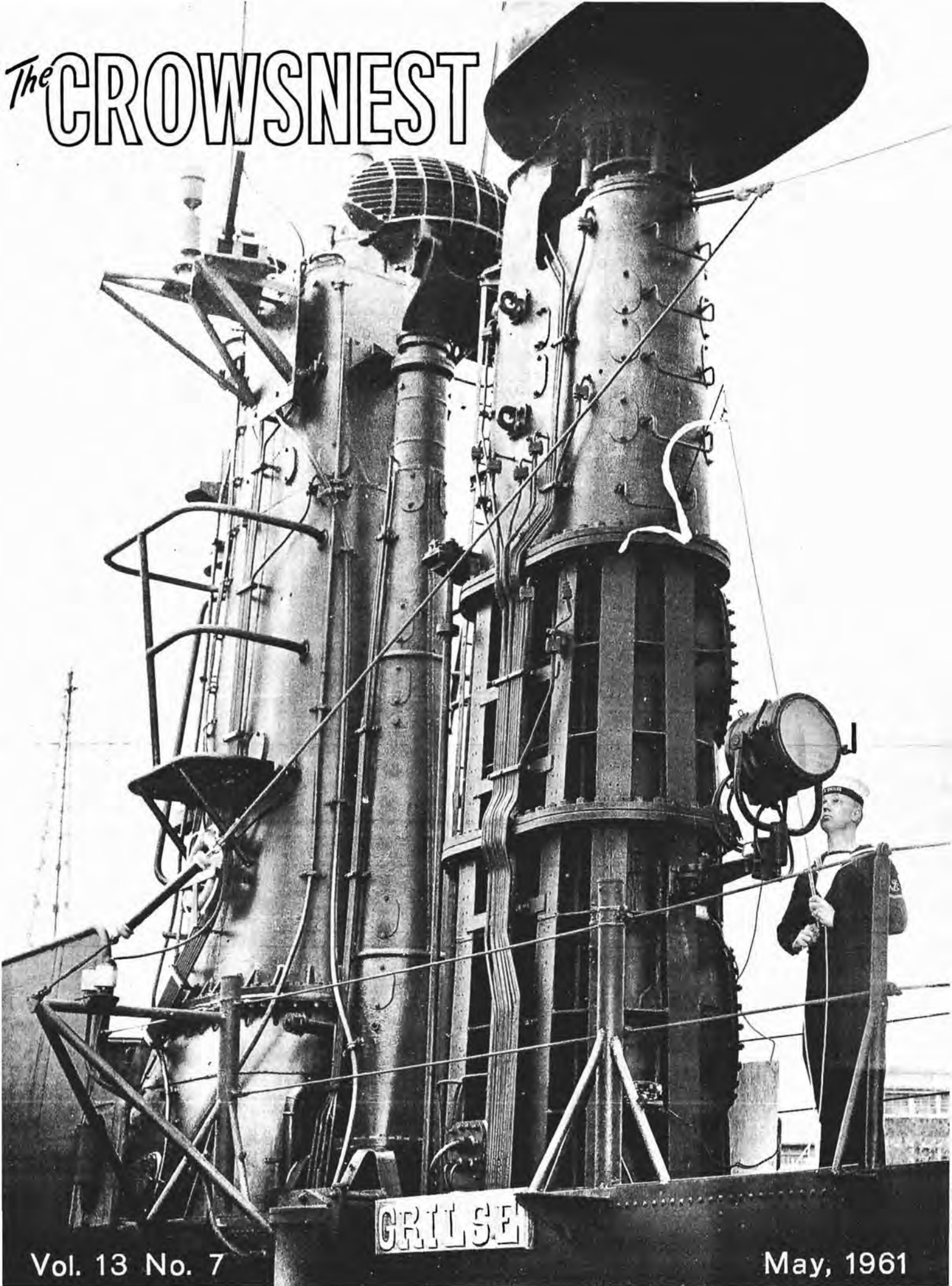
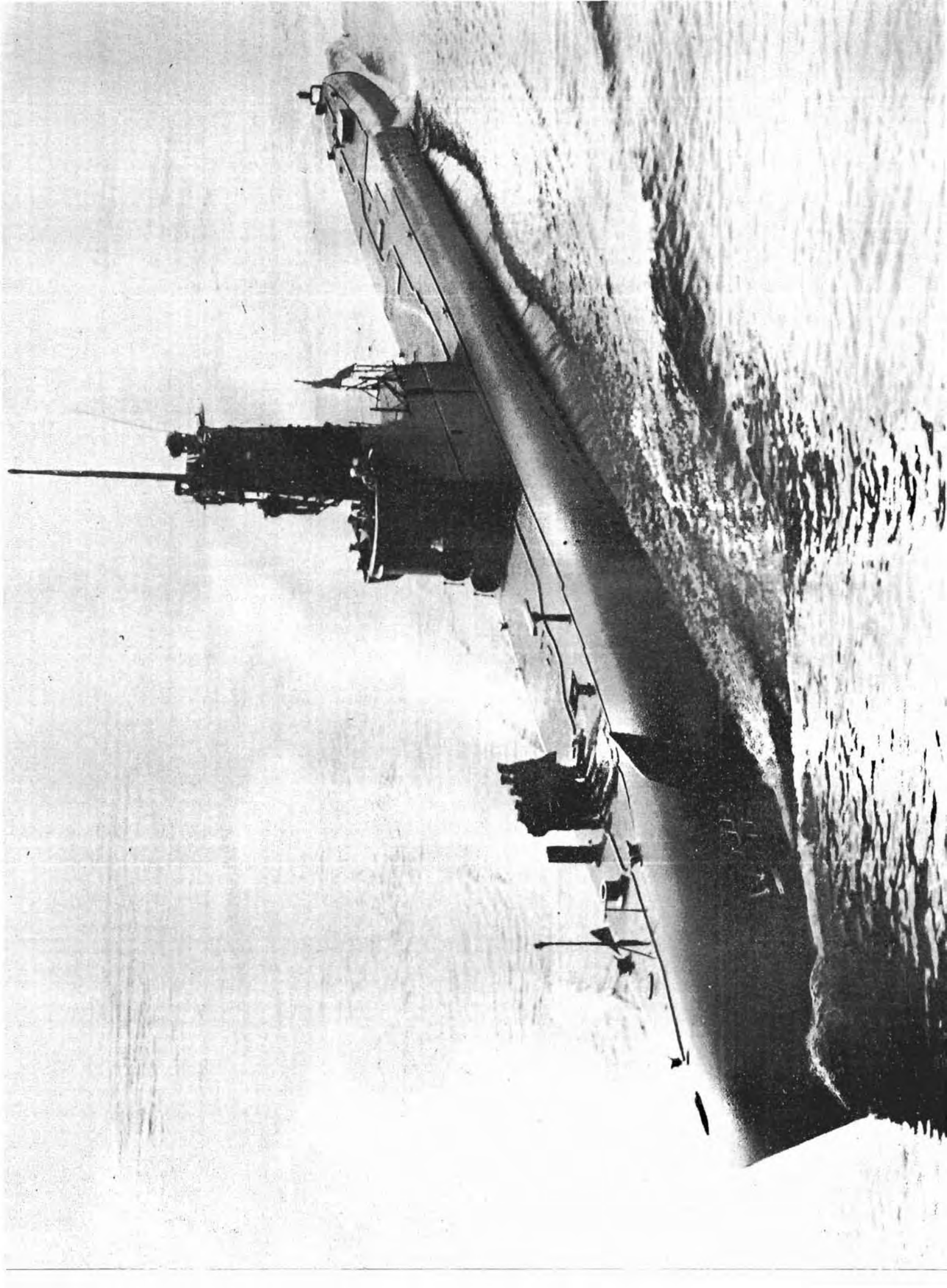


The CROWSNEST





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The Cover—Small and insignificant though it may appear, the commissioning pennant means that a warship is in business. Here the pennant is hoisted on the occasion of *HMCS Grilse's* entry into service with the Royal Canadian Navy. (O-13629-19)

LADY OF THE MONTH

The seventh submarine to be operated by the Royal Canadian Navy, *HMCS Grilse* received her name and her commission at Groton, Connecticut, on May 11. The twin ceremonies formed a Canadian occasion in U.S. territory, with the destroyer escorts *Terra Nova* and *Chaudiere*, the *Stadacona* band and a guard from *Cornwallis* in attendance.

The *Grilse* was still the U.S. Submarine *Burrfish* when the picture on the opposite page was taken as she was undergoing trials preparatory to her transfer. Further exercises and trials, with her Canadian crew on board, were to keep her busy until June 20, the scheduled date of her departure for Esquimalt via the Panama Canal. She is due in her new home in mid-July. (CN-6185 from USN Photo)

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

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

EDITOR,
The Crowsnest,
Naval Headquarters,
Ottawa, Ont.



RCN NEWS REVIEW

On Battle of the Atlantic Sunday the naval Sunset Ceremony was performed within the ramparts of the Halifax Citadel for the first time. New entry sailors from Cornwallis performed the ceremony, using embossed silver drums which the Province of Nova Scotia gave the Navy last year on the RCN's golden jubilee. (HS-65013)

Sterling Drums For West Coast

A magnificent gift of sterling silver drums will be presented to the Royal Canadian Navy by the Province of British Columbia and the city and municipalities of Greater Victoria on the evening of June 16.

The drums—a bass drum, two tenor drums and six side drums—were ordered last year from England as a 50th Anniversary present to the Pacific Command of the Royal Canadian Navy from British Columbia, the City of Victoria and the Municipalities of Esquimalt, Oak Bay and Saanich. The gift was suggested by the directors of the Armed Services Centre in Victoria.

Convoy Exercise Held Off N.S. Coast

A joint U.S.-Canadian-United Kingdom naval exercise, New Broom Ten, was conducted in the Nova Scotia area from April 10 to 18 to provide training in anti-submarine warfare and in escort and protection of shipping from air, surface and submarine attack.

Logistic support ships acting as convoys sailed from the vicinity of Yarmouth, N.S., and Halifax, on April 10 and joined to form a north-bound convoy. This convoy split later into two groups, each escorted by U.S. and Cana-

dian escort forces and maritime aircraft, against exercise opposition by submarines.

The convoys later united in the Gulf of St. Lawrence and returned to Halifax, again conducting convoy escort exercises on passage.

Rear-Admiral K. L. Dyer, Commander Canadian Atlantic Sub-Area, conducted the exercise. The Carrier Support

Group, or Task Group 214.1, was under the command of Commodore James Plomer, Senior Canadian Officer Afloat.

RCN participation in New Broom Ten included the *Bonaventure*, *Columbia*, *Terra Nova*, *Restigouche*, *Chaudiere*, *Kootenay*, *Athabaskan* and *Sioux*. HMS *Aurochs* also took part.

Argus maritime patrol aircraft from Squadrons 404 and 405, based at RCAF Station, Greenwood, N.S., operated with surface units and carrier-borne aircraft in the anti-submarine phases of the exercise.

Former Grilse Greets New One

HMCS *Grilse* received many messages of congratulations and best wishes on her commissioning at Groton, Connecticut, May 11, but one from the Royal Canadian Naval Sailing Association struck an unusual note:

YOU HAVE MY NAME
NOT YET MY FAME
FOR UNDERSEA BOAT I AM NOT
BUT JUST A SLOOP-RIGGED
SAILING YACHT X
SO THIS TO WISH YOU ALL THE
BEST

FROM RCNSA GOLDCREST X
BEST WISHES FOR A VERY SUCCESSFUL COMMISSION FROM
COMMODORE, OFFICERS AND
MEMBERS OF THE RCNSA.

Until the submarine's name was chosen, the yacht in question was known as the *Grilse*. To avoid confusion in correspondence and messages, she was renamed *Goldcrest*.

Eight Ships Will Tour Great Lakes

Eight warships of the Atlantic Command are visiting the Great Lakes this summer, calling at 16 Canadian and United States lake ports.

Opening their cruise with a visit to Montreal on the Victoria Day week-end six minesweepers of the First Canadian Minesweeping Squadron will operate on the lakes throughout the month of June.

The minesweepers will be followed by the frigates *Buckingham* and *Lauzon*, which operate under the Commanding Officer Naval Divisions throughout the summer training Royal Canadian Navy (Reserve) new entries from across Canada. The *Buckingham* will arrive at Hamilton June 2, followed by the *Lauzon*, arriving June 23.

For three ships of the minesweeping squadron it will be a return to home waters. They are the *Resolute*, built at Kingston, and the *Quinte* and *Thunder*, built at Port Arthur. Other units of the squadron are the *Chignecto*, *Fundy* and *Chaleur*.

Ports to be visited by the various ships of the minesweeping squadron include Windsor, Sarnia, Fort William, Meaford, Goderich, Hamilton, Port Stanley, Oshawa, Kingston and Fort Niagara, New York.

The frigates, operating out of Hamilton, will train an anticipated 600 to 700 new entries from the Great Lakes Training Centre. During the training period, the ships will visit Toronto, Bay City, Michigan; Parry Sound, Midland, Owen Sound, Windsor, Collingwood, Port Arthur, and Milwaukee.

430 Cadets Train In Atlantic Command

A total of 430 cadets from University Naval Training Divisions across Canada are taking their annual summer training in ships and establishments on the East Coast.

Shore training for the cadets, most of whom are in their first and second year, will take place at *Cornwallis*.

The first of three four-week summer training cruises for the UNTDs began in mid-May. The frigates *Fort Erie*, *Inch Arran*, *New Waterford*, *Swansea*, *Lanark* and *Outremont* sailed from Halifax May 15 with 26 cadets embarked in each ship and were to call at San Juan, Puerto Rico; Port of Spain, Trinidad; and Bermuda in the course of their training exercises, returning to Halifax June 12.

A second cruise, June 26 to July 24, involves calls at Saint Lawrence River

and Gulf ports. The third cruise is scheduled from July 31 to August 28. Details of places to be visited will be announced later.

The official annual summer training period for UNTDs began May 3 and will conclude September 9. Programs afloat and ashore are being co-ordinated by Lt.-Cdr. Charles W. Fleming, Reserve Training Commander East Coast.

Hospital Becomes Separate Command

On February 20 the Canadian Forces Hospital, Halifax, became a separate command with Surgeon Captain F. G. W. MacHattie as the first commanding officer.

Early in March the first promotions since the change in command were made in the Medical Branch and seven requestmen were seen by Captain MacHattie in the Principal Medical Officer's office in the hospital.

Promoted were CPO Austin Singer (CIRR), CPO Bruce Burroughsford (C2MA), CPO Kenneth Powell (C2MA), PO Earl Bryan (PIMA), PO Daniel Olynch (PIMA), PO Charles MacMillen (PIRR) and PO Paul Deschamps (PIRR).

Auriga Returns To United Kingdom

"Thank you for a wonderful send-off. We are all sorry to leave but glad to be on our way home," were the words of the captain of Her Majesty's Submarine *Auriga* April 25 as the boat slipped from the Dockyard to conclude an 18-month commission with the Royal Navy's Sixth Submarine Division at Halifax.

The fire tug streamed great jets of water and ships sounded whistles and sirens as the *Auriga* dropped her lines

and got underway. A bevy of naval tugs followed her up the harbour, the *Stadcona* band played rousing airs and a larger than usual crowd of relatives and friends of British submariners here waved her bon voyage.

Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, said in a message to the departing submarine:

"We are all very sorry to see you go and will remember all the good work you have done for us. We hope your passage is pleasant. Goodbye and good luck".

Ships' companies of three Canadian destroyer escorts packed their quarter-decks just north of the *Auriga's* berth at Jetty Five to see her off. Admiral Dyer and members of his RCN and RCAF staffs were on hand personally to bid farewell to the captain, Lt.-Cdr. H. F. Bickford-Smith, and his crew.

The *Auriga* flew a 280-foot paying-off pennant, signifying the end of her commission, as she departed. She will be replaced on the Halifax station by another British submarine.

Emergency Exercises Planned

Large scale exercises, designed to test the ability and readiness of the Royal Canadian Navy's Atlantic Command to meet any emergency, will be held from time to time over the next few months. A similar exercise was held in the Pacific Command last fall.

In order to provide for realistic evaluation, the exercises will be held under conditions as close to those of a genuine emergency as possible. No advance warning will be given the naval personnel who will take part and no public announcement will be made before the start of the exercises.



His Excellency Sir Charles Gascoigne, Governor of Bermuda, is shown with crew members of the Tracker aircraft which flew him off the *Bonaventure* during the ship's visit to Bermuda in February. Pictured are CPO H. K. Mills, Cdr. W. A. Walton, His Excellency, and Ldg. Sea. D. W. McKnight. (BN-3955)

An important part of the exercises will be the recall to their ships and establishments of all naval personnel on overnight leave ashore. Depending on the time of the recall, radio and television stations and other mass communications media will be asked to cooperate in broadcasting the recall message.

Frigate Takes Part In Ceremonies

The frigate *Cap de la Madeleine* sailed from Halifax on April 27 to represent the Royal Canadian Navy at ceremonies in the British West Indies and in New Brunswick during May.

The ship was at the official opening of the new deep water harbour of Bridgetown, Barbados, by the prime minister of the West Indies Federation May 6, and later was to take part in anniversary celebrations of the City of Saint John, N.B.

The *Cap de la Madeleine*, commanded by Cdr. Kenneth E. Grant, is senior ship of the Ninth Canadian Escort Squadron.

She called first at San Juan, Puerto Rico, May 2-3, then visited Barbados May 5-10. She was to be in Saint John, N.B., May 17-23, arriving home the following day.

U.S. President Backs Navy Week

President John F. Kennedy was among those lending their moral support to Navy Week in Canada, May 7 to 13. In a message to the Navy League of Canada, the President of the United States said:

"I take this opportunity to join with Canada's Navy League in paying tribute to the men and women of the Royal Canadian Navy who help to defend and preserve the freedom of both our countries.

"As commander-in-chief of the armed forces of the United States, I would like to extend on behalf of our navy a warm hand of friendship to the Royal Canadian Navy and to join in the salute to Canadian sailors and sea cadets."

Joint 'Sweeping Exercise Held

A joint Canadian-United States naval mining and mine counter-measures exercise was held in early May off Charleston, S.C.

