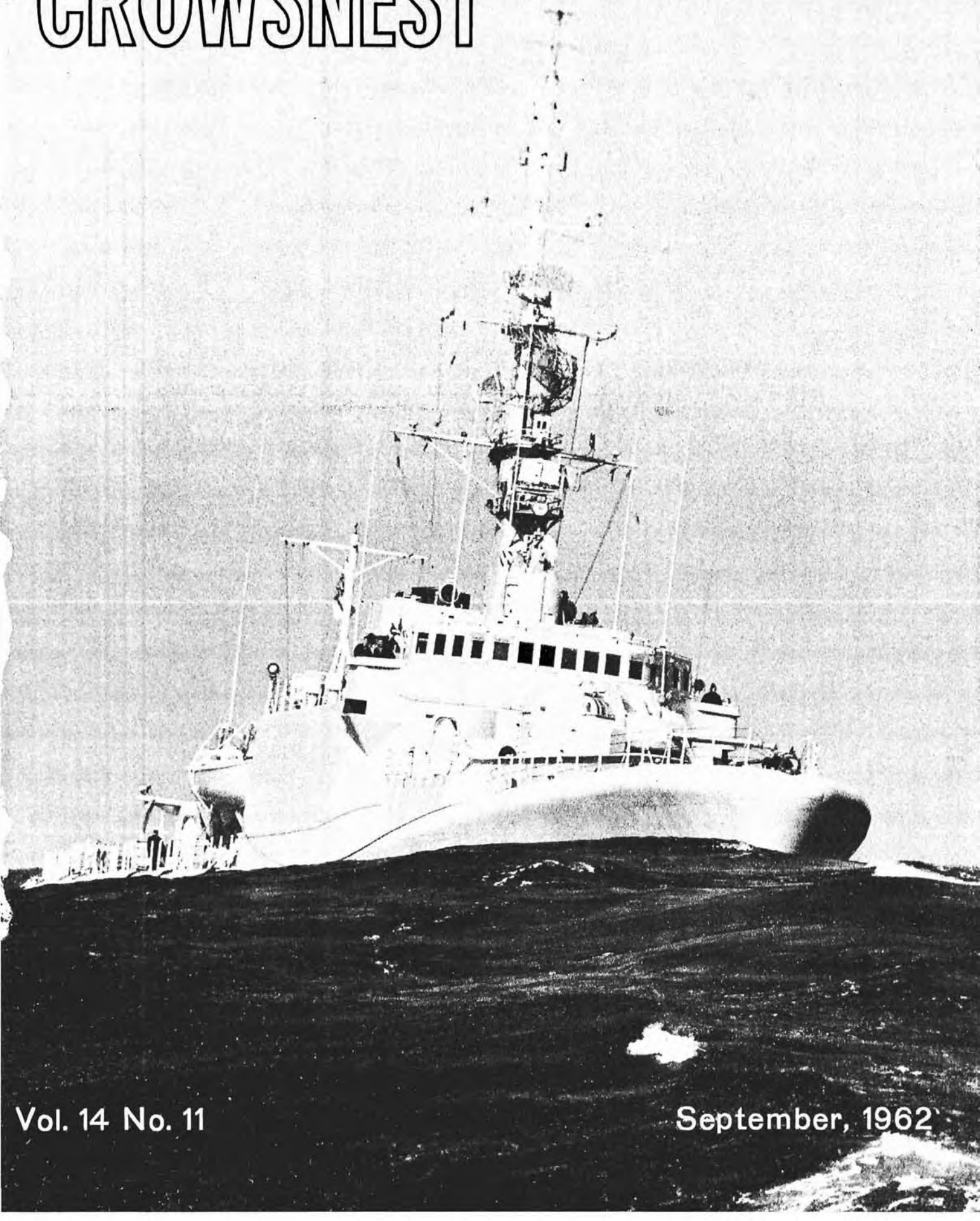
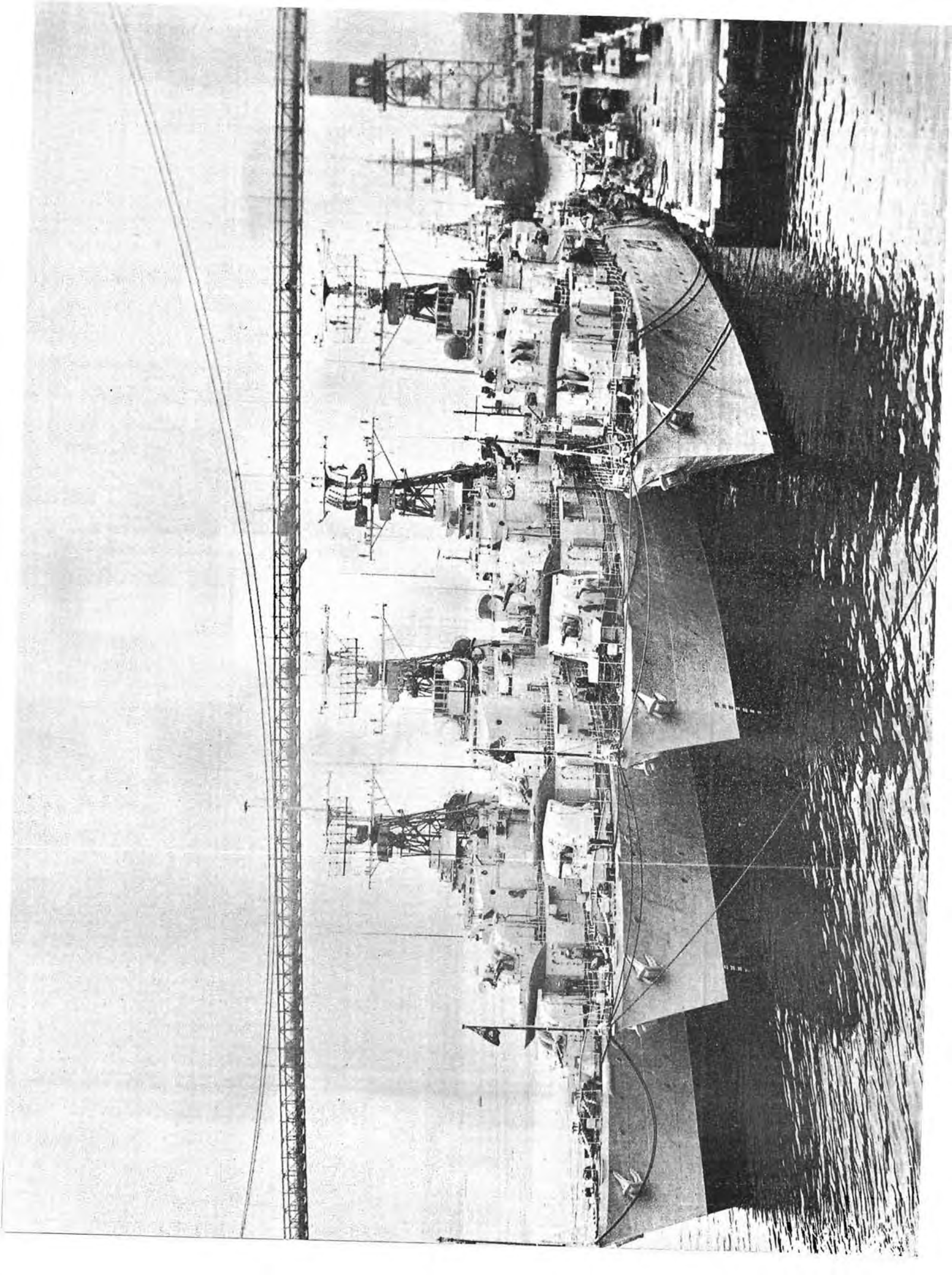


The CROWSNEST



Vol. 14 No. 11

September, 1962



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THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER 1962

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LADIES OF THE MONTH

When the four Canadian-built Tribal class destroyer escorts were berthed together in Halifax during the summer, it occurred to observers that this was an unusual, and probably unique situation.

Since their completion in Halifax after the Second World War, the four Tribals have mostly gone their separate ways and only last spring were re-united in the First Canadian Escort Squadron.

From the jetty, outward, the ships are the *Cayuga*, *Nootka*, *Athabaskan* and *Micmac*. All but the *Micmac* are veterans of the Korean war. (HS-69141)

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The Cover—The Bay of Biscay is notorious for its bad weather and heavy seas. It lived up to its reputation during Exercise Dawn Breeze last spring, as is testified to by this picture of HMCS *Restigouche* coming over the hill. (HS-67600-215)



RCN NEWS REVIEW

A warm-hearted welcome awaited the Bonaventure and ships of the Fifth Canadian Escort Squadron during their July visit to Quebec City. The Restigouche and Gatineau remained with the aircraft carrier at Quebec while the Kootenay and St. Croix proceeded up the river to Montreal. The picture was taken from the ramparts of the Citadel. (ML-11191)

Great Lakes Season Ends

The 1962 Great Lakes summer training program for Canadian naval reserves drew to a close at the end of August with the return of the five training vessels to Hamilton.

A total of 550 naval reserves from Canada took sea-training with the ships during this program. Over 400 of them were new entry seamen who received their first taste of sea-life on the Great Lakes. The others included more senior personnel taking specialized training on board.

The first ships to return to Hamilton were the frigates *Inch Arran* and *Victoriaville*, along with the training vessel *Scatari*. The frigates, on loan from the Atlantic Command, sailed again for their Halifax base August 25, having served on the lakes since their arrival early in June. The *Scatari*, permanently attached to the Hamilton base, will winter there.

The last ships to arrive were the auxiliary minesweepers *Porte St. Jean* and *Porte St. Louis*, which have been operating on the Great Lakes since their arrival late in June from Point Edward Naval Base, near Sydney. Returning August 30, the two vessels are remaining in Hamilton over the winter with an RCN maintenance crew.

During the summer, the training ships visited Canadian and U.S. ports on the Great Lakes, travelling as far west as Port Arthur and Fort William at the head of Lake Superior. A highlight of the ships' activities occurred June 13 when the *Inch Arran* had the honour of being host to Her Majesty Queen Elizabeth, the Queen Mother, for a brief cruise on the St. Lawrence River.

Ships Popular With Bostonians

Four destroyer escorts of the Fifth Canadian Escort Squadron made quite a hit during their July 27-30 visit to Boston.

Rear-Admiral C. F. Espe, USN, Commandant of the First Naval District, sent the following message on their departure from Boston to Captain C. P. Nixon, the squadron commander:

"The visit of the famed Barber Pole Brigade was marred only by the fact that it was far too short. The smartness of your ships and crews will be long remembered. Best wishes for fair winds and smooth seas. We're always glad to have the distinctive touch of Cadillacs in our driveway."

The Fifth Squadron ships involved were the *Kootenay*, *Gatineau*, *St. Croix*, and *Restigouche*, all of whom returned to Halifax August 4 after exercising at sea.

During June, Hamilton also was the centre of operations for six units of the First Canadian Minesweeping Squadron from Halifax. The squadron carried out a series of cruises to acquaint high school officials and senior high school students with the navy way of life.

Divers Recover Two Bodies

Divers from the RCN Diving Establishment, Dartmouth, assisted in the recovery of two drowning victims in Nova Scotia over the first week-end of August.

One incident involved a drowning in Pictou harbour in which three divers assisted the RCMP on August 4. The other involved two divers who found a drowned teenager in Albro Lake near Dartmouth. Each victim had been fishing from a small boat.

Stadacona Breaks Blood Clinic Record

A four-day clinic for personnel of HMCS *Stadacona* netted a record total of 815 donations for the Nova Scotia Free Transfusion Service. This exceeded by more than 100 the previous record, in 1960.

The following is the content of a letter received in *Stadacona* from the Canadian Red Cross Society:

"May we of the Free Blood Transfusion Service of the Canadian Red Cross, thank you most sincerely for the splendid response by the personnel of HMCS *Stadacona* at the Blood Donor Clinic concluded 15 August, 1962.

"You are undoubtedly aware by the attendant publicity, that a new record has been set for your establishment and this grand donation coming at this time of the year when the Blood Bank is normally low, certainly assures an adequate supply for the present.

"Will you be kind enough to express our sincere appreciation to all who participated?"

132 New Cadets At Royal Roads

Military careers in the service of their choice started September 5 for 132 young men who arrived at the Canadian Services College, *Royal Roads*. They form the new "junior cadet wing" at the military college—where, for the next two years, they will undergo an extensive program of academic studies and military training.

It was the largest group ever to enter *Royal Roads* as a junior term, reported staff adjutant Lt.-Cdr. Charles Islesy.

The new officer cadets number, by service, RCAF 50, Army 50 and RCN 32.

UNTD Cadets Back From North

Nearly 100 University and college students returned to homes across Canada in early September after a



More than 2,000 Sea Cadets from Winnipeg eastwards took annual naval training at HMCS *Acadia*, Sea Cadet training camp at Sydney, Nova Scotia. Able Cadet Michael Elsie, left of Port Colborne, Ontario, inspects an aged cannon with Able Cadet Ian Knight, of St. John's, Newfoundland, during a trip to the famous old French fort at Louisburg. (HS-69356)

month-long training cruise as officer cadets of the University Naval Training Division.

The students were embarked in five frigates, HMC Ships *Cap de la Madeleine*, *La Hullose*, *Swansea*, *Buckingham* and *Lauzon* which returned to their home port of Halifax after a 6,000-mile voyage to Churchill, Manitoba, Hudson Bay and back.

En route home the warships called at Summerside and Charlottetown, P.E.I., for a two-day visit.

The voyage was the third and final training cruise of the summer for UNTD cadets. A new training season gets underway this fall at reserve naval divisions in major centres across Canada.

During the training cruises the cadets lived in the messdecks, learned basic seamanship, the duties and responsibilities of officers, stood regular watches, and participated in usual maintenance, obtaining a thorough

RCN Salutes Jamaican Independence

BONFIRES blazed on mountain peaks and dotted the valleys all across the lush green island of Jamaica on Sunday, August 5. At the stroke of midnight, and at the conclusion of an hour of meditative prayer, drums rolled and God Save the Queen was sung as the floodlit flag poles were darkened and the Union Jack of the colony was slowly lowered. The green, gold and black flag of Jamaica was raised in silence, and as the floodlights came back on, Jamaicans throughout the land voiced the words of their new national anthem. Jamaica was now independent.

Canadian sailors from HMC Ships *Iroquois* and *Huron* and the 30-man band from HMCS *Stadacona*, in Jamaica specially for the independence

celebrations, had seen the preparations for this moment since their arrival in Kingston on August 2. Now the festivities were underway and the spirit of independence spread over the sugar plantations, bauxite mines, the cities and the small farms of the tiny island.

The Canadian ships, dressed overall by day, put on gay outline lighting at night and the seamen put on their best uniforms and joined in the festivities. They took part in parades, street dancing and social events of all descriptions. The RCN band put on concerts in Ocho Rios, Linstead, Spanish Town, Port Maria and in the Parishes of Clarendon and St. Thomas at Morant Bay.

In the *Iroquois*, at a luncheon given by Captain G. C. Edwards, Hon. Michael Starr, Minister of Labour, presented to Jamaica's Prime Minister, the Hon. Sir Alexander Bustamante, a goodwill message from Canada's Prime Minister, Rt. Hon. John Diefenbaker. Canada's independence gift to Jamaica of scholarships in Canada for Jamaican students, technicians or professional persons was also presented at this time.

Jamaica may experience the difficulties that other nations have experienced in growing to full nationhood, but from what the Canadian sailors saw during the Jamaican Independence celebrations Jamaica will be a proud addition to the nations of the world.

grounding in the overall operation of a warship.

While in northern waters on the final cruise, the cadets marvelled at the awesome sight of towering, majestic icebergs pointed out white whales in Hudson's Bay and met a corps of Eskimo Navy League Cadets at the little settlement of Port Harrison, Quebec.

Cdr. K. E. Grant, squadron commander and commanding officer of the *Cap de la Madeleine*, said he was well satisfied with the cruise.

"It was very interesting and will probably become an annual voyage. It was much easier navigating than was expected, much better than cruising the Grand Banks or poking through the St. Lawrence Seaway", he said. "Icebergs always obey the rule of the road. They're predictable."

Imperial Defence College Tour

Sixteen members of the Imperial Defence College visited Halifax over the second week-end of August in the course of an annual North American tour.

Arriving at the RCN Air Station, *Shearwater*, on August 10 they inspected naval establishments in Halifax, harbour facilities and made recreational visits in the vicinity before leaving by air to continue their tour.

RCN Divers Pay Visit to Italy

Five RCN divers have returned to Canada from a brief but activity-packed visit to Italy.

Back from their ten-day information-exchange sessions with the Italian navy are Lt.-Cdr. Ben Ackerman, officer in charge of the Operational Diving Unit at Esquimalt; Lt.-Cdr. Ross Dickinson, in charge of the RCN diving unit at Halifax; Lt. W. W. Palmer, diving staff officer at Naval Headquarters; CPO N. Nicholson, from Halifax; and Ldg. Sea. R. Lodge, Esquimalt.

Travelling in service aircraft, the Canadian naval divers went to La Spezia, on the north-east coast of Italy. In addition to exchanging information related to many diving matters, the Canadian personnel took an active part in a number of actual diving exercises with the Italian sailors.

The RCN divers made the trip following an invitation from the Italian Navy.

Lt.-Cdr. Ackerman was impressed with the Italian navy, and its emphasis

on naval diving. The Italian Navy, he added, has a greater proportion of divers among its personnel than any other navy in the world.

"They realized the value of a diver as a weapon as early as the First World War," Lt.-Cdr. Ackerman said, "and this is borne out significantly in facts and figures of the Second World War in which the Italians sank more enemy tonnage by divers than any other navy in the conflict."

The RCN diving officer had a number of reflections on his visit to Italy, and particularly on the country's naval service.

"They operate on an entirely different timing compared with us," he recalled. "The navy there starts its day around 7:30 in the morning—breakfast is a rare thing—none of the Italian sailors seem to be interested in a morning meal. They have lunch at 2 in the afternoon—and that's it. Then it's siesta time, and the day's work comes to an end." However, they work a six-day week.

It was possible, he added, that in the near future, a team of Italian naval divers may visit Canada to get a firsthand look at Royal Canadian Navy diving operations.

CMR Cadets Visit England, Germany

The frigate *Outremont* sailed from Halifax on July 5 on a six-week cadet training cruise overseas.

The ship's calls were at Mortier Bay, Newfoundland, July 7-8; Plymouth, England, 16-19; Wilhelmshaven, West Germany, 21-24; Portsmouth, England, 26-31; St. John's, Newfoundland,

August 7-8; Montreal, 11-15; returning to Halifax August 18.

Embarked for annual summer training afloat were cadets of College Militaire Royal de St-Jean, Canadian Services College in St.-Jean, Quebec. The frigate is commanded by Lt.-Cdr. J. A. Fulton.

