMS Victory, HMS Osprey, Restigouche, Trillium, Chippawa, Lethbridge, Avalon, Kipawa, Bay Bulls, Peregrine, Kelowna, Heatherton, Givenchy, Antigonish, Beacon Hill, Cornwallis, Athabaskan, Portage, Malahat, Comox, Discovery, Patriot, Crescent, Assiniboine*; awarded CD; retired Sept. 12, 1962.

CPO ARTHUR ELBERT MacLEAN, C1HT4, of Calgary; joined RCNVR May 17, 1941, transferred to RCN July 24, 1941; served in *Stadacona, Avalon, Naden, Prince Robert, Peregrine, Scotian, Warrior, Diving Tender 3, Givenchy, Rockcliffe, Ontario, Bytown, Montcalm, Ottawa*; awarded CD; retired September 29, 1962.

CPO JOHN WARWICK McMASTER, C1ER4, of Oshawa; joined RCNVR April 17, 1942, transferred to RCN March 20, 1944; served in *Star, Naden, Givenchy, York, Stadacona, Niobe, HMS Kestrel, HMS Wolfhound, Peregrine, Cornwallis, Warrior, Magnificent, Iroquois, La Hullose, Micmac, Huron, Crescent, Algonquin, Brunswick, Bytown, St. Laurent, Cormorant, Loon, Mallard, Donnacona, Hochelaga, Saguenay, Athabaskan*; awarded CD; retired Sept. 5, 1962.

CPO HAROLD SAMUEL MOODY, C2BN3, of Ebber Vale, Wales; joined September 13, 1937; served in *Stadacona, Skeena, Ottawa, Assiniboine, Prince Henry, Cornwallis, Stettler, New Waterford, Haligonian, Nootka, Magnificent, Sioux*; awarded RCN Long Service and Good Conduct Medal; retired Sept. 12, 1962.

PO EDWARD ARTHUR MORRISON, P1CK3, of Edmonton; joined September 30, 1937; served in *Naden, HMS Rajputana, Nootka, Stadacona, Annapolis, Bittersweet, Chaleur II, Givenchy, Cornwallis, York, Puncher, Peregrine, Warrior, Rockcliffe, Beacon Hill, Ontario, Sioux, Skeena*; awarded RCN Long Service and Good Conduct Medal; retired Sept. 29, 1962.

CPO GRANVILLE BAYER NICKERSON, C2RM3, of Halifax; joined September 14, 1937; served in *Stadacona, HMS Victory, Ottawa, W/T Station, Bytown, St. Francis, Hochelaga, Outremont, St. Hyacinthe, Ville de Quebec, Avalon, Peregrine, Scotian, Albro Lake radio station, Warrior, Magnificent, Shearwater, Magnificent, Cornwallis, Haida, Huron, St. Croix*; awarded RCN Long Service and Good Conduct Medal; retired Sept. 13, 1962.

CPO DONALD WILLIAM PAINTON, C1BN4, of Eston, Sask.; joined September 13, 1937; served in *Naden, Fraser, Restigouche, Stadacona, Reindeer, Beaver, Annapolis, ML 051, ML 081, Dauphin, Lunenburg, Peregrine, Kootenay, Cornwallis, Levis 2, Grou, Givenchy, Rockcliffe, Discovery, Beacon Hill, Ontario, Athabaskan, Cayuga, Ste. Therese, Skeena*; awarded CD; retired Sept. 18, 1962.

CPO CECIL JOHN O'HEARN, C1BN4, of Dartmouth, N.S.; joined September 16, 1933; served in *Stadacona, Skeena, Ottawa, Rimou-*

ski, Protector, Cornwallis, Avalon, Peregrine, RCNAS Dartmouth, Iroquois, La Hullose, Haida, Magnificent, Shearwater, York, Patriot, York; awarded CD and 1st clasp; retired Sept. 15 1962.

CPO STANLEY HOWARD RHODES, C1BN4, of Galt, Ont.; joined July 12, 1937; served in *Stadacona, Columbia, Niagara, Cornwallis, Grou, Prevost, Niobe, Excellent, Micmac Swansea, Shearwater, Naden, Magnificent, Hochelaga, Gatineau, Cornwallis*; awarded Long Service and Good Conduct Medal April 3, 1952; retired Sept. 4, 1962.

