

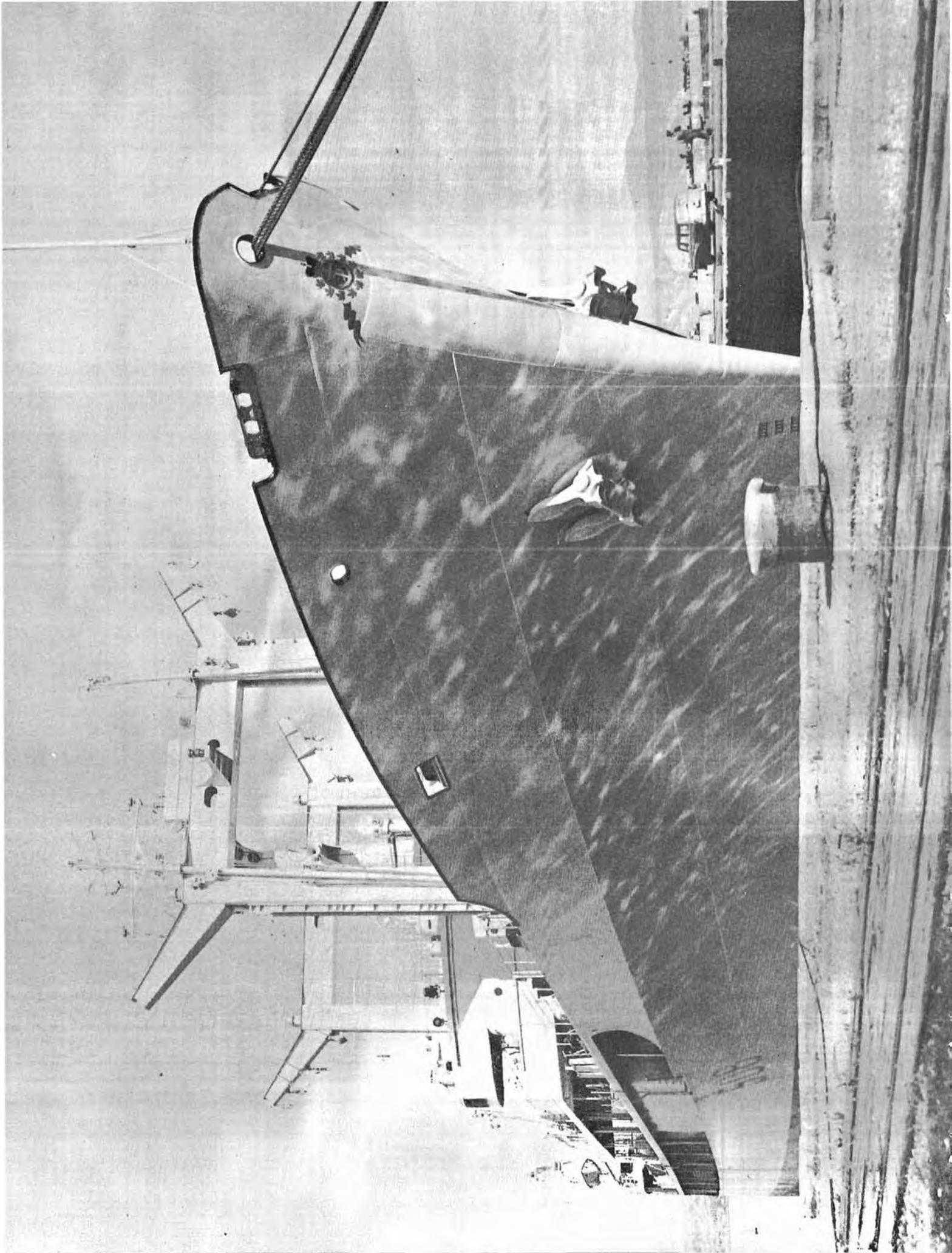
The CROWSNEST

NATIONAL LIBRARY
DEC 17 1963
LIBRARY

C 5 1.6

Vol. 15 Nos. 10 and 11

October - November, 1963



The CROWSNEST

Vol. 15 Nos. 10 and 11 THE ROYAL CANADIAN NAVY'S MAGAZINE OCTOBER - NOVEMBER 1963

CONTENTS

	Page
<i>Three Statements</i>	2
<i>RCN News Review</i>	4
<i>HMCS Provider</i>	7
<i>Arrivederci, Roma</i>	10
<i>Officers and Men</i>	11
<i>Weddings and Births</i>	11
<i>HMCS Qu'Appelle</i>	14
<i>Afloat and Ashore</i>	17
<i>Home from the Sea</i>	21
<i>Guz and the Oggies</i>	23
<i>Here and There in the RCN</i>	25
<i>Tri-Service Medical Training</i>	27
<i>Flagship at Halifax</i>	28
<i>Books for the Sailor</i>	31
<i>Perforated Wharf</i>	34
<i>Retirements</i>	35
<i>Naval Lore Corner No. 121</i>	<i>Inside Back Cover</i>

The Cover—Some indication of the impressive size of HMCS *Provider* is given in this picture, taken shortly before her commissioning at Lauzon, Quebec, on September 28. Ready for sea, she will sit nearly 15 feet lower in the water than shown here. ML-12839)

LADY OF THE MONTH

When HMCS *Provider* puts to sea with the fleet, she will give Canada's warships a new mobility, enabling them to remain on operational duty for long periods in distant waters. All 22,000 tons of her have been designed with a view to fuelling and supplying ships at sea expeditiously and while travelling at high speed.

The photograph on the opposite page, taken just a short time before her commissioning on the beautiful autumn day of September 28 (the sun-dappled hull bears witness to the fine weather), shows the naval badge that was painted on the bow to proclaim her a naval vessel even before the White Ensign was hoisted.

She will not be armed, but her store-rooms, tanks and magazines will carry the sinews of war. (ML-12859)

Negative numbers of RCN photographs reproduced in *The Crowsnest* are included with the caption for the benefit of persons wishing to obtain prints of the photos.

This they may do by sending an order to the Naval Secretary, Naval Headquarters, Ottawa, attention Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The Crowsnest may be subscribed for at the rate of \$2 a year; outside of North America, \$3. Orders, accompanied by cheque or money order payable to the Receiver General of Canada, should be sent to:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
OTTAWA, Ontario

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

EDITOR,
The Crowsnest,
Naval Headquarters,
OTTAWA, Ontario.

THREE STATEMENTS OF VITAL CONCERN

1. *The Position of the Royal Canadian Navy*

Current naval issues and problems were discussed by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, in a general message (CANGEN 221) despatched to the Fleet November 1. The text of this message follows:

NATIONAL DEFENCE policy is being widely discussed these days in political and military circles, on radio and television, in the press across the land, in your messes in ships and shore establishments, in your workshops and offices, and in your homes.

In this atmosphere many of the real issues and facts are apt to be lost in the maze of rumour, half truths and sheer speculation. This in turn, I feel sure, is causing some confusion and concern and it is for this reason that I would like to bring you up to date with happenings as I see them today.

On Tuesday, July 9, I appeared before the House of Commons special committee on defence to explain to the committee the purpose, role and tasks of the navy, the Royal Canadian Navy as it is to-day and some possibilities for the future. At that time I stated that in the present RCN we have an effective, modern navy with a sound base for future growth.

I want to repeat that statement to-day to the officers, men and women of the RCN, the RCNR and to the thousands of civilians who are immediately concerned in the day to day functioning of the Royal Canadian Navy.

On Tuesday, October 15, I appeared again before the House of Commons committee on defence to reject publicly some grave charges levelled against the Navy by a retired officer and to confirm to this committee and to the people of Canada my firm belief that the Navy is efficient and that the performance of our ships on operations in recent years has stood up well in comparison with ships of other navies.

The Minister of National Defence has announced in the House of Commons that the government is in the process of reviewing the entire field of Canadian defence policy and is examining all major alternatives with regard to the shape and size of the Canadian Armed Forces in order that the final configuration would most effectively meet our national needs.

On October 26 the Minister announced that one outcome of this review was the cancellation of the general purpose frigate building program. As you will have read in CANGEN 214, the Minister made it quite clear that this did

not mean the end of the navy's ship replacement program. In a more recent speech in the House, the Minister stated "our goal is to get for our navy the best equipment possible for the tasks and roles that it will be assigned in the years that lie ahead."

All of us can play our part by ensuring that we maintain and increase our effectiveness in the face of changing conditions. I am convinced that the Navy possesses the inherent capacity to do this, and that the Royal Canadian Navy will continue to be a strong and effective arm of the defence forces of our country.

Plans and studies are continuing for a ship replacement program that will keep the Royal Canadian Navy modern in years to come and which will provide effective forces to meet the foreseen requirements of the 1970s.

The Minister has stated that he hopes the current review of defence policy will be completed early in the New Year and at that time a statement of policy will be presented to the House of Commons.

I am confident that when that announcement is made, the constant loyal and energetic support which you have given over the years will enable me to report that the Navy is ready to proceed.

2. *Acquisition of Oberon Submarines*

The decision of the federal government to buy three Oberon class submarines for the Royal Canadian Navy was announced in the House of Commons on November 5 by the Minister of National Defence in the following words:

WE HAVE DECIDED to proceed with the acquisition of three Oberon submarines for the Royal Canadian Navy.

On April 11, 1962, the then Minister of National Defence announced that the Government had approved the acquisition of three Oberon submarines subject to satisfactory completion of negotiations with the British Government.

The Oberon class is the latest type of conventional submarine to be built for the Royal Navy. The first of the class was commissioned in November 1960, and more of these ships are now under construction for the Royal Navy and the Royal Australian Navy. The requirement for submarines of this kind was set out by the Minister at that time:

"In the training of anti-submarine units constant practice with submarines is necessary to achieve and maintain a high degree of efficiency. The Navy at the present time has one submarine, HMCS *Grilse*, on the West Coast, and in addition on the East Coast there are three submarines on loan from the Royal Navy for training purposes. The three

modern submarines to be procured will make a significant contribution to the training of anti-submarine forces both in the Royal Canadian Navy and the Royal Canadian Air Force. The effectiveness of the submarine itself in the anti-submarine role has been greatly enhanced in recent years by the development of new types of armament and detection equipment. The Oberon class submarine is equipped with modern armament and technical equipment for the anti-submarine role. In addition to the training role the submarines will be a valuable complement to the surface fleet and aircraft in undertaking their anti-submarine defensive task."

The conditions to be negotiated with the British Government included production sharing arrangements which would involve British purchases in Canada and British participation in the development of the CL-89 reconnaissance drone, an unmanned reconnaissance vehicle being developed by Canadair in Montreal. This project, in which the British are sharing half the development cost, is designed to meet the requirements of the Canadian and British armies for a simple, lightweight, low cost reconnaissance vehicle to gather intelligence in forward battle areas. As the implied conditions in re-

spect to the Oberon purchases have now been met, the Canadian Government has decided to proceed with the acquisition.

As indicated by the former Minister, these submarines will be used primarily for training purposes, but are also fully operational as anti-submarine weapons systems and they can be used in anti-submarine "barriers". These submarines will also be available for assignment to NATO in lieu of surface ships. I would like to emphasize that this decision should not be represented as new policy. The primary requirement is to exercise our existing anti-submarine fleet both

air and sea, to enable them to maintain maximum possible effectiveness. It is consistent, therefore, with the announced policy of the Government as expressed in my statement to the special committee on defence on June 27, 1963, "To make effective those weapons systems which have been acquired as part of the Canadian contribution".

As I indicated in the House of Commons a few days ago, we are undertaking a thorough study of our future naval requirements. Once these have been determined, it will be the policy of the government to undertake production in Canadian yards,

3. Cancellation of the GP Frigate

Cancellation of the Royal Canadian Navy's general purpose frigate program was announced in the House of Commons on Thursday, October 24, by Hon. Paul Hellyer, Minister of National Defence. The program was still in the advanced planning stage and no actual orders had been placed for construction or long lead items.

The cancellation will not affect Canada's current NATO commitment, for which the RCN has sufficient ships. Future planning will be guided by the outcome of a government study, now under way, of roles and tasks to be assigned to the Navy.

The following is the text of Mr. Hellyer's announcement to the House:

IN MY PRESENTATION to the Special Committee on Defence, on June 27 last, I stated that current procurement programs were being re-assessed to determine if they would interfere with the exercise of future policy options. Included in the projects under review was the General Purpose Frigate program. This project was approved early last year at an estimated cost of \$264 million. This was only the cost of the ships themselves. A more detailed analysis of the cost of these eight ships, including support equipment for them, has resulted in a current estimate of \$452 million. Even this figure would not likely be final, however, as some of the weapons systems proposed are still in the developmental stage. Certainly this means that some modification would be inevitable.

While the cost of these ships has been a very important consideration, our review has taken into account other aspects.

These ships were designed to provide in one type of ship an anti-submarine capability, an air defence capability for the fleet and the capacity to carry and land a limited number of troops and light equipment. Necessarily in order to design all these capabilities into one

ship, only modestly larger than the latest anti-submarine escort, it has been necessary to limit the capabilities in each field from those that could be achieved by more specialized ships.

As an anti-submarine ship the general purpose frigate would not be as effective as the latest RCN anti-submarine escorts capable of operating and carrying the HSS-2 heavy helicopter. This helicopter can carry both a dunking sonar and a weapons delivery system. The general purpose frigate would carry a light helicopter which would have a weapons delivery capability only.

One of the central and most costly features of the general purpose frigate system is the provision of air protection for the fleet. This capability involves an estimated expenditure of 100 million for the missiles and associated equipments. The rate of technological change in these missile systems is considerable, and the next few years may see improved systems available at less cost measured in relation to effectiveness.

The general purpose frigate would only have a small troop-carrying capacity. If it should be decided that troop-carrying capacity is a requirement of the RCN, it could be provided by more economical and effective means.

The immediate effect of this program in respect of employment in the shipbuilding industry is not great, Mr. Speaker, because the first keel was not scheduled to be laid down until December of next year.

For these reasons, Mr. Speaker, the government has decided not to proceed with the general purpose frigate program.

I would hasten to add, Mr. Speaker, that this does not mean the end of our ship requirements for the Royal Canadian Navy. On the contrary, we are carrying out studies to determine both the roles and tasks which will be assigned to our navy in the future and the most economical way of implementing them. In the anti-submarine warfare field, for example, we are studying the relative effectiveness of all known systems including aircraft, surface ships and submarines. Our review is concurrent with the NATO review authorized at the Ministerial meeting held in Ottawa in May.

In the meantime, we are aware of the necessity of keeping alive the skills which have been developed in our shipbuilding industry. We are considering accelerating the major reconversion program of the Restigouche class ships, after sea trials of operating heavy helicopters from the *Assiniboine*, one of the St. Laurent class, have been satisfactorily completed this winter. In addition, my colleague the Minister of Transport has an announcement of importance to the shipbuilding industry. On our part we will complete our long-range plans as quickly as possible in order that the placing of orders for future requirements will not be subject to undue delay and in order that the Royal Canadian Navy will have the best equipment we can provide to carry out its tasks effectively.



RCN NEWS REVIEW

Marching along together, the senior bands of HMCS Naden and the School of Music take part in the march-past during divisions at Naden on the occasion of the graduation of the first tri-service class of bandmen from the school. (E-73838)

New Ships Come; Old Depart

Important additions to the fleet and the passing of ship names familiar to many Canadians have highlighted activities of the navy afloat so far this fall.

The *St. Laurent*, refitted with variable depth sonar and helicopter flight deck, was commissioned October 4 at Esquimalt, for service in the Atlantic Command. The *Assiniboine*, first of the *St. Laurents* to be so fitted, arrived in Halifax October 26 from the west coast to begin extensive trials with CHSS-2 Sea King helicopters acquired earlier in the year for the RCN anti-submarine warfare arsenal.

The aircraft carrier *Bonaventure* and units of the First Escort Squadron meanwhile were engaged in a series of NATO exercises overseas, including British and Norwegian ports of call.

The *Haida*, most famous of the wartime Canadian Tribals, paid off at Halifax October 11. She will join other destroyers in reserve at Sydney. She was followed on the 30th by the *Sioux*, a veteran, like the *Haida*, of the Second World War and Korean conflict.

On the same day as the *Sioux* retirement, one of the latest destroyer escorts was heading home to Esquimalt the long way. HMCS *Saskatchewan* was leaving British waters and in mid-November will "chop" to the Pacific Command at the Panama Canal. This

Esquimalt-built escort of the Mackenzie class has served since May in the Atlantic Command on a series of exercises terminating overseas October 30.

The *Margaree*, *Skeena* and *Fraser* of the Second Escort Squadron from Esquimalt exercised with a U.S. Navy hunter-killer group culminating in a stop-over at Pearl Harbour, Hawaii. They were joined there later by the mobile repair ship *Cape Breton*.

West Coast frigates were on squadron exercises in home waters and five of their Halifax sister ships returned from Bermuda where they had exercised with HMS *Onslaught*.

Also in the East, three minesweepers of the First Squadron operated in the Gulf of St. Lawrence region until the end of the month. Their West Coast counterparts by that time were aimed for Prince Rupert, B.C., and a northern mine warfare exercise to last most of November.

COMBINED ISSUE

Because of important announcements and decisions affecting the Royal Canadian Navy, the October and November issues of The Crowsnest have been combined into one enlarged issue of the magazine. Regular publication will be resumed with the December Crowsnest.

At Lauzon, Quebec, two new ships joined the fleet. HMCS *Qu'Appelle*, fourth Mackenzie type to be completed, was commissioned September 14. The Navy's first fleet replenishment ship was commissioned HMCS *Provider* on September 28.

Storms Buffet Ships on Exercise

Severe storms in the North Atlantic and successful anti-submarine attacks highlighted HMCS *Bonaventure's* activities in the final week of a series of NATO exercises which ended October 25 at Rosyth, Scotland.

Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic), made the following message to RCN ships on completion, "At the end of this NATO exercise that has much tried our patience and endurance with the weather, I want to say a very well done to the ships. The submarines were hunted successfully which means that a great co-operative effort was put forth on the part of all. Everyone can, I am sure, be genuinely proud of their ships' performances on this exercise."