Bonaventure Pays Visit to Quebec

The *Bonaventure* and five ships of the Fifth Escort Squadron left Halifax July 3 for exercises in the Cabot Strait and Gulf of St. Lawrence.

The carrier, accompanied by the destroyer escorts *Restigouche* and *Gatineau*, visited Quebec City July 6-13. The other destroyer escorts, *St. Croix*, *Kootenay* and *Terra Nova*, called at Montreal, July 7-13.

HMS *Alderney*, of the Royal Navy's Sixth Submarine Division, exercised in the Gulf of St. Lawrence with the force following her July 7-13 visit to Quebec City. Another Sixth Division submarine, HMS *Astute*, was involved for part of that period.

The ships returned to Halifax on July 20.

Calgary Gets New Recruiting Centre

A new Tri-Service Recruiting Centre has been officially opened in Calgary. The new premises in the Calgary Public Building provide for the independent operation of RCN, Army and RCAF recruiting while giving all three units larger and more usable space.

Col. F. Le P. T. Clifford, commander of the Calgary Garrison, cut the ribbon at the opening ceremonies. He was assisted by Cdr. A. R. Smith, commanding officer of HMCS *Tecumseh*, and Squadron Leader R. L. Phillips, senior accounts officer at RCAF Station Lincoln Park.

Trophy Given for ASW Proficiency

A trophy to be presented annually to the ship in the Atlantic Command judged to be the most effective in anti-submarine proficiency has been donated by members of the Third Weapons Officers' Course (Qualifying).

In thanking course members for the gift, Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, commended them for their initiative in presenting an award to encourage competitive efficiency in the fleet. Rules for the annual competition will be promulgated.

Firemen Target Of Cadet Caper

College capers were at a minimum at *Cornwallis* where up to 450 cadets of University Naval Training Divisions across Canada were on summer courses.

The cadets made their mark nevertheless.

A large sign at the corner of Broadway and the exit to the West Gate of *Cornwallis* proclaims:

"Your combined efforts in fire prevention have resulted in this base being free from fire for days."

The naval firemen one morning discovered charred ruins where the large sign had stood—a most embarrassing end to the fire-free period!

The cadets just as mysteriously replaced the sign, which they had actually hidden, once the firemen's faces had faded to a dull, rosy glare.



Here are the three graduates who topped the Limited Duty Officers' Qualifying Course No. 4 at Naden last spring. CPO Russell Riguse (left) had a class average of 83.2 per cent and was closely followed by PO Lilly Arnold, with 82.5 per cent, and CPO J. K. Fyfe, who earned 81.8 per cent.

Qualifying for a Commission

THIS FALL a new group of potential officers from the lower deck begins training at the RCN Preparatory School in HMCS *Naden*, as members of Limited Duty Officers' Qualifying Course No. 5.

This strenuous bout of academic training was formerly known as the Branch Officer Candidates' Educational Course, but the name was brought in line during the year with the present personnel organization of the Navy.

How the members of last year's course spent their term should be of interest to those who will more or less withdraw from the human race during the coming months, with an eye on a commission in the spring. It may also interest those who may be recommended to it in the future to learn that the course can be survived.

The senior chiefs and petty officers who made up the 1961-62 class were drawn from seven branches, but the engineers had a definite numerical advantage, with ten Engine Room Artificers and four Air Artificers. Another unusual aspect of the class was the presence of two wren petty officers. This was the first time wrens had participated in this training and the degree of their success assures the presence of wrens in future courses. The Atlantic Command was well represented, with only four "bi-coasters", in the class.

The six academic subjects covered by the course were supplemented by many activities designed to better equip the future officers for their new status in the fleet. This included leadership training, public speaking, debating, lecturing, work studies and participating in ad hoc committees.

The curriculum included an energetic sports program which was specifically designed to instruct, as well as to aid in relaxing the tensions built up by long hours of study.

The social aspect was not forgotten, either, and the class members and their families had many pleasant memories to take with them when they left Preparatory School. During the course visits were made to many points of interest in the Victoria area, including the Dominion Astrophysical Observatory, local TV, radio and press, the British Columbia Legislature, Royal Roads and the British Columbia Telephone Company.

The academic standing of LDOQC No. 4 compared favourably with the high standard set by the previous classes. The class average was 73 per cent. The top man in the class was Russell Riguse with an average of 83.2 per cent closely followed by one of the wrens, Lily Arnold, with 82.5 per cent. Taking up

third position was J. K. (Jack) Fyfe with an average of 81.8 per cent.

The successful candidates were promoted to the rank of Commissioned Officer on Wednesday, May 30, 1962, in *Naden*. Upon completion of this ceremony, they were entertained by the officers of the Pacific Command in the *Naden* wardroom.

Crowning the day's activities was the graduation party in the Ingraham Hotel. This was a dinner-dance and commenced with a reception at 1930. It was a gala affair and the many cares of the previous seven months of study were soon forgotten as everyone present enjoyed the fine food, excellent music and sparkling entertainment. It was also the long awaited opportunity for the men to make amends to their wives, who so equally and admirably shared in the tensions and apprehensions of the previous months.

On May 31, the newly commissioned officers left for a well earned 30 days' leave, many of them going south to the Seattle World Fair before starting the long trip to the east coast.

The class was reunited on June 29, when they reported to HMCS *Cornwallis* to commence the Divisional Officer's Administration and Leadership Course, part of which was given in HMCS *Hochelaga*.

SOUR GRAPES

THE CAPTAIN sat at his desk, idly riffling through the stack of letters, reports and forms arranged before him. A small cloud of smoke curled up from his pipe as he surveyed the paper mountain. Some of it was correspondence of vital and absorbing interest—plans, policies, operations, and so on—but the great bulk of it consisted of routine forms and most of it dealt with one subject—MAINTENANCE.

It was a tremendous problem, he thought, reaching for the grapes on the dish beside him. He had long since run out of space in which to stock replacement parts and units, and when the A & A came through to install that new Automatic Russian Language Broadcast Detector and Simultaneous Translator—back in 1972, that was—they had even removed the galley, bakery and victualling stores to make room. Not that the reconstituted meal capsules those slot machines doled out in the mess-decks were so bad, in fact some of them were downright tasty, but they did get boring. He pulled some more grapes off their stem and popped one into his mouth. It was a good thing, he mused, that no ships were expected to stay at sea for more than four days at a stretch.

The CO shuddered a bit, thinking of those tough days back in the '60s and forced his thoughts back to the business at hand. Maintenance was a problem. Even though Headquarters had finally recognized that some of the men showed greater aptitude for maintenance than for operating, and had paved the way for the establishment of "maintainer" sub-specialists a couple of years ago, the PMs, FMs, WMs—Plotter Maintainers, Fire-control Maintainers and Weapon Maintainers, and so on—were badly overworked, and, worst of all, the sharing of the workshops by men of four different divisions was getting to be a bit of a bind. Too many supervisors were necessary, for one thing, and the petty rivalries had a serious effect on the men's efficiency.

"Why can't they learn to work as a team?" he pondered. Everybody wants to be thought of as a real wheel—the most important man in the ship. Nobody wants to be the steadying influence in the background.

Stop dreaming, old man, he chided himself, and get on with the paperwork. Maybe some day you'll think of a good answer for it.

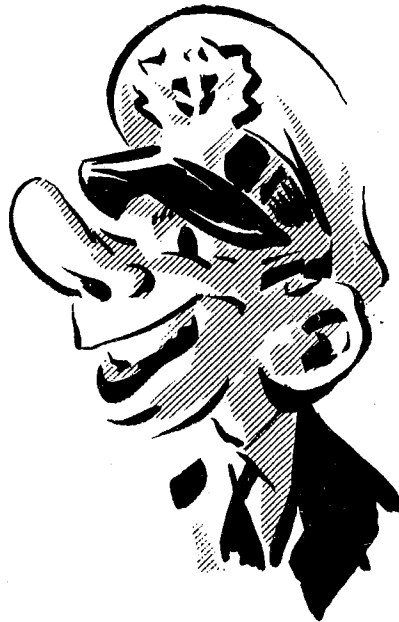
II

"SUB!"

The roar came from the Captain, and echoed down the passageway.

"Sub! Get up here, young'un!"

A blond, crew-cut youngster with hardly a trace of fuzz on his cheeks came bursting from his cabin, a novel with a lurid cover in one hand, and wearing a plaid jacket. Good Lord!



thought the Captain, an old-fashioned smoking jacket! I never thought one of mankind's favourite garments would degenerate into a fad.

"Sir? Did you call? I was on my off-duty shift, Sir."

"Oh, sorry, Sub. I can't get used to this new duty system. Look here, can you come in just for a minute? I can't figure out this message, and it's got something to do with you."

The young sub-lieutenant, who was looking after the Communications Division while the Comm. O. was on leave, entered the Captain's cabin and bent to look at the message form.

"CANAVHED NOUNCE REORG SHIPS WITH FORMN MTNCDIV X ALL MTNCPERS WILBE REORG INTO NEW DIV TO PERF MTNC ALL EQUIP X OPPERS WILL CONT ONLY OPDUTS X RECRT OFFS FROM UNIV AS SPEC MTNCOFFS TO BEG IMMED X NEW OFFS WILBE XMT LINEDUTS AND WILBE DSTG BY GRN CLTH BETW LACE X SUG-GAWD AND CANMEDAWD SUBLT WM NEWBLOOD HMCS RICHELIEU X".

"Why, Sir, this is wonderful news! I didn't dream they'd accept it!"

"Accept what, you young fool? It's a lot of gobbledygook to me! Why on earth did they ever adopt this FASTOK? It takes longer to figure it out than it would to put it into English in the first place." The Captain was obviously irritated that the young officer beside him should not only understand such gibberish, but be so elated by its meaning before he himself had any notion what it was all about.

"It's about my submission to the Suggestion Award Committee, Sir. They've accepted it and awarded me a cash award and the Canada Medal!"

The excitement in the sub-lieutenant's voice was undisguised.

"What kind of a suggestion did you make that could cause this much of a flurry, for goodness' sake?"

"Well, Sir, it's this problem of maintenance. The ships are carrying so many maintainers in each division that the shops are full of people falling all over each other, so I put in a suggestion to amalgamate them all into one division, and this message is announcing the formation of the Maintenance Division. I think it's terrific!"

The Captain began to feel a little dizzy.

"And see, Sir, it says they are going to do all the equipment maintenance. And recruiting of specialist officers is to begin immediately. Of course, they will be too busy to do general line duties, and to distinguish them, they are apparently going to wear a strip of green cloth between their gold lace stripes. What a clever idea! And, Sir—? Sir? Are you all right, Sir?"

"Ye-yes, I'm OK, sub. You can go now. Help yourself to some grapes as you leave. I find them a bit sour to my taste, I'm afraid."—R.L.

OFFICERS AND MEN

Sailors Swim Reversing Falls

Three crew members of HMCS *Lauzon*, in what is believed to be a first performance of its kind, swam through the Reversing Falls at Saint John last June under water, in a friendly competition.

The naval frogmen, Cd. Off. J. C. Wilson, Ldg. Sea. J. J. Bechard and AB R. C. Downey, swam through the waters, at a depth of 15 feet, with AB F. M. Harkness standing by in a surface boat.

The swimming stunt arose when a cadet whaler, scheduled to compete against cadet whalers from the *Buckingham* and *Cap de la Madeleine*, was unavailable and it was decided the three men would swim in the com-



REAR-ADMIRAL A. H. G. STORRS

petition while the whalers were pulled by oars.

The swimmers reported that they couldn't see bottom due to turbulent water.

The winning crew from the *Cap de la Madeleine* had as coxswain Lt. Leonard Forrest. Sub-Lt. W. O. Shead was coxswain for the *Buckingham* crew.

Rear-Admiral Storrs Retires from RCN

Following nearly four years' service as commandant of the National Defence College in Kingston, Rear-Admiral Antony Hubert Gleadow Storrs proceeded on leave on August 8 and will retire from the RCN on February 17 next. He has been succeeded at the National Defence College by Major-General Cameron B. Ware, DSO, CD, who was promoted to the rank on assuming the appointment.

Rear-Admiral Storrs joined the Canadian naval service early in the Second World War. He served throughout the war as an officer of the Royal Canadian Naval Reserve, composed of officers and men who were professional seamen in civilian life, and transferred to the RCN in early 1946. He was to

become the first former reservist to attain the rank of rear-admiral in the RCN.

Experience in inshore navigation during his time with the Chinese customs service was to stand him in good stead during the war when he commanded the 31st Canadian Minesweeping Flotilla off the French coast before and after D-Day. Attention was drawn to his experience and ability in this regard in the citation to the award of the United States Legion of Merit, in degree of Officer, on November 16, 1944:

"Operating in a cross tide during extremely adverse weather conditions, Acting Commander Storrs manoeuvred his ships with the utmost skill and courage under cover of darkness through enemy-mined waters, sweeping and marking the channels necessary to ensure the safe approach of the main assault force to its predetermined position off the coast."

Rear-Admiral Storrs was born in Overton, England. He was educated at St. Nicholas School, Southampton, Weymouth College and the Thames Nautical Training College, England and received his early naval training in the Royal Naval Reserve.

Before entering the Royal Canadian Naval Reserve in November 1940, he was employed as a revenue ship commander with the Chinese Maritime Customs.

Early in 1941 he was appointed in command of HMCS *Armentieres*, West Coast minesweeper, and in October of

Weddings

Sub-Lieutenant Donald G. Bauder, *Shearwater*, to Anita Marie Boutillier, of Halifax.

Sub-Lieutenant John H. Birks, *Shearwater*, to Donna Watts, of Toronto.

Sub-Lieutenant Stanley William Brygadyr, *Shearwater*, to Mary Virginia Rogers, of Halifax.

Sub-Lieutenant John Dennis Cole, *Restigouche*, to Cecilia Patricia Ryan, of Halifax and North Sydney, N.S.

Lieutenant Roger R. Davidson, *Cataragui*, to Cherie Elizabeth Mackenzie, of Victoria.

Leading Seaman D. J. Finnessy, *Crescent*, to Ann Shaban, of Moncton, N.B.

Sub-Lieutenant Dale E. Gibb, *Huron*, to Joan Beverly Crouse, of Halifax.

Petty Officer Peter Hannaford, *Bytown*, to Gisele Marie Belanger, of Hull, Que.

Able Seaman H. H. Hobeck, *Stadacona*, to Jean Esther Messervy, of Halifax.

Sub-Lieutenant Lionel J. Hudon, *Cornwallis*, to Mary Helen Hamilton, of Kingston.

Sub-Lieutenant T. C. R. Milne, *James Bay*, to June Waller, Swannick, Derby, England.

Able Seaman George E. Moffat, *Stadacona*, to Kathryn Lois Dodge, of Sarnia, Ont.

Lieutenant Hugh R. Peden, *Porte St. Jean*, to Mary Eleanor Walsh, of St. John's, Nfld.

Leading Seaman Clark G. Savage, *Terra Nova*, to Margaret Marie Hutson, of Ingersoll, Ont.

Ensign R. Strijkers, Royal Belgian Navy, *James Bay*, to Joan Fletcher, of Victoria.

Able Seaman E. P. Stroeder, *James Bay*, to Louise Holstine, Taber, Alberta.

Sub-Lieutenant Thayne Margaret Walkey, *Stadacona*, to Lieutenant Charles R. South, of the RCAMC.

Able Seaman John E. G. York, *Cape Breton*, to Kathleen Ruth Greenslade, of West Summerland, B.C.

Births

To leading Seaman E. J. Archer, *James Bay*, and Mrs. Archer, a son.

To Leading Seaman C. D. Algate, *James Bay*, and Mrs. Algate, a daughter.

To Leading Seaman Larry S. Collins, *Churchill*, and Mrs. Collins, a daughter.

To Lieutenant-Commander J. L. Creech, Naval Headquarters, and Mrs. Creech, a daughter.

To Leading Seaman E. J. Cyr, *Bytown*, and Mrs. Cyr, a daughter.

To Sub-Lieutenant B. V. Hagen, *James Bay*, and Mrs. Hagen, a daughter.

To Able Seaman D. A. Kay, *Churchill*, and Mrs. Kay, a son.

To Leading Seaman E. T. O'Donnell, *Margaree*, and Mrs. O'Donnell, a son.

To Petty Officer Norman Paine, *Churchill*, and Mrs. Paine, a daughter.

that year became commanding officer of HMCS *Dawson*, corvette. Later he commanded the corvette *Drumheller* and the Bangor minesweeper *Caraquet*. Early in 1944 he became Senior Officer of the 31st Minesweeping Flotilla which played an important part in clearing the channels to the Normandy beachhead.

For outstanding service while Senior Officer of the 31st Minesweeping Flotilla, Rear-Admiral (then Commander) Storrs was awarded the Distinguished Service Cross, a Bar to the DSC, the United States Legion of Merit, the French Croix de la Legion d'Honneur and the Croix de Guerre avec Palme.

Rear-Admiral Storrs transferred to the regular force in March 1946 and a month later became Deputy Director (later Director) of Naval Plans at Headquarters. He was appointed Director of Naval Operations two years later and held this post until appointed in command of the destroyer *Nootka* in August 1948. He left the *Nootka* in September 1949 to become Naval Member of the Directing Staff, National Defence College, Kingston, and in August 1951 he again became Director of Naval Plans and Operations at Headquarters.

He was appointed in command of *Shearwater*, RCN air station, in February 1953 and two years later he took command of the aircraft carrier *Magnificent*.

In August 1956 he was appointed to Naval Headquarters as Assistant Chief of the Naval Staff (Warfare) and on the reorganization of the Naval Staff on September 1, 1957, he took up the combined appointment of Assistant Chief of the Naval Staff (Air and Warfare).

Rear-Admiral Storrs was promoted to his present rank on taking up the appointment of commandant of the National Defence College, Kingston, where he has served since September 1958.

Benevolent Fund Officer Dies

Captain Charles L. Waterhouse, retired superintendent of pilots in the Port of Halifax, a vice-president of the Halifax branch of the Navy League and an officer of the RCN Benevolent Fund, died at his home at Martin's River, Nova Scotia, August 8. He was buried at Mahone Bay, on August 10 after a service in the United Church there.

He had retired in 1956 to end a 44-year association with the sea, 24 years

of it as an active mariner. He began with the T. B. Roydon shipping firm in Liverpool, England, as an midshipman; served in the RNR in the First World War; then joined the Royal Mail Steam Packet Company, coming to Halifax for the first time in 1919. He married the former Ethel Bent of Halifax in 1926.

In 1931, Captain Waterhouse began sailing as a master with Canada Steamship Lines in Montreal and was with that company until 1936. He came ashore as Supervising Examiner of Masters and Mates, Department of Transport, and in 1940 became Superintendent of Pilots at Halifax.

He was appointed an MBE for services in heading Halifax pilotage in the Second World War when as many as 100 ships a day entered and cleared port.

Concessions Raise \$1,200

Profits of \$1,200 were realized by refreshment concessions operated by the Pacific Command of the Navy during its centennial "Salute to Victoria" held in Beacon Hill Park through August 9, 10 and 11.

