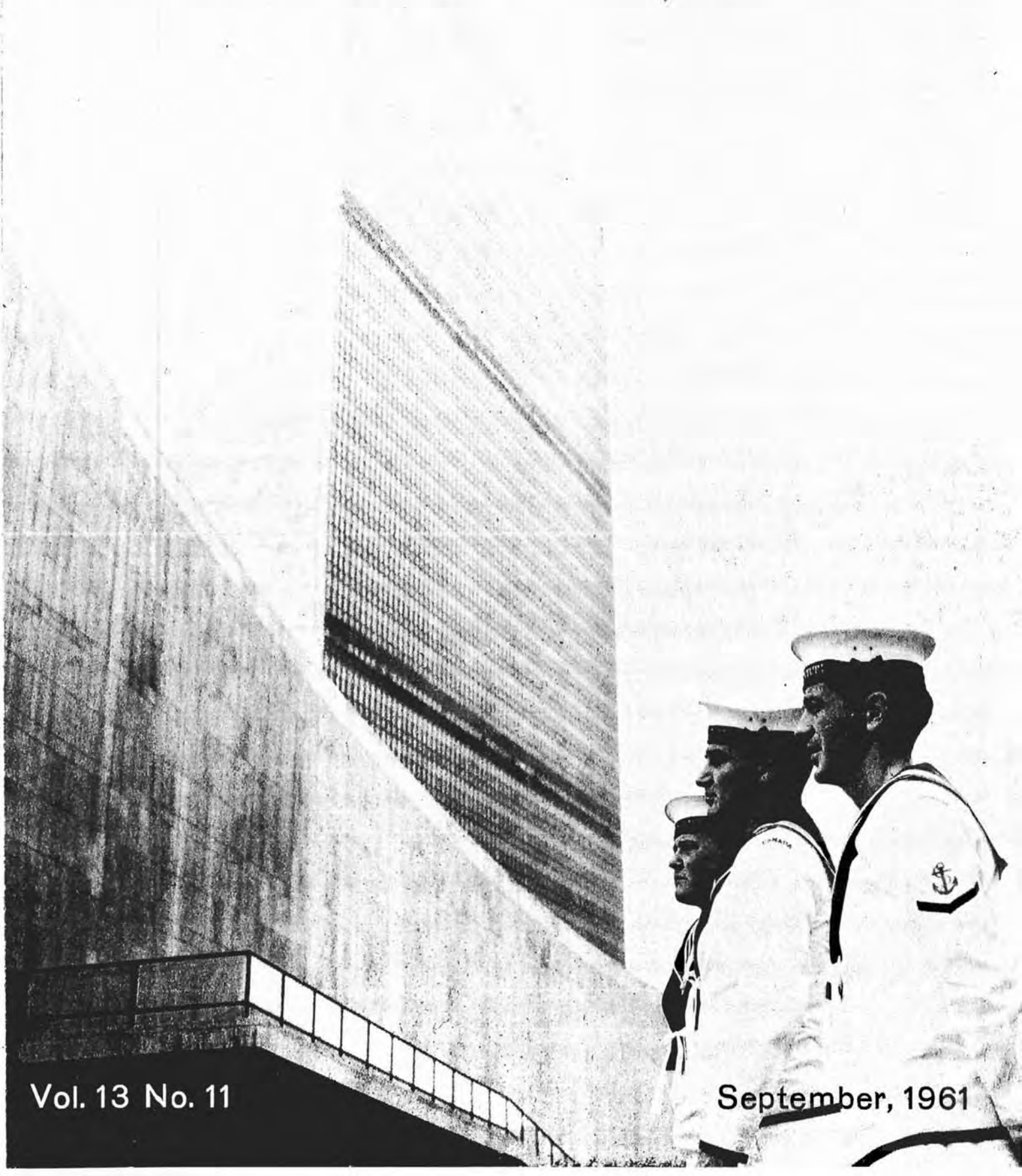
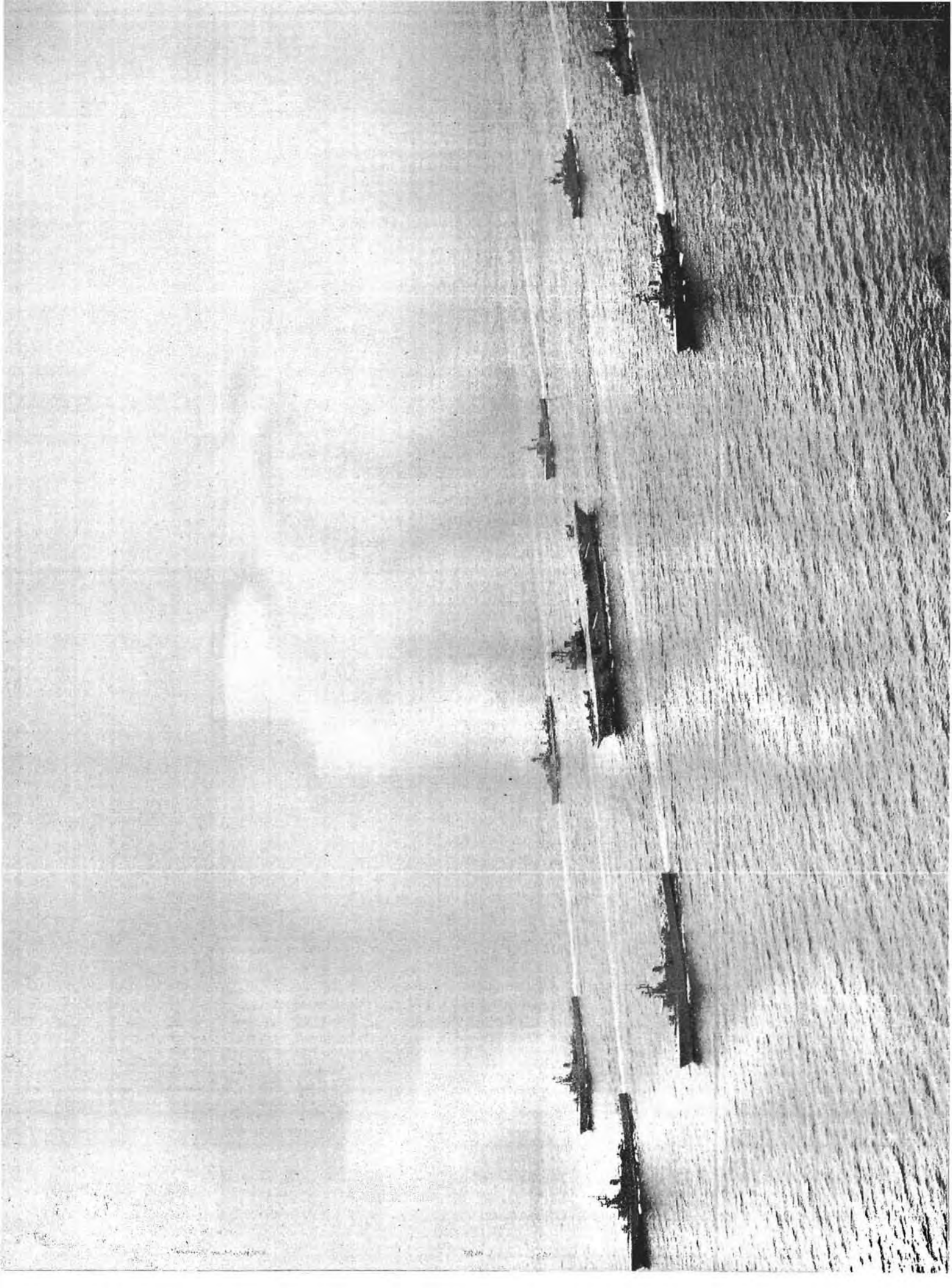


The CROWSNEST



Vol. 13 No. 11

September, 1961



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THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER 1961

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The Cover—Three Canadian sailors view that mighty monument to the hopes and ideals of mankind—the United Nations building. The photograph, taken during a six-day visit of the *Bonaventure* to New York, shows, left to right, AB William Gardner, AB William Reid and Ldg. Sea. Harold Kemp. (BN-4130)

LADY OF THE MONTH

Exercise Tartan, held off the East Coast in late July, provided one of the rare opportunities for photographing ships of the Royal Canadian Navy, steaming in close formation as they proceeded to the exercise area.

Stationed around the *Bonaventure*, in the picture on the opposite page, are the destroyer escorts *Restigouche*, *Huron*, *St. Croix*, *Algonquin*, *Nootka*, *Terra Nova*, *Chaudiere* and *Columbia*—not in that order.

The exercise also involved three U.S. submarines, an RN submarine and RCN and RCAF aircraft. (BN-4260)

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HMCS Yukon, Mackenzie class destroyer escort, slides down the ways of the North Vancouver yard of the Burrard Dry Dock Co. Ltd. on the evening of July 27. Mrs. Douglas S. Harkness, wife of the Minister of National Defence, officiated at the launching ceremony. (E-62214)

Summer Months Keep Ships Busy

July and August were busy months for ships and men of the RCN.

On July 24, the *Bonaventure*, Canadian Escort Squadrons One and Five, HMS *Aurochs*, and U.S. Navy submarines, and RCAF maritime aircraft began Exercise Tartan. This exercise succeeded Maple Royal which was cancelled when Royal Navy units were forced to withdraw due to the Kuwait situation.

Navy Day celebrations were held at HMC Dockyard, Halifax, on August 5.

On August 18, HMS *Londonderry*, wearing the broad pennant of Commodore J. E. L. Martin, DSC, RN, Senior Naval Officer West Indies, arrived at Esquimalt for a brief visit.

The *Cap de la Madeleine* sailed from Halifax on August 21 with CNAV *Eastore* in company. They proceeded to Frobisher carrying two army general purpose huts, which were erected for the use of naval radio personnel of that area.

The Seventh Canadian Escort Squadron concluded a five-day visit to Reykjavik, Iceland, on August 22, and proceeded north towards the Arctic Circle

which they crossed in the Denmark Strait the following day. The ships then proceeded to St. John's, Newfoundland, during the final phase of the last UNTD cruise of the summer.

PACSWEEPEX Four began on August 23 in the Pacific. Included in the mine-sweeping exercises were HMC Ships *Fortune*, *Cowichan*, *Miramichi*, *James Bay*, CNAVs *Laymore* and *Clifton*, and YMT 9.

Admiral Cossette Dies in Ottawa

One of the most popular and beloved naval officers of his day, Rear-Admiral M. J. R. Cossette, RCN (Ret), died in Ottawa on July 21 after a long illness. He had retired from the Navy in 1945 after 34 years of service, eight years of that period as Naval Secretary.

Born on October 3, 1890, in Valleyfield, Que., Admiral Cossette applied for entry in the first class of the Royal Naval College of Canada in 1911 but was turned down because he was over-age. He thereupon enlisted as an ordinary seaman and served for the next seven years, including most of the First World War, on the lower deck. He was granted a commission in 1918 in the pay branch.

Admiral Cossette was Naval Secretary from 1934 to 1942 and, until his retirement in 1945, served as Deputy Judge Advocate of the Fleet.

His son, Cdr. Peter Cossette, is commanding officer of HMCS *Hochelaga*.

Busy West Coast Trip for Minister

The launching of a destroyer-escort, a naval officer cadet graduation, and a diving run in a submarine were highlights of a five-day visit to the Pacific Command by Hon. Douglas S. Harkness, Minister of National Defence, in late July.

It was the first visit of Mr. Harkness to British Columbia since assuming his post in early October of last year.

The official party attended the launching ceremony of the destroyer-escort *Yukon* at the North Vancouver yard of Burrard Dry Dock Co. Ltd., in North Vancouver, on Thursday, July 27. Mrs. Harkness officiated at the ceremony. Approximately 200 guests attended the launching at the invitation of the ship-building firm.

At 9 a.m. on Friday, July 28, the minister and his party boarded HMCS *St. Laurent* for passage to Esquimalt.

Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, accompanied Mr. Harkness from Vancouver to Esquimalt.

On his arrival, the minister was honoured with a 17-gun salute as the *St. Laurent* entered Esquimalt harbour. A guard of honour and the band of HMCS *Naden* were on the jetty.

That afternoon Mr. Harkness, accompanied by Rear-Admiral Finch-Noyes, attended the graduation ceremonies of HMCS *Venture*. The program began with a physical training display by the *Venture* cadets, followed by the actual graduation ceremony at 3 p.m. The minister presented major awards to cadets who had distinguished them-

selves during their training period at *Venture*, and delivered the main address to the graduating class.

Upon completion of the *Venture* ceremony, the official party attended a tea in the garden of Admiral's House with the cadets, their parents and guests.

That evening, Mr. and Mrs. Harkness visited Government House for dinner with His Honour, G. R. Pearkes, VC, Lieutenant-Governor of British Columbia, and Mrs. Pearkes.

A brief cruise and diving run in the Pacific Command's submarine, HMCS *Grilse*, was made by the minister on the morning of Saturday, July 29.

On his return to Esquimalt Harbour, Mr. Harkness attended a briefing with senior officers in headquarters of the Maritime Command Pacific.

During the afternoon Mr. Harkness toured establishments in HMC Dockyard and *Naden* and that evening, with Mrs. Harkness, attended a Command reception and buffet supper at the *Naden* wardroom.

A visit to the Canadian Services College, *Royal Roads*, took place on Sunday, July 30.

HQ Staffs Hold Paper Exercise

A NATO naval exercise, designated "Tradewind Five", was conducted in the

Western Atlantic Ocean area August 9-18, under the direction of Admiral Robert L. Dennison, Supreme Commander of NATO naval forces in the Atlantic.

"Tradewind Five" exercised headquarters staffs by simulating movements of ships and aircraft for the protection and control of shipping. No "live" forces were involved. A major objective of "Tradewind Five" was the maintenance of communication readiness.

Fire-Fighting Helicopter Crashes

An RCN Sikorsky helicopter crashed in early August in Newfoundland. There were no casualties.

The helicopter was one of the two RCN aircraft engaged in fighting forest fires in the province.

The crash occurred in Aspen Cove, Hamilton Sound, east of Musgrave Harbour in Bonavista Bay on the east coast of Newfoundland.

The helicopter was piloted by Sub-Lt. Gordon C. Gray and the co-pilot was Sub-Lt. Nicholas H. Browne.

The two Sikorskys, from HS50, normally based at *Shearwater* or on board the *Bonaventure*, were despatched on August 3 to aid in fighting the serious forest fires in Newfoundland. Required at short notice, the machines were

Australian Navy Fifty Years Old

The Royal Australian Navy celebrated its 50th birthday recently. It was on July 10, 1911, that a signature of King George V transformed the Australian Naval Forces into the "Royal Australian Navy".

Throughout Australia and overseas the men of the Royal Australian Navy celebrated the 50th anniversary of their service. All ships "spliced the mainbrace", and there were special activities at naval establishments ashore.

The Royal Canadian Navy, older than the RAN by a single year, observed the occasion with the following message:

"The RCN extends heartiest congratulations to the RAN on the celebration of its 50th anniversary. We look forward to the warm relationship between our navies growing even stronger in the years to come."

The Royal Australian Navy replied in these words:

"The RAN very much appreciates the congratulations of the RCN. We also look forward to a continuance and deepening of the warm friendship that exists between our navies in spite of the 7,000 miles of ocean that lie between us."

The Duke of Edinburgh, who is an Admiral of the Fleet in the RAN, sent a special congratulatory message:

"In half a century the Royal Australian Navy has gained distinction out of all proportion to its years. In two world wars and during the Korean war its ships and men won an enviable reputation for gallantry and seamanship. This is a particular source of pride and happiness to the Royal Navy which was so intimately involved in the development of the Royal Australian Navy in its early days.

"For me this is more than a formal occasion. There were Australian cadets in my term when I joined the Navy, I served alongside Australians in many parts of the world and in Australian waters during the last war, and I have seen something of the present day Navy in visits to Australia".



Cdr. L. B. Jenson (left), commanding the frigate *Fort Erie* and the Seventh Escort Squadron, is presented with the L. W. Murray Trophy for gunnery proficiency in 1960 by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. It is the first time in recent years an Atlantic Command warship has won the Navy-wide award. In the centre is Lt. Jack Hannam, *Victoria* and *Halifax*, the frigate's gunnery officer. (HS-65604)

stripped of their sonar gear throughout the night before the long flight and otherwise readied for a take-off before 8 a.m.

The appearance of sonar-demonstrating helicopters at Navy Day celebrations August 5 in the Dockyard had to be cancelled. The RCN machines and two from the RCAF were employed in the Deadman's Bay and Indian Bay areas of Newfoundland, ferrying men and equipment.

RCN Officers Head Courses

Two RCN officers, pursuing post-graduate professional studies, have received awards for heading their courses. They are Lt. William J. Broughton and Lt. Kenneth R. Murray.

Lt. Broughton has received his Master of Science degree in naval architecture and marine engineering and the degree of naval engineer from the Massachusetts Institute of Technology. In addition he was awarded the Brand Award from the American Society of Naval Engineers for being highest in his class.

He is continuing his studies at MIT for his doctorate, which he hopes to achieve in 1962. He commenced his course in naval architecture at MIT in 1958.

Lt. Murray, now serving on exchange duty with the United States Navy on the staff of the Force Supply Officer, Commander Service Force, U.S. Atlantic Fleet, Norfolk, Va., graduated from the University of Western Ontario this summer with the degree of Master of Business Administration, and was awarded the University's Gold Medal for heading his year in the course.

Dean W. F. P. Jones, of Western, in a letter to Lt. Murray tendered congratulations for winning the gold medal.

Lt. Murray, in 1954, was the winner of the annual Golden Gavel public speaking competition staged by the Thunderbird Toastmasters' Club of Victoria.

Large Exercise Held in July

A large scale anti-submarine exercise held off Nova Scotia from July 24 to July 28 involved units of the Royal Canadian Navy, Royal Canadian Air Force, United States Navy and the Royal Navy.

Code-named "Tartan", the exercise was under the overall command of Rear-Admiral K. L. Dyer, as Maritime Commander Atlantic.

HMC ships included the aircraft carrier *Bonaventure* and the destroyer escorts *Algonquin*, *Terra Nova*, *Chaud-*

iere, *Nootka*, *Columbia*, *Restigouche*, *St. Croix* and *Huron*. More than 3,000 officers and men were involved.