Opposing forces in the NATO exercises also opposed the weather as large and small ships battled winds up to 70 mph with 40-foot waves. During the week two of the most intense cyclonic depressions ever recorded in the North Atlantic were encountered.

The hurricane force winds caused minor damage to some ships and forced the cancellation of phases of the exercise program.

In operations, Tracker anti-submarine aircraft of the *Bonaventure* rated highly, with Lt. James Cantlie, of VS 880 Squadron, as a stand out.

Lt. Cantlie contacted a submarine while on an aerial patrol about 50 miles north of Scotland. Two and a half hours later he again located a submarine visually about 25 miles from the first location. The contacts were subsequently evaluated as being the same submarine. However, during the final 24 hours of the exercise, Lt. Cantlie illuminated another submarine on the surface and subsequently carried out attacks after it submerged. Lt. Cantlie is the only crew commander with two submarines to his credit during the exercise.

Ships of the RCN participating in addition to the *Bonaventure*, were the *Algonquin*, *Cayuga*, *Micmac* and *Saskatchewan*, all destroyer escorts of the First Canadian Escort Squadron.

Assiniboine Joins Atlantic Command

HMCS *Assiniboine*, first of the St. Laurent-class destroyer escorts to be fitted with helicopter landing platform and variable depth sonar arrived in Halifax on October 26 to join the Navy's Atlantic fleet.

The twin-funnelled ship, commanded by Cdr. Walter S. Blandy, berthed in HMC Dockyard after a month-long trip from Esquimalt.

No stranger to Halifax, the *Assiniboine* presented a vastly different appearance from that of four years ago when she left for service on Canada's West Coast. The *Assiniboine* was the second St. Laurent class destroyer escort to join the RCN. Built at Sorel, Quebec, she was commissioned in the summer of 1956 and served in the RCN's Atlantic Command until 1959, when she was transferred to the Pacific Coast.

The *Assiniboine* is the first of seven ships of her class to complete a major conversion designed to vastly improve their antisubmarine capability.

Recommissioned in June 1963 following her conversion, the *Assiniboine* is equipped with facilities for operating a helicopter and with variable depth sonar for submarine detection. The former is a Canadian concept and the VDS was developed in Canada.

The *Assiniboine* will operate from her flight deck the new Sea King anti-submarine helicopter. A 120-knot, all-weather machine, equipped with the latest detection, navigation and weapons systems, the Sea King is capable of searching, locating and destroying the fast modern submarine.

Haida Paid Off On October 11

HMCS *Haida*, one of the most famous of the Royal Canadian Navy's Tribal class destroyer escorts, and to her ship's company still "the fightingest ship in the RCN", paid off into operational reserve on Friday, October 11.

For the brief ceremony the ship's company assembled for prayers by Roman Catholic and Protestant chap-



HMCS *Tecumseh*, Calgary's naval division, has been judged the most efficient division in Canada for the 1962-63 training year and for the first time has won the Naval Reserve Efficiency Trophy. The trophy was presented to Cdr. A. R. Smith, commanding officer, by Captain M. A. Davidson, Chief of Staff to the Commanding Officer Naval Divisions, at ceremonial divisions in October. A special guest was Cd. Off. W. H. Mitchell, who was the first Chief Petty Officer instructor of the Calgary half-company when it was formed in 1923. Mr. Mitchell now 84, still has a keen interest in the Navy and the Navy League. (Michael Burn photo, courtesy Calgary Herald)

Remembrance in a Far-off Land



Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic), on October 31 placed a wreath at the War Memorial, Solheim Chapel, Bergen, Norway.

The memorial area contains plaques listing the names of 2,000 citizens of Bergen who were killed in the defence of their country during the Second World War.

The aircraft carrier Bonaventure was in Bergen for a six-day visit following a series of NATO fleet exercises in the North Atlantic.

A 48-man guard from the Bonaventure, under the command of Lt. Robert Hogg, and the ship's 18-man band, led by Lt. Peter Metcalf, took part in the colourful ceremony which was witnessed by local residents.

Mayor A. Michelsen, of Bergen, accompanied Commodore Welland to the Memorial to represent his citizens. Captain R. W. Timbrell, commanding officer of the Bonaventure, and Captain J. E. Korning, Canadian Naval Attaché at Oslo, represented the Royal Canadian Navy.

lains, followed by the playing of "Sunset" by the band of HMCS Stadacona. The White Ensign was lowered, after which "Carry On" was sounded and the ship's company marched off the ship. Only about 40 of her normal complement of 240 officers and men were on board for the paying-off ceremony.

Although none among her last com-

plement served in the ship during the Second World War, one man had been with her for about six years, including a tour of duty in the Korean theatre. He is PO Allan R. MacVittie.

PO MacVittie first served in the Haida following her refit in 1951, and stayed with her for 18 months. He then served another tour of duty in Korean waters

in a sister ship, HMCS Huron. This was followed by duty in the Magnificent and ashore at Stadacona. He returned to the Haida in June 1958 and had been with her ever since.

Second longest on board was PO Roy Papper, who joined in December 1958, followed by CPO Michael F. Nash, who served on board since August 1959.

HMCS PROVIDER

The RCN's First Fleet Replenishment Ship

THE LARGEST SHIP built in Canada for the RCN, HMCS *Provider* was commissioned on the sunny afternoon of Saturday, September 28, at Davie Shipbuilding, Limited, Lauzon, Quebec. The guest of honour was Hon. Paul T. Hellyer, Minister of National Defence.

The *Provider* has a loaded displacement of 22,000 tons and a service speed of 20 knots. She is designed to give the fleet greater mobility by her support of ships at sea with fuel, ammunition and stores.

Her keel was laid at Davie Shipbuilding, Limited, in May of 1961; and she was launched on July 5, 1962. Her sponsor was Mrs. Wright, wife of Rear-Admiral R. A. Wright, RCN (Ret).

Commanding the *Provider* is Captain Thomas Charles Pullen, previously commanding officer of HMCS *Shearwater*, from July 1960 to October 1962, at which time he was appointed to stand by *Provider* during her final stages of construction in Lauzon, Captain J. A. Heenan, RCN (Ret), who commanded the Fairmile mother ship, the first

HMCS *Provider*, during the Second World War, was a guest.

The principal speakers during the colourful commissioning ceremony were introduced by Cdr. E. W. Kimmerly, Principal Naval Overseer, Quebec. They were T. R. McLagan, Chairman of the Board, Davie Shipbuilding Limited; Vice-Admiral H. S. Rayner, Chief of the Naval Staff; Hon. Paul Hellyer, Minister of National Defence, and Commodore S. M. Davis, Director General Ships. Religious portions of the ceremony were conducted by Rev. C. H. MacLean, Chaplain (P), and Rev. J. E. Whelley, Chaplain of the Fleet (RC).

In his address, Mr. Hellyer said:

"The commissioning of a new ship is always a ceremony of considerable importance—it is the climax to which builders and future owners look forward.

"The significance of the sea to the nations of the world is based on certain factors including economics and geography which, while susceptible to gradual changes, are relatively stable.

"Mobility and the comparative economy of sea transport are inherent in sea power, which has been defined as the ability of a nation, or a group of nations, to make the maximum effective use of the seas in war and peace.

"Because no nation of the Western Alliance is completely self-sufficient and because our prosperity depends on maritime trade, the freedom of the seas is essential.

"As a contribution toward maintaining this freedom, Canada has provided a strong and effective anti-submarine force, and it was just two weeks ago that the latest anti-submarine destroyer escort, HMCS *Qu'Appelle*, was commissioned here in Lauzon. To keep the *Qu'Appelle* and the other ships of the Royal Canadian Navy at sea where they can best perform their tasks, there must be satisfactory arrangements for their replenishment with fuel, ammunition and stores, as well as for maintenance and repairs.

"NATO nations are individually responsible for the logistic support of the forces they earmark for the Alliance,



Captain T. S. Pullen with his new ship, HMCS *Provider*. (ML-12836)



Hon. Paul Hellyer, Minister of National Defence, inspects a guard of honour during the commissioning of HMCS *Provider*. The guard officer is Lt. M. A. Smith. (ML-12868)

and the commissioning of HMCS *Provider* today marks the final step in providing the Royal Canadian Navy with a replenishment-at-sea capability of its own, tailor-made for the ships of the Royal Canadian Navy.

"It is perhaps especially appropriate that this ship, HMCS *Provider*, should have been built in a shipyard located on the St. Lawrence River—a river which has played a profound part in the history of our country and provided us with untold benefits.

"To the people of Davie Shipbuilding Limited, who, in times of war and peace over the years, have built more than 630 ships ranging from small powerful tugs to tankers of 40,000 tons, I say:

'Thank you for another job well done. You have demonstrated once again the high standards of technical skills available in Canadian shipyards. This is a proud moment for you.' Today, this ship comes to life—the riveters and electricians depart, and the captain and the sailors take over.

"To the commanding officer, Captain T. C. Pullen, the officers and men who will soon board the *Provider*, I extend my sincere wishes for a successful and happy commission. You have the important task of ensuring that the anti-submarine fleet of the Royal Canadian Navy is never jeopardized by lacking replenishment. The flexibility and mobility of Canada's maritime forces will

depend on your efficiency. I am confident you will do the job well enough although it is a new one to all of you. May I conclude by saying good luck, good sailing, and may you always remember with pride the day the first Fleet Replenishment Ship in the Royal Canadian Navy, HMCS *Provider* commissioned".

With speeches over, the commissioning ceremony began. The Red Ensign was lowered and simultaneously replaced with the White Ensign. Then the officers and men, assembled on the jetty alongside the *Provider*, manned their ship in quick and smart order.

A procession of guests, estimated between 800 and 1,000 strong followed

A Bell Rope for the Provider

The commissioning of the *Provider* in Lauzon on September 28, had an interesting sidelight which, though observed by a mere handful, had a rather nostalgic touch.

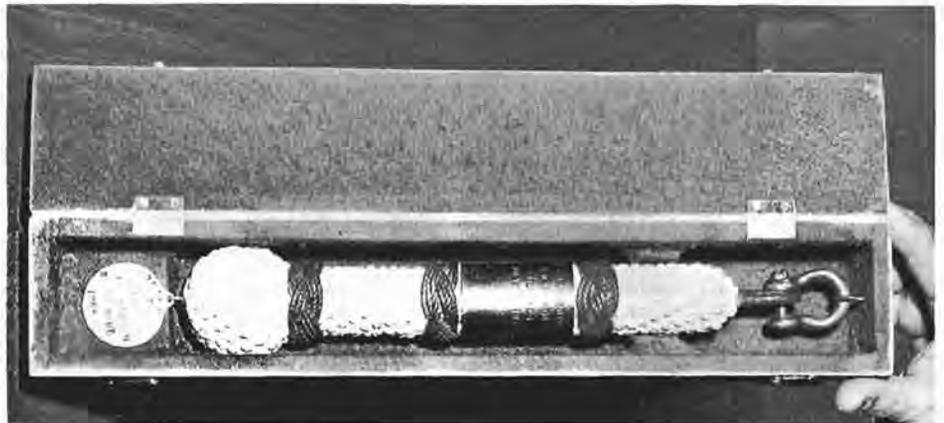
On this occasion, the commanding officer, Captain T. C. Pullen was presented with a ship's bell rope by a Davie Shipbuilding Limited employee, Henri Morin.

Mr. Morin has been employed by the shipbuilder for 53 years, starting out at the age of 13 and retiring now at the age of 66. He recalls that when he began working he was paid 50 cents a day for a 12-hour working day. For 36 years he was foreman of riggers in Davie's and until three years ago, when failing health intervened, he maintained this position.

When forced into a less strenuous livelihood, Mr. Morin was attached to the staff of the Principal Naval Overseer, Quebec, on general maintenance and was then allowed to continue on beyond the normal retirement age to see the *Provider* completed.

Mr. Morin has retained his skill in ropework and thus, when commissioning date approached, he commenced the job of voluntarily making an ornamental bell rope for the *Provider*. This was to be his "swan song" as a tradesman in Davie Shipbuilding Limited and he tirelessly devoted a great deal of his own time to completing the project.

The finished product pays tribute to the skill of the craftsman concerned and is a showpiece of this type of work. The gift was gratefully accepted by Captain Pullen at an informal ceremony aboard the ship following commissioning and with the presentation of this small gift, an era drew to an end.





Members of the ship's company of HMCS Provider go on board their ship officially for the first time during the commissioning ceremony on Saturday, September 28, at Davie Shipbuilding Limited, Lauzon, Quebec. (ML-12872)

behind to attend the commissioning ceremony which was held in the ship's helicopter hangar and on the flight deck.

The 551-foot *Provider* has a beam of 76 feet and a loaded draught of 32 feet. She has a service speed of 20 knots, and the vessel's normal complement is 11 officers and 130 men. Her displacement of 22,000 tons is greater than that of the aircraft carrier *Bonaventure* but her dimensions are less.

The *Provider* will not carry defensive or offensive armament. However, she is equipped with sonar, radar and most modern navigational equipment.

She has six replenishment stations and is capable of replenishing two ships abeam at the same time at speeds in excess of 18 knots. She also has facilities for fuelling a ship astern.

She is the second ship to bear the name *Provider*. The first was built at



HMCS Provider has brought with her into the Navy a new ship's badge of original design, classical in its simplicity and in its origin.

The badge depicts an ancient Greek amphora, a two-handled earthenware vessel used as a storage container, some of which have been brought from the sea in recent years still filled with oil or wine—the latter sadly deteriorated by the passage of the centuries.

The amphora of the badge is garnished around the base of the neck with maple leaves and has a foul anchor on the main body of the vessel, leaves and anchor indicating that the ship belongs to the Royal Canadian Navy.

The golden colour of the amphora represents the yellowish colour of oil, a major item of the Provider's replenishment stores, and the dark background is of navy blue.

Golden yellow and navy blue are also the ship's colours.

Sorel, Quebec, and commissioned in December 1942. Much smaller than her successor, the first *Provider* served as a mother ship for motor launches engaged in anti-submarine and patrol duties. She was declared surplus in 1947 and was sold to commercial interests.





Three Canadian sailors competed against the best of NATO in a communication contest in Rome last summer. The contest held on the initiative of the Italian Navy, was conducted by the European Naval Communication Agency. The RCN competitors were (left to right) Able Seamen Fenwick Gray and Paul E. Fetz, radiomen from Albro Lake Naval Radio Station, and Ldg. Sea. D. T. Davidson, visual signals representative, HMCS Skeena. (DB-18047)

ARRIVEDERCI, ROMA

IN MID-MAY 1963 an interesting document arrived on the desk of the Officer-in-charge, Communication Division, HMCS *Cornwallis*. It was a letter from the European Naval Communications Agency (ENCA) announcing the first of an annual series of competitions to be held among the communications personnel of the NATO navies. This first competition was to be held in Rome July 2 to 6, and Canada was invited to send representatives.

Although there was little time left, it was decided to enter a Canadian team, and three communicators were selected. They were Ldg. Sea. D. T. Davidson, a signalman from HMCS *Skeena*, AB F. E. Fetz, and AB Fenwick Gray, two radiomen from Albro Lake Naval Radio Station. These three arrived in the Communication School in mid-June for two weeks' intensive training, and the necessary inoculations and documentation.

From there, it was by RCAF Transport Command from Greenwood, Nova Scotia, to Trenton, Ontario, and thence to Marville, France. A four-day stop-over in France gave the men a chance to do some sight-seeing in the area. Ldg.

Sea. Davidson a sports car enthusiast, went to Metz to see the Grand Prix, and Able Seaman Gray and Fetz toured Luxembourg. All three left Luxembourg by commercial air on July 1, going via Frankfurt, Germany, to Rome. There they were housed in the Marina Militare, the Italian naval barracks in the heart of the city.

Contestants from the Belgian, West German, Italian, Dutch, Norwegian, British and U.S. navies were already there, and the Canadians were soon made to feel at home. Nearly all the competitors spoke English, although the host Italians had a little trouble with the language. The food was Italian, and quite spicy, a novel change from Canadian naval fare.

The contest ran for four days, from 0800 to 1200 and again from 1600 to 1900 each day. The four-hour break was used for "siesta" or sight-seeing, and the Canadians took every advantage of it. They saw St. Peter's Basilica, the Roman Forum, Trevi Fountain, Castel S. Angelo, the Colosseum, the Olympic Stadium, the "New" Rome and the Victor Emmanuel II monument and numerous other points of interest.

In the contest itself, it was apparent that the late notice of the competition had seriously affected Canadian chances of winning, as the entries from the other countries had been training for a year and were selected from the whole fleet. The Royal Netherlands Navy won the radio reception and transmission and the teletype transmission contests, and the Belgian Navy won the flashing light contest. AB Gray won third place in the teletype contest, a creditable performance in view of the special training received by the other contestants.

On the closing day the awards were presented, and each contestant was given a souvenir scroll. In the afternoon the Canadians started their trip home, spending a night in Pisa, site of the famous Leaning Tower, en route, then by way of Marville, Shannon, Gander and Trenton to their respective ship or establishment.

In the time the men were away they travelled more than 14,000 miles, were in five European countries, met members of seven other NATO navies. Their reports will help in selecting and preparing future teams, so that Canadian competitors will stand a better chance.

OFFICERS AND MEN

Graduation Held For Bandmen

The tri-service School of Music at HMCS *Naden* held its first graduation exercises on September 27 and a highlight of the event was a family matter.

The major award for top marks in the two-year course went to the tallest student, Leading Aircraftman Hugh J. McCullough, whose home is in Ottawa. His marks matched his height—he held an average 96 per cent score throughout the course.

News that he had won the top award in his class of 18 was kept from him until the last minute. So was another pleasant surprise—the fact that the trophy was to be presented to him by his father, Warrant Officer Hugh McCullough, a member of the RCAF Central Band in Ottawa.

The graduation of the tri-service class of military bandmen was held on the parade ground of HMCS *Naden* in conjunction with Friday divisions. The guest of honour, on hand to present certificates and other awards, was Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast.

The *Naden* band and that of the graduating class from the tri-service music school took part in the afternoon program. Under the command of Lt.-Cdr. Stanley Sunderland, the School of Music at *Naden* is the only one of its kind. In it are trained bandmen from all three of Canada's armed forces.