The exercise, Sweep Clear Six, was conducted by Vice-Admiral E. B. Taylor, USN, Commander of the Ocean Sub Area, Atlantic, and Rear-Admiral W. R. Loud, USN, Commander Mine Force, U.S. Atlantic Fleet.

Six Canadian and 18 U.S. mine-sweepers, one maritime air patrol

squadron, and two clearance diving teams participated in the exercise.

Tri-Service Role Of Corps Stressed

In order to make the tri-service function of The Royal Canadian Dental Corps clearly understood in the professional field and by various interested civilian associations, the top appointment of the Corps has been re-designated as the "Director General of Dental Services for the Canadian Forces".

Although the RCDC is a component of the Army, it is also responsible for the dental care of the RCN and RCAF. The previous title for the chief of the Corps was simply "Director General of Dental Services". Since he is an Army officer some members of the public incorrectly assume that he has a responsibility to the Army only. The present director general is Brigadier K. M. Baird, of Ottawa.

Most military dental personnel see service with each of the three services sometime during their careers. They serve with the navy both ashore and afloat.

The corps was originally established in the spring of 1915 as the "Canadian Army Dental Corps". Just before the outbreak of the Second World War, it was designated as "The Canadian Dental Corps" and charged with providing dental care for the Canadian Armed Forces. In January 1947, the word "Royal" was added to the title of the corps.

Fleet Club For Stadacona

A Fleet Club for leading seamen and below is being established in "B" block at HMCS *Stadacona*, opposite the dockyard's North Gate. Entrance will be from Barrington Street.

To be operated as a non-public fund activity, the Club will be similar to the Fleet Club at HMCS *Naden*.

Among the facilities will be showers, TV lounge, small games room, and laundry and dry cleaning pick-up services.

Three hundred lockers are now available at a cost of \$3.25 a month. Additional lockers will be provided as required.

FLAG STRUCK AT NORE

AT SUNSET on March 31, the flag of the last Commander-in-Chief, the Nore, Admiral Sir Robin Durnford-Slater, KCB, was struck, and the Nore Command as such ceased to exist. So ends an important chapter of Britain's Naval History, and what memories it conjures up: the skilled shipbuilders of the reign of Charles I; the Dutch Wars, with the darkest hour of De Ruyter's raid up the Medway; the building of HMS *Victory*; Richard Parker and the mutiny of 1797; links with the young Nelson in the *Albermarle* and *Boreas*.

More recently the command served as a window on the Continent in two World Wars; assembled much of the armada of little ships for Dunkirk and served as a life-line for the allied armies in Europe after the invasion. A turbulent history, full of ups and downs.

The Nore buoy was a naval anchorage even before the dockyard was begun at Chatham in 1545. During the war with Spain, which had an outpost in the Low Countries, the Nore became our principal naval base. It grew even more in importance during the seventeenth century wars with the Dutch. The effect on the nation can be imagined when in June 1667, the Dutch

Squadron under the command of Admiral De Ruyter sailed up the Medway, captured the unfinished fort at Sheerness and burned the British Fleet as it lay at its moorings, the *Royal Charles* being towed back to Amsterdam, where her stern is still preserved.

No wonder Samuel Pepys was much troubled by the event and, on becoming Secretary of the Admiralty, added to his efforts to restore the prestige of the Navy by having repairs made to Chatham Church, the windows of which had been shattered by the Dutch gunfire. But the Dutch raid was never a preliminary probe for invasion as Dieppe was to be in a later war, and the Nore Command recovered and grew from strength to strength.

The hatchets of former days have long been buried, and now, in the Western Alliance, the Dutch and British are perhaps more closely integrated than any of the powers banded together in the face of a common danger. This fact was given a happy emphasis by the attendance at the official closure ceremonies of the Commander-in-Chief of the Netherlands Home Station flying his flag in one of their latest destroyers, the *Limburg*.—*Admiralty News Summary*.



RCN personnel, many of them wearing the new Submarine Branch badge, marched on board HMCS Grilse during the commissioning ceremony at Groton, Conn., on May 11. Many of the crew have had previous experience in the Royal Navy submarine branch and on board RN submarines. Minutes after they went on board, coverings were removed from the superstructure disclosing the RCN's maple leaf and the new pennant number, 71. (0-13629-25)

HMCS GRILSE

A DISTINGUISHED international assembly witnessed the naming and commissioning of HMC Submarine *Grilse* at the United States Naval Submarine Base at Groton, Connecticut, on May 11.

Hon. Pierre Seigny, Associate Minister of National Defence, was guest of honour and Mrs. Seigny named the *Grilse*. Hon. Paul B. Fay, Jr., Under Secretary of the Navy, represented the government of the United States.

Other Canadian guests attending the ceremony included: Egan Chambers, Parliamentary Assistant to the Minister of National Defence; D. A. Golden, Deputy Minister of Defence Production; Vice-Admiral H. S. Rayner, Chief of the Naval Staff; Air Marshal Hugh Campbell, Chief of the Air Staff, and J. C. Rutledge, Director of Shipbuilding, Department of Defence Production.

American guests in addition to Mr. Fay included: Vice-Admiral W. M. Beakley, Deputy Chief of Naval Opera-

tions and Readiness; and Vice-Admiral E. W. Grenfell, Commander Submarine Forces Atlantic.

HMC Ships *Terra Nova* and *Chaudiere* arrived at the submarine base May 10 to take part in the ceremony, with the band from *Stadacona* and a guard from *Cornwallis* embarked. Their presence greatly contributed to making it an RCN occasion.

On the ships' arrival, to the delight of American civilians and sailors alike, the tune, "With a Little Bit of Luck", played by the *Stadacona* band, was plainly audible from the *Terra Nova's* quarterdeck as she manoeuvred under two bridges in a mist towards her berth. The fog had lifted by the next morning and held off until the day after the commissioning.

The transfer ceremony began at 3 p.m. outdoors under a cloudy sky. Participating guests were seated on a platform constructed on the jetty between the two destroyer escorts on one side and the submarine on the other.

Admiral Burke Welcomes Grilse

Admiral Arleigh Burke, Chief of Naval Operations for the U.S. Navy, has extended his personal good wishes to the officers and men of HMCS *Grilse* in a letter to the commanding officer, Lt.-Cdr. E. G. Gigg.

In his letter, Admiral Burke said: "The importance of seapower to the survival of a maritime nation is a basic principle which history has proven repeatedly and which cannot be overemphasized. Seapower is vital to the free world's economy in peace and indispensable to its security in war. Together, through the intelligent use of seapower, the free nations of the world increasingly are strengthening their economies and improving their collective security. In time of strife, if ready, properly trained, and carefully co-ordinated, this powerful asset can mean the very difference between survival and defeat.

"You have been honoured with a major responsibility, one in which you can contribute significantly to the greater security of your own country and its allies. I am confident that you will successfully carry out your assigned duties, that you and your crew will bring honour and credit to your ship, your Navy, and together you will be a source of pride to your country.

"May God's help be with you in the many tasks ahead. Good luck and smooth sailing."

Lt.-Cdr. E. G. Wood, USN, commanding officer of the *Burrfish*, introduced Chaplain Schnurr, USN, who gave the invocation. Lt.-Cdr. Wood then introduced Vice-Admiral Grenfell, who spoke of the lasting co-operation between the two navies and in turn introduced Mr. Fay, who expressed similar appreciation as did Vice-Admiral Beakley. Vice-Admiral Grenfell, who directed this portion of the ceremony, then ordered Lt.-Cdr. Wood to pay off the *Burrfish*.

Lt.-Cdr. Wood acknowledged the order, and in turn ordered the colours and commissioning pennant hauled down. This order was carried out on the first note of the U.S. National Anthem played by the band. Then, as the band played "Anchors Aweigh", the U.S. Navy crew marched off the submarine and took up a position on the jetty.

At this point, Vice-Admiral Grenfell invited Mr. Sevigny to step to the table to sign the transfer papers. On completion of the signing, Vice-Admiral Grenfell introduced Commodore O. C. S. Robertson, who presented a bouquet of roses to Mrs. Sevigny and invited her to re-name the ship.

Mrs. Sevigny stepped forward and said: "I name this ship *Grilse*, may God bless her and all those who sail in her". She then unveiled the nameplate on the conning tower.

Commodore Robertson introduced the Associate Defence Minister. In his



Lt.-Cdr. Edmund G. Gigg, commanding officer of HMCS *Grilse*, is shown talking to Mrs. Pierre Sevigny, who bestowed on the submarine the name it bears in the RCN. (0-13629-22)

address, Mr. Sevigny said nowhere has good-will and co-operative effort been more apparent than in the association between the navies of the United States and Canada.

"Partnership today means such things as free exchange of information, com-

mon tactical doctrines and communication procedures, standardization of methods and materials, exchange of personnel, and, on the part of the U.S. Navy, a most generous provision of facilities for the training of officers and men and of ships and air squadrons".

"With an expanding world population creating a growing demand for food and goods transported by ships, dependence on the sea is steadily increasing", Mr. Sevigny said. "With the Soviet and satellite navies gaining in strength and destructive potential, the threat to the security of the seas has assumed greater and more menacing proportions.

"When viewed in this context, it is not overstating things to say that the need for a naval force capable of ensuring the freedom of the seas is greater than it has ever been before."

In closing, Mr. Sevigny had these words for the officers and men of the *Grilse*: "Some of you have trained and served in submarines of the Royal Navy. All of you have taken training at the United States Naval Submarine School, in New London, and in U.S. Navy Submarines. In so doing, you have established kinship with these two great submarine services, with their glorious records and high traditions. In will be your desire, I know, to carry on these traditions, and as well to establish ones that are your own.

"I am well aware of the quiet but very great pride that submariners take in their profession. May I assure you

The RCN's New Submarine

HMCS *Grilse* is the former United States Navy submarine *Burrfish* (SSR 312). She is on loan to Canada for five years. The *Grilse* was commissioned in the RCN at Groton, Connecticut, May 11, 1961.

Displacement:	1,800 tons surfaced; 2,400 submerged.
Dimensions:	311 feet long; 27-foot beam; 20-foot draught.
Machinery:	4 engine-generator combinations of Fairbanks-Morse diesel engine rated at 1,600 HP, each driving an Elliott 1,100 KW generator. Auxiliary engine-generator combination Fairbanks-Morse diesel engine rated at 450 HP, driving an Elliott 300 KW generator.
Speed:	Surface approximately 20 knots; submerged 10 knots.
Complement:	7 officers, 72 men.
Armament:	4 21-inch bow torpedo tubes.
Hull No:	SS 71
Builders:	Portsmouth Navy Yard, Portsmouth, N.H.
Laid down:	February 24, 1943.
Launched:	June 18, 1943.
First commissioned as USS <i>Burrfish</i> :	September 14, 1943.

that today your pride is widely shared. Speaking for your government and for your fellow-citizens of Canada, I wish you Godspeed, good sailing and every success in the commission that lies ahead”.

Following Mr. Sevigny, Commodore Robertson introduced the Chief of the Naval Staff.

Vice-Admiral Rayner thanked U.S. Navy authorities for their assistance and co-operation and, to the captain, officers and men of the *Grilse*, he said:

“You stand here today, very much as pioneers facing the future. It is an important occasion for you, but even more important is your period of testing that has yet to come. I know that you have been preparing yourselves for this day with diligence and enthusiasm.

“In the months to come, the eyes of many of your shipmates in the service, and also of many other Canadians, will be on you, for anything new always has its spectators. I have every confidence that your service and performance in the *Grilse* will bring credit to the Royal Canadian Navy.

“Today we are beginning a fresh venture, and one to which we look with hope and pride. You are the pioneers, and to the Captain, officers and men of HMCS *Grilse*, I say—good luck, good sailing, and God bless you”.

Following Vice-Admiral Rayner's remarks, the Protestant commissioning service was conducted by Captain Harry Ploughman, Deputy Chaplain of the

Fleet (P). Then, Chaplain J. E. Whelly, Chaplain of the Fleet (RC) and Deputy Chaplain General (RC), conducted the Roman Catholic service.

On completion of the services, Lt.-Cdr. Edmund G. Gigg, commanding officer of the *Grilse*, ordered the submarine commissioned by saying: “Commission *Grilse*. Coxswain pipe.” The commissioning pennant was hoisted, and White Ensign and Blue Ensign raised.

In his address to the ship's company, Lt.-Cdr. Gigg said: “We are pleased to have the opportunity to serve in HMCS *Grilse*, and participate in the rebirth of submarines in Canada”.

He also said: “We are also most grateful to the United States Navy and in particular to the Submarine Service for the extent to which they inconvenienced themselves to ensure we were properly trained and the submarine well prepared for the transfer. In addition, the personnel of the Submarine School and the officers and men whom you have just seen pay off the *Burrfish* have been most kind. We know that with the close associations and friendship between us a simple ‘thank you’—which may not appear enough to many other people—will convey to them the proper appreciation.

“And, of course, wherever there are ships and sailors there is always a loving bond with the so-called ‘weaker sex’. The extended separations—which for us means anything over a few days



Here is the RCN's new Submarine Branch badge, worn on the left sleeve of qualified lower deck submariners. It is a heraldic portrayal of a dolphin. (0-893-225)

—the extended separations from our wives, children and sweethearts will soon be over and we are all anxiously looking forward to our arrival at Esquimalt”.

Lt.-Cdr. Gigg then ordered: “Executive officer, man the *Grilse*”.

While the band played “Heart of Oak”, the Canadian crew boarded the *Grilse*. The commanding officer was then piped on board.

Immediately following the commissioning, a reception was held on board the *Terra Nova* and *Chaudiere* for the guests.

A planned special presentation of the Sunset Ceremony at the U.S. Coast Guard Academy on the day after the commissioning by the *Stadacona* band and *Cornwallis* guard was cancelled because of rain.

On May 12, Mr. and Mrs. Sevigny toured the submarine base, and were shown through the *Grilse*. Following lunch on board the *Terra Nova*, the guests of honour visited the Mystic Seaport Museum and were taken on a tour of the Electric Boat Division of General Dynamics Corporation.

Members of the ship's company of the *Grilse* have all completed an extensive training program at the U.S. Naval Submarine School and on board various USN submarines. In addition, many completed earlier training at HMS *Dolphin*, the Royal Navy submarine school at Portsmouth, England, and in RN submarines.

For the submarine now, exercises and workups are scheduled until June 20 at which time the *Grilse* will leave New London for the Panama Canal area on the first leg of her journey to Esquimalt. On July 7 the *Grilse* will arrive at San Diego, California, and will depart July 10 to arrive at Esquimalt July 14.



Hon. Pierre Sevigny, Associate Minister of National Defence, signs the transfer papers on behalf of the Government of Canada at the commissioning of HMCS *Grilse*. Vice-Admiral E. W. Grenfell, Commander Submarine Forces Atlantic, looks on. The *Grilse* is the former USS *Burrfish* and has been obtained on loan from the USN for five years. (0-13629-6)

Rear-Admiral Tisdall Retiring

Successor Is Commodore Brock

THE FORTHCOMING retirement of Rear-Admiral E. P. Tisdall will bring to an end an active association with the Royal Canadian Navy that began 40 years ago.

Rear-Admiral Tisdall will proceed on retirement leave on June 30 and will be succeeded on that date as Vice-Chief of the Naval Staff by Commodore Jeffrey V. Brock, who will be promoted to the rank of rear-admiral.

Captain R. P. Welland became Assistant Chief of the Naval Staff (Air and Warfare) in succession to Commodore Brock on May 10 and was promoted to the rank of commodore on that date.

The retiring Vice-Chief of the Naval Staff will long be remembered in the service as the chairman of the Ad Hoc Committee on RCN Personnel Structure, whose recommendations were incorporated in what is known among naval personnel as "The Tisdall Report" and are now being implemented.

Rear-Admiral Ernest Patrick Tisdall, CD, RCN, was born in Newchwang, North China, on October 29, 1906, the son of an English banker.

His early education was at Malvern Link School, Malvern, England. On coming to Canada in 1918, he entered University School, Victoria.



REAR-ADMIRAL E. P. TISDALL
Retirement approaching

He attended the Royal Naval College of Canada, Esquimalt, during the 1921-22 term, the college's 12th and last. It closed that year and Rear-Admiral Tisdall did not resume his naval training until 1924, when he went to the Royal Navy as an RCN cadet.

He served in various RN ships and establishments until 1933, except for a two-year period in the Canadian destroyer *Vancouver*. While with the Royal Navy, Rear-Admiral Tisdall had specialized in gunnery, and it was as a gunnery officer that he was appointed to *Stadacona* in 1933.

Subsequently he served in the *Saguenay* as Flotilla Gunnery Officer (1934-35), and in another destroyer, the *Fraser*, as first lieutenant and flotilla gunnery officer (1937-39).

He commanded the Royal Guard at Victoria for King George VI during the 1939 Royal Visit and the next day was in command of the parade at which His Majesty presented the King's Colour to the Royal Canadian Navy.

Following the outbreak of the Second World War, Rear-Admiral Tisdall commanded the *Skeena* from December 1, 1939, to March 1, 1940.

He came ashore in 1940 as executive officer of *Stadacona* and two years later was appointed to Naval Headquarters as Director of Naval Training. He returned to the Battle of the Atlantic in 1942 as commanding officer of the destroyer *Assiniboine*.

Rear-Admiral Tisdall came ashore again the next year as superintendent of the Naval Armament Depot, Dartmouth.

In 1944 he was appointed to stand by the cruiser *Ontario*, then under construction in the United Kingdom, and was her executive officer when, following her commissioning in 1945, she proceeded to the Far East to join the war against Japan.

The *Ontario* was too late to take part in operations against Japan, but she escorted the first convoy through the Straits of Malacca and was present for the liberation of Hong Kong. The *Ontario* landed two companies of sailors to help to maintain order in the newly-freed city.

For a short time in 1946, Rear-Admiral Tisdall commanded the *Ontario* before taking up the post of executive officer of *Naden*.

From 1947 to 1949 he served at Naval Headquarters as Director-General of Naval Ordnance and then became Director of Weapons and Tactics.

He returned to the *Ontario* as commanding officer in August 1951. His ship was chosen to convey Their Royal Highnesses the Princess Elizabeth and the Duke of Edinburgh from Charlottetown to Sydney, N.S., and St. John's, Newfoundland.