RCAF participation included 24-hour anti-submarine operations daily by Argus maritime patrol aircraft from 404 Buffalo and 405 Eagle squadrons, from RCAF Station, Greenwood.

Submarine forces include three United States Navy submarines, the *Crevalle*, *Piper* and *Angler*. The RN contribution was the Halifax-based submarine *Aurochs*. Naval aircraft from *Shearwater* were used in strikes against the fleet at sea. The *Bonaventure* carried Trackers and Sikorsky helicopters as her contribution to anti-submarine forces.

Commodore James Plomer, Senior Canadian Officer Afloat Atlantic, commanded the anti-submarine warfare group. The exercise was a hunter-killer operation in which the RCAF and RN forces attempted to clear the "enemy" submarine forces out of the area so that a strike could be mounted from sea against the "enemy homeland".

Ships Exercise With Sub on Lake

A series of exercises on Lake Ontario, including an anti-submarine exercise with a U.S. submarine, brought to a close this year's training of Royal Canadian Navy (Reserve) personnel on the Great Lakes. The exercise was the first ever carried out on the Great Lakes by Canadian warships with a submarine.

The *Lauzon* and *Buckingham* arrived at Hamilton on Friday, August 18, following exercises in the upper Great Lakes. This was the first time the two ships had been together in the port since their arrival from Halifax earlier this year.

On arrival the *Lauzon* disembarked her complement of reserve new entries and that same evening sailed for a two-hour cruise on Lake Ontario with approximately 75 members of the Hamilton branch of the Naval Officers' Association of Canada, their wives and sons over 10.

The *Buckingham* was accompanied on her return to COND headquarters by the training vessel *Scatari*.

The *Lauzon* and *Scatari* sailed Monday, August 21, for a two-week reserve new entry training cruise. The *Buckingham* sailed the next morning to rendezvous on August 23 with the *Lauzon* and U.S. Submarine *Sablefish* eight miles off Toronto for anti-submarine exercises.

On completion of the exercise, the *Sablefish* departed for her base at New London, Conn. The *Buckingham* sailed

on August 26 for her Atlantic Coast base at Halifax. The *Lauzon* was not due to depart for the East Coast until September 16.

Terra Nova Goes To Vessel's Aid

A bright light on the horizon, spotted by a lookout in the middle watch on July 17, was investigated by the *Terra Nova*, en route from Corner Brook to Halifax, its source proving to be the blazing fishing vessel *FLB 101*, out of St. John's. The master, Manuel Warran, of Port aux Basques, and his five crew members were nearby in the dory in which they had fled the flames.

After taking the fishermen on board, the *Terra Nova* fought the blaze for two hours, but the fire had made so much progress that the fishing vessel was a smoking and sinking hulk when the *Terra Nova* withdrew.

The *FLB 101* had been proceeding from Port Aux Basques to North Sydney with a \$2,000 cargo of fish when a small oil stove in the foc'sle burst into flame. Power was almost immediately lost and one call of "Fire" was all that could be transmitted on the boat's small radio.

The crew was taken to Halifax, to where the *Terra Nova* was returning on completion of the lieutenant governor's cruise of the south-west coast of Newfoundland. The ship's company gave \$218 to the fishermen, who had lost their means of livelihood in the fire.

Hydrographic Vessel Launched

The CHS *Maxwell*, first of Canada's new multi-million dollar oceanographic and hydrographic fleet, was launched by Mrs. Paul Comtois, wife of Mines and Technical Surveys Minister Comtois, in a ceremony August 17 at Halifax Shipyards.

Following the launching, Mr. and Mrs. Comtois and other officials of the Department of Mines and Technical Surveys visited the \$4,000,000 Bedford Institute of Oceanography now under construction on the Dartmouth side of Bedford Basin and scheduled for completion in the fall of 1962.

The *Maxwell*, specially designed for inshore survey work, particularly along the more rugged and isolated regions of Canada's eastern seaboard, is expected to be in operation this fall. She carries a crew of 20, has a range of more than 2,000 miles and a top speed of over 12 knots. The ship is 115 feet long with a 26-foot beam and is being built at a cost of just over \$450,000.



OCEANOGRAPHY AND THE RCN

OCEANOGRAPHY is the scientific study of the seas in the various aspects, biological, chemical, geological and physical. Until relatively lately, most of the information that was collected in oceanography had been obtained incidentally to biological projects concerned with investigations of commercial fisheries. It is not surprising then, that studies in oceanography have been concentrated in areas on continental shelves where the data obtained could be used to explain principally movements and the prevalence of various fish species. Yet, the sea covers almost three-quarters of the globe. At the moment, more ignorance prevails about the ocean depths than about the remote regions of outer space.

A sufficient body of data about physical oceanography has been accumulated by various individuals and organizations so that general principles regarding water movements can be reasonably well formulated. The principles enunciated to date have depended largely on the collection of the following data: temperature, salinity, velocity of currents and tides.

As scientists, physical oceanographers look ahead to the ultimate development of their science to the point where they will be able to predict physical conditions in the sea for any time in any area. This would parallel the situation in meteorology where prediction on a day-to-day basis has become a routine accepted procedure. The accuracy of predictions depends on the availability of information as recent as possible and covering as wide an area as possible. In meteorology, changes in physical conditions of the media can be abrupt, whereas in oceanography, with certain exceptions which can usually be expected, if not accurately foreseen, such changes are likely to be slow and gradual.

By
Lt.-Cdr. L. P. Chénisson
RCN(R)

Conditions on the East Coast are particularly variable owing to the interplay of three principal masses of water: the warm Gulf Stream, the cold Labrador Current, and the outflow of fresh water from the St. Lawrence River. The implications of this interplay are far-reaching not only in that the contributions of each of these must be weighted but also because the effects of this interplay are extremely variable in time and space, and therefore not easily pre-



Both temperature and salinity have profound effects on the transmission of sonar beams in the sea. Here a scientist samples the salinity of the Gulf of St. Lawrence by means of metal bottles which can be set to admit water at any chosen depth. (LAB-1475)

dicted with any degree of reliability in the absence of here-and-now data.

A number of interesting parallels exist between the dynamics of the atmosphere as a gas and of the sea as a liquid. In each instance, density of the medium is a very important factor governing the movements of masses of air or of water with predictable velocities in the absence of solid obstacles. In the air, measurements of barometric pressure and temperature, relative humidity, wind velocities, etc., are the major types of information collected on a day-to-day basis. In sea-water, measurements at various depths of temperatures, salinities, currents, velocities, and tides constitute the basic working data. In both instances, then, masses of medium or high density ("highs") tend to displace those of low density ("lows").

From studies of temperatures and salinities, it has been established that, in the absence of turbulence, and physical obstacles, warm water or relatively fresh water remain above cold or saltier water without appreciable mixing. This follows from the fact that the density of water above 39° F varies inversely with temperature and directly with salinity. The thin layer where there is an abrupt change from warm to cold water is called thermocline. Thus, not only is it possible for surface temperatures at some distance from the south shore of Nova Scotia to be higher than those close inshore where mixing occurs, but it is indeed a well-observed phenomenon in late summer and early fall. Conversely, cooling of surface water induces mixing on account of the descent of heavier water through the lighter underlying layers. However, there is far more to physical oceanography than the influence of temperatures and salinities. The presence of obstacles causing mixing, the influence of wind velocity, the effects of currents

due to tides, the possible effects of barometric pressure as such—all these bring distinctive and often confusing features in the oceanographic picture when and where they vary significantly.

It is obvious that, for the RCN, knowledge of the media which affect the movement and detection of sea-borne traffic is of utmost importance. The Navy's primary interest in oceanography relates to sub-surface conditions. The RCN is primarily an anti-submarine navy. Consequently, any problem which involves the detection, the identification and the continued monitoring of submarines is of vital interest to our navy.

So, of course, are problems concerned with defence by weapons dependent on acoustic systems.

The problems of continental defence have changed markedly with the development of modern submarines. These can remain submerged indefinitely; and long-range missiles can be fired from their decks under the surface. Also the proved capability of atomic submarines in negotiating Arctic passages under the ice has opened up many new defence problems.

What is the nature of these problems? The main area of concern at present involves the behaviour of sound waves under water. For example, efficient use of acoustics for submarine detection, the accuracy of pin-pointing enemy objects, and the accuracy of homing torpedoes depend on a knowledge first of the behaviour of sound waves in sea-water, and, secondly, of the actual physical conditions of the sea. Areas of sharp changes of density of sea-water due to the presence of a thermocline produce acoustic mirages quite comparable to the optical mirages characteristic of atmospheric air. Thus, knowledge of the principles of refraction and of reflection of sound waves in zones of changing density in sea-water, are extremely important. Equally important is a knowledge of conditions of the medium through which these waves must pass. Oceanography, then, is not concerned with the study of the behaviour of sound waves, but it is concerned with the dynamics of physical conditions of the sea.

The RCN is interested in oceanographic research in addition to being a user of oceanographic information.

Two types of information would seem desirable for the operation of sonic devices. Firstly, there is need of long-range information so that plans for exercises may be formulated well in advance. Secondly, on-the-spot information would also be valuable so that



Some day, if the world's population outruns its agricultural capacity, people may dine on plankton soup. Here a marine biologist prepares to lower a plankton net over the side. Plankton, rich in protein and minerals, consists of almost invisible creatures, on which small fish feed, to be eaten in turn by larger ones. (LAB-1795)

during actual operations some estimate of the range of sonic devices may be made and, as a minimum requirement, conditions may thus be described as poor, fair, etc., if not in quantitative terms.

The RCN obtains much of the data of physical oceanography which it obviously requires from Canadian, foreign and international organizations.

The pursuit of the study of oceanography in Canada has been continuing since about 1910, but the agencies under which this research has been carried out have been varied and its extent has expanded considerably, particularly since the mid-forties. Research in physical oceanography was initiated on a part-time basis by the Biological Board of Canada (later the Fisheries Research Board of Canada). While the methods used in such investigations were physical in character, they were definitely directed toward an understanding of the movement of the medium which supports life and which influences the movements and success of survival of various marine species.

A large segment of the Canadian contribution to oceanographic knowledge is still of value to marine biologists, but research in physical oceanography is now organized on a much broader basis, and it encompasses various agencies whose existence has no relationship, even remote, with fisheries research. Not only has Canada grouped

various independent research organizations under one co-ordinating committee, but it also participates in various international research efforts.

The over-all efforts in Canadian oceanographic research are at present co-ordinated by the Canadian Committee on Oceanography. (This represents a reorganization of the former Joint Committee on Oceanography). The following Government groups are represented on this Committee:

- The Royal Canadian Navy
- The Royal Canadian Air Force
- The Fisheries Research Board of Canada
- The Department of Mines and Technical Surveys
- The Defence Research Board
- The National Research Council
- The Department of Transport (Meteorological Branch and Marine Services)

The work of the Committee is primarily one of co-ordination, as the participating bodies contribute in some measure in the form of funds, personnel, ships, etc.

In addition, the Institutes of Oceanography operated by the universities of British Columbia and Dalhousie on each coast are subsidized to a considerable extent by the National Research Council and are in touch with the Canadian Committee.

At present, the Fisheries Research Board, through the East Coast Working Group of the CCO is the principal agency gathering oceanographic data as a primary objective. Cruises along the three coasts, East, West and Arctic, are planned with the sole purpose of obtaining oceanographic data. Other agencies at the moment contribute much important information. RCN ships routinely take surface temperatures and bathythermographs (temperatures at depth) and transmit the information to a collecting agency. Likewise, ships of the Department of Transport and of the Department of Mines and Technical Surveys obtain bathythermographic data and take water samples at various depths and at various stations on their hydrographic and other cruises.

The formation of the Canadian Committee, the definition of responsibilities, and the redistribution of these responsibilities have meant that, while research is still vigorously pursued, programs of participating agencies are being redefined and are in a state of flux.

Intensive studies of temperature and salinity conditions in various areas will be undertaken to meet defence requirements during the next few years. Available bathythermographic data are to be extended and analyzed so that more information may be obtained about oceanographic conditions. It is hoped that improvements in bathythermographic coverage and analysis may augment the reliability of charts depicting the acoustic properties of the sea in the areas to be studied.

Personnel of the Defence Research Board's Naval Research Establishment are at present undertaking studies of internal waves north of Bermuda and are attempting to devise improved telemetering buoys. From CNAV *New Liskeard* specially constructed buoys, adapted to detection by radar, have been released for the study of currents in the vicinity of Sable Island.

The Pacific Naval Laboratory of the Defence Research Board is working on methods that will enable bathythermographic readings to be taken to large depth at high cruising speeds.

As physical facilities and personnel are acquired at the Bedford Institute of Oceanography, the Department of Mines and Technical Surveys will become responsible for the prosecution of research suggested by defence requirements. It will then attempt to collect information on all the variables which affect the reliability of predictions of physical processes in the sea.

Increasing research activity in sub-Arctic and Arctic regions has followed the circumnavigation of the continent via Arctic routes. The question of predictability of ice formation and ice movements can be answered only with adequate meteorological and oceanographic information. The study of acoustic properties in this particular area is to be undertaken jointly by the Defence Research Board and McGill University. The CGS *Labrador*, as a secondary function, has been taking observations in the region of Hudson Bay, Hudson Strait and Foxe Channel, and adducing important information regarding this complicated area.

Ice Forecasts

Ice forecasting, which impinges on both oceanography and meteorology, became of great concern to the U.S. Navy



A civilian scientist analyses the phosphate content of sea water samples on board ship.

during the early stages of the construction of the DEW-line. After the USN had made a beginning in this work, the responsibility for it was transferred to the Department of Transport, at whose request the RCN developed an ice-forecasting service, later transferring it in good working condition, to the DoT. "Ice Central", the main office of the ice-forecasting service, is in Halifax.

RCN-RCAF

The Navy is concerned with having the best possible oceanographic information and, with the RCAF, has established study groups to look into the best methods of providing information. This will not be a research organization but will work towards provision of the most exact oceanographic information available to operations. Consequently, the needs of operations need

to be spelled out, and representation on this service of personnel from RCN and RCAF operations is a must. Obviously this is a combined enterprise that will utilize oceanographic, meteorological and operational personnel.

International Organizations

In the international level, certain developments are worthy of note. In the spring of 1959, an international Anti-Submarine Warfare Research Centre was established in Italy for the purpose of monitoring and analyzing oceanographic measurements in selected waters. It employs approximately 100 persons of whom 20 are senior scientists. Canada is providing personnel and technical data, along with Denmark, France, Germany, Italy, the Netherlands, Norway, the United Kingdom, and the United States.

NATO has set up a sub-committee on oceanographic research to the end of improving collaboration and co-ordination in unclassified efforts of oceanographic institutions from countries participating in NATO. Canada is represented on this committee by Dr. W. L. Ford, Scientific Adviser to the Chief of the Naval Staff.

UNESCO

One of the committees of UNESCO is the International Advisory Committee on Marine Sciences. Among eight recommendations adopted at the meeting of this committee in Paris in September, 1958, the following two bear directly on oceanography: UNESCO invited Member States to expend more effort in systematic studies of the deep ocean; and it was recommended that an international research ship should be provided for oceanographic purposes.

SCOR

The International Council of Scientific Unions has set up the Special Committee on Oceanic Research. The national committee for Canada is the Canadian Committee on Oceanography.

Some of the problems of concern to SCOR are now or may become likewise of concern to the RCN. Sample problems are the extent of natural and artificial radioactivity, and their distribution in the oceans, the changes in oceanic processes dependent on climatic variations, and the geological structure of the sea floor.

ICNAF

Although ICNAF (International Commission for North Atlantic Fisheries) is certainly not set up as an organization for mutual defence, its deliberations

have stimulated the study of water temperatures and salinities in the area within its scope. In 1961, for instance, ten countries apart from Canada and the United States are collecting oceanographic information which should fill in some gaps in our oceanographic knowledge.

RCN-USN

An oceanographic research station is jointly operated by the U.S. Navy and the Royal Canadian Navy at Shelburne, Nova Scotia. Commissioned as HMCS *Shelburne* in April 1955, this institution is chiefly concerned with gathering and assessing oceanographic data of specific interest to the two navies.

Magnetometer Surveys

The problem of detection of objects under the surface is being attacked from many different angles. One of these is based on disturbances in magnetic readings brought about by various objects under the surface and even lying

on the bottom. To increase the reliability of magnetic instruments, it is necessary to screen out many of the natural anomalous responses which occur. Geologists for the past decade or so have been making numerous magnetometer surveys over the land for the purpose of identifying anomalies in geological structure.

The knowledge of such anomalies under the sea is an absolute requirement if instruments of the magnetometer type are ever to be useful in detecting objects under water for, otherwise, many false positives would be recorded. The RCN has been co-operating with the USN in compiling data regarding such anomalies on the Continental Shelf.

Future Developments

The following outstanding developments in Canadian oceanography are of direct or indirect interest to the RCN.

It is expected that an Oceanographic information service to meet military

requirements will mature over the next few years.

The *Fort Frances* joined the *New Liskeard* in February in the service of the Naval Research Establishment at Halifax. Both are former Algerine class coastal escorts.

The Bedford Institute of Oceanography, destined to become the most important oceanographic research centre in Canada, is under construction on the east side of Bedford Basin, just to the north of the Narrows leading to Halifax Harbour. Dredging has been completed and a wharf is under construction, as are the workshop and depot buildings, which should be in use before the end of this year. The office and laboratory buildings should be completed by mid-summer of 1962.

The Institute comes under the Department of Mines and Technical Surveys, a department which will shortly become responsible for defence requirements where Canadian oceanography is concerned.



"More ignorance prevails about the ocean depths than about the remote regions of space."

OFFICERS AND MEN

Awards Made For Suggestions

Chief and petty officers who figured in several awards from the Suggestion Award Board of the Public Service of Canada have been congratulated by the Chief of Naval Personnel. They are:

CPO Colin Armson, who devised a rack for universal tow bars for aircraft which prevents damage to the bars;

CPO R. E. Clitheroe, who suggested a tool for servicing brakes on Tracker aircraft;

CPO William Rennick, for designing an improved maintenance tool for aircraft;

CPO Gerald R. L. Donohue, for his modification to the throttle control of certain RCN boats;

PO Gordon A. Troughton, for the development of a tool which eliminates damage to delicate propeller parts during repairs;

PO Lloyd J. Milton, for a modification to radio communications equipment.

