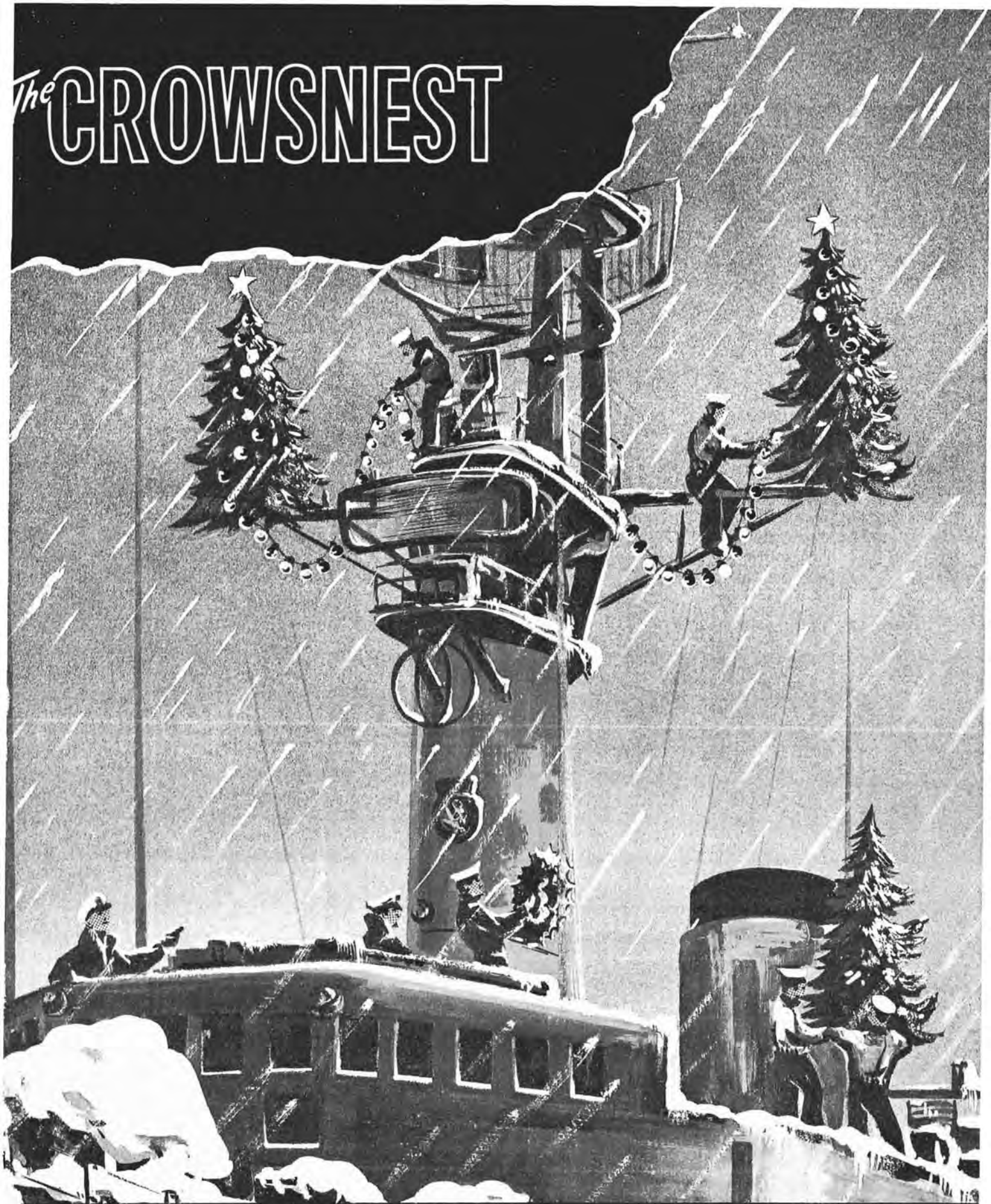
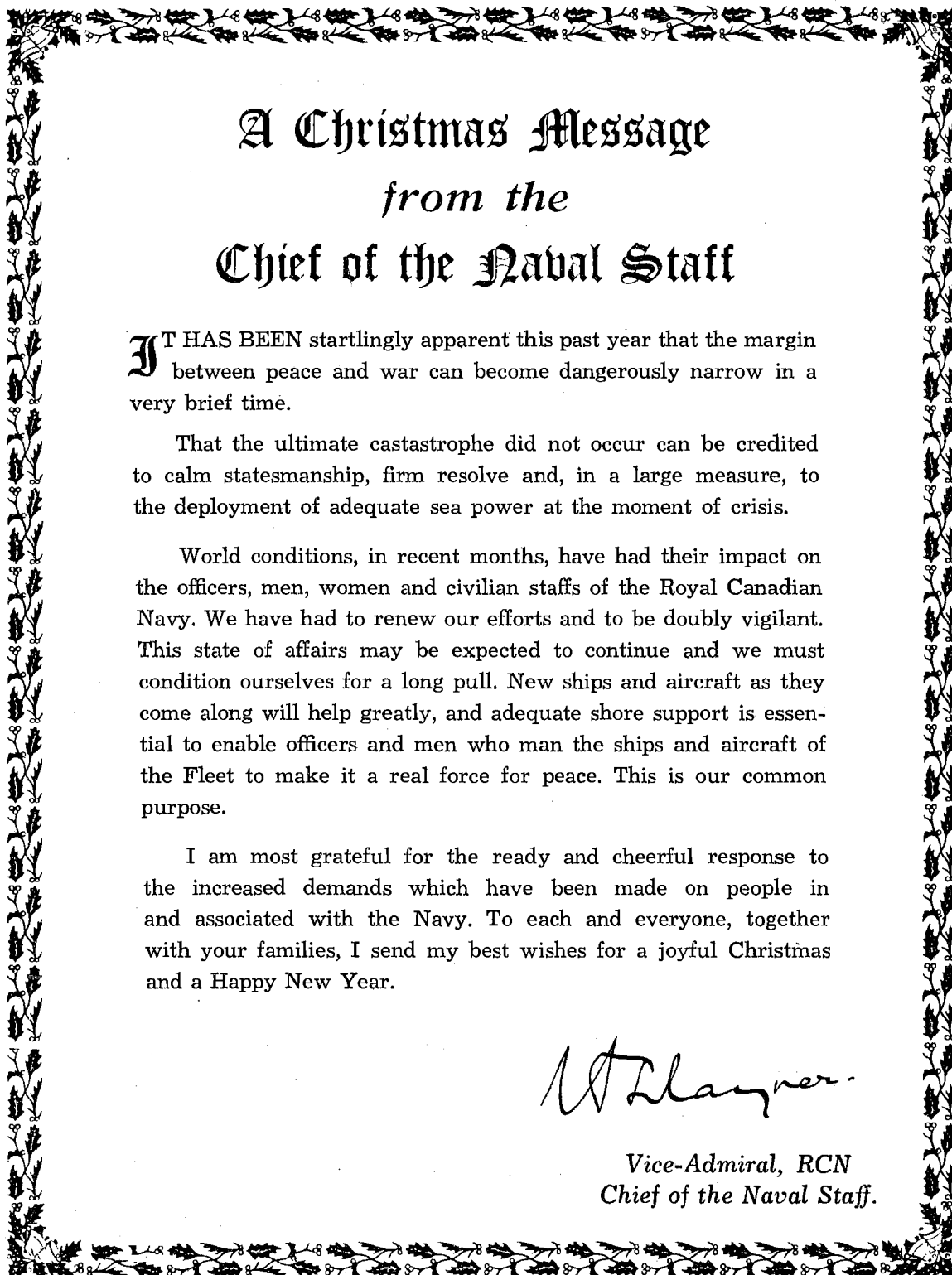


The CROWSNEST



Christmas, 1962



A Christmas Message *from the* Chief of the Naval Staff

IT HAS BEEN startlingly apparent this past year that the margin between peace and war can become dangerously narrow in a very brief time.