In the late summer and fall of 1952, he commanded the *Ontario* on a cruise around the continent of South America calling at Balboa, Valparaiso, Falkland Islands, Buenos Aires, Montevideo and Rio de Janeiro.

He was appointed to Naval Headquarters in September, 1956, as chairman of a committee set up to study the personnel structure of the RCN, and as assistant to the Chief of the Naval Staff.

He took up the appointment of Vice-Chief of the Naval Staff on January 23, 1958, with the rank of rear-admiral.

Admiral and Mrs. Tisdall have two children. Their son, Lt. C. P. Tisdall, is engineer officer of HS 50, anti-submarine helicopter squadron at Shearwater, and their daughter Barbara, is a nurse-in-training at Royal Victoria Hospital, Montreal.



COMMODORE J. V. BROCK
To be Vice-Chief of the Naval Staff

OFFICERS AND MEN

Director General Ships Retires

Commodore Frank Freeborn, Director General Ships at Naval Headquarters, proceeded on retirement leave April 19.

He has been succeeded by Captain Sturton Mathwin Davis, who had served as deputy to Commodore Freeborn since July 1960.

The Director General Ships is responsible, under the Chief of Naval Technical Services, for the design, production, procurement and conversion of ships for the Royal Canadian Navy.

Commodore Freeborn was born in Leemington-on-Tyne, England, on September 13, 1903, and came to Canada in 1928. He joined the Special Branch of the RCNVR at Halifax in June, 1942, transferred to the Constructor Branch in the same year and was appointed for duty with the Supervising Naval Engineer, Maritimes.

In October 1943 he became Coordinator of Outside Bases on the staff of the Commodore Superintendent, Halifax. While holding this post he transferred to the RCN as a Constructor Commander in September 1945.

In May 1946 he went to the Pacific Coast for duty with the Engineer Superintendent, HMC Dockyard, Esquimalt. He later became Deputy Superintendent of the dockyard. In September 1947 he was made Manager of the Constructive Department in the Esquimalt Dockyard.

WEDDINGS

Able Seaman C. S. Banks, *Kootenay*, to Jacquelyn Gillespie, of Moncton, N.B.

Able Seaman W. G. Boes, *Kootenay*, to Roslyn Cohen, of Montreal.

Lieutenant Bruce Allan King, *Stadacona*, to Elizabeth Jean Morrell, of Digby, N.S.

Lieutenant Edmund John Kulin, *St. Croix*, to Elizabeth Ann Turner, of Rosemere, Quebec.

Able Seaman Ronald Albert William Montgomery, *Miramichi*, to Jean End Adamson, of Auckland, New Zealand.

Petty Officer Gordon Gale Pettigrew, *Naden*, to Marjorie Gwendolyn Mahon, of Saanichton, B.C.

Lieutenant Ronald Robert Richards, *Iroquois*, to Nancy Ann Frank, of Halifax.

Able Seaman Ronald Ross, *Churchill*, to Miss Margaret Hannam, Worcester, Mass.

Able Seaman Wayne E. Wilson, *Kootenay*, to Joan Davey, of Dartmouth, N.S.



This handsome trophy, known as the "Ship Efficiency Award", has been presented to the Fifth Canadian Escort Squadron by the employees of the Naval Supply Depot, Montreal, and has been awarded for 1960-61 to the destroyer escort *Kootenay*, whose badge appears at the base. (HS-64918)

In June 1949 Commodore Freeborn went to Naval Headquarters as Deputy Naval Constructor - in - Chief. Three months later he was appointed to Montreal as Principal Naval Overseer, Montreal Area. In this appointment he played a major role in the construction of HMCS *St. Laurent*, lead ship of her class and the first of the modern destroyer escorts to be built for the RCN.

Commodore Freeborn took up the appointment of Naval Constructor-in-Chief at Naval Headquarters in July 1956. The title was changed to Director General Ships on March 1, 1961.

Commodore Freeborn's successor, Captain Davis, was born on April 18, 1919, in Birkenhead, England.

A member of the Royal Corps of Naval Constructors he entered the RCN(R) in January 1950.

In July 1953 he was appointed to the staff of the Naval Constructor-in-Chief and in 1954 transferred to the RCN on a short service appointment.

He transferred to the regular force in 1955 and later was appointed to the staff of the Commodore Superintendent Atlantic Coast as Manager Constructive Department.

He became Principal Naval Overseer, Montreal Area, in July 1956, and in

BIRTHS

To Petty Officer W. Billard, *Cornwallis*, and Mrs. Billard, a son.

To Petty Officer Germain Bouchard, *Naden*, and Mrs. Bouchard, a daughter.

To Petty Officer Patrick Burke, *New Waterford*, and Mrs. Burke, by adoption, a son.

To Leading Seaman Ronald J. Chafe, *Churchill*, and Mrs. Chafe, a son.

To Lieutenant Jeffreys Cowie, *New Waterford*, and Mrs. Cowie, a son.

To Petty Officer D. P. Craig, *Kootenay*, and Mrs. Craig, a daughter.

To Able Seaman A. Fast, *Grilse*, and Mrs. Fast, a son.

To Leading Seaman William Foreman, *New Waterford*, and Mrs. Foreman, a son.

To Commissioned Officer William Gray, *Restigouche*, and Mrs. Gray, a son.

To Lieutenant G. Griffin, *Naden*, and Mrs. Griffin, a son.

To Petty Officer M. S. Greeley, *Kootenay*, and Mrs. Greeley, a daughter.

To Petty Officer John Grodde, *Bonaventure*, and Mrs. Grodde, a son.

To Able Seaman R. A. Jordan, *Churchill*, and Mrs. Jordan, a son.

To Lieutenant J. D. Large, *Restigouche*, and Mrs. Large, a son.

To Lieutenant D. N. Mainguy, *Kootenay*, and Mrs. Mainguy, a son.

To Petty Officer M. J. Messervey, *Kootenay*, and Mrs. Messervey, a son.

To Able Seaman Gordon Morris, *New Waterford*, and Mrs. Morris, a son.

To Leading Seaman W. Nasby, *Grilse*, and Mrs. Nasby, a son.

To Sub-Lieutenant A. N. O'Rourke, *Kootenay*, and Mrs. O'Rourke, a daughter.

To Leading Seaman I. Reeve, *Grilse*, and Mrs. Reeve, a son.

To Lieutenant J. Rodacanachi, *Grilse*, and Mrs. Rodacanachi, a son.

To Able Seaman Roland Smith, *New Waterford*, and Mrs. Smith, a son.

To Able Seaman J. Wilsher, *Grilse*, and Mrs. Wilsher, a son.

To Able Seaman Harry Woznow, *Naden*, and Mrs. Woznow, a son.

To Able Seaman T. P. Wright, *Churchill*, and Mrs. Wright, a son.

August 1958 went to Naval Headquarters for duty on the nuclear survey team.

Captain Davis completed a course at the National Defence College, Kingston, and in July 1960 was appointed Deputy Naval Constructor-in-Chief at Naval Headquarters.

Naval Divers Recover Body

Naval divers on April 27 recovered the body of I. J. Curley, 62, a drowning victim in Pictou, N.S., harbour.

Three members of the RCN Diving Establishment, Dartmouth, went to Pictou the previous day in response to a request by the RCMP.

They were CPO Norman H. Mitts, in charge, and Leading Seamen Thomas Cowan and Glendon A. Frauzel.

Buckmaster's Group Wins Drama Award

At the Regional Drama Festival held in Corner Brook, Newfoundland, the week of March 20-25, the Buckmaster's Players of St. John's, with their play *Flare Path*, won the award for the best play of the festival. Two other awards also went to this group—the award for the best visual presentation and the award for the best supporting role.

The Buckmaster's Players were formed in September 1959, with the object of providing an outlet for the dramatic and entertainment talents of Her Majesty's Forces who are serving in or have served in Buckmaster's Field and RCAF Station Torbay, as well as their immediate families and civilians employed by the Department of National Defence.

The first production of the group was *When the Sun Shines*, which ran for three nights in November, 1959. This was followed in 1960 with *Reluctant Heroes*, which had four performances, and then *Flare Path*, which played in St. John's for five days during the week of March 13, before being performed at the Regional Drama Festival in Corner Brook. The three plays were well received by the public.

The players are directed by Lt.-Cdr. R. S. Portchmouth, who is staff officer (administration) at *Cabot*, the St. John's naval division. He was active in dramatics at both *Cornwallis* and *Shearwater* before his Newfoundland appointment.

Royal Roads Cadets On Camping Trip

Some 80 officer cadets from Royal Roads left their college early on the morning of May 11 for "Exercise North-bound."



The Fleet Mail Office staff in the Halifax Dockyard was congratulated on May 3 by Cdr. J. Kevin Power, left, secretary to the Flag Officer Atlantic Coast, on the 50th Anniversary of the Canadian Postal Corps. Showing Cdr. Power the post office cash account system are Sgt. C. R. Morneau and Sgt.-Major R. H. Woods. The Fleet Mail Office in Halifax is one of the largest Canadian Postal Corps establishments. (HS-65003)

For six days the cadets camped on scenic Portland Island, off Sidney.

The exercise was the third annual event of its kind in the service college's program and again this year was under the overall direction of Lt.-Col. H. E. C. Price, deputy commandant of the college.

Divided into squadrons, the cadets enjoyed full program of sports, including softball, volleyball, swimming, fishing, hiking, and rifle shooting. Visits were made to several nearby islands of the Gulf Islands group.

Postal Corps 50 Years Old

Officers and men of the Canadian Postal Corps, smallest corps in the Canadian Army, on May 3 celebrated their 50th anniversary.

Although they are an Army corps, the 29 officers and 212 men perform a tri-service function, serving all three armed services around the world. One of the largest detachments of the Corps is in Halifax where they operate a Fleet Mail Office for the Royal Canadian Navy.

During the birthday celebration in Halifax they were visited and congratulated by Cdr. Kevin Power, secretary to the Flag Officer Atlantic Coast,

who thanked them for doing a good job for the Navy and by Colonel G. H. Spencer, officer-in-charge of administration, Eastern Command.

Postal Corps members observed their natal day throughout the world. In Brussels, Belgium, a detachment held a memorial service for those killed during the Second World War and a similar service was held in Choloy, France, where members serve Canada's Air Division. Other observances were in Ottawa and at Montreal's Base Post Office.

Members of the Postal Corps were originally militia soldiers who by day were employed by the Post Office Department and who served the forces on a part-time basis. They were mobilized for the First World War and served in overseas theatres of war both in that conflict and in the Second World War.

Personnel are now on duty in France, Germany, Egypt and the Congo.

416 Give Blood At Cornwallis

Personnel of *Cornwallis* contributed 416 pints of blood during a Red Cross blood donor clinic at the training establishment in April.

The blood donor clinic was the 32nd to be held at *Cornwallis* since the start of the free blood transfusion service in 1948. These clinics have resulted in a total donation of 20,088 bottles of blood.

Promotions and Appointments

The following promotions and appointments were announced recently by Naval Headquarters:

Captain Frank B. Caldwell was appointed Deputy Naval Comptroller at Naval Headquarters effective May 23 and was promoted to the rank of commodore on taking up his new appointment.

Cdr. William P. Hayes was promoted to the rank of captain and succeeded Commodore Caldwell as Commander Fifth Canadian Escort Squadron and commanding officer of HMCS *Gatineau*.

Captain Stuart E. Paddon has been appointed Director General Fighting Equipment on the staff of the Chief of Naval Technical Services at Naval Headquarters, effective June 15. He will be responsible for the design, production and procurement of fighting equipment systems for use both ashore and afloat, including weapons, communications, detection and navigation.

Captain Gordon C. Edwards has been appointed Commander Third Canadian

Escort Squadron and commanding officer of the *Athabaskan*, effective May 25.

Cdr. Victor Wilgress has succeeded Captain Edwards as Director of Naval Aircraft Requirements and has been promoted to the rank of captain.

Cdr. Philip J. Pratley has succeeded Captain Wilgress as commanding officer of HMCS *Chaudiere*, attached to the Fifth Canadian Escort Squadron.

Cdr. Donald W. Knox took command of HMCS *Columbia* April 25. The *Columbia* is attached to the Fifth Canadian Escort Squadron. Since January 1960 he had served as Commander (Air) on board the *Bonaventure*.

Cdr. Robert H. Fallis has been appointed as Commander (Air) on board the *Bonaventure*, succeeding Cdr. Knox.

Lt.-Cdr. F. Roger Fink was promoted to the rank of commander, effective May 22. He is serving at Naval Headquarters on the staff of the Director of Naval Air Requirements. He was awarded the George Medal by Her Majesty, Queen Elizabeth II, for his part in the 1955 helicopter rescue of 21 seamen from the Liberian freighter *Kismet II* which ran aground on the rocky northern coast of Cape Breton Island.

Lt.-Cdr. Eric Jardine Dawson was appointed officer-in-charge of the Naval Engineering Design Investigation Team effective May 5 and was promoted to the rank of commander on taking up his new appointment.

Lt.-Cdr. William Paul Rikely has been appointed in command of HMCS *Victoriaville*, the frigate attached to the Seventh Canadian Escort Squadron. Since November 1959 Lt.-Cdr. Rikely had served as executive officer of the *Inch Arran*.

Farewell Dinner Held by Wrens

More than 70 wren officers and wrens, representing *Shelburne*, *Shearwater*, *Stadacona* and *Cornwallis*, held a testimonial dinner March 25 for Lt.-Cdr. (W) W. Grace Lyons at Chez Leo Restaurant, Annapolis Royal.

Among those present were Lt.-Cdr. Jean Crawford-Smith, Staff Officer (Wrens), from Naval Headquarters in Ottawa; Lt. L. F. A. Tait, SO(Wrens) to the Commanding Officer Naval Divisions in Hamilton, and Lt.-Cdr. C. E. Ogilvy, who has succeeded Lt.-Cdr. Lyons in appointments as Administration Officer (Wrens) to the Flag Officer Atlantic Coast and Training Officer (Wrens) at *Cornwallis*.

CPO Phyllis Bayley presented, on behalf of the regular wrens, a silver tray with steins, each bearing the badge of an establishment where wrens serve



Lt.-Cdr. W. Grace Lyons, retiring from wren duties, is presented with silver tray and steins by CPO Phyllis Bayley at a farewell dinner on March 25 in Annapolis Royal, N.S., attended by more than 70 wren officers and wrens.

(*Stadacona*, *Shelburne*, *Shearwater*, *Cornwallis*, *Naden* and *Bytown*). Lt. Tait presented a stein on behalf of reserve wrens. A complimentary letter from Rear-Admiral P. D. Budge, Chief of Naval Personnel, was read along with several telegrams.

Following an enjoyable dinner, the group repaired to Conestoga Block in *Cornwallis* where the skit "A Day in the Wren Block in *Stadacona*" was presented, followed by a sing-song and a late snack.—A.V.M.

Civil Servants Receive Awards

On Monday, May 8, 25-year service pins were presented by Captain A. O. Solomon, Naval Secretary, to Miss R. S. Nysater and H. S. Blight.

Miss Nysater is Assistant Naval Secretary (Naval Personnel) and secretary to the Deputy Chief of Naval Personnel, and Mr. Blight is Assistant Naval Secretary (Plans) and secretary to the Assistant Chief of Naval Staff (Plans).

On January 16, 1961, Miss Nysater completed 35 years of service with the department, all of it devoted to the naval aspects of the department. Miss Nysater was first employed as a Typist Grade 1 in Naval Stores on January 16, 1926.

Mr. Blight began his Civil Service career in Central Registry on November 11, 1930, and was a clerk before his enlistment in the Corps of Military Staff

Clerks, Canadian Active Service Force on December 1, 1939. Following his discharge from the Army in June, 1946, with the rank of sergeant-major, he returned to employment in Central Registry but was soon to join the Naval Secretariat.

Including six-and-a-half years in the Canadian Army, he has now served the Department of National Defence for more than 30 years.

Dinner Honours Admiral Hose

If the Navy can be said to have an elder statesman, the honour undoubtedly goes to Rear-Admiral Walter Hose, born at sea 86 years ago and veteran of two navies. In particular he is regarded as the founder of the RCNVR, the "Wavy Navy" which preceded the present RCN(R).

His years of service to the Royal Navy and, commencing in 1912, to the Royal Canadian Navy were recalled at a testimonial dinner in Windsor, Ontario, where he resides, on the eve of Battle of the Atlantic Sunday.

Hosts for the occasion were the members of the Naval Officers' Association, Windsor branch, and the guest speaker was Vice-Admiral H. S. Rayner, Chief of the Naval Staff.

Admiral Rayner had earlier sent this message to Admiral Hose:

"On the auspicious occasion of the testimonial dinner in your honour, on

the eve of the anniversary of the Battle of the Atlantic, I wish to convey to you the warmest good wishes of the Naval Board and all ranks of the Royal Canadian Navy and Reserve. Your distinguished career in two navies spanning 44 years of devotion to duty, determination and outstanding leadership are now part of our naval tradition."

To this, Admiral Hose replied:

"Your kind message on the eve of the Battle of the Atlantic commemoration I very deeply appreciate.

"The personal loyalty and regard which I have always received from all ranks of the Canadian Naval Services has been my surest support throughout my service with them and has endeared them to me for the rest of my life."

Air Crewmen Donate Blood

Forty-seven naval air crewmen of VS 880, HMCS *Shearwater*, attended the Red Cross blood donor clinic May 12.

A few days earlier one of their squadron mates was seriously injured in an accident. Blood transfusions were required to give him a chance for recovery. The blood was supplied by unknown donors who had recently attended a Red Cross clinic.

Recognizing the value of the free blood transfusion service they called the Red Cross and made arrangements to donate their blood.



Forty years ago four cadets from the Royal Naval College of Canada posed informally for this snapshot. Their naval careers, just begun, were threatened with early termination when the college closed its doors forever in the spring of 1921 but, surmounting this obstacle, all persisted in their chosen profession and all attained Flag rank. A year ago all were serving actively in the Royal Canadian Navy. Then, on July 31, 1960, Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast (second from right), proceeded on retirement leave. On January 22 last, Rear-Admiral B. R. Spencer, Chief of Naval Technical Services (second from left) died, following a heart attack. On June 30 Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff (left), will proceed on retirement leave. The fourth member of the group is Rear-Admiral R. A. Wright, Naval Comptroller, who entered the RCN as a paymaster cadet, as shown by the white distinction cloth on his sleeve.