CPO GEORGE MATHEW SIMMS, C1ER3, of Russell, Manitoba; joined Sept. 13, 1937; served in *Naden, Fraser, Nootka, Chilliwack, Stadacona, Arrowhead, Niobe, HMS Berwick, Niobe, Uganda, Givenchy, Athabaskan, Star*; awarded RCN Long Service and Good Conduct Medal; retired Sept. 12 1962.

CPO HORACE WALTER EDWIN SWANNELL, C1LT4, of Winnipeg; served in RCNVR March 15, 1938-Nov. 9, 1945, re-entered April 9, 1946; transferred RCN Sept. 29, 1946; served in Winnipeg naval division, *Naden, Malaspina, Givenchy, Quesnel, Stadacona, St. Hyacinthe, Newport Corners radio station, Peregrine, Chippawa, Malahat, Sumas, Rockcliffe, Ontario, Cayuga, Stadacona, Athabaskan, Montcalm (PNO) Lauzon, Aldergrove*; awarded CD; retired Sept. 6, 1962.

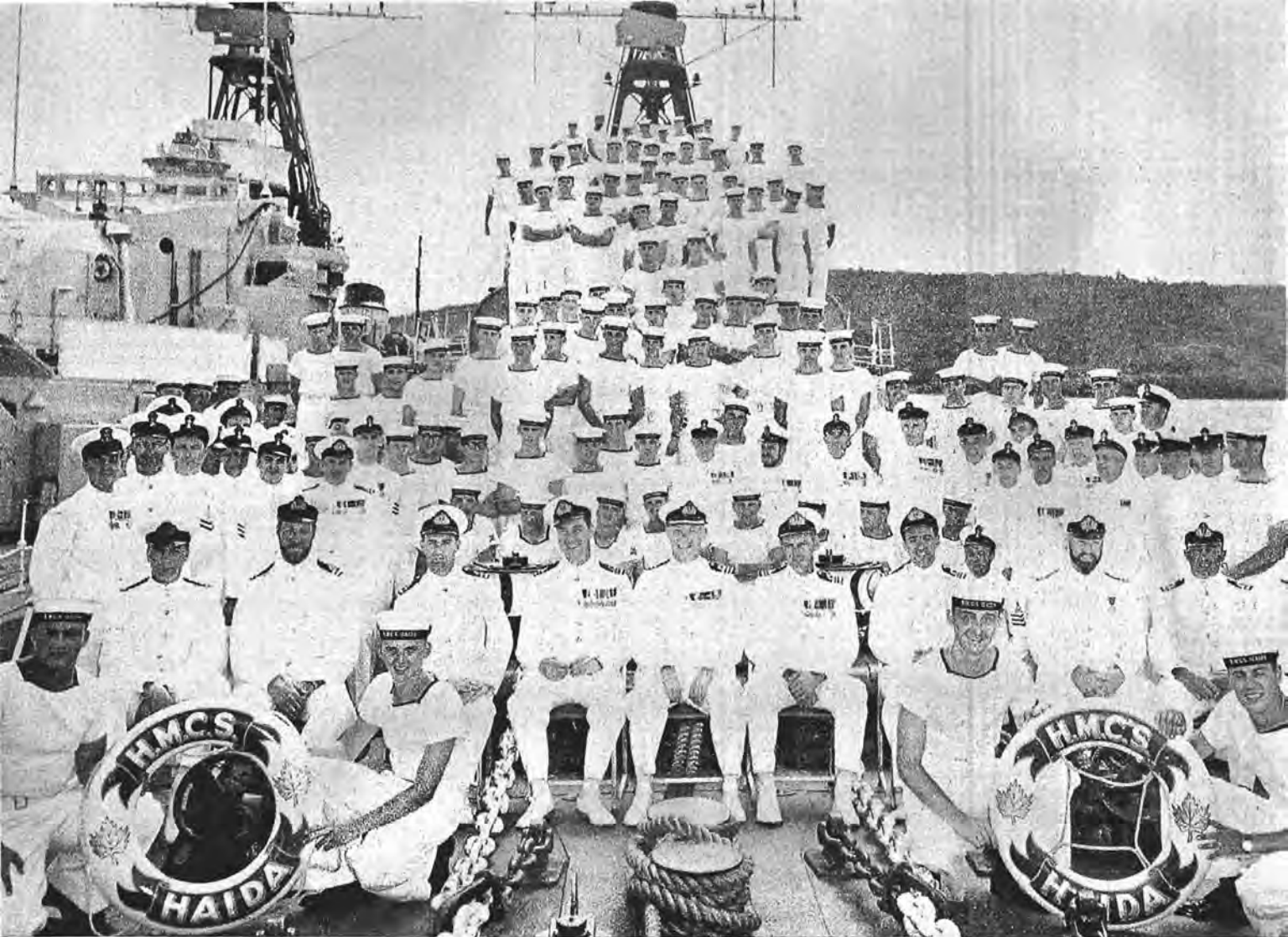
CPO HUGH EDWARD TAYLOR, C2BN3, of Parrsboro, N.S.; joined Sept. 13, 1937; served in *Stadacona, Saguenay, Restigouche, Cornwallis, Hochelaga II, Blairmore, Givenchy, Waskesiu, St. Catharines, Grou, Naden, Peregrine Warrior, Queen Charlotte, Montcalm, Haida, Huron, Iroquois, Hunter, Ottawa, Kootenay, Hochelaga*; awarded RCN Long Service and Good Conduct Medal; retired Sept. 27, 1962.