That the ultimate catastrophe did not occur can be credited to calm statesmanship, firm resolve and, in a large measure, to the deployment of adequate sea power at the moment of crisis.

World conditions, in recent months, have had their impact on the officers, men, women and civilian staffs of the Royal Canadian Navy. We have had to renew our efforts and to be doubly vigilant. This state of affairs may be expected to continue and we must condition ourselves for a long pull. New ships and aircraft as they come along will help greatly, and adequate shore support is essential to enable officers and men who man the ships and aircraft of the Fleet to make it a real force for peace. This is our common purpose.

I am most grateful for the ready and cheerful response to the increased demands which have been made on people in and associated with the Navy. To each and everyone, together with your families, I send my best wishes for a joyful Christmas and a Happy New Year.



Vice-Admiral, RCN
Chief of the Naval Staff.

The CROWSNEST

Vol. 14 No. 13

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER 1962

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The Cover—A modernization of a painting by Cdr. C. A. Law, which appeared on several Christmas issues of *The Crowsnest* back in the early '50s, the present cover has also appeared before—in 1958—and is repeated on the principle that one good tradition deserves another.

The Crowsnest Extends to Its Readers All Best Wishes for Christmas and the New Year

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

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

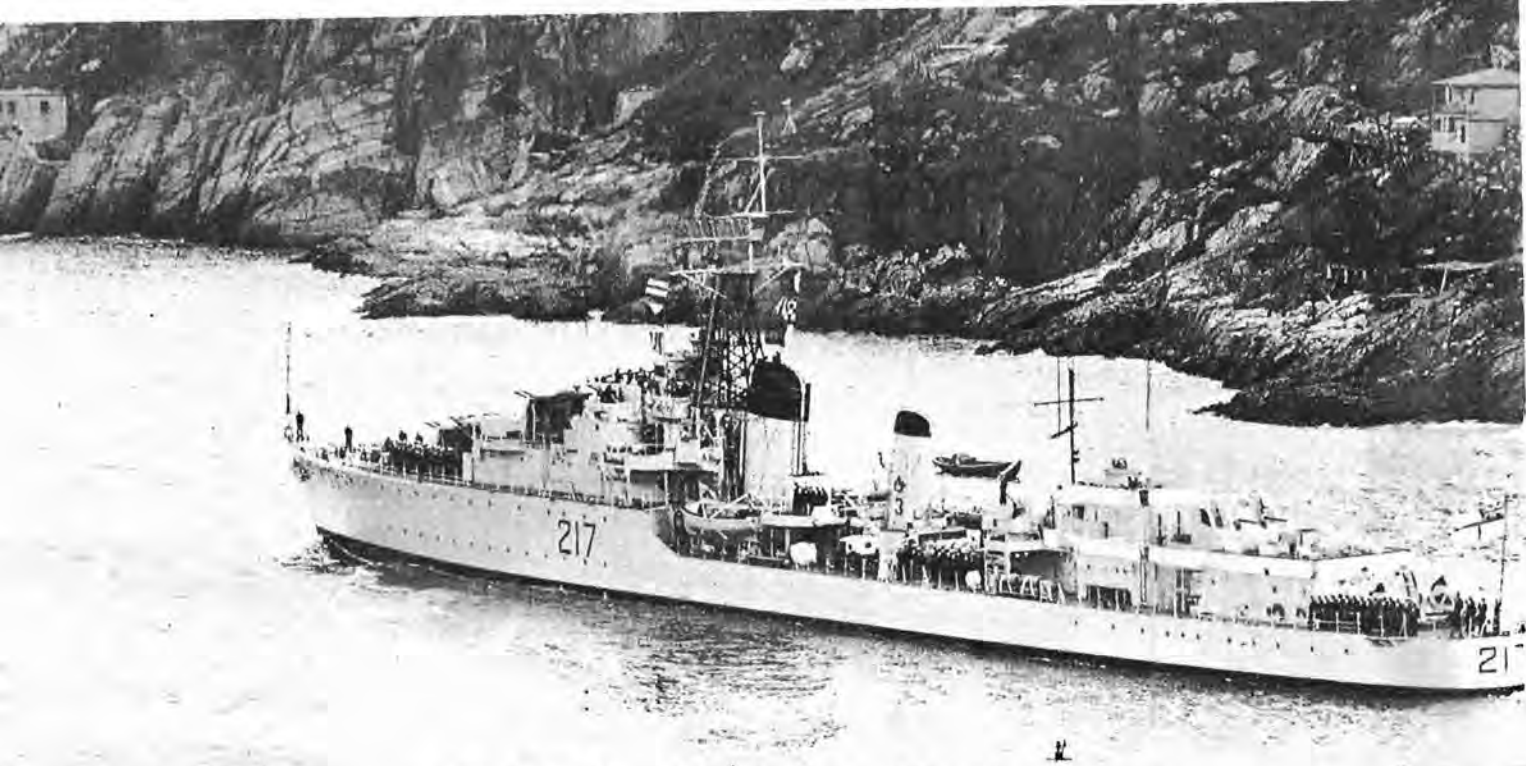
Sizes, finish and the National Defence standardized prices, follow:

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6½ x 8½ glossy finish only40
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11 x 14 matte finish only	1.00

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



RCN News Review

A following wind left her paying off pennant with little support as HMCS Iroquois steamed through the narrow harbour entrance of St. John's Newfoundland, bound for Halifax and retirement to operational reserve. (FD-7336)

Iroquois Paid Off to Reserve

The destroyer escort *Iroquois*, first of the RCN's famed Tribals, paid off on October 24 in a brief ceremony at HMC Dockyard in Halifax.

The *Iroquois* was to remain in Dockyard hands for approximately one month before being placed in operational reserve at Sydney, N.S.

The paying-off of the *Iroquois* is part of a long-range RCN program of gradually replacing older ships with newly-commissioned vessels. The first of the new Mackenzie class destroyer escorts, HMCS *Mackenzie*, arrived in Halifax a few days earlier for service with the fleet.

Completed in Britain late in 1942, HMCS *Iroquois* was the first of the Canadian Tribal class destroyers. Her first action came in July 1943 off Portugal, while part of the escort for the ill-fated troop carriers *California* and *Duchess of York*. A plaque on board commemorates her role as a rescuer, for the *Iroquois* picked up 638 survivors.

She served that year on the Murmansk run and Norwegian coastal patrols.

After a refit in Halifax, the *Iroquois* played a major part, beginning in August 1944, in disrupting German coastal supply, sinking or assisting in the sinking of 15 ships and damaging others, including a German destroyer.