Red Cross officials, in thanking the squadron, said it was this type of enthusiasm and participation that made it

possible for the Red Cross to ensure that blood, in adequate amounts and of the proper type, was always available.



A reunion of the original first and second classes of artificer apprentices who trained in Galt, Ontario, in 1941 and 1942 was held in the frigate *Victoriaville* on March 27. The guest of honour was Superintendent John Reader, RCMP, who was the original class officer as a lieutenant (E), RCNR. Front row, left to right, Lt. J. Turner, Chief Petty Officers E. Eckstien, K. McDonald, E. Blaney, M. Keohane, J. Palmer and Lt. C. Heustis. Back row: CPO H. McCartney, Lt.-Cdr. K. Fiddy, CPO J. McMaster, Lt.-Cdr. G. Dunfee, Supt. Reader and Chief Petty Officers W. Hodgson, P. Lysens, W. Lavis and G. Pilkington. (HS-64662)

Although thousands of Canadians undertook naval service during the First World War, most of them served with the Royal Navy and the number of ships and men based in Canada was small. Even this tiny force found it difficult to survive the years after the war, as Admiral Bidwell relates in the second instalment of reminiscences of his service life. Extinction of the RCN was threatened and the service only sur-

vived because the formation of the RCNVR and RCNR gave it a valid reason for continued existence. Admiral Bidwell tells here how the RCN passed through its days of discouragement to become the small but efficient force of 1939 that was able to expand during the Second World War to a sturdy fleet in which nearly 500 ships and 100,000 officers, men and women served.

RANDOM MEMORIES



THE END of the First World War found the RCN in a fairly healthy condition, though it was affected by the general

rush of demobilization only to be expected at the end of a war widely advertised as "a war to end all wars". Considerable expansion had taken place and a force chiefly comprising small trawlers and drifters had been formed for coast defence duties and was mostly manned by reservists. This was later disbanded, but a nucleus training squadron was started for RCN training, comprising the cruiser *Aurora*, a gift from the Admiralty, two destroyers, the *Patriot* and *Patrician*, and two submarines.

My first job in the RCN proper was my appointment, together with Mainguy,¹ who was still serving with me, as sub-lieutenant, RCN, in the *Aurora*. The RCN's second start looked promising . . . but not for long. We joined this fine cruiser during the second year of existence of the Canadian Training Squadron, and, alas, it proved to be the last. It was a bold venture in its day and served to keep naval matters alive to the public, while carrying out much valuable training and flag-showing; but it perished through lack of funds in a war-weary country.

We still leaned heavily on our Mother service, the Royal Navy, both for many of our more senior officers and for practically all our advanced training. But it was indeed a joy to be in one's own service again and serving with one's own officers. In the Canadian Squadron we met many of those who would add to the legends of the RCN, and help to build it up to what it eventually became.

1. Vice-Admiral E. R. Mainguy, RCN (Ret), of Toronto.

The navigator of the *Aurora* was a young newly-qualified lieutenant called L. W. Murray,² who ended up as the first Canadian C-in-C in the Second World War. Several other colourful characters were aboard, including J. O. Cossette³ and the senior Hibbard, who was mate of the upper deck and perhaps the best-known raconteur the Canadian Navy ever had. (Incidentally, his two younger brothers finished up as Commodore and Rear-Admiral respectively.)⁴

My first trip in this vessel is remembered by me due to an incident on my first night watch. I had been warned by the man I relieved that there was a small-boat fishing fleet in the vicinity, and the first thing I might expect to see

Part Two of a Series

by

Rear-Admiral R. E. S. Bidwell
RCN (Ret)

was a lantern being flashed on a sail. Very shortly I saw exactly this—so I thought—and it was not until I had altered the course of the squadron, called the captain who had appeared on the bridge, that the phenomenon I had sighted had resolved itself into the rising tip of a crescent moon on a collision course. It was on a later occasion in the West Indies that I nearly called our long-suffering captain on sighting an undoubted flying saucer, but that is another story.

2. Rear-Admiral L. W. Murray, RCN(Ret), now living in England.
3. Rear-Admiral (S) M. J. R. O. Cossette, RCN(Ret), of Ottawa.
4. Lt.-Cdr. H. J. F. Hibbard, RCN (Ret), of Cobourg, Ont.; Commodore G. M. Hibbard, RCN (Ret), of Charlottetown, and Rear-Admiral J. C. Hibbard, (RCN (Ret), of Victoria.

We did one fine West Indies cruise in this squadron, during which we encountered the only full-scale hurricane I have ever been through at sea, and several times the good ship rolled to beyond what the constructors ominously call the "vanishing angle". Luckily all that vanished was the upper-deck ship's office, together with the service certificates of most of the ship's company, and all the pay records. The author, who was keeping the first watch when all this started, was unable to get aft and he, the captain and several other key officers were compelled to stay for'ard on the bridge until well on in the forenoon watch next day.



ON OUR RETURN to Halifax on the conclusion of this splendid cruise we were greeted with ominous news. A new economy wave had set in

(there had been a change of Government) and the squadron was to be paid off, and so was most of the Navy as far as we could gather.

Admiral Walter Hose,⁵ who was now the Director of the Naval Service, came to see us, and explained that things financially were at a low ebb. He predicted that the squadron must be paid off shortly, though the destroyers might be retained for reserve training; and said that all presently serving officers who had a job ashore to go to, or who wished to return to a university for training in a future profession were free to do so.

This appeared to be a serious matter, and Mainguy and I decided to go on leave (on half-pay) and consider the matter. We neither of us had a job to

5. Rear-Admiral Walter Hose, RCN (Ret), Windsor, Ont.

go to and we neither of us wanted very much to go back to college and try to start in with another profession.

At the end of about four months of delicious idleness at Kingston, Ont., where I was then living, we both received new appointments, Mainguy to the destroyer *Patriot*, and I to further service in the RN. In due course I found myself as a junior lieutenant in the battleship *Malaya*.

So I was away from my own service once more and this time for three years. During this time the RCN continued to have its ups and downs, mostly downs. Due to the efforts of Admiral Hose we had managed to retain our two destroyers, which had been kept as an auxiliary to the training of the RCNVR.

It had been decided for economy's sake that the best way of maintaining a Navy was to concentrate on the training of the newly re-organized Volunteer Reserve, and for this reason one destroyer on each coast had been kept in commission, plus a few trawler minesweepers. On this meagre allotment of ships, and with annual decreases in its budget, the RCN continued to exist—but only just. In fact, for a short time in the late '20s it had been decided to scrap it completely; this however was

a temporary decision, later reversed, and since I was serving in the RN at this time, I did not even hear of it. But unquestionably we were in a real slump, and it was not until a decision was made to build (at Thornycrofts in England) two new modern destroyers exclusively for Canada that the RCN started to climb out of its last and worst slump.



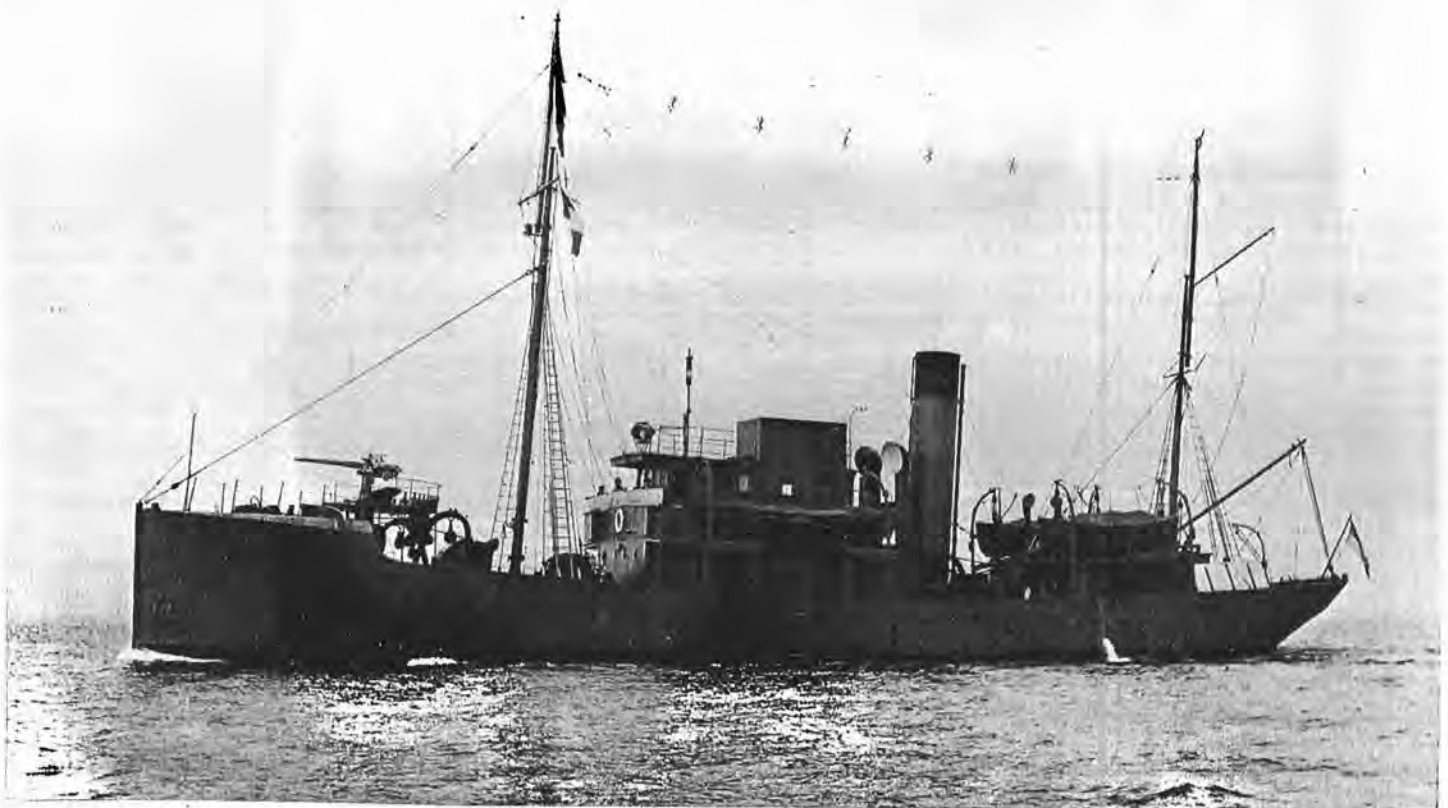
BY THE TIME the *Saguenay* and *Skeena* decision was made I had returned from the RN, having in the meantime qualified as a Torpedo Officer (the old fashioned kind, who dealt with torpedoes and electrics). I had been "T" officer of both the *Nelson* and *Tiger* when I received my next RCN appointment as commanding officer of that doughty survivor of an earlier RCN period, HMCS *Armentieres*.

This was my first command. These words may not mean much to anybody not in the sea-service, but to one who goes to sea for a living, they mean much, very much. It is a thing that never wears off, never becomes ordinary, becomes indeed a part of one. The anxiety

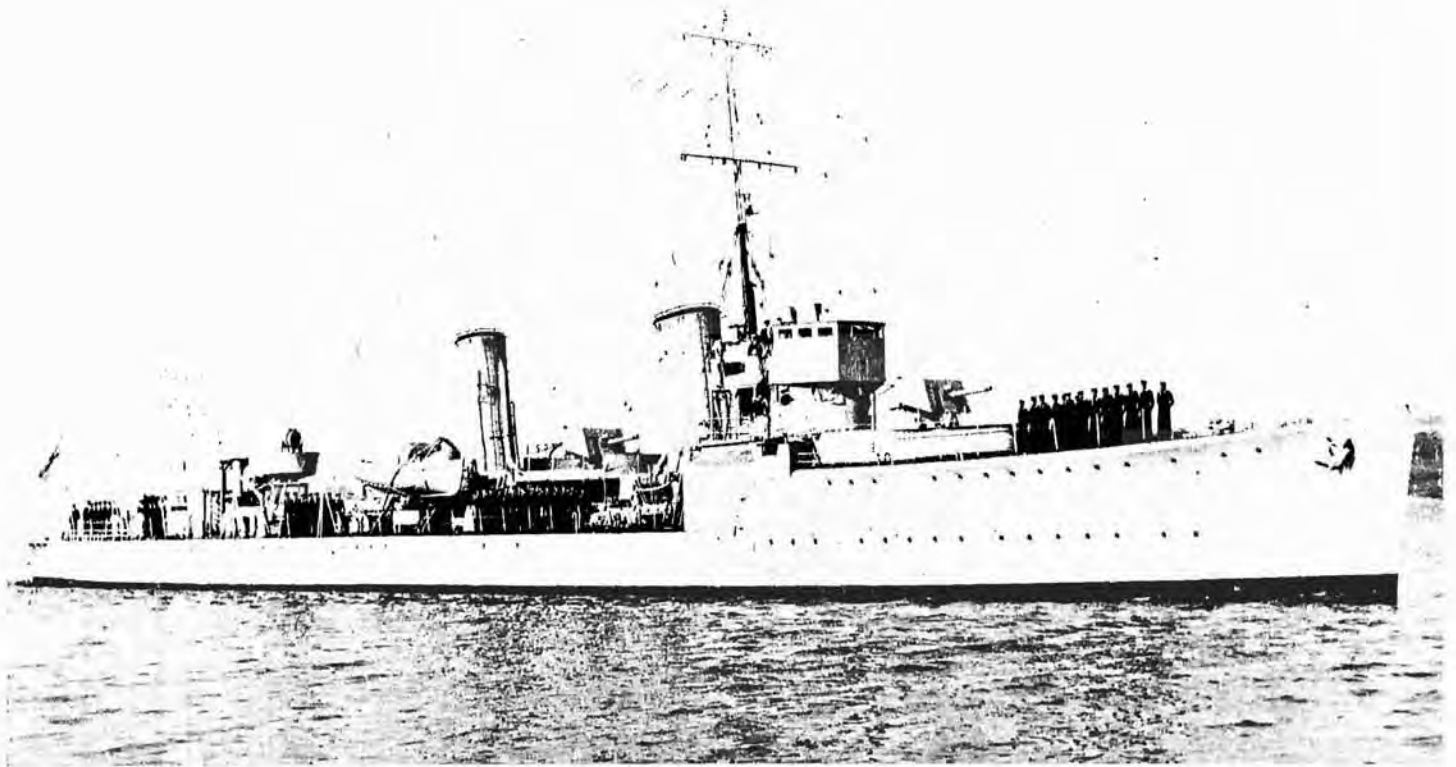
and worry that I first experienced *did* wear off, but not the glorious feeling of command.

Our original destroyers on the two coasts had been by this time replaced by two slightly more modern ones, the *Champlain* and the *Vancouver*, and to the latter I was appointed as first lieutenant after a period in the *Armentieres*. These were fine little ships, built by Thornycroft, and after the *Saguenay* and *Skeena* made their appearance, they were allowed to keep in commission, thus bringing our total up to four destroyers plus four minesweepers of the *Armentieres* variety. So the expansion of the RCN was really underway.

It must be remembered that at this time (the early '30s) the international situation was worsening, the rise to power of Hitler was commencing, the postwar splurge of the '20s was over, and the great depression which followed it was slowly receding and so was the depression of the RCN. The number of personnel in the regular force was still ludicrously small, but the Volunteer Reserve had expanded and gained in efficiency; it was beginning to show signs of taking its future role of the element of real expansion within the Navy.



HMCS *Armentieres*—Admiral Bidwell's first command. (E-032).



HMC Ships Champlain and St. Laurent (H-83) were two destroyers commanded by Admiral Bidwell as the storm clouds of the Second World War were gathering. (O-1256-1; H-1847).

Meanwhile, we carried on briskly with our training; by that time I was in command of the *Champlain* (still with us, but shortly to be scrapped), accompanied by the proud *Saguenay*, which was commanded by one of our best known old-timers, Commander Agnew.⁶

He had many stores to tell about the old-time RCN, several of which related to his experiences as first lieutenant of the original destroyer *Patriot*. His captain, another well-known old-timer, had got the idea that his first lieutenant was probably the laziest officer afloat, even by RCN standards, and so one early morning he set a trap and "fell in" with the hands at 6 a.m. to see whether the first lieutenant appeared. Sure enough when he came on deck there were no signs of the Number One, and a sleepy gunner was telling off the hands. The Captain said nothing but, calling a signalman, he wrote a note summoning the first lieutenant to his presence. In a few minutes the first lieutenant appeared, and the Captain angrily demanded an account of his absence.

Agnew seemed completely at ease, and explained that it was his habit to retire to solitude just before the hands fell in.

"But this time, sir, for some reason there was no paper. I looked everywhere, but there was simply none, and had it not been for the timely arrival of your kind message, I'd be there still."

There was also the case of the abortive Christmas party in one of the smaller West Indies Islands to which the Captain and the first lieutenant had been asked as guests of the Governor.

6. Commodore R. I. Agnew, RCN, deceased.

It was a good party, turkey and plum pudding in generous rations, Christmas crackers, and lots of champagne. However, the festivities were brought to an early end by the breathless arrival of an urgent messenger.

"I'm very sorry, sir," spoke the Captain, "but we must go at once. There is a hurricane crisis in one of the islands. . . ."

Within a few moments our destroyer was weighing anchor, and shortly afterwards as she headed to sea the first lieutenant appeared on the bridge and, smartly saluting, reported: "Anchor and cables secured for sea, sir".

The Captain looked on him coldly.

"You damn fool," he said. "You're wearing a PAPER HAT."

"Ah, ye-yes, sir" stammered the first lieutenant. "As a matter of fact, sir, so are you."



IN THE LATE 1930s international tension steadily increased. My good ship the *Champlain*, finally wore out in 1937 and we paid her off to the scrap heap. However, the Admiralty had been keeping a sympathetic eye on

our efforts and it was found that a half flotilla of modern destroyers was "going spare" and could be sold to the RCN to assist us in our slow build up.