CPO HERBERT ALFRED THOMAS, C1WS4, of Calgary; joined Sept. 13, 1937; served in *Naden, Armentieres, Fraser, Stadacona, Venture, Prince David, Hochelaga, Georgian, Annapolis, Cornwallis, Hochelaga II, Chaleur II, Cap de la Madeleine, Avalon, Peregrine, St. Therese, Scotian, Charlottetown, Ontario, Crescent, Rockcliffe, Crusader, Quebec, Micmac, Athabaskan, Cape Breton*; awarded CD and First Clasp; retired Sept. 12, 1962.

CPO NOEL FRANCIS WILLIAMS, C2S63, of Pontypredd, Wales; served in RCN March 1, 1937-Oct. 30, 1945, re-entered May 13, 1946; served in *Naden, Skeena, Stadacona, HMS Victory, HMS Dunedin, Ottawa, HMC Signal School, St. Laurent, Snowberry, St. Laurent, Amherst, Avalon, St. Hyacinthe, Sorel, St. Francis, Kentville, Chippawa, Givenchy, Churchill, Ontario, Cedarwood, Sioux, Porte Quebec, Cornwallis, Venture, Stettler*; awarded CD; retired Sept. 10, 1962.

CPO ARTHUR VINCENT WORTH, C1HT4; of Nanaimo, B.C.; served in RCNVR April 22, 1941-Sept. 17, 1945; RCN Feb. 26, 1946; served in *Naden, Prince Robert, Givenchy, RNO Yarrows, Orkney, Protector, Malahat, Ontario, Rockcliffe, Queen, Montcalm, Cape Breton, Assiniboine*; awarded CD; retired Sept. 28, 1962.





FAMILY PORTRAIT—A lot of water has slipped under the keel since this picture was taken on board the Haida at Charlotte Amalie, Virgin Islands, during exercises in the Caribbean early in 1962. (CS-1055)

OFFICERS RETIRE

CAPTAIN JAMES DUNBAR ARMSTRONG, CD, of Regina; joined RCNVR August 12, 1943, transferred to RCN August 15, 1946; served in *Queen, Naden, Givenchy, Burrard*, Naval Headquarters, *Stadacona, Ontario, Cornwallis, Niobe*; last appointment *Bytown* additional on secondment to RCAF; commenced leave on August 27, 1962; retires December 15, 1962.

LIEUTENANT REGINALD STEVENS BAKER, CD, of Victoria; joined RCN(R) March 27, 1950; transferred to RCN February 15, 1951; served in *Niobe, Stadacona, Shearwater* and *Naden*; last appointment, *Naden* as Technical Maintenance Officer; commenced leave on November 4, 1962; retires February 15, 1963.

LIEUTENANT (N/S) NORMA MARY BERNARD, of Tignish, P.E.I.; joined RCN October 15, 1952; served in *Queen Charlotte, Stadacona, Cornwallis, Shearwater, Naden, Catarqui*; last appointment *Cornwallis* for Naval Hospital as Matron; retired November 4, 1962.