One of the last of her varied war-time duties was escorting of Crown Prince Olaf of Norway on his triumphant return to Oslo from exile.

The *Iroquois* was placed in reserve at Halifax at the end of the war, but shortly thereafter was commissioned as

depot ship of the reserve fleet. Later she provided training afloat for cadets of University Naval Training Divisions. She was paid off in 1951.

After extensive modernization, the ship emerged as a destroyer escort, geared particularly to anti-submarine warfare. She was soon off to war again, sailing from Halifax on April 21, 1952, to join the United Nations fleet in the Korean war theatre. The *Iroquois* served three tours of duty in the Far East, during the first of which a direct hit on one of her guns killed an officer and two men.

Her main activity in the Korean War was remote from actual anti-submarine warfare, for she carried out gunnery duels with Communist shore batteries, blasted away at North Korean supply trains and guarded against reinforcement by sea of the red armies. Her Korean tours ended with her return to Halifax in March 1955.

When the First Canadian Escort Squadron was formed in December of that year, the *Iroquois* became a member, remaining in service until November 1957, when she was paid off at Halifax for refit.

The destroyer escort was recommissioned on October 17, 1958.

Iroquois Donations To Care for Child

When HMCS *Iroquois* paid off at the end of October the ship's company was forced to cancel plans to adopt an orphan through the Children's Federation. But they were unwilling to give up the idea completely so, as an alternative, they donated \$375 from their canteen funds to the support of a child.

Later, the general secretary of the RCN Benevolent Fund revealed that the *Iroquois* had also donated \$434.19 to the RCNBF, bringing donations from the ship since 1954 to \$2,316.02.

Nor had the ship's wardroom been idle. Total donations to the Benevolent Fund from this source amounted to \$216.66, of which \$83.48 was given on the ship paying off.

Visiting Officers See RCN, Industry

Thirteen senior naval officers from 11 countries, in October, made a week-long tour of naval establishments and industrial complexes in Canada. They were all members of the 1962 Naval Supply Management Course for Senior Foreign Officers conducted by the United States Navy. The one Canadian officer on the course was Cdr. John W. Maxwell, Liaison Officer for the Canadian visit was Cdr. J. W. Thomson, Staff Officer Supply and Logistics to the Naval Member Canadian Joint Staff, Washington.

Represented were officers from Belgium, Italy, Republic of China, Norway, Canada, Japan, Greece, Colombia, Philippines, Argentina and Viet Nam.

Visits included HMCS *Hochelaga*, a tour of the St. Lawrence Seaway; meetings with the Senior Naval Officer St. Lawrence River Area, the Commanding Officer *Hochelaga*, and the Officer-in-Charge of the Naval Supply Depot, Montreal and a tour of these facilities; talks in Ottawa with the Director General Naval Supply and his staff; a tour of the de Havilland Aircraft plant, Toronto, and a sightseeing tour of Niagara Falls. Later they flew to Victoria and visited HMCS *Cape Breton* and HMCS *Margaree*; toured the Naval Supply Depot, Esquimalt, the Canadian Services College, *Royal Roads*, and HMC Dockyard, Esquimalt.

They returned to Washington from Victoria on October 27.

COND Vessels Join Celebration

Three naval vessels and 175 members of the naval reserve from five southern Ontario cities took part in the colourful celebration of the 150th anniversary of the Battle of Queenston Heights on October 13-14.

They joined with Canadian and U.S. Army units and other organizations in the two-day international ceremony at Queenston Heights October 13 and at nearby Niagara-on-the-Lake on October 14.

The naval reservists, including a combined band of 40, represented naval establishments at Toronto, Hamilton, Kitchener, London and Windsor.

The three naval vessels, HMC Ships *Porte St. Jean*, *Porte St. Louis* and *Scatari*, berthed near the historic Navy Hall on the Niagara River.

The ships, commanded by Lt.-Cdr. T. A. Smith, Lt. F. R. Bercham and Lt.-

Cdr. J. W. Mock, were formed up as a task group under Commodore J. W. Goodchild, Senior Naval Officer, Toronto.

On Sunday afternoon, October 14, a parade through Niagara-on-the-Lake to Fort George was headed by the naval contingent and band, made up of reservists from HMCS *York*, Toronto; HMCS *Star*, Hamilton; Kitchener Tender, Kitchener; HMCS *Prevost*, London, and HMCS *Hunter*, Windsor. Following the Navy were sea cadets from St. Catharines RCSCC *Renown*.

Appointments Made to Board

Appointment of a number of business men and educationists to the Canadian Services Colleges Advisory Board was announced in October by Defence Minister Douglas S. Harkness.

The board, formed in 1954, advises and makes recommendations to the de-



fence minister on all matters pertaining to the Royal Military College of Canada, Kingston; Royal Roads, Victoria, and Collee Militaire Royal de Saint-Jean, Saint-Jean, Que. Composed of 15 members, a number of whom are rotated every year upon completion of a three-year tenure of appointment. The board visits one college each year.

New members are Lt.-Col. C. C. I. Merritt, VC, of Vancouver; Prof. Jean L. Corneille, of l'Ecole Polytechnique, Montreal; Prof. A. G. C. Whalley, of Queen's University, Kingston, and Prof. William Y. Smith, of the University of New Brunswick, Fredericton.

Commendation For Ldg. Sea. Uwins

Ldg. Sea. Lawrence Frank Uwins has been awarded the Commendation of the Chief of the Naval Staff for saving the lives of two young militiamen at Lawrencetown Beach, Nova Scotia, on July 25, 1962.

The soldiers were members of a 40-man swimming party from the Student Militia Program, Halifax Area.

Ldg. Sea. Uwins, a polio victim in 1945, is a Red Cross Water Safety Swimming Instructor. He competed for a place on the Canadian team in the 1954 British Empire Games at Vancouver, placing fifth in the mile swim.

He was born in Quebec City on July 12, 1935, and joined the RCN in Montreal in March, 1953.

Uwins, now at *Shearwater* was serving in the *St. Croix* at the time of the rescue. He lives with his wife and two children at 142 Albert Street, Halifax.

Navigation Course For Coast Guard

The RCN conducted a fortnight's navigation refresher course in HMCS *Stadacona* in early November for benefit of officers of the recently formed Canadian Coast Guard.

Lt.-Cdr. Donald Thexton, one-time navigation instructor with the Department of Transport and now on the staff of the Operations Division of the Fleet School in *Stadacona*, was the course instructor.

The refresher was the first of a series of courses the Navy will hold periodically for Coast Guard officers. The class spent the final two days of the course at sea in the Canadian Coast Guard Ship *Tupper* for practical application, under supervision, of the classroom instruction received.

First Casualties Of RCN Recalled

Tribute to the memory of the first Canadian naval casualties of the First World War was paid by officers and cadets of HMCS *Venture* at a special annual service on Sunday, November 4, at St. Paul's Naval Garrison Church, Esquimalt.

The service honoured the memory of four Canadian naval midshipmen serving in the British cruiser HMCS *Good Hope*. With many others, they lost their lives in the Battle of Coronel on November 1, 1914, when their ship was sunk by units of the German fleet.

More than 200 New Officer Cadets

The 1962-1963 academic year for aspirants to commissions in the RCN is now well underway with 165 cadets enrolled under the terms of the Regular Officer Training Plan, 32 attending HMCS *Venture* under the *Venture* Plan and eight former seamen attending the University of British Columbia under the Collee Training Plan.