In all cases the suggestions have been adopted for use by the RCN and cash awards have been made.

Sailors Help Paraplegics

If there was an award in the RCN for helping one's fellow man the P&RT department at HMCS *Naden* feel that it should go to three apprentices under training at the Naval Technical School: Able Seamen Jack McClelland, Clarence Trach and Bob Shepard.

Every Friday night for months, for two and a half hours, these three young men have given devoted assistance to paraplegics receiving water therapy in the *Naden* swimming pool.

BIRTHS

To Petty Officer T. S. Arthurs, *Algonquin*, and Mrs. Arthurs, a son.

To Lieutenant R. C. Knapp-Fisher, *Haida*, and Mrs. Knapp-Fisher, a son.

To Petty Officer S. J. Kornan, *Algonquin*, and Mrs. Kornan, a son.

To Petty Officer G. M. Lamontagne, *Algonquin*, and Mrs. Lamontagne, a daughter.

To Able Seaman C. E. Ramsey, *Haida*, and Mrs. Ramsey, a daughter.

To Lieutenant B. J. Van Fleet, *Haida*, and Mrs. Van Fleet, a son.



Frigates of the Pacific Command presented a gay appearance when they were dressed in observance of the Queen Mother's birthday, August 4. From the left they are the *Stettler*, *Antigonish*, *Beacon Hill* and *Ste. Therese*. (E-62403)

The job involves dressing and undressing aged and helpless men, giving support in and out of the water, and showing great gentleness and understanding.

The efforts of the three apprentices have not gone unnoticed by the Victoria Lions Club, which is responsible for the program for the paraplegics.

Supply Depot Adopts Child

The Naval Supply Depot Employees' Club of HMC Dockyard, Halifax, have financially adopted a ten-year-old Korean girl under the Foster Parents' Plan. The Foster Parents' Plan is an independent, government-approved relief organization for children in poverty-stricken parts of the world.

The club's adopted child, Mi Ja Yoo, lives with her mother, four sisters and one brother, in bitter privation in a thatched hut on the outskirts of Seoul, among its poorest people.

Mi Ja's father died in January of this year from a stomach disease, which was neglected because he could not afford medical care. Her mother, in order to support the family, is a peddler of vegetables in the streets of Seoul. She earns about 40 cents a day on which to feed her offspring.

Mi Ja is said by those who know her to be clever and quick to respond to interest and also to learning. She studies hard and is determined to remain among the top group in her class in order that her ambition to be a school teacher will be realized.

The Naval Supply Depot Employees' Club was formed by the employees of Naval Supply Depot in December, 1957. Its membership is automatic for all civilians and naval personnel on the staff of Naval Supply Depot.

The prime purpose of the club is to provide funds for gifts for employees who after a reasonable term of employ-

WEDDINGS

Able Seaman Ralph Hnetka, *Sussexvale*, to Beverley Ann Thompson, of Regina and Victoria.

Leading Seaman R. K. Hogden, *Haida*, to Janice Mae Furness, of St. Catharines, Ont.

Sub-Lieutenant Lorne S. McDonald, *Venture*, to Jacqueline Anne Lord, of Victoria.

Ordinary Seaman W. J. Rooney, *Haida*, to Mary Pledge, of Saskatoon, Sask.

Able Seaman G. W. Schneider, *Haida*, to Jo-Ann McKinley, of Medicine Hat, Alberta.

Sub-Lieutenant Anton Frederic Smith, *Stettler*, to Marilyn Barbara Cudmore, of Victoria.

ment are transferred, promoted or re-assigned to other departments, or on the marriage of any member. Also funds are provided for recreation and entertainment in the form of sports, dances and social gatherings.

The club has on numerous occasions contributed to the Dockyard Major Charitable Campaign, and welfare and disaster funds in addition to looking after the welfare needs of its own members.

Management of the club is invested in an elected board of directors under the leadership of Lt.-Cdr. L. O. Stonehouse, operations officer of Naval Supply Depot. Since its inception, the club has grown in its stature and its scope and is now incorporated under the Societies Act of the Province of Nova Scotia. This growth is credited to a large degree to the co-operation and support of Cdr. K. M. Roy, Officer-in-Charge, Naval Supply Depot.

Grilse Open To Victorians

Residents of Victoria had the opportunity of visiting HMCS *Grilse*, the Pacific Command's recently acquired submarine, during the week-end of July 22-23.

The 311-foot submarine was docked at the Department of Transport wharf and was open to the public both afternoons.

New Appointments And Promotions

Commodore Howard L. Quinn on August 24 was appointed on attachment to the National Defence College, Kingston, as Naval Member Directing Staff. He was formerly Senior Naval Officer St. Lawrence River Area.

Commodore John Deane became Deputy Chief of Naval Technical Services at Naval Headquarters on August 21.

Commodore Henry A. Winnett has taken up the dual appointments of Commodore Superintendent Pacific Coast and as Superintendent HMC Dockyard, Esquimalt.

Captain John A. Charles has been promoted to the rank of commodore and appointed Commodore RCN Barracks at Esquimalt.

Captain Robert M. Battles on August 17 took up the appointment of Command Technical Officer on the staff of the Flag Officer Pacific Coast.

Captain Henry A. McCandless became Director of Naval Program Control at Naval Headquarters on August 21.



A brisk stroll in the brisk breeze is taken by Hon. Pierre Sevigny, Associate Minister of National Defence, along the flight deck of the *Bonaventure*, accompanied by Cdr. J. M. Paul, executive officer of the carrier, and Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. (BN-4266)

Captain Ernest H. H. Russell was appointed Director of Material Supply at Naval Headquarters on August 21.

Captain Charles Patrick Nixon on August 25 took up the dual appointments of Commander Fifth Canadian Escort Squadron and Commanding Officer HMCS *Gatineau*.

Captain John M. Doull on August 28 became Director of Naval Works at Naval Headquarters.

Captain Victor Browne on August 18 took up the dual appointments of Commander Second Canadian Escort Squadron and Commanding Officer HMCS *Assiniboine*.

Cdr. Daniel L. Hanington was promoted to the rank of captain and appointed Director of Naval Manning at Naval Headquarters, effective September 5.

Cdr. Jack E. Korning, with the acting rank of captain, has been appointed on attachment to the staff of the Ambassador of Canada to Norway as Naval, Military and Air Attache, and on the

staff of the Ambassador of Canada to Sweden as Naval Attache.

Cdr. Melvin T. Gardner took up the appointment of Squadron Technical Officer with the Second Canadian Escort Squadron on August 11.

Cdr. Vernon W. Howland has been promoted to the rank of captain effective August 31. Formerly Assistant to the Vice-Chief of the Naval Staff at Naval Headquarters, he is attending the National Defence College, Kingston.

Cdr. Donald C. Rutherford has taken command of HMCS *Haida*, with the First Canadian Escort Squadron.

Lt.-Cdr. Glen M. de Rosenroll has been promoted to the rank of commander and appointed to Naval Headquarters on the staff of the Director of Naval Fighting Equipment Requirements.

Lt.-Cdr. Ian A. Macpherson was promoted on August 18 to the rank of commander on taking up his new appointment in command of HMCS *Ottawa*, with the Second Canadian Escort Squadron.

Lt.-Cdr. Donald B. Dixon was appointed as Supply Officer, HMCS *Cornwallis*, RCN training establishment near Digby, N.S., and promoted to the rank of commander.

Lt.-Cdr. Norman F. Lee serving at Naval Headquarters, was promoted to the rank of commander.

Other appointments included:

Lt.-Cdr. Edward A. Fallen to command HS-50 Anti-Submarine Squadron;

Lt.-Cdr. Donald M. MacLeod to command VS-880 Air Squadron;

Lt.-Cdr. George G. Armstrong to command HMCS *Quinte*, of the First Canadian Minesweeping Squadron;

Lt.-Cdr. Joseph G. Wilkinson to command HMCS *Coverdale*, naval radio station near Moncton;

Lt.-Cdr. Eric M. Jones to command HMCS *Antigonish*, a frigate of the Fourth Canadian Escort Squadron;

Lt.-Cdr. James G. Mills to command HMCS *New Glasgow*, a frigate of the Fourth Canadian Escort Squadron;

Lt.-Cdr. Blyth A. Mitchell to command HMCS *Inch Arran*, a frigate of the Seventh Canadian Escort Squadron;

Lt.-Cdr. Stewart R. Linguist to command VU-32 air squadron;

Lt.-Cdr. Jack L. Panabaker to command HMCS *Beacon Hill*, a frigate of the Fourth Canadian Escort Squadron; and

Lt. Richard D. Okros to command HMCS *Cowichan*, of the Second Canadian Minesweeping Squadron.

Admiral Caldwell Heads Engineers

Rear-Admiral J. B. Caldwell, Chief of Naval Technical Services, has been made Vice-President (Canada) and Member of Council of the Institute of Marine Engineers. In this capacity, he heads the Canadian division of the institute.

The Canadian division, which is in its second year, has active local sections in Halifax, Montreal and Ottawa, Toronto, Vancouver and Victoria. Their activities are reported in the quarterly Canadian supplement to the *Transactions* of the Institute.

B.C. Book Shows Navy in Colour

A number of interesting facets of life in the Pacific Command are colourfully displayed in a six-page illustrated article in the fall issue of the B.C. government's lavish tourist magazine, *Beautiful British Columbia*.

The six-page spread is made up of slightly more than a page of text,

sketching the origin of the Command headquarters at Esquimalt and listing points of interest among naval installations today, and nine photographs in full colour, the work of CPO K. E. Martin and PO William John. They range from a picture of the sterling drums presented to the RCN recently by the Province of British Columbia and the municipalities comprising Greater Victoria and vicinity, to a two-page view of the Japanese gardens at Royal Roads.

Royal Roads Class Reunion

During the first week-end in June, 32 members of the Royal Canadian Naval College Class of '44 to '46 met at the summer home of former Chief Cadet Captain R. A. Wisener at Sturgeon



Scoutmaster R. L. Kay points out some details of a casting of a footprint to his son Ross during the Third Boy Scout Jamboree held at Connaught Ranges near Ottawa in July. Scoutmaster Kay is a chief petty officer with the naval diving unit at Halifax. (O-13808)

Point, Ontario, to observe the 15th anniversary of graduation. This is the second such reunion, the first having taken place in 1956. A third is planned for June 1966.

The 32 former *Royal Roads* cadets who attended the reunion represented more than half of the original class and included 12 serving officers of the RCN and 20 civilians. They came from as far away as Vancouver and Halifax. The civilians included three doctors, two lawyers, a farmer, a major oil company president and a number of engineers and businessmen.

Many an hour of life as a naval cadet was relived and many an event was re-

called that did not seem too funny at the time. It was interesting to trace the activities of the class over the past 15 years and it is worthy of note that all have prospered.

During the week-end, the civilians challenged the sailors to a game of baseball which resulted in an official score of 5 to 4 in favour of the civilians. It is only fair to say that shirts were used to mark the positions of the bases and not infrequently were the bases moved to suit what was thought to be the capabilities of the batters! It is perhaps more truthful to report that the game ended in a draw.

The highlight of the reunion was a mess dinner on the Saturday presided over by the host and senior cadet of the class, Mr. Wisener. There were many proofs that the past 15 years have not dampened the spirit of the RCNC Class of '46 and that there is a bond between us that will result in a continuation of these quinquennial reunions until death do us part.—G.W.O.

Wren Officer Goes To USN for Duty

Lt.-Cdr. Jean Crawford-Smith, who has been Staff Officer (Wrens) on the staff of the Chief of Naval Personnel at Naval Headquarters, Ottawa, since August, 1957, has been appointed for duty with the United States Navy effective September 5. This is the first time a Wren Officer has been appointed for duty with the USN.

Her successor at Naval Headquarters is Lt.-Cdr. Constance Eileen Ogilvy.

Lt.-Cdr. Crawford-Smith will become Staff Member, Wave Recruit Training, on the staff of the Commanding Officer, Naval Training Centre, Bainbridge, Maryland.

Her appointment is to enable her to study all aspects of the training of Waves, the U.S. Navy's counterpart of the wrens. She will hold a variety of appointments during her tour of duty with the USN.

Lt.-Cdr. Crawford-Smith was promoted to her present rank in July 1956, becoming the first regular force Wren officer to attain that rank.

Chaplains Receive Church Appointments

Three senior chaplains of the Armed Forces Chaplain Services have received ecclesiastical appointments within the Anglican Church of Canada.

Group Captain the Ven. E. S. Light, Deputy Chaplain General and Director of Religious Administration, has been

named archdeacon, while Major the Rev. Joseph Cardy, Senior Chaplain (P) 4th Canadian Infantry Brigade Group, and Chaplain Harry Ploughman, Deputy Chaplain of the Fleet (P), have been named canons.

Chaplain Ploughman, who was born in Newfoundland, joined the Navy in 1941, was demobilized at the end of the war and returned to the service in 1948. Much of his war-time service was in corvettes. He has been at Naval Headquarters since 1957.

Three Baptized On Board *Grilse*

The first christening ceremony on board HMCS *Grilse* and probably the first ever to have taken place in a Canadian submarine occurred on Sunday, July 30, when AB C. G. Reekie and his two children, Gordon Douglas, 2, and Corinne Lynn, seven months; were baptized by Chaplain (P) W. W. Levatte. The submarine's bell served as the baptismal font.

Witnesses for AB Reekie were his wife and Lt. John Rodocanachi, executive officer of the *Grilse*. Godparents for little Gordon Reekie are AB Bryan Treggar and Mrs. Treggar and for baby Corinne are AB Jack Williams and Mrs. Bob Webber.

Practice Area Moved to Debert

As a result of the industrial and housing build-up in areas adjacent to the RCN Air Station, *Shearwater*, the Royal Canadian Navy has been directed to carry out land-based carrier landing practice at Debert, N.S., instead of at *Shearwater*.

The airfield at Debert has been activated jointly by the Canadian Army and the RCN, with the Navy responsible for maintenance and operation of the necessary runways, including snow removal, and all fire-fighting protection.

Before pilots leave the air station for carrier operations at sea, it is necessary for them to carry out simulated carrier landings ashore. The acquisition of runway facilities and other modest holdings at Debert will enable Tracker aircraft pilots to carry out this highly essential training commitment well away from the population density problem that has developed around *Shearwater*.

The shoreside carrier landing practice involves a pilot letting his aircraft down on a runway, using a mirror landing aid and confining himself to an area similar to that required in actual

flight deck operations at sea. This is followed by immediate take-off and a repetition of the same flying evolution.

The use of Debert will be largely on a part-time basis, with no significant increase in numbers of National Defence civilian employees and no permanent naval establishment.

Such flying operations are expected to begin early in the fall.

Admiral Pullen Heads Appeal

Rear-Admiral Hugh F. Pullen, who retired last year as Flag Officer Atlantic Coast, has become general chairman of the Halifax-Dartmouth United Appeal, it was announced by F. E. Chipman, Dartmouth, president of the Board of Directors.

Admiral Pullen began work on the campaign this summer. He was Nova Scotia chairman of the World Refugee Year campaign before retiring from the Navy and Nova Scotia was the first province to exceed its quota.

The United Appeal objectives in 1961 is \$476,700. It will be shared by the 32 member agencies, covering the cities of Halifax and Dartmouth and surrounding district, which support approximately a quarter-million people.

RCN Officer Bears Queen's Colour

The honour of bearing the Queen's Colour during the freedom-of-the-borough parade at Gosport, Hampshire, this summer fell to Sub-Lt. Peter Hay-

don, RCN, who is serving in the submarine *Alderney*.

The Queen's Colour of the Royal Navy's submarine branch was paraded for the first time since it was presented to HMS *Dolphin*, shore establishment of the submarine command, to mark the command's diamond jubilee two years ago.

Four hundred sailors marched through the centre of Gosport on the occasion of the recent ceremony.

Trophy Presented By U.S. Navy League

A new challenge trophy for sea cadets has been presented to the Atlantic Command by the Bridgeport, Connecticut, Council of the Navy League of the United States.

Following the presentation of the trophy recently to Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, by Elwood C. Shaw, of Bridgeport, it was forwarded to HMCS *Acadia*, sea cadet summer camp at Point Edward, N.S., for annual award to the best all-round cadet in the leadership course.

Terra Nova Blood Given at St. John's

One hundred of the 260 officers and men of HMCS *Terra Nova* donated blood at a Red Cross clinic in St. John's, Newfoundland. The number included almost every member of the ship's company not on duty at the time of the clinic, held during the *Terra Nova's* July visit to the Newfoundland capital.