Appointment Extended

Her majesty the Queen has graciously approved the re-appointment of Surg. Captain L. E. Prowse, RCNR, as Queen's

Weddings

Lieutenant Arthur Boutillier, HMCS *Star*, to Joy Mary Duggan, of Armdale, Nova Scotia.

Ordinary Seaman Roy Charles Hughson, of HMCS *Shearwater* (VS-880), to Trudy Charmaine Cruikshank, of Halifax.

Able Seaman Earl R. Demers, HMCS *Fraser*, to Fern M. Peters, of Victoria.

Sub-Lt. P. W. Dumbrille, *Kootenay*, to Carolyn Meadus, of Hacketts Cove, N.S.

Lieutenant W. E. MacKenzie, HMCS *Bytown*, to Dianne Lee Stuart, of Ville La Salle, Que.

Ordinary Seaman Dale R. Roth, HMCS *Fraser*, to Janet Robert, of Red Deer, Alberta.



Highest in standing and tallest physically of the members of the first graduating class of the *Naden* School of Music was Leading Aircraftman Hugh McCullough, to whom the trophy representing the top award was presented by his father, Warrant Officer Hugh McCullough, of the RCAF Central Band, Ottawa. Others in the picture are Lt.-Cdr. Stanley Sunderland, officer in charge of the tri-service school, and Lt.-Cdr. Harry Culbert RCN (Ret) first commanding officer of what was formerly the RCN School of Music (E-73841)

Honorary Physician. Each of the Canadian Armed Forces is represented by a medical officer appointed for a two-year term.

Surg. Captain Prowse has been commanding officer of HMCS *Queen Charlotte*, the Charlottetown naval division, for the past two years. In civilian life he is director of anaesthesiology for Prince Edward Island Hospital, Charlottetown.

Adoption for Hong Kong Boy

Naval and civilian members of the Naval Communications Centre in HMC Dockyard, Halifax, have adopted an eight-year-old Chinese boy from Hong Kong under the Foster Parents Plan.

Ho Chung Lam, who with four brothers and sisters lives in a refugee resettlement building in Hong Kong's slums, has written to his foster parents as follows:

"I am very happy to become your foster child. I am grateful to you for your help to attend school. I shall bear

in mind your kindness to me. This is the first time I am writing you a letter and I do not know what to say.

"I am studying in Chaiwan Gov't School in P.1 and I have English, Chinese, Civic, social and arith subjects to learn at school but the subject I like most is English transcription. I like to read and I will study hard in order to make full use of your money and my time. I have many classmates and we play together and read together. So I like to be in my school.

"My father is working in the Sanitary Department and my mother does plastic flowers at home to earn a little. I am the eldest child of my parents; I have 2 sisters and 2 brothers. The older sister

Births

To Chaplain (P) H. I. Hare, HMCS *Naden*, and Mrs. Hare, a daughter.

To Petty Officer George McKenzie, HMCS *Fraser*, and Mrs. McKenzie, a daughter.

To Lieutenant G. L. Maloney, HMCS *Bytown*, and Mrs. Maloney, a son.

To Able Seaman Leroy Sinclair, HMCS *Fraser*, and Mrs. Sinclair, a daughter.

has the opportunity to attend school. The rest live and stay at home.

"I received thru PLAN your Grant HK \$45.00 (US \$8.00) plus HK \$25.00 for new text-books and 2 pairs of white socks. Many thanks for all these.

"It is summer in Hong Kong and it is very hot now. We are now under water restriction and so we find it very inconvenient. I hope it will rain more to solve the problem of water shortage. I want to know something about you and your city. Please give me a reply. Goodbye for now. I shall write you again.

"With best wishes.

"Your Foster child

"HO CHUNG LAM"

Officer Named To Ghana Team

Lt. Frank Winfield Mercer, of St. John's, Newfoundland, has been appointed to the Canadian Armed Forces Training Team in Accra, Ghana.

Born on December 28, 1925, in St. John's, he served in the Royal Naval Volunteer Reserve in 1944-45 and entered the RCN on a short service commission in 1959.

He has served most recently as Naval Career Counsellor, Maritimes, during which time he made his home in Dartmouth, N.S.

RN Submarine Flag Officer Visits

Rear-Admiral H. R. Law, Flag Officer Submarines Royal Navy, was in Halifax in mid-October for a two-day visit to the Atlantic Command. Admiral Law arrived by air at *Shearwater* from Ottawa.

During his stay he visited Maritime Command Headquarters and conferred with Rear-Admiral J. V. Brock, Maritime Commander Atlantic. He also inspected the Royal Navy's Sixth Submarine Division, visited the submarine HMS *Auriga*, toured submarine base facilities and met with officers and men attached to the submarine division.

Admiral Law left for Washington on Saturday, October 12.

RCN Official on Safety Council

Superintendent of Industrial and Safety Engineering for the Royal Canadian Navy, D. I. Darling, of Ottawa, has been elected to serve as a member of the executive committee of the public employee section of the National Safety Council, as regional representative for Canada.

The election was held during the October National Safety Congress, an-

nual convention of the Council, which has its headquarters in Chicago.

The National Safety Council is a non-profit association dedicated to safety in all fields of accident prevention.

191 Begin RCN Officer Training

A university education and a military career are being combined by 185 young men from across Canada who have been enrolled in the Royal Canadian Navy as officer cadets under terms of the Regular Officer Training Plan.

Of these, 91 were accepted for entry into the three Canadian Service Colleges: Royal Roads, near Victoria, B.C., the Royal Military College of Canada, Kingston, Ont., and le College Militaire Royal de Saint-Jean, Que. The remaining 94 will attend universities.

Under this tri-service plan, cadets are educated, at government expense, to university level and, upon graduation, receive, with their degrees, commissions as officers in their respective services.

The program is designed to develop leadership and qualities of character while conducting a concentrated course of academic study to prepare future officers for positions of responsibility.

Six seamen have been promoted to officer cadets and are attending the University of British Columbia and the University of New Brunswick as part of the Navy's College Training Plan.

They are: PO Anthony Holland, Able Seamen Neil A. McKinnon, Kevin M. Morrison, John David Vince, William J. Rooney and Wayne T. Marsh.

The qualifications for CTP are similar to those of the Regular Officer Training Plan but apply specifically to RCN personnel serving on the lower deck who have been selected as officer cadets. While attending university, for which all expenses are paid, the CTP cadets receive the same professional training as their ROTP counterparts.

Following graduation, and having received their university degrees, the cadets will be commissioned sub-lieutenants.

Sea Cadets Join Officer Plans

Quebec boys are becoming increasingly sea-minded, judging by recent enrolment figures of the Royal Canadian Navy's officer training programs.

Quebec leads all other provinces in the ratio of enrolled Royal Canadian Sea Cadets accepted to train as future naval officers. One out of every 127 Quebec sea cadets has been accepted in the Regular Officer Training Plan or Short Service Officer Plan.

British Columbia is second with one candidate for every 142 sea cadets, while the prairie provinces are third with one for each 200. Ontario's enrolment of 3,172 sea cadets yielded 12 successful candidates, or one for every 264 boys enrolled. The Maritime provinces and Newfoundland produced one officer cadet for each 280 boys enrolled in the Royal Canadian Sea Cadet Corps.

Former sea cadets accounted for more than 20 per cent of all naval recruits last year, and provided one quarter of all officer candidates. The movement has become particularly popular in Quebec province where the Navy League of Canada opened six new corps in the past year.

Naden Band Shares In Memorable Event

The *Naden* band and the Victoria Symphony Orchestra joined forces on August 29 to present a concert at Royal Roads in support of the orchestra.

The warm evening and superb setting, together with the quality of the musical program, made the event a memorable one for Victoria.

The program included Tchaikovsky's "1812 Overture", for which *Naden's* field gun crews provided the cannon fire.

Officers to Serve In Viet Nam

Two naval officers were to take up appointments later in November with the military component of the Canadian delegation in Saigon, Viet Nam, for duty with the International Commission for Supervision and Control.

They are Lt.-Cdr. Robert Dewhirst and Lt.-Cdr. William S. D. Hendry. They have been appointed as replacements in the annual rotation of naval officers participating in this international commitment.

Admiral Madden Visits 'Bonnie'

Admiral Sir Charles Madden, Commander-in-Chief of NATO's Eastern Atlantic area, spent two days at sea in the *Bonaventure* during NATO exercises in the stormy North Atlantic during October.

A helicopter from the *Bonaventure* brought Admiral Madden from the Netherlands carrier Karel Doorman. Commodore R. P. Welland, Senior Canadian Officer Afloat (Atlantic) greeted Admiral Madden on arrival.

His transfer to the Canadian carrier was made as heavy seas and wind battered a NATO fleet participating in exercise Flat Rock.



Now and - -



Then

The picture at the lower left was taken on January 28, 1949, as the cruiser Ontario (the ship in the background) and the destroyers Athabaskan and Crescent were about to sail on a spring training cruise that took them to the West Indies to rendezvous with the aircraft carrier Magnificent and destroyer Haida.

Displayed on the cover of the March 1949 issue of The Crowsnest, the picture showed Mrs. Angus saying farewell to PO T. D. Angus (left) and Mrs. Kittson and daughter Heather saying their goodbyes to Ldg. Sea. (Electrician 3C) W. J. Kittson. The two-year-olds in the carriage, Brian Angus (left) and Donald Kittson, weren't quite old enough to grasp what was going on.

The top picture carries us to the present day and we find the two former occupants of the carriage taking a definite interest in what was happening—namely their attestation into the Royal Canadian Naval Reserve at HMCS Malahat, the Victoria naval division. Personnel are reversed in comparison with the other picture and are, left to right, CPO Kittson and son, Donald, and Brian Angus and his father, CPO Angus. The recruiting officer at Malahat is Lt. G. J. Colwill, but the presence of the two chiefs on his staff may have been a factor in the boys joining the RCNR.



HMCS Qu'Appelle, latest Mackenzie class destroyer escort to join the fleet. (ML-12416)

HMCS QU'APPELLE

HMCS *Qu'Appelle* was commissioned into the Royal Canadian Navy on the afternoon of Saturday, September 14, at Davie Shipbuilding Limited, Lauzon, Quebec. The guest of honour was Hon. Lucien Cardin, Associate Minister of National Defence.

The *Qu'Appelle*, the fourth of six Mackenzie class destroyer escorts to join the fleet, is named after the Qu'Appelle River in southeastern Saskatchewan and is the second ship in the Royal Canadian Navy to bear the name.

Construction of the *Qu'Appelle* began at Davie Shipbuilding, Limited, Lauzon, in January, 1960, and she was launched on May 2, 1962. Her sponsor was Mrs. Diefenbaker, wife of the Rt. Hon. John G. Diefenbaker, then Prime Minister of Canada.

Commanding the new destroyer escort is Cdr. A. G. Kilpatrick, formerly on the staff of the Assistant Chief of Naval Personnel (Plans), in Naval Headquarters.

Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services, Naval Headquarters, formally accepted the ship for the RCN.

Almost 450 invited guests attended the colourful afternoon event. Among them were representatives of all levels of federal and provincial government, industry, business and the armed forces.

The setting for the ceremony was a picturesque one with sunbathed Quebec

City across the river in the background. The freshly painted and scrubbed ship was secured at the end of the DSL outfitting wharf.

Guests started to arrive early and many were leafing through the French-English commissioning booklets as the ship's company, guard of honour and *Stadacona* band formed up on the jetty alongside the new warship.

With the arrival of Mr. Cardin, the ceremonies began. Cdr. Kilpatrick met the associate minister as he disembarked from his car. Lt. G. A. (Tony) Bennett, guard officer for the occasion, then invited Mr. Cardin to inspect the guard of honour.

Cdr. E. W. Kimmerly, Principal Naval Overseer, Quebec, introduced the speakers who were R. Lowery, president,



R. Lowery, president of Davie Shipbuilding Limited, Lauzon, turns over the *Qu'Appelle* to Rear-Admiral J. B. Caldwell, Chief of Technical Services, representing the RCN. The ship's captain, Cdr. A. G. Kilpatrick, is at the left. (ML-12743)

Davie Shipbuilding Limited; Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services, Mr. Cardin, and Cdr. Kilpatrick. Religious portions of the ceremony were conducted by Rev. Harry Ploughman, Chaplain of the Fleet (P) and Rev. J. E. Whelly, Chaplain of the Fleet (RC).

Others on the dais were Rear-Admiral J. V. Brock, Flag Officer Atlantic Coast; Commodore M. J. Jette, Senior Naval Officer, St. Lawrence Area; T. Veliotis, general manager, Davie Shipbuilding Limited; Cdr. J. M. Favreau, naval assistant to Mr. Cardin; Lt. F. A. White, Flag Lieutenant to Admiral Brock and Lt. J. B. Valiquette, Flag Lieutenant to Commodore Jette.

"As we all know, the prime threat at sea today is the submarine," Mr. Cardin said in his address. "During the Second World War, submarine action was aimed mainly at the destruction of ships, and its operation against land targets was restricted to a few instances of shelling secondary targets of limited military importance. Today, the submarine has far greater scope and it is capable of rendering far more devastating destruc-

tion than the submarine crews of the last war ever dreamed.

"We know that in possible future hostilities guided sea-to-ground missiles may be launched from submarines against targets hundreds of miles inland. I mention this because I feel that it is well to remind ourselves that this ship was designed not so much for the purpose of escort duty as were the ships of World War II, but also to hunt out the latest submarines of a potential enemy which may be lurking off our coast . . .

"Guarding against the submarine will be the *Qu'Appelle's* principal task. This will be a difficult job and will require very specialized skills. This ship which we are commissioning today has incorporated in her many of the technological advances in armament and submarine detecting devices which have been developed in recent years by Canadian scientists, naval personnel and by our shipyards.

"The effectiveness of this ship's modern weapons systems and complex array of equipment ultimately depends upon the officers and men who take her to



Cdr. A. G. Kilpatrick, commanding officer of the *Qu'Appelle*, with Hon. Lucien Cardin, Associate Minister of National Defence, guest of honour of the commissioning of the new destroyer escort on September 14. (ML-12740)



Guests and ship's company at the commissioning of the *Qu'Appelle*. (ML-12763)

sea and make her a vital living unit of the Fleet. The ability to use this ship and her equipment makes heavy demands upon personnel, and today's sailors must be skilled operators and technicians, capable of using their heads as well as their hands. I am sure this ability is possessed by the ship's company of HMCS *Qu'Appelle* and I am sure that each and everyone of them will do their utmost to maintain a record of service second to none.

"I wish to take this moment to commend Davie Shipbuilding Limited, both management and employees, upon a job well done. Once again this ship, their latest achievement, demonstrates the high standard of technical skills available in Canada shipyards . . . As an example of its long history of building ships for the Royal Canadian Navy, the *Qu'Appelle* is the 343rd naval ship to be built by 'Davieship'."

Addressing his concluding remarks directly to the captain, officers and men of the *Qu'Appelle*, Mr. Cardin said:

"The commissioning of this new ship is a proud and memorable occasion for you. I wish you all God speed, good fortune, happy sailing and every success in the tasks that lie ahead."

In his speech Cdr. Kilpatrick outlined the immediate future of his ship to his ship's company; a series of trials and workups in the Halifax area; participation in naval exercises and the hope that there would be voyages to foreign ports in the near future. He also extended a special invitation to Mr. Cardin, a former naval officer, to join his ship for a trip to sea.

With the speeches over, the acceptance papers were formally signed. The Red Ensign was lowered and simultaneously replaced with the White Ensign and then following a few quick orders by Lt.-Cdr. Douglas Ross, executive officer, the assembled sailors marched smartly on board and manned their ship officially for the first time.

A heavy stream of guests followed behind for a special tour of the new DDE. The guests of honour were shown

to the captain's day cabin and later all the guests attended a commissioning reception on the quarterdeck of the new warship.

The *Qu'Appelle* 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 (full load). Her normal complement will be 12 officers and 217 men.

She takes her name from the Qu'Appelle River in the plains of Saskatchewan and is the second ship in the RCN to bear the name. The first *Qu'Appelle* was the former Royal Navy destroyer HMS *Foxhound*, which was transferred to the Royal Canadian Navy in February 1944 and served throughout the remainder of the Second World War in the Battle of the Atlantic and off the coast of Europe.

The new ship has inherited the following battle honours:

Atlantic	—	1944
Normandy	—	1944
Biscay	—	1944



Tommy Clyke, Katherine Cox and Paul Davis, Truro, Nova Scotia students listen intently as AB Donald Sharp explains a 40mm gun on board HMCS Fort Erie. The youngsters were among 115 students, counsellors and supervisors from Truro to tour the frigates Fort Erie and Lanark at HMC Dockyard, Halifax, in late October. (HS-733-16)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Sioux*

When HMCS *Sioux* was paid off into operational reserve on Wednesday, October 30, it brought to an end a number of firsts and lasts that this destroyer escort has contributed to the Royal Canadian Navy since she was first commissioned into the RCN in March 1944.

Transferred to the Reserve Fleet following the war, the *Sioux* was converted and modernized to become the first RCN ship to be fitted with bunks in place of conventional hammocks. She was also the prototype for habitability experiments, later incorporated into all new ships.

The *Sioux* and two Tribal Class destroyers the *Cayuga* and *Athabaskan* were the first RCN ships to serve in the Korean theatre. She served three tours of duty there and became the last RCN ship in Korean waters.

She was transferred to the Atlantic Command in 1957 and became a unit of the Third Canadian Escort Squadron. For the past year she had been senior ship of the squadron, under Cdr. C. A. Law.

HMCS *Sioux* also represents the last ship to mount 4.7 inch guns. All other ships are fitted either with 4-inch guns, such as the Tribals, or 3-inch-50 calibre or 3-inch-70 calibre as in the case of the Restigouche and Mackenzie class destroyer escorts.

The *Sioux* returned from her last cruise, a summer in the Great Lakes in support of the Reserve training program, in September flying her 2,500 foot-long paying-off pennant.

Dental Care For *Amphion*

The British submarine *Amphion*, well known to RCN personnel based at Halifax, recently received dental attention at Singapore, according to an item in *Navy Times*.