The naval "salute" was the Command's major contribution to the City of Victoria's centennial celebrations.

To complete that "salute", the RCN has presented a cheque of \$1,200 to Mayor W. B. Wilson, the money to be used for charitable purposes.

Bandmaster at School of Arts

The bandmaster at *Cornwallis*, Cd. Off. Peter Medcalf, LRAM, joined the staff of the sixth annual Nova Scotia Junior School of the Arts opening August 2, at Camp Kadimah, Lake William. The school is sponsored by the Arts Committee, Nova Scotia Federation of Home and School Associations, and was of four weeks' duration.

Cd. Off. Medcalf, bandmaster at the RCN establishment for 18 months, previously instructed assistant bandmasters at the RCN School of Music on the West Coast. He transferred to the RCN in 1954 from the Royal Marines.

Dietitian Joins Naval Service

Sub-Lieutenant (MT) Elizabeth MacKenzie, of Halifax, was attested by the RCN area recruiting officer July 27. She became chief dietitian at the Canadian Forces Hospital, succeeding Lt.-Cdr. (MT) Margaret M. Brooke, who has retired.

A graduate of St. Francis Xavier University with a BSc in home economics, she did post graduate work in community nutrition in Toronto. In 1948-49, she was provincial nutritionist for the Nova Scotia Red Cross, and also taught for two years at the Vocational High School in Halifax. Before joining the Navy, she was on the dietetic staff of the Victoria General Hospital in the port city.

Her husband was the late Dr. D. H. MacKenzie. She has three children.

Ex-Cadet Club Planned at St. Jean

The incorporation and first annual reunion of a club intended to bring together all former students of the Collège Militaire Royal de Saint-Jean was arranged to coincide with the college's tenth anniversary celebrations on October 13.

Known officially as "The CMR Ex-Cadet Club", the organization accepts as ordinary members only those who will have been given a College number. A thousand former cadets are eligible. This does not include 500 cadets still studying at the college or at the Royal Military College of Canada, Kingston.

Associate membership is granted to professors and officers who have served at the college, and generally to any person who serves the club in some significant manner.

The brunt of the initial organization work is being borne by former cadets Michel Morin and Captain Don Lefroy, both of the original intake in 1952, and Pierre Fortier who entered in 1954.

Retired Officer Heads Bureau

Lt.-Cdr. John B. Bugden, who retired recently from the RCN (he was First Lieutenant-Commander at *Shearwater*) was appointed director of the Halifax City Tourist and Convention Bureau on July 16.

He was educated at Memorial University in St. John's, Newfoundland, and served overseas in the Second World War. He was selected for the city post from 21 applicants.

Civil Servants Tour Kootenay

Nearly 80 civilian employees from Naval Headquarters visited Montreal on July 12 and were taken on a conducted tour through HMCS *Kootenay*. Simultaneously 300 members of the Naval Officers' Association of Montreal and their families were being shown through the *St. Croix*.

Two other ships of the Fifth Escort Squadron, the *Restigouche* and *Gatineau*, were at the same time paying a goodwill visit to Quebec City along with the *Bonaventure*.

Many of the Ottawa civil servants, although employed by the Navy for the past 10 to 15 years, had never before trod the decks of a warship. The conducting officers, Lieutenant-Commanders K. D. Lewis and G. P. Johnson, of Naval Headquarters, reported that the courteous manner and cheerful attention of the ship's company put everyone quickly at ease.

On completion of the tour, the commanding officer and officers of the *Kootenay* received the visitors on the flag deck and light refreshments were served.

McGill to Observe COTC Anniversary

The McGill University contingent of the Canadian Officers' Training Corps, formed two years before the outbreak of the First World War, will celebrate its 50th anniversary in October.

A reunion mess dinner for past and present members of the contingent will be held on October 12 in Bishop Mountain Hall to mark the occasion.

The McGill COTC was the first of its kind in the British Empire, outside Britain. Two McGill men won the Victoria Cross in the First World War.

During the Second World War, the COTC was called on to train officers rather than supply complete units, as it had done in the previous war. Men from the COTC served in all branches of the Army and many with the Royal Canadian Navy and the Royal Canadian Air Force.

Friend of RCN Dies in Bermuda

A long-time friend of the Royal Canadian Navy in Bermuda, Major W. J. Cookson, of Inwood Cabin, Paget, died on August 30.

Before Major Cookson's last illness, the Cooksons were most hospitable to officers of visiting HMC Ships and their kindness will be long remembered.

Columbia Sailors Head Blood Appeal

Forty sailors from the destroyer escort *Columbia* were eleventh-four saviours of an emergency Red Cross blood donor clinic in Halifax July 5. Their arrival at the clinic in the closing minutes enabled the Red Cross to ful-

fil a Halifax-wide appeal for 200 pints, chiefly of life-giving "A" and "O" positive types.

Retired RN Officer Master of Yacht

An old friend of Nova Scotia, whose master is an old friend of the RCN, visited Halifax in August.

The iron-hulled schooner *Freelance*, which in 1908 had her masts fitted in a Bluenose yard, came back to Nova Scotia waters for a second time with owner J. Noel Macy, New York newspaper publisher, and his wife embarked.

Master of the *Freelance* (86 feet long, with a crew of six) is Captain W. L. M. Brown, RN (Ret), who was Assistant Chief of Naval Staff (Air) in Naval Headquarters while on loan to the RCN in 1953-55.

The Macys had Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, and Mrs. Dyer as guests while they cruised to Yarmouth and Lunenburg from Halifax towards the middle of August.

The Scottish-built *Freelance* served overseas in both World Wars, in the latter as a barrage balloon carrier. She is based at Antigua in the British West Indies.

VOLUNTEER FIREMEN



Basic fire fighting principles learned in the Navy helped these four reserve sailors check a fire that had started in a vacant Hamilton house recently. Left to right are AB Phillip Elliott, of HMCS Chippawa, Winnipeg; Ord. Sea. Brett Morrison, of HMCS Carleton, Ottawa; AB Frank Lavery, of HMCS Prevost, London and Ord. Sea. Frank McRae, HMCS Catarauqui, Kingston. A temporary replacement for a damaged cap tally accounts for a discrepancy in the picture. (COND-7856)

"BUT SIR, we were helping to put out a fire," panted the young seaman to the duty officer when reporting one minute late to HMCS *Star* on July 18.

Sub-Lt. G. C. Wright was finally convinced that four reserve sailors, from four different divisions, had indeed been helping to extinguish a blaze in a vacant frame house.

In fact, in the opinion of the Hamilton Fire Department, if AB Frank Lavery and Ord. Sea. Frank McRae had not been on the spot and applied basic fire-fighting principles learned in the Navy, the house might have been totally destroyed.

After arousing a neighbour and getting the use of his garden hose, the two attacked the flames and the sound of breaking glass attracted two other passing sailors to the scene. The neighbour called the fire department.

AB Phillip Elliott and Ord. Sea. Brett Morrison, who had taken a special fire-fighting course at HMCS *Naden* the previous summer, were the two who joined AB Lavery and Ord. Sea. McRae in battling the fire.

AB Lavery is from HMCS *Prevost*, Ord. Sea. McRae from HMCS *Catarauqui*, AB Elliott from HMCS *Chippawa* and Ord. Sea. Morrison from HMCS *Carleton*.

SINGLE SIDEBAND

AN ARTICLE on the revised communication set-up early this year in *The Crowsnest* referred to the AN/URC 32 single sideband transceiver, which has been adopted for use in the RCN.

What is single sideband?

To answer this question we must first consider the equipment now fitted in the Fleet. At present, ships have amplitude modulated high frequency transmitters and receivers. Amplitude modulation (AM) is a common technique and is used in conventional household and automobile radios.

In AM radio, the carrier wave, which is the highway for transporting voice intelligence, is changed or modulated in accordance with the inflections of the user's voice. This modulation produces a complex wave consisting of the original carrier and two identical side bands carrying fluctuations. To picture this, consider the white line down the centre of a highway as the carrier and the pavement on each side of the line as the sidebands. These sidebands are mirror images of each other and carry identical information. Because amplitude modulation produces these two sidebands it is often referred to as double sideband or DSB.

When a voice-modulated carrier arrives at a receiver it is amplified and converted to a low, easy-to-handle frequency and then goes through a process called demodulation. Demodulation strips the two sidebands off the carrier and discards one of the sidebands with no loss of intelligence (since the same information is available in both sidebands). The carrier contains no intelligence and is used only as part of the demodulation process.

If one of the sidebands can be filtered out before transmission, the same intelligence can be carried to the receiver in the remaining sideband. In this case, one-third of the transmitter power is concentrated into one sideband whereas only one-sixth of the total power is available to each sideband in a DSB system. If the carrier power is reduced, more power can go into the transmitted sideband. This process results in a suppressed-carrier SSB system which we commonly call SSB. Actual "talking power" in a suppressed-carrier SSB system is theoretically increased by a factor of four.

Use of SSB technique reduces the bandwidth, or amount of frequency spectrum required for transmission, by one half, thereby doubling the number

of channels available in the high frequency portion of the spectrum. In AM systems the bandwidth is the pavement on both sides of the white line. In SSB systems it is one half of the road. The right lane can be called the upper sideband and the left hand lane the lower sideband. We can use either lane to carry intelligence and, with more sophisticated equipment, transmit different forms of intelligence independently on each sideband.

In long distance high frequency DSB systems one sideband may be affected by multi-path transmission under some ionospheric conditions. This delays that sideband and causes it to interfere with or cancel the other, producing distortion or complete loss of communications. SSB is not so affected and is therefore much more reliable in poor propagation conditions.

In a nutshell, a single sideband system offers twice as many channels for the same radio spectrum as a DSB system; talking power, and hence range, is increased, and intelligibility is improved. The military requirements for greater range and reliability can be met to a much higher degree by single sideband systems.—J.L.C.

The Case for Gunboat Diplomacy

"GUNBOAT DIPLOMACY" may be a nasty expression nowadays, and a practice in which no respectable nation would think of indulging. Yet it is still probably the best way there is of localizing a situation and establishing stability, with maximum economy and minimum damage.

So contends Captain S. W. Roskill, RN (Ret), the eminent British naval historian, in his latest book, *The Strategy of Sea Power* (a review of which appeared in the Summer issue of *The Crowsnest*).

Says Captain Roskill, "It seems . . . that in the first flush of enthusiasm for the nuclear strategy, we forgot that all visible instruments of power have in them an inherent deterrent capacity of a far more flexible nature, and have in the past constantly and successfully been used by the British statesmen to make known their views and purposes.

This was because the power of visible instruments *could be used*, initially with moderation, and then, if necessary, with gradually increasing pressure, culminating perhaps in the application of a carefully controlled degree of force; and the nation whose actions had attracted their presence *knew that such instruments could be used*. Their arrival gave early warning of the purposes of the statesmen who directed them, while the pressure they exerted could be increased or relaxed from day to day and even hour to hour. It is hard to understand how such a concept has come to be discredited as 'gunboat diplomacy', at a time when a large section of the British people is apparently prepared, to accept that, in certain not very clearly defined circumstances, weapons of mass destruction might be used to achieve similar ends."

Captain Roskill admits that "it can reasonably be argued that it has been mainly our ability to retaliate with nuclear weapons that has preserved the precarious peace of the past fifteen years." He decries, however, the apparent failure to foresee the time when East and West would reach a state of nuclear parity and to adjust policy to forestall "the worst of its consequences—which is that the stalemate in the nuclear field acts as an incentive to minor aggression, which the deterrent strategy is powerless to prevent."

Drawing upon the lessons of the past, Captain Roskill develops his thesis that the principles of sea power are as valid today as they ever were in the past, and to abandon them as being obsolete is to commit once again an error which invariably has placed the nation in peril.

Specifically, Captain Roskill urges the formation of highly mobile inter-service task groups, with emphasis on the amphibious aspect; the improvement and strengthening of sea-air defence forces and the establishment, on an operational basis, of an integrated and balanced NATO fleet.

Until such time as there is an enforceable international agreement for the abolition of strategic nuclear weapons, he recognizes the need to retain the deterrent. But why maintain an expensive array of delivery systems when the nuclear submarine offers such clear advantages in regard to mobility, concealment and operating cost?

Captain Roskill calls on the western nations not only to strengthen and em-

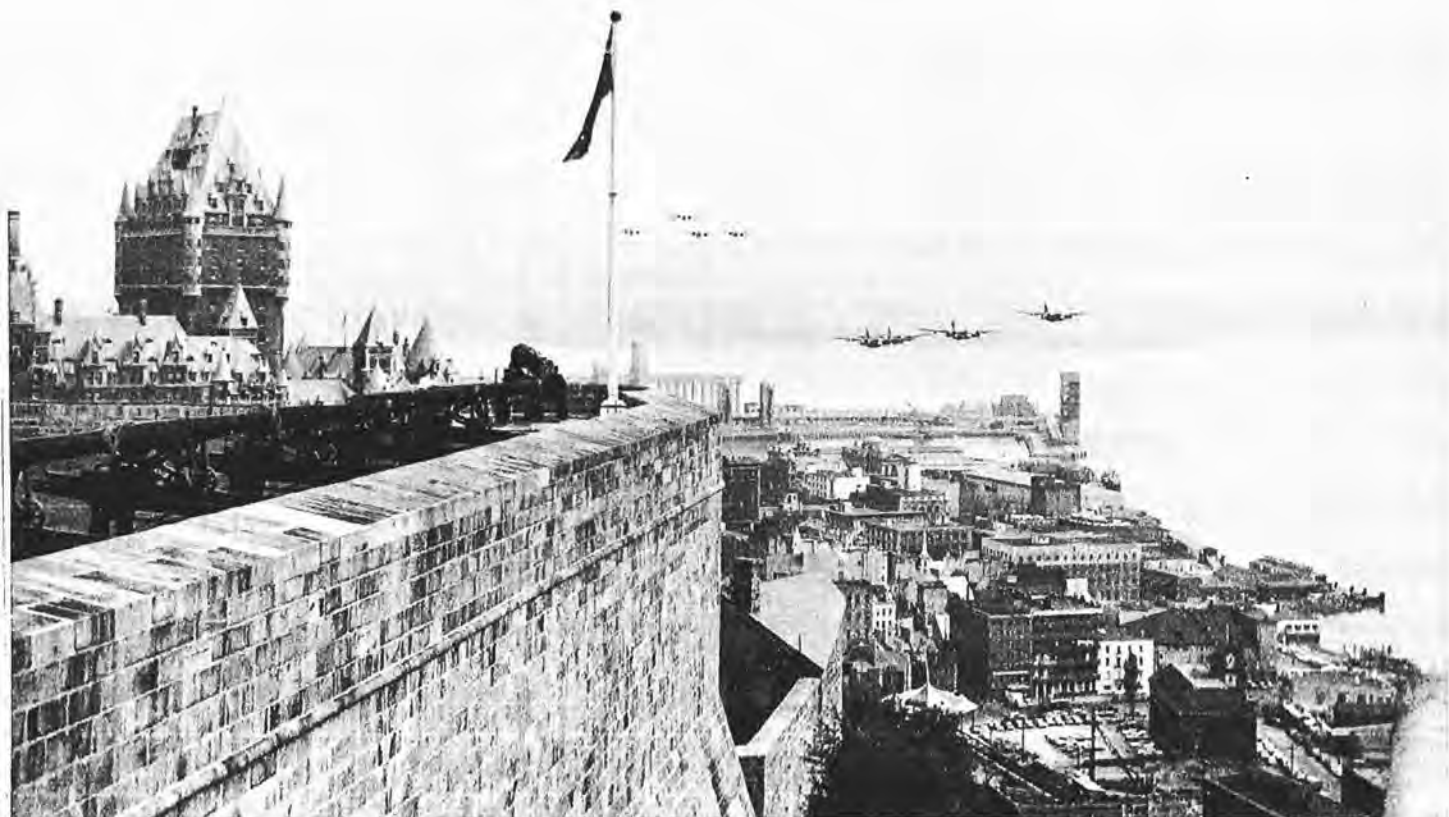
Floating School Run by Ex-officer

A former Canadian naval officer who is a New York school teacher runs a unique classroom afloat for youngsters interested in sailing. Anthony Keasbey operates the 52-foot schooner *Heralda* out of Chester, Nova Scotia, and takes as many as 50 boys and girls to sea in the 12-ton vessel in the course of a summer.

Nova Scotia waters are the main area of instruction but Mr. Keasbey, a retired instructor lieutenant, RCNR, has sailed the *Heralda*, which sleeps 12, to Newfoundland or New England on occasion.

ploy their sea power in the military context, but also as a contribution to world peace and progress.

"The ability to move goods and raw materials fast and efficiently all over the world could serve to help in fostering good relations with the 'uncommitted' nations, all of whom are, very properly, anxious to increase their industrial capacity and raise their standards of living. By arranging favourable terms for the carriage of the imports they need and of the exports they must sell, and by ensuring—so far as it is within our power—the expeditious handling of cargoes, we could bring home to them our common dependence on sea transport. That would surely help to awaken in them a clearer understanding of the influence of maritime power on the attainment of the aims they have set themselves in peace, and their survival in war."—R.C.H.



Tracker aircraft swoop over Quebec's famous Lower Town and past the ramparts of the Citadel during the Bonaventure's July visit to the storied capital of La Belle Province. (ML-11195)

SCIENCE AND THE NAVY

NRC Checking on Meteor Sightings

The National Research Council Associate Committee on Meteorites is anxious to receive reports of sightings of very bright meteors or fireballs and officers and men of the Armed Forces are especially requested to report any sightings.

A fireball is a bright meteor with a luminosity which equals or exceeds that of the brightest planets and is usually seen moving rapidly across the sky and occasionally leaving a trail of glowing particles. The meteor may explode with a burst of light and a loud sound. This may happen several times during its fall.

Reports of sightings should be forwarded to Air Force Headquarters through normal service channels as soon as possible and include as much of the following information as possible:

- (a) Date time group (GMT).
- (b) Condition of sky (clear, cloudy, haze, etc);
- (c) Location of observer;
- (d) Number of bursts and approximate positions along path;
- (e) Luminosity (brightness compared to planets or moon and occurrence of shadow cast by nearby object, if any);
- (f) Colour (distinguish between colour of fireball and any persistent train or trail after passage of fireball);
- (g) Size in relation to moon and shape;
- (h) Duration;
- (j) Description of sound and time interval between sighting the fireball and hearing the sound;
- (k) Position in sky of beginning and end of fireball path, both azimuth and elevation;
- (m) Any other unusual observations.

Scientists Study Deep Sea Sounds

Scientific personnel are monitoring both behaviour and noises made by deep sea creatures at the world's first permanent deep water biological acoustic-video research station.

The U.S. Office of Naval Research is sponsoring the program as part of its hydrobiology program.