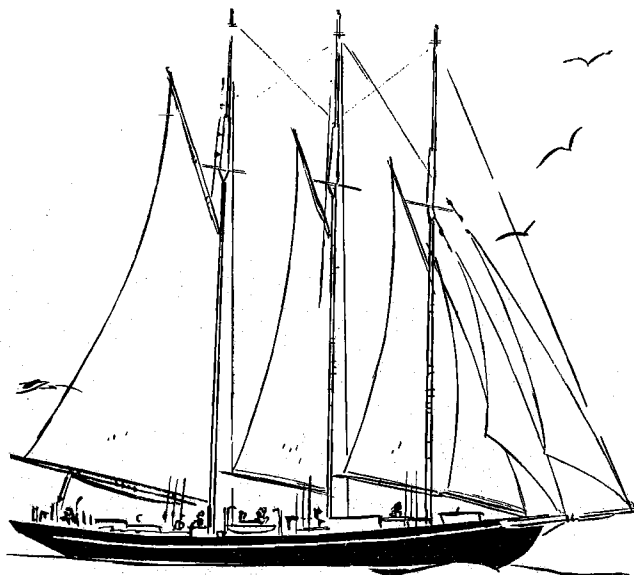
To my great joy I was appointed to one of the first two, and in February of 1938 I departed for England with most of my officers and an augmented crew from the *Champlain* to commission this fine ship as HMCS *St. Laurent*. The other ship was re-named *Fraser* (Cdr. Brodeur)⁷ and in company we sailed to join what we might now begin to call the RCN Fleet.

The following year, 1939, two more of these ships were commissioned into the fleet, and the first Canadian minesweepers were built.

And so it came about that at the start of the war Canada had a fleet of six destroyers and an assortment of minesweepers. Our RCN "regulars" were well-trained in their professional duties, but pitifully small in numbers; but we had a numerous and healthy, though half-trained, force in our naval reserves, who were in the following few years to become the main part of a force which expanded up to nearly 100,000.

7. Rear-Admiral V. G. Brodeur, RCN (Ret), Vancouver.

This is the second of four articles by Rear-Admiral Bidwell. A third instalment will appear in an early issue.



THE BENEVOLENT FUND

FEWER APPEALS for assistance were made to the Royal Canadian Naval Benevolent Fund in 1960, but donations also showed a decrease, Vice-Admiral H. T. W. Grant, RCN(Ret), reported at the 16th annual general meeting of the fund at Naval Headquarters on April 10.

Admiral Grant was elected president of the RCNBF for a sixth term and Vice-Admiral H. S. Rayner, Chief of the Naval Staff, was elected honorary president.

Vice-presidents for two-year terms are: Cdr. T. R. Durley, RCN(R) (Ret), Montreal, and CPO R. N. Langton, RCN, *Naden*. Elected vice-presidents for one-year terms are: Captain R. P. White, RCN(R) (Ret), Ottawa, and CPO F. R. Henderson, *Shearwater*.

Lt.-Cdr. Harry McClymont continues as general secretary and treasurer.

Directors of the RCN Benevolent Fund are: Captain A. W. Baker, RCN(R) (Ret), Cedarhurst, Ont.; Rear-Admiral P. D. Budge, Ottawa; Aubrey B. Campbell, CLU, Halifax; A. B. Coulter, Ottawa; Rear-Admiral W. B. Creery, RCN (Ret), Ottawa; Cdr. T. R. Durley, RCN(R) (Ret), Montreal; Chaplain (P) I. R. Edwards, *Naden*; Chaplain (P) A. G. Faraday, *Stadacona*; Captain P. B. German, RCN (Ret), Ottawa; CPO F. R. Henderson, *Shearwater*; CPO M. H.

Keeler, *Bytown*. CPO R. N. Langton, *Naden*; Miss A. I. McPhee, Ottawa; Captain E. A. Thompson, RCN (Ret), Halifax; Captain R. P. White, RCN(R) (Ret), Ottawa; Vice-Admiral H. G. DeWolf, RCN (Ret), Ottawa, and CPO D. H. Nelson, RCN (Ret), Esquimalt.

"This being our 16th annual meeting, the fund can hardly be called old and it is certainly not old enough to go on pension," Admiral Grant told the delegates. "By this I mean that it is too young to rest on its laurels and live off the earnings of capital funds built up by those who served before, who are now, in the main, wrestling with life ashore and, in some cases, finding out that 'Civvy Street' is not all a bed of roses.

"Yet I fear this is the position today, for, if you look at our balance sheets over the past few years, it will be seen that annual contributions amount to only one-third of the money paid out in the work of the fund. The difference is made up by interest accruing from our government bonds—a happy position, possibly, but I would reiterate that it was made possible largely by an older generation of sailors, whose services embraced the years of war.

"Today I single out those who contribute by assigned pay as the main supporters of the fund. They total

roughly 16 per cent of all serving personnel. I wonder if they really miss from their pay cheques their voluntary contributions of 25 cents a month and upwards? Of one thing I am sure, it does more good in the fund than in a parking metre.

"This is not by any means to belittle the less personal but generous contributions of naval messes ashore and afloat. But it is obvious that in our way of life the calls on these from every quarter for charity, for sports and, quite rightly, for the pursuit of happiness, are relentless and telling. So it is really the naval pay assigners who are pulling their weight and, though their reward may be neither here nor there, they are moulding and shaping, in their fashion, the character of the modern Navy.

"While on this subject I would, on your behalf, gratefully acknowledge a gift very much in the tradition mentioned above. Lt. Gilbert Milne, RCN (R) (Ret), in collaboration with other officers who served in the Second World War and whose names have appeared in *The Crow'snest*, has made over to the fund all royalties from his recently published book, *H.M.C.S.* To date the sum of \$1,644 has been received by the fund and, in passing, I might mention that this represents a gift of 25 cents a month for 550 years."

COMPARATIVE STATEMENT OF STATISTICS 1956-1960

	1956	1957	1958	1959	1960
Claims dealt with	709	727	799	903	704
Claims Approved	549	551	659	764	543
Claims NOT Approved	160	176	140	139	161
Grants Approved	\$ 91,184	\$ 91,165	\$ 110,527	\$ 102,332	\$ 96,970
Loans Approved	48,442	73,319	83,371	71,140	77,535
Loans Written Off or Converted	12,340	9,791	10,617	8,117	7,559
DONATIONS:					
Ships and Establishments	18,558	21,760	14,144	13,685	10,336
Reserve Divisions	1,049	864	1,210	195	785
Assigned Pay	9,623	32,012	30,610	26,066	23,244
Sundry	1,117	1,827	785	573	396
Administrative Expenses	24,088	34,919	33,321	24,304	26,111
Invested Capital	2,660,000	2,700,000	2,750,000	2,780,000	2,780,000
Interest on Bonds	82,875	85,172	95,641	112,888	114,227
Net Capital Worth	\$2,723,342	\$2,756,691	\$2,810,154	\$2,847,123	\$2,890,355

GIFTS MADE IN 1960 TO BENEVOLENT FUND

Serving Naval Personnel

By Monthly Assignment \$23,244

RCN Ships and Establishments:

Aklavik	Ship's Fund	\$ 60.
Albro Lake	Ship's Fund	120.
Aldergrove	Ship's Fund	30.
	Chief and POs' Mess	25.
Algonquin	Ship's Fund	\$ 418.
Assiniboine	Wardroom Mess	50.
Avalon	Regimental Fund	59.
Avalon and Cabot	Officers and Men	55.
Bonaventure	Ship's Fund	1,500.
Cayuga	Ship's Fund	200.
Chaleur	Ship's Fund	20.
Churchill	Ship's Fund	70.
Cornwallis	Ship's Fund	3,500.
	Chief and POs' Mess	120.
	Wardroom Mess	180.
Coverdale	Ship's Fund	10.
Cowichan	Ship's Fund	15.
Gloucester	Ship's Fund	120.
Haida	Ship's Fund	15.
Margaree	Ship's Fund	240.
Naden	Ship's Fund	960.
	Wardroom Mess	193.
Niobe	Men Serving U.K.	107.
	Officers' Club	82.
Outremont	Ship's Fund	120.
Saguenay	Ship's Fund	221.
Stadacona	Ship's Fund	492.
	Chief and POs' Mess	250.
	Wardroom Mess	1,000.
Stettler	Ship's Fund	100.

Naval Divisions:

Chatham	Chief and POs' Mess	25.
Chippawa	Chief and POs' Mess	25.
	Ship's Fund	50.
Hunter	Ship's Fund	40.
Nonsuch	Ship's Fund	15.
Prevost	Ship's Fund	75.
Star and Patriot	Ship's Fund	300.
Unicorn	Wardroom Mess	35.
	Chief and POs' Mess	60.
	Ship's Fund	60.
York	Trafalgar Ball Comm.	100.

Other Sources:

Baker, Captain, A. W., RCN (R) (Ret)	60.
Canadian Joint Air Training Centre (Off. Mess)	10.
Canadian Naval Assoc. (South Waterloo)	10.
Collins, R. C.	5.
De Wolf, Vice-Admiral H. G., RCN (Ret)	20.
Edwards, Rev. I. R., RCN	11.
George, Lt., W. G. S., RCN (Ret)	30.
Grant, Vice-Admiral H. T. W., RCN (Ret)	20.
Joyce, D. R.	5.
MacLachlan, Cdr. K. S., RCN, (Ret)	100.0
Miscellaneous Contributions	15.
McLean, A. M.	1.
NOAC (Winnipeg Branch)	25.
Nova Scotia Technical College	25.
Stephens, Eng. Rear-Admiral, G. L., RCN (Ret)	20.
Taylor, Lt.-Cdr. N. B. J., RCN (Ret)	10.
Wrens' Association (B.C.)	25.
Zwicker, L. E.	3.

Total Donations \$34,761

Turning to the financial statement, Admiral Grant said the board of directors had reviewed the policy of placing a 40 percent reserve on loans to offset those which proved to be uncollective. It had been decided that, in the light of past experience, a reserve of 30 percent was sufficient and more realistic.

He said the Central Claims Committee had been reorganized as a separate entity from the administrative organization in Ottawa and had been empowered to deal with the claims in the central area on a similar basis to the East and West Coast Committees.

"Your fund appreciates the assistance of Miss J. R. Casey, who was recently appointed as a social worker on the staff of the Flag Officer Atlantic Coast and who is now a member of the Eastern Claims Committee," Admiral Grant said. "I feel, too, that special mention should be made of our service padres who served or are still serving on claims committees. As specialists in their own field, they know only too well the difficulties experienced in many homes and, working with the claims committees, have been a tower of strength to the fund."

During his discussion of the annual statement, Admiral Grant pointed out that 543 servicemen, ex-servicemen and dependents were assisted by an outlay of \$174,505, or an average of \$300 a person.

"Before concluding, I wish to record with much regret the death last November of Charles R. W. Hobson, a former yeoman of signals, who was a founding member and a director for some years, and also the recent passing of Mr. Jackson Dodds in Montreal. Mr. Dodds was a founding member and contributed much to the fund in its formative years.

"Finally, on behalf of your board of directors, I would express our grateful thanks to our sister service benevolents funds for their whole-hearted co-operation in all cases where two or more services were involved; also to our auditors and claims committees for much time without remuneration and again to all donors for their generosity.

"It has been a great honour to serve as president and chairman of the board in this work so intimately concerned with the welfare of the Navy."



Navy life during the Second World War is being retold in pictures for Canadian naval personnel, thanks to the Encyclopedia Britannica of Canada Ltd. As an appropriate opening to Navy Week (May 7-13), the company made the first of a series of presentations of the book "H.M.C.S.", a collection of wartime photographs by former naval photographic officer Gilbert Milne. Copies of the book, along with Britannica's 1961 yearbook, are going to every ship in the fleet, as well as fleet establishments and naval divisions. Here the first presentation is made to Commodore P. D. Taylor, Commanding Officer Naval Divisions, at HMCS York, Toronto. Left to right are: Commodore Taylor, Mr. Milne, K. R. Swinton, Canadian, president of Britannica, who made the presentation, and Commodore R. I. Hendy, Senior Naval Officer Toronto Area. (COND-7093)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Kootenay

The *Kootenay* sailed on March 21 for Exercise "Beagle One", but before arriving in the exercise area was diverted to search for the 65-foot fishing vessel *Musquaro*, which had radioed to the *Nootka* that she was in trouble and required assistance.

Her position was given as 40 miles southeast of Sambro Light Vessel. The *Kootenay* was joined within the hour by the *Restigouche* and an RCAF Canso aircraft.

At about 1325, approximately 1½ hours after starting the search, voice contact was made with the *Musquaro*, and finally at 1446 she was sighted. The *Restigouche* and the *Canso* were released and *Kootenay* remained with the *Musquaro*.

During this period and until 2000, high seas, winds of over 35 knots, and heavy icing conditions were experienced. The *Musquaro* radioed that her pumps were inoperative, her engine was running roughly, and that she was accumulating a great deal of ice. Her crew was bailing by hand and also busy chipping the ice away. They had not had anything hot to eat or drink since the previous evening.

Plans were made to take her in tow or, if necessary, to take her crew off, but they were able to keep their engine going and maintain their bailing. As the weather gradually began to abate, the *Musquaro* made some headway and finally at 0200 the *Kootenay* was relieved by the tug *Saint Charles* which escorted the *Musquaro* to Halifax.

It was during this storm that several fishing vessels from Lockeport were lost at sea without a trace of their crews. Having seen at first hand an example of the ordeal that the crews of the Lockeport vessels must have endured before they sank, the ship's company of *Kootenay* decided to donate \$500 to the fund set up for the families of the Lockeport men lost at sea.

Fifth Escort Squadron

Two ships of the Fifth Canadian Escort Squadron, the *Restigouche* and *Columbia*, sailed from Halifax April 26 for an eight-day formal visit to Wash-



The White Ensign is hoisted at the ensign staff of HMCS Grilse as crew members of the U.S. Submarine *Diablo* (background) stand at attention while manning the side during the commissioning of the *Grilse*. (0-13629-16)

ington, D.C. Captain W. P. Hayes, commander of the squadron, was embarked in the *Restigouche*.

The purpose of the visit was to enable as many Americans as possible from the Pentagon and official Washington circles to tour and inspect the modern Canadian destroyer escorts. Showing the

flag with a will, the warships were toured by at least a thousand people.

Approaching the national capital via the Potomac River on April 29 the ships berthed at Pier 4, Naval Weapons Plant, securing to the inappropriate strains of "Anchors Aweigh" from a Marine Corps band on the jetty. Two RCN officers

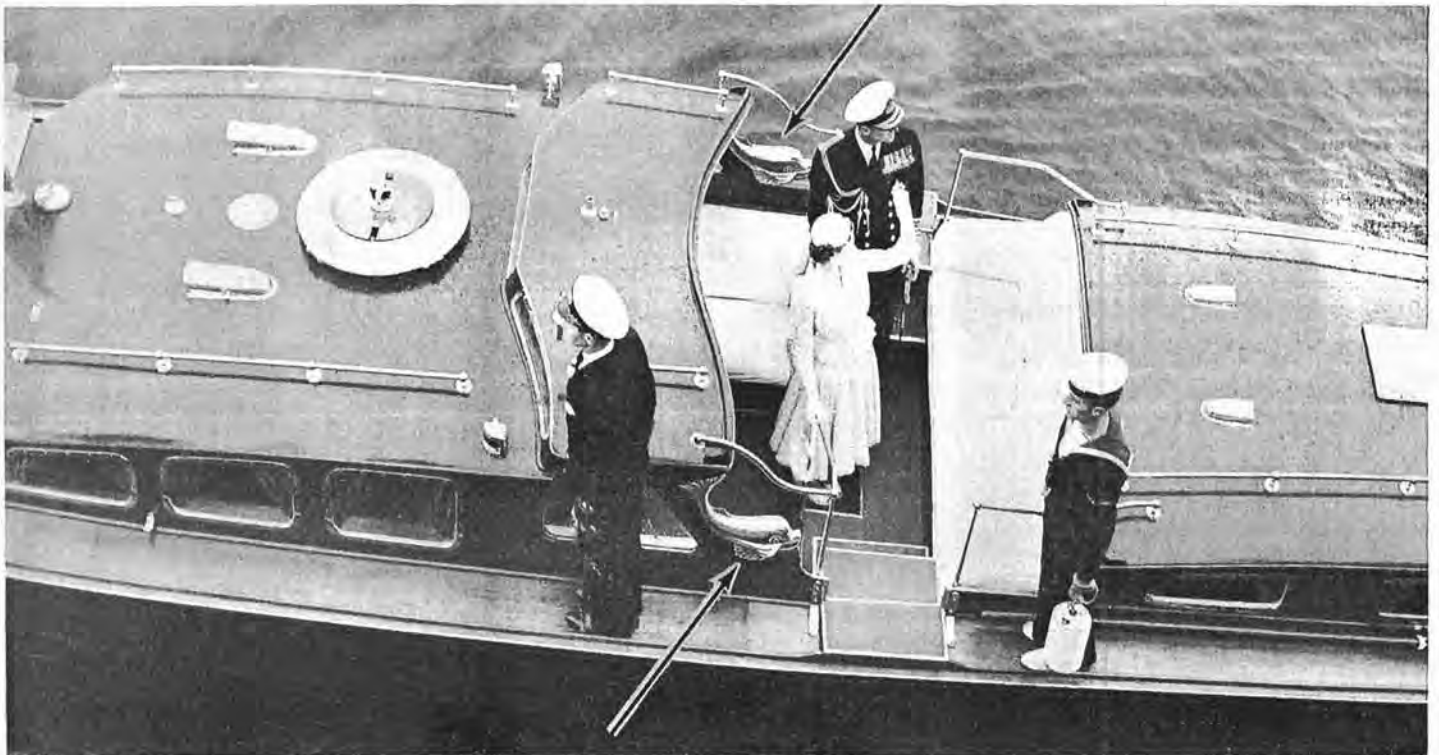
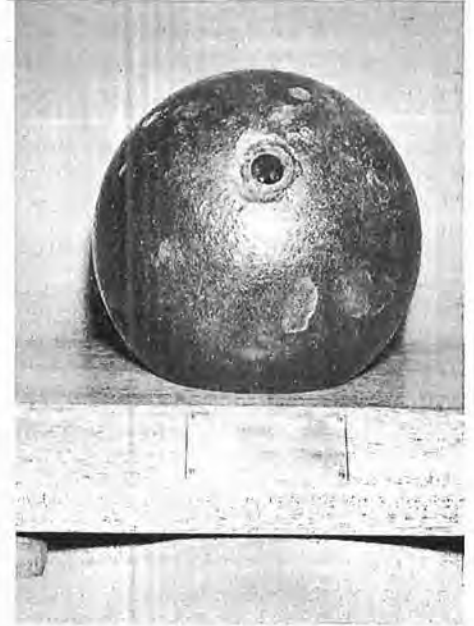
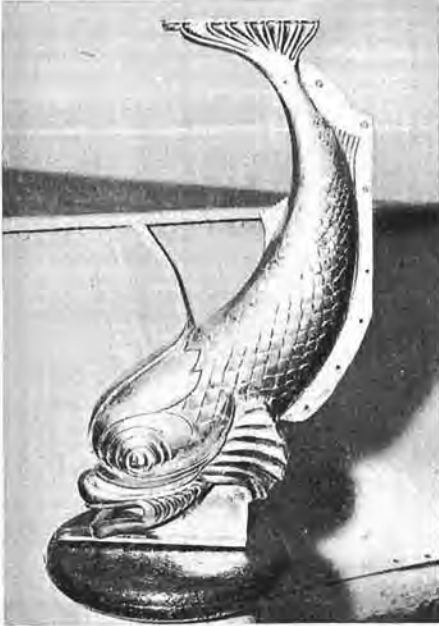
from the Canadian Joint Staff, Cdr. Richard Carle and Lt.-Cdr. Richard Ratcliffe, were among those on hand to greet the ships and complete arrangements for the Washington stay.