The *Amphion* sprang a leak in her radar mast and nobody could find a replacement part; Royal Navy dentists were called in, made a part from the material used to make false teeth, fitted it snugly into place over the leak—and the *Amphion* was in business again.



Personnel of the U.S. Coast Guard Ship *Westwind*, summer visitor to Halifax, joined officers and men of the RCN's Fifth Escort Squadron in giving blood at a Red Cross clinic in the Dockyard. Shown are Mrs. Carol Cooke, Boatswain's Mate James Overton, USCG, and Ldg. Sea. Percival Conway, RCN. (HS-7287)



HMCS *Sioux*, which sailed in October to Sydney to pay off into operational reserve, was not only the first ship to support the drive for a new fleet club in Halifax, but she made the largest donation of any destroyer in the fleet. AB Charles Hibbert, on behalf of *Sioux*'s ship's company, presented a cheque for \$4,000 toward the fleet club fund to Rear-Admiral Jeffrey V. Brock, Flag Officer Atlantic Coast. Looking on were Commodore R. L. Hennessey, left, Commodore Personnel Atlantic Coast and Cdr. C. A. (Tony) Law, commanding officer of the *Sioux*. (HS-73320)

In mid-October she added another "first" and "largest" to her list. She became the first ship to support the drive for a new Fleet Club in Halifax and made the largest donation of any destroyer escort in the Fleet, a cheque for \$4,000.

In a brief ceremony at the jetty at HMCS *Shearwater* on October 30, the *Sioux* was paid-off. Attending the ceremony were two former commanding officers, Cdr. Law and Cdr. J. D. Lowe. Her last commanding officer was Lt.-Cdr. H. J. Bird.

PACIFIC COMMAND

HMCS *Fraser*

September was a busy month for the *Fraser*. During the early part of the month the ship, along with other units of the Pacific Command took part in a joint Canadian-United States exercise off the West Coast. On return to Esquimalt the ship's company immediately set to work readying the ship for her annual inspection, and there was a great deal to be accomplished in the three working days available before the event. However, all was ready when the Flag Officer Pacific Coast came on board.

To top off the month, the ship's company dance was held at the Victoria Curling Club on Friday, September 27. The credit for an extremely successful evening belongs to the dance committee of CPO Peter Lesoway, Ldg. Sea. L. H. Norgaard, and Ldg. Sea. J. B. Garbet. Entertainment was furnished by Doug Taylor and his troupe while PO J. G. McLellan and Ldg. Sea. Donald Andrews collaborated in providing an excellent catering service.

September saw the departure of PO Raymond J. Peterson for a Trade Group Three course. PO Peterson was the last member of the original ship's company that commissioned the *Fraser* back in June 1957. He joined the ship as an LSRP2 in 1957 and had served continuously there before his draft to *Stadacona*.

Early August saw the end of another summer of ROTP training cruises for the *Fraser*. The return to Esquimalt harbour was eagerly awaited by the ship's company and cadet midshipmen alike. For the ship's company it meant the start of the annual leave and self-maintenance period and for the cadet midshipmen it meant three tough days of examinations followed by a well earned leave period before returning to their universities.



On October 6, first anniversary of her commissioning, HMCS *Mackenzie* was the cake-eatingest ship in the Royal Canadian Navy. Two huge cakes marked the day, the first a work of art, embodying the ship's badge, produced in the galley by the skilled hands of Ldg. Sea. Ercelle Rhodehouse, the second an ornate masterpiece from University of British Columbia UNTD officer cadets, in gratitude for a day-long cruise in the Strait of Georgia. Ord. Sea. Allan Lobbes had the honour of cutting the former cake, while Cdr., A. B. German, the *Mackenzie's* captain, cut the UNTD offering. (E-73905; E-73934)

HMCS *Mackenzie*

October 6, 1963 will always be a special date in the gustatory memory of personnel of the *Mackenzie*. The date was the first anniversary of the ship's commissioning, and to celebrate the occasion the ship's company was treated to two masterpieces of culinary art.

The first was a cake, produced by Ldg. Sea. Ercelle Rhodehouse, measuring more than two feet square and bearing an iced copy of the ship's badge, with "1962-1963" inscribed thereon. Ord. Sea. Allan Lobbes, had the honour of cutting the first slice while Cdr. A. B. German, commanding officer, looked on approvingly.



Crowning a busy summer, the band of HMCS York, the Toronto naval division, has been awarded the Efficiency trophy for RCNR bands. This picture was taken at the beginning of the band's crowded summer season, when the Sunset Ceremony was performed before 5,000 people on Pier Nine, Toronto Harbour, on the occasion of a reception for HMCS Haida. (COND-8482)

The second was a cake produced by the University of British Columbia's Naval Training Division in appreciation of the annual familiarization cruise the *Mackenzie* conducted on their behalf. Cdr. German did the honours this time as members of the ship's company looked on with well registered expectant delight.

The *Mackenzies* certainly have a right to be proud in celebrating their ship's first commissioned year. After successful post-commissioning workups the ship was destined for the West Coast. On her journey to the other side of the continent the ship traversed the warm waters and tropic climes of the Caribbean and Pacific to visit such intriguing ports as San Juan, Culebra and Acapulco. Encountering the *Saskatchewan* along the way before she joined the Atlantic Command, the *Mackenzie* presented her with a gigantic ice pick, a prelude to the Newfoundland patrol.

Since arriving in Esquimalt the ship has become an active and leading component of the West Coast Fleet.

These brief recollections plus a few statistics such as the fact that the ship has ploughed through 29,573 miles of ocean and served 91,858 meals serve to recall a busy year, the culmination of which is symbolized by time-out to gather around the anniversary cake, laud the old year and welcome the new.

NAVAL DIVISIONS

HMCS York

Bandsmen are busy—especially if they hail from HMCS York, the Toronto naval division.

This statement of fact is supported by the heavy schedule followed by the York band last summer, and the awarding of the Efficiency Trophy for RCNR bands to York this year.

The schedule reads like a booking agent's dream: Reception for HMCS Haida in May; Marine Museum, concert and sunset ceremony in June; concert at Centre Island Park, also in June; concert in Allan Gardens in July; concert in Willowdale Park, Kew Gardens, Casa Loma and three more Metro parks in August, as well as six concerts at the Canadian National Exhibition; and participation in the Labour Day parade and the Corps of Commissionairs dinner in September.

And it doesn't end there. The band played at the Trafalgar Ball in October and was to welcome Santa Claus to Toronto in November. These activities were in addition to the ceremonial divisional duties at York.

In recognition of these activities, Cdr. P. J. Wilch, commanding officer of York, paid tribute to the band in a special talk to the ship's company. At the same time he awarded most of them with St.

John Ambulance First Aid certificates—just one more accomplishment for the bandmen this year.

York wrens had a unique mess dinner recently. It was attended by 19 wrens from other divisions and by two of the higher ranking wrens officers in the service: Lt.-Cdr. Fanta Tait and Lt.-Cdr. Constance E. Ogilvy.

Lt.-Cdr. Tait was the guest of honour, and was presented with an engraved silver compact and a scroll bearing the names of the York wrens.

HMCS Scotian

Cdr. Bruce S. C. Oland has been appointed commanding officer of HMCS *Scotian*, the naval division in Halifax. He succeeds the late Captain George A. Brown.

Cdr. Oland attended Kings College School, Windsor, N.S. and later completed his education at Beaumont College, Old Windsor, England. On his return from England in 1936 he joined the firm of Oland and Son, Limited, in Halifax.

He was active in the militia and served in the Army for six years of the war, retiring with the rank of major.

In 1951 he joined the Royal Canadian Naval Reserve and has held various appointments at *Scotian*, as well as serving in HMC Ships *Warrior*, *Swansea*, *Micmac*, *Cornwallis*, *Stadacona*, *Magnificent*, *Haida*, *St. Laurent* and *St. Croix*.

He was promoted in 1961 to the rank of commander and held the appointment of executive officer of *Scotian*.

In civilian life, with the firm of Oland and Son Limited, he is vice-president in charge of production. He is chairman of the Eastern Claims Committee of the Royal Canadian Naval Benevolent Fund, director of the Maritime Museum of Canada, and was the chairman of the Nova Scotia Retarded Children's Association financial campaign last spring. He is also an honorary director of the Canadian Association for Retarded Children.

HMCS Malahat

Cdr. Peter Thomas succeeded Captain John D. Garrard in command of HMCS *Malahat*, the Victoria naval division, at turn-over ceremonies at the division on Oct. 1.

Captain Garrard, who has served as commanding officer since 1958, has been appointed to the Retired List after 25 years' service.

Cdr. Thomas has served as executive officer for the last five years and is succeeded in that appointment by Cdr. W. F. Walker.

As a parting gesture, Captain Garrard donated a Cock-of-the-Walk trophy in his name to VC-922, the reserve naval air squadron administered by *Malahat*.

HMCS Griffon

Cdr. D. H. Botly, commanding officer, HMCS *Griffon*, the Lakehead naval division, turned over command to Cdr. David A. Binmore, on September 23.

Cdr. Botly joined the service 23 years ago as an ordinary seaman. Following training at HMS *Raleigh* and officers' training at HMS *King Alfred*, he was promoted to sub-lieutenant in 1942.

During the war he served in combined operations in England and Egypt and commanded a landing craft on D-day.

He received his discharge in 1945 and entered the RCNR at *Griffon* in 1951, becoming executive officer in 1959 and commanding officer in 1960.

In civilian life Cdr. Botly is on the staff of the Lakehead Teachers College. He joined the RCNVR in 1939 at Halifax and served in the Battle of the Atlantic in HMS *Ausonia*, an armed merchant cruiser, and the corvettes *Lethbridge*, *Sackville* and *Sherbrooke*, being in command of the last-named.

Cdr. Binmore joined the RCNR at *Griffon* in 1959 and was appointed executive officer in 1960.

In civilian life he is secretary-treasurer of Lakehead Freightways and resides in Fort William. He is married to

LEGAL HANGING AGE BEHIND BARROW RIDE

"What is the legal hanging age in Canada?" This question was argued by Ldg. Sea. Robert Dunsmuir and Ldg. Sea. Archie Henderson, both serving in the *Fraser*. During the exchange Ldg. Sea. Dunsmuir said before witnesses that, if he was wrong, he would personally push Ldg. Sea. Henderson from his home to the ship in a wheel barrow. He lost and all too late found that Ldg. Sea. Henderson lived in Belmont Park, some six miles from the ship.

Saturday morning saw Ldg. Sea. Henderson weigh in at 238 pounds, comfortably settle himself on several pillows and be wheeled down the highway by 140-pound Ldg. Sea. Dunsmuir. However, as a sporting gesture, it was agreed that Ldg. Sea. Henderson would push Ldg. Sea. Dunsmuir up all hills. After logging five and a quarter miles, they arrived at the corner of Admiral's and Esquimalt roads, an ideal spot for deciding that honour was satisfied and recuperation called for.

the former Maureen McCartney of Belfast, Ireland, who served with the Women's Royal Naval Service for five and a half years. They have three sons, Michael, Gary and Timothy.

Cdr. Binmore comes from a family associated with the navy for five generations. His father, Lt.-Cdr. Henry Binmore, RN, formerly of Halifax, now retired and living in Fort William, commanded submarines and destroyers during and after the First World War. He was recalled by the RCN in 1939 and subsequently was transferred to the RN for service with the Royal Navy Technical Mission in Washington.

Succeeding Cdr. Binmore as executive officer of *Griffon* is Lt.-Cdr. Herbert Walton, Port Arthur.

SEA CADETS

There are as many Royal Canadian Sea Cadets as there are sailors in all the destroyer escorts in the Royal Canadian Navy. Current enrolment stands at 10,151 sea cadets and 1,084 sea cadet officers equal to roughly half the strength of the Navy.

Nearly a third of all sea cadets and their officers attended summer training courses during 1963. Attendance figures were: HMCS *Acadia*, Sydney, N.S., 2,165; HMCS *Quadra*, Comox, B.C., 1,060; HMCS *Cornwallis*, 199; HMCS *Naden*, 149; HMCS *Shearwater*, 33; and HMCS *Hochelaga*, 9.

An additional 52 sea cadets and sea cadet officers attended two-week courses at the U.S. Naval Station at Great Lakes, Illinois, as part of an exchange plan with the U.S. Navy League.

Most training courses were two weeks in length, but 476 cadets qualified in naval trades courses lasting seven weeks or more.

More than 20 per cent of all new entry seamen entering the RCN are ex-sea cadets, and a slightly higher percentage is found among new officer entries. However, about 85 per cent of Canada's 10,151 sea cadets enter civilian employment in later life, taking with them the advantages of naval training and discipline.

There are 165 Royal Canadian Sea Cadet Corps, sponsored by the Navy League of Canada. The largest corps is in Winnipeg, with 415, but the greatest density by population is in the maritime provinces where there are 98 sea cadets per 10,000 population. In Burgeo, Newfoundland, the sea cadet corps of 24 forms seven per cent of the local population.



Home from the Sea

Kitchener-Waterloo Reunion Hosts

The Kitchener-Waterloo Naval Veterans' Association will be host club for the annual naval veterans' reunion in 1964, it was decided at a meeting of the directors of the Canadian Naval Association in the K-WNVA clubrooms on the week-end of October 19-20.

It was the first occasion on which the directors had met in the beautiful and functional new clubrooms of the Kitchener-Waterloo association. Delegates and their wives were guests at a dance-social on the Saturday evening and business sessions were held the following day under the chairmanship of H. A. Maynard, of Oshawa.

Miss M. Warren, past president of the Hamilton branch of the Ex-Wrens' As-

sociation, attended as an observer, her presence being particularly welcomed because of the CNA's policy of encouraging the eventual amalgamation of all ex-naval personnel into the national organization.

The proposal to seek the addition of the work "Royal" to the association's title was raised but discussion was postponed on the advice of Commodore R. I. Hendy, RCNR (Ret), who suggested the definition of "member" of the association should first be clarified.

Word was received that a veterans' association was being organized in Vancouver and was contemplating membership in the CNA.

A letter from the Royal Naval Association in Britain congratulated the CNA on its rapid growth and extended best wishes for the future.

On the recommendation of the executive, regional areas of the CNA have been defined as follows: Pacific (British Columbia); Prairies (Alberta and Saskatchewan); Central West (Manitoba); Central East (Ontario); and Eastern (Quebec and the Maritimes). Boundaries will not be strictly drawn, however, and it will be possible, for remote clubs to apply for classification in the adjoining region.

Strongly worded protests were heard from delegates with reference to the position assigned to the CNA in the Warrior's Day Parade at the 1963 Canadian National Exhibition. A request is to be made that the "senior service" status of the naval veterans be recognized. The Kitchener-Waterloo NVA is donating a challenge trophy to encourage pride of appearance among competing CNA clubs.

The Oshawa club announced that work had begun on its new clubrooms and that the official opening is planned for the Saturday preceding Battle of the Atlantic Sunday.

The dates chosen for the 1964 annual reunion are May 15, 16, 17 and 18. All inquiries should be addressed to the Kitchener-Waterloo Naval Veterans'

Association, 315 Weber Street, North, Waterloo, Ont. The host association is young and enthusiastic, giving assurance of another successful reunion.

With the growth of the CNA, consideration is being given to the holding of annual regional reunions, with a national reunion and convention every five years. Applications of a number of clubs to sponsor annual reunions were placed on the agenda of the next CNA meeting, November 24, in Brantford, with Brant Naval Veterans' Associations as host.—S.R.P.

THE NAVAL NEWS LETTER

RECENTLY there has come to light a series of files containing a number of copies of *The Naval News Letter*, mimeographed publication put out by Naval Service Headquarters, Ottawa, during the 1920s and '30s. The *News Letter* was usually published monthly, and contained such features as an "Appointments and Promotions" section, an "Items of Interest" section, from both coasts and the RCNVR Companies, special features of naval interest, and a section devoted to reprinting interesting articles from other publications.

Because of the dearth of historical materials on the RCN and the Reserves during the 1920s and '30s, *The Naval News Letter* is of great value. Unfortunately a complete set of the *Letter* has not been found. The Naval Historical Section has a copy of all the numbers for 1924, 1925 and 1926, issues No. 14, 15 and 16 of May, August and October 1928 and unnumbered issues of September and October 1929 and January and March 1930.

Should any *Crowsnest* readers have copies of *The Naval News Letter*, other than those mentioned above, the Naval Historian would be very grateful if they

A LETTER TO EX-MTB OFFICERS

Dear Sir,

Through the use of your columns, may I, on behalf of the MTB Officers' Association, London, England, call to the attention of all Canadian ex-MTB officers the fact that such an association is in existence, and is open to overseas ex- or retired officers of the RCN who have served in motor torpedo boats?

The annual reunion is held every autumn in London, and an extremely handsome club tie is available at a modest sum.

The secretary is D. E. J. Hunt, DSC, RNVR (Ret), 54 Inner Park Road, Wimbledon, Park Side, London SW 19, England.

May I suggest that those not already aware of the association, and who might be interested, communicate directly with Mr. Hunt?

Yours faithfully,

S. O. GREENING,
Lt.-Cdr. RCNR (Ret)

Greening Industries Ltd.,
Hamilton, Ont.

would send them to him. Copies will be made and the originals returned to the owner.

An illustration of the value of *The Naval News Letter* in filling gaps in Canadian naval history is found in the August 1925 issue in which is described an episode not known to have been recorded elsewhere. This was the capture of the rum-runner *Chackawana* by HMCS *Armentieres*. The story as told in the *News Letter*, follows:

The West Coast customs authorities having requested the co-operation of the naval forces to help them in the search for liquor smugglers, the minesweeper *Armentieres* was lent to carry out the necessary patrols and a customs officer embarked.