The station located on the ocean floor in the Florida Straits, using both hydrophones and a television camera to pick up underwater activity. It relays its information through a cable connected to the Lerner Marine Laboratory on Bimini Island in the Bahamas.

False targets, caused by noise and movements of deep sea creatures, interfere with sonar and related acoustic operations. These creatures not only produce sounds of their own but scatter and absorb other underwater sounds. This poses problems for sonar men listening for submarines.

Data collected at the Lerner Laboratory will be used in studies directed toward solving these problems.

At first, studies will be made of general underwater background noise. Tape recordings and behaviour studies of marine animals will be made through the station's hydrophones and video cameras.

Marine animals, such as snapping shrimp and barnacles, all native to the Florida Straits, emit sounds which increase the total underwater sound level.

Future studies will concentrate on identifying and analyzing individual sounds made by sea creatures. They will also be studied by means of television cameras.

Sound levels will be recorded at numerous depths for comparison with recordings made from test animals.—AFPS.

DRB Grants Go To Royal Roads

Grants totalling \$16,550 have been awarded by the Defence Research Board to five faculty members at the Canadian Services College *Royal Roads*.

Recipients of the grants and the amount of each are: Dr. John Duffus, head of the college's physics department, \$9,500; Dr. A. G. Bricknell, head of the chemistry department, \$4,300; Dr. W. C. Horning, chemistry department, \$1,600; Dr. H. L. Grigg, physics department, \$600; and Dr. Henry Montgomery, chemistry department, \$550.

Dr. Duffus, assisted by Lt.-Cdr. Bruce Arnold, of the mathematics department,

and Prof. J. K. Kinnear of the physics department, received his grant for continuation of his geomagnetic research, related to airborne facilities for underwater detection. This is the third consecutive year Dr. Duffus has received a grant from the DRB, the three grants totalling approximately \$30,000.

Increased knowledge on effects of radiation on living chemical processes is the target of research being conducted by Dr. Bricknell. Last year he received a \$5,000 grant for early stages of such research. Working with him on the project is Dr. R. F. Grant, member of the *Royal Roads* chemistry department. A secondary project, covered by the same grant, involves tracer investigation of certain properties of ions in solution.

Dr. Grigg, whose \$600 grant matches that awarded him last year, is working on a complicated project related to density structures of upper levels of the sea. This too is related to underwater detection research.

Detailed studies into the sizes of ions in transition metals are being conducted by Dr. Montgomery. He has spent close to two years on the project, and works in conjunction with the University of Washington. His attentions are being directed primarily to 10 specific ion studies; four of which have been completed to date.

Nuclear Subs Twice as Costly

A nuclear-powered attack submarine costs twice as much to build and operate over a period of 20 years as a conventional submarine.

Admiral George W. Anderson, U.S. Navy Chief of Naval Operation, has told the U.S. Congress that the cost ratios of nuclear propulsion for surface ships and attack submarines are about as follows:

Four-reactor carrier, 1.3 to 1 over conventional aircraft carrier; cruiser 1.3 to 1; frigate 1.4 to 1; attack submarine 2 to 1.

The *Navy Times* quotes Admiral Anderson as saying the figures are based on a 20-year operating period, including initial cost of a ship amortized over 20 years, fuel, personnel, and maintenance and operating costs.

The submarine ratio does not include Polaris-firing nuclear submarines because there are no conventionally-powered craft of this type on which to base a comparison.

Sailors 'Mother' Baby Turtles

A report that the United States Navy was trying to change the migration habits of green turtles to assure residents of certain Caribbean islands of a supply of fresh meat has been matched by one from the Royal Navy.

This time the sailors weren't trying to save the natives from extinction—just the turtles.

Reporting of this strange undertaking of the British sailors, the *Admiralty News Summary* says:

Villagers living along the East Coast of Malaya peered out of their huts with surprise recently. The unusual sight that met their eyes was a Royal Navy bus laden with grinning sailors. The villagers, colourfully dressed in sarongs, crowded around excitedly as the sailors man-handled their bus down the steep banks and on to the tiny, ramshackle ferries that cross the jungle rivers.

The sailors, from HMS *Terror*, accompanied by students from the University of Malaya, were taking part in "Operation Turtle". This was an attempt to save the rare leather-backed turtle from extinction. The giant turtles, weighing over half a ton and as much as eight feet long, nest mainly on a short stretch of beach in the State of Trengganu.

Leather-backed turtles have never appeared as soup on the menu of a Lord Mayor's banquet, but their eggs are much sought after as a delicacy by the local Malaysians. When the turtles leave the sea and make their slow sobbing climb up the Trengganu beaches to lay their eggs, the natives are waiting for them. The eggs are laid in batches of over a hundred in nests dug deep in the golden sand. But, despite the efforts of the female turtle to camouflage her nest, hardly an egg escapes the hungry eyes of the Malays. There has been much concern in the country that if this practice continues, the leather-backed turtle will die out completely.

During July this year, members of the Malayan Nature Society spent a week on the beaches. They collected over 9,000 eggs and re-buried them in special hatcheries. In mid-August, the baby turtles, weighing little more than an ounce, began to hatch out. The sailors from Singapore travelled across

rivers and through jungle in a week-end dash of over 1,000 miles to help protect them and give them a chance of getting out to sea.

The sailors camped on the beach and very soon made friends with the Malays from the nearby kampong. They spent the night patrolling the beach in a tropical thunderstorm, counting and observing the turtles. As the sun rose from out of the South China Sea, they donned aqualungs and prepared to accompany the adult and baby turtles into the water. All this with the aim of finding out as much as possible about these animals of which so very little is known.

Lt. D. Lynd, RN, who led the team, said the operation was entirely successful and, if it could be repeated each year, there would be hope for the continued survival of the largest of all living turtle species. Lt. Lynd took a number of eggs back to Singapore and succeeded in hatching some of them—an achievement which caused a considerable stir in local naturalist circles. These baby turtles have now been presented to the Marine Zoology section of the University of Malaya for further observation and study.

Baffin to Survey Southern Waters

A number of Canada's hydrographers, who spend each summer in the Far North charting ice-infested waters, are going to spend their winter months charting tropical seas.

Commencing in January 1963, CHS *Baffin*, of the Canadian Hydrographic Service, Department of Mines and Technical Surveys, will work with a Royal Navy vessel charting the channels between islands in the Caribbean Sea and possibly the coast of British Guiana.

The *Baffin*, ordinarily engaged in charting Canada's Arctic waters is equipped with the most modern navigational and hydrographic electronic instruments.

In her new work the *Baffin* will chart the channels between the islands, which contain navigational hazards, including coral reefs. Before this, however, it will have to establish control (latitude and longitude) in the area where position is now out as much as five miles for some of the islands.

The project gives Canada an opportunity to reciprocate with the British Admiralty for the excellent charts of Canadian waters it prepared years ago before the Canadian Hydrographic Service came into being. Some of these charts have yet to be replaced.

OPERATORS CAUSE BOATING MISHAPS

A special U.S. Coast Guard analysis of small outboard boating accidents shows that about three-fourths of them are caused by boat operators themselves. And in an awful lot of mishaps, water skiers figured prominently, according to the *Navy Times*, published in Washington.

The latest complete year's statistics—for 1960—listed 3,562 vessels involved in accidents. Three-fourths of these were less than 26 feet long. Many were less than 18 feet long. That's the size range that people haul on trailers.

Hence the Coast Guard made a special study of all accidents involving that size of boats between January 1, 1961, and June 31, 1961.

There were 1,010 boats involved in the accidents, with some accidents involving two boats.

In the case of 413 boats, the accident really was "the other fellow's fault." Sometimes the "other fellow" was a skier, a passenger or the operator of another craft.

Of the 597 cases of operator fault, 215 were caused by lack of vigilance. One of the oddest reported was the case of a man who took his eye off his navigating to pet his dog (dog was what the report said, anyway). While his attention was distracted he was hit by a low-hanging tree limb.

Another operator, looking back at the water skier he had in tow, hit a boat in front of him.

Failure to comply with common sense safety rules was to blame in 161 accidents. An instance cited was that of a man who sat on the gunwale while towing a skier. The boat hit a log, threw the operator in the water and then ran over him.

Lack of operating experience was cited in 121 accidents. A common cause in this class was starting the outboard in gear. Before the surprised operator could get control of the boat, he had hit something or somebody.

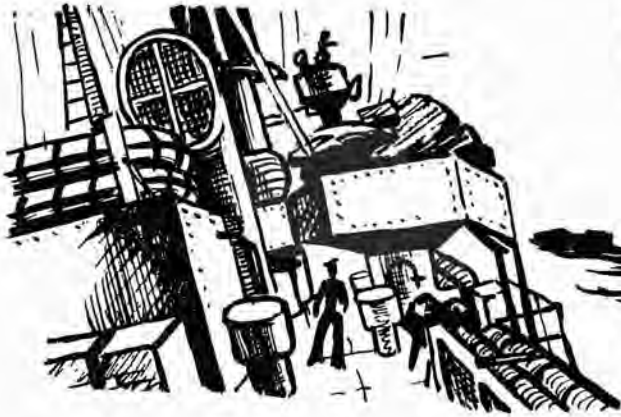
Excessive speed while docking turned up as another hazard among boat operators who haven't had much experience.

Only 100—about a sixth—of the accidents involved actual violation of the rules of the road.

An instance given involved two boats approaching in a narrow channel. Neither slowed down. Neither blew his whistle. And one got on the left hand side of the road.

Before they knew what was happening, they collided.

Home from the Sea



Sarnia Naval Veterans Organize

After a successful naval reunion, the Essex-Kent Naval Veterans' Association has been formed in Windsor, Ontario, by members of the Naval Reunion committee, with Jack Walsh as president of the new association.

The association was formed under the guidance of Tom Bradley, president of the Sarnia Naval Veterans' Association and a director of the Canadian Naval Association.

"The association will serve many purposes," said Mr. Walsh. "Some of these will be to get veterans together for reunions, to help out with Sea Cadet work, to supply scholarships and many other things."

Executive members are: Lt.-Cdr. Murray Mitchell, DSC, RCNR(Ret), honorary president; Jack Walsh, president; John Dowell, vice-president; Amos Higginbottom, secretary-treasurer; Larry Richer, recording secretary, and Albert Julian, master-at-arms.

In October the Essex-Kent Naval Veterans' Association will apply for its charter at the Canadian Naval Association meeting in Brantford.

Main Brace Holds Annual Meeting

The annual meeting of the Atlantic council of the Main Brace Naval Veterans' Association, an affiliate of the Canadian Naval Association, was held in Truro, Nova Scotia, on the first week-end in September. Some 45 members of Main Brace clubs in Nova Scotia, New Brunswick and Prince Edward Island attended.

Elected president of the Atlantic council for the coming year was Rudy Gaudet, of Moncton. Danny Brown, of Dalhousie, N.B., was named vice-president; Paul Bouchard, of Campbellton,

N.B., secretary-treasurer, and Harold MacNeil, of Moncton, recording secretary. Wendell Doyle, of Campbellton, and Harry Matthews, of Truro, were also named members of the executive.

Cdr. J. M. Clark, assistant training officer, *Stadacona*, addressed the annual dinner on the Navy's educational requirements and opportunities. Delegates were welcomed by Mayor Hector Hill, of Truro, and Vernon MacLellan, chairman of the Truro branch of Main Brace.

Chief Turns Hobby Into Business

A former naval chief petty officer's hobby is now his living. Ron Butler, president of Twin City Furniture Refinishers Ltd., once did refinishing as a spare-time hobby while in the Navy but it grew into a full time business at Port Wallace, Nova Scotia, in June.

His wife a registered cost accountant, is secretary-treasurer and they employ a craftsman who came to Canada from Italy in 1957.

HU 21 Big
HELICOPTER
COLORING
BOOK



FROM HS 50 I am a pilot, I can fly. Colour my straight even teeth white. Make my skin tan except my nose. It is red. Make my eyes red too.



C. O. 's are simple people. My Epaulets are gold. My medals are red, white and blue. My wings are gold. I have wings on my underwear too.



This is my flying machine. It is a helicopter. I call it other names too. Especially when it won't run. Colour my thoughts dirty.



Flying is easy. Flying is fun. Colour my face green. my knuckles are white. The butterflies are yellow and blue.



This is our X. O. He is brave, dashing, daring and rugged. He is out of his mind. We lock him up at night!

Overwhelmed by financial problems, Shearwater's weekly newspaper "The Navalair" suspended publication (temporarily, it is to be hoped) in August, but not before contributing this merry bit of nonsense to posterity.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Assiniboine

Donations totalling approximately \$4,000 were made by HMCS Assiniboine to a number of charitable and sports organizations of the Greater Victoria area.

The money came from the ship's fund—proceeds of canteen business conducted aboard the ship. The Assiniboine has paid off and is undergoing a major refit and conversion from which she will emerge with a helicopter platform and variable depth sonar.

The St. Joseph's Hospital Building Fund has received a total of \$500; and the Conquer Cancer Fund has been presented with \$125.

The following donations have also been made:

Queen Alexandra Solarium, \$1,400, where the Assiniboine is completely sponsoring an entire ward; Esquimalt Minor Hockey League, \$100; Minor League Hockey, \$200 (the ship will sponsor a team next season); Armed Services Centre, \$100; The Colonist 500 Club, \$200 (for next Christmas); Salvation Army, \$200; and the Triangle Little League club of Goldstream, \$200 toward the purchase of uniforms and other equipment.

Donations were also made to several naval organizations, including the RCN Benevolent Fund, the Pacific Command Sports Fund, Maritime Museum of British Columbia, the Well Baby Clinic of HMCS Naden, and the Naden Hospital Comfort Fund.

HMCS Saguenay

With eight third-year ROPT cadet-midshipmen embarked for summer training, the Saguenay left Esquimalt on June 8 in company with the Fraser, Margaree and Ottawa for a month's cruise to California.

On the afternoon of June 11 the division rendezvoused with the carrier USS Ranger and her two escorts, the destroyers Thomas and Somers. The next two days and nights were spent sharing plane guard stations, providing a new experience and valuable practice for the Saguenay. Early on June 14 the division bade farewell to the Ranger and her consorts and headed south to spend two days exercising with the USS Blueback, a conventionally-powered submarine with an Albacore-type hull.

The week of exercises was completed when the Canadian ships arrived in Long Beach, California, on June 16.

This was an important moment for the ship's company, for it was the ship's first visit to a port outside Canada since the Saguenay entered refit at the end of July 1961. For many on-the-job trainees, it was their first foreign liberty port. As always, the hospitality of the American hosts made the short visit most enjoyable. Through the kindness of the general manager of the Los Angeles Dodgers baseball team, 25 free tickets to see the Dodgers in action were made available to the ship's company.

The ships sailed June 18 to spend four days in anti-submarine exercises with HMCS Grilse and the USS Diodon.

On Friday, June 22, the Saguenay arrived in San Diego and went alongside the familiar jetty at the Fleet Landing by the foot of Broadway Street. For many the eight-day stay gave an opportunity to renew old friendships, make new friends, and revisit familiar places. The hospitality of the host ship was wonderful; the Saguenay's host was the USS Morton and the two ships had an opportunity to compete in softball as well as exchange tours and luncheon visits.

On June 30 the ship sailed bound for San Francisco. At about 1930 a distress

Saguenay Aids Injured Youth

Some highly favourable publicity for the RCN in general and HMCS Saguenay in particular resulted from a mercy mission undertaken by the Pacific Command warship off the coast of California.

The story of the mission was recounted in The San Diego Union of July 6, in the following words:

A Canadian warship which reversed course at flank speed to aid a San Diegan injured in a sailboat race was praised Thursday by Douglas Giddings, owner-skipper of the K-50 Windy.

The K-50 Windy's injured crewman was Bill Stump, 17, junior commodore of the San Diego Yacht Club, who lives at 422 San Antonio Ave. Stump was dismissed Thursday from Mercy Hospital.

It was first believed that Stump had been injured internally by a jenny block that carried away, Giddings

said. It developed that a parted line gave Stump a "severe whiplashing," breaking three ribs and causing internal bruises.

The mishap occurred late Saturday afternoon off San Clemente Island during the 17th running of The San Diego Union's sailboat race.

Giddings said he radioed the Coast Guard at Long Beach and his message was overheard by the Canadian destroyer escort Saguenay (DDE 206), returning north after a midshipmen's cruise to San Diego.

Saguenay said she had a doctor aboard and would rendezvous with K-50 at 7:50 pm. at San Clemente Island's Pyramid Avenue.

"We will rendezvous with you," the warship insisted when Giddings thanked her and replied that a Coast Guard helicopter was en route. As it

turned out, Giddings said, it was well Saguenay did.

"The Saguenay was at least 30 to 35 miles away," he continued. "That meant she had to reverse course.

"She made a most beautiful sight, moving at flank speed. She came up, made a beautiful lee in rough water, and her doctor was quickly aboard."

Stump was hoisted aboard in a wire litter and placed on the warship's fantail, where the Coast Guard helicopter could make the lift.

Giddings pointed out that because of the K-50 Windy's rigging, the helicopter could not have hoisted Stump from the sailboat.

Stump was shuttled to a Coast Guard amphibian on the island's airstrip and flown to San Diego.

"Here was a ship in United States waters who went out of her way to render assistance," Giddings said. "The way she did it was simply wonderful."

call was received by the *Saguenay* from the sailing yacht *Windy*, which was south of San Clemente Island. She reported one of her crew members had been injured. As the *Saguenay* had a doctor on board and was exercising independently nearby, she immediately went to the injured man's aid. At the scene, a U.S. Coast Guard cutter was standing by and a helicopter and amphibian aircraft were circling overhead.

The yacht came alongside and was boarded by Surgeon Lt. Fred Soucek, who suspected the crewman had suffered broken ribs. The injured man was placed in a stretcher, hoisted to the *Saguenay's* quarterdeck, and then transferred to the helicopter, which took him to an air-strip on San Clemente Island for transfer to the amphibian that took him to hospital in San Diego.

The remainder of the trip to San Francisco was without incident and the ship arrived July 2 for a short three-day visit before sailing for home.

After steaming 5,553 miles the ships arrived in Esquimalt on the morning of July 8, the sailors happy to be back

with their families again. All were agreed it had been a good cruise and they had gained valuable experience. The only things that marred the trip were the generally cold, damp, foggy weather and choppy seas.

The *Saguenay*, *Fraser* and *Ottawa* sailed for northern waters on July 16 for the second phase of the ROTP Cadet Midshipmen's summer training. For five days the ships carried out mortar and gunnery exercises, seamanship evolutions, and officer-of-the-watch manoeuvres.

The *Fraser* and *Ottawa* departed to pay a visit to Juneau, Alaska. With Captain V. Browne, squadron commander on board, the *Saguenay* proceeded to Prince Rupert to embark His Honour, Major General G. C. Pearkes, VC, Lieutenant Governor of British Columbia.