From Tuesday to Friday inclusive, daytime tours were conducted for officers and employees of the Bureau of Ships, Bureau of Weapons, the U.S.

Coast Guard, staff of the Chief of Naval Operations, and many other USN officials. Senior naval officers inspecting the destroyer escorts included Rear-Admiral R. K. Jones, Chief of BuShips; Rear-Admiral P. D. Stoop, Chief of BuWeapons; Rear-Admiral Schultz, Assistant Chief of Naval Design; Vice-Admiral Crawford, RN, who heads the

British Naval Staff in Washington, and Air Marshal C. R. Slemon, RCAF, Deputy Commander of NORAD.

On the first evening, Rear-Admiral T. H. Robbins, Jr., Commandant Potomac River Naval Command, received officers of both ships and senior officers of the Canadian Joint Staff. Monday, May 1, included official calls and the



Exploring the bottom of Bermuda's turquoise sea during Wintex 61, the diving team attached to HMCS Cape Scott emerged with a couple of interesting souvenirs. One was a brass dolphin, which must have come from some admiral's barge; the other what was loosely described as a cannon ball but which would appear to be an ancient mortar shell. The dolphin has become an ornamental stand for the Cape Scott's brow Kisbie buoy and the antique ammunition has been mounted and presented to the repair ship's commanding officer, Cdr. A. H. Rankin. In the picture at centre above the divers are Leading Seamen Leo Goneau and D. J. Schwartz, Lt.-Cdr. E. D. Thomson and Petty Officers C. Victor Stolks and V. N. Melanson. The picture below, of HMV Britannia's barge with Her Majesty the Queen and His Royal Highness the Prince Philip on board at Stockholm, shows how the dolphins were installed. A second dolphin presumably awaits recovery by next year's diving team. (CS-869; CS-868; CS-870; SL-0128)

Canadian ambassador, the Chairman of the Joint Staff, the Naval Member (Commodore O. C. S. Robertson) and high-ranking officers of Canada and the U.S. forces were entertained at lunch in the Restigouche. That evening, the ships entertained 400 people at a reception on both quarterdecks.

Although a busy week for the ships and hosts, it was, on most accounts, a highly successful visit. Many of the visitors were highly impressed with the Restigouche class destroyer escorts. The general appearance of both ships was excellent, due mainly to the efforts of the ships' companies before and during the Washington stay.

Throughout the week, tours of the capital were arranged for members of the ships' companies and the USO gave a dance in honour of the visitors and provided other entertainment for the men throughout the week.

The ships sailed on May 6 for Newport for a five-day operational visit before proceeding to Halifax.

Ships' companies were grateful to members of the staff of HMCS *Niagara*, who went out of the way to make the Washington visit as enjoyable as possible.

HMCS *Bonaventure*

The *Bonaventure* was alongside in the dockyard at Halifax from April 27 to May 23, during which time her self-maintenance program was being progressed.

Although no participation was possible in surface or air operations, the ship was most active in various worthy contributions to the community.

On May 11, a record donation of 457 bottles of blood was made to the Red Cross. The last clinic, during the winter refit in Saint John, N.B., realized just over 300 donations.

Then, on May 17, a cheque for \$1,036 was presented to the Royal Bank for the Lockport Relief Fund, thus swelling that fund over the \$30,000 mark. The carrier's generous contribution was inspired by her part in the search and rescue operation for distressed fishing vessels on the Emerald Banks in which three vessels with 17 crew members were lost, leaving 60 Lockport children fatherless.

A cheque for \$500 was presented on May 19 to the Salvation Army in the Red Shield campaign. AB Donald L. Bond, 18, himself a Salvationist, represented the ship's company as he turned the cheque over to Brigadier John J. Smith, Nova Scotia campaign director and a former Torontonion who has served in the same group as had Bond.



The Cornwallis band passes through the gateway of the Citadel at Halifax on Battle of the Atlantic Sunday. On that day the naval Sunset Ceremony was presented within the walls of the Citadel for the first time. (HS-65012)

Also on the 19th, a cheque for \$375 was raised for presentation to the HMCS *Iroquois* PO Wagerman Fund. The petty officer, severely burned himself, lost five children in a house fire recently in Halifax.

On Tuesday, May 23, the ship sailed with aircraft of HS 50 and VS 88 embarked. Eleven new Tracker crews are now with the seagoing flyers, so the *Bonnie's* first job will be to requalify these new teams. Visits were made to Quonset Point, Rhode Island, and New York.

PACIFIC COMMAND

HMCS *Ottawa*

An active chapter in the life of a busy ship concluded in the middle of April when the *Ottawa* completed her second commission.

The event was marked by a ship's company dance at Victoria's Crystal Garden, attended by Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, and Mrs. Finch-Noyes.

It was an evening of fun—and reminiscence. Cdr. I. B. B. Morrow said his time with the *Ottawa* had been "the happiest command of his career . . . and the best two years of his naval service." He paid a warm tribute to officers and men of the destroyer-escort, and to the ship itself.

Cdr. Morrow assumed command late in April 1959 while the ship was undergoing her first refit. Between that time and now the "green" crew was developed into a first-class operational team.

The ship is now in the early stages of her second refit.

During her second commission the *Ottawa* steamed a total of 66,950 miles. April 1960 saw the ship chalk up her greatest mileage for one month, 7,240 miles. During the same commission period, *Ottawa* was at sea for 302 days out of 711 or 42 percent of the time. The ship was away from her home port for 388 days or 55 percent of the time.

The spring cruise of 1960 took the ship away from home waters for three months, during which time intensive anti-submarine exercises were carried out across the Pacific Ocean. Pearl Harbour, Yokosuka, Okinawa, Hong Kong, Kobe and Adak were among the ports visited. Other shorter trips took the ship to California, Hawaiian and B.C. ports.

The *Ottawa* took part in the major exercises "High Hat" in February 1960 and "Upper Cut" in July 1960. She has participated in numerous other anti-submarine and patrol exercises with other units of the RCN and USN Pacific Fleet.

In September 1959 the *Ottawa* took Dr. Franz Joseph Strauss, the Minister of Defence for the Federation of West Germany, and his party, from Esquimalt to Vancouver, during his visit to Canada. She also carried two groups of officers from the Imperial Defence College for day cruises, as well as groups of students, staff and faculty members from high schools, and from the University of British Columbia, including the latter's president, Dr. Norman McKenzie, for demonstration cruises.

From August 19 to 22 in 1960, the *Ottawa* participated in the opening of the Pacific National Exhibition in Vancouver, and recently was chosen to take 50 delegates of the B.C. Teachers' Federation conference for an afternoon demonstration cruise.

Officers and men of all ranks in the *Ottawa* are proud of their ship and pay tribute to the hard work of everyone in her.

There is special mention for Lt.-Cdr. Henry "Hank" Wade, the ship's executive officer; and the ship's buffer, PO Alan Butler.

They will remember such members of the crew as Ldg. Sea. Andrew Hudock, for his famous cartoons and practical jokes and Ldg. Sea. Gerry Turcotte with his inexhaustible supply of stories.

HMCS *Ottawa* also proved she can hold her own in the sports field, having won the Pacific Command Basketball Championship in 1960, and in being the present holder of the *Cape Breton* trophy for golf.

The ship has always taken an active part in community affairs. The Ship's Fund, obtained from the ship's canteen

profits, has disbursed over \$1,700 in the past 23 months to such causes as the Community Chest, World Refugee Year, the Red Cross, the Maritime Museum of British Columbia, the Victoria College Building Fund, and the *Victoria Daily Colonist* 500 Christmas Fund.

HMCS *Saguenay*

On March 2, the *Saguenay*, with Captain J. A. Charles, senior officer of the Second Canadian Escort Squadron, embarked, together with her sister ships, *Ottawa* and *St. Laurent*, left Esquimalt for Hawaii and three weeks of operations with the USN.

The wardroom held a mess dinner on March 4 in honour of Captain Charles at which time, and with all due ceremony, he was invested as "Super-Chief Honorary" of the illustrious *Saguenay* tribe by the "Chief of the *Saguenays*," Cdr. E. M. Chadwick.

The ships joined on March 7 with Carrier Division 17, Rear-Admiral R. A. Townsend, USN, flying his flag in the carrier *Kearsarge*, and proceeded to Pearl Harbour, exercising en route.

For the next week and a half the *Saguenay* exercised with the *Kearsarge* and her consorts in anti-submarine operations.

On conclusion of the exercises a group photograph was taken, the Canadian ships being given the place of honour, close in around the carrier's bows.

The *Saguenay* distinguished herself by getting four "kills" in three days before an unfortunate roll of the umpire's dice declared her "sunk". Accepting defeat graciously, with a bone in her teeth, the *Saguenay* headed for Port Allen, Kauai, for a visit and recreational leave.

In Kauai the ship's company relaxed with a beach party at which the supply department won the inter-department tabloid sports meet, and the wardroom won the tug-of-war. (There has been much conjecture as to what won the tug-of-war for the officers, skill, strength, or weight).

The wonderful hospitality of the people of Kauai, who opened their churches and homes to the ship's company, made the stay most enjoyable.

After a short stop in Pearl Harbour to refuel, the *Saguenay* sailed for home, her crew worked-up to high efficiency and knowing they had done their job well. On April 4 the *Saguenay* was home once again to balmy spring days and a chance to enjoy the last of the spring blossoms while her compatriots of the East Coast experienced another snowfall.—J.G.D.

NAVAL DIVISIONS

HMCS *Queen*

On February 6, Cdr. T. S. Cook turned over command of the Regina Naval division to Lt.-Cdr. W. M. Stan. In his remarks to the ship's company at divisions, Cdr. Cook said, because he could no longer devote enough time to the job, he felt obliged to step aside and let someone else take over.

Captain's inspection, a march past and the award of sport trophies completed the evening's training.

In accepting command, Lt.-Cdr. Stan, former executive officer, promised full co-operation with officers and men. He noted the steady increase in recruiting and that Regina had surpassed some of the other divisions in this respect.

Top scorers in the rifle tournament were PO H. Wade and Wren PO G. M. Hameluck.

Badminton award winners were Sub-Lt. (W) M. Lyons and Lt. O. J. Burgess.—J. O'B.

HMCS *Chippawa*

Five United States Navy officers travelled to Winnipeg from the Minneapolis Naval Air Station to join HMCS *Chippawa* in Battle of the Atlantic Sunday observances.

Following the church service and wreath laying ceremony, the commanding officer of *Chippawa*, Cdr. J. W. Dangerfield, presented Captain R. T. Keiling, commanding officer of the Minneapolis Naval Air Station, with a *Chippawa* ship's badge.

Close to 1,000 regular force, reserve and cadet personnel took part in the Winnipeg parade.

The American officers were accompanied on the weekend visit to Winnipeg by their wives.—R.G.N.



The ship's badge of HMCS Grilse. (0-893-218)

SEAGOING INTERNATIONAL LAW

AT 0300 a hundred miles off shore in the Caribbean, the officer of the watch of a Canadian destroyer escort sees a dim light flickering close on his beam among the shadowy wave troughs. Minutes later he has rescued four sodden, wounded and frightened airmen who speak only Spanish.

An hour later an angry gunboat from their island republic demands their immediate surrender, on the grounds that they are common criminals who have just bombed the capital city of their own country.

What should the Canadian captain do? Keeping the rebels on board may lead to a fight with a warship of a country friendly to Canada. Surrendering them on the high seas to face a firing squad back home goes against the grain of any true seaman.

When is an insurgent a criminal, and at what moment does he become a belligerent, entitled to be treated as a prisoner of war? (He may even get to be a national hero if he wins.)

Queen's Regulations, Chapter 64, of course, offers pretty plain guidance about protecting refugees from imminent

personal danger. But is a military execution "imminent violence" or is it a proper process of law?

Commander Brittin's book, explaining some of the finer points of international law for non-legal seamen, offers some good, clear advice. But one of the book's most useful features is the section

BOOKS for the SAILOR

concerning present-day treaties and agreements.

The answer to the foregoing problem is probably buried in the 1949 Geneva Convention "for the Amelioration of the Condition of the Wounded, Sick and Shipwrecked Members of Armed Forces at Sea".

Article 14 of the Convention recognizes the right of belligerent warships to demand the surrender of wounded enemy survivors carried in any hospital

ship or merchant ship on the high seas. Article 15, however, authorizes neutral warships to retain on board any such persons, provided they are delivered to a neutral port and steps taken to ensure that they do not return as combatants.

Today's naval officer is expected to know, and abide by, many international treaties which did not exist 15 years ago. The atrocities of the Second World War have produced many new agreements to protect innocent persons from punitive measures which were still legal in 1945. Fortunately, the new treaties merely codify most of the previously unwritten rules of war at sea, chivalry and humanity. But in today's fast-moving world of cold wars and civil "tumults", many captains will welcome some up-to-the-minute guidance in the varied problems which can confront a sea officer in the small hours of the morning in remote corners of the ocean.—K.E.G.

INTERNATIONAL LAW FOR SEAGOING OFFICERS, by Cdr. Burdick H. Brittin and Dr. Lisolette B. Watson; second edition (1960); published by U.S. Naval Institute,

A SAILOR WHO LOVED HIS SHIP

J ARTHUR RANK or Hollywood will never seek the movie rights for *Macnamara's Band*. In some ways this is a pity, for the book is a straightforward, unexcited account of life at sea during the Second World War, devoid of heroics, as many a sailor knew it.

Bernard Griffiths, a "tel" on board HMS *Duff*, loved his ship and got along well with his shipmates. This was made easier because there were no frenzied neurotics on board—a current dramatic necessity. He even liked the captain.

Griffiths sums it all up on the last page:

"Taking the long view, I know that the *Duff* was not a famous ship and I know, too, that her exploits, so thrilling to us were paralleled and even surpassed by many Royal Naval ships during the war. No doubt there were many other happy ships, too. But I hold to the belief that few ships' companies could have had that spirit so firmly implanted as that which our Skipper imbued in us. His leadership and his moral strength, unexpressed yet con-

stantly with us, made us proud to serve in the *Duff*, proud to serve under him."

The "Skipper" was Lt. Frederick Brock, RCNVR, who took command of the ship on November 17, 1943, was promoted to lieutenant-commander on

THE RYERSON AWARD FOR YOUNG WRITERS

An annual \$1,000 cash award for the best book-length prose manuscript submitted by an author under the age of 30 has been announced by the Ryerson Press.

To compete for "The Ryerson Award for Young Writers", as it is called, an author must be a Canadian citizen or a permanent resident of Canada and, in the case of the upcoming award, must be under 30 years of age on December 31, 1961. Manuscripts for the 1962 award must be postmarked no later than December 30, 1961.

A brochure, setting out full details of the award, is available from The Ryerson Press, 299 Queen Street West, Toronto 2B, Ontario.

July 1, 1944, and is now a businessman in Rothesay, New Brunswick. At the outbreak of the war, he was in command of the Saint John naval division. In 1940 he volunteered to serve on loan with the Royal Navy and spent most of the war at sea in HM Ships.

On the appearance of *Macnamara's Band*, Lt.-Cdr. Brock was approached by the Saint John *Telegraph-Journal*.

"I was completely bowled over," he said. "You know, I was the only Canadian in the entire ship's company of 186 men, including 10 officers. They were a good crew—but I often wondered how they felt about having this 'interloper' from Canada in command."

Now he knows.

The *Duff* was a Captain class frigate, which is how the Royal Navy described the destroyer escorts they received on lend-lease from the United States. The book's title derives from the ship's custom of playing the song "Macnamara's Band" over the PA system on leaving harbour.

Although the jacket endeavours to give the impression that the *Duff* was a

famous U-boat killer, for the most part she helped to screen light coastal forces in the Channel and North Sea. Her chief enemies were E-boats and human torpedoes, but it was a mine that brought her career to an end in late November 1944. She was towed to port but never fought again.

Macnamara's Band is one of an excellent series of war stories—all paperbacks—published in England.—C.

MACNAMARA'S BAND, by Bernard Griffiths; published by William Kimber and Co. Limited, 46 Wilton Place, London, SW1 (1960); 192 pages; 50 cents.