The ROTP, a tri-service plan, educates cadets to university degree level and upon graduation they are granted a degree and commissioned in their respective service.

Of the 165 naval ROTP cadets, 74 are at Canadian Services Colleges and 91 are attending Canadian universities.

The 32 high school graduates accepted under the *Venture Plan* enter the Navy on a seven-year, short-service appointment, although they may apply for the regular force if successful in their first year. Midway through their second year cadets selected for naval aviation report to RCAF flying schools, while other graduates go to sea for further training.

New Appointments For Three Officers

Recent appointments have included:

Cdr. Harold D. McFarland as Director of Naval Works, Naval Headquarters;

Cdr. Peter C. Berry in command of HMCS *Algonquin*, of the First Canadian Escort Squadron, at Halifax, and

Cdr. Vincent J. Murphy, in command of HMCS *Nootka*, also of the First Escort Squadron.

CPO Qualifies As Watchkeeper

CPO Charles (Shady) Lane has been granted a Certificate of Competency for bridge watchkeeping duties in a minor warship or vessel. The presentation was made in October at ceremonial divisions at *Stadacona*.



CPO CHARLES LANE

For some years, certain chief and petty officers have carried out ship-board duties as assistant officer of the watch at sea and as assistant officer of the day in harbour. CPO Lane is the first in the Atlantic Command to be certified in accordance with the recent General Order 5:00/1.

In essence, the order authorizes the commanding officer of a sea-going ship to grant the certificate to a petty officer first class or above, professionally passed for boatswain, trade group three, provided he meets the required visual standard, has served as A/OOW and A/OOD for six months running, has thorough and practical knowledge of

pertinent articles of QRCN and has passed exams at the nearest Fleet School in Rules of the Road and Fixing to the same standard as an officer qualifying for an upper deck watch-keeping "ticket".

A further step is planned. CPO Lane, on his own, can write a Minor Warship Course to gain Part Two of the certificate. Formal courses for this latter step are being actively considered.

Captain Pullen CO of Provider

Captain Thomas C. Pullen has been appointed to take command of the 22,000-ton tanker-supply ship *Provider*, when she is commissioned in mid-1963.

Captain Pullen was born in Oakville and entered the Royal Canadian Navy as a cadet in 1936.

After early training with the Royal Navy, he served in the destroyer *Assiniboine* and, as executive officer of the destroyer *Ottawa*, survived her sinking in September 1942. He later commanded the destroyer *Saskatchewan*. After the Second World War, Captain Pullen commanded the destroyers *Huron* and *Iroquois* and the frigate *La Hullose*.

In February 1956 he took command of the Arctic patrol ship HMCS *Labrador* and was in that vessel in 1957 when she charted a southerly route through Bellot Strait for deep-draught ships making the Northwest Passage.

Captain Pullen commanded the naval air station *Shearwater* from July 1960 to September 1962.

Gratitude from Victoria City Council

The co-operation extended by the Royal Canadian Navy to the City of Victoria in connection with the celebration of the 100th anniversary of the city's incorporation was the subject of a resolution passed by the Victoria city council in September.

A copy was sent to Hon. Douglas S. Harkness, Minister of National Defence, who, in turn, passed it along to the Navy. The resolution was:

"That the members of this Council express their compliments and hearty congratulations on the outstanding success of the "Salute to Victoria" program presented by the Royal Canadian Navy (Pacific Command) on the 9th, 10th and 11th of August, 1962, in recognition of the 100th Anniversary of Victoria's Incorporation as a City on the 2nd of August, 1862;

"That the members of Council place on record their deep appreciation of the ambitious nature and high standard of the whole undertaking, its original and novel features, interesting and entertaining cruises, shows, demonstrations, exhibits and ceremonies, the attractive and popular parade, and splendid illumination and fireworks displays;

"That they recognize and admire the exhaustive arrangements painstakingly made in this connection, the excellent and effective teamwork, and the altogether smooth, efficient functioning of the whole organization, which all spoke volumes for those responsible and won ample acknowledgement of the very high regard and warm esteem of Victorians for the Royal Canadian Navy;

"That they note the praiseworthy manner in which those who participated in the carrying out of the program did so with real zest and pleasure and thereby demonstrated a spirit which added materially to the enjoyment of the public;

"That the members of Council convey their sincere thanks for this wonderful program to Rear-Admiral E. W. Finch-Noyes, CD, RCN, Flag Officer Pacific Coast, Royal Canadian Navy, and through him to his officers and the personnel involved;

"And that a copy of this resolution be sent to him and to the Honourable Douglas S. Harkness, Minister of National Defence, Ottawa."



Naval physical conditioning standards, already above the national average, are being raised higher in a program launched November 1. Doing sit-ups in Stadacona's gym is AB W. A. Lusty, assisted by Ldg. Sea. K. W. Murray. Keeping score is PO Rowan Carroll, a PTI and playing-coach of the Stadacona Sailors, Atlantic Conference football team. (HS-70351)

KEEPING THE NAVY FIT

THE RCN'S physical fitness level, already above the national average, is due to be raised even further under the new program of P and RT introduced on November 1.

The program, designed to produce and maintain a high level of physical fitness, will ensure that all personnel participate and benefit. To achieve the best results, tests will be conducted semi-annually, with performance measured against established standards.

"To begin with," said Lt.-Cdr. Reg P. Mylrea, chief draftsman of the scheme, "we have set minimum standards just above the national average. Over the next few years as the program progresses these standards will gradually be raised. Personnel not

meeting the standard will engage in a more active program."

He stressed that the "aim is not to build a navy of supermen but mainly to make sure all men are able to assist themselves, and, if necessary, others, in time of emergency.

"With the Navy steadily becoming more scientific and more technical, there is an increasing demand on the sailor's mental faculties and fewer and fewer duties requiring physical strength and skill. Nevertheless, if officers and men are to perform their normal duties efficiently, they must be in good physical shape; and there are times when strength and stamina are essential."

P and RT is a most important part of the training of officers and men entering the Navy and one object of the new plan is to ensure that this physical conditioning is maintained.

Because sailors' environments differ—from ships at sea to isolated radio stations to large and well equipped training establishments—a variety of means is prescribed for them to carry out their PT. These include formal PT in gymnasiums, instruction in sports fundamentals, group and individual exercises and organized sports and games.

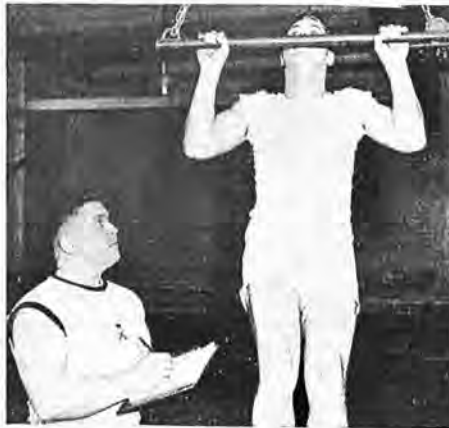
The prescribed tests are simple, require no special equipment and can be conducted ashore or afloat with equal ease. They consist of a series of push-

ups, pull-ups, sit-ups, standing jumps, broad jumps and running endurance tests. All officers and men under 40 will be required to meet the minimum standard which will vary according to age group, with one group under 29 and the other group from 29 to 39. Personnel will be tested in four of the basic physical endeavours, thus allowing flexibility in testing men at sea or in small ships. They may undertake the pull-ups or the push-ups, the jump and reach or the standing broad jump, the stationary run or the 300-yard shuttle, and they must do the sit-ups.