On July 20, during the evening, reliable information was received that a suspicious vessel was hiding in one of the numerous inlets off the coast. At



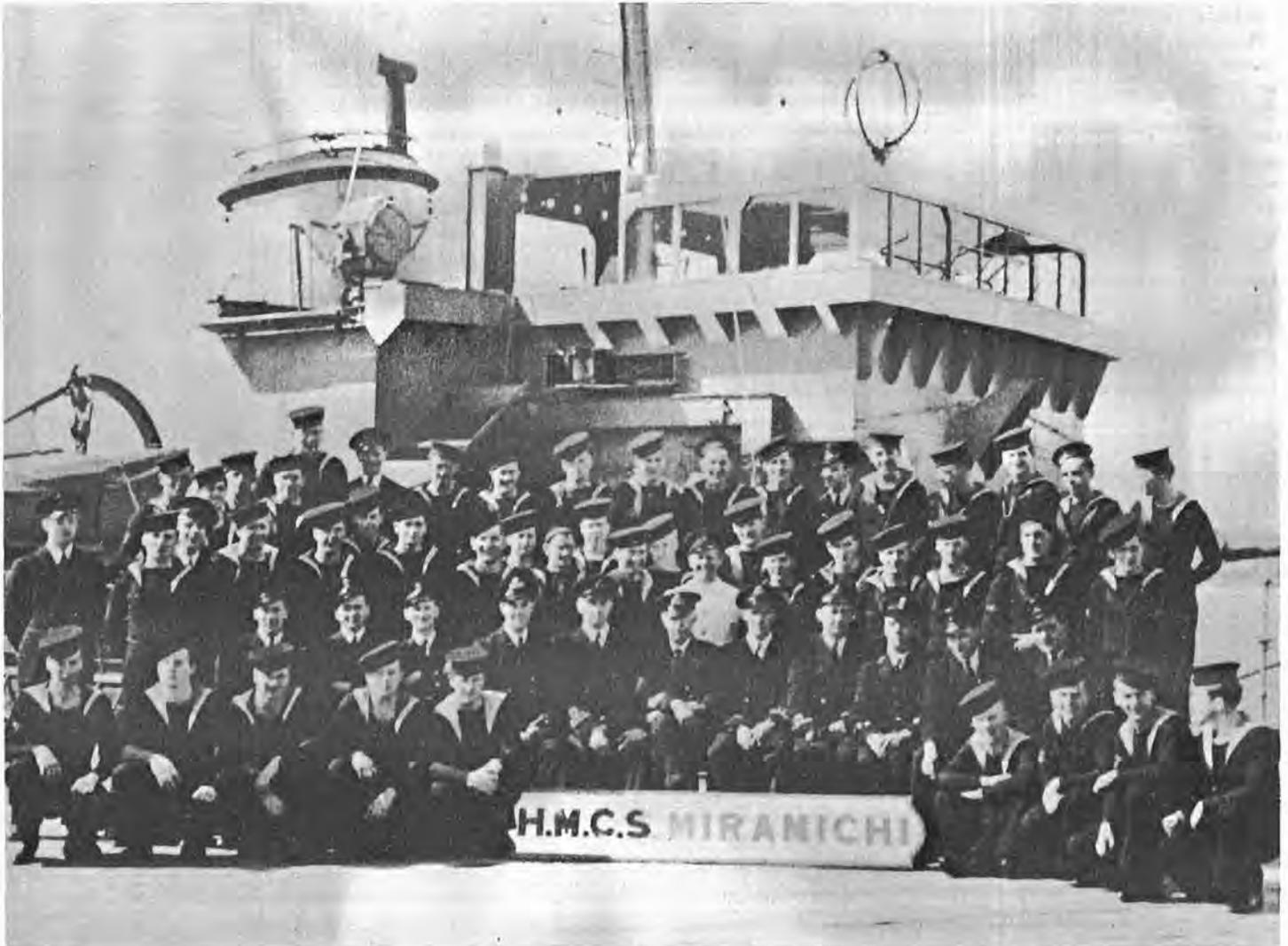
10.30 pm, the ship having arrived at the entrance to the arm, the skiff and jolly boat were lowered and left the ship. The

night was extremely dark and the weather misty. At 11.40 pm, the jolly boat returned with a message that the *Chackawana* had been boarded and seized, with a large liquor cargo on board.

The next morning the captured vessel came out under her own power, loaded to a dangerous degree. The name of her port of registry was below the waterline.

The vessel was towed to Esquimalt and there turned over to the customs officials.

A great deal of the credit for this capture is due to Leading Seaman Armstrong and Leading Signalman Bracey, who took the boats in during complete darkness and in uncharted water. Leading Signalman Bracey took charge of the smuggling vessel during the night and brought her out of the inlet the next morning.



The appearance in *The Crowsnest* more than a year ago of a "family portrait" of the ship's company of HMCS *Miramichi* set James Lang, of Vancouver, to thinking that he had a similar photo of different vintage. Among his souvenirs he found this "family portrait" of another *Miramichi*—the Bangor class minesweeper of the Second World War. The picture was taken at Prince Rupert, B.C., in the spring of 1942, at which time she was commanded by Lt. W. G. Johnstone, RCNR. Mr. Lang is ninth from the left in the back row.

Guz and the Oggies

TWO NEW WORDS have been written into the vocabularies of about 80 Canadian university graduates and undergraduates.

They are:

"Guz."

"Oggie."

Now, to many a thousand Canadian naval men (present AND past), this may not be a shattering statement. But, outside the service, how many know that the RN's Devonport division is known as Guz; or that its personnel are referred to as Oggies?

(Editorial note: Just for further clarification, legend has it that Guz is an abbreviation for guzzle, as Devon

men were believed to be great guzzlers of the cider their country produces. An unlikely story, really, with rum on issue! Oggie is the Devonian's name for a pasty, comparable to a Canadian meat pie but shaped like a half moon.)

The Canadians involved in this report were members of the Old Fort Henry Guard taking part in this year's Royal Tournament in London's Earle's Court.

The Oggies were the Devonport divisions field gun crew, competing at the Tournament (with gun crews from Portsmouth and the Fleet Air Arm) to the cheers of tens of thousands of spectators.

The Canadian Guard and the Devonport gun crew were the show stealers.

A great friendship developed between them.

It came as a delightful surprise to hear the Canadians providing a cheering section for the Guz crew during the tournament with:

"Devonport, Devonport,

"Oggie, Oggie, Oggie."

Fortunately, with the predominantly Old Country audience, the word Oggie was understood. Otherwise, perhaps, our lads might have been mistaken for Red Indians using a tribal cry.

In return, the navy lads formed a cheering section for the Guard, with

"Fort Henry, Fort Henry,

"Fog, Fog, Fog."



At the pinnacle of the experiences of the Old Fort Henry Guard in London early this year was the Guard's inspection by Her Majesty the Queen and His Excellency Sarvepalli Radhakrishnan, President of India, at a special ceremony at the Commonwealth Institute in Kensington. Behind the two heads of state is His Excellency the High Commissioner for Canada, George Drew. The inset is a photograph taken some years ago of the officer in the immediate foreground of the inspection picture. He is Ronald Simmons, of Halifax, who was a member of RCSCC Nelson in Halifax from 1954 to 1958, leaving the corps with the sea cadet rank of chief petty officer. He and 11 other sea cadets made a four-month cruise of European waters in 1957 in HMCS Quebec. The large picture was taken by Lt.-Cdr. E. H. Bartlett, RCNR (Ret), author of the accompanying article.

The accompanying sentimental report from London is by Ernest Bartlett, travel editor of the Toronto Telegram. During the Second World War he served in the RCNVR as a naval information officer, was captured during the invasion of Sicily and spent the rest of the war as a prisoner.

The Fort Henry Guard, of which he writes, is formed of university students from across Canada. In their summer vacations they don uniforms of a British regiment of the line of 1876, act as guides to tens of thousands of tourists visiting the historic fort, and present drill displays of the period they represent.

They were not being weatherwise with the fog, but it was their way of pronouncing the initials "F.H.G."

The tournament lasted almost three weeks (our guard put on 33 sterling performances in that period) and the friendship grew and grew.

The lads, off duty, gravitated to a local pub (they about filled it) and talked of their respective lands and sang their respective songs.

You haven't, by the way, really heard "Alouette" until you have heard it with a West Country accent! Iss fey!!

And the Fort Henry guardsmen learned the West Country Hymn" . . . which many of you will, no doubt, recall. Just to refresh your memories here are a few lines which can be sung in polite company:

*Oh, how happy us will be
When us gets to the West Countree
Where the Oggies grow on trees.
We'll all go back to Oggieland,
to Oggieland,
to Oggieland,
Where they don't know sugar from
tissue paper,
tissue paper,
marmalade
or jam!*

Heaven preserve us from the day when the Armed Services no longer have their songs. They may not be brilliant, but they DO breed camaraderie!

A couple of nights before the tournament was to close, I was invited by a guardsman (bless their young military hearts, some of them had adopted me) to their barracks where they were seal-

ing their friendship with the Oggies in a tangible way.

They had sent to Fort Henry (in Ontario's Kingston) for a bronze model of one of their rampart cannon. On its wooden carriage (of a style of a century ago) was a brass plate engraved "From Fort Henry Guard to Devonport Gun Crew, 1963."

It would have done your sentimental, naval hearts good (as it did mine) to see the expression on the Oggies' faces when they were presented with this trophy.

In addition, each man was presented with a bronze medallion (they are sold as souvenirs at Fort Henry) as friendship-pieces.

They tucked them into their money belts to carry during the closing runs of the gun-crew competition. I like to think that they helped Devonport to win two of the three cups which are annual prizes.

Gun crews, as you all know, don't stay together for ever. The Devonport men will, no doubt, be posted to different ships and will serve (as is the Navy's way) all over the seven seas.

But, in the years to come, I am confident that when two or more of them meet again, the talk will go back to 1963 and "the Canadians".

THAT won't do this nation of ours any harm!

As a matter of fact, the visit of the Fort Henry Guard to London bred more than inter-service friendship.

Earle's Court holds about 17,000 spectators and the 33 performances were attended. I think I am conservative

when I estimate that a quarter of a million persons cheered "the Canadians".

As I wrote in my own paper, I feel we owe a Royal Canadian vote of thanks to the Ontario government which, through the Ontario-St. Lawrence Seaway Commission, is responsible for fort and guard both.

And, paying tribute where tribute is due, a special vote of thanks to Ronald Way, Ontario's director of historic buildings and sites. The historical accuracy of the guard and its drills (19th century) owes everything to him.

There is a footnote to this report:

The Fort Henry Guard flew back to Canada in a chartered TCA jet, together with their two six-pounder guns.

A TCA official superintending the loading of the guns seemed a bit puzzled. Two guns and two limbers should equal eight wheels . . . but nine wheels were being loaded.

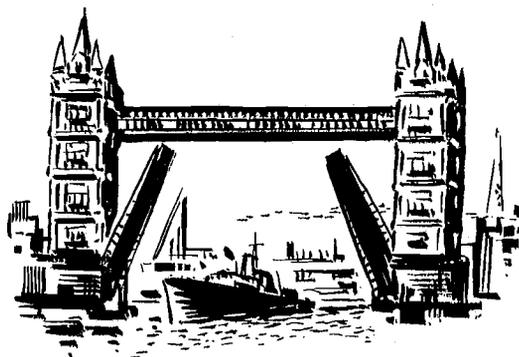
One was a written off naval field gun wheel, beautifully polished up.

And, I understand, back in Guz they are preparing a brass plate to go on it when it is given a place of honour in Fort Henry's museum.

This report may appear sentimental . . . but I do not apologize for that fact.

I was so glad to see this great friendship maturing between these Canadian youngsters and the Devonport boys.

You see, back in the days of what we used to call the Great War (now referred to as World War I) I was an Oggie in Guz!



HERE AND THERE IN THE RCN



It was "congratulations and well done" for the ship's company of HMCS Saskatchewan when the ship topped other units of the First Escort Squadron in donations at a Red Cross Blood Clinic at HMC Dockyard, Halifax. To commemorate the occasion a special cake was baked and presented to Ord. Sea. Bill Stoddart (left), and PO Frank O'Neil, crew members of the destroyer escort. Making the presentation is Captain J. P. T. Dawson Commander First Canadian Escort Squadron. (HS-72786)



HMCS St. Croix a few weeks ago was host to 40 boys, dependents of RCAF personnel stationed at RCAF Station Beaverbank, Halifax. The visit included a tour of the ship and was topped off with hot dogs, hamburgers and soft drinks. Sub-Lt. Dent Harrison, one of St. Croix's officers, explains the ship's command position to a group of youngsters. (BK-833-1, RCAF)



Hon. Lucien Cardin, Associate Minister of National Defence, meets submariners on board HMS Auriga during his visit to East Coast naval ships and establishments in early September. (HS-72882)



Lt.-Cdr. (MAD) E. Y. Porter, of Ottawa and Victoria, recently was presented with a certificate making him an honorary member of the Air Force of Chile. The presentation was in recognition of services rendered by Lt.-Cdr. Porter following the disastrous Chilean earthquake in May 1960. An account of his experiences appeared in the December 1960 *Crowsnest*. Photograph shows Lt.-Cdr. Porter receiving the scroll from Rear-Admiral W. M. Landymore, Flag Officer Pacific Coast. Looking on are (left) Surgeon Captain J. W. Rogers, Regional Surgeon, Pacific, and Commodore A. G. Boulton, Commodore RCN Barracks, Esquimalt. (E-73935)



HMCS Haida has retired to operational reserve but she will long be remembered as a ship that wrote some of the most stirring pages in Canadian naval history. She was photographed last summer in Hamilton, Ontario, by Patrick E. Griffiths when she visited his home city in the course of Great Lakes training duties.



Other people may find it a spot of bother to have a ship sink under them—but not a naval photographer. He goes down cheerfully, with camera grinding. This soggy scene was taken by another moist photographer while CPO Norman Keziere was shooting footage for a training film, "The Fatal Mistakes", which deals with equipment discipline. The mock-up of a ship's compartment is in the NBCD School in Halifax.

TRI-SERVICE MEDICAL TRAINING

THE CANADIAN FORCES Medical Service Training Centre at Camp Borden has become the cradle of the medical service for all the Canadian Armed Forces.

Medical personnel from the three services who receive their first training in service medical subjects at Camp Borden include newly enrolled medical officers and nursing officers, who undergo tri-service orientation, medical assistants and wren medical aides, who receive their group one training, and subsidized medical students, who report to the Centre for their first summer training.

Other tri-service courses include the medical officers' course, qualifying surgeon lieutenants for promotion to lieutenant-commander or equivalent, the first aid instructor and first aid supervisor courses for personnel not in the medical branches and the recent commitment of carrying out all hygiene assistant training for the three services.

The unit is truly tri-service in nature and is headed by Group Captain I. H. Barclay, RCAF, who is the commandant and flies his RCAF flag, with four bars denoting his rank, at the masthead.

The RCN is represented by Lt.-Cdr. C. A. Brown, who is chief instructor, and Lt. (N/S) H. Ott, an instructional nurse. In addition CPO E. L. Thomas, a medical assistant, is the senior NCO and regulating chief in the busy Department of Medical Assistant Training which turned out over 400 Trade Group 1 Medical Assistants last year. He is assisted by Ldg. Wren E. A. Kerr, an instructor in the department as well as a supervisor of female students.

The rest of the staff, which totals about 180 officers and other ranks, is made up of personnel of the Canadian Army and RCAF with the former predominating.

Certain aspects of naval life have been transplanted in the unit. Copies of the large ships' badges of the former cruiser HMCS *Quebec* and HMCS *Ontario* are mounted in the officers' mess and a gin pennant is hoisted there on appropriate occasions. In addition, the



Something after the fashion of King Arthur's Round Table, each of the armed services is represented by its own chair in the mess at the Canadian Forces Medical Service Training Centre, Camp Borden. This shows the fine carved oak back of the Navy's chair.

ship's bell of the former HMCS *Rockcliffe* occupies a prominent place in the trophy case while the grog tub from the *Quebec* is also located in the mess.

Of particular interest to the Navy is the fact that the head table in the mess is equipped with carved, ornamental chairs the head board of each bearing the badges of various Army Corps, with one for the RCAF. There was no chair bearing the RCN badge until the mess recently corrected the omission by arranging for a chair to be carved bearing the RCN badge, beautifully reproduced in oak.

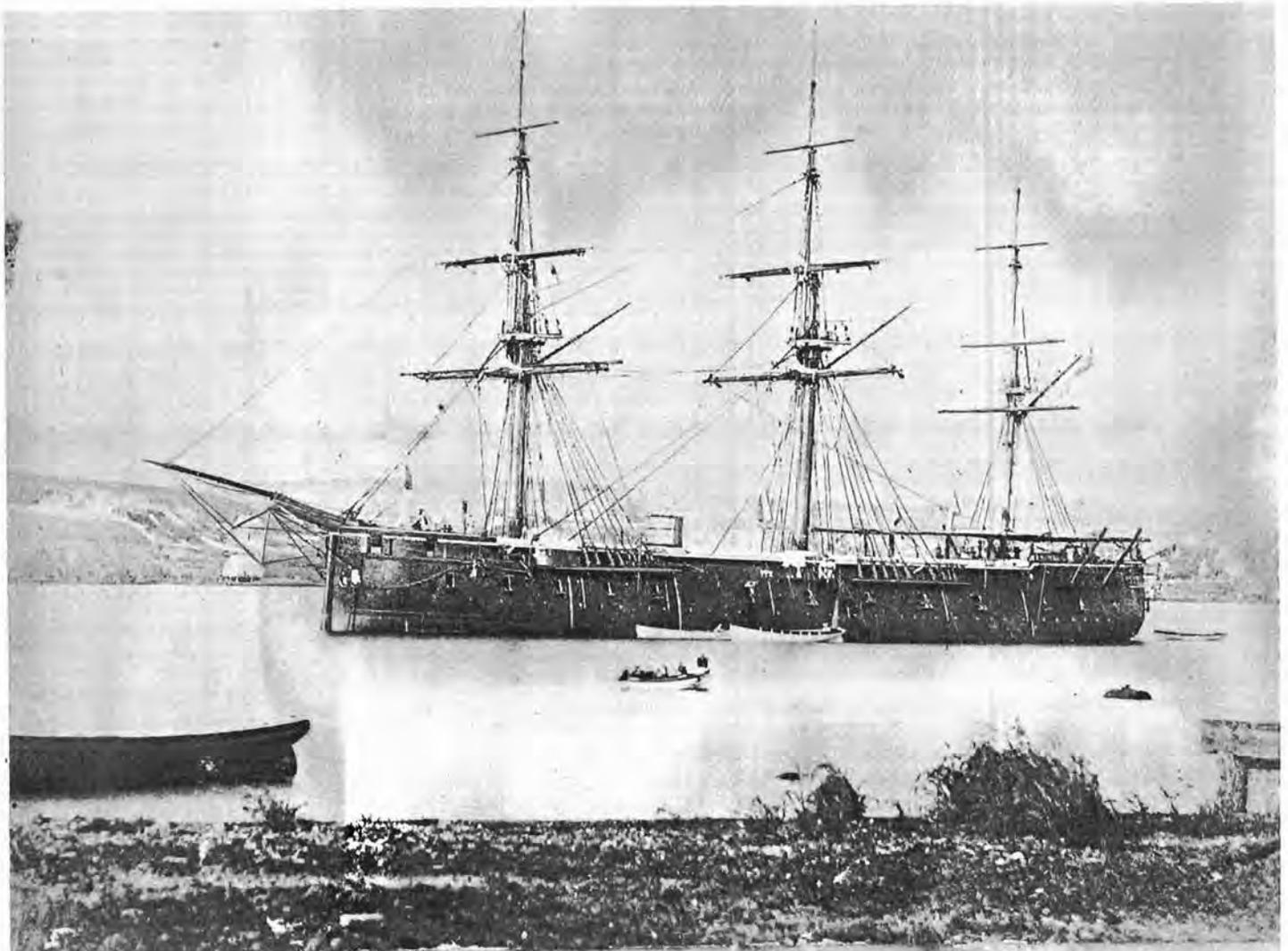
Historical items associated with the medical departments of the three services are suitably displayed in the CFMSTC Museum and the curator would be pleased to receive any donations to augment the small display of naval medical exhibits.