COMMANDER JOHN FREDERICK FRANK, CD, of Ottawa; joined RCN October 15, 1942; served in *York, Stadacona, Niobe, HMS Drake, HMS Berwick, HMS Indomitable, HMS Zodiac, HMS Nelson, HMS Thunderer, HMS Victory, HMS Duke of York, Shearwater, Magnificent*, Naval Headquarters, *Bonaventure*; last appointment *Bytown* on staff of Director General Aircraft as Director Aircraft Design and Production; retired October 1, 1962.

LIEUTENANT (N/S) MARY CONSTANCE LAMBERTUS, CD, of Eganville, Ont.; joined RCN October 15, 1942; served in *Montreal, Stadacona, Naden, York, Coverdale, Shearwater*; last appointment *Stadacona* for Canadian Forces Hospital, Halifax; commenced leave November 1, 1962; retires on April 14, 1963.

CAPTAIN JOHN CALDECOTT LITTLER, CD, of Grimsby, Ont.; joined RCNR November 21, 1940, transferred to RCN December 12, 1945; served in *Naden, Givenchy, Chaleur II, Venture, Stadacona, Acadia, Niobe, HMS Belfast, HMCS Uganda, HMS Dryad, HMS President, Micmac, Huron, Crescent,*

Crusader, Niobe, Ontario, Naval Headquarters, *Patriot, York*; last appointment *Patriot*, on staff of Commanding Officer Naval Divisions as Chief of Staff; commenced leave on November 1, 1962; retires on March 24, 1963.

LIEUTENANT - COMMANDER GEORGE YOUNG MOYES, CD, of Victoria; joined RCN February 1, 1937; served in *Naden, Skeena, HMS Excellent, HMS Royal Sovereign, HMS Pembroke, Restigouche, Stadacona, Avalon, Cornwallis, Stadacona, Givenchy, Niobe, Ontario, Rockcliffe*, Naval Headquarters; last appointment *Naden* on staff of Superintendent Naval Armament Depot as Inspector Naval Ordnance West Coast; commenced leave October 28, 1962; retires on June 1, 1963.

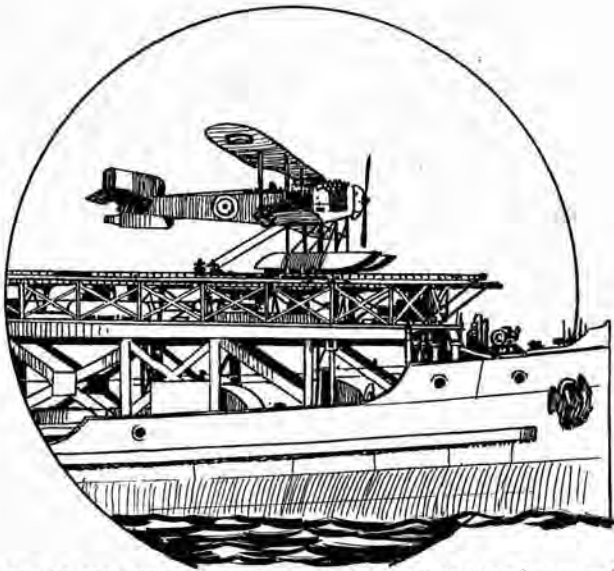
LIEUTENANT WARREN ALLISON STEVENS, CD, of Dartmouth, N.S.; joined RCN July 13, 1937; served in *Stadacona, Saguenay, Chaleur, Bytown, Cornwallis, Montcalm, Scotian, Magnificent, Cape Breton*; last appointment *Stadacona* on Staff of Assistant Superintendent (Production) as Repair Co-ordinator; commenced leave on October 30, 1962; retires May 12, 1963.