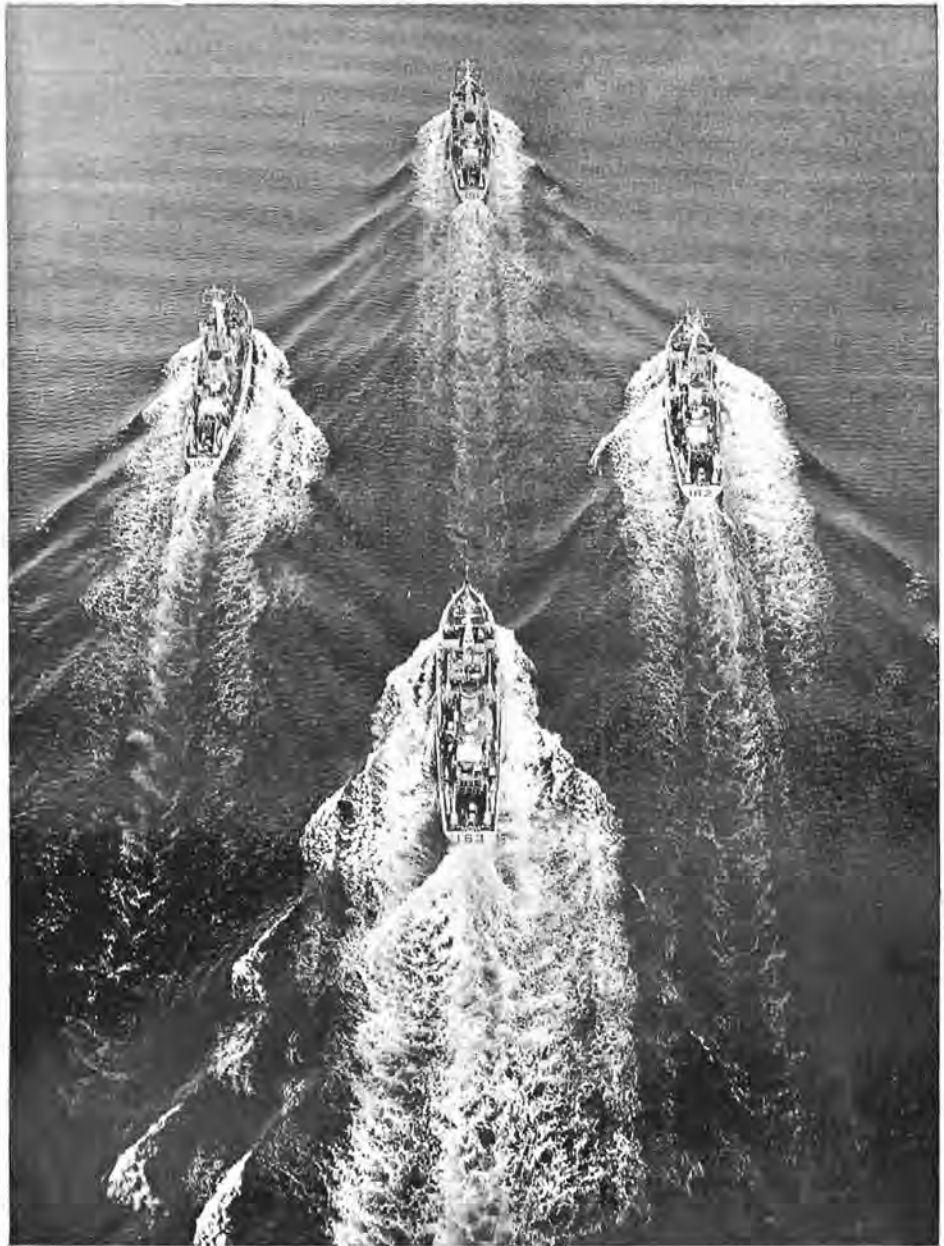
UNDERSEA WARFARE

IN *THE FIGHT FOR THE SEA*, the author, Cdr. D. D. Lewis, USN, undertakes two tasks: a history of anti-submarine warfare and an assessment of the present situation *vis-a-vis* the Russian underseas fleet and of the chances in a future conflict with the USSR.

The connection between the two is chronological—there is no argument from the past to the future, merely extension of the chronicle of anti-submarine operations. This chronicle is thorough and readable—and eminently fair to all participants.

Although submarines have taken part in war-like operations since the American revolution, no serious attempts to fight them were made until 1914, so it is there that this book starts. The record from there to 1945 is covered by describing typical or outstanding operations and discussing the developments in policies, techniques and tactics.

It is evident that Lewis puts policies first, for in Chapter 14, *The Allies Take The Offensive*, the change of fortune in the Battle of the Atlantic is ascribed to the appointment of new Commanders-in-Chief to Western Approaches and Coastal Commands—officers with more aggressive policies, who diverted some of their forces to the Biscay offensive in the summer of 1943. Not until the next chapter, and with no explicit connection, does he show that the defeat of the U-boats on the convoy routes in the spring of the year made the diversion of forces possible, and the return of the enemy to the North Atlantic in September made it necessary to call off many of the forces deployed in the Bay.



Ships of the Pacific Command's Second Canadian Minesweeping Squadron formed this symmetrical pattern as they left Esquimalt recently to begin a six-week exercise. In the "diamond" formation are the *Fortune* (top), *James Bay* (left), *Cowichan* (right), and *Miramichi*. They were on their way to exercise with the USN in the Long Beach, California area, and later visit Portland, Ore., to participate in that city's famous Rose Festival from June 7 to 11. (E-60893)

For the post-war period, the author has made what almost amounts to an intelligence appreciation, but based on the open literature. That an enormous amount of intelligence can be derived from the press has been demonstrated frequently, and the author has the advantage of an informed background to support his effort. Since he is a serving officer, the text was read for security in the U.S. Navy Department. This does not guarantee his opinions either way, but they probably are closely related to those officially held. The main conclusion is that future anti-

submarine warfare will be a difficult problem.

The Fight for the Sea is, on the whole, not aimed at a technical audience. It can, however, serve as an introduction to modern submarine and anti-submarine strategy and be quite useful for background information for, say, journalists who may need to know something of the subject, but for a seaman it will be of lesser use.—Ph. Ch.

THE FIGHT FOR THE SEA; the Past, Present and Future of Submarine Warfare in the Atlantic, by Commander D. D. Lewis, USN, Nelson, Foster & Scott, Toronto; 350 pages, illustrated; \$6.95.

THE NAVY PLAYS

Churchill Sailors Leaders in Sport

Sailors at HMCS *Churchill*, though relatively few in number, have fielded teams for competitive sports against all comers down through the years and, according to the results for the past season, these teams have had plenty of determination to win.

In hockey the "Navy Whites" emerged the winners from the Fort Churchill Intermediate Hockey League race, defeating both the Canadian Army and the RCAF in playoffs.

In the Senior Hockey League the "Navy Blues" came through a fine season and were runners-up in the finals, losing to Defence Research Northern Laboratories in a best-of-five series.

Turning to curling, in which there is heavy Navy participation, a rink skipped by PO Bert Watts won the annual Hudson's Bay Company bonspiel against 40 rinks of civilians and service personnel. The Watts rink also won the town of Churchill's Curling Club championship as well as the second event in the Inter-Service Challenge Cup bonspiel.

Earlier last year a Navy team took the broomball championship for the second consecutive year, and hopes are high to keep it for a third year.

At last summer's annual First of July sports carnival the Navy won the softball, volleyball and horseshoe competitions, tying for aggregate points with the United States Army.

In September the senior softball championship trophy that had adorned the quarterdeck for five consecutive years remained for a sixth after a hard-fought series against civilian and service competition.

Finally the Navy came from behind in December to defeat U.S. Army and take the Inter-Service Volleyball Cup.

Ketch To Wear RCNSA Colours

A new 37-foot ketch, nearing completion at Pinaud's yard, Baddeck, will be entered in the 360-mile ocean yacht race, from Marblehead to Halifax, starting July 9.

The ketch was built for Lt.-Cdr. J. O. T. Lee of the RCN Sailing Association. Called *Skaimsem*, she will enter under RCNSA colors.

Three other RCNSA entries are *Pickle*, a 58-foot yawl sailed by CPO Charles Church, *Tuna*, 39-foot sloop, skippered by Lt. Morris Carey and *Goldcrest*, with Cdr. K. M. Roy at the helm.

Up to May 1, two months before entries closed, 53 entries has been filed and it was predicted at least 70 would start. In 1959 there were 44 starters.

Among the latest American entries are Wells Morss' mahogany yawl *Legend*, winner of the Class A in the 1958 Bermuda race, Peter Richmond's *Magic Carpet*, overall Halifax winner in 1959 and veteran Commodore DeCoursey Fales' schooner *Nina*, which has led Class A in the last two Halifax races.

St. Croix Has Good Hockey Year

HMCS *St. Croix* reviewed its hockey accomplishments over the past season and discovered a successful season, with 48 wins, three ties and only ten losses in regular play.

For championship play, to represent the Fifth Squadron, the team was reinforced with star goalie Glen Neusteater and veteran forward Spud Gregory and,



The Go-Kart craze continues among 15-odd members of the Royal Navy's Sixth Submarine Division in Halifax. One Go-Kart is owned collectively, another privately, and competition takes the enthusiasts around the province. The frozen surface of the North West Arm was tested by M(E) I. C. D. Cupples and ERA P. Hatherley, above, but proved too slippery and the vehicle was abandoned for a revival of ice-boat racing. Lt.-Cdr. D. I. D. Strang, Staff Officer (Submarines) at the Maritime Warfare School, in appropriate garb, strides toward his speedy steed near the Dingle.

with coach Murdo MacRitchie and captain PO Bob Hamilton, they swept the Fleet championships by downing Seventh Squadron 6-2 in the finals.

In the Atlantic Command championships they lost to an experienced *Shearwater* team, after first defeating *Coverdale* in the semi-finals.

Naval Shore Establishments again were the downfall of the team in the Tri-Service Hockey championships played at RCAF Greenwood. Fifth Squadron downed Greenwood only to lose the final, 4-3, to Naval Shore helm.

Assiniboine Enters Whaleboat Race

A crew from the United States coast guard cutter USS *Taney* out-raced a crew from HMCS *Assiniboine* and won the 12th Naval District's first annual invitational whaleboat race in late April.

The *Taney* crew rowed the half-mile course in 4:57:4. The *Assiniboine's* time was 5:22:2.

A crew from Treasure Island naval station was third in 5:34, and the destroyer USS *Dedmonds* was fourth in 5:37.

These were the first whaleboat races to be held in the United States since the early 1930s and they may now be made nationwide.

Only west coast teams were invited for the contest. The boats were described as double-banked, ten-oared, 26-foot whaleboats.

West Coast Curlers Receive Trophies

Naden's Fleet Club was a busy place on April 28 as members of the RCN Curling Club and their friends met for the presentation of trophies and awards to the 1960-61 champions by Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast.

The Pacific Command curlers held a total of 21 evenings of scheduled play and a two-day bonspiel.

Operations of the fleet contributed to a fairly low membership during the season and curling was restricted to one night a week. The new Esquimalt arena, with curling facilities, will open this summer and the naval curlers hope their next season will see a twice-weekly schedule and a 24-rink league.

RCN Boxers Lose In Semi-Finals

Four RCN boxers selected to represent Nova Scotia in the Canadian Amateur Boxing Championship bouts at

Drayton Valley, Alberta, put up terrific battles before losing out in the semi-finals.

In one match AB William Zilio, of HMCS *Kootenay*, outfought the Saskatchewan champ in a "Pier Nine brawl" to gain special mention but lost a decision in the semi-finals.

Two other matches, those lost on decisions by AB David A. Todd, of *Shearwater*, and AB James R. Fowler, of the *Athabaskan*, were acclaimed the best of the night.

The other boxer on the team, Ord. Sea. Hugh Mills, of *Stadacona*, also lost out after a rousing fight.

CPO A. E. Coe was team manager and PO Edward J. Roberts was the coach.

Fifty-four boxers from across Canada competed in the two-day meet. The event was sponsored by the Drayton Valley Athletic Association and had not been held in Alberta since 1957 when Camrose was the host.

RCN Beats USN At Softball

In the NATO minesweeping exercise Sweep Clear VI softball competition, the Canadian softball team defeated the U.S. team by a score of 10-6 on April 25 in the annual classic.

The Commander Wadds Trophy, signifying Sweep Clear softball supremacy, was presented to the Commander First Minesweeping Squadron on board HMCS *Chaleur* on April 28. The Commander Mine Force Atlantic Fleet sent a "My heartiest congratulations to your fine team" to the "First".

Officer Named To Bisley Team

Lt. George A. Grivel, of *Naden*, will join 20 other Canadian sharpshooters at the annual Bisley matches in England, July 8 to 22. He is the only Navy shot on the 1961 team.

Lt. Grivel finished in the top 18 among more than 700 competitors at the Dominion of Canada Rifle Association meet last year.

He took up marksmanship 14 years ago and has been a staunch member of the Pacific Command Rifle Association, of which he is now president. He has also been president of the Vancouver

Island Rifle Association and of the B.C. Rifle Association. The PCRA, of which he also once served as secretary-treasurer, was founded in 1946.

Stad Blanks Sub Soccer Eleven

Stadacona made two first-half goals stand up for a 2-0 shutout over 6th Submarine Squadron in an exhibition soccer game played at *Stadacona* in mid-May. Both squads are in the Nova Scotia Central Soccer League.

Queen Charlotte Leads at Darts

Dart tournaments aren't often in the news but from Prince Edward Island's naval division at Charlottetown comes word of the latest.

A Navy team captained by Ernie McGee won the annual Navy-Army dart tournament at HMCS *Queen Charlotte* for the third time since the tourney was inaugurated four years ago. Along with the championship went the Navy-Army trophy.

Mr. McGee, who has been on the Navy team since the tournament was organized, mentioned that this year's competition was the best ever, especially the final four games which were nip and tuck all the way.

LETTER

Dear Sir:

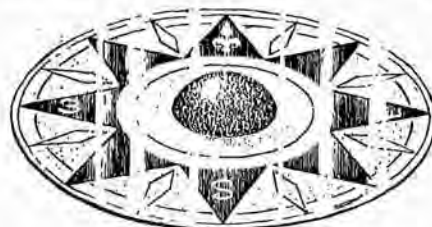
In the Volume 13 No. 4 issue of *The Crow'snest* on page 13 there is an article called "The Last Midshipman".

The writer has said in this article that with the promotion of Midshipman W. A. Cook to Sub-Lieutenant there will be no more midshipman patches worn in the RCN. It is true, I believe, that the rank "Midshipman" is no longer with us but Naval Cadets under the Regular Officer's Training Plan, who are now enrolled in the three Services Colleges of Canada and in civilian universities, do indeed wear the white midshipman patch during their third summer training period. The black patch with the white twist is worn by cadets of the first two phases. While wearing the midshipman patch our rank is "Cadet Midshipman".

Cadet Midshipman
W. P. DUMBRILLE,
0-21069

No. 2 Squadron,
RMC, Kingston, Ont.

"Cadet Midshipman", as used above, is a designation and not a rank. "Midshipman" does not appear in the *Navy List*.—Ed.



RETIREMENT COUNSELLING

UNTIL RECENT YEARS, retirement to pension has been a comparatively rare phenomenon in the Royal Canadian Navy, mostly confined to officers and men whose service predated the Second World War.

The pace has quickened in the past year or so, reflecting the sudden growth of the Navy in the early years of the war. Men who joined the RCN in 1940 and early 1941 have completed their time for pension and the automatic retirement age is catching up with officers who transferred to the regular force during or shortly after the war.

Most of these officers and men can look forward to a civilian career of 20 or 30 years before retirement time rolls around again. During their time in the service they have learned and made use of a variety of skills, many of which are applicable to civilian occupations. The question is where to find jobs that are suited to the ex-serviceman's background and aptitudes.

To answer some of the questions facing officers and men on their retirement, the Royal Canadian Navy has inaugurated a transitional counselling program and a pre-release counselling program.

The two related programs have been promulgated as General Orders 4.38/4 and 4.38/5.

The aim of the first of these, transitional counselling, is to provide personnel with vocational advice and guidance to assist them in planning future civilian employment. It is designed for officers and men who, on retirement, will have had 20 or more years of service. Transitional counselling may be requested five years before retirement or even earlier, if circumstances justify an early application. To obtain it, an officer or man requests, through his commanding officer, an interview with the personnel selection officer.

The first interview with the personnel selection officer is exploratory. Its purpose is to determine the extent of counselling and testing to be undertaken. The tests under the transitional guidance program are designed to determine the intelligence, personality, aptitude and general interests of the applicant. He also receives assistance in the preparation of a *resumé* which outlines for the prospective employer his training, experience, etc.

The aim of the program is to assist naval personnel to assess their own capabilities and employment potentials so that they may arrive at their own decisions as to the right steps to take in applying for civilian employment.

Deciding what job one is fitted for is one problem; finding the job is another.

This is where the second program, Pre-Release Counselling, comes in. The program makes it possible for naval personnel to register with the National Employment Service immediately before their release from the Navy. It involves the preparation of a document that will introduce the applicant, his skills and knowledge to a potential employer. The document is the *Armed Services Pre-*

Release Record (Form UIC 701V or UIC 702V).

The form is designed to give information likely to prove of most value to the National Employment Service, which will function as the placement agency.

As part of its rehabilitation program, the Navy is translating service trades and skills into civilian job descriptions. This "translation", in book form, will be held by the National Employment Service and personnel selection officers. The NES, in turn, has been asked to prepare a brochure that will give service personnel information on the assistance available from that source.



This is the view of the bow of the destroyer escort Saskatchewan that confronted members of the official party at the launching in Victoria last February 1. (1-59736)

RETIREMENTS

PO WALTER WILLIAM ADAM, P1BN4, of Ashcroft, B.C., joined March 1, 1937, served in Naden, Skeena, St. Laurent, Nootka, Stadacona, HMS Osprey, Assiniboine, Restigouche, Avalon, Chambly, Kamsack, Buctouche, Coaticook, Matane, Givenchy, Ontario, Cornwallis, Gloucester, Acadia; awarded CD; retired May 24, 1961.

CPO HAROLD CHARLES BOURNE, C1ET4, of London, England, and Vancouver; joined June 1, 1936; served in Naden, Skeena, Stadacona, St. Laurent, Ottawa, Prince Henry, Brandon, Niobe, Loch Achanalt, HMS Vernon, HMS Marlborough, Givenchy, Rockcliffe, Ontario, Athabaskan, Beaconhill, Sioux, New Glasgow; awarded Long Service and Good Conduct Medal; retired May 31, 1961.