Leaving Prince Rupert on Sunday July 22, the *Saguenay* began a six-day cruise of northern British Columbia waters to enable His Honour to visit some of the more remote communities of the province. Visited in turn were Stewart, Masset, Queen Charlotte City, Bella Bella, Ocean Falls and Namu.

Everywhere he went, His Honour was enthusiastically received. The Indians performed their tribal dances for him and escorted him through their villages. He showed deep interest in their customs, progress and hopes for the future.

During the week the wardroom entertained the lieutenant-governor at a mess dinner. The ship's company held a concert on the quarterdeck, featuring skits, music and a barbecue, and ending with a sing-song.

On Saturday, July 28, General Pearkes left the *Saguenay* at Port Hardy and the ship headed for Victoria to refuel before proceeding on further exercises for the cadet midshipmen.

August 3 saw the *Saguenay* and *Fraser* greeted in Seattle by dancing girls, bands, the Seafair Pirates, and the Seafair Queen, as the ships arrived for the annual Seafair.

As usual the American hospitality was wonderful and the ship's company enjoyed themselves immensely. Entertainment included street dancing, a torchlight parade, a USO military ball and a view of the Gold Cup hydroplane races. Many were able to get a look at

FAMILY PORTRAIT—Members of the ship's company of HMCS Cayuga posed for this group picture while their ship was in Bermuda last spring. The photograph was taken by E. Roberts, of St. George's, Bermuda.



the World's Fair as a preview to the ship's visit to the fair during Canada Week in September. The ships sailed for home Monday, August 6.

The busy summer training period closed as the *Saguenay* and the other ships of the Pacific Command took part in the Navy Salute to Victoria. The *Saguenay*, *Fraser* and *Ottawa* made four two-hour "Sailor for a Day" cruises to give the children of Victoria an opportunity to view shipboard life. One hundred and thirty children were taken on each cruise and they were shown mortar firings and simple ship manoeuvres, and were shown through the ship.

On Saturday, August 11, the ships staged a mine-sweeping and anti-submarine demonstration off Beacon Hill Park. At the close of the exercises the *Saguenay*, *Fraser*, *Skeena* and *Ottawa* executed a formation anchorage off the Park and, after dark, the four ships switched on ceremonial illumination. The evening ended with a brilliant display of fireworks. At midnight the ships weighed and proceeded in to Esquimalt.

Monday, August, 13, saw the beginning of a well-earned leave period after an interesting and busy summer.

HMCS *James Bay*

Following three sweeping exercises early this year, the *James Bay* took leave of the fleet for a six-week maintenance and repair period.

Before entering the shipyard the ship's company went to ceremonial divisions, which offered the last opportunity for the captain Lt.-Cdr. R. A. Orton, to see and speak to those he had commanded for the past two years. He has taken up a new appointment in *Cornwallis*.

When the maintenance period was over the *James Bay* proceeded on a two-week period of intensive working-up exercises under Lt.-Cdr. J. E. Hobbs, the new commanding officer. There were many new faces in the ship's company and these men needed plenty of practice in order to become familiar with the intricate equipment on board a minesweeper.

During a brief stay in Bedwell Harbour a "banyan" was held ashore, and a good time was had, with the executive officer, Lt. D. H. C. Gurr, master of ceremonies, leading the singing.

The first operational task for the *James Bay* was to assist in the RCN's "Salute to Victoria" during the Victoria centennial celebrations. The ship's

company cleaned and polished the ship until she was sparkling. Some hands were required to assist in building the second Minesweeping Squadron's float an almost longer than life reproduction of a minesweeper and others were required in the marching contingent for the parade.

The big effort brought its reward. More than 2,500 visitors came on board the *James Bay* during the three days she was on show in Victoria's inner harbour, and Victorians in their thousands turned out to see her, together with other ships of the Pacific Command, carrying out exercises off Beacon Hill Park.

ATLANTIC COMMAND

Ninth Escort Squadron

Variety was the keyword of UNTD summer cruises in 1962, when 400 cadets joined the Ninth Canadian Escort Squadron to cruise more than 15,000 miles from Cape Cod to Portsmouth, and from Dublin to the icy solitude of Hudson Bay.

"Cruise Alfa", from May 21 to June 15, provided the cadets with an unglamorized look at everyday life in the RCN, as the five frigates carried out the task of duty squadron off Nova Scotia. Although there were no romantic foreign ports during this period, the "Alfa gang" enjoyed the unique advantage of hunting actual submarines, manning the squadron's surface and anti-aircraft weapons during half a dozen gunnery shoots, and exploring a number of remote anchorages rarely seen by modern-day mariners. One highlight of the cruise was a chance meeting with more than 50 Soviet trawlers on George's Bank on a sunny June morning.

The only recreation port during Cruise "Alfa" was Saint John, New Brunswick, where cadets staged their own "June Ball" in HMCS *Brunswick* on June 9.

Embroidery Rare Hobby

Bert H. Osborne, husky six-footer, who is a technical officer at the Naval Armament Depot, Dartmouth, devotes his spare time to picture embroidery.

In the past 10 years he has completed a dozen pictures, all on display at the Halifax Memorial Library. Most intricate is his version of Da Vinci's "The Last Supper", which took him 2,500 hours over a three-year period.

The burly ex-sailor picked up the art form while a hospital convalescent.

Next day, cadet crews from the *Cap de la Madeleine* and *Buckingham* topped their earlier exploits by pulling whalers through Saint John's famous Reversing Falls, an ordeal which required nearly four hours toil amid the hissing whirlpools and constantly shifting back eddies.

Unable to lower a whaler because of an inboard berth, the *Lauzon* sent a team of clearance divers to swim through the dreaded cataracts, followed by a local motorboat. The swimmers succeeded but announced "Never again" as they wearily climbed aboard their own ship.

The trans-Atlantic cruise of the 1962 UNTD program was "Cruise Bravo", from June 23 to July 27, which took 154 cadets to Portsmouth and Dublin.

This proved to be the really "jammy" voyage of the year, with the North Atlantic as calm as a mill-pond for the entire 10-day eastbound crossing. After passing the sun-baked cliffs of Cornwall and Devon, the squadron anchored for a day off Brixham to touch up paintwork, then entered Portsmouth on July 4 for a five-day visit.

During this stay all cadets and members of the ships' companies enjoyed a 48-hour leave, most heading for London. On July 6 the squadron was honoured by a visit from Canada's High Commissioner to England, Hon. George Drew, and by the Naval Member, Canadian Joint Staff, Commodore A. G. Boulton.

The squadron proceeded to Dublin after a week's sea exercises off Portland and in the Bristol Channel, entering the River Liffey at daybreak Friday, July 13. The next five days provided some of the most fabulous entertainment and hospitality ever experienced by RCN libertymen anywhere.

Although many Canadians thought they had already become acquainted with Ireland's friendliness at Londonderry and Belfast, the natives of Dublin set out to prove that Ireland, too, has its own special brand of "southern hospitality". Bus tours, horse races, salmon fishing, sailing, souvenir hunting, "singing pubs" and fine cooking were only a few of the countless attractions of the Emerald Isle, now regarded as a "must" among European ports by the Ninth Squadron.

After an uneventful passage, chiefly given to cadet lectures and exams, the squadron arrived in Halifax on July 27.

Cruise "Charlie", from August 13 to September 7 saw the five ships of the Ninth, carrying 104 cadets, enter Hudson Bay for a five-day visit to Churchill, Manitoba.

HMCS *Sioux*

The *Sioux* landed three platoons in St. John's, Newfoundland, on July 1, Memorial Day, to participate in remembrance services for Newfoundlanders who lost their lives in the First and Second World Wars and the Korean conflict.

The Lieutenant-Governor of Newfoundland, His Honour Campbell Macpherson, and his official party were embarked in the *Sioux* on July 7. The ship sailed from St. John's shortly before midnight for visits to ports in northern Newfoundland and Labrador.

During the period July 7-22 the *Sioux* visited 10 different ports. In all settlements His Honour was greeted enthusiastically by gunfire and cheers of welcome by the local inhabitants. While ashore His Honour made tours of schools, hospitals, provincial and federal facilities and visited frequently with senior citizens. The high esteem in which His Honour was held by the people was clearly evident on all occasions.

The ship's company took frequent advantage of the excellent fishing opportunities. Fish stories reigned supreme and the catch varied in size from a very small mud trout to a 9½-lb. cod, which was jigged out of the water from the ship's side and which netted its catcher a cash prize in the ship's fishing contest. The ship's soccer team went down in hard-fought defeat to the local team from Woody's point in Bonne Bay.

In Cartwright, Labrador, on July 15, His Honour was the guest of honour at a mess dinner in the wardroom. In appreciation of services rendered, His Honour presented to the ship a silver tray suitably inscribed to commemorate his time spent in the *Sioux*.

COLLECTOR SEEKS CAP TALLIES

A cap tally collector of long standing, W. F. Wiley, of 4606 Henry Street, Vancouver 10, B.C., is interested in obtaining ribbons, not only from Commonwealth ships, but also from ships of other nations.

His collection won first prize in its class at the Pacific National Exhibition's Hobby Show in 1959.

On arrival in Corner Brook on July 22 His Honour took official leave of the ship. Ceremonial divisions were held on the Bowater's company jetty. His Honour inspected his guard and the ship's company. On completion the ship's piper PO Kenneth MacLeod, led the Protestant members of the ship's company to church. The service was attended by His Honour, Cdr. C. A. Law, commanding officer of the *Sioux*, and the official party. After Divine Service the ship's company marched past and His Honour, took the salute in front of the church.

The *Sioux* returned to Halifax on July 24 for six weeks of self-maintenance and annual leave for the ship's company.

NAVAL DIVISIONS

HMCS *Montcalm*

Acting Cdr. W. G. Mylett has been recalled from the RCNR retired list and appointed commanding officer of HMCS *Montcalm*, the Quebec City naval division, with the additional appointment of honorary aide de camp to the Lieutenant Governor of Quebec.

Cdr. Mylett succeeds Acting Cdr. P. H. C. Langlais, who has been in command of the division for nearly four and a half years. Cdr. Langlais will retain his appointment as honorary aide de camp to His Excellency the Governor General.

First associated with the division in 1947, Cdr. Mylett previously commanded *Montcalm* from October 1952 to April 1958. Before taking over from Cdr. Mylett, Cdr. Langlais had commanded the University Naval Training Division at Laval University.

SEA CADETS

RCSCC *Skeena*

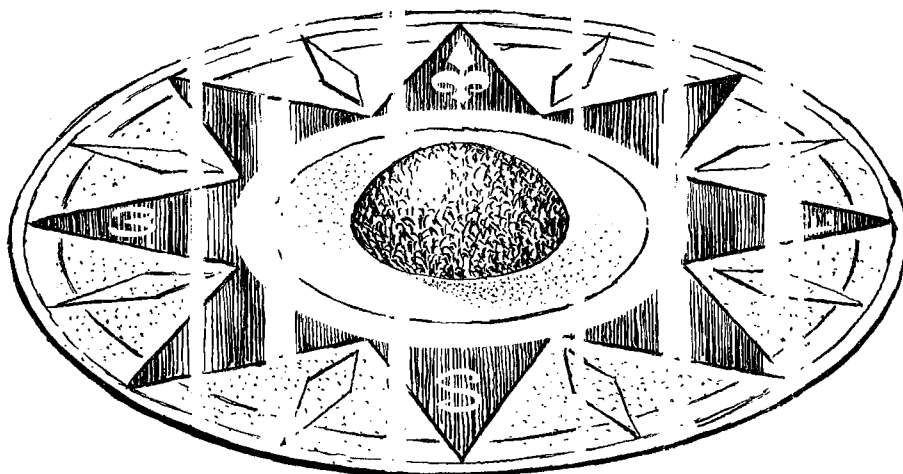
The *Skeena* Marina, an ambitious project undertaken by Port Hope's 60-member Royal Canadian Sea Cadet Corps, provided round-the-clock service for pleasure boats visiting the Lake Ontario community during the summer.

The *Skeena* cadet corps, which also operates a marina at nearby Cobourg, has operated a port-of-call at Port Hope for pleasure craft since 1956. It consisted of one fuel pump and a shack.

This year it was decided to expand. In June, as a result of the collaboration of the Harbour Commission of Port Hope, the town, the Navy League of Canada, Ontario Division, and Imperial Oil, the new marina opened.

It included 1,500 feet of dock space, fuel, electricity, water and ice, telephones and canteen, showers and lounge.

The idea was to raise money to pay off the remaining \$3,000 of a debt incurred in construction of the *Skeena* corps barracks which replaced quarters destroyed by fire in 1956.



HERE AND THERE IN THE RCN



Lt. (W) M. C. (Cassie) Whiteside, of HMCS Discovery, the Vancouver naval division, was the only woman officer taking the naval control of shipping course at the Great Lakes Training Centre, Hamilton, this past summer. Here she finds her wren officer's hat somewhat out-numbered. (COND-7865)



Miss Evelyn Fahrbach, Ogdensburg, New York, International Seaway Festival Queen, welcomed the commanding officers of HMC Ships Porte St. Louis and Porte St. Jean as they arrived in the St. Lawrence River port to take part in the festival. Left to right are Howard Welt, Chamber of Commerce secretary; Lt.-Cdr. T. A. M. Smith, commanding officer of the Porte St. Jean; Miss Fahrbach; Lt. S. M. Berchem, commanding officer of the Porte St. Louis; Mayor Edward J. Keenan, and John Missert, president of the Ogdensburg Chamber of Commerce. (COND-7888)



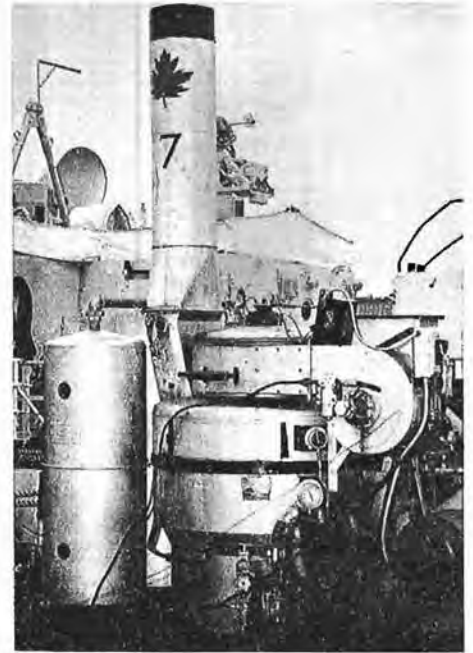
The destroyer escort Sioux is piped in and out of harbour by one of her weaponmen, PO Kenneth R. MacLeod, dressed in Highland regalia. PO MacLeod was photographed as the Sioux entered St. John's, to take Lieutenant-Governor Campbell L. Macpherson on his annual visit to Old Colony outposts. (HS-69100-5)



An old muzzle loader and a Boffin mounting gained for the Naval Armament Depot, Dartmouth, a first prize in the Armed Forces Division of floats entered in the Halifax Natal Day Parade, July 30. Entitled "Progress", it earned a second place in the same category in the Dartmouth Natal Day Parade, August 8. In 1961 the Depot's progress entry was more marked and also more dramatic. The muzzle loader was offset by a 3-inch-50 gun whose sheer size resulted in an unfortunate joust with Halifax trolley coach wires overhead. (HS-69296).



Unusually heavy ice prevented the Sioux from taking Newfoundland's Lieutenant-Governor Campbell L. MacPherson on a scheduled visit to some Labrador settlements early in August. Off the northern tip of Newfoundland lay this immense iceberg. The lookout is Ord. Sea. Raymond C. Fisher. (HS-69100-36)



Something was added to the Seventh Canadian Escort Squadron this past summer. Appreciative of the warmth provided by the steam bogey on the Gunwharf in Halifax during a chilly leave and self-maintenance period, personnel of the Fort Erie and Outremont "adopted" the contraption and dubbed it "Yogi's Bogey" in honour of the then squadron commander, Cdr. L. B. Jensen, whose nickname throughout the fleet is "Yogi". (HS-69410)



Last fall a team of CBC personnel travelled with frigates of the Pacific Command on a training cruise to various California ports. From it, the CBC cameraman and writers produced a 25-minute documentary, which was subsequently shown on the national network. In June a copy of the film was formally presented by the CBC to Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast. Presenting the film is Hugh Palmer, in charge of TV productions for the B.C. area. Looking on, from left are: Captain E. T. G. Madgwick, Commander Fourth Escort Squadron; Bill Herbert, regional news director; and Cdr. Henry Vondette, commanding officer of the frigate Stettler, which played a leading role in the film. (E-66760)



An officer cadet wearing the Canadian Forces Decoration on his uniform presented an unusual sight to old salts on board the Terra Nova during summer training phase with the UNTD cadets. Cadet Brian Wyatt served seven years in the RN before transferring to the RCN in 1954. He attended the RCN Preparatory School in Esquimalt in 1958 and entered the University of Western Ontario under the College Training Plan, receiving a BA degree at the 1962 spring convocation. He has since been promoted acting sub-lieutenant. (HS-68706)

TO ENCOURAGE THE OTHERS

A FEW YEARS ago a television series *Famous Trials of History*, re-enacted "The Court Martial of Admiral Byng". To the viewer unfamiliar with the case, it must have seemed that the writer and producer surely had taken some liberties in preparing the script; for on the evidence presented in the play, it was well-nigh impossible to believe that a court composed of brother-officers could have convicted Admiral Byng and thus condemned him to death.

Now has come a book that tells in detail, and with extensive documentation, the full story of the events that culminated in the death of Admiral Byng before a firing squad on the quarterdeck of HMS *Monarch*, March 14, 1757. After reading the book it is difficult to disagree with the author when he calls this "one of the most cold-blooded and cynical acts of judicial murder in the whole of British history".

Byng has his modern counterpart in the baseball manager who is fired for failing to win with the material, however inferior it may be, that is provided by higher authority. Only the baseball manager usually lands on his feet, with little lost but pride. Byng wound up in

a coffin. Byng was sent to do a job—defend the key Mediterranean naval base of Minorca—too late and with too little. By the time he arrived the French had landed 15,000 troops and captured all but one defended fort; just over the horizon was a covering French squadron, about equal numerically to Byng's but distinctly superior in metal, speed and fitness.

BOOKS for the SAILOR

Byng unhesitatingly gave the order to engage, taking his tactical direction from the rigid and out-dated *Fighting Instructions*. The ensuing battle was inconclusive but with some of his ships badly damaged, 411 men sick and 162 wounded, Byng felt compelled to withdraw to Gibraltar to repair, recuperate and perhaps be reinforced. The field was left clear to the French.

The first report to reach England of the battle was that of the French

admiral. Naturally, he claimed a victory. On the basis of this Byng was recalled, in disgrace. When Minorca fell the public outcry was so great and so angry that the government feared for its life. A scapegoat had to be found—and the choice was Admiral Byng. The story of men occupying the highest stations in the land, in politics and the Navy, scheming and lying to save their own skins is a sorry one indeed. In this book it is told in full, and often in these men's own words, for the first time.