Naval Lore Corner

Number 109

THE NAVY TAKES TO WINGS

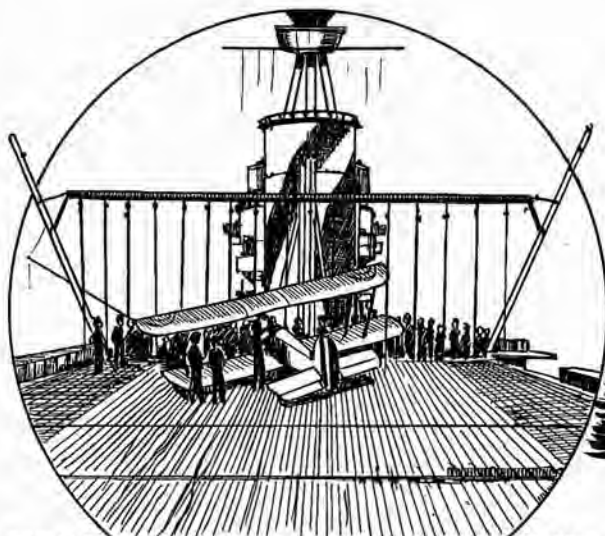
AS WORLD WAR I PROGRESSED, THE ROYAL NAVY'S INTEREST IN AIRCRAFT INCREASED, AND MANY EXPERIMENTS TOOK PLACE IN THE OPERATION OF AIRCRAFT AT SEA. BY 1918, MOST OF THE HEAVY GRAND FLEET SHIPS CARRIED AIRCRAFT, AND THE FIRST AIRCRAFT CARRIERS HAD APPEARED..



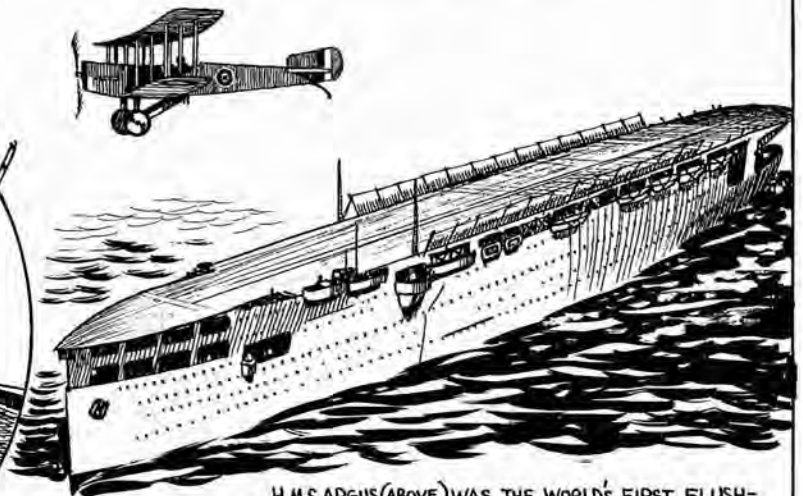
ONE OF THE FIRST SEAPLANE CARRIERS WAS H.M.S. 'SLINGER' (1917), EQUIPPED WITH A LAUNCHING CATAPULT ON THE FOC'SL (ABOVE). A CONVERTED DREDGER, SHE WAS EMPLOYED ON EXPERIMENTAL WORK...



IN 1918 THE ROYAL NAVY EXPERIMENTED IN FLYING OFF A SOPWITH 'CAMEL' FROM A LIGHTER TOWED BY A DESTROYER AT 36 KNOTS (RIGHT). LATER IN THE WAR, THIS METHOD ENABLED THE SHORT-RANGED AIRCRAFT TO ATTACK GERMAN ZEPPELIN BASES,...



EARLY DECK LANDINGS ON H.M.S. 'FURIOUS' WERE HAZARDOUS AFFAIRS. AFTER HER SECOND CONVERSION, SHE STILL RETAINED HER 'MIDSHIPS' SUPERSTRUCTURE, AND A ROPE BARRIER WAS ERECTED ABAFT THE FUNNEL TO STOP AIRCRAFT THAT WERE NOT ARRESTED BY THE "FORE AND AFT" GUIDE WIRES (FOREGROUND) AS THEY LANDED ON, OVER THE STERN....



H.M.S. ARGUS (ABOVE) WAS THE WORLD'S FIRST FLUSH-DECKED AIRCRAFT CARRIER, MAKING DECK LANDINGS RELATIVELY SAFE (NOTE PALISADES ON FLIGHT DECK). CONVERTED FROM THE HALF-COMPLETED LINER 'CONTE ROSSO', SHE COMMISSIONED IN SEPT, 1918, TOO LATE FOR OPERATIONS IN WORLD WAR I. SHE SERVED IN WORLD WAR II, AND WAS SCRAPPED IN 1947...

Roger Duhamel

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