On May 5, 1963, Battle of the Atlantic Sunday was commemorated for the first time in Camp Borden, by kind permission of the camp commander, Brigadier W. J. Moogk. The remembrance ceremony took the usual form of special services in the chapels, with 28 RCN personnel and their wives and families taking part and also supported by a captain from the USN.

The RCN also took part in the Remembrance Day ceremonies on November 11, 1962, with the senior naval officer laying a wreath at the cenotaph of the Royal Canadian Armoured Corps.

It can be seen that, through the kindness and consideration of their brothers in arms, the Canadian Army and the RCAF, the naval members of the community at Camp Borden do not lack in recognition of their customs and traditions.—C.A.B.





*"Royal Alfred", British armour-plated screw frigate, 18 guns,
4968 tons, 800 horsepower, in the Narrows, Halifax Harbour, Nova Scotia.*

HMS Royal Alfred in the Narrows, Halifax Harbour, in 1868. (Photograph courtesy the Maritime Museum of Canada).

FLAGSHIP AT HALIFAX

FLAG OFFICERS at Halifax have not always lived ashore, even though Admiralty House in the grounds of HMCS Stadacona was built for that very purpose. No sooner was that fine residence completed than the Admiralty decided to make HM Dockyard at Bermuda the main base for the ships of the North American Station and, bitterly disappointed, Haligonians saw the dockyard at Halifax all but closed down in 1819. It never really recovered until the brand new RCN took it over in 1910.

But admirals commanding the Station made it a point to visit the northern part of their command during the fine summer months each year and some brought their families north to make use of Admiralty House during the social rounds of the summer season. At such times the flagship lay in Halifax harbour, as was the case in the accompanying photograph. Here, HMS *Royal Alfred* is flying the White Ensign at her mizzen gaff and, at her foremast head, she is wearing the flag of the new Commander-in-Chief, Vice-Ad-

miral Sir George Rodney Mundy, KCB. This was nearly a century ago, in 1868.

Actually, Bermuda was a much better location geographically, not only because of the fine weather which tended to keep the ships and their companies in better shape but also because the command was a very large one. The Station encompassed the western Atlantic all the way from Cape Orange in Brazil to the Arctic Circle.

To carry out his duties in 1868 Vice-Admiral Mundy had some 20 operational ships spread over this vast

expanse of sea, with a Commodore stationed at Jamaica in a sub-command. He even had three regular gun-vessels on the Great Lakes to help ward off Fenian raids from over the southern border.

HMS *Royal Alfred* when she came to North America early in 1867 was quite a new ship and an interesting one in the period of transition from wood to armour-plate. In fact, she was the last timber-keeled ship to be laid down at Portsmouth. She had been designed and begun as a wooden line-of-battle ship to be fully rigged as a sailing ship with additional steam power and she was to have been armed with 91 heavy guns. But after the Crimean War the French grasped the initiative by building, at first, wooden ships plated with iron and, later, iron ships.

With these developments, work was suspended on the *Royal Alfred* until the Admiralty Order of June 5, 1861, directed her completion as an armour-plated ship. Launched late in 1864, it took over two years to fit her out for service. Fully manned and stored, the *Royal Alfred*, when she commissioned for North America, displaced 6,700 tons. From her main deck to 5½ feet below water she was sheathed with six inches of iron plate while her bow and stern were protected by four inches of metal.

She was much shorter than a Prestonian class frigate of today, being 273 feet in length. However she drew 24 feet of water forward and 27 feet aft.

Under steam, the ship's single screw was powered by a horizontal reciprocating engine, the piston having a 48-inch stroke in a cylinder 82 inches in diameter. Built by Maudslay, this engine was rated at 800 nominal horsepower, equivalent to 3,230 indicated horsepower. Steam was generated to a pressure of 20 pounds in six rectangular boilers. The *Royal Alfred's* best speed by steam was 12½ knots and it is remarkable that, with her spread of 29,200 square feet of canvas, she many times equalled her steam speed under sail alone.

In proportion to her tonnage she was the most heavily armed ship in the British Fleet. On each side she carried five 9-inch guns each of which weighed 12½ tons. For chasing, she mounted eight 7-inch guns, four being on the main deck, two under the top gallant fore-castle and two on the quarterdeck. To man such a ship required 605 officers and men, a complement that did not include the Admiral's staff.

On her first Atlantic crossing to Halifax she met with almost continuous foul weather and took 25 days for the passage, having only one day's coal at five knots remaining when she made her landfall on Chebucto Head. Being light by the head, she handled well in a seaway but she was a notorious roller, as were most ships of the period.

An examination of the photograph shows that, there being no bridge or pilotage platforms, the *Royal Alfred* was coned from the poop. It will be noticed, too, that the ship's telescopic funnel was located so that the uptakes were protected by the heavy armour-plate.

In the sponsors abreast the foremast were located the "heads" and those vertical lines on the ship's side were called "scupper pipes", which carried water from the deck over the bulge of the ship's side, called the tumble-home. Also, hoisted in the rigging, are seen windsails—funnels or tubes of canvas designed to catch the wind and convey fresh air to the dark mess decks below.

HMS *Royal Alfred* had six years on the North American Station and much of her cruising was done under sail. Paying off in 1874, she spent 11 years in reserve before being sold as obsolete in 1885 for about \$25,000.—E.C.R.



The Royal Canadian Naval Reserve was represented at the sesquicentennial celebrations at Erie, Pennsylvania, this past summer by the Great Lakes Training Centre band from Hamilton. This band made up of bandsmen from 10 naval reserve divisions from across Canada is shown marching in company with part of the ship's company of HMCS Nootka during the parade held to mark the occasion of the founding of the city of Erie in 1813. (COND-8612)

ARCTIC DIVERS 1963

HOW DO YOU get rid of a 50-ton boulder underwater on a beach?

This is only one of many challenges confronting Royal Canadian Navy divers who each year go into the Arctic to clear beaches used for the landing of supplies at various DEW Line sites.

They have a simple and effective way of "removing" such large rocks. Besides the boulder they blast a large hole. A smaller charge is then used to shove the great obstacle into the hole.

Or, if the bottom is almost solid rock and blasting the big hole presents problems, a series of small charges are used to nudge rock out of the way.

Actually blasting to pieces such a large boulder would entail more explosives, and would present the long and tough job of having to move sharp and jagged chunks of rock, according to Lt.-Cdr. Ben Ackerman, officer in charge of the Pacific Command's Operational Diving Unit, located at Esquimalt.

In July, for the fourth consecutive year, a team of RCN divers from Esquimalt went to the barren western portion of Canada's Arctic to clear a number of DEW Line beaches.

They left Esquimalt on July 6 by air for Edmonton, and from there were

Micmacs Board Namesake Ship

The "invasion" ended pleasantly enough but at the first it looked as though the Indians were going to take back Canada, starting with the Navy.

The Tribal class destroyer escort *Micmac* was secured at the Naval Armament Depot jetty, Dartmouth, last July, when word arrived from the main gate that a band of Indians had assembled there and wished to visit the ship.

An officer despatched to the gate found a dozen Micmac Indians in tribal regalia, led by a medicine man garbed in a manner calculated to put evil spirits to flight and almost successful in doing the same for the officer.

Conducted on board the ship, the medicine man informed the captain of the ship, Cdr. J. M. Cutts, that he had been instructed by the tribal chief of the Micmacs to visit and bless the ship. Arrangements were promptly made to permit this, and the ceremony was performed on the forecastle.

Afterwards, the braves and maidens were taken on a tour of the ship and then treated to ice cream and cake.



Naval divers of the Pacific Command again went to the western Canadian Arctic to clear beaches used for landing supplies at various DEW Line sites. Members of this year's team, standing left to right: were: AB Albert Wood, PO Garth Shaw, Ldg. Sea. Albert J. Lodge, and AB Andrew Ouellette; kneeling, PO George Ackerman and Lt.-Cdr. E. D. (Tom) Thompson. (E-72785)

flown to the Arctic. Their places of operation were all desolate, isolated spots. From west to east they travelled from Young Point to Cambridge Bay, a distance of some 1,200 miles of barren Arctic coastline. They worked at eight separate locations and reached each one by air.

The boulders and other debris the divers cleared away are those carried to the shoreline by huge icebergs, then dropped to the bottom with the coming of spring thaws. Some of the boulders are nearly 12 feet in diameter.

They also blasted away, where necessary, remnants of icebergs stranded on

the supply delivery beaches. At times such ice is up to 15 feet thick.

To carry out their task, the explosive-demolition experts employed an estimated 4,000 pounds of explosives.

And there was complaining about summer heat. Water temperatures in that region hover about the 30-degree mark.

In charge of the Arctic beach group this year was Lt.-Cdr. E. D. Thompson, a veteran of 19 years service with the operational diving branch of the RCN.

With him were PO George Ackerman, PO Garth Shaw, Ldg. Sea. Albert J. Lodge, AB Andrew Ouellette and AB Albert Wood.

THE NUCLEAR SUBMARINE TODAY

IN THE PREFACE to *Atomic Submarines* the author, Norman Polmar, writes:

"Man's attempts to navigate beneath the seas have primarily been a struggle to develop a suitable means of propulsion for an underwater vehicle. Such a propulsion system, to be most effective must be capable of operating for long periods of time independent of the earth's atmosphere, must consume fuel at an economical rate, and must be of reasonable size.

"In the 2,400-year search for a suitable submarine propulsion system, the first to meet—and even surpass—all these criteria, is nuclear power. With a nuclear power plant the 'submarine' is, for the first time in history, truly a vehicle that can navigate underwater, and not a surface ship that can submerge for relatively brief periods of time."

It was a pleasure to delve into this book and find a brief and interesting history of submarine development. In addition to displaying his writing talent, the author also shows he is privy to much information generally unknown to service personnel or civilians. The recounting of a number of the behind scenes "clashes" allows the reader to join the protagonists in the joys and frustrations that led to the development of the nuclear-powered submarines. Of particular interest is the information concerning the roles of the early almost-unknown performers, such as Dr. Gunn, Dr. Abelson, Captain Cooley, etc., who later relinquished the stage to the man who was to become the star of the show, Admiral Rickover.

On pages 35 and 36 the author recounts one of the many splendid exploits of Lt. J. S. Launders in HM Submarine *Venturer*. It is too bad Mr. Polmar did not go on to explain how this talented and persevering officer almost single-handedly developed the basic tactics for submerged submarine-versus-submarine attacks. Despite the many gadgets that have been introduced in recent years the original Launders concept still provides the best answer. It is also of interest that Cdr. Launders was appointed recently to a position associated with the Royal Navy's *Polaris* program where, no doubt, his originality and talent can be expected to be of great value.

There are certain errors and omissions. Accounts of the operations of nuclear-powered submarines in the Arctic are of particular interest to Canadians who have so long looked on this area

BOOKS for the SAILOR

as their private domain yet been so timid in their involvement in the area. It is unfortunate that the author, in his endeavour to tell much while not giving away any secrets, might confuse a few readers. On page 114 we journey with the USS *Skate* into the Arctic in August; on page 115 we find our vehicle has arrived at the North Pole on March 11; on page 117 we find we are surfacing on August 14 in an opening in the ice-

pack and, on page 119, completing our first Arctic cruise. The second Arctic cruise starts on March 4 of the following year, as noted on page 120, leading to the conclusion our arrival at the North Pole on March 11 shown on page 115 belongs in this section.

Nevertheless, this is a fine book which not only tells of past submarine developments but indicates the aims of the future. The illustrations and photographs are excellent. For sailor or civilian, young or old, this book provides an interesting insight into a new maritime concept for peace and war. *Contrib.*

ATOMIC SUBMARINES, by Norman Polmar; D. Van Nostrand Company, Inc., 120 Alexander St., Princeton, N.J., 286 pages; illustrated; \$6.95.

NAVY MAVERICK

FOR HALF A CENTURY, from the War of 1812 until the Civil War, the United States Navy was troubled by a painful thorn in its side: a hot-tempered, eccentric and ambitious officer named Uriah Phillips Levy.

Three things about Levy made him particularly objectionable to his envious and less talented fellow officers. First, he held radical theories about abolishing flogging as a means of discipline, and treating seamen like first class citizens of a proud republic; second, Levy was "no gentleman", having entered the Navy as a non-commissioned sailing master after 10 years in the merchant service; and finally—and most unforgivably—Uriah Levy was a Jew.

A rich, Christian shipowner who wanted Levy to become captain of one of his trading vessels tried vainly to persuade Levy to keep clear of the proud naval fraternity.

"Nine out of 10 of your superiors may not care a fig that you are a Jew, but the tenth may make your life a hell," warned John Coulter.

Levy replied characteristically: "There will be other Hebrews in times to come of whom America will have need. By serving myself, I will help give them a chance to serve."

And serve he did. His early adventures amid pirates, shipwreck, British press gangs, and sea fights of the stirring 1812 campaign are in the best Horatio Hornblower tradition.

His tenacious courage helped him survive 18 months in Dartmoor a prisoner-of-war when his raiding brig was finally captured after taking 29 prizes beneath the cliffs of England.

But his real ordeal began in the stagnant years of peace that followed the 1812 sea war. Levy fought successfully in several duels. He was court-martialled no less than six times and faced a board of inquiry twice. Twice he was dismissed from the Navy—and both times was reinstated by presidential decree. Throughout it all Levy's dedication to the Navy did not falter. He proudly refused a captain's post in the Brazilian Navy while still a neglected lieutenant, saying: "I would rather serve as a cabin boy in the American Navy than as a captain in any other service in the world".

Repeatedly he was placed on "indefinite leave of absence" without pay. Fortunately, he dabbled in Manhattan real estate during a period of wild expansion, and became one of the wealthiest men of his day. He also visited European countries at his own expense to study



new naval tactics of gunnery and steam engines, and lobbied with influential men in politics and journalism to abolish flogging in the U.S. fleet. And repeatedly he returned to active service, rising eventually to become commodore in charge of the American squadron in the Mediterranean. At the age of 62 he died on active service, as a member of a court martial board whose rules he knew so well.

Donovan Fitzpatrick and Saul Saphire have written an entertaining and informative account of this irrepressible crusader, patriot and philanthropist.

They might have gone on to point out that Levy's battle against anti-semitism must have helped the career of another Hebrew seaman a century later—Admiral Rickover, whose nuclear submarines were to give America undisputed priority among naval powers. And Levy would not have been much surprised to learn that Rickover's fiercest opponents were the traditionalists and reactionaries of his own service who still may be heard lamenting their lost battleships and carriers which were crowded out by "Rickover's Navy."—K.E.G.

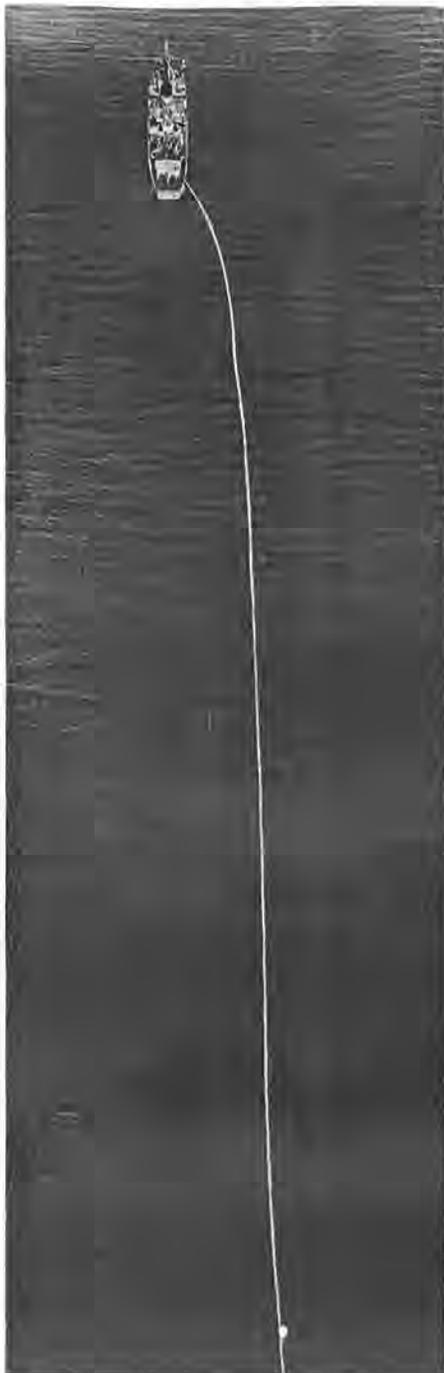
NAVY MAVERICK: Uriah Phillips Levy, by Donovan Fitzpatrick and Saul Saphire, published by Doubleday Publishers, Toronto; \$5.00.