CPO LYNTON BUNGAY, C2BN4, of Jersey Harbour, Fortune Bay, Nfld., joined RCNVR May 20, 1940; transferred to RCN March 27, 1941; served in Stadacona, Protector, Moose, Glencove, Peregrine, Niobe, HMS Puncher, Cornwallis, Scotian, Diving Tender No. 4, Magnificent, Iroquois, Cornwallis, Swansea, Prestonian, Huron, Porte St. Louis, Quebec, Shearwater, Nootka, Micmac, Stadacona; awarded CD; retired May 19, 1961.

CPO EDGAR MITCHELL CARTER, C2SN4, of Victoria; joined March 10, 1940, served in Naden, Stadacona, Arras, Hochelaga, Arvida, Avalon, HMS Mansfield, Cornwallis, Star, Sault Ste. Marie, DE 509, Niobe, HMS Osprey, Arnprior, Royal Roads, Givenchy, Rockcliffe, Swansea, Ontario, Discovery, Magnificent, Brockville, Venture; awarded CD; retired May 4, 1961.

CPO WILLIAM EDMUND JOHN CUBITT, C2C14 of Chauvin, Alberta; joined September 13, 1937; served in Naden, St. Laurent, Stadacona, Avalon, Skeena, Stratford, Givenchy, Fort Colborne, Niobe, Restigouche, Cornwallis, Peregrine, Iroquois, Sault Ste. Marie, Uganda, Rockcliffe, (Diving Tender No. 2), Ontario, Athabaskan, Niagara, Cape Breton; awarded Long Service and Good Conduct Medal; retired May 23, 1961.

CPO JOHN MAITLAND DILLON, C2ER4, of Coronation, Alberta and Red Deer, Alberta; joined May 6, 1940; served in Naden, Malaspina, Chedabucto, Prince David, Givenchy, Stadacona, Niobe, Gatineau, Cornwallis, Peregrine, Stonetown, Kincardine, Antigonish, Rockcliffe, Haida, La Hullose, Huron, Buckingham, Algonquin, Victoriaville; awarded CD; retired May 5, 1961.

CPO RAYMOND EDISON DOHERTY, C2LT4 of Halifax and Prospect, N.S., joined RCNR May 21, 1940, transferred to RCN November 26, 1940; served in Stadacona, Protector, Raccoon, Hochelaga, Pictou, Cornwallis, Dauphin, Avalon, Hespeler, HMS Ferret, Matane, Orangeville, Kincardine, Huntsville, St. Thomas, Peregrine, Cornwallis, Buckingham, Middlesex, New Liskeard, Scotian, Haida, Micmac, Wallaceburg, Prestonian, Newport Corner, Niobe; awarded CD; retired May 20, 1961.

CPO WILLIAM FRANCIS FERNIE, C1WV4, of Kamloops, B.C., joined June 1, 1936; served in Naden, Skeena, St. Laurent, Restigouche,

Stadacona, Arras, Prince Henry, Chaleur, Lachine, Cornwallis, Brockville, Discovery, New Liskeard, Sault Ste. Marie, Sioux, Haida, Porte St. Jean; awarded Long Service and Good Conduct Medal; retired May 31, 1961.

PO ALTON CHARLES HARTIN, P1WU2 of Saint John, N.B., joined RCNVR November 12, 1940 and RCN March 5, 1946; served in Div. Str. St. John, Stadacona, Fredericton, Fort Ramsay, ML-083, ML 089, Truro, Hochelaga, ML113, Peregrine, Hallowell, Avalon, Cornwallis, Strathadam, Brunswick, Scotian, Warrior, Magnificent, Swansea, Nootka, St. Stephen, Huron, La Hullose, Lauzon, College Militaire Royal de St. Jean, Micmac, Cabot, Avalon, Kootenay; awarded CD; retired May 10, 1961.

CPO CLAUDE ALEXANDER MANCOR, C1ER3, of Edinburg, Scotland, and Cedar PO, B.C., joined May 10, 1937; served in Naden, Fraser, Comox, Stadacona, Assiniboine, Niobe, Hochelaga, Kamsack, Athabaskan, Peregrine, Cornwallis, Inch Arran, Givenchy, Grou, Uganda, Ontario, Crusader, Beacon Hill, Nonsuch, Sioux, Chippawa; awarded Long Service and Good Conduct Medal; retired May 9, 1961.

CPO CHARLES ROBERT MANN, C1BN4, of Montreal, joined RCNVR April 1, 1934, transferred to RCN May 10, 1937; served in Stadacona, Saguenay, St. Laurent, DEMS Montreal, Hochelaga, Prince Henry, Naden, Avalon, Cornwallis, Levis, Cornwallis, Peregrine, Niobe, Assiniboine, Carleton, Donnacona, New Liskeard, Prestonian, Lanark, Shearwater, Huron; awarded Long Service and Good Conduct Medal; retired May 9, 1961.

CPO SYDNEY COULTON MANNING, C1ST4, of London, Ontario, joined RCNVR June 28, 1940, transferred to RCN February 17, 1941; served in Stadacona, Provider, Cornwallis, York, Peregrine, Shelburne, Niobe, Warrior, Scotian, Nootka, Iroquois, La Hullose, Haida, Wallaceburg, Naden, Magnificent; awarded CD April 16, 1953; retired May 22, 1961.

CPO SAMUEL McEWAN, C2BN3, of Glasgow, Scotland, and Toronto, Ont., served in RCNVR March 28, 1939-August 31, 1945, joined RCN January 26, 1946; served in Div. Str. Toronto, Stadacona, St. Croix, Rimouski, St. Clair, Niobe, Fortune, Saskatchewan, Avalon, Cornwallis, York, Peregrine, Micmac, Warrior, Magnificent, HMS Excellent, Iroquois, Quebec, Bonaventure, Shearwater; awarded CD June 18, 1952; retired May 24, 1961.

CPO FREDERICK KENDALL NORDLINGER, C2BN4, of Manson, Manitoba, joined May 6, 1940; served in Naden, Prince Henry, Stadacona, Hochelaga, Thunder, Niagara, Westmount, Peregrine, Stormont, Fort Frances, Scotian, Givenchy, Rockcliffe (ML 124), Ontario, Niobe, HMS Dolphin; awarded CD June 4, 1952; retired May 5, 1961.

CPO GEORGE MERTHA PERIGO, C1BN4, of Orillia, Ontario; joined July 15, 1940; served in Naden, Stadacona, St. Laurent, Shelburne, Reo II, Cornwallis, Chilliwack, Avalon, Chicoutimi, Peregrine, Hochelaga II,

Chaleur II, Carlplace, Niobe, HMS Excellent, Swansea, Magnificent, Iroquois, Huron, Star, York; awarded CD; retired May 28, 1961.

CPO THOMAS CLIFFORD PLUME, C2BN4, of Moose Jaw, Sask. and Winnipeg, Man.; joined May 20, 1937; served in Naden, Fraser, Comox, Restigouche, Stadacona, Saguenay, Swift Current, Cornwallis, Brockville, Avalon, Scotian, Givenchy, Uganda, Rockcliffe, Ontario, Venture; awarded Long Service and Good Conduct Medal; retired May 19, 1961.

CPO RODNEY FREDERICK GEORGE POULTER, C2ER4, of Gillingham, Kent, England, and Mt. Denis, Ont.; joined RCNVR May 14, 1941, transferred to RCN March 14, 1944; served in Kingston Division, Naden, Stadacona, Weyburn, Hochelaga II, Avalon, Long Branch, Scotian, Cornwallis, Inch Arran, Peregrine, Qu'Appelle, Prevost, RCNAS Dartmouth, St. Stephen, Crescent, Griffon, Donnacona, Prestonian, Magnificent, Cape Breton, Saguenay, Athabaskan, Hochelaga; awarded CD; retired May 13, 1961.

CPO ROBERT STUART WARNE, C2BN4, of Brockville and Morrisburg, Ont.; joined May 6, 1940; served in Naden, Stadacona, HMS Dominion, St. Laurent, Niagara, Prescott, Ambler, HMS Nabob, Hochelaga II, Chaleur, Beauharnois, Avalon, Cornwallis, Toronto, Baccaro, Middlesex, Scotian, Nootka, Niobe, HMS Excellent, Micmac, Donnacona, Iroquois, York; awarded CD; retired May 18, 1961.

OFFICERS

LT.-CDR. ARTHUR CHARLES A. BAKER, CD, of Edmonton, joined RCNVR as sub-lieutenant February 28, 1940, demobilized April 15, 1946, and reverted to the retired list; entered active list of the RCN(R) October 20, 1950, transferred to RCN August 1, 1951; served in Stone Frigate, Stadacona, Venture, Protector, Captor II, Burrard, Givenchy, Naden, Discovery, Bytown, Nonsuch; last appointment, Staff Officer Administration, HMCS Nonsuch; commenced leave May 4, 1961, retires August 1, 1961.

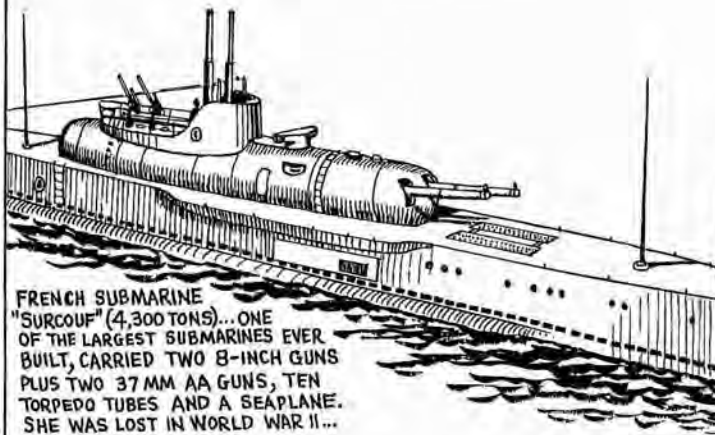
LT.-CDR. JOSEPH PAUL E. BUISSON, CD, of St. Laurent, P.Q., joined RCNVR June 22, 1942, demobilized and reverted to retired list September 18, 1945, entered active list of RCN(R) February 14, 1951, transferred to RCN February 22, 1951; served in Montcalm, King's, Beaver, Stadacona, Meon, Tillsonburg, Cornwallis, Donnacona, Carleton, Bytown, Venture, Ontario, Hochelaga; last appointment on the staff of Commander St. Lawrence at Montreal; commenced leave May 6, 1961, retires August 3, 1961.

LT.-CDR. STANLEY GORDON COOMBS, CD, of Edmonton, joined RCNVR as an ordinary seaman January 9, 1936; promoted to sub-lieutenant November 14, 1944, demobilized March 31, 1946, and reverted to retired list, transferred to RCN January 22, 1951; served in Cornwallis, Tecumseh, Fort Erie, Nonsuch, Discovery, Uganda, Bytown, York, Patriot, Discovery; last appointment, HMCS Nonsuch as Area Officer Sea Cadets, Western Area; commenced leave on May 26, 1961, retires December 5, 1961.

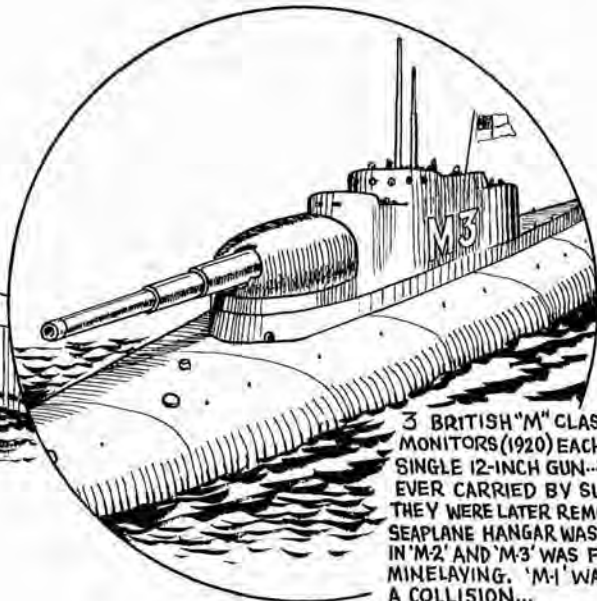
Naval Lore Corner

Number 93 SUBMARINE DECK GUNS

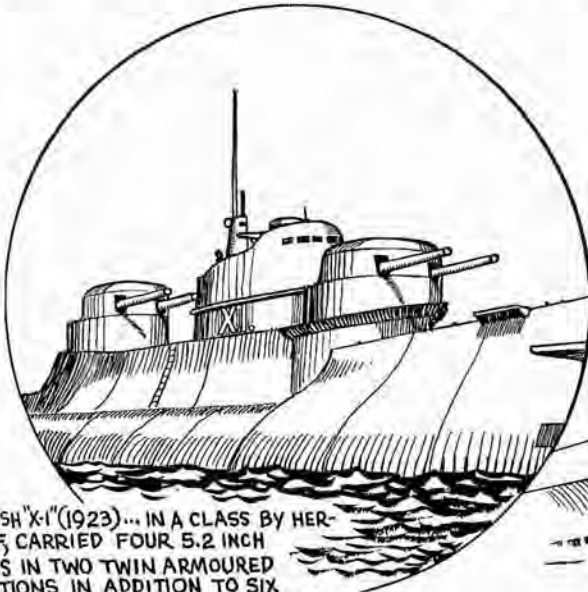
DECK GUNS NO LONGER EXIST IN MODERN SUBMARINES, HOWEVER, IT IS INTERESTING TO LOOK BACK AT SOME OF THE GUN ARMAMENTS MOUNTED BY SUBMARINES IN THE PAST...



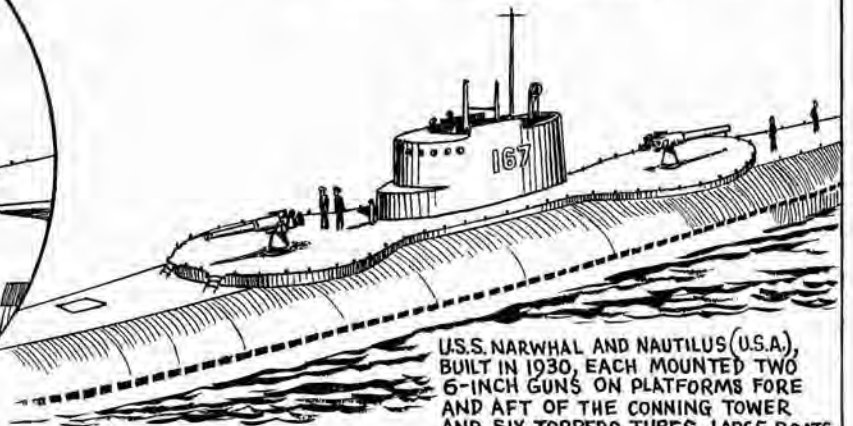
FRENCH SUBMARINE "SURCOUF" (4,300 TONS)... ONE OF THE LARGEST SUBMARINES EVER BUILT, CARRIED TWO 8-INCH GUNS PLUS TWO 37 MM AA GUNS, TEN TORPEDO TUBES AND A SEAPLANE. SHE WAS LOST IN WORLD WAR II...



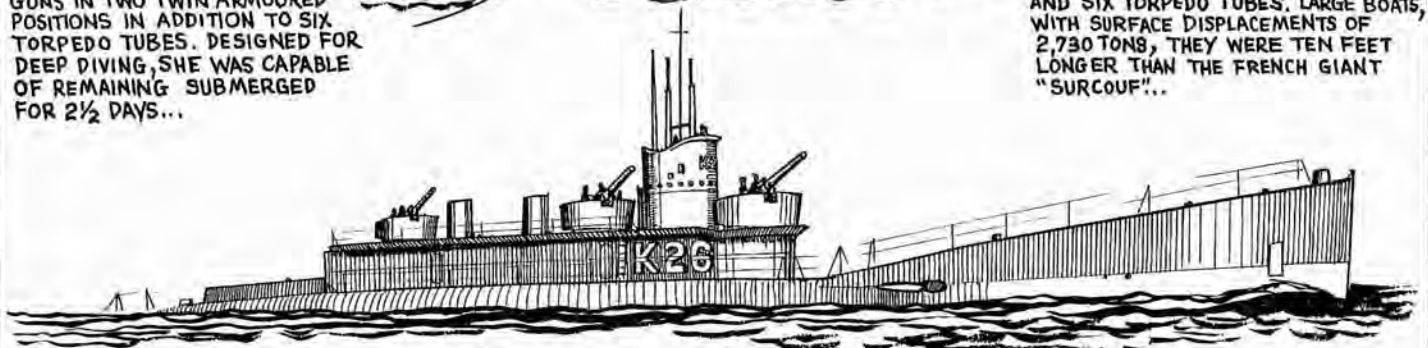
3 BRITISH "M" CLASS SUBMARINE-MONITORS (1920) EACH MOUNTED A SINGLE 12-INCH GUN--THE LARGEST EVER CARRIED BY SUBMARINES. THEY WERE LATER REMOVED AND A SEAPLANE HANGAR WAS SUBSTITUTED IN 'M-2' AND 'M-3' WAS FITTED FOR MINELAYING. 'M-1' WAS SUNK IN A COLLISION...



BRITISH "X-1" (1923)... IN A CLASS BY HERSELF, CARRIED FOUR 5.2 INCH GUNS IN TWO TWIN ARMOURD POSITIONS IN ADDITION TO SIX TORPEDO TUBES. DESIGNED FOR DEEP DIVING, SHE WAS CAPABLE OF REMAINING SUBMERGED FOR 2½ DAYS...



U.S.S. NARWHAL AND NAUTILUS (U.S.A.), BUILT IN 1930, EACH MOUNTED TWO 6-INCH GUNS ON PLATFORMS FORE AND AFT OF THE CONNING TOWER AND SIX TORPEDO TUBES. LARGE BOATS, WITH SURFACE DISPLACEMENTS OF 2,730 TONS, THEY WERE TEN FEET LONGER THAN THE FRENCH GIANT "SURCOUF"...



BRITISH 'K-26' (COMPLETED 1923) WAS THE LAST STEAM SUBMARINE ORDERED BY THE ROYAL NAVY. SHE CARRIED THREE 4-INCH GUNS IN SEPARATE POSITIONS PLUS TEN TORPEDO TUBES. HER STEAM ENGINE GAVE HER A SURFACE SPEED OF 23.5 KNOTS...

Roger Duhamel

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