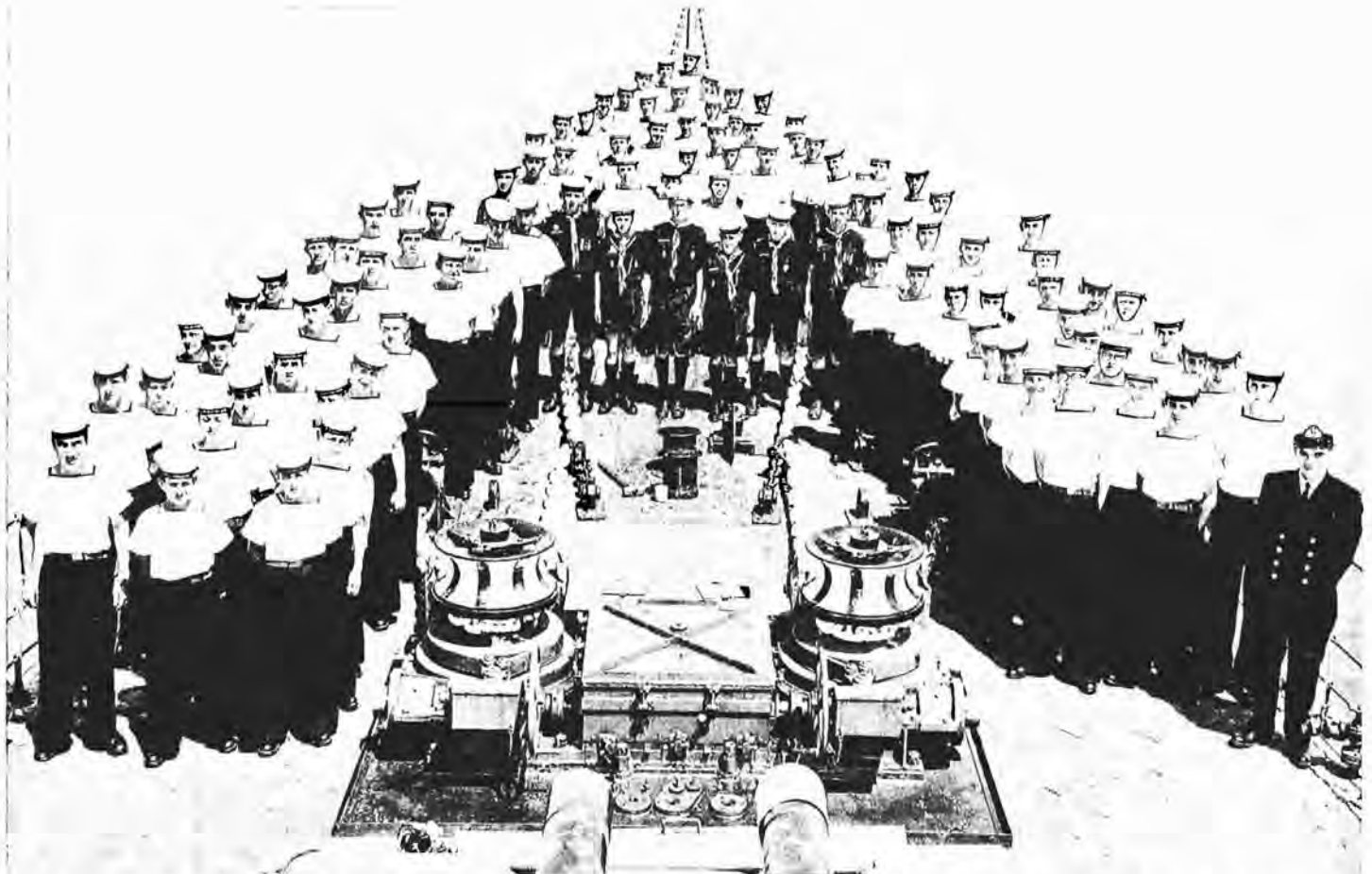
OFFICERS RETIRE

COMMODORE FREDERICK THOMAS GILLESPIE, CD, RCN, of Vancouver, joined the RCNVR 17 May, 1943, as a lieutenant, transferred to RCN 14 November, 1945; served in *Discovery*, *Naden*, *Protector*, *Avalon*, *Scotian*, *Stadacona*, *Niobe*, *Magnificent*, Naval Headquarters; last appointment Director General Fighting Equipment; commenced leave June 22, 1961, retires October 10, 1961.

LIEUTENANT-COMMANDER JOHN PERCIVAL KEELING, CD, RCN, of Ottawa, joined RCNVR September 21, 1939, as an Able Seaman, promoted to acting sub-lieutenant January 1, 1941; reverted to retired list October 23, 1945; on active list (RCN(R)) May 11, 1948; transferred to RCN October 19, 1949; served in *Stadacona*, *Royal Roads*, *Hochelaga*, *Dauphin*, *Columbia*, *Givenchy*, *Niobe*, *HMS Osprey*, *HMS Bentwick*, *HMS Caroline*, *Cornwallis*, *Somer's Isles*, *Chippawa*, *Naden*, *Crescent*, *Bytown*, *Quebec*, *Micmac*; last appointment officer-in-charge NBCD Divisions, Fleet School, Halifax; commenced leave July 9, 1961, retires October 20, 1961.

COMMANDER GEORGES ALBERT LARUE, CD, RCN, of Quebec City, joined RCNVR November 16, 1938, as a lieutenant; transferred to RCN April 17, 1946; served in *Stadacona*, *HMS King Alfred*, *HMS Lochinvar*, *Minas*, *HMS Esperance Bay*, *Hochelaga*, *Goderich*, *Venetia*, *Preserver*, *King's*, *Agassiz*, *HMS Paisley*, *Niobe*, *Monnow*, *Loch Monich*, *Swansea*, *Charlottetown*, *Naden*, *Bytown*, *Magnificent*, *HMS President*, *Beacon Hill*, *New Glasgow*, *Donnacona*, *Niagara*; last appointment Assistant Operations Officer Readiness, SACLANT; commenced leave July 24, 1961, retires February 2, 1962.

LIEUTENANT-COMMANDER EDWARD BRACEWELL MERCER, RCN, of Saint John, N.B., joined RCNVR October 7, 1940; to retired list September 2, 1945; transferred to RCN June 25, 1951; served in *Stadacona*, NOIC St. John's, Nfld., *Venture*, *Protector II*, *Captor*, *Scotian*, *Cornwallis*, *Bytown*, *Huron*; last appointment School Relations Officer, Maritimes; commenced leave July 1, 1961, retires September 28, 1961.



Sea cadets from three corps, plus a Sea Scout division from Sorel, Quebec, cruised from Sorel to Quebec City on board the destroyer escort Haida on July 20. Royal Canadian Sea Cadet Corps represented were Pierre de Sorel, from Sorel, Raddison, from Three Rivers, and Champlain, from Quebec City. (ML-9819)

Suggestions Save \$313,000

An estimated saving of \$313,072 in Department of National Defence operations resulted from the Suggestion Award Plan in the past fiscal year. According to the 1960 annual report, 1,568 ideas were submitted and awards amounting to \$14,117 were distributed to 248 civilian and service personnel.

The highest award during the year, \$1,500, went to Lt. Harry Hargreaves, of naval communications. He recommended the adoption of "Azograph" duplicating material and machines in communications centres. The new process removes the tedium and expense of recopying about 700 messages per day on multilith masters. Saving in equipment, maintenance and salaries in the department amounted to \$82,300 in the first year of operation.

The Suggestion Award Plan is a practical program to promote efficiency and effect economies in the government. Some suggestions improve office methods, others eliminate fire and health hazards, standardize procedures, minimize paper work, save time and materials, improve designs and introduce

new equipment. By providing an opportunity for employees working on a job to express their ideas the plan also tends to improve morale.

Granting awards for ideas has paid off in dividends in National Defence since the first submission in 1955. With the adoption of 789 suggestions, an estimated \$1,255,480 has been saved. About two-thirds of the suggestions submitted and approved in the department are for technical improvements. In one case an airman developed an improved soldering kit to overcome difficulties he encountered using conventional tools to repair intricate wiring systems in aircraft. This soldering tool, which was later applied to other complex equipment, reduced the time of maintenance by 66 per cent and saved the department \$18,584 in the first year of operation. The airman received \$580 for his idea.

In another case a civilian technical officer working on the repair and overhaul of gyros, devised a filtration method for reclaiming material which was normally discarded when it became contaminated with metallic particles and other substances. By using reclaimed material which met required specifica-

tions an estimated saving of \$5,000 was effected. The originator received \$300.

By designing a bench decontamination box for use in inspecting small pieces of equipment containing radioactive materials, two army servicemen removed a health hazard and saved the department about \$19,000 in the first year of using it. The suggestion, which saved the expense of sending jobs out to contract or building a special room for the work, netted a combined award of \$590.

There have also been some worthwhile suggestions in administrative matters. One, which concerned an amendment to filing jackets utilized in the department, resulted in a first year saving of \$2,300 and an award of \$175 to a member of the civilian administration staff.

Awards, which are based on a carefully worked out scale of benefits, are given in money or merchandise. There is another form of reward, however, which is not scaled to the importance of the idea submitted—it is the immense feeling of satisfaction the individual has in knowing that he is contributing to a better service.

Time was when little or no distinction existed between the man-o'-war and the merchant ship. This state of affairs continued to some extent into the age of privateers, corsairs, and buccaneers. The intricate weapons on the one hand and the highly specialized methods of cargo handling today on the other now have fixed a great gulf between the warship and the merchantman.

Recently Vice-Admiral E. R. Mainguy, who retired as Chief of the Naval Staff five and a half years ago, became president and general manager of the Great Lakes Waterways Development Association. He had spent 40 years in the Royal Canadian Navy; he was familiar with every kind of fighting ship; he had

first-hand knowledge of how to command a destroyer or a cruiser—but he admitted to a certain lack of familiarity with everyday life on board a merchant ship.

A seven-day voyage on the Great Lakes in a bulk carrier brought to his attention certain procedures and methods of organization vastly different from those in the naval service. Wheel orders, for example, were passed in an easy, conversational way, whereas the Navy insists on terse, standardized commands, unlikely to be misunderstood during times of emergency and familiar to men drafted from ship to ship.

Admiral Mainguy found other major differences, as a reading of the accompanying article will make obvious.

LIFE IN A LAKER

RECENTLY I completed a trip in a large Great Lakes' bulk carrier from Hamilton to the head of the Lakes and return and was interested in comparing the ship with a large naval vessel.

The "Laker's" particulars are: Gross registered tons 17,812; length 730 feet; beam 75 feet; gross (2240 lbs.) tons carrying capacity 25,350.

HMCS *Bonaventure's* rough dimensions are: Displacement 20,000 tons; length 700 feet; beam 80 feet (not taking the angled deck into account).

The "Laker's" complement is 32 (about 1-30th of the *Bonaventure's*), made up as follows:

The Captain—in general command and also looking after correspondence, pay, etc. He also seems to do general maintenance and running repair of radio, radar, and gyro.

Four mates—The First Mate works a day shift from 0800 to 1700 hours with one hour off at midday. He looks after the requirements of the ship and cargo; also the painting and upkeep of ship and living quarters. The other three mates are in three watches at sea or in harbour.

Chief Engineer—in general charge of machinery.

Three engineers—in three watches.

Three wheelmen and three watchmen—in three watches at sea or in harbour.

Six deckhands and one electrician—working a day shift.

Three oilers and three firemen—in three watches.

One chief cook—looking after the galley and cooking.

One second cook—looking after some cabins and waiting on the officers' tables.

One night cook—on duty from 2300 to 0700 preparing snacks for the first and morning watches and breakfast for the middle watch. She also prepares vegetables for the day and gets breakfast going—bacon in the pan, coffee on, eggs handy, etc. She also looks after some cabins.

One "porter" (junior cook)—looking after some cabins, helping the chief cook and waiting on the crew's table.

In normal cruising stations, the officer of the watch and wheelman are on

the bridge. Wheelmen are responsible for the cleanliness of the bridge inside and outside. This is normally done while cruising, with the ship being steered by automatic pilot. The rule is that the officer of the watch and wheelman must be in or near the pilot house!

The "watchman" of the watch looks after his allotted part of the ship and does odd jobs as messenger for the OOW. He also lays out and stows heaving lines, and rigs and stows booms, ladders, etc., before and after going alongside or locking.

In the engine room are the engineer OOW and one oiler. The fireman looks after his two boilers.

The first mate and deckhands are usually painting, cleaning and looking after the overall husbandry of the ship.

The most interesting part of the voyage was the passage of the Welland Canal. When we approached the entrance one ship was in the first lock and one waiting ahead of us, so we secured alongside the tie-up wall astern of the waiting ship. The captain proceeded to the bridge and the OOW went aft to look after the two after winches, assisted by the watchman. Three deckhands were put ashore from a landing boom forward. Two of them went to the after wires which, because the stern would be further from the jetty, were heavier to handle than the short length of the forward wires, which were handled by the remaining deckhand. The first mate handled the two forward winches. When wires were secured, one of the aft deckhands came inboard to assist the first mate.



Vice-Admiral E. R. Mainguy, RCN (Ret), former Chief of the Naval Staff, who is the president and general manager of the Great Lakes Waterways Development Association. (Photo by Ashley and Crippen).

As soon as the lock gate was open for us we slipped and the deckhands came inboard.

The locks' dimensions are roughly 800 feet by 80 feet, so it was with considerable interest that I awaited our entrance with our 75-foot beam.

There are two methods of entering a lock. Either you gently touch the tie-up wall at the entrance and slide into the lock, or you "take it on the fly" which means that you endeavour to enter without touching anything. The first method is recommended when up-bound as there are usually turbulent eddies at the foot of the locks. We went slowly ahead along the wall, which is at a slight, outward, angle from the wall of the lock. As the bow entered the lock a touch astern on the engine kicked the stern to port and lined up the ship with the lock. It took about eight minutes to enter and very seldom did I feel the ship touch anything. Proper "egg-shell" handling!

To aid him in conning the ship, the captain has the "spear pole", which pro-

jects upward and forward at an angle of about 45 degrees from the bow. Its tip, on which is a small light for night use, is about 40 feet ahead of him. Astern is some 700 feet of ship. He sits in a chair, amidships, and works the engine room telegraphs himself. He also has two radio sets to listen to and answer if necessary.

It was a remarkable performance carried out in almost complete silence broken only by quiet orders to the wheelman—"Let her come a bit to starboard, Dave", "Slow", "OK, hold her on that stanchion", and so on. The first mate and OOW got on with their wires with almost never a word spoken.

Meanwhile, aft, the engineer OOW manoeuvres the turbo-electric main engine, the fireman fires, and the oiler oils.

The captain remains on the bridge throughout the passage of canals and rivers while the OOW alternates between the bridge and his winches. In

the open lakes, the OOW takes over and the captain seizes a little well-earned rest.

We went to a small port, some 50 miles north of Duluth, and commenced loading 25,000 tons of iron ore on arrival at 2200. Loading was completed by 0600 and we sailed immediately.

We arrived back in Hamilton at 1900, seven days after we sailed, and unloading began at once. The ship expected to sail for a load of coal at noon the next day. She is on continuous service during the Great Lakes' shipping season from about the first of April to middle December, so leave periods are short and far between.

My last vivid recollection of the captain is when we were in process of coming alongside an awkward jetty, with a stern anchor out (the first mate's job). The captain was conning the ship, working telegraphs, and talking by R/T to his headquarters in Toronto, who wanted to know when he expected to arrive!—E.R.M.

TRANSITIONAL COUNSELLING

DURING the next five years a large number of men who enrolled before and during the Second World War and the Korean War will be released to pension and as a result will be faced with the problem of finding civilian employment.

After 20 or more years of separation from the civilian labour force there is bound to be some apprehension about finding a suitable job. General Order 4.38/4 outlines the RCN's transitional counselling program which has been designed to help the individual solve his problem.

The RCN cannot find civilian jobs for men. However, it can assist by borrowing some of the tools needed to make satisfactory placements. One project underway at the present time is the production of a handbook of related service-civilian occupations for men.

In order to make this project meaningful, it must be placed in its proper setting. The National Employment Service (NES), a government organization and the largest placement agency in Canada, has a responsibility to make maximum use of labour force skills. This is the "market" into which are channelled those seeking employment and those seeking employees. The NES placement officer serves as the "middle man" who measures the applicant against the employer's requirements and arranges for a meeting of the two.

The basic job identification and classification manual used by the NES is the *Dictionary of Occupational Titles (DOT)* in which thousands of jobs are described. An employer looking for workers provides the NES with a job description which is identified in the *DOT*. The applicant registered for work provides the NES with a summary of training and experience which the placement officer evaluates and identifies in terms of *DOT* jobs. The final step is matching these two sets of information.

The ex-RCN applicant presents a special problem. While he has many skills, their matching with civilian jobs is dependent on the placement officer's understanding and interpretation of them in civilian terms. To aid the placement officer, the RCN and National Employment Service as a joint project have produced a special handbook in which naval trades are described in meaningful civilian terms and coded with *DOT* job titles. The coding is neither completely inclusive nor exclusive. The codes shown are intended as indicators for the placement officers who, having been "pointed" in a certain direction,

can locate entire series of related jobs. If, in a particular geographical area, none of the codes shown produce employment, then the placement officer, using the trade summaries, can search for other jobs.

This handbook will be placed in every NES office across Canada with special instructions for its use. Further, it will be available in establishments so that men may have some appreciation of the type of work they might expect to get on release. The handbook should be available late in 1961.

A note of caution must be introduced: While the handbook will indicate suitable types of employment for all levels of tradesmen, there is no guarantee that this employment will be available in the community in which the ex-service-man wants to settle. The NES is the accurate source for this information. Retiring servicemen are advised to make full use of this facility.

To quote from an NES publication:

"Through the interplay of employment information across the entire country, the use of the voluntary advice and support of literally hundreds of management and labour experts, and the availability within itself of skilled employment personnel, the (NES) attests to each employer and worker in Canada: 'This is YOUR employment service'."

**CANADA SAVINGS
BONDS**

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Sioux*

On May 7 the *Sioux* sailed in company with HMCS *Athabaskan* for Bermuda to carry out exercises conducted by the Joint Maritime Warfare School. While in the Bermuda area she worked with units of the First and Fifth Escort Squadrons and the U.S. Submarine *Becuna*. At Ireland Island the opportunity was taken to have the ship's company photographed.

The *Sioux* departed Bermuda on May 23 and joined HMCS *Bonaventure* at sea for plane guard duties. On the 29th both ships entered Newport, R.I., with the aircraft carrier proceeding to Quonset Point. The *Sioux* berthed at the destroyer base in Newport. This visit turned out to be the highlight of the trip, as she was royally entertained during the three-day stay by the USS *Barry*. While in Newport, the *Sioux* actively participated in the U.S. Destroyer fleet's Memorial Day parade and service.

On June 6, the *Bonaventure* and *Sioux* entered New York.

The *Sioux* arrived in Halifax on June 11 for a short stay in preparation for going into refit at Lauzon, Quebec, on June 19.

She is due back in the fleet in December. Between January 1 and June 19, she travelled 19,593 miles and spent 86 days at sea.

HMCS *Haida*

On July 23 the *Haida* returned to Halifax from Sorel, Quebec, where she had undergone an emergency docking since June 5 to repair damage sustained in last spring's storm that caused the loss of several Lockeport fishing vessels with all hands.

During the return river passage, a total of 92 sea cadets cruised from Sorel and Trois Rivieres to Quebec City. The mayor of Sorel, Dr. A. Fiset, was along as a guest.

Two radio programs were aired in English and French over the local station while in Sorel and received favourable reports in the local paper.

The *Haida's* arrival in Halifax was marked by the presentation of the Wintex '61 Cock-of-the-Fleet and vol-



A silver caribou (the caribou is the unofficial emblem of Newfoundland) was presented to Cdr. C. G. Smith, commanding officer of the *Terra Nova*, by His Honour Campbell Macpherson, Lieutenant-Governor of Newfoundland. The lieutenant-governor later embarked in the destroyer escort for a two-week tour of communities along the south and west shores of his province. The *Terra Nova* is named after the Newfoundland river. (HS-65400-21)

leyball trophies, won by the ship while in Bermuda.

On July 31, the *Haida* sailed in company with other ships of the First Squadron for a dependents' cruise of the harbour approaches, the 200-odd visitors being entertained by a guitar trio and numerous pseudo-Indians, whose appearance would have done credit to any warlike Haida braves.

On Wednesday, August 2, ceremonial divisions marked the change of commanding officers, when Cdr. G. S. Clark relinquished command to Cdr. D. C. Rutherford. It is perhaps of interest to note that, under the former commanding officer, the *Haida* steamed more than 33,000 miles in 326 days.

Terra Nova

On June 29 HMCS *Terra Nova*, wearing the flag of Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, sailed from Halifax for St. John's to take the Lieutenant Governor of Newfoundland, His Honour Campbell MacPherson, on a cruise around the southwest coast of the island province.

While in St. John's, the ship's company took part in the Memorial Day services, commemorating the dead of two world wars. A guard was also paraded in honour of the Lieutenant Governor on the occasion of the presentation of a silver caribou, the province's emblem, to the ship which is named after the *Terra Nova* River which flows into Bonavista Bay on the east coast of Newfoundland. In return, the commanding officer of the ship, Cdr. C. G. Smith, presented a plaque of the ship's badge to Hon. Leslie Curtis, attorney general of the province, who represented the premier.

On the evening of July 3, the ship, wearing the flag of the lieutenant governor, sailed for the first of some 21 ports she was to visit in the following 12 days.

Two days of rest in Bay D'Espoir made it possible for certain members of the ship's company to do some fly fishing for salmon in the Conne River. The numerous times the ship was at anchor also enabled the ship's company to indulge in one of Newfoundland's favourite pastimes, namely jigging for cod.

On one particular occasion, the lieutenant governor had a little tailoring problem. The ship's tailors, Petty Officers A. Turpin and D. Corr, of "The *Terra Nova* Tailoring Company, No. 4 Burma Road," came to his immediate aid. For their prompt and efficient service, they were appointed tailors to His Honour, the Lieutenant Governor of Newfoundland.

His Honour left the ship in Cornerbrook, where the ship's company took part in a church parade. The *Terra Nova* sailed after having completed what the lieutenant governor described as a most successful and memorable cruise. —N.P.S.

HMCS *Inch Arran*

The *Inch Arran* was employed on officer cadet training during the summer. On her first cruise she visited ports in the Caribbean. During the second, the subject of this resumé, she called at Canadian ports.

The Seventh Escort Squadron left Halifax on Monday, June 26, 1961, and proceeded to Prince Edward Island for a short visit. Division One, consisting of the *Fort Erie* and *Outremont*, visited Charlottetown, and the Second Division, consisting of the *Inch Arran* and *Lanark*, stopped at Summerside.

From the first moment the visit was marked by outstanding friendliness and courtesy on both sides. An official call by the two commanding officers was made upon His Worship Mayor W. A. Currie, of Summerside, who returned the call the same morning and expressed a warm welcome on behalf of the town.

The first evening the ships gave a joint reception on board the *Inch Arran* and many new friendships were formed. That day the officers had been entertained at lunch by the commanding officer and officers of RCAF Station, Summerside, and later were shown through an Argus aircraft. During the stay a dance was organized for the ship's company and cadets, and bus tours around the island were arranged. The town council gave a luncheon for the officers and ships' badges were presented to His Worship as a memento of the visit. On Sunday morning church parties were landed. The Baptist service, at which a petty officer read the lesson, was broadcast.

The next stop was at Grindstone, Magdalen Islands in the Gulf of St. Lawrence. The islands are part of the Province of Quebec and French is widely spoken. The stop was made only for the sake of a quiet anchorage and general leave was not piped nor was it

possible to arrange visits except for those who had friends ashore. However, the *Inch Arran* managed to arrange a lobster feed. One of the officers had taught school in the islands. Accompanied by the captain, chaplain and supply officer, he called on friends and soon arranged for a car. Ostensibly, the visit was for the purpose of buying lobsters and this was accomplished with a pleasant sight-seeing tour thrown in. For the next two days the *Inch Arrans* ate lobster to their hearts' content.

The main port of call and recreation of the cruise was Canada's ancient capital, the lovely old city of Quebec. For five days, all four ships were secured alongside the Anse au Foulon.



Two charming Newfoundlanders are shown with their guide, AB Murray Stanley, during open house on board the *Terra Nova* in St. John's this past summer. (HS-65400)

During this time units of the United States fleet arrived, headed by the carrier USS *Lake Champlain*.

Week-end leave was given where possible, visitors were shown around, an industrial tour was laid on, and dances and parties were attended.

Two interesting ships which secured astern of the frigates were the Polish liner *Batory* and the new CPS liner, *Empress of England*.

After leaving Quebec the ships were refuelled and reprovisioned at Point Edward Naval Base at Sydney, N.S. and then sent out to circumnavigate Cape Breton Island, the ancient "Isle Royale" of King Louis XV. After passage through the Canso Causeway lock, the ships anchored in Gabarus Bay, the cadets landing by motor cutter to effect a modern-day "recapture" of the fortress at Louisbourg.

The morning the ships left Sydney the motor cutters had been dropped with a crew of six in each boat and proceeded on a voyage through the Bras d'Or Lakes to be picked up the next day at St. Peter's. The story of their voyage must be told another time; suffice to say that it was a successful and interesting trip.

Late on July 19 the ships entered the Bras d'Or Lakes and anchored at Baddeck. There the ship's companies and cadets visited the Alexander Graham Bell Museum and competed in a squadron regatta. The cadets completed their examinations and the squadron returned home to Halifax on Monday, July 24, after a memorable cruise that tallied with the tourist slogan: "This year we're seeing Canada first!"—P.A.G.

HMCS *Lanark*

The *Lanark* sailed on May 15 for the Caribbean and UNTD Cruise Alpha.

Her first port of call was San Juan, Puerto Rico, where the ship arrived on May 22, the ship's company already tanned by the tropical sun.

May 24 saw the ship depart from San Juan and head for Port of Spain, Trinidad. The tropical sun really began to beat down on the deck and the mess decks began to take on all the characteristics of an oven. Each night, a few more men would lay their bedding on the upper deck.

The ship's stay in Port of Spain lasted from May 26 to May 31. It was a most pleasant visit, with all manner of entertainment provided. The highlight for the cadets was an outing on the beach with families of Canadians now residing in Trinidad.

During the trip from Port of Spain to Bermuda, a ship's concert was held on the quarterdeck. The ship's company put on an excellent show, organized by Ldg. Sea. O. H. Dash.

Bermuda found the cadets getting set for a dance held for them. This too was a most entertaining affair. Tours of the island were available and many a shutterbug got his fill of the lovely scenery.

The *Lanark* returned to Halifax on June 12 and found the weather to be the same as when she left—foggy. After the sojourn in the tropical climes, the ship's company felt the chilly air to the marrow and weather jackets were the rig of the day.

Communications Division

(*Cornwallis*)

PO "Howie" Rands, of the Communication Division staff at *Cornwallis*, won the low net prize in the Atlantic Command Golf Championship at the Digby Pines golf course in late July.

The staff was joined during July by Chief Petty Officers Douglas Ireland, William Sanderson and James Smyth on completion of their trade group four course. PO Ernest Law, from *Naden*, and PO Owen McKellar, from the *Bona-*

venture, also joined. PO Arthur Hill left to join the *Cape Scott*.

SG117 completed the shore phase requirements for Signalmen 28 July. Top man in the class was Ord. Sea. Wayne Johnstone; Course instructor was PO Donald William.

PACIFIC COMMAND

HMCS Beacon Hill

On August 16, some 60 members of the Britannia branch of the Canadian Legion came on board the *Beacon Hill* as guests of the Royal Canadian Navy and the ship, and were welcomed by the commanding officer, Lt.-Cdr. A. G. Kilpatrick.

During the brief cruise various activities were scheduled, including the firing of a pattern of light A/S projectiles and their recovery by sea boat. After a coffee break, the visitors toured the ship, showing particular interest in the radar and sonar. Some of the veterans had service going back to the Boer War and were most impressed by the modern standard of equipment and living conditions.

Before entering the harbour the ship steamed close to Beacon Hill park, whence the ship derives her name, to permit guests a good view of Victoria from seaward.

NAVAL DIVISIONS

HMCS Carleton

HMCS *Carleton's* famed silver trumpet band, under the direction of Ldg. Sea. John A. Kennedy, led a parade in Ottawa earlier this year of the First National School Safety Patrols.

The parade, which featured patrols from across Canada as well as many bands, was about two-and-a-half-miles long and included about 4,500 marchers.

HMCS Chippawa

The Minneapolis "Aquatennial", the United States Navy's exciting jet aerobic team, "The Blue Angels", and the spectacular "Chuting Stars" parachute team were all viewed in mid-July by four officers from *Chippawa*, the Winnipeg reserve division.

Making the 500-mile road trip were the commanding officer, Cdr. J. W. Dangerfield, Lt.-Cdr. N. J. Lowman, Lt.-Cdr. J. H. Linford, and Lt. R. G. Nightingale, all of whom were accompanied by their wives.

It was in the form of an exchange visit. In May, five officers from the



The past summer was a busy one for the RCN, with ships on training cruises and exercises ranging from the Arctic Circle to the West Indies, from Alaska to California waters and far up the Great Lakes. On this occasion, the *Skeena* receives an enthusiastic welcome at the entrance to Esquimalt harbour as she returns from a month-long training cruise to Alaskan ports, in company with the *Assiniboine* and *Margaree*. (E-61936)

Minneapolis Naval Air Station visited Winnipeg to take part in the Battle of the Atlantic Sunday observances.

A highlight of the Minneapolis visit was the presentation to Cdr. Dangerfield by the commanding officer of the Naval Air Station, Captain R. T. Kieling, of a plaque. It bears miniature U.S. Navy pilot wings in gold, a miniature U.S. Navy officer's cap badge and a gold plate bearing the words "Minneapolis Naval Air Station, July 1961".

All are mounted on a piece of cedar cut in the shape of the State of Minnesota. The plaque is to be mounted in a place of honour in the *Chippawa* wardroom.—R.G.N.

HMCS Nonsuch

The final drill of the 1960-61 season at the Edmonton naval division in June

saw the presentation of achievement awards to reserve personnel.

The award for the most proficient new entry wren went to Ord. Wren M. B. Rourke. Another wren to receive a top prize was Wren D. Wickstrom, who won the communications proficiency award. Among the men, the award for the most proficient new entry went to Ord. Sea. E. A. Benzel.

Other awards were: CPO A. Jones, most proficient chief or petty officer; AB N. D. Horne, supply proficiency; CPO P. Rourke, award for consistent attendance; Sub-Lt. J. W. Szekrenyes, most proficient junior officer; PO L. P. Chambers, most consistent attendance; Ord. Sea. E. L. Hart, general training proficiency, and PO R. Wells, proficiency.

The high indoor rifle score award went to Ord. Sea. J. W. Picard.

HERE AND THERE IN THE RCN



Ldg. Sea Peter Townsend takes Bobby Desmond, of Halifax, on a ferris wheel ride during the annual free circus outing by Bill Lynch Shows for Halifax handicapped children. They were brought to the fair in special Walter Callow wheel chair coaches and escorted on the rides by service personnel. (HS-65360).



In Victoria, during a cross-country tour, members of the London, Ontario, Central High School Band were guests of the Navy's Pacific Command for the afternoon of Friday, July 7. Their program included a tour around the St. Laurent, a 45-minute trip around the naval base in a harbour craft, and a visit to the Maritime Museum. While looking over the St. Laurent, the visiting band members met Rear-Admiral E. W. Finch-Noyes, Flag Officer. (E-61872)



Chemical warfare to repel an invasion accounts for the unusual rig-of-the-day worn by this Cornwallis sailor, Ord. Sea Jacques Benoit. He and many others at Cornwallis were mobilized in late June to fight an outbreak of tent caterpillars which threatened the trees in the area. (DB-15407)



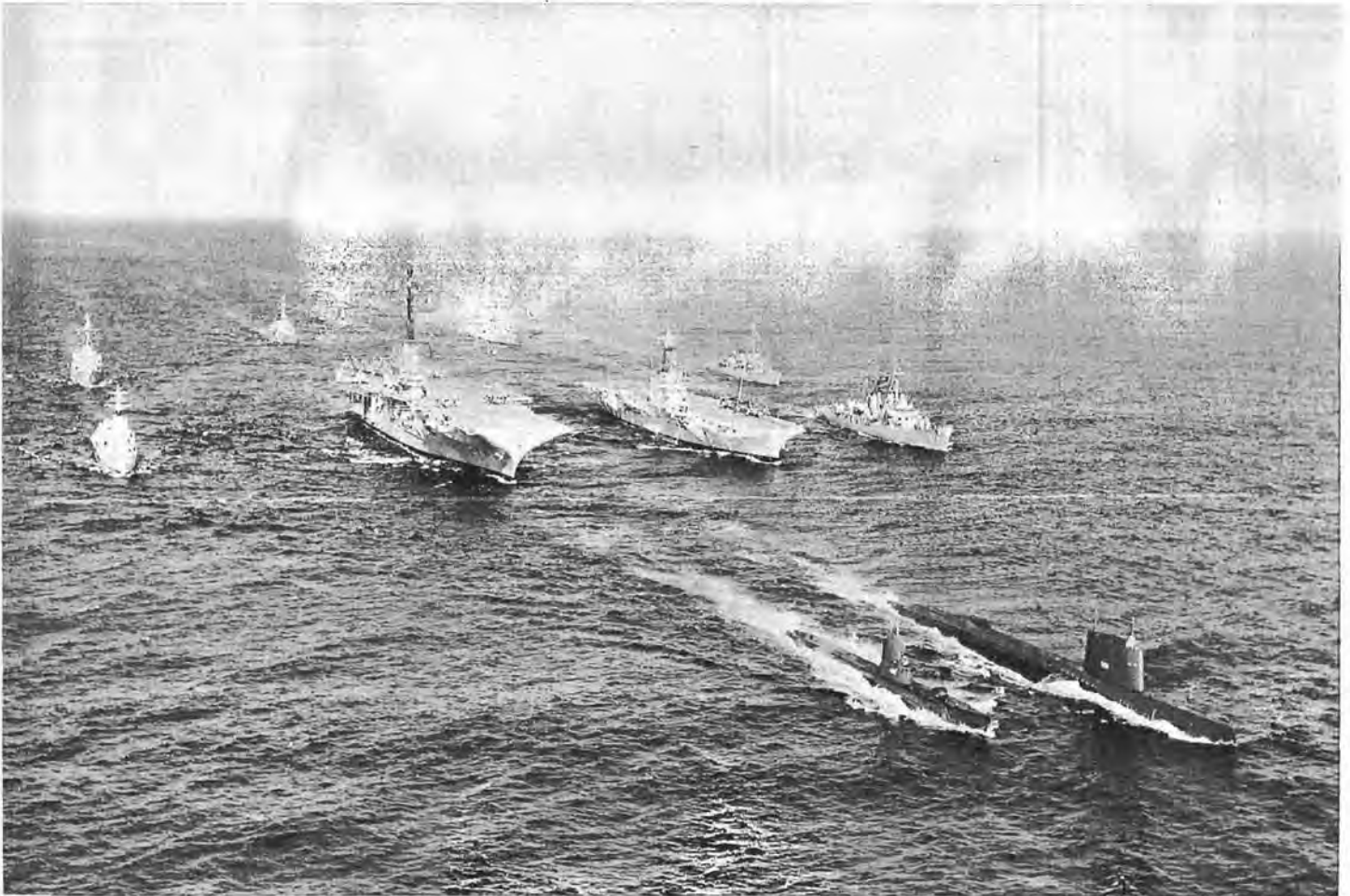
Ord. Sea Christopher Smith tackles a heady problem. The caps belong to about 165 seamen from Cornwallis who visited the Houses of Parliament on June 30 as guests of Speaker the Hon. Roland Michener. The seamen were addressed by Mr. Michener; Paul Hellyer, representing the Liberal Party; and Erhart Regier, representing the CCF Party. (O-13760)



Memorial Day observances in North Kingston near Quonset Point Naval Base on Rhode Island were attended by a contingent from the Bonaventure, visiting the base May 21-June 1. Lt. D. J. Brown leads a guard from Bonaventure past the reviewing base where Captain J. C. O'Brien, commanding officer of the carrier, takes the salute. (BN-4084)



"May I have the first bite?" Jane, youngest daughter of Captain A. D. McPhee, turns from admiring the cake-and-icing model of the Restigouche, created by PO M. R. Lewis, of that ship, for the Kermesse or village fair sponsored by Navy wives to raise money for Halifax charities.



The Bonaventure and Athabaskan recently completed two weeks of exercises with units of the U.S. Atlantic Fleet. Shown here in close formation are two anti-submarine carriers Essex and Bonaventure (right). The escorting destroyers are, clockwise from left to right, the Athabaskan, John Paul Jones, Abbot, Rooks, The Sullivans and Decatur. The submarines in the foreground are the Sennet and Triton. (BN-4178)

Portraits Wanted

MORE THAN 100 flag officers and senior naval officers have commanded the Halifax Station since it was established by the Royal Navy in 1755. A list of these officers has been compiled by the Naval Historian and the task of trying to find copies of their portraits has been undertaken by Rear-Admiral H. F. Pullen, who retired last year as Flag Officer Atlantic Coast. He has since been devoting considerable time and energy to filling in some of the blanks in Canadian naval history.

Admiral Pullen's search for portraits has been highly successful and he has obtained likenesses of more than 80 per cent of the officers. Listed below are the names of the 20 officers whose pictures are still wanted. Pictures, or information on where they may be obtained, should be sent to Admiral Pullen at "Big Hill", Chester Basin, Nova Scotia.

It will be noted that there are certain duplications in the list. For example, Rear-Admiral Edward Griffith and Vice-Admiral Sir Edward Griffith Colpoys, KCB, despite the change in rank and surname, were (or was) the same person.



Seven years ago Ray Badger, of Oakville, Ont., his leg in a steel brace, represented thousands of Canadian handicapped children as "Timmy" in the Easter Seal campaign. Now 17 years old and fully recovered, Ray has been sworn into the RCN along with his brother Gary, 18. Their father, Les Badger, who served in the RCNVR as a petty officer during the Second World War, saw his two sons take the oath. Above, Lt.-Cdr. F. C. Laphen, Area Recruiting Officer, Toronto administers the oath of allegiance to Ray (left) and Gary as Mr. Badger looks on.

FLAG OFFICERS AND SENIOR NAVAL OFFICERS RESPONSIBLE FOR THE HALIFAX STATION, 1755-1959

1756 - 57	Captain Samuel Marshall
1766 - 67	Captain Joseph Deane
1785 - 88	Rear-Admiral Herbert Sawyer
1792 -	Captain Richard Fisher
1792 - 94	Commodore Rupert George
1796 - 97	Captain Henry Mowat
1796 - 1800	Admiral George Vandeput
1800 -	Captain Robert Murray
1801 - 02	Captain John Erskine Douglas
1811 - 12	Vice-Admiral Herbert Sawyer
1813 - 17	Rear-Admiral Edward Griffith
1819 - 21	Vice-Admiral Edward Griffith Colpoys
1821 - 24	Rear-Admiral William Charles Fahie, CB
1827 - 30	Rear-Admiral Sir Charles Ogle, Bart.
1830 - 32	Vice-Admiral Sir Edward Griffith Colpoys, KCB
1839 - 42	Vice-Admiral Sir Thomas Harney, KCB
1867 - 69	Admiral Sir George Rodney Mundy, KCB
1888 - 92	Vice-Admiral Sir George Willes Watson, KCB
1895 - 97	Vice-Admiral Sir James Elphinstone Erskine
1910 - 17	Captain Edward Harrington Martin, CMG, RCN
1917 - 18	Captain Frederick Claude Coote, Pasco, RN (Ret)
1920 - 22	Commander John Thomas Shenton, RCN
1922 - 23	Commander Robert Leal Jernain, RN



Many sons of naval personnel were among the 3,000 Boy Scouts attending the Third Jamboree at Connaught Ranges near Ottawa in July. Here, outside the Western Nova Scotia Camp are, left to right, Scoutmaster CPO R. L. Kay, of Halifax; Wayne Walker, son of CPO Warren S. Walker of Cornwallis; Ross Kay, son of CPO Kay; Nelson Lyon, son of CPO Hugh A. Lyon, of the Bonaventure; Roy Feener, son of naval firefighter Leroy D. Feener, Shearwater; and Terry Carroll, son of Lt.-Cdr. George A. Carroll, of Stadacona. (O-13810)

GOOD TUNES FROM OLD FIDDLES

IN MARCH 1942 the situation for the Allies was about as grim as it could be in the Far East. The triumphant Japanese were advancing everywhere to dominate the Pacific, and threaten the Indian Ocean with their powerful, modern fleet. British naval pride had been dealt a particularly hard blow by the sinking of the crack, new battleship *Prince of Wales* and the battle cruiser *Repulse*.

To stop the rot the Admiralty hastily despatched every ship that could possibly be spared in the war against Germany and Italy and gave command of the new fleet to Admiral Sir James Somerville. On paper it looked impressive but its quality can be gauged by Somerville's signal to his second-in-command when the ships rendezvoused for the first time:

"So this is the Eastern Fleet. Never mind, many a good tune is played on an old fiddle."

Nevertheless, in spite of its shortcomings, the fleet was in good heart because there was a general feeling that now "Uncle James" had arrived "things would begin to look up." The spontaneous cheering that greeted Somerville when he made the rounds of each individual unit is telling testimony to the affection and loyalty he always inspired. *Fighting Admiral* is the biography of this most human of naval officers.

James Somerville was a late developer, whose early career gave little hint of his future greatness. By the time he reached the rank of commander, Somerville was recognized as an officer of professional ability but it was not until he became executive officer of a battleship in the Mediterranean Fleet that he really blossomed out into the humorous extrovert, who became famous throughout the service.

By late 1938 Somerville had been promoted to vice-admiral with every prospect of rising to the highest post in his profession. His compulsory retirement on the grounds of ill-health in July 1939 came as a shattering blow. Luckily he was soon fit again and early in the Second World War, as the author tells us, "performed perhaps his most brilliant service for the Royal Navy and for the Allied cause by enabling an effective surface-warning radar set to reach our warships many months, if not years, before it would have done otherwise."

Following this Somerville commanded the famous Force H, based on Gibraltar;

BOOKS for the SAILOR

the Eastern Fleet, 1942-44; and ended the war, with the rank of Admiral of the Fleet, as Head of the British Admiralty Delegation in Washington, where even the redoubtable Admiral Ernie King, Commander-in-Chief of the U.S. Navy and no lover of "Limeys", was won over by Somerville's patient good humour.

It is a pity that "Uncle James" did not live to write his autobiography but Cap-

tain Macintyre has obviously had access to good sources and the resultant book makes excellent reading. At times the author is inclined to present Somerville as an amusing old "character", who happened to be lucky, and not give him enough credit for his astute tactical foresight. However, the last paragraph of the book makes amends by summing up the qualities the British have found in their Fighting Admirals over the centuries and awarding James Somerville an honoured place in that galaxy.

—J.D.F.K.

FIGHTING ADMIRAL, by Captain Donald Macintyre; British Book Service (Canada) Ltd., Kingswood House, 1068 Broadview Ave., Toronto 6; 270 pages, illustrated and with end-paper maps; \$5.75.

LETTERS

Dear Sir:

Re Volume 13 No. 6 of *The Crow'snest*, Rear-Admiral R. E. S. Bidwell's "Random Memories". This is a very interesting article and takes me back many years, but permit me to draw your attention to an error in his reference to Surrender Day.

This historic occasion took place on the 21st day of November, 1918. It was a double event for me, being my 17th birthday, which I spent on the admiral's bridge of the fleet flagship, HMS *Queen Elizabeth*, as messenger to Commander Signals, Cdr. Seymour.

On the afternoon of that day the flagship left her position in the line and toured the whole armada for the C-in-C (Admiral Sir David Beatty, to receive the acknowledgment of every ship present. The "QE" having missed Jut-

land, owing to drydock routine, Sir David always promised us a front line seat in the next showdown, but he never intended it to be on this occasion. It was a sad and disappointing end to his quest to seek and destroy them in action.

Enough of this reminiscing—it could go on and on.

Yours sincerely,

BENJAMIN F. AINSLIE

Ex-Chief Yeoman of Signals,
RN and RCN(T)

79 Roosevelt Road,
Toronto

Dear Sir:

I am writing you this letter to tell you how happy reading *The Crow'snest* has made me.

Besides the many interesting articles, such as "Random Memories" and, "RCN News Review", I find the "Naval Lore Corner" very interesting, and sometimes unusual. Thank you very much.

Yours truly,

RONALD FEIN.

1791 East Fourth Street,
Brooklyn 23, New York.

CANADA
SAVINGS
BONDS

THE NAVY PLAYS

PO Frank Barron Champion Golfer

In the championship flight of a tight 36-hole final, PO Frank Barron defeated PO Jim Barlow to take top honours in the Pacific Command's RCN Golf Association championship matches at Gorge Vale. Seventy-four members of the Association tramped over the course during the meet.

RCN Yachts Trail In Marblehead Race

Although they displayed good form and boats and crews were first rate, the

Royal Canadian Navy Sailing Association entries in the Marblehead-Halifax Ocean Race arrived well behind the leaders in the following order: *Pickle* (CPO Church) 9th; *Tuna* (Lt. Mulcahy) 13th; *Goldcrest* (Cdr. K. M. Roy) 14th, and *Skaimsem* (Lt.-Cdr. J. O. T. Lee, RCN (Ret), ruled incomplete.

The handicaps put the RCNSA entries even further out of the money.

Navy Relay Team Wins at Nanaimo

At the Nanaimo Caledonian Games in mid-July the RCN 440-yard relay team won going away in the Tri-Service event. The team was competing against Army from Chilliwack and RCAF from Sea Island. The four laps of 110 yards were covered in 46.5 seconds.

Venture Wins Whaler Trophy

A team from HMCS *Venture* captured the trophy when six crews competed in the annual Admiral's Trophy Race at Esquimalt in July.

The event is a whaler sailing and pulling race over a two-mile course for officer cadets from *Venture*, the Regular Officer Training Plan and University Naval Training Divisions.

Members of the senior team from *Venture*, the trophy winners, were Officer Cadets P. L. McCulloch, L. G. McQuarrie, M. S. Shaw, K. R. Scotten, E. K. Vishek and T. R. Byrne.

Handgun Club Has 40 Members

The Atlantic Command Handgun Club has been gaining stature during its six months' existence.

Recently seven members attended the Nova Scotia Rifle Association Tournament, their first outside competition and, late in September, 10 members were to compete in the Atlantic Marksmen Association's tournament, a climax to their twice-weekly outdoor sessions at Bedford Range.

When the AMA shoot is over they will move indoors for house league competitions at the Dockyard range, with an



engraved glass going each week to the highest scorer.

There are now 40 card-holders in the club, with new applicants showing up on the range every week. Membership is open to all RCN personnel and their dependents over 16, and civilian employees of National Defence in the Command.

Club dues are a dollar a month, members are insured, and guns, ammunition and targets are supplied by the service. In addition there is a club discount on purchase of handguns.

The president is CPO Walter W. Reid, PO Donaldson Jordan is secretary and CPO Peter Dickinson is treasurer.

The club, which has been approved by the Attorney-General as a recognized handgun club, has for its badge an automatic and a revolver crossed over the bows on view of a destroyer escort.

Already available to the club are 10 Colt .22 revolvers and seven high standard automatics. Five Browning 9 pistols are to be allotted.

SCOUTS HOLD FIRST NATIONAL REGATTA

The First National Boy Scout Sailing Regatta at Choisy, Quebec, was officially closed on July 19 by Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

Some Call It Skill; Others . . .

Is bridge a game of skill?

Two sets of opinion are held by the opposing partners in a more-or-less friendly game during the lunch hour in the Academic Division at Stadacona in early August.

Chief Petty Officers J. E. Riva and George Doutaz, were just sitting there, quietly minding their own business, after a 900-point, five-down penalty.

Then PO Don Jordan opened with a bid of one heart. His partner, CPO W. W. Reid, holding a seven-card suit and honours, replied with three diamonds. Don Jordan rebid his hearts and Chief Reid, with three heart honours in his hand, responded with a Blackwood what-the-heck-four-no-trump.

All this time, the Riva-Doutaz combination wasn't saying much—just "Pass".

Jordan answered the four-no-trump query with a bid of six diamonds, implying three aces and a king.

"Leave us have no more temporizing," said Chief Reid, in his precise English. "Seven no trump."

Chief Doutaz had what looked like a pretty-well-guarded king of clubs. He doubled. Chief Reid redoubled. And made it.

When the smoke and tears had subsided, the Jordan-Reid side of the score sheet showed these entries: 1,500 premium for grand slam, vulnerable, 700 for fast rubber, 800 below the line and 50 above the line for the insult—for a grand total of 3,130 points.

All this was accomplished without benefit of any points for honours or overtricks.

Chief Reid and PO Jordan modestly ask: "CAN ANYONE IN THE FLEET TOP THIS?"

Speaking to the 75 Scouts and leaders attending a closing banquet at HMCS *Hochelaga*, Admiral Rayner was high in his praise of all those who were responsible for the planning and operation of this event. He had a special word for the Boy Scout competitors, who had come from as far as Victoria and Halifax to take part in this sailing regatta. Expressing a keen interest in the Boy Scout movement, Admiral Rayner reminded the boys that sailing is not only fun but is an extremely valuable training technique requiring foresight, resourcefulness, knowledge and, above all, team-work on the part of sailing crews. These qualities, he said, are also taught in the Royal Canadian Navy.

Admiral Rayner presented the winning crew, Scouts Ted Bowser and Peter Cochrane, of Hudson, Que., with the Stevenson Trophy, which had been given by Alan Corner, president of the Quebec Provincial Council of the Boy Scouts of Canada.

Boy Scout "Thanks badges" were given to Petty Officers L. W. Pelletier and W. L. Farmer, who with their wives had worked as a commissary team both before and during the regatta. The service patrol of Scouts Peter Dawson, Arthur Beers, Nelson Micocci and A. Mauncote-Carter, who had carried out the necessary tasks to prepare and maintain the camp were given bosuns' calls. The camp chief, Lt.-Cdr. L. W. Mauncote-Carter, who had carried out the administration of the regatta reparations and camp, was given a silver tankard suitably inscribed.

Racing in Fireflies had been taking place on the Lake of Two Mountains from July 17 on, with the final races on the morning of July 19. Boy Scouts



Vice-Admiral H. S. Rayner, Chief of the Naval Staff, congratulates Scouts Ted Bowser (left) and Peter Cochrane, both of Hudson, Quebec, with the Boy Scouts' traditional left-hand shake, on their winning the Stevenson trophy for first place in the First National Boy Scout Sailing Regatta at Camp Anderson, Choisy, Quebec. Admiral Rayner later presented the award at a dinner in HMCS *Hochelaga*.

and Sea Scouts from all over Canada came to take part, many straight from the Jamboree in Ottawa. The regatta was run by a special committee of the National Council of the Boy Scouts of Canada under the chairmanship of Peter Smith.

Hochelaga, which already has the distinction of being the only naval establishment to sponsor its own Sea Ranger Crew and Sea Scout Troop, achieved an undisputed all-time first in giving logistic support to the regatta.

The RCN loaned equipment to the project as well as providing the commissary team under PO "Les" Pelletier, assisted by PO Bill Farmer, to turn out two "squares" and a box lunch each day and keep track of supplies and equipment in the best Supply School fashion.

Because the Scouts, who came from all over the country to sail Firefly dinghies in a series of elimination races, were dependent on wind and weather for their time-table, they were unable to follow the usual Scout practice of cooking for themselves and were happy to turn to and hold their plates out in the mess hall, modernized but still recognizable to some who knew the camp in its Sea Cadet days before it was sold to the Boy Scouts.

The *Hochelaga* Sea Scout Group was in the planning from the beginning as a number of Chief and POs under CPO

Art Myatt came out on week-ends in June to help the ship's Sea Scouts prepare for the event and the same enthusiasts arrived after sailing on Monday evening, heavily disguised, to initiate the Scouts into the Freedom of the Lakes and Rivers—a ceremony which may have had a certain superficial resemblances to that of King Neptune's Equatorial Court. One major difference in the ceremony in this case was the rush by the Scouts who succeeded in ducking the whole "Court" after only half-dozen of the Scouts had passed through the chair.

A more formal ceremony was that of the opening, when the Hon. M. Gerin-Lajoie, Minister of Youth for the Province of Quebec, opened the regatta and took the sail past of the contestants with Lt.-Cdr. Mauncote-Carter, Camp Chief.

Sailing races began on the Monday and concluded with two final races on Wednesday morning, which Commodore H. L. Quinn witnessed at close quarters, sailing the Sea Scout sloop *Anna*. He closed the camp, which had an overall nautical flavour, with "pipes", "bells" morning divisions and even a sick bay under former Sick Bay "Tiffy" Thelma Mauncote-Carter, by telling the Scouts that sailing developed self reliance and resourcefulness. After lowering the national ensign, the Scouts made a bus tour of Montreal port.

Shopping Left to Supply Officer

"Shopping at the BBB" was a favourite pastime on board the frigate *Cap de la Madeleine* last summer, during a six-week cruise of the West Indies and U.S. ports.

"BBB" is short for "Bachand's Bargain Basement", a nickname given to the canteen during "commercials" on the ship's broadcast system. The frigate's supply officer, Lt.-Cdr. Robert J. Bachand, proved so adept at bargaining over prices in foreign ports that the ship's company virtually left all its souvenir hunting to him. Since the *Cap de la Madeleine's* mark-up is 10 per cent or less, the prices of canteen wares were unbelievably low—one of the dividends of going to sea.

But as always there was a limit to good luck: shopping had to remain within each man's \$100 limit for duty free purchases on returning to Canada.

LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is June 1, 1961. Names are grouped in the lists according to trade.

Atlantic Command

For Promotion to Chief Petty Officer

First Class

C2BN4	D. O. Miller	4480-II
C2BN4	A. S. Jardine	3605-H
C2WS4	E. E. Watson	4862-H
C2FC4	J. A. Baker	3032-II
C2SN4	J. F. Wilson	4673-H
C2RP4	W. C. Carruthers	5166-H
C2SG4	G. P. Fenn	11958-H
C2RM4	G. J. Dufour	6417-H
C2ER4	B. H. Brinen	22332-II
C2ER4	K. V. McDonald	22109-II
C2ER4	H. E. Swanson	8205-H
C2ER4	R. J. Hayhoe	25405-H
C2ER4	S. W. Lock	12214-H
C2ET4	W. R. Nelson	4810-H
C2LT4	R. M. Riguse	5840-H
C2HT4	N. W. Hanson	50993-H
C2WR4	W. E. Laliberty	50081-H
C2ST4	A. B. Connolly	40889-H
C2ST4	H. E. Jackson	40847-H
C2ST4	W. Brand	50381-H
C2CM4	W. G. Jones	50069-H
C2AT4	F. R. Lucas	22115-E
C2EA4	D. W. Purchase	51009-H
C2RA4	D. C. Irving	51253-H
C2TM4	V. F. McGrath	51626-H

For Promotion to Chief Petty Officer

Second Class

P1WS4	H. M. Anderson	5607-H
P1FC4	R. A. Robertson	10455-H
P1FC4	D. E. Harris	25513-H
P1FC4	L. G. Flanagan	6642-H
P1WU4	G. A. Singer	6649-H
P1WU4	R. N. Rogers	6765-H
P1SN4	G. A. Bolnert	10181-H
P1SN4	B. J. Allday	6627-H
P1SN4	H. C. Lewis	6858-H
P1SN4	R. E. Grant	11330-H
P1SN4	H. D. Abbott	10889-H
P1SN4	J. R. Childerhose	11884-H
P1RP3	L. M. Little	5000-H
P1RP4	P. J. Thompson	6660-H
P1RP3	R. P. Coster	34226-H
P1RP3	E. C. Piller	5192-H
P1RP4	T. A. Bradley	10660-H
P1SG4	R. G. Kettle	9460-H
P1RM3	J. F. Morrow	6780-H
P1RM3	J. D. McGowan	6069-H
P1RS4	H. S. Eaton	5920-E
P1ER4	M. A. Olsen	22402-H
P1ER4	D. C. Nickerson	10630-H
P1ER4	C. Minkoff	8591-H
P1ER4	R. S. Goddard	22192-H
P1ER4	J. B. Forbes	25034-H
P1ER4	R. P. Hull	10520-H
P1ER4	P. T. Lynch	12199-H
P1ER4	T. G. Devaney	22851-H
P1ER4	T. J. Young	22585-H
P1ER4	P. A. Bellamy	5800-H
P1ET4	J. E. Dickson	51680-H
P1ET4	B. C. Godding	50330-H

P1ET4	R. W. Duckworth	51605-II
P1ET4	E. P. Hiebert	5771-H
P1ET4	R. D. Squire	9034-H
P1LT4	W. T. Harling	10071-H
P1LT4	E. C. Mitchell	10176-II
P1LT4	D. E. Sanderson	10701-H
P1LT4	D. M. Shoff	10160-H
P1LT4	D. R. Snow	13519-II
P1HT4	J. W. Ayres	16702-H
P1HT4	J. Gaskin	16313-H
P1PW3	G. J. Payeur	50047-H
P1ST4	P. MacKinnon	51633-II
P1ST4	C. H. Rhodes	51188-H
P1ST4	L. F. Vance	51015-II
P1NS3	B. L. Stinton	50570-H
P1CM4	L. A. Sharp	50976-H
P1CM4	D. J. Brown	50453-II

P2WU4	J. E. Mason	24920-H
P2SN3	J. L. Clark	15834-II
P2SN3	R. S. Collier	12303-H
P2SN3	F. J. Chambers	16129-H
P2SN3	J. E. Whitty	14447-II
P2SN3	S. C. Raven	25868-II
P2SN3	D. K. Logan	7161-H
P2RP3	J. J. Shorey	6893-II
P2RP3	T. J. Estabrooks	14515-II
P2RP3	D. L. Craft	7069-H
P2RP3	N. J. Leonard	11301-H
P2RP3	B. King	13587-II
P2SG3	G. A. Fria	19549-H
P2RM3	R. J. Young	12559-II
P2RM3	R. T. Marsh	14329-H
P2RS3	D. H. Baldwin	7683-E
P2RS3	W. K. MacDougall	13108-II
P2RS3	G. E. MacFarlane	14508-H
P2RS3	E. R. Allan	9463-H
P2RS3	J. A. Lawther	8480-II
P2RS3	E. W. Grimshaw	19224-II
P2ER4	J. W. Adderson	9940-H
P2ER4	P. J. Fortune	13118-II
P2ER4	J. H. Titchmarsh	25462-II
P2ER4	A. G. Bishop	9586-H
P2ER4	J. B. MacPhail	34251-II
P2ER4	W. A. Boudreau	12368-II
P2ER4	J. L. Paulley	34271-H
P2ET4	A. Ivanko	17591-H
P2ET3	G. A. Traban	14801-H
P2ET3	G. J. McGuigan	18513-H
P2ET3	L. E. Brown	12316-H
P2ET3	H. J. Murchie	17940-H
P2LT4	C. C. Lurette	14599-H
P2LT4	F. G. Gowanlock	19667-H
P2LT4	W. J. Roski	13328-H
P2LT4	R. A. Nash	16680-H
P2LT4	R. F. Berry	25651-H
P2LT4	J. D. Mann	25921-H
P2LT4	B. C. Curran	19865-H
P2HT4	R. U. Wheeler	23440-H
P2HT4	R. G. George	24541-H
P2AW3	M. J. Arbique	51371-H
P2AW3	J. K. Rogers	14317-H
P2AW3	F. P. Highley	7173-H
P2AW3	M. J. Lalonde	8875-H
P2PW3	E. D. O'Brien	8872-H
P2PW3	B. A. Perrier	13205-H
P2PW3	F. J. Bissonnet	18600-H
P2PW3	H. R. Howard	51471-H
P2PW3	W. A. Levaek	11987-H
P2VS3	C. W. Tabor	7061-H
P2VS3	J. B. Doucette	51747-H
P2VS3	G. F. Miller	11582-H
P2VS3	G. W. Briggs	12029-H
P2VS3	D. C. Hasler	9451-H
P2VS3	M. I. Love	7024-H
P2NS3	W. R. Sheehy	9506-H
P2NS3	J. Landry	51066-H
P2NS3	R. V. Redden	12124-H
P2NS3	D. C. Wickstrom	51046-H
P2NS3	E. W. Guscott	12529-H
P2NS3	L. A. Presse	7193-H
P2NS3	R. E. Lebar	51756-H
P2CK3	B. W. Banks	12048-H
P2CK3	G. G. Hawkins	11563-H
P2CK3	R. F. MacDonald	5830-H
P2SW3	J. J. Parenteau	9872-H
P2SW3	D. T. Courtney	11754-H
P2SW3	Y. J. Piette	8723-H
P2SW3	G. W. Carroll	12034-H
P2SW3	J. A. Godin	9114-H
P2SW3	D. E. Hoppe	14442-H
P2WA3	H. E. Arnold	12526-H
P2NA4	F. A. Zruna	24334-H
P2NA3	P. C. Bruner	17506-E
P2NA3	F. R. Deacon	28411-H
P2NA3	M. J. Lowe	27125-H
P2AM3	R. Rioux	12121-II
P2AM3	W. A. MacQuarrie	12057-H
P2AT4	E. J. Kurmey	11156-E
P2AT4	V. N. Umphrey	11723-H



Diving is not necessarily a full-time career in the RCN, which also trains part-time or "ship's" divers, capable of performing emergency diving duties in the ships in which they serve. Here AB William W. Lukeman, a radar plotter, is readied for a wet-suit dive by R. W. (Butch) Lillycrop, a sonarman. (HS-64756-39)

P1WA4	J. B. McLaughlin	50685-E
PIAM4	E. C. Gillis	6119-H
PIAM3	P. Johnson	6986-H
PIAT4	A. D. Chranows	51419-E
PIAT4	C. W. McCole	51679-H
PIAT4	G. C. Hodgson	51187-H
P1EA4	A. E. Aldrich	5037-E
P1RA4	J. L. Kenny	10638-H
P1RA4	G. N. Monroe	10124-H
P1CD4	P. J. Oneill	6529-H
P1BD4	R. V. Harbidge	5390-H
P1PH4	J. M. Schreuer	5973-H

For Promotion to Petty Officer

First Class

P2BN3	W. M. D'Acoust	13054-H
P2WS2	J. P. Pichette	6035-H
P2WS2	L. W. Brown	8712-H
P2WS3	G. F. Faulkner	5968-H
P2WS3	J. R. Pattenden	6890-H
P2WS3	D. C. Bedard	18832-H
P2FC4	R. J. Hebert	18987-H
P2WU2	G. T. Webb	16346-H
P2WU4	R. R. Dionne	26118-H
P2WU3	G. E. Taylor	8020-H

P2AT4	L. W. Birks	25406-H
P2AT3	R. J. Hartley	12228-H
P2EA4	L. W. Simpson	15907-H
P2RA4	J. R. Ryan	13816-H
P2RN4	J. L. Ramsay	7068-H
P2TM3	J. J. Fortin	28453-H
P2MA3	H. C. Bell	16545-H
P2MA3	G. G. Griffiths	25185-H
P2CD3	D. G. Pilot	13125-H
P2PR3	E. D. McLeod	23006-H
P2MO3	W. J. Johnson	6013-H
P2BD3	F. D. Covey	12115-H
P2BD3	F. J. Williams	25529-H
P2PH4	W. S. Giles	7325-H

Pacific Command

For Promotion to Chief Petty Officer

First Class

C2BN4	R. J. McPherson	3464-E
C2WS4	R. L. Street	3641-E
C2SN4	G. R. Hornett	3879-E
C2SN4	A. W. Tassell	4036-E
C2SG4	A. R. Heys	3384-E
C2ER4	W. F. Curry	22141-E
C2ER4	G. A. Baker	21729-E
C2ET4	B. A. Coker	3995-E
C2LT4	J. F. Dykes	51416-E
C2HT4	H. R. Weidman	50055-E
C2WR4	J. P. Kennedy	40915-E
C2ST4	A. A. Champion	40909-E
C2CM4	W. Ona	50860-E
C2PT4	J. A. Stoddart	3544-E

For Promotion to Chief Petty Officer

Second Class

P1BN4	C. F. Mann	3952-E
P1WS3	J. A. Tyre	6992-E
P1WS3	R. Robertson	5644-E
P1WS3	M. R. Johnston	9696-E
P1FC3	J. B. Stewart	4016-E
P1WU4	T. H. Foster	9486-E
P1SN4	R. W. Gray	51982-E
P1SN4	R. I. Hooke	6254-E
P1RP4	R. J. Graham	4768-E
P1RP3	T. W. Gardner	6699-E
P1RP4	J. A. Black	3656-E
P1RP4	K. W. Bowness	6269-E
P1RP4	W. E. Taylor	5446-E
P1RP3	R. H. Ruddick	5850-E
P1SG3	D. E. Cosby	10700-E
P1RM3	R. V. Connor	5239-E
P1RM3	H. L. Symington	5408-E
P1ER4	L. A. Fell	22189-E
P1ER4	J. R. Krepps	11188-E
P1ER4	A. C. Holmes	24141-E
P1ER4	E. J. Barnabe	23011-E
P1ER4	M. Kereiff	22437-E
P1ET4	R. M. Jackson	6542-E
P1LT4	K. G. Burnett	6651-E
P1HT4	G. G. Pettigrew	5344-E
P1WR4	R. J. Rogerson	50239-E
P1AW3	F. W. Barron	5158-E
P1VS3	J. T. Brown	51089-E
P1CM4	A. P. Stipkala	50395-E
P1CM4	J. J. McGowan	40997-E
P1MA4	R. H. Hotchin	5498-E
P1CD4	M. L. Wilson	3738-E
P1PT4	R. M. Padget	4072-E

For Promotion to Petty Officer

First Class

P2BN4	C. G. Kenyon	7501-E
P2WS2	W. A. Gemmell	6995-E
P2FC4	H. A. Nichol	24095-E
P2FC2	G. T. Watt	11100-E
P2WU4	D. E. Deane	9932-E
P2SN3	C. J. Hutchings	10551-E
P2SN3	I. W. Nixon	14724-E
P2SN3	A. Campbellhope	17235-E
P2SN4	T. G. Smith	51907-E
P2RP2	G. L. Bohmer	8378-E
P2RP3	J. E. McDonnell	7410-E
P2SG3	R. G. Theriault	10977-E
P2SG3	B. J. Murphy	7624-E
P2SG3	W. H. Grantham	33333-E
P2ER4	W. S. Bull	9546-E
P2ER4	C. A. Greenlees	8276-E
P2ER4	L. C. Wood	34883-E
P2ER4	A. E. Hayward	24304-E
P2ER4	R. B. Bemister	7769-E
P2ER3	L. A. Black	11261-E
P2ET4	E. C. Hammond	28030-E
P2ET3	B. D. Brown	28697-E
P2LT3	W. C. Ratcliffe	24175-E
P2AW3	R. B. Maddocks	5648-E
P2PW3	D. F. Schellenberg	14783-E
P2PW3	C. O. Poole	14999-E
P2VS3	W. D. Murray	10106-E
P2VS3	O. A. Jackson	6770-E
P2VS3	L. M. Cooper	10754-E
P2NS3	D. Moyes	50672-E
P2NS3	W. R. Ball	6421-E
P2NS3	C. D. Cole	51808-E
P2CK3	J. M. Ottenbreit	10248-E
P2CK3	R. C. Tiffany	14311-E
P2PR3	B. J. Verner	15804-E
P2BD3	B. I. Moncur	51594-E



An error of long-standing has been rectified with the information from Lt.-Cdr. J. J. Brooks, executive officer of the frigate *Sussexvale*, that the picture purporting to be "HMS Puncher" on page 11 of the July issue was of some other ship. "The ship illustrated does not have the twin 20-mm mountings on the fore'sle sponsons nor the catwalk along the outside of the bridge," observes Lt.-Cdr. Brooks. A little investigation brought to light the fact that the picture, long identified as a photo of the *Puncher*, was HMS *Rajah* of the *Ruler* class, to which the Canadian-manned *Nabob* belonged. The above picture of the *Puncher* is, it is to be devoutly hoped, of unimpeachable authenticity. (F-3157)

RETIREMENTS

CPO EDWARD JOSEPH AUBY, C2ER4, of Dartmouth, N.S.; joined RCNVR July 1, 1940, transferred to RCN Nov 25, 1943; served in *Stadacona, Fundy, Renard, Dauphin, Hochelaga, Saskatoon, Hochelaga II, Battleford, Avalon, Valinda, York, NOIC Quebec Hawkesbury, Sackville, Scotian, Sans Peur, New Liskeard, Iroquois, Swansea, La Hullose, Haida, Huron, Shearwater, Quebec, Micmac, Cape de la Madeleine*; awarded CD; retired July 24, 1961.

CPO LEO BENESH, C1BN4, of Wildwood, Alta.; joined June 1, 1936; served in *Naden, Skeena, St. Laurent, Stadacona, Prince Robert, Dawson, Guysborough, Peregrine, Courtenay, Leaside, Givenchy, Heatherton, Athabaskan, Beacon Hill, Ontario, Cornwallis, Royal Roads*; awarded Long Service and Good Conduct medal; retired July 10, 1961.

PO NORMAN FERNANDA BLAIS, P1WS4, of Kamloops, B.C.; joined July 15, 1941, served in Vancouver naval division, *Naden, Givenchy, Dawson, Star, Stadacona, Cornwallis, Avalon, HMS Lobelia, Rosthern, Peregrine, Huron, Niobe, Warrior, Rockcliffe, Chippawa, Ontario, Antigonish, Crusader, Sault Ste. Marie, Sioux*; awarded CD; retired July 15, 1961.

CPO LAWRENCE ATHERTON DEMPSTER, C2BN4, of Chase, B.C., joined RCNVR May 15, 1940 transferred to RCN July 15, 1950; served in Calgary naval division, *Naden, MacDonald, Prince Robert, Givenchy, Prince David, Stadacona, Niobe, RNB Chatham, Huron, Qu'Appelle, Iroquois, Rockcliffe, Chippawa, Cayuga, Antigonish, Cornwallis, James Bay, Fortune, Stettler*; awarded CD; retired July 14, 1961.

CPO CHARLES EDWIN DIXON, C2RM4, of Sackville, N.B., enlisted at Liverpool, N.S. July 15, 1940; served in *Naden, Stadacona, Signal School Stadacona, Skeena, St. Hyacinthe, Pictou, Bytown, Scotian, Albro Lake radio station, Nootka, Magnificent, Cornwallis, Micmac, St. Laurent, Fort Erie*; awarded CD; retired July 14, 1961.

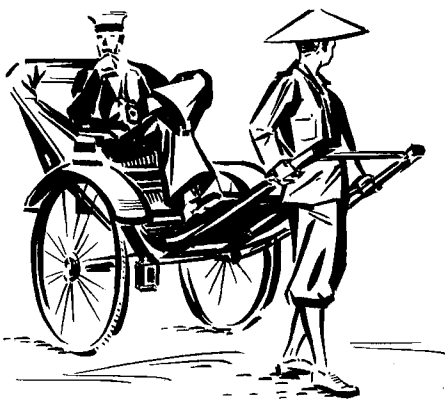
CPO JOSEPH BRUNO PAUL GARIEPY, CICM4, of Montreal, joined July 5, 1936; served in *Stadacona, Saguenay, Fundy, Windflower, Toronto naval division, Assiniboine, HMS S343, Peregrine, York, Fort Ramsay, Naden, Uganda, Givenchy, Cornwallis, Ontario, Donnacona, Hochelaga*; awarded Long Service and Good Conduct Medal; retired July 4, 1961.

CPO LAWRENCE JAMES GARNETT, CIHT4, of Halifax, N.S.; joined RCNVR July 4, 1940; transferred to RCN Jan. 4, 1941; served in *Stadacona, Ottawa, NOIC Toronto, Protector, Scotian, Provider, Magnificent, Donnacona, Restigouche*; awarded CD; retired July 3, 1961.

CPO DAVID HENDERSON, C2HT4, of Manchester, England; enlisted at Hamilton, Ont.; joined RCNVR June 16, 1941, transferred to RCN June 29, 1943; served in *Stadacona, Ross Norman, St. Clair, Peregrine, Niobe, HMS Campania, Crusader, Givenchy, Wallaceburg, Warrior, Magnificent, Prevost, Quebec, Shearwater, Sioux, Bonaventure*; awarded CD; retired July 13, 1961.

PO JOHN ROBERT IRELAND, PIER4, of Moosomin, Sask.; joined July 15, 1941; served in Regina naval division, *Naden, Stadacona, RNB Portsmouth, HMS Pennywort, Niobe, HMS Pembroke, HMS Ferret, Avalon, Scotian, Ingonish, Peregrine, Scotian, Micmac, Givenchy, Uganda, Ontario, Rockcliffe, Crusader, Cornwallis, Cayuga, Oshawa, Ottawa*; awarded CD; retired July 14, 1961.

CPO ARTHUR ISHERWOOD, C2CM4, of Valleyfield, P.Q.; served in RCNVR Jan 27, 1941 to Oct 23, 1945; joined RCN April 24, 1946; served in *Stadacona, Protector, Elk, Cornwallis, York, Peregrine, Star, Micmac, Portage, Athabaskan, Naden, Magnificent, St. Laurent, Cayuga*; awarded CD; retired July 26, 1961.



CPO GORDON WILMER IVEY, C2ER4, of North Sydney, N.S.; joined July 15, 1941; served in Montreal naval division, *Naden, Stadacona, RNB Portsmouth, HMS Bryony, Niobe, RNB Chatham, Guelph, Avalon, Chambly, Cornwallis, Carpiac, Peregrine, Quinte, Middlesex, Scotian, Verraine, Haida, Iroquois, Portage, La Hullose, Micmac, Wallaceburg, Magnificent, Algonquin, Bytown, Ottawa, Lauzon*; awarded CD; retired July 15, 1961.

CPO KENNETH WILBUR KIDSON, C2ER4, of Clam Bay, Halifax Co., N.C.; joined July 15, 1940; served in *Naden, Prince Robert, Mastadon, Givenchy, Cornwallis, Stadacona, North Bay, Avalon, Stonetoun, Peregrine, Uganda, Rockcliffe, Athabaskan, Ontario, Churchill, Crusader, Sussexvale, Jonquiere, Oshawa, Fortune*; awarded CD; retired July 14, 1961.

PO SYDNEY RUSSELL LENCH, PIER4, of Edmonton, Alta., joined RCNVR March 12, 1931, transferred to RCN July 5, 1940; served in Edmonton naval division, *Naden, Armentieres, Restigouche, Sparton II, Chignecto, Stadacona, Iroquois, Niobe, Avalon, St. Catharines, Peregrine, Ontario, Rockcliffe, Sault Ste Marie, Cayuga, Antigonish, Stettler, Ste Therese, New Glasgow, Cornwallis, Athabaskan*; awarded CD; retired July 24, 1961.

CPO ERIC JAMES MAPLE, CISN4, of Powell River, B.C.; joined July 31, 1939; served in *Naden, Stadacona, Skeena, Burlington, Niobe, Calgary, Loch Alvie, Givenchy, Uganda, Antigonish, Ontario, Athabaskan, Fraser, Saguenay*; awarded Long Service and Good Conduct Medal; retired July 30, 1961.

CPO WILLIAM HENRY MOSSES, C2ER4, of Biggar, Sask., joined July 15, 1941; served in Saskatoon naval division, *Naden, NOIC Vancouver, Quatsino, Chatham, Givenchy, Burrard, Orkney, HMS Ferret, Saint John, La Hullose, Oshawa, Warrior, ML 124, Cayuga, Stadacona, Athabaskan, Rockcliffe, Sioux, Sault Ste Marie, Cornwallis, Cornwallis, Stettler, Antigonish*; awarded CD, retired July 28, 1961.

CPO CHARLES LIONEL PACAUD, C2ER4, of Mirror, Alta., joined July 15, 1941; served in Edmonton naval division, *Naden, Givenchy, Stadacona, HMS Phoebe, Niobe, La Malbaie, Avalon, Hochelaga, Chaleur, Norsyd, North Bay, Peregrine, Cornwallis, Sioux, Whitethroat, Scotian, Warrior, Magnificent, Iroquois, La Hullose, Haida, Portage, Cornwallis, New Liskeard, Kootenay*; awarded CD, retired July 14, 1961.

CPO ALBERT WALTER PROSSER, C2BN4, of Petitediac, N.B.; joined July 15, 1941; served in Saint John naval division, *Naden, Stadacona, Columbia, Bayfield, Granby, Medicine Hat, Avalon, Peregrine, Glendower, Niobe, Lee-on-Solent (825), HMS Daedalus, Warrior, RCNAS Dartmouth, Cornwallis, Magnificent, Nootka, Swansea, Toronto, Portage, Crusader, Gatineau*; awarded CD; retired July 14, 1961.

CPO EDWARD WILSON RATCLIFFE, CIAM4, of Lashburn, Sask., joined July 15, 1941; served in Regina naval division, *Naden, Givenchy, Stadacona, HMS Quebec, Peregrine, Saskatchewan, Cornwallis, Niobe, Warrior, Scotian, HMS Daedalus, 19AG 803 Squadron, RNAS Eglinton, Magnificent, Shearwater, Bytown, Bonaventure, Donnacona*; awarded CD; retired July 30, 1961.

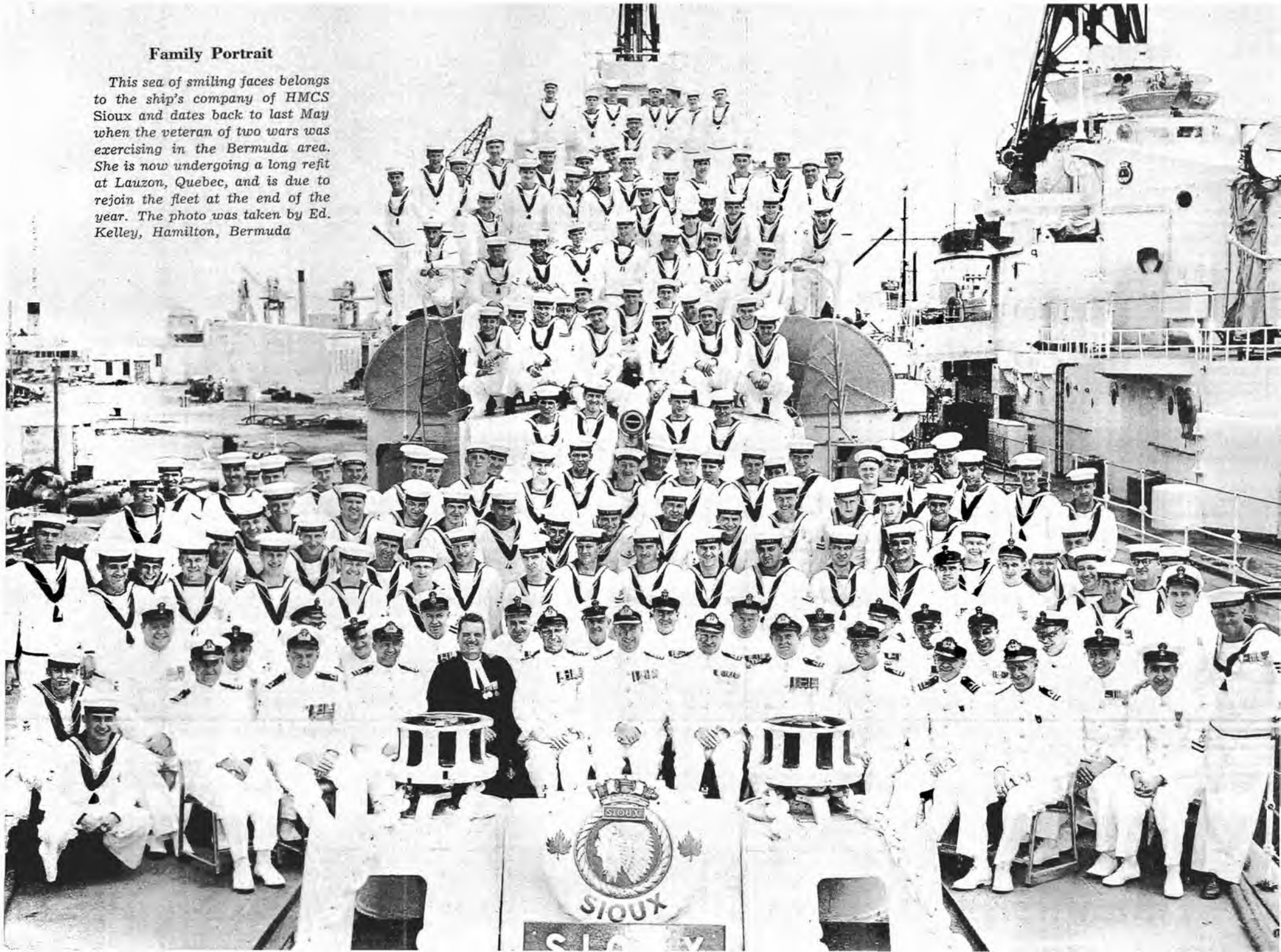
CPO JOHN FREDERICK STEPHENSON, C2AT4, of Victoria, B.C.; joined July 15, 1940; served in *Naden, Stadacona, Moose Jaw, SS Empress of Russia, Fundy, Cornwallis, Hunter, Chaleur, Levis, Peregrine, St Catharines, Scotian, Givenchy, Niobe, HMS Kestrel, SS Aquitania, RCNAS Dartmouth, HMS Concor, Shearwater, Magnificent, Assiniboine, Porte St. Jean*; awarded CD; retired July 14, 1961.

CPO ROBERT ALLEN STEWART, C2SG4, of Saskatoon, Sask.; joined July 15, 1940; served in *Naden, Givenchy, Stadacona, Venture, Swift Current, Hamilton, St. Hyacinthe, Miramichi, York, Chignecto, Niobe, Ontario, Peregrine, Uganda, Athabaskan, Antigonish, Cayuga, Beacon Hill, Sioux, Cornwallis, Star, Ottawa*; awarded CD, retired July 14, 1961.

CPO ROBERT HERBERT SUMMER, CIER4, of Hamilton, Ont., joined July 15, 1941; served in Hamilton naval division, *Naden, Bellechasse, Stadacona, Avalon, Royal Mount, Peregrine, New Waterford, Antigonish, Woodstock, Givenchy, Ontario, Rockcliffe, Bytown, James Bay, Jonquiere, Royal Roads*; awarded CD; retired July 14, 1961.

Family Portrait

This sea of smiling faces belongs to the ship's company of HMCS Sioux and dates back to last May when the veteran of two wars was exercising in the Bermuda area. She is now undergoing a long refit at Lauzon, Quebec, and is due to rejoin the fleet at the end of the year. The photo was taken by Ed. Kelley, Hamilton, Bermuda

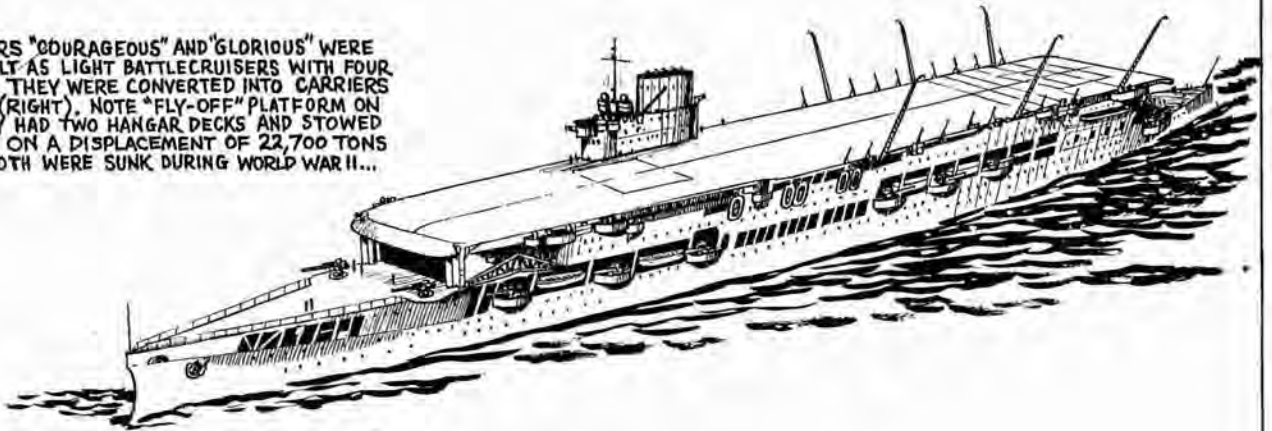


Naval Lore Corner

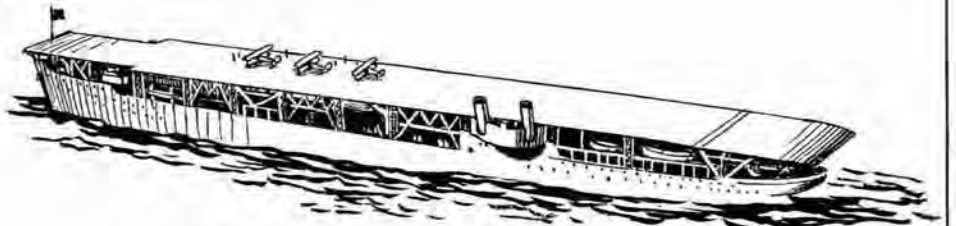
Number 97 CARRIERS OF THE PRE-WAR PERIOD

WITH THE GIANT SUPER-CARRIERS OF TODAY AS THE CAPITAL SHIPS OF THE MAJOR FLEETS, IT IS INTERESTING TO LOOK BACK ON THE AIRCRAFT CARRIERS OF 20-30 YEARS AGO. AT THAT TIME NEARLY ALL CARRIERS WERE CONVERTED FROM OTHER TYPES...

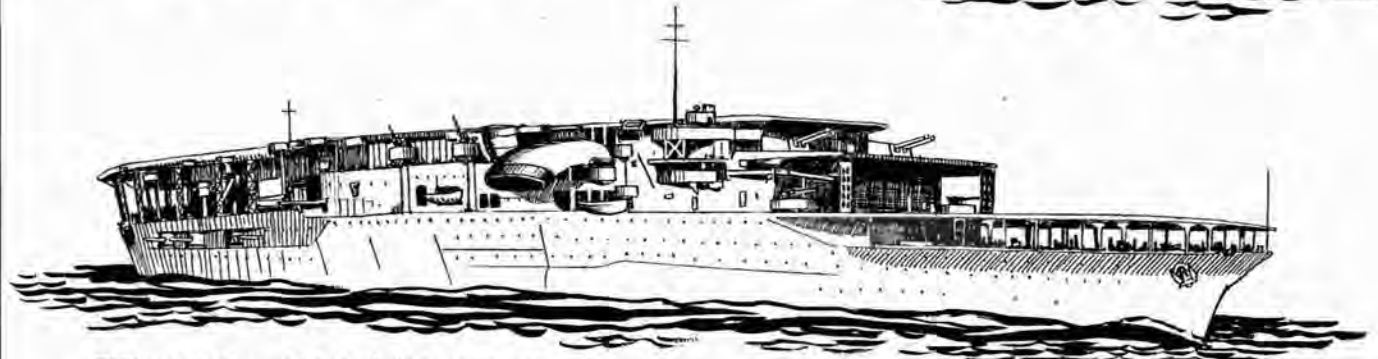
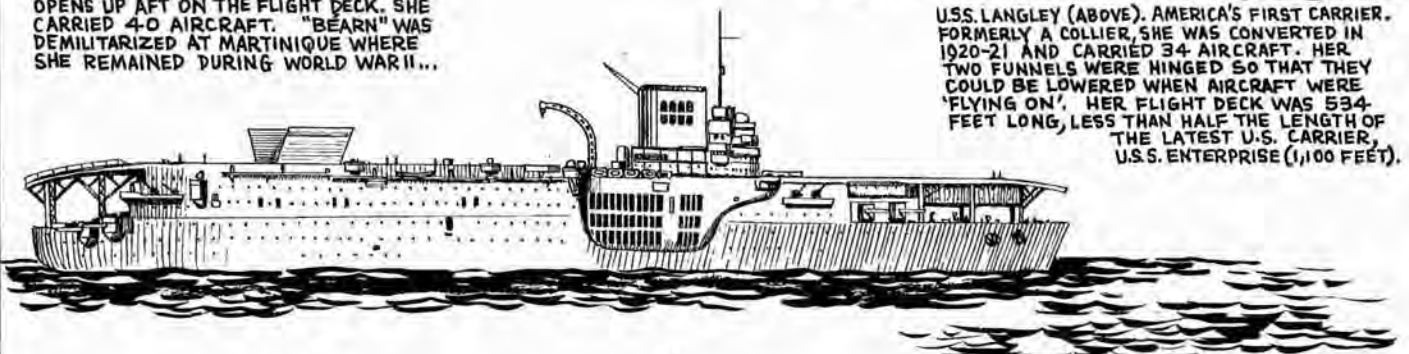
BRITISH CARRIERS "COURAGEOUS" AND "GLORIOUS" WERE ORIGINALLY BUILT AS LIGHT BATTLECRUISERS WITH FOUR 15-INCH GUNS. THEY WERE CONVERTED INTO CARRIERS FROM 1924-28 (RIGHT). NOTE "FLY-OFF" PLATFORM ON FORESL. THEY HAD TWO HANGAR DECKS AND STOWED 48 AIRCRAFT ON A DISPLACEMENT OF 22,700 TONS (FULL LOAD). BOTH WERE SUNK DURING WORLD WAR II...



FRENCH CARRIER "BEARN" (BELOW) WAS LAID DOWN AS A BATTLESHIP IN 1914 AND FINALLY COMPLETED AS A CARRIER IN 1927. HER 'ISLAND' WAS COMPLETELY CLEAR OF THE FLIGHT DECK ON A HUGE SPONSON. THE VENTS IN THE SPONSON AND FUNNEL HELPED DILUTE THE SMOKE WITH AIR TO PREVENT EDDIES. NOTE HOW THE LIFT OPENS UP AFT ON THE FLIGHT DECK. SHE CARRIED 40 AIRCRAFT. "BEARN" WAS DEMILITARIZED AT MARTINIQUE WHERE SHE REMAINED DURING WORLD WAR II...



U.S.S. LANGLEY (ABOVE). AMERICA'S FIRST CARRIER. FORMERLY A COLLIER, SHE WAS CONVERTED IN 1920-21 AND CARRIED 34 AIRCRAFT. HER TWO FUNNELS WERE HINGED SO THAT THEY COULD BE LOWERED WHEN AIRCRAFT WERE 'FLYING ON'. HER FLIGHT DECK WAS 534 FEET LONG, LESS THAN HALF THE LENGTH OF THE LATEST U.S. CARRIER, U.S.S. ENTERPRISE (1,100 FEET).



JAPANESE CARRIER "AKAGI" (28,100 TONS), ORIGINALLY LAID DOWN AS A 42,000 TONS BATTLECRUISER AND CONVERTED AS A RESULT OF THE WASHINGTON NAVAL TREATY. THE FORE FUNNEL (INTERNALLY DIVIDED INTO FOUR) WAS TRUNKED OUTWARD AND DOWNWARD, WHILE THE SECOND CURVED UPWARD. SHE HAD ACCOMMODATION FOR 50 AIRCRAFT. "AKAGI" WAS SUNK BY THE JAPANESE AFTER BEING BADLY DAMAGED AT MIDWAY...

Roger Duhamel

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