TWO-OCEAN WAR

INTO ONE BOOK, 611 pages in length, Samuel Eliot Morison has compressed the 15 volumes of his monumental *History of United States Naval Operations in World War II*.

The Two-Ocean War is not, however, a condensation, à la *Reader's Digest*. Rather, Professor Morison has selected the most important battles and campaigns in which the U.S. Navy fought, and these he presents in bold relief against the over-all backdrop of the war.

Ask any historian, or newspaper reporter, and he will tell you it is much more difficult to write a concise account than a lengthy one. It must have been agonizing, then, for Professor Morison to reject so much of the material he so painstakingly acquired and lovingly composed for his official history. He must have realized, too, that there would be criticism, by Americans who were overlooked, and in Allied countries, whose forces receive relatively



Just a portion of the 2,500-foot paying-off pennant flown by HMCS Sioux when she returned to Halifax in September from Great Lakes training duties. (DNS-32208)

little mention. But he had to be ruthless. Otherwise he would have been off on another voluminous history, and that was not the object of the exercise.

The book is about the U.S. Navy and obviously has been written for popular consumption in the U.S.A. Professor Morison has not, however, aimed it at the lowest common denominator. In it is much the same blend

of scholar-historian-naval enthusiast as in his official history. His style in places is freer, he is more effusive in his praise, and he does not hesitate to comment and express his views. As inevitably happens in a condensation where specifics have to give way to generalities, there are some minor inaccuracies. But Professor (or Rear-Admiral) Morison has done a masterful job.

The book is a tremendous tribute to a tremendous fighting force.

Professor Morison is not, however, among those who contend that the atomic bomb was unnecessary, that by the summer of 1945 the naval offensive and blockade and the devastating raids by the USAF B-29s had brought Japan to the point of surrender.

"The war would have gone on," he says, "and God knows for how long, if the bomb had not been dropped... I do not think anyone acquainted with the admirable discipline and tenacity of the Japanese people can believe (that blockade and conventional bombing alone would have brought a quick capitulation). If the Emperor had told them to fight to the last man, they would have fought to the last man, suffering far, far greater losses and injuries than those inflicted by the atomic bombs." Japan, he says, would have had to be invaded and the cost to the invading forces would have been enormous.—R.C.H.

THE TWO-OCEAN WAR: A short history of the United States Navy in the Second World War by Samuel Eliot Morison; Little Brown and Company, Boston and Toronto, 1963; 611 pages, 52 charts, 25 pages of photos; \$15.

FOR THOSE IN PERIL

DURING NEARLY a century and a half of service in the British Isles, Ireland and the Channel Islands, the Royal National Lifeboat Institution has saved almost 85,000 lives, usually from marine disasters. Its sturdy little lifeboats today are in six main classes, all of painstaking design and construction. Its annual budget is upwards of a million pounds. Its crews are volunteers with scant exception. Family service through several generations is quite common. And it doesn't cost the government a farthing.

Michael Elder was collecting material for BBC scripts but was drawn, inexorably it seems, into writing this 135-

page, illustrated book which treats of the Institution's evolution and some of its more compelling rescues. He has a bibliography on the subject but it is surprisingly slender, considering the tenacity, sacrifice, enormous odds and outright nobility of the life-boatmen who go forth time after time to rescue their fellow man from certain death, often within sight of shore, on the abounding reefs and sand bars about the British Isles.

There is something very moving to picture in the mind's eye the tiny, 35½-footer *Edgar, George, Orlando and Eva Child*, with a name to out-Pogo Pogo, proceeding to the rescue, in this instance, of holidaying cave explorers on the coast who had encountered near disaster. All turns out well, thanks to the *E.G.O. and E.C.*

These subjects deserve the attention of those who write for young people. Such an author will find a well deep with deeds both brave and good from which to draw inspiration for his impressionable readers.—H.C.W.

FOR THOSE IN PERIL, the story of the Lifeboat Service, by Michael Elder; published by Macmillan of Canada; 135 pages, with illustrations and a map; \$4.

WORST ENEMY

THANKS TO Hollywood, the memory of "Bligh of the Bounty" is always kept green, but few remember an even more famous seaman, who sailed, as a midshipman, with the irascible captain on his second voyage to collect the breadfruit tree from Tahiti.

In a recent biography an Australian author traces the career of Captain Matthew Flinders, RN, the cartographer and navigator, 1774-1814. Flinders seems to have been one of those unfortunate people upon whom the gods first smile but whom they afterwards utterly destroy.

By 1803 he had circumnavigated the relatively unknown continent of New Holland (later Australia) and was on his way home to receive the acclaim of a grateful government. Unfortunately, he had to put into Ile de France (Mauritius), where he was immediately interned by a suspicious French government. In spite of strenuous efforts to obtain his release, Flinders languished on the island for seven years until finally repatriated to England, broken in health and spirit.

INTERESTING FARE IN AIR FORCE JOURNAL

Much to interest seagoing personnel can be found in the 1963 edition of *Air Force College Journal*, which was available in November.

Some of the contents are: "Permanent Factors in American Foreign Policy", by Melvin Conant; "Canada and the Pacific", by John Holmes; "Submarine Environment", by Dr. G. R. Lindsay; "South America", by John D. Harbon, retired RCNR officer; "Science and Government", by Dr. A. H. Zimmerman, of the Defence Research Board, and "NATO after the Ottawa Meeting", by John Gellner.

Other articles, reviews of worthwhile books and the best of the essays submitted in the 1963 essay contest will also be found in the *Journal*.

Copies may be obtained at \$1 each from The Editor, *Air Force College Journal*, Armour Heights, Toronto 12.

Before his death in 1814 he managed to complete the writing of *A Voyage to Terra Australis* but he did not survive long enough to see the first published copy.

The author of *My Own Destroyer*, in examining the life of the explorer, comes to the conclusion that a personality flaw in Flinders was responsible for most of his troubles. The case is well presented and the verdict probably correct. Sidney Baker's book is a scholarly, factual addition to the few available works on a remarkable 18th century naval officer.—J.W.F.K.

MY OWN DESTROYER, a biography of Captain Matthew Flinders, RN, by Sidney J. Baker; published in Canada by the Ryerson Press, 299 Queen St. West, Toronto 2B; 146 pages; illustrated and indexed; \$4.75.

ADVICE TO FLYERS

TOO OFTEN, it seemed, the fledgling naval aviator, had to go to many sources and pick the brains of old hands, when and if they were feel-expansive, to get to know his way around outside a cockpit. So the author took five years to compile and write in one volume much of what is required, including the *savoir faire* of the naval aviator.

The Naval Aviator's Guide is a liberally illustrated book, whose shiny pages will need to withstand much wear

and tear, for they are bound to be well thumbed. The contents are in 12 chapters, starting with "Naval Aviation and Its Future" (encouraging), going on through history and tradition, leadership, operational matters, aviation safety, naval aviation squadrons, ship-board life, naval air organization, aviation supply, aviation medicine, aviation career information and a good briefing for squadron duty officers.

The foreword is by Vice-Admiral W. A. Schoech who, as they say on the Avenue, is very big at the Pentagon in naval air matters as Deputy Chief of Naval Operations (Air). He recommends it "to all naval airmen, past, present and future".

In the Royal Canadian Navy, many of our birds have come from various nests—wartime and peacetime RCAF, RN Fleet Air Arm, RAF and the USN pipeline, to which are added our own naval touches. Regardless, any officer or man worth his salt as a professional would do well to read this guide. After all, the U.S. Navy is the largest in the world and the book tells us that "approximately one half of the United States Navy is naval aviation, whether the yardstick be in operations, forces or funds". One cannot ignore such a force and it is a pleasure to have this new book which sets it down so well.

However the wording of the "Navy Flyer's Creed", in the eye of the reviewer, is not wholly inspiring and he was sorely tempted to add another line: "Colour me True-Blue".—H.C.W.

THE NAVAL AVIATOR'S GUIDE, by Captain Malcolm W. Cagle, USN; published by the United States Naval Institute; 310 pages, 60 photographs, 13 drawings by Robert Osborn; price \$5.50.

Two Awards Won By *Ste. Therese*

Two members of the ship's company of HMCS *Ste. Therese*, have received cash awards from the Suggestion Award Board of the Public Service of Canada and letters of congratulations.

Sub-Lt. Roger Michael Bernard and PO David Reginald Brooks, of the ship's sonar department, split the award for their suggestion concerning a modification to a sonar set which has since been adopted for use in the Royal Canadian Navy.

PO Brooks entered the RCN as an ordinary seaman in May 1946. In 1950, he was awarded the King's Commendation for Brave Conduct, in recognition of his part in the rescue of a drowning woman from the Saskatchewan River.

PERFORATED WHARF SUBDUES WAVES

Completion of the world's first perforated caisson breakwater and wharf at Baie Comeau, Que., has now been followed by its successful operation under storm conditions, according to a Department of Public Works press release.

Built by the Department at a cost of close to \$2 million, this unique structure has weathered storms and heavy wave attacks to such a degree that engineers in Canada and other countries are observing it with keen interest. The wharf was under observation during a heavy storm which occurred during the past summer.

The existing pierhead, which is built along traditional lines, protects the newsprint loading berth at Baie Comeau, and it was overtopped by heavy seas at the time, resulting in the overturning of a railway freight car and the derailment of a box car as well as causing general disorder on the wharf deck.

The new perforated structure at that time was built to the same elevation as the existing wharf, 25 feet above low water where the tide range is approximately 16 feet. Construction equipment, lumber piles and material on its deck remained intact during the storm. Due to the unique design, there was no overtopping of the new wharf by the waves.

The new wharf, designed by the Department of Public Works and the National Research Council, is on the north shore of the lower St. Lawrence River about 250 miles northeast of Quebec City, and it brings a puzzling reaction to those who have seen it. It is little wonder, because the idea of building a breakwater honeycombed with holes does not fit in with the ordinary conception of massive concrete and rock structures required to withstand the waves which occur during storms.

In order to overcome the heavy wave action, which would break over a normal pier and make it useless as a berthing space, the Department and the NRC incorporated a new idea to dissipate wave energy. This was accomplished by a perforated wall on the outer side of the structure which allows the waves to pour through the openings into a chamber where their energy is reduced by friction and turbulence. Water spilling back out of the holes creates a counter wave which meets the next oncoming wave and reduces its force. Thus the constant filling and emptying of the chamber reduces the



A perforated caisson breakwater-wharf—the world's first—is in operation at Baie Comeau, Quebec. The breakwater is honeycombed with holes through which large waves pour into a chamber where their energy is dissipated by friction and turbulence, and the force of succeeding waves is broken by outrushing water. The top picture is an offshore view of the wharf. In the middle picture a caisson is being towed into position. The bottom picture shows water from spent waves pouring back into the St. Lawrence River, which is about 35 miles wide at that point. (Department of Public Works photos)

wave action and in so doing creates a quiet harbour for ships berthed on the opposite side of the structure.

On a solid faced breakwater, wave action results in a vertical run up almost twice the wave height. It has been estimated that the perforated wall reduces this run up by as much as 80 per cent. It also eliminates overtopping

sufficiently to permit cargo handling on the deck of the structure in all but the most severe storms.

A patent on the design of the structure is held by the Canadian Patents and Development Limited, a subsidiary of the NRC which handles patent licensing and the use of government inventions.

RETIREMENTS

CPO VINCENT JAMES BARTRAM; C1ER4; served June 8, 1938 to January 8, 1946; re-entered May 15, 1946; served in *Naden, St. Laurent, Stadacona, Camrose, Caraque, Nonsuch, Blairmore, Peregrine, Sea Cliff, Shelburne, Givenchy, Athabaskan, Ontario, Stettler, New Glasgow*; awarded LS and GC Medal; retired October 11, 1963.

CPO ALEXANDER GEORGE CASTLE; C1RS4; October 3, 1938; served in *Naden, Restigouche, NSHQ W/T Station, Stadacona, Skeena, St. Hyacinthe, Venture, The Pas, Bytown, Avalon, Atholl, Bytown, Scotian, Churchill, Aklavik, Naval Radio Station, Inuvik, Discovery, Coverdale, Cornwallis, Gloucester, Chimo Naval Radio Station*; awarded LS and GC Medal; retired October 2, 1963.

CPO ELMER JOHN DODDS, CD; C2WS3, October 3, 1938; served in *Naden, Fraser, Stadacona, Marie Therese, Venture (Harbour Craft), Skeena, Barrie, Port Arthur, Annapolis, Niobe, RNB Chatham, Huron, HMS Excellent, Crusader, Ontario, Malahat, Royal Roads, Peregrine, Saskatchewan, Cornwallis, Uganda*; retired October 2, 1963.

CPO HENRY GROSSMAN; C1ER4; served in *Naden, Ottawa, Stadacona, Prince Henry, Renard, Annapolis, Niagara, HMS Arethusa, Niobe, HMS Kent, Peregrine, Scotian, Cornwallis, Givenchy, Uganda, Rockcliffe, Athabaskan, Ontario, Nonsuch, Ottawa, Sussexvale, Shelburne, St. Boniface*; awarded LS and GC Medal; retired October 2, 1963.

CPO JOSEPH MYLES GRADY, CD; C2CK3; served in RCNR November 1, 1939 to October 15, 1945; joined RCN May 31, 1946; served in *Stadacona, Fraser, Scatari, Cornwallis, Sault Ste. Marie, Peregrine, Naden, Uganda, Haligonian, Micmac, Scotian, Nootka, Iroquois, La Hullose, Haida, Shearwater, Toronto, Labrador, Sioux*; retired October 14, 1963.

CPO LIONEL STANLEY JAMES, CD; C2CK3; joined February 29, 1940; served in *Naden, Stadacona, Acadia, HMS Emerald, HMS Dominion, Saguenay, Cornwallis, Niobe, Chaudiere, Uganda, Givenchy, Rockcliffe, Ontario, Shearwater, Magnificent, Ottawa, Kootenay, Donnacona, Hochelaga*; retired October 21, 1963.

CPO ERIC AMBROSE LAWRENCE, CD; C1WR4; served in RCNVR September 10, 1940; joined RCN October 6, 1941; served in *Stadacona, Saskatchewan, Cornwallis, Peregrine, Magnificent, Shearwater, Naden, Niobe*; retired October 5, 1963.

CPO BRUCE HUGH MANCOR; C2BN4; joined October 3, 1938; served in *Naden, Ottawa, HMS Dominion, Assiniboine, Stadacona, Clayoquot, Stadacona, Woodstock, Athabaskan, Sheerness, Niobe, HMS Excellent, RNC Stamshaw, Algonquin, Crescent, Cornwallis, Ontario, Stettler, Unicorn, Margaree, Peregrine, Stormont, HMS Trumpeter, Warrior*; awarded LS and GC Medal; retired October 2, 1963.

CPO GEORGE ARTHUR McCUE; C1SG4; joined October 3, 1938; served in *Naden, Restigouche, Stadacona, St. Croix, Shawinigan, St. Hyacinthe, Niobe, Haida, Nootka,*

Micmac, Magnificent, Quebec, Bonaventure, Assiniboine, Ottawa, Cornwallis, Cape Scott; awarded LS and GC Medal; retired October 2, 1963.

CPO LLOYD JOHN McINNIS; C2ER4; joined October 3, 1938; served in *Naden, Restigouche, Stadacona, Cornwallis, Hochelaga II, Lanark, Peregrine, Scotian, West York, Avalon, Humberstone, HMS Puncher, Micmac, Charlottetown, Rockcliffe, Stettler, Nonsuch, Margaree, Antigonish, Athabaskan, Cayuga, Sioux*; awarded LS and GC Medal; retired October 2, 1963.

CPO HENRY CECIL MORGAN; C1ST4; joined October 3, 1938; served in *Naden, Armentieres, Chilliwack, Avalon, Protector, Morden, Stadacona, Niobe, HMS Battler, Warrior, Givenchy, Griffon, Athabaskan, Rockcliffe, Ontario, Cayuga, Cape Breton, Discovery*; awarded LS and GC Medal; retired October 2, 1963.

CPO ALECK METHUON MUSE, CD; C2ER4; served in RCNVR September 28, 1942, to November 20, 1945; joined RCN May 25, 1946; served in *Chippawa, Naden, Givenchy, Stadacona, Avalon, Fennel, Peregrine, Stettler, Shelburne, Chippawa, Uganda, Warrior, Magnificent, Cayuga, Antigonish, Stettler, Digby, Cornwallis, Ontario, Ottawa*; retired October 25, 1963.

CPO DAVID MOFFATT NAYSMITH, CD; C2ER4; joined January 15, 1940; served in *Naden, Stadacona, Fundy, Niagara, Assiniboine, Niobe, Saskatchewan, Cornwallis, Peregrine, Qu'Appelle, Nootka, Givenchy, Cayuga, Antigonish, Rockcliffe, Cayuga, Sioux, Athabaskan, Fraser, Skeena*; retired October 10, 1963.

CPO WILLIAM ALBERT ROBINSON; C1BN4; joined October 3, 1938; served in *Naden, Ottawa, Stadacona, HMS Victory, HMS Excellent, Skeena, Cornwallis, Niobe,*



Although HMCS Ottawa was taken in hand for conversion only on May 24 last, she appeared on Ottawa's Sparks Street mall during the summer equipped with variable depth sonar, helicopter platform and hangar. The 30-foot model of a converted St. Laurent class destroyer escort proved to be a real crowd stopper and a favourite with tourists. After six weeks on the mall, the model was shipped to Toronto to put in an appearance at the Canadian National Exhibition. (O-15022)

Avalon, HMS Puncher, Peregrine, Givenchy, Algonquin, Sioux, Rockcliffe, Ontario, Non-such, Venture, Ottawa, Chippawa; awarded LS and GC Medal; retired October 2, 1963.