It was Byng's execution that led Voltaire, in his *Candide*, to ascribe to an Englishman the explanation that "In this country it is thought well to kill an admiral from time to time to encourage the others".

The quotation became famous, but it was facetious. Byng was sacrificed to appease the mob, and the knowledge of this had Britain's admirals looking cautiously over their shoulders for many years thereafter.—R.C.H.

AT 12 MR BYNG WAS SHOT, by Dudley Pope; published in Canada by McClelland and Stewart Limited, 25 Hollinger Road, Toronto 25; 358 pages; \$7.50.

Nelson's Missing Dinner Plate

SOMEONE in Canada may have it within his power to make the Senior Supply Officer of the Royal Naval Barracks, Plymouth, England, exceedingly happy. All he needs to do is produce a silver dinner plate—one of 23 once owned by Vice-Admiral Lord Nelson.

The Senior Supply Officer knows the location of 20 of the plates. Of the three that are missing, one is believed to have gone down with HMS *Courageous* when she was torpedoed on September 17, 1939, and another, stored in what was considered safe custody in Portsmouth, was lost in the blitz in 1941.

The third? There is just a chance it may still be in existence in Canada or abroad.

The dinner plates were presented in 1919 by the Navy League of Britain to 23 individual ships. Three years ago it was noticed that the records of the whereabouts of the plates in the Port

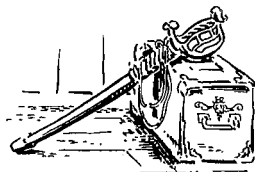
Trophy catalogues at Portsmouth were inaccurate and incomplete. The Port Supply Officer launched a search that eventually provided definite information on the location of 20 plates. He assumes that two of the plates are irrevocably lost but he still hopes he may learn of the existence of No. 23.

The plate was originally presented by the Navy League to HMS *Repulse*. Three days after Britain declared war on Germany, the *Repulse* landed the more valuable of her trophies at HMC Dockyard, Halifax. The battle cruiser *Repulse* was sunk along with the new

battleship, the *Prince of Wales*, on December 10, 1941.

Inquiries in recent years have indicated that no receipts were issued for the black boxes containing the trophies when they were brought ashore. Dockyard facilities in Halifax had to be expanded many times during the war, old warehouses were torn down, new buildings were erected and supplies and stores were moved from here to there and back again. It is not surprising that the *Repulse's* trophies, including Nelson's dinner plate, vanished from official ken. Inquiries in Britain, on the chance the trophies had seen shipped back there after the war, brought no results.

Now the search has turned to Canada where, its historical value unappreciated, the relic may be doing duty as a sandwich tray in some private home. If so, the Senior Supply Officer at Plymouth would like to know—just so he can complete his records.



The White Ensign and the RCN

Dear Sir:

In the March issue of *The Crownsnest* there appears an article, "The Red Ensign Flies Again", in which the following statement is made:

"Two British sources say this authorization (PC 2843) was not immediately effective and that 'legal' use of the White Ensign in ships of the RCN did not begin until 1913."

The author of your article has informed me that the two sources referred to are W. G. Perrin, *British Flags* (published 1922) and Admiral G. Campbell and I. O. Evans, *The Book of Flags* (published 1950).

It is fairly obvious that Mr. Perrin was misled by the fact that the agreement made at the 1911 Imperial Conference concerning the wearing of the White Ensign by Canadian and Australian ships was not embodied in KR&AI (*King's Regulations and Admiralty Instructions*) until the 1913 edition.

The fact is that RCN ships "legally" flew the White Ensign from the time of their arrival in Canada, first in deference to an Admiralty request forwarded by the Colonial Office on October 15, 1910, then in accordance with a ministerial order of January 24, 1911, and finally by authority of PC 2843, which was gazetted on December 30, 1911.

It might conceivably be argued that the wishes of the Admiralty and the British Government, and later a ministerial order, were not sufficient grounds to make the wearing of the White Ensign by RCN ships "legal". This would however be a weak argument. *The Naval Service Act of 1910* (Article 48) stated that KR&AI, provided they were not inconsistent with Canadian legislation and regulations, were applicable to the RCN. Article 118 of KR&AI (1906) was therefore applicable, and this states that "All His Majesty's Ships of War in Commission shall wear a White Ensign..." There was never any doubt about the *Niobe* and *Rainbow* being HM Ships of War.

There can also be no question about the "legality" of RCN ships wearing the White Ensign after the gazetting of Order in Council, PC 2843, on December 30, 1911. *The Naval Service Act of 1910*, Articles 45 and 46, states

that: "The Governor in Council may make regulations for...the Naval Service. Such regulations shall be published in *The Canada Gazette*, and upon being so published they shall have the same force in law as if they formed part of this Act."

It is interesting to note that during the discussions between the Canadian and British authorities in 1910 about the ensign to be worn by HMC Ships, suggestions were made that they wear either a White Ensign with the Canadian Coat of Arms in the fly or one defaced by a green maple leaf on a white disc, placed in the centre of the St. George's Cross. Needless to say, these suggestions were not favourably received.

E. C. RUSSELL
Naval Historian

Naval Headquarters,
Ottawa

Dear Sir:

We are pleased to announce that a Tri-Service Medical Museum has been opened at Canadian Forces Medical Service Training Centre, Camp Borden, Ontario. Most of the Museum pieces were inherited from the Royal Canadian Army Medical Corps School Museum, and consequently pertain to the Canadian Army Medical Corps and the Royal Canadian Army Medical Corps.

Because of the large number of candidates from the three services who

pass through our training centre, we are extremely anxious to develop a truly Tri-Service Museum.

With this thought in mind, I write to you, hoping to use your magazine as a medium to appeal to your many readers for items of historical interest. Suggested items are uniforms and accoutrements worn by medical officers, historical records, photographs, medical instruments, and other paraphernalia of war, particularly those which pertain to medical operations in the RCN.

All items will be gratefully acknowledged and the name of the donor will appear on each item in the Museum; items on loan will also be appreciated. Items should be sent to:

The Curator,
Canadian Forces Medical
Service Museum
Canadian Forces Medical
Service Training Centre
CAMP BORDEN, Ont.

I would like to take this opportunity to once again thank the many readers of your magazine who donated articles to the RCAMC School Museum, and extend a cordial invitation to visit our new Museum at any time.

Yours sincerely,
I. H. BARCLAY,
Group Captain,
Commandant.

CFMS Training Centre,
Camp Borden,
Ontario.



Two senior officers from the Royal Norwegian Air Force and a senior officer from the Royal Norwegian Navy spent two weeks in mid-summer at the Joint RCN-RCAF Maritime Warfare School at Stadacona. They sat in on lectures on anti-submarine warfare tactics and strategy. Seated around the conference table with directors of the school are, left to right, Lt.-Col. F. Schonberg and Lt.-Col. S. A. Hauge, both of the Royal Norwegian Air Force, Cdr. B. O. Dingsor, Royal Norwegian Navy; Cdr. J. R. Coulter, RCN director, and Wing Commander A. M. Halkett, RCAF Director. (HS-69592)

THE NAVY PLAYS

B.C. Scores in Sea Cadet Regatta

The first National Sea Cadet Sailing Regatta, sailed on Lake St. Louis, near Montreal, was an outstanding success—particularly for British Columbia corps, which captured the first three places in the final standings.

The regatta, organized by R. C. Stevenson, of Montreal, with the Royal St. Lawrence Yacht Club, of Dorval, as host, was held at the beginning of August.

Fourteen crews, of two sea cadets each, sailed 13-foot Flying Junior dinghies in a total of five races. First and third standing was taken by RCSCC *Captain Vancouver*, of Vancouver; second by RCSCC *Cougar*, of Shawnigan Lake, B.C., and fourth by RCSCC *Admiral Hose*, of Riverside Ont.

They were followed by: *John Travers Cornwell*, VC, Winnipeg, *Dreadnought*, Glace Bay, N.S.; *Moncton*, Moncton, N.B.; *Kenya*, Sundrae, Alta.; *Undaunted*, Calgary, *Skeena*, Port Hope, Ont.; *Assiniboine*, Moose Jaw; *Rawalpindi*, Prince Albert, Sask.; *Swiftsure*, Brandon, and *Terra Nova*, St. John's.

The winners were presented with the Challenge Trophy by C. K. McLeod, of Montreal, former national president of the Navy League of Canada, donor of the trophy.

During the regatta the sea cadets were billeted at HMCS *Hochelaga*. They subsequently journeyed to HMCS *Acadia* for their summer sea cadet training.

Oliver on Two Winning Teams

One of the RCN's crack shots, CPO H. M. (Howie) Oliver, of Cornwallis, was a member of Canadian rifle teams that brought back two major trophies from the meet at Bisley, England, in July.

He was a member of the special 12-man team, picked from the 18-man Dominion of Canada Rifle Association team, that won the Mackinnon Trophy for Canada for the first time in 10 years. The team scored 1,044 out of a possible 1,200, shooting at 900 and 1,000 yards. Scotland scored 1,039; England 1,021; Ireland 1,020 and Wales 980.



The Reid brothers hold the handsome trophy their family has given the Atlantic Command Handgun Club for competition, in memory of the late Police Constable Roy Wallace Reid, of Toronto. CPO Walter Wallace Reid, left, is an electronic technician in the Fleet School at Halifax. PO Roy William Reid is a naval photographer. (HS-68610)

A 12-man Canadian team also retained the trophy in the Senior Overseas Match, beating Guernsey by 20 points. CPO Oliver was one of the top scorers in this match, he and Pte. John Thompson, of Stellarton, N.S., each scoring 101 points toward the team total of 1,178 out of a possible 1,260.

Handgun Club Holds First Tourney

The Atlantic Command Handgun Club held its first annual Handgun Tournament at Bedford Range in June. It was a classified tournament, consisting of 11 classified and three unclassified matches.

The two-day event was most successful and was attended by upwards of 32 competitors from such various parts of Nova Scotia, including Yarmouth, Digby, Truro, RCAF Greenwood and the Halifax-Dartmouth area clubs.

A strong cross-wind was present for the greater part of the tournament but did not appear to handicap many shooters.

The Oland Trophy for the highest grand aggregate of the tournament went to Gary McMahon, 1960 Canadian Olympic pistol team member, with a score of 1711 out of a possible 1800. Mr. McMahon also won the Maritime Moving and Storage Trophy for the highest club's member's aggregate.

Scores of grand aggregate winners in their respective class, out of a possible 1800, were:

Open Class (Master): G. McMahon, Dartmouth, 1711; H. Campbell, Truro, 1678, M. Armstrong, Halifax, 1569.

Expert Class: Sgt. N. Credico, RCMP, Halifax, 1513; CPO Walter Redid, *Stadacona*, 1509; R. Nice, Halifax, 1285.

Sharpshooter Class: M. Maxwell, Bedford, 1450; PO Ed Sharples, *Bonaventure*, 1441; Larry Mandy, *Stadacona*, 1402.

Marksman Class: PO R. Moore, Canadian Forces Hospital, Halifax, 1350; I. Pyn, Digby, 1309; Sgt. Despattie, RCAF Greenwood, 1292.

The North American Van Lines Trophy for the top marksman of the tournament went to PO Moore.

There were three unclassified matches in the tournament: The 9mm Service Pistol Match was fired as a short course event of 30 rounds and was won by Sgt. "Nick" Credico, of the Halifax detachment of the RCMP.

The Roy Wallace Reid Memorial trophy competition, to promote interest and skill in handgun shooting, used a moving vest target at which two strings of five rounds each were fired. The winner was G. McMahon, who stepped down in favour of H. Campbell.

The Rapid Fire Silhouette Target contest, fired from 20 yards at five swinging targets, was won by D. Withers of Halifax.

Army Apprentices Win Track Meet

The naval technical apprentices journeyed from *Naden* to Chilliwack for the annual summer sports meet with the RCA apprentices. The program consisted of track and field, softball and a sailing regatta.

The track and field meet was a thrilling affair with both teams running neck and neck down to the final event, which was the tug-o'-war. The Army, by win-

ning two pulls to one, became the meet champion.

The softball game was a scorekeeper's nightmare, with Army winning 32-19.

In the sailing regatta, held on Cultis Lake, the naval apprentices, with their superior knowledge of seamanship and the rules, were able to walk away with the trophy.

New Zealanders Keen Sportsmen

A sports-minded crew from HMNZS *Royalist* crammed nine sporting events into their seven-day visit to Victoria, from August 6 until August 13.

On August 7 an RCN water polo team composed mostly of last year's "rep" team proved too much for the visitors when they tallied a 15-2 win.

On the same day *Naden's* .22 rifle team retained the Ontario Bugle (a trophy for competition between the two Navies) by scraping through with a 553 to 532 score.

In basketball a team from the Second Canadian Escort Squadron defeated the *Royalist* 64.26. The *Fraser* provided the softball opposition and scored a 15-0 win over the visitors, who showed promise but lacked finish.

The New Zealanders won handily at their own game of rugby when they defeated a very capable Oak Bay team 35-3. The following day the James Bay Rugby Club, strengthened from other city clubs tied the *Royalist* 3-3.

The RCN soccer team won 8-0 at soccer and Cape Breton tied 1-1 in grass hockey.

The Victoria Cricket Club downed the *Royalist* eleven 184-39.

The outstanding feature of the competition was the fine sportsmanship displayed by the New Zealanders.

Officer Double Winner At Shoot

Lt. George Grivel, of *Naden*, who won the Macdougall match with a perfect score at the Connaught Ranges near Ottawa in August, received another honour at the Canadian Rifle Association shoot.

Lt. Grivel was named winner of the Macpherson Memorial Trophy as the competitor with the highest combined score in the Macdougall and Connaught matches. Lt. Grivel won with a combined score of 46 x 50.

Shearwater Takes Soccer Title

Shearwater captured the Atlantic Command soccer championship when it drubbed Seventh Escort Squadron

15-0 in the tourney's final game. The championships were played at *Shearwater*.

In the previous game, *Stadacona*, which finished in second place, defeated First Escort Squadron, 4-3.

Final standings showed *Shearwater* with nine points, *Stadacona* with seven, First Escort with five and Seventh Escort with three.

Sailing Title Goes to Kynaston

The 1961 RCN Sailing Association championship has been won by former PO K. Kynaston, of the Halifax squadron, who amassed 1,649.8 points in last year's sailing events.

The championship is decided on the basis of points scored in races sailed between May 1 and December 1 of each year.

Navy, Army Meet Keenly Contested

Naden lower sports field was the scene of a closely matched track and field competition as the Army (1st Battalion PPCLI) and the Navy vied for honours. The keen competition was evident in the final results which showed the teams tied with 79 points each.

Oranges Launched Norway's Air Age

A bombardment of oranges launched Norway into the Air Age, it was recounted in connection with the celebration of the 50th anniversary of Norwegian aviation this past spring.

Ceremonies to mark the country's first heavier-than-air flight were held in Norway over the four-day period, May 31 to June 3. They recalled the accomplishment of Lt. Hans Dons, RNoN, a submarine officer, who flew from the vicinity of the Horten naval base to Frederikstad, across the mouth of the Oslofjord, on June 1, 1912, to become the first Norwegian to fly an aircraft in Norway.

Some time earlier a Swedish pilot, it is said, flew from Sweden to the naval base at Horten and cheerfully bombarded the Norwegian navy with oranges. Norwegian naval officers responded by contributing to a fund to pay for the training of one of their number in aviation and also to hire a plane.

Lt. Dons was sent to Germany for a 10-day course in flying and a German aircraft called the "Start" was hired. The historic flight of June 1, 1912, followed. That same year the Royal Norwegian Air Force was founded.

The "Start", which Lt. Dons flew, has been preserved and was on display during this year's celebrations. Observers of the crudely constructed machine wondered that it had ever flown.

To make the afternoon complete, three men tied for the individual aggregate with eight points each.

Golfing Chief's Last Try Succeeds

On his final try before proceeding to retirement CPO Tom McIntyre succeeded in winning the RCN Golf Association open tournament at the George Vale Golf Club, Victoria.

CPO McIntyre, an ardent golfer throughout his naval career, had to play consistently good golf to take the honours as 60 "divotees" participated in the tournament.

UNTD Cadets Top Tennis Meet

UNTD cadets posted 39 points to take top team honours in the annual Atlantic Command tennis championships staged at *Stadacona* in late July. In second place was *Stad* with 24, followed by *Shearwater* 18, *Cornwallis* 17 and *Ships* 11.

Results of the individual competitions:

Men's Singles — Andrea defeated Langlois, 7-5, 7-5. Campbell defeated Lemieux 6-1, 6-2. Rushton defeated Albrow, 8-6, 1-6, 6-3. Campbell defeated Rushton 6-1, 6-0. Final—Campbell defeated Andrea, 6-4, 6-4.

Men's Doubles—Rochoch, Flewelling defeated Rushton, Briton 6-0, 6-4. Smith, Baker, defeated Bradley, McNeil, 6-3, 6-1. Fowler, Speight defeated Rochoch, Flewelling, 6-0, 6-4. Final—Fowler, Speight defeated Smith, Baker, 6-4, 6-3.

Mixed Doubles—Final: Fowler, Pratt defeated Baker, Baker, 7-5, 6-2.

Ladies Singles—Final: Mrs. Pratt defeated Mrs. Corfe, 6-0, 6-1.

Cadet Called Up By Farm Team

Cadet Jack Drover, aged 17, member of the University Naval Training Division at Memorial University, St. John's, Newfoundland, has left for St. Catharines, Ontario, to join the Teepees (being renamed Black Hawks) junior hockey team.

Cadet Drover, a starry right defenceman, has been signed up for the 1962-63 season with the Chicago Black Hawks sponsored team in the Ontario city.

St. John's hockey experts consider him a hot prospect for the National Hockey League in a very few years. After his year of hockey, Cadet Drover's plans may include attendance at McMaster University in Hamilton.

RETIREMENTS

CPO ROYAL REGINALD ADAMS, C2RM4, of Edmonton; joined July 14, 1937; served in Naden, Stadacona, HMS Victory, Skeena, Pictou, Beaver, Avalon, Sackville, St. Hyacinthe, Chaleur II, Dunver, Givenchy, New Glasgow, Peregrine, Ottawa, Stettler, Woodstock, Iroquois, St. Stephen, RCNAS Dartmouth, Aldergrove, Beaconhill, Rockcliffe, Crescent, Stoux, Cayuga, Ontario, Cornwallis, Discovery; awarded CD; retired July 13, 1962.

PO SPURGEON BAXTER, P1SW3 of Canso, N.S.; served in RCNVR April 15, 1941 to Sept. 20, 1945, joined RCN Nov. 30, 1945; served in Stadacona, Avalon, Arvida, Cornwallis, Scotian, Haligonian, Uganda, Micmac, RCNAS Dartmouth, St. Stephen, Cayuga, New Liskeard, Naden, Magnificent, Huron, Swansea, Toronto, Penetang, Hochelaga, Assiniboine, Crescent, Micmac; awarded CD; retired July 30, 1962.

CPO NORMAN CHARLES BRUMN, C1ER4, of Petawawa, Ont.; joined July 12, 1937; served in Stadacona, Saguenay, Naden, Skeena, Cornwallis, York, Givenchy, Niobe, Sioux, Peregrine, Scotian, Crusader, Micmac, Magnificent, Cape Breton, Lauzon; awarded RCN Long Service and Good Conduct Medal; retired July 11, 1962.

CPO GEORGE ROMEO BOUDREAU, C2CM4, of Petit Rocher, North, N.B.; joined July 12, 1937; served in Stadacona, Ottawa, Naden, Avalon, Givenchy, St. Hyacinthe, York, Cornwallis, Warrior, Ontario, Royal Roads, Saguenay; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

CPO RONALD LAIRD BUTLER, C2HT4, of Halifax; joined RCNVR Aug. 13, 1943, transferred to RCN Oct. 12, 1944; served in Stadacona, Fort Ramsay, Charny, Kings, Peregrine, Niobe, Ontario, Micmac, Iroquois, Cornwallis, Quebec, Shearwater, Sault Ste. Marie, Bonaventure, Cape Scott; awarded CD; retired August 12, 1962.

CPO ARTHUR ALAN CAMPION, C1ST4, of Nelson, B.C.; joined July 19, 1941; served in Saskatoon naval division, Naden, Givenchy, Wolf, Stadacona, Avalon, Peregrine, Unicorn, Niobe, HMS Demetrius, HMS Ganet, Warrior, Antigonish, Sioux, Athabaskan, Crescent, Hochelaga; awarded CD; retired July 18, 1962.

CPO JOHN ALEXANDER CARIOU, C1WO4, of Jasinin, Sask.; joined July 15, 1941, served in Regina naval division, Naden, NOIC Vancouver, Prince Henry, Givenchy, Stadacona, Niobe, HMS Marlborough, HMS Nigeria, HMS Jamaica, Peregrine, Niagara, Ontario, Wallaceburg, Crusader, Skeena, Stettler; awarded CD; retired July 14, 1962.

CPO STANLEY LEWIS COOPER, C1CM4, of Victoria; joined July 12, 1937; served in Naden, St. Laurent, Stadacona, St. Francis, Preserver, Avalon, Kootenay, Shelburne, York, Chatham, Uganda, Crescent, Magnificent, Cape Breton, Shearwater, Quebec, Cornwallis, Acadia; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

CPO DAVID LACEY CROWE, C1ER4, of Victoria; joined July 12, 1937, served in Naden, Ottawa, Stadacona, Nanaimo, St.

Clair, Prince Henry, Hunter, Givenchy, Niobe, Baddeck, Cornwallis, Thetford Mines, Peregrine, Gatineau, Ontario, Magnificent, New Liskeard, Cayuga, Stettler, New Waterford; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

PO NORMAN ELLISON, PIAT3, of Vancouver; joined RCNVR May 17, 1941, transferred to RCN Aug. 21, 1944; served in Vancouver naval division, Naden, Stadacona, Ville de Quebec, Alberni, Sarnia, Peregrine, Niobe, HMS Turnstone, HMS Fledgling, HMS Kestrel, HMS Condor, HMS Pintail, HMS Owl, Warrior, Shearwater (18CAG), Cornwallis, Shearwater (30CAG), Magnificent (30CAG), Shearwater (VF870), Naden, Malahat (VC922); awarded CD; retired August 11, 1962.

RCNVR Sept. 3, 1930, transferred to RCN Aug. 30, 1940; served in Winnipeg naval division, Naden, Vancouver, Skeena, DEMS Empress of Russia, Quesnel, Ungava, Stadacona, Niagara, Burrard, Nipigon, Cornwallis, Givenchy, New Glasgow, Avalon, Niobe, HMS Ferret, Chippawa, Naden, Ontario, Crusader, Athabaskan, Fraser, Nonsuch, Discovery; retired Aug. 29, 1962.

CPO GORDON ROSS FRICKETT, C1LT4, of Roblin, Man.; joined RCNVR June 19, 1942, transferred to RCN Feb. 27, 1947; served in Unicorn, York, St. Hyacinthe, Cornwallis, Stadacona, Bytown, Donnacona, Uganda, Naden, Churchill, Athabaskan, Gloucester, Newport Corners, Huron, Shearwater, Haida; awarded CD; retired July 31, 1962.

CPO THOMAS HENRY HUTCHINSON, C2ER4, of Ogema, Sask.; joined RCNVR June 18, 1935, transferred to RCN July 12, 1937; served in Stadacona, St. Laurent, Skeena, Ottawa, Comox, Prince David, Naden, Caraqueet, Nonsuch, Niobe, Glasgow, Uganda, Givenchy, Rockcliffe, Ehkoli, Sault Ste. Marie, Cornwallis, Cayuga, Antigonish, Stettler, Sioux, New Waterford, Patriot; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

CPO ARTHUR THOMAS REA INGLIS, C1WV4, of Edinburg, Scotland; joined July 15, 1941; served in Windsor naval division, Naden, Canfisco, Stadacona, Standard Coaster, Transcona, Cornwallis, Peregrine, Provider, Scotian, Dundurn, Iroquois, Warrior, Magnificent, Nootka, Micmac, Portage, Wallaceburg, Inch Arran, Fort Erie; awarded CD; retired July 28, 1962.

CPO LEONARD DOUGLAS LYCETT, C2ER4, of Liverpool, England; joined August 28, 1937; served in Naden, St. Laurent, Fraser, Assiniboine, Stadacona, St. Croix, Rimouski, Agassiz, York, Arvida, Chaleur II, Buckingham, Peregrine, Stormont, Tilsonburg, Scotian, Warrior, Rockcliffe, Chippawa, Magnificent, Fort Erie, Outremant, Cayuga; awarded Long Service and Good Conduct Medal; retired August 27, 1962.

CPO JOSEPH BERNARD MALONE, C2AT4, of Norquay, Sask., joined June 2, 1941, served in Naden, Royal Roads, Edmonton, Stadacona, Grand-Mere, Cornwallis, Givenchy, Peregrine, Niobe, Moose Jaw, New Glasgow, Uganda, Warrior, RCN College, RNAS Worthydown, Shearwater, Magnificent, (30 CAG) Labrador HU 21, Bytown; awarded CD, retired 13 July, 1962.

CPO FREDERICK CLARKE MARR, C1ER4, of Mannhurst, N.B.; joined July 12, 1937; served in Stadacona, St. Laurent, Skeena, Buctouche, Niobe, Huron, Strathadam, Caripace, Peregrine, Kincardine, Scotian, Warrior, Magnificent, Haida, Bytown, Bonaventure; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

CPO ROBERT JOHN McLELLAN, C1BN4, of Vanguard, Sask.; joined July 12, 1937; served in Naden, Fraser, Stadacona, Assiniboine, Nipigon, Cornwallis, Hochelaga II, St.

Chief's Son Saves Amateur Diver

Darelle Kay, son of CPO Lloyd Kay, one time chief electrician at the RCN Diving Establishment, knew what to do and where to go when a tyro Scuba diver got into trouble in Halifax harbour off Shannon Park naval married quarters.

A summer visitor with a naval family in the Park decided to try out his new Scuba gear, with near-disastrous consequences.

Young Kay fished him out of the water and had him whisked by naval ambulance off to the Diving Unit for possible recompression and other treatment.

The naval doctor and divers discovered "no apparent bends" and a spokesman said the victim's condition was good. "He is suffering from exposure and lack of experience", was the official, tongue-in-cheek observation.

The novice diver was reported at the time of treatment to be offering his Scuba gear for sale, cheap.

CPO RONALD EDGAR FENWICK, C1LT4, of Saint John, N.B.; served April 7, 1938 to Nov. 14, 1945, rejoined Jan. 1948; served in Stadacona, Venture, Skeena, St. Hyacinthe, Brantford, Donnacona, Scotian, Peregrine, Victoriaville, Avalon, Captor II, Brunswick, Scotian, Coverdale, Haida, Wallaceburg, Magnificent, Albro Lake, Micmac, Montcalm, Sioux, Bonaventure; awarded Long Service and Good Conduct Medal; retired July 30, 1962.

PO BRIAN GRANARD FORBES, P1SN4, of Winnipeg; joined July 15, 1941, served in Vancouver naval division, Naden, Stadacona, Columbia, Avalon, Cornwallis, Summerside, HMS Arethusia, Niobe, Algonquin, Peregrine, Scotian, Givenchy, Uganda, Ontario, Antigonish, Athabaskan, Wallaceburg, Chatham, HMS Vernon, Ste. Therese, Crescent; awarded CD; retired July 18, 1962.

CPO DAVID HENRY ROGER FREEMAN, C2BN3, of St. Eustache, Man.; joined

Pierre, Kootenay, Protector, Scotian, Ontario, Sioux, Beacon Hill; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

PO WILLIAM JAMES MEADMORE, PICK3, of Calgary; joined RCNVR July 28, 1942, transferred to RCN June 18, 1945; served in *Naden, York, Burrard, Peregrine, Burrard, Givenchy, Crescent, Uganda, Cornwallis, Sioux, Beacon Hill, Antigonish, Ontario, Hochelaga, Ste. Therese*; awarded CD; retired July 14, 1962.

PO ALBERT SAMUEL MELVIN, PIER4, of St. John's, Nfld.; joined RCNVR July 15, 1941, transferred to RCN March 14, 1946; served in *Stadacona, Protector, Sambro (Sackville), Medicine Hat, Niobe, HMS Duke of York, HMS Norfolk, HMS Victory, Ontario, Chebogue, Peregrine, New Liskeard, Verraine, Warrior, Magnificent, Iroquois, Haida, Wallaceburg, Micmac, Nootka, Bonaventure, Sioux, St. Croix, Granby*; awarded CD; retired August 4, 1962.

CPO DOUGLAS JAMES PEARSON, CIER4; of Victoria, joined July 12, 1937; served in *Naden, Fraser, Nootka, Armentieres, Stadacona, St. Croix, Port Arthur, Niobe, Lock Alvie, Peregrine Cornwallis, Warrior, Givenchy, RCN College, Cayuga, Beacon Hill, Magnificent, Ontario, Crescent, Assiniboine*; awarded Long Service and Good Conduct Medal; retired August 7, 1962.

CPO DOUGLAS CYRIL RIPLEY, CIER4, of Stellarton, N.S.; joined July 12, 1937; served in *Stadacona, Skeena, Columbia, Burlington, Assiniboine, Avalon, Algonquin, Peregrine, Iroquois, Haida, Warrior, Magnificent Cabot Cornwallis, Naden, Quebec, Donnacona, Ottawa, Cape Scott*; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

CPO JOHN ROGERS, C1BN4, of Lethbridge, joined July 12, 1937; served in *Naden, Fraser, Wasaga, Baddeck, Sackville, Avalon*

Helping Hand Brings Reward

The ship's fund of HMCS *Porte St. Jean* has been enriched by an unsought \$100 as a result of an incident during the gate vessel's summer training season on the Great Lakes.

The cheque was sent to the ship by Edward B. Benjamin, of New Orleans, in appreciation of the assistance given by the *Porte St. Jean* to his sailing yacht, the *Indra IV*.

"A breakdown in my propulsion engine, plus a complete lack of facilities at Cobourg, Ontario, and for some 80 or 90 miles on either side of Cobourg along the north shore, made it necessary for the *Indra IV* to be towed to Rochester, which the *St. Jean's* command graciously volunteered," Mr. Benjamin wrote to Commodore Paul Taylor, Commanding Officer Naval Divisions, Hamilton, in explanation of the gift.

"Over and above this, the officers and crew showed the very essence of courtesy in assisting with communications, watering, etc."

Stadacona, Peregrine, Givenchy, Griffon, Athabaskan, Cornwallis, Saguenay; awarded Long Service and Good Conduct Medal; retired July 11, 1962.

PO ROBERT AUGUST SAEDAL, PIER4, of Bolduc, Man.; served in RCNVR Sept. 11, 1940, to July 26, 1945, joined RCNR Feb. 15, 1946, transferred to RCN Aug. 1, 1962; served in Winnipeg naval division, *Stadacona, HMS Royal Sovereign, Sambro, (St Clair), Fort Ramsay, Cobalt, Scotian, Peregrine, Chippawa, Ontario, Naden, Beaconhill, Athabaskan, Cayuga, Magnificent, Sioux, Cornwallis, New Liskeard, Lauzon, Bonaventure*; awarded CD, retired July 31, 1962.

CPO EARL SEALY, C1BN4, of Regina, joined RCNVR Feb. 28, 1932, transferred to RCN July 28, 1938; served in *Naden, Ottawa, Stadacona, Skeena, HMS Drake, Cornwallis, Restigouche, Hamilton, Peregrine, Niobe, Uganda, Rockcliffe, Ontario, Royal Roads, Margaree*; awarded Long Service and Good Conduct Medal; retired July 27, 1962.

CPO WILLIAM SHERLOCK TAYLOR, C1ET4, of Montreal; served in RCNVR Aug. 2, 1940 to Jan. 11, 1946, joined RCN Oct. 21, 1946; served in Montreal naval division, *Stadacona, St. Croix, Columbia, Cornwallis, Avalon, Peregrine, Scotian, Naden, Donnacona, Nootka, Haida, Quebec, HMS Flamborough Head, Sydney, Lauzon, Terra Nova, Stadacona (SM6)*; awarded CD; retired August 12, 1962.

PO ERNEST JOHN THOMAS, P1RP3, of Hamilton; joined July 15, 1941; served in Hamilton naval division, *Naden, Stadacona, Annapolis, Trillium, Peregrine, Saskatchewan, St. Hyacinthe, Niobe, Warrior, Magnificent, La Hullose, Micmac, Labrador, St. Laurent, Cayuga, Shearwater, Bonaventure, Law, York*; awarded CD; retired July 14, 1962.

PO JAMES ALFRED THOMPSON, P1RP3, of Revelstoke; joined July 15, 1941, served in *Naden, Givenchy, Stadacona, Annapolis, Chignecto, Stockham, Niobe, HMS Spartiate, Ribble, Peregrine, St. Hyacinthe, Warrior, HMS Dryad, Discovery, Ontario, Beacon Hill, Cornwallis, Cayuga, Quadra, Antigonish, Discovery*; awarded CD; retired July 14, 1962.

PO JOSEPH HERBERT THRELFALL, P12A4, of London, England; served in RAF from Aug. 1940 to April 30, 1946, joined RCN Oct. 7, 1948; served in *York, Naden, Cornwallis, Stadacona, Athabaskan, Oriole, Bytown, Niagara, Saguenay*; awarded CD, retired August 31, 1962.

CPO JOHN KENNETH WALKER, C1TL4, of Montreal; joined RCNVR April 14, 1937, RCN Aug. 28, 1938; served in *Stadacona, Ottawa, St. Laurent, Venture, St. Hyacinthe, Scotian, Newport Corner, Warrior, Magnificent, Albro Lake, Nootka, Quebec*; awarded Long Service and Good Conduct Medal, retired August 27, 1962.

CPO RICHARD WILLIAMS, C1FC4, of Victoria; joined July 12, 1937; served in *Naden, St. Laurent, Stadacona, Saguenay, Bytown, Cornwallis, Niagara, Deep Brook, Niobe, HMS Excellent, HMS Nigeria, HMS Jamaica, Peregrine, Ontario, Crescent, Crusader, Star, Stettler, Antigonish, Royal Roads*; awarded RCN Long Service and Good Conduct Medal; mentioned in Despatches, Sept. 6, 1953; retired July 11, 1962.

OFFICERS RETIRE

LIEUTENANT STEPHEN WILLIAM DERBYSHIRE, CD, of Halifax, joined RCN April 10, 1938, as an A/EA 4/C; promoted to A/Warrant Electrician on October 16, 1943. Lt. Derbyshire served in *Stadacona, HMS Vernon, Assiniboine, Fraser, Restigouche, Cornwallis, Naden, NOIC Shelburne, Avalon, Bytown, Avalon, Niobe, HMS Daidalus, HMS Dipper, HMS Condor, HMS Caroline, Warrior, Shearwater, Magnificent, Ontario*; last appointment, *Stadacona*, for Engineering Division; commenced leave on August 22, 1962; retires March 17, 1963.

COMMANDER MARTIN EDWARD DOYLE, CD, of Ottawa, joined RCNVR June 30, 1941, as a Writer; promoted to Pay Sub-Lieutenant on April 15, 1943; transferred to RCN Nov. 14, 1945. Cdr. Doyle served in Ottawa naval division, *Stadacona, Venture, Kings, Captor, Protector, Bytown, Naden, Warrior, Iroquois, Quebec*; last appointment, Assistant Director Naval Program Control (Personnel and Armament); commenced leave on July 4, 1962; retires on January 6, 1963.

CDR. LIONEL DOUGLAS HALL, MBE, CD and Clasp, of Edmonton and Victoria, joined RCN as writer April 1, 1931, promoted acting warrant writer January 1, 1941; served in *Naden, Skeena, Fraser, Ottawa, Assiniboine, Stadacona, Bytown, Niobe, Haida, Bonaventure*; last appointment as secretary to the Flag Officer Pacific Coast; commenced retirement leave September 1, 1962, retires May 12, 1963.

LIEUTENANT ARTHUR CYRIL SHELTON, of Halifax, joined RCN Nov. 16, 1943 as a Mechanician I/C; promoted to Acting Commissioned Engineer May 1, 1951. Lt. Shelton served in *Niobe, HMS Furious, HMS Minotaur, Ontario, Warrior, Naden, Cayuga, Cornwallis, Magnificent, Stadacona, New Liskeard, Outremont, Lauzon*; last appointment, *Stadacona* on staff of (Principal Naval Overseer); commenced leave on July 7, 1962; retires on January 10, 1963.

LIEUTENANT-COMMANDER ARNOLD BENJAMIN SOUTHON, MBE, CD, of Victoria, RCN, as a Writer, promoted to Acting Warrant Writer on January 1, 1941. Lt.-Cdr. Southon served in *Naden, HMS Vivid II, HMS Victory II, HMS Warspite, Ottawa, Givenchy, Bytown, Scotian, Stadacona, Haida, Portage, Wallaceburg, Cayuga, Niagara*; last appointment, *Niagara* as secretary to CANAVUS; commenced leave on July 1, 1962; retires on January 26, 1963.

COMMANDER GEORGE FRANCIS YELLAND, CD, of Ottawa; joined RCNVR, Sept. 18, 1939, as an A/ERA 4/C; transferred to RCN March 7, 1946; promoted to Warrant Officer (SB) on Sept. 1, 1940. Cdr. Yelland served in Montreal naval division, *Stadacona, Venture, Scotian, Bytown, Naden, Hochelaga*; last appointment, Principal Naval Overseer, St. Lawrence Area; commenced leave on August 16, 1962; retires on March 4, 1963.

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, 1962. Names are grouped according to trade.

Atlantic Command

For Promotion to Chief Petty Officer First Class

C2WS4	H. Heppell.....	4455-H
C3WS4	W. D. Wales.....	5561-H
C2FC4	L. E. Hampton.....	18157-H
C2WU4	G. J. Clare.....	6996-H
C2SN4	C. S. Smylie.....	6135-H
C2SN4	A. R. Watson.....	4776-H
C2RP4	P. E. Boyle.....	5872-H
C2RM4	A. R. Maynard.....	5944-H
C2RS4	W. C. Paly.....	6208-E
C2RS4	J. J. Purcell.....	5123-H
C2ER4	M. C. Goates.....	25455-H
C2ER4	W. N. Goodwin.....	22287-H
C2ER4	R. N. Papi.....	22283-H
C2ER4	J. Phillips.....	34240-H
C2ER4	B. A. Turner.....	25005-H
C2ET4	G. Pilkington.....	22051-H
C2HT4	W. R. Mombourquette.....	12131-H
C2AM4	G. D. Mooney.....	5387-H
C2AT4	L. W. Turner.....	22942-E
C2RA4	J. W. Freeman.....	50792-E
C2WR4	F. C. Randall.....	50603-H
C2ST4	R. F. Currie.....	51717-H
C2CM4	G. D. Blakeney.....	51075-H
C2CM4	W. J. Lawrence.....	50223-H
C2LA4	D. M. Halverson.....	50018-H
C2CD4	J. H. Wilson.....	4891-H
C2PH4	F. Polischuk.....	4839-H

For Promotion to Chief Petty Officer Second Class

P1BN3	W. G. Clayton.....	11158-H
P1BN4	K. B. Graham.....	7172-H
P1WS4	E. G. Brimble.....	51988-H
P1WS3	J. A. Clingan.....	6499-H
P1WS3	J. P. Drake.....	18637-H
P1WS3	D. R. Lonnee.....	5899-H
P1WS4	L. Roy.....	5083-H
P1FC4	S. H. Bell.....	10404-H
P1WU4	E. A. Bray.....	6749-H
P1WU4	J. A. Gaudet.....	15264-H
P1SN4	G. C. Edwards.....	10603-H
P1SN4	V. E. McKinnon.....	10394-H
P1SN4	G. J. Quesnel.....	23298-H
P1SN4	W. M. Stokes.....	10112-H
P1RP4	H. S. Morrison.....	6469-H
P1RM3	R. G. Dennis.....	5891-H
P1RM3	R. Deschenes.....	5986-H
P1RM3	R. E. Morehouse.....	10509-H
P1RS4	G. T. Finnie.....	7669-E
P1RS4	M. K. Love.....	6868-H
P1RS4	J. R. Westall.....	13135-H
P1ER4	J. T. Charter.....	10157-H
P1ER4	T. B. Edwards.....	25496-H
P1ER4	R. J. Gravelle.....	22956-H
P1ER4	W. G. Humphries.....	22544-H
P1ER4	R. E. Lacroix.....	22356-H
P1ER4	E. C. Large.....	23146-H
P1ER4	M. McCartney.....	8682-H
P1ER4	K. J. Orehard.....	22388-H
P1ET4	J. W. Muir.....	6282-H
P1ET4	G. A. Young.....	51444-H

P1LT4	N. E. Dugal.....	6905-H
P1LT4	A. K. Zahn.....	14305-H
P1HT4	J. N. McGraw.....	22510-H
P1WA4	E. R. Cant.....	50160-H
P1NA4	K. O. MacLean.....	17161-E
P1AM4	J. G. Goode.....	5889-H
P1AT4	R. W. Davidson.....	22918-E
P1AT4	G. L. Thompson.....	50430-H
P1EA4	J. E. Anderson.....	51583-H
P1RA4	L. W. Storey.....	12854-H
P1ST4	K. M. Hurl.....	50908-H
P1CM4	C. W. Hall.....	51952-H
P1CM4	W. Kowk.....	51680-H
P1CK3	J. W. McGill.....	50569-H
P1RR4	D. E. Crowe.....	51925-H
P1BD4	R. R. MacKay.....	50855-H

For Promotion to Petty Officer First Class

P2BN3	J. E. Parsons.....	6109-H
P2BN3	L. H. Stymest.....	7072-H
P2WS3	E. M. Coleman.....	10572-H
P2WS4	R. J. Houle.....	18986-H
P2WS2	A. J. McGuire.....	5919-H
P2WS3	W. McLeod.....	25506-H
P2WS2	J. C. Paul.....	26414-H
P2WS2	E. P. Wood.....	10532-H
P2FC3	C. L. Downey.....	15980-H
P2FC3	F. G. Morris.....	16832-H
P2FC3	L. J. Richard.....	6952-H
P2WU3	C. J. Ashton.....	9181-H
P2SN3	D. Clelland.....	10929-H

P2SN3	B. W. Pask.....	10217-H
P2SN4	L. R. Snow.....	12264-H
P2RP3	D. G. Cox.....	7402-H
P2RP3	G. E. Crouch.....	11772-H
P2RP3	C. H. Wood.....	12174-H
P2SG3	W. Archibald.....	16207-H
P2SG3	C. A. Chafe.....	13624-H
P2SG3	G. Griffin.....	12120-H
P2SG3	D. J. Marsh.....	10240-H
P2SG3	R. M. McLean.....	13827-H
P2SG3	R. J. Tate.....	16404-H
P2RM3	F. W. Wilson.....	18247-H
P2RS3	A. A. Atkins.....	15321-H
P2RS3	C. N. Gee.....	6729-H
P2ER4	J. E. Beaudry.....	23236-H
P2ER4	J. A. Carlson.....	43879-H
P2ER4	L. A. Carter.....	36449-H
P2ER4	G. L. Cayen.....	11304-H
P2ER4	D. J. Edwards.....	7334-H
P2ER4	J. W. Hilton.....	51994-H
P2ER4	D. R. Kennedy.....	12566-H
P2ER4	E. Kverme.....	38384-H
P2ER4	D. B. Jones.....	30000-H
P2ER4	G. J. Laplante.....	9025-H
P2ER4	W. S. Lethbridge.....	11996-H
P2ER4	W. M. Parker.....	36205-H
P2ER4	T. A. Poolton.....	42688-H
P2ER4	S. C. Omdal.....	9727-H
P2ER4	W. W. Robertson.....	36716-H
P2ER4	W. A. Salter.....	10881-H
P2ER4	D. G. Sheehan.....	27672-H
P2ER4	M. R. St. Onge.....	26415-H
P2ER4	H. W. Towner.....	39595-H
P2ER4	J. M. Watt.....	42416-H



The Canadian Highway Safety Council says that the use of seat belts could save 1,000 lives a year in Canada. In this Council photo, Mrs. Robert Dunn shows six-year-old daughter Monica how easily a seat belt may be adjusted. Mrs. Dunn's husband is a retired naval officer, who has been with External Affairs for many years. (Cliff Buckman, Photo Features)

P2ER4 G. R. Webster.....31313-H
P2ET4 J. R. Burrell.....26998-H
P2ET4 J. R. Culligan.....19887-H
P2ET4 D. A. Lyneh.....8089-H
P2ET3 R. W. Pratt.....12759-H
P2ET4 J. A. Theriault.....23339-H
P2LT4 G. A. Faulkner.....26966-H
P2LT3 R. H. Frowley.....18198-H
P2LT3 H. F. King.....9634-H
P2LT3 K. L. Redman.....15934-H
P2LT4 B. J. Reynolds.....10756-H
P2HT3 T. C. Lyons.....30693-H
P2NA3 D. J. Coakley.....25578-H
P2AM3 J. J. Mills.....10226-H
P2AT3 W. A. Gratto.....12129-H
P2AT4 J. A. Turner.....10380-E
P2EA3 A. S. Nemeth.....8145-E
P2RA3 P. R. Cochrane.....9352-H
P2AW3 J. D. Smith.....34230-H
P2AW3 P. K. Smoth.....23052-H
P2VS3 S. J. Carey.....16264-H
P2NS3 K. A. Pettigrew.....10545-H
P2NS3 J. L. Richard.....9899-H
P2CK3 G. Aucoin.....12088-H
P2CK3 A. J. Boucher.....41575-H
P2CK3 D. R. Croxall.....7220-H
P2CK3 E. J. Eisen.....12320-H
P2CK3 W. C. Gould.....10516-H
P2SW3 J. R. Fortin.....9867-H
P2SW3 C. G. Hicken.....15233-H
P2SW3 J. R. Rousseau.....14107-H
P2SW3 G. D. Woynar.....17649-H
P2MA3 L. A. Butland.....14655-H
P2OR3 A. L. Campbell.....23482-H
P2LA3 M. I. Jones.....37955-H
P2LA3 J. R. MacPhee.....25217-H
P2MA3 G. A. Rinneard.....31167-H
P2MA3 R. M. Stevens.....23401-H
P2PT3 J. Gill.....7083-H
P2MO3 W. J. Adamson.....13104-H
P2BD3 R. C. Knight.....14407-H
P2BD3 C. S. Potts.....30894-H

P2PH3 G. C. Apps.....13288-H
P2WP3 R. M. Auger.....W-32987

P1MA4 E. L. Thomas.....32724-E
P1PH4 R. C. Duiven.....5897-E

Pacific Command

For Promotion to Chief

Petty Officer First Class

C2BN4 G. C. Vanderhaegen.....3154-E
C2WS4 D. R. Allen.....4056-E
C2FC4 S. H. Shaw.....4973-E
C2FC4 J. K. Slater.....3432-E
C2SN4 F. R. Andrews.....4077-E
C2ER4 J. Blythe.....21614-E
C2ER4 A. E. Wise.....3642-E
C2LT4 L. W. Larson.....5032-E
C2WR4 V. E. Judson.....4907-E
C2ST4 C. P. Sonders.....40905-E
C2CM4 J. M. Vollet.....6199-E
C2BD4 C. G. Anslow.....51835-E

For Promotion to Chief

Petty Officer Second Class

P1BN4 H. Diek.....21902-E
P1FC4 E. A. Chadwick.....51529-E
P1SN4 G. Goossen.....17401-E
P1SN4 W. J. Henderson.....17186-E
P1ER4 H. G. Harper.....22173-E
P1ER4 F. R. McLean.....22735-E
P1ER4 P. Severny.....10031-E
P1ET4 S. W. Brynildsen.....51451-E
P1ET4 J. P. Frederick.....5379-E
P1ET4 T. D. Lavery.....6400-E
P1LT4 G. S. Tory.....5104-E
P1HT4 F. W. Hoyle.....17517-E
P1NS3 P. Dunae.....50598-E
P1CM4 R. E. Utley.....51081-E

For Promotion to Petty Officer First Class

P2BN3 J. M. Maybin.....14968-E
P2WS2 W. McArthur.....5772-E
P2WS2 H. G. Ross.....24178-E
P2FC2 E. W. Crawford.....14758-E
P2FC3 G. W. Stinson.....10366-E
P2WC4 R. M. Czop.....24265-E
P2SN3 F. T. McLeod.....6434-E
P2SN3 G. C. Smith.....3717-E
P2RP3 A. McLean.....6426-E
P2RP3 B. A. Thackeray.....5637-E
P2SG3 N. Clarkson.....15088-E
P2SG3 R. M. Negrich.....7710-E
P2RM3 L. R. Edmonds.....10359-E
P2RM3 J. W. Ellis.....8229-E
P2RM3 M. L. Millar.....8208-E
P2ER4 L. K. Carlstrand.....28666-E
P2ER3 R. D. Pollard.....18589-E
P2ER4 L. E. Stevens.....36440-E
P2ET3 R. J. Banwell.....18154-E
P2ET3 K. E. Johnson.....17174-E
P2LT3 J. W. Jewell.....7602-E
P2LT4 H. B. Payne.....9728-E
P2LT3 J. A. Yakabuski.....10025-E
P2HT4 D. S. Fitzgerald.....14872-E
P2AW3 J. D. Ghanam.....9583-E
P2NS3 J. R. McAndrews.....10327-E
P2CK3 L. A. Tysowski.....50692-E
P2SW3 W. J. Shewehuk.....17423-E
P2SW3 A. Wurban.....17276-E
P2RR4 R. F. Hall.....30279-E
P2LA3 T. W. Moore.....18326-E
P2OR3 J. E. Woods.....24172-E
P2CD4 J. G. Verschuere.....5938-E
P2PT3 K. Jones.....8286-E
P2BD3 G. W. Dickie.....8558-E



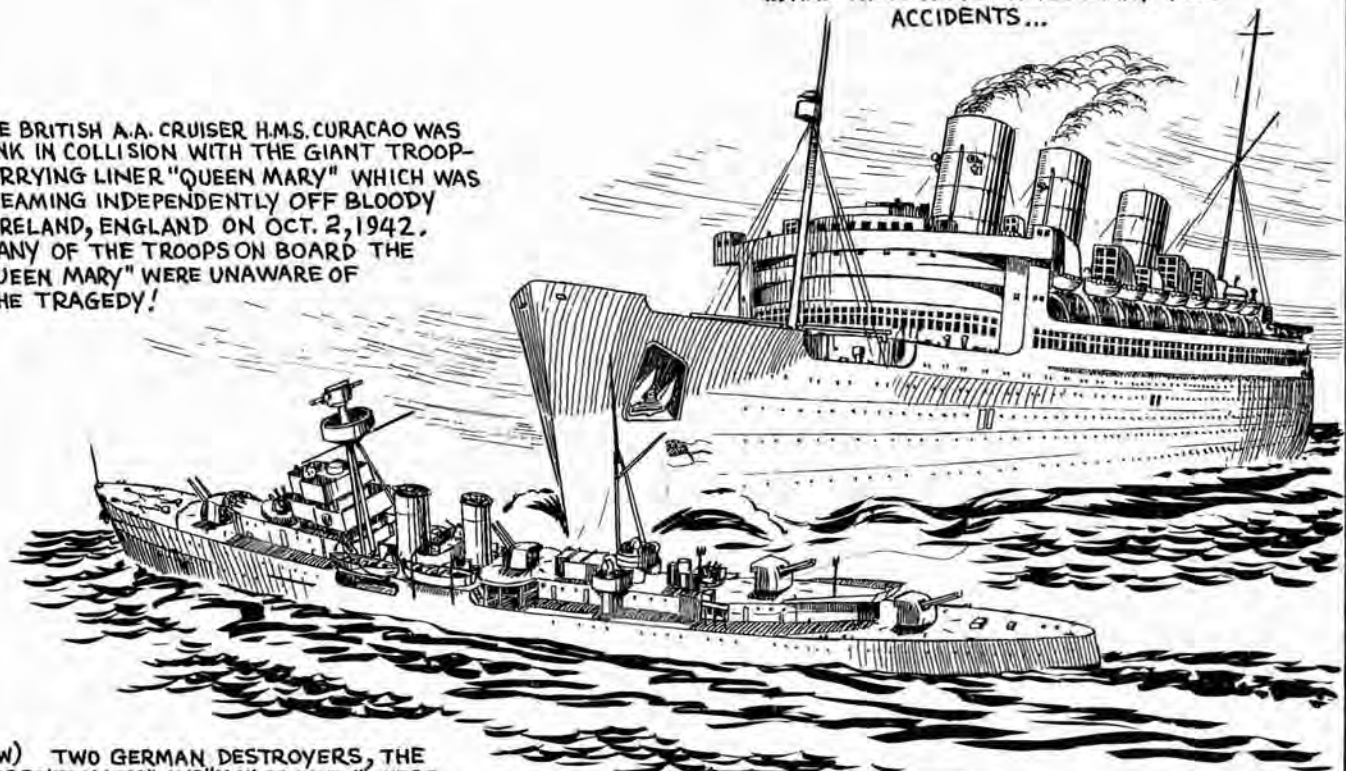
A lot of amusement was provided for residents of Victoria when the RCN carried out anti-submarine exercises of a sort on the city's main thoroughfares. Mounted on motorized go-carts were several models of destroyer escorts and another of the submarine Grilse. Ships and submarine alternated in the roles of pursuer and pursued, and wildly gyrated along the course of the Victoria Day parade. (E-66583)

Naval Lore Corner

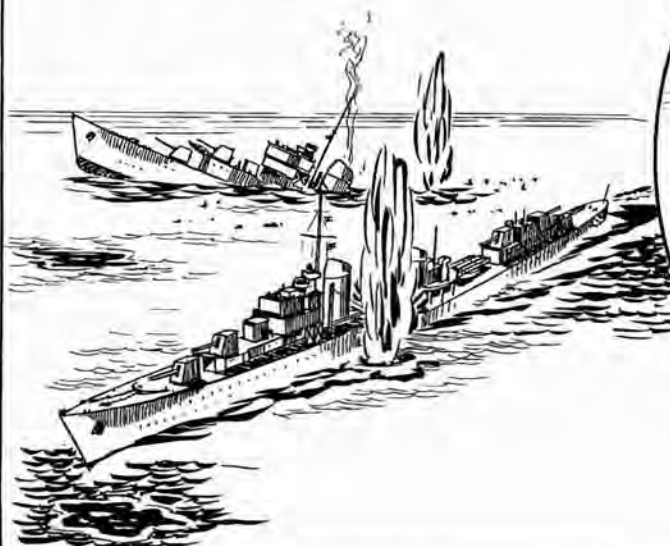
Number 108 "ACCIDENTS of WAR"

NOT ALL THE CASUALTIES SUFFERED DURING THE WAR WERE INFLICTED BY THE ENEMY. MANY WERE THE ATTACKS BY AIRCRAFT AND SHIPS ON THEIR OWN FORCES... PARTICULARLY UPON SUBMARINES ... AND THEN THERE WERE MANY "PURE" ACCIDENTS...

THE BRITISH A.A. CRUISER H.M.S. CURACAO WAS SUNK IN COLLISION WITH THE GIANT TROOP-CARRYING LINER "QUEEN MARY" WHICH WAS STEAMING INDEPENDENTLY OFF BLOODY FORELAND, ENGLAND ON OCT. 2, 1942. MANY OF THE TROOPS ON BOARD THE "QUEEN MARY" WERE UNAWARE OF THE TRAGEDY!



(BELOW) TWO GERMAN DESTROYERS, THE "LEBERECHT MAASS" AND "MAX SCHULTZ" WERE SUNK IN THE NORTH SEA ON FEBRUARY 22, 1940 BY AIRCRAFT OF THE LUFTWAFFE, WHICH HAD MISTAKEN THEM FOR BRITISH DESTROYERS! SIX MONTHS EARLIER, THE "MAX SCHULTZ" HAD SUNK THE GERMAN TORPEDO BOAT "TIGER" IN COLLISION OFF BORNHOLM!



THE BRITISH "TRIBAL" CLASS DESTROYER H.M.S. PUNJABI WAS SUNK IN 1942 IN COLLISION WITH THE BATTLESHIP H.M.S. KING GEORGE V

Roger Duhamel

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