The requirements are: 16 or 14 push-ups, 4 or 3 pull-ups, 25 or 21 sit-ups, 14 or 12 inches (two attempts) jump and reach, 76 or 74 inches standing broad jump, 240 or 210 counts in the three-minute-stationary run, and 64 or 68 seconds for the 300-yard shuttle, normally six 50-yard laps, depending on category.

By and large, the method by which personnel keep themselves fit is left pretty well to the individual's own discretion unless his semi-annual fitness test reveals that he is not meeting minimum standards. Then the P and RT staff will step in with a more vigorous program.

Over the next few years, as the fitness level goes up, the minimum standards will be raised, although even now ships and establishments may set



Ldg. Sea. K. W. Murray chins himself during semi-annual testing for physical fitness at Stadacona. Keeping score is PO Rowan Carroll, of Stad P and RT staff.

higher minimum standards than those outlined in the order.

As in the past, a great deal of importance is attached to team sports and recognition is given to the value of organized competitive sports as a supplement to the physical training program, as a contribution to morale and as a means of developing leadership and team spirit. Priority is to be given to sports providing a high participation rate as opposed to those limited to select teams.

Personnel are being urged to spend at least three hours a week, in and

out of working hours, keeping themselves physically fit. For many this will be nothing new, judging from the vast numbers belonging to leagues, clubs and associations, playing baseball, football, soccer, cricket, basketball, broomball, volleyball, badminton, tennis, golf, curling, bowling, lacrosse and many other games.

There will be no increase in the sports grant, \$4 for every person in a ship on commissioning, and \$2 annually towards the upkeep and maintenance of sports gear. This amount, however, does not approach requirements and today more than 80 per cent of money for sports and equipment in the ships and establishments comes from non-public funds, such as canteen profits. In the case of the large establishments, investment in equipment may amount to from \$10,000 to \$30,000. Even the insurance to protect this investment represents a considerable outlay.

Gymnasiums, however, are fully outfitted with the usual gear such as wall and parallel bars, mats, box horses, trampolines etc., and most establishments have swimming pools, although some, including HMCS *Gloucester* and HMCS *Aldergrove*, have built their own with private funds.

Details of the program may be found in Chapter 50 of QRCN and related General Orders and amendments.



Twenty-six nursing sisters and medical technicians dined Lt.-Cdr. (NS) Mary Russell, Matron-in-Chief of the RCN, Naval Headquarters, Ottawa, and Lt. (NS) Constance Lambertus, Canadian Forces Hospital, Halifax, in the Stadacona wardroom on October 20. Both have retired from the service. Special guests at the dinner were Lt.-Cdr. (NS) Mary Nesbitt, former Matron-in-chief of the Armed Forces; Lt.-Cdr. Faye Rutledge, former Matron-in-Chief of the RCN, and two other retired naval nurses, Lt. (NS) Kathleen Howe and Lt. (NS) Maude Huntingdon. Following the dinner, a reception was attended by about 100 present and former naval nurses. (HS-70182)



This is the HSS-2, the all-weather anti-submarine helicopter that is to be acquired for operation by the Royal Canadian Navy. Negotiations are now under way for the procurement of eight machines. The twin-turbine helicopter will be equipped with detection devices and anti-submarine weapons, including "dunking" sonar and homing torpedoes. The new helicopters will operate from the Bonaventure, Shearwater naval air station and destroyer escorts now being fitted to carry helicopters. (CN-6386 from Sikorsky)

THE NEW A/S HELICOPTER

APPROVAL has been given for the commencement of a program to equip the Royal Canadian Navy with helicopters of the most modern type, it was announced by Hon. Douglas Harkness, Minister of National Defence, on November 20.

The helicopter selected is the Sikorsky HSS-2 and negotiations to acquire eight of these machines for the RCN in 1963-64 are now under way.

The HSS-2 will replace the HO4S-3, an earlier Sikorsky type that for the past seven years has been operated by

the anti-submarine Helicopter Squadron 50 from the aircraft carrier and the naval air station *Shearwater*.

Due to the long production time required for some of their weapons systems, the first three aircraft will not be fully equipped until 1964. Until then, these helicopters will be used primarily for crew training. Later, Helicopter Squadron 50 will be re-armed with six HSS-2s.

Selection of the new helicopter was made after thorough study of all available types.

The twin-engine turbine-powered HSS-2 will be the first RCN helicopter designed and equipped to conduct all-weather, night and day anti-submarine search and attack missions. Earlier types lacked the all-weather and night-flying capability.

Significant also is the fact that the hull-shaped fuselage provides an emergency water landing capability and that automatic folding of the rotor blades and tail section simplifies on-board stowage.



The HSS-2 will be equipped with the most modern helicopter navigation, detection and weapon systems including "dunking sonar" and homing torpedoes. These will give the HSS-2 the capability of locating, tracking and attacking any submarine.

Each helicopter will have a crew of four, two pilots and two sonar operators. Normal operational weight will be approximately 17,000 pounds.

As the new helicopters come into service a progressive program of fitting RCN ships with helicopter handling facilities will be well under way. Two Mackenzie class destroyer escorts, the

Annapolis and *Nipigon*, now under construction, are being equipped with helicopter platforms. The seven St. Laurent class destroyer escorts will undergo a conversion, part of which involves the fitting of helicopter facilities. Work on the first two, the *Assiniboine* and *St. Laurent* has commenced.

The decision to equip destroyer escorts with helicopters follows extensive trials carried out by the RCN to determine the feasibility of operating helicopters from escort vessels and to assess the capability of the helicopter in the anti-submarine role. Temporary platforms were fitted, first in the fri-

gate Buckingham, then in the destroyer escort *Ottawa*, and from these ships helicopters were thoroughly tested under various sea conditions and in exercises with submarines.

The addition of the helicopter to its weapons systems will have the effect of greatly increasing a destroyer escort's radius of search, detection and attack. Of particular benefit will be the ability it will give a ship to deliver a long-range attack on a target that is beyond the reach of shipborne weapons.

The plan to place helicopters in ships will result in a major improvement in the anti-submarine capability of the RCN.

Some Thoughts on Trafalgar Day

Editorial in

THE DAILY PACKET AND TIMES

ORILLIA, ONTARIO

WHO RULES the sea, rules the world.

This maxim, which has been reiterated and proven time and again through all the years of recorded history, is as true today as it ever was, with the added proviso of "and the air above the sea". Yet it is one of the supreme ironies of our time that the English-speaking people of the world who owe their survival, their power, and their prestige almost entirely to their control of the sea at crucial periods of their history neither acknowledge nor comprehend their utter dependence upon this great principle of world power. Hidden behind the mass of legend and illusion, of foolish pomp and cherished tradition which passes for our history, lies the hard backbone of seapower; the unseen, uncomprehended member upon which the whole fabric of our civilization is built.

To this very day, most Englishmen believe that their nation owes its survival in World War Two to the "Famous Few" who defeated the German Luftwaffe in the Battle of Britain, or to the ringing victories of Montgomery, Alexander or Eisenhower. They believe that it was Wellington who saved the world from tyranny when he defeated Napoleon at Waterloo, and that North America was won from the French by Wolfe on the Plains of Abraham.

Yet in each instance, it was command of the sea which ALONE was the vital ingredient; control of the sea made victory inevitable and defeat impossible. It was control of the sea which allowed the Allies to concentrate troops and supplies at any point they chose, which gave them the initiative to choose the time and place of attack at the same time that it denied the Axis any extension beyond the limits of Fortress Europe. It was seapower which made it possible for Wellington's tiny British army to bedevil the hordes of Bonaparte in Spain, Portugal, and finally in France itself; seapower which could land or embark an army at any chosen point, and sustain

it with supplies and carried freely from around half the world. It was British seapower which isolated America from the French, which brought across and maintained an army to capture it, and ensured its retention by destroying the French fleet on which alone could have reversed the decision. French Canada would have fallen if Wolfe had never lived, just as Napoleon's dreams of world dominion were irrevocably doomed at Trafalgar, nine years before the necessary anti-climax at Waterloo.

Of all the seamen who ever lived, none had so clear an understanding of the strategic potential of seapower, nor a more inspired grasp of the tactical principles involved, than Vice-Admiral Horatio Nelson who won, and died, at Trafalgar 157 years ago. Yet it is a curious fact that the nation, and the service which so revered his memory promptly forgot his teachings, so that, in every major conflict since, both nation and navy have been made to suffer grievously for their neglect. It was a Nelsonian maxim that in war, one should bend every possible resource to either fight or flee; nothing should ever be attempted with half a heart. Yet at Gallipoli the loss of a few obsolete ships, of no possible value elsewhere, was enough to deter a faint-hearted Admiral from an operation which could have shortened the war and saved millions of lives. Had but a Nelson been there!

At Jutland, rather than risk the uncertainties of a night action, a British admiral allowed the main German force to steam home unscathed through the wake of the Grand Fleet; but had a Nelson been there!

As in the past, so today and in "space age" future. Nuclear rockets, valuable as a deterrent in time of peace, are but suicidal "last ditch" weapons in time of war. The basic principle remains the same; he who controls the sea, and the skies above it, controls the destinies of the world. On this, the 157th anniversary of Trafalgar, the West should recognize this principle anew; already the control of the seas is passing from us. If we lose the seas and the air, we lose all.

OFFICERS AND MEN

University Training For Eight Sailors

Eight young men who joined the Royal Canadian Navy as seamen have been promoted to officer cadets and are attending the University of British Columbia under the Navy's College Training Plan.

They are: PO Michael George Chorney, Ldg. Sea. John James Delarge, Ldg. Sea. Donald Robert Franklin, Ord. Sea. Colin Isham, AB John Gordon Foot, Ord. Sea. William Leyland Ross, AB Robert James Savage, and AB Jacob J. Contant.

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

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

33 Apprentices Complete Course

November 9 was graduation day for 33 technical apprentices of the Naval Technical School at *Naden*.

Averaging 22 years of age, the young men completed a thorough 39-month course and are qualified tradesmen in their chosen profession. They graduated with the rank of petty officer, second class.

Weddings

Lieutenant Glen Harry Brown, *Shearwater*, to Myrna Isobel Everett, of Halifax.

Sub-Lieutenant Larry G. Lott, *Shearwater*, to Linda Pauline Lithgrow, of Leamington, Ont.

Sub-Lieutenant Paul H. Newcombe, *Skeena*, to Joyce Margaret Rogers, of Victoria.

Leading Seaman Albert Ottway, *Churchill*, to Gwen Wells, of Churchill, Man.

Sub-Lieutenant (MN) Janet L. Shears, *Stadacona*, to Lieutenant J. M. Slaughter, HMS *Astute*.

Sub-Lieutenant Robert D. Stewart, *Stadacona*, to Ann Marie Davies, of Esquimalt.

Births

To Sub-Lieutenant J. W. Alexander, *Jonquiere*, and Mrs. Alexander, a daughter.



Personnel from HMCS *Cornwallis* are frequently asked to search the wooded areas near the training base for missing hunters and anglers. This involves land "navigation", which ordinarily isn't part of the Navy's curriculum. Search and rescue experts of the RCAF from 103 Squadron, Greenwood, passed on some of their lore in a course attended by a dozen officers and men from *Cornwallis*. Map reading is explained here by Corporal D. Stanger to (left to right) AB B. R. Oster, Lt.-Cdr. W. C. Wilson PO G. A. Friis, CPO F. S. Meyers and Lt. A. B. Posthuma. (GD-10103)

Lt.-Cdr. Jim Boyd, in charge of the apprentice training program, reported the graduating class included 22 engineering technicians and 11 hull technicians. It was the largest single class to graduate to date from the school. They started their training in July 1959, immediately after a 15-week basic naval training course at *Cornwallis*.

Graduation ceremonies were held during ceremonial divisions on the parade ground of *Naden*, with certificates and special awards presented by Commodore J. A. Charles, Commodore RCN barracks and commanding officer of *Naden*.

Special awards were made to three naval apprentices who distinguished themselves throughout the lengthy training program. To PO Raymond P. Bergen went the special award of being judged the best all-round apprentice in the graduating class.

PO Robert R. Boswell received an award for best marks among the engineering technicians. The equivalent award for highest marks among the hull technicians went to PO William J. Fisher.

On graduation, most of the young engineers and hull technicians go directly to ships of the fleet. Approximately 16 of them were taking a naval clearance diving course with the Operational Diving Unit of the RCN's Pacific Command before joining their ships.

Sailors Attend Land Search Course

A dozen officers and men from *Cornwallis* attended a land search course sponsored by the 103 Rescue Squadron of RCAF Greenwood between October 22 and 26.

In the past, *Cornwallis* has often been called upon to conduct searches for lost hunters and fishermen in the area. As naval personnel are often not in their best element when conducting searches on land, it was decided that more formal training was necessary. The Rescue Squadron in Greenwood, which is involved in searches of this type all over the Maritimes, was eager and able to provide the necessary instruction.

After a brief, one-day classroom discussion on map work and wood lore, the hardy sailors were sent out into the woods under the supervision of Sgt. W. Armstrong, of 103 Squadron, to learn how to conduct actual searches.

Various types of searches were experimented with and many tired bones were felt at the end of the day after tramping through the woods searching for "lost" victims. Lt.-Cdr. W. C. Wilson, First Lieutenant-Commander at Cornwallis and a member of the team, expressed the Navy's gratitude to Greenwood for providing informative training for Cornwallis personnel.

It is hoped that from time to time future courses of this nature will be held so that there will be always a nucleus of trained personnel in Cornwallis to provide confident search teams. As far as it is known, this is the first course of this type in which naval personnel have participated.

Safety Proposal Brings Award

A suggestion by Clifford John Baier, of Victoria, has earned him a cash award from the Suggestion Award Board of the Public Service of Canada and a congratulatory letter from the Chief of Naval Personnel.

Mr. Baier's suggestion concerned modifications to electrical equipment thereby increasing the safety factor to personnel. His idea has since been adopted for use in the RCN.

Mr. Baier joined the Civil Service in 1959 and is employed in the fire control shop of the Naval Armament Depot at Esquimalt.

Guinea Pig Duty For Servicemen

Six soldiers from the Army's Central Command, Oakville, Ontario, have been accepted as the first of three groups of volunteer human experimental subjects at the Defence Research Medical Laboratories, Downsview, Ontario, to undertake environmental research studies.

The purpose of the experimentation is to find out the factors that affect men and women in the performance of their duties in the RCN, Army and RCAF, in peace and war.

With this information the Armed Forces can make plans and design systems to ensure the most effective use of human capabilities and to compensate for human weaknesses.

Chemicals, test tubes, electronic instruments, mechanical apparatus and experimental animals provide only

some of the answers to human problems. Human experimental subjects are therefore required.

Three of the six soldiers will be replaced after three weeks; the remainder will be relieved after six weeks. The RCAF will provide volunteers for a further period of six weeks while the RCN is slated for a final period.

Questions for which answers are required include: What effect has clothing on a man's ability to solve problems in the heat? What causes the feeling of dizziness when a person is rotated? What conditions affect one's ability to see a very fine line?

Additional questions are: Does the amount of meat in the diet before exposure to heat or cold affect a man's reaction during a subsequent exposure? Does noise increase or decrease the

ability for mental concentration? How do we learn? What factors influence memory? How should the knob, scales, tables, writing surfaces and viewing screens in a cockpit, control panel or command position be placed to minimize the chances of mistake by the human operator? What conditions affect the maintenance of alertness by a man performing a vital but inherently monotonous job?

The duties of some of the volunteer subjects will be light. However, other subjects, as determined by the nature of the experiment, may be on duty 24 hours a day for several days or weeks.

The Institute of Aviation Medicine, Toronto, will medically supervise all volunteer subjects participating in the test program.

HOPE FOR YOUNG CHUL

THE FUTURE of Kwak Yung Chul, 12-year-old Korean boy, has a bright, new outlook thanks to the crew of the frigate *Cap de la Madeleine*.

The sailors recently became joint foster parents to Yung Chul through the international Foster Parents' Plan. The adoption came at an opportune moment because it had just been learned that a previous foster parent was no longer able to help.

The *Cap de la Madeleine* is a unit of the Ninth Canadian Escort Squadron based at Halifax.

Before the Korean war, the boys' parents lived in North Korea, where the father was a merchant. At the outbreak of war, Yung Chul, then six months, and his two-year-old brother, were taken south by their parents, who joined thousands of fleeing refugees.

Yung Chul's sister had reached school age when the father suddenly died leaving the mother destitute, with three children to support. Her strength was taxed to the utmost washing and doing odd jobs for the neighbours, but it was a losing battle and the family was actually starving when they found help at a nearby feeding station.

The plight of the family came to the attention of Foster Parents' Plan and aid was extended through the adoption of Yung Chul.

Through regular contributions from the ship's company of *Cap de la Madeleine*, Yung Chul is able to continue his education, receive medical care, parcels of clothing and food, and a cash grant of eight dollars a month. Of equal im-



KWAK YUNG CHUL

portance is the friendship, encouragement and warm interest on the part of his new Canadian friends.

Yung Chul has shown great improvement since receiving help. He is better nourished and dressed, and is certainly happier and more hopeful of his future. Having had to drop out of school when in the second grade, he is now in fourth grade, studying hard and doing well. He is active, sociable and very popular with his schoolmates.

When asked what he would like to do after growing up he replied that he just wanted to be able to continue his studies and "be a fine person".



VF 870 pilots approach their aircraft August 3 to make the final operational flight of the squadron before its disbandment. (DNS-29436)

BANSHEE FAREWELL

"VF 870 has been disbanded as of 30 Sep 62".

SO STATED the message that marked the end of an important era in the Royal Canadian Navy, for it meant "finis" to the naval fighter.

VF 870 (V for heavier than air, F for fighter squadron) operated twin-jet, all-weather Banshees for a six-year span. The United States-built aircraft were the last of a notable line of fighters in the brief 17 years that naval aviation as a whole has existed in Canada.

The first fighters to serve the RCN on the birth of its naval air arm in 1945 were the British-built Seafire and the Fairey Firefly.

The Seafire was a tail-hook version of the famous Spitfire. Its shortcomings for carrier-borne operations were its very short range and endurance and weak undercarriage, which was not for some years modified to take the heavy vertical and side loads of carrier landings. The Seafire was in service in the RCN until mid-1948.

The Firefly, designed originally as a two-seat fighter reconnaissance plane was a sturdy aircraft with a strong airframe and so was modified to fill

many roles. In the attack role, with four 20mm cannon and an ever-increasing bomb load, it proved very useful. But in the RCN it was employed gainfully as an anti-submarine aircraft, modified to carry rockets and depth charges and underwater listening equipment. It continued in RCN service until 1950.

The direct successor in the RCN to the Seafire was the Sea Fury, which entered service in 1947. Acknowledged as the world's fastest piston driven fighter, this British aircraft continued in service until 1956.

Then the Navy decided to enter the jet age.

About 17 years ago the United States Navy awarded a contract to the McDonnell Aircraft Corporation to design, construct and test what was later known as the XF2H-1. That plane was later recorded in U.S. naval aviation as the F2H Banshee jet.

A later version, the F2H-3, joined the Royal Canadian Navy late in 1956. It was among the most dependable single-seat, all-weather fighter aircraft in squadron service anywhere in the world and was well capable of carrying out the air defence task assigned to it on the broad ocean.

The Banshee was a large aircraft, weighing in at about 13½ tons fully loaded and fuelled for take-off. It had a top speed of about 600 mph, a range of 2,250 miles when equipped with tip tanks, a ceiling of 45,000 feet and was armed with four 20mm cannons, rockets, bombs and, latterly, the famous Sidewinder guided missile. It was also equipped with an ejection seat, an automatic pilot and had an all-weather radar fire control system.

FEW PEOPLE knew it, but the Maritimes had one of the best air defended sectors in Canada, thanks to the Navy's Banshee jet fighter, the Sidewinder guided missile it carried, and sophisticated naval ground control techniques which all combined to create a very high intercept factor.

First and foremost, the Navy jets were charged with defence of the fleet. However, there were many times when they were made available for the North American Air Defence system. On the East Coast, the Banshee in fact formed for a long time the only air-to-air missile squadron in Canada. They proved themselves in NORAD exercises, whose post mortems attributed to them high "kill" potential.

The Sidewinder missile was married in 1958 to the Banshee. Named after a desert rattlesnake, it did much to increase the capability of the aircraft. This gave a rather old fighter new life. The missile is guided by an infra-red or heat-seeking device and, after release from the launching aircraft, rushes relentlessly to the hot tailpipe of a jet or the engine exhaust of a propellor driven target. Comparatively simple in design, it weighs 155 pounds, is nine feet in length and is supersonic in speed. With few moving parts, it required little special technical training for assembly and maintenance.

For firing the Sidewinder, the pilot did not take precise aim as he had to when firing cannons or rockets. He merely assessed when the missile had electronically selected and "locked on". A target signal told him when the Sidewinder had detected the heat source it was to attack. The missile, developed from a five-inch, air-to-ground rocket, is capable of destroying any aircraft. The Banshee carried two of them, attached to launching pylons fixed to the underside of each wing.

VF 870 had 12 fully operational Banshees and four T-33 Silver Star jets for training. The Banshee's normal armament was two Sidewinders and four 20mm cannon. Without modification it could carry 16 rockets or six 500-pound bombs, or a combination of all!

Banshees played an important role in Army co-operation. Every year the Navy's fighter pilots trained with the Army in this role at the Canadian Joint Air Training Centre, at Rivers, Manitoba, and at Camp Gagetown, New Brunswick. This Army co-operation involved naval predecessors to the Banshee, the Sea Fury and, earlier, the Seafire. The squadron also trained at Naval Air Stations Key West, and Cecil Field, Florida, and Royal Naval Air Stations Yeovilton, Sydenham and Belfast, overseas with the RCAF, particularly in NORAD exercises.

Guiding the Banshee to an area where its own radar could make a target interception is a carrier control system, which was an important aspect of the attack potential of the aircraft. The *Bonaventure* has such an organization, similar to a land-based control intercept station.

When embarked in the *Bonaventure*, the Sidewinder-armed Banshee provided fighter defence for the fleet and protection against observation and attack by reconnaissance aircraft operating with submarines. When operating

from the RCN Air Station, the jets still were responsible for defence of the fleet, in its home base of Halifax and adjacent waters. In doing this task, the Navy fighters and their guided missiles also provided aerial defence for the Canadian eastern seaboard.

Naval jet fighters, armed with the Sidewinder soon came to the peak of their effectiveness. Thus, the RCN achieved its objective: to perfect a versatile fighter arm.

THE SQUADRON which flew these fighter aircraft, VF 870, had its roots in the Royal Navy. The ancestor was 803 Squadron which, by 1945, had become an all-Canadian squadron in the RN Fleet Air Arm. It was transferred en masse to the Royal Canadian Navy late in 1945 to join the newly-established naval aviation branch of the RCN. In 1951, in a reshuffle of squadron designations, 803 became VF 870.

In 1959 the old VF-871 and VF-870 amalgamated to form the now retiring VF-870. The squadron built for itself an impressive record, which the Navy will remember with pride. The last commanding officer was Lt.-Cdr. K. S. Nicolson, known throughout the Navy as "Big Nick".

The first major public appearance of the Navy jets outside of the Maritimes was in 1956 when four of them flew to the Canadian International Air Show in Toronto and made for the Navy a particularly favourable impression on the many thousands watching performances of the various entries. And there were other shows at Halifax; Flin Flon, Rivers and Winnipeg, all in Manitoba; Quebec City; Miami, Florida; plus various centres along the eastern seaboard. For the 1959 *Shearwater* Air Show and Open House, they

commanded the attention of 18,500 visitors with a team of six crack aerobatic pilots who called themselves "The Grey Ghosts".

Their last show was a farewell flypast on August 3, 1962, over Halifax and Dartmouth in conjunction with ceremonial divisions at the RCN Air Station. They wheeled through the sky in tight formations, then broke off to land one by one, the last time VF 870 flew operationally in the RCN.

Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, sent this message as the last aircraft landed on:

"On behalf of the Atlantic Command I thank you for your farewell flypast salute. I would like you to know how much we have all admired the high morale of your squadron which has resulted in maintaining your efficiency until the last day of operational flying. I will personally thank your officers and men on their return from leave."

Admiral Dyer fulfilled his promise on September 6, in the course of his annual inspection of *Shearwater*. The Flag Officer spoke of the sadness accompanying any paying off, conveyed the personal appreciation of the Chief of the Naval Staff, and noted his own associations with naval fighter squadrons in HMCS *Warrior*, Canada's first aircraft carrier, and in her successor, the *Magnificent*, which he commanded for part of her Canadian commission.

THE BANSHEE program was not without its problems. In June 1957 all of the fighters were grounded while an investigation was conducted on reasons for two fatal crashes in the previous month. The trouble, metal fatigue in a wing folding part, was quickly discovered and modifications were made that enabled the fighters



quickly to resume their operational and training commitments.

That the squadron soon reached a high level of excellence was proven in 1959. The Wilkinson Trophy, which goes to the squadron making the most contributions to the efficiency and effectiveness of naval aviation in the RCN, was won for that year by VF 870. The trophy was donated several years before by Lt.-Cdr. L. D. Wilkinson, RNVR (Ret), who commanded the first RCN fighter squadron, 803, formed at the close of the Second World War.

In 1961, the handwriting on the wall became evident as the first Banshee to retire from service, Serial Number 12644, reached her allotted life span. Her last flip was made on July 20 of that year and then she was scrapped. Other Banshees from the outset had been written off for one reason or another, but "old 44" was the first to retire of old age.

With airframes fast approaching the limit of service, the fate of the Banshees was inevitable. No satisfactory replacement which could operate from the aircraft carrier *Bonaventure* was to be found. It was decided to pay off the squadron at the end of 1962, thus terminating a noteworthy contribution to Canadian naval aviation. But, in the face of nation-wide economy, the end of the Banshees was accelerated. They flew operationally for the last time on August 3. Leave period and dismantling followed and finally the terse but melancholy message went out "VF 870 has been disbanded as of 30 Sep 62."

But they were not forgotten:

"It is with a sense of real loss that we of the Canadian Joint Air Training Centre Rivers bid a final farewell to fighter squadron 870.

"The paying off of the squadron brings to a close an era of close joint professional and personal association spanning some 15 years during which this station has bid farewell to 803 and 883 squadrons and their Seafires, 18 and 19 Carrier Air Groups and their Sea Furies and VF 871 with its Banshees. Each of these groups and squadrons, however, was succeeded by a unit either re-organized or re-equipped to meet changing times. Unfortunately it has become VF 870's unhappy lot to write finis to a long line of able and capable fighter squadrons, aircraft, pilots and men.

"The Canadian Joint Air Training Centre joins all in saluting you, Fighter Squadron 870 and all those you represent."



The last operational fly past of the Navy's Banshee all weather interceptor from VF 870 Squadron was held at HMCS Shearwater August 3. The participating pilots were, left to right: Lt. H. C. Fischer, Lt. F. C. Willis, Lt.-Cdr. J. K. Dawson, Lt. G. E. Edwards, Lt. C. S. Forsythe, Lt. M. J. Roberts, Lt. William Park and Lt. W. J. Fuoco. (DNS-29437)

The VF 870 Rivers deployment for five weeks early last summer had an interesting statistical summary. The jets flew 433.9 hours in 506 sorties and used more than 235,000 gallons of aviation fuel. They fired 10,000 rounds of 22mm ammunition, 390 three-inch rockets, 702 five-inch rockets, dropped 912 11½-pound bombs, 30 500-lb. bombs and dropped a total of 63,738 lbs. of high explosives. The squadron rectified 720 unserviceabilities, maintained an average serviceability of 70.5 per cent and did ten minor inspections at Rivers. The pilots spotted for 450 rounds of 105mm artillery fire. In the face of such a list, the final figure is the most staggering: 16,200 holes of golf!

The squadron last spring received a letter of commendation from the United States Navy concerning their five-week deployment at NAS Cecil Field, Florida, which began early in February 1962. It was forwarded to the commanding officer with a covering letter from the Chief of Naval Operations, who added his personal best wishes and the traditional U.S. Navy "Well done".