CPO GORDON JAMES SCOUGAL, CD and 1st Clasp; C2LT4; joined October 5, 1938; served in *Naden, Ottawa, Stadacona, Rein-deer, Cornwallis, Gananoque, RNO Port Arthur, Givenchy New Waterford, HMS Ferret, Stormont, Outremont, Peregrine, Niobe, Crescent, Magnificent, Ste. Therese, Stadacona, Jonquiere, St. Laurent, Cape Breton, Rockcliffe, Matsqui, Niagara, Ontario*; retired October 4, 1963.

CPO GEORGE VINCENT SMITH, CD; C2BN4; joined October 7, 1938; served in

Naden, Ottawa, Stadacona, Niobe, Sunbeam, Athabaskan, RN Gunnery School, Chatham, Excellent, Restigouche, Stamshaw Camp, Algonquin, Peregrine, Cornwallis, Crusader, Peregrine, Iroquois, Patriot, York, Givenchy, Ontario, Nootka, Haida, Huron, Crescent; retired October 6, 1963.

CPO WILLIAM ALLEN STEADMAN, CD; C2WU4; joined October 3, 1938; served in *Naden, Restigouche, Stadacona, Renard, Protector, ML056, ML051, Avalon, Winnipeg, Niobe, Warrior, Uganda, Ontario, Antigonish, Sioux, Sault Ste. Marie, Ste. Therese, Cornwallis, Athabaskan, Saguenay*; retired October 2, 1963.

CPO ROGER WILLIAM UNWIN: CIAT3; joined October 12, 1948; served in *Niobe, Stadacona, Shearwater, Bytown, Magnificent, York, VS-880*; awarded LS and GC Medal; retired October 11, 1963.

PO WILLIAM STANLEY WHITTAKER, CD; P1WA3; joined July 6, 1943; transferred to RCN July 4, 1944; served in *Hunter, Cornwallis, Stadacona, Avalon, Peregrine, Niobe, HMS Turnstone, HMS Fledgling, HMS Condor, HMS Pintail (803), HMS Owl, Warrior, RCNAS Dartmouth, (18thCAG), Magnificent, (18CAG), Shearwater (VU32), Magnificent (30CAG), Magnificent (VS881), Shearwater (VS880), York, (VC920), Shearwater (18-CAG), Shearwater (1TAG)*; retired October 24, 1963.

OFFICERS RETIRE

LT.-CDR. RICHARD EDWARD BARTLETT, CD; transferred from the RN to RCNVR on November 22, 1945, as Lieutenant (P); transferred to RCN on January 14, 1947; served in *HMS Vulture, HMS Peewit, HMS Ring-tail, HMS Gannet, Warrior, Stadacona, Naden, Niobe, Magnificent, Shearwater, Sioux, Bytown, Crescent, Quebec*; last appointment, *Naden*, on staff of Flag Officer Pacific Coast as Assistant Secretary; commenced leave, October 7, 1963; retires on April 21, 1964.

(Lt.-Cdr. Bartlett, born in Fort Qu'Appelle, Sask., joined the Fleet Air Arm as a midshipman in 1938, was shot down in 1940 over Norway and was a prisoner in Germany until the end of the war.)

LT.-CDR. OSWALD GUY BRACKETT, CD; joined RCNVR March 31, 1931; discharged June 18, 1935; entered RCNR June 7, 1940, as Motor Mechanic; demobilized July 31, 1945; joined RCN February 22, 1946, as Engine Room Artificer, 4th class; promoted to Acting Commissioned Engineer, July 1, 1950; served in *Stadacona, Laurier, Hochelaga, Dundalk, Peregrine, Halifax, Micmac, Iroquois, Cayuga, Athabaskan, La Hullose, Haida, Huron, Cornwallis, Ontario, Bytown, Nootka*; last appointment *Stadacona* on staff of Manager Engineering; commenced leave October 13, 1963; retired on March 31, 1964.

LT.-CDR. JOHN WARREN CORYELL, CD; joined RCNVR January 31, 1942 as an Ordinary Seaman; promoted to Probationary Sub-Lieutenant on February 15, 1943; transferred RCN December 12, 1945; served in *Star, Cornwallis, Stadacona, Kings, Moose Jaw, Avalon, Cap de la Madeleine, Coppercliffe, Naval Headquarters, York, Magnificent, Naden, Patriot*; last appointment *Patriot* on staff of COND as Staff Officer Technical, commenced leave on August 31, 1963; retires on March 11, 1964.

CDR. JOHN FRANCIS COSGROVE, CD; joined RCNVR August 1, 1942; transferred to RCN September 10, 1946; served in *Montcalm, Bytown, Hochelaga, Cornwallis, Stadacona, Niobe, Givenchy, Scotian, Ontario, Niagara, Naden*; last appointment, *Niagara* on staff of Naval Member Canadian Joint Staff Washington as Staff Officer Intelligence; commenced leave on September 20, 1963; retires on February 23, 1964.

CDR. NEVILLE SPENCER CHARLES DICKINSON, CD; served in RCNVR from May 18, 1935, to October 25, 1938, and from September 27, 1939 to August 23, 1945; joined RCNR November 9, 1946; transferred to RCN January 23, 1951; served in *Stadacona, HMS*

Alfred, HMS Seaborn, Kings, HMS Veteran, Kamloops, Timmins, HMS Lightfoot, Hespeler, Avalon, Niobe, Bytown, Crusader, Niobe, Niagara; last appointment on attachment to Saclant as Director Annual Review, with acting rank of captain; commenced leave October 14, 1963; retires on February 15, 1964.

LT.-CDR. THOMAS DOCKER, CD; joined RCN February 7, 1938; as an Acting Engine Room Artificer 4th Class; promoted to Acting Warrant Engineer on February 1, 1942; served in *Naden, Restigouche, HMS Pembroke, HMS Comet, Stadacona, Pictou, HMS Calliope, Niobe, Uganda, Scotian, Huron, Micmac, Warrior, Crescent, Bytown, Quebec, Cape Scott*; last appointment *Stadacona* on staff of Base Superintendent Sydney as Assistant Superintendent; commenced leave on August 31, 1963; retires on April 3, 1964.

CDR. JOHN RONALD DOULL, CD; joined RCNVR October 5, 1940; transferred to RCN November 1946; joined as an Ordinary Seaman; promoted to Lieutenant on May 22, 1941; served in *Stadacona, HMS Victory, HMS King Alfred, HMS Proserpine, HMS Royal Arthur, Niobe, HMS Heron, HMS Nigeria, Warrior, HMS Kete, Bytown, Magnificent, Shearwater, Naden, Niagara*; last appointment *Niobe* as Assistant to the Canadian Naval Member Military Agency for Standardization; commenced leave on September 9, 1963; retires on March 27, 1964.

LT.-CDR. EARL ALONZO GRANT, CD; joined RCNVR July 27, 1940 as an Ordinary Seaman; promoted to Probationary Sub-Lieutenant May 24, 1943; demobilized August 22, 1945; entered the RCN (R) October 27, 1947; transferred to RCN February 3, 1951; served in *Stadacona, Cornwallis, Kings, Wallaceburg, Niobe, Queen, Iroquois, Haida, New Liskeard, Naden, York, St. Therese, Chippawa, Bytown, Givenchy, Wasaga, Kenora*; last appointment Naval Headquarters, on staff of Assistant Director Naval Manning (Recruiting); commenced leave October 18, 1963; retires on March 9, 1964.

LIEUTENANT DAVID ELLIS JONES, CD; joined RCNR as a probationary steward; transferred to RCN November 25, 1942; promoted to acting commissioned catering officer September 15, 1950; served in *Naden, Givenchy, HMS Puncher, Burrard, Stadacona, Uganda, Crescent, Rockcliffe, Sioux, Cornwallis, Ontario, Shearwater, Discovery*; last appointment *Discovery* on Staff of Area Recruiting Officer British Columbia for Mobile Recruiting Unit 3; commenced leave October 15, 1963; retires on May 3, 1964.

CDR. BERNARD SUMMERS LAKE, CD; joined RCNVR as a Probationary Sub-Lieutenant June 19, 1941; demobilized January 31, 1946; entered the RCN (R), November 12, 1946; transferred to the RCN November 29, 1946; served in *Chippawa, Queen, Royal Roads, Venture, Stadacona, Cornwallis, Mor-den, Niobe, Ontario, Naden, Ontario, Bytown*; last appointment, Naval Headquarters on staff of Director Naval Training as Assistant Director Naval Training, Men; commenced leave on September 20, 1963; retires on March 1, 1964.

CDR. VICTOR FREDERICK O'CONNOR, CD; joined RCN August 18, 1934, as Acting Engine Room Artificer 4th class; promoted to Acting Warrant Engineer on February 1, 1942; served in *Renard, Stadacona, Avalon, Niobe, HMS Bellona, Ontario, Scotian, Iroquois, Bytown, Magnificent, York*; last appointment *Stadacona*, on staff of Commodore Superintendent Atlantic Coast as Engineering Shops Officer Naval Armament Depot Dartmouth; commenced leave July 8, 1963; retires on March 1, 1964.

LT.-CDR. ROBERT McMILLAN RIDDELL, CD; joined RCNVR December 13, 1927, as an Ordinary Seaman; transferred to RCN January 9, 1929; served in *Naden, Stadacona, HMS Victory, HMS Nelson, HMS Champion, Skeena, Armentieres, St. Laurent, St. Hyacinthe, Bytown, Burrard, Givenchy, Warrior, Niobe, Magnificent, Crusader, Ontario*; last appointment *Naden* for Engineering Division; commenced leave November 2, 1963; retires on July 28, 1964.

SURGEON CAPTAIN HENRY ROBERTSON RUTTAN, OBE, CD; transferred from RNVR on March 15, 1941; transferred to RCN February 27, 1946; served in *Stadacona, Niobe, Givenchy, Burrard, Naden, Bytown, Ontario, Cornwallis*; last appointment Naval Headquarters for National Defence Medical Centre as Regional Consultant in Dermatology; commenced leave October 7, 1963; retires on April 24, 1964.

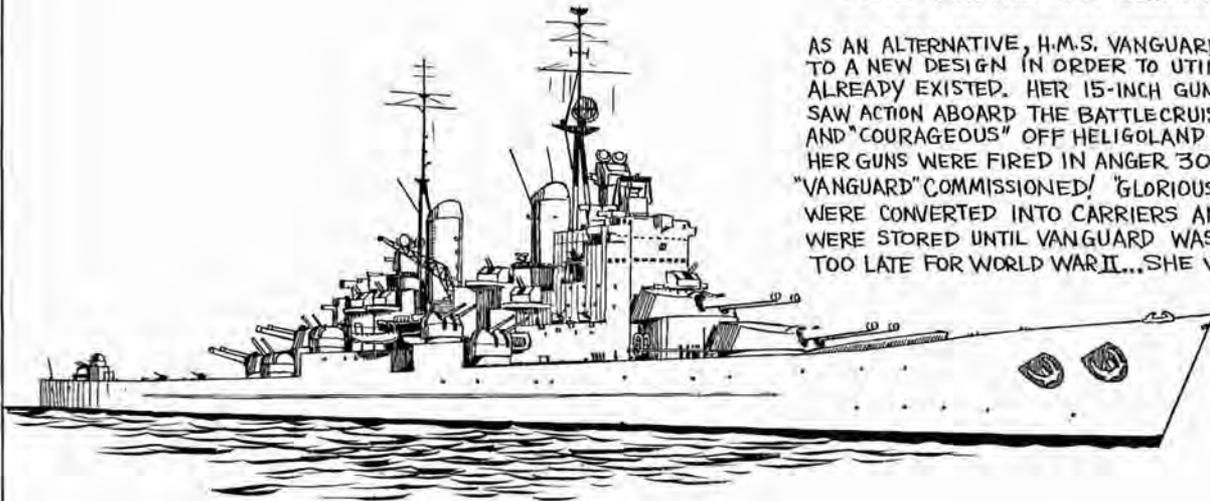
LT.CDR. ROY HOWARD SYLVESTER, CD; joined RCNVR December 13, 1940, as Probationary Sub-Lieutenant; demobilized January 17, 1946; joined RCN June 3, 1946; served in Naval Headquarters, *Royal Roads, Stadacona, Suderoy V, Shelburne, Arrowhead, The Pas, Chaleur, Victoriaville, Cornwallis, Donnacona, York, Bytown, Crescent, Niobe, Assiniboine, Naden, Hochelaga*, last appointment Naval Headquarters on staff of Director Naval Intelligence; commenced leave October 20, 1963; retires on March 1, 1964.

Naval Lore Corner

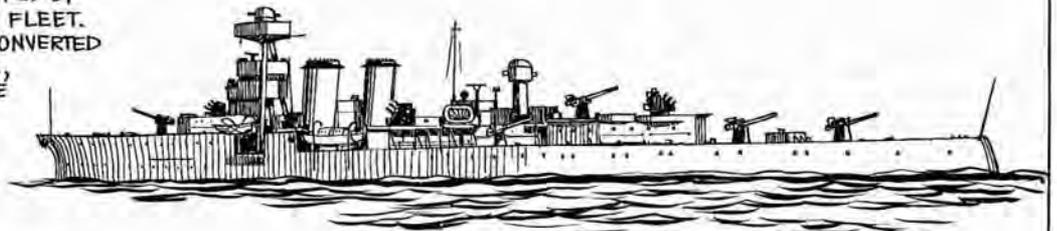
Number 121 GUNS WITH DOUBLE LIVES...

ONE OF THE BIGGEST PROBLEMS IN NAVAL CONSTRUCTION WAS THE SUPPLY OF THE BIG GUNS. THE FOUR GIANT BRITISH BATTLESHIPS OF THE "LION" CLASS WERE CANCELLED, AFTER CONSTRUCTION HAD BEGUN, IN 1940 BECAUSE THEIR MAIN ARMAMENT OF NINE 16-INCH GUNS COULD NOT BE DELIVERED IN TIME FOR THE SHIPS' SCHEDULED COMPLETION...

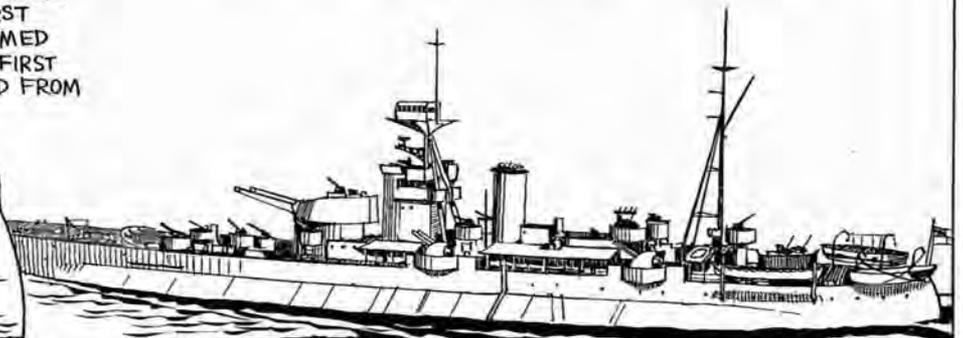
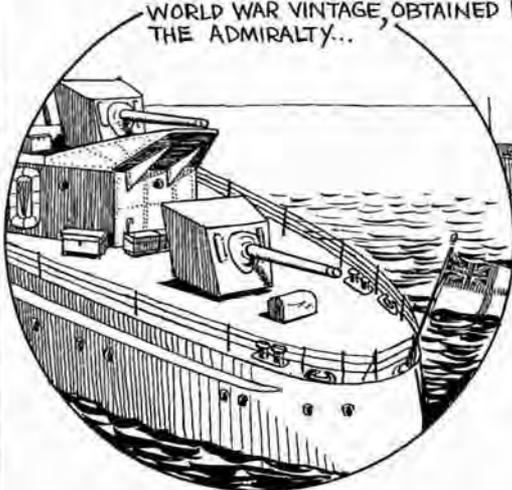
AS AN ALTERNATIVE, H.M.S. VANGUARD WAS BUILT TO A NEW DESIGN IN ORDER TO UTILIZE GUNS THAT ALREADY EXISTED. HER 15-INCH GUNS PREVIOUSLY SAW ACTION ABOARD THE BATTLECRUISERS "GLORIOUS" AND "COURAGEOUS" OFF HELIGOLAND IN 1917...THUS HER GUNS WERE FIRED IN ANGER 30 YEARS BEFORE "VANGUARD" COMMISSIONED! "GLORIOUS" AND "COURAGEOUS" WERE CONVERTED INTO CARRIERS AND THEIR GUNS WERE STORED UNTIL VANGUARD WAS BUILT... BUT TOO LATE FOR WORLD WAR II...SHE WAS THE LAST OF THE BRITISH BATTLESHIPS...



DURING THE ABYSSINIAN CRISIS IN 1935, THE ROYAL NAVY WAS HURRIEDLY "BEEFED UP" TO BOLSTER THE MEDITERRANEAN FLEET. THE OLD CRUISER "CURLW" WAS CONVERTED INTO AN ANTI-AIRCRAFT CRUISER, BUT THERE WAS SUCH A SHORTAGE OF WEAPONS, THAT, IN ORDER TO COMPLETE HER ARMAMENT, A 4-INCH GUN WAS TAKEN FROM THE IMPERIAL WAR MUSEUM!



THE CANADIAN AUXILIARY CRUISER H.M.C.S. PRINCE ROBERT, AS FIRST CONVERTED IN 1940, WAS ARMED WITH FOUR 6-INCH GUNS OF FIRST WORLD WAR VINTAGE, OBTAINED FROM THE ADMIRALTY...



THE BRITISH MONITORS H.M.S. ABERCROMBIE AND ROBERTS, COMMISSIONED IN 1941-42 MOUNTED THE ORIGINAL MAIN ARMAMENT (2-15 INCH GUNS) OF THE FIRST WORLD WAR MONITORS OF THE "MARSHAL SOULT" CLASS...WHICH HAD BEEN DISCARDED AS FIGHTING UNITS YEARS BEFORE...

Roger Duhamel

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

DEPT. OF NAT. DEFENCE,
LIBRARY,
ROOM 1082 - C - BLDG.,
OTTAWA, ONT. K1P 6K6
C.R.O.F.

If undelivered return to:

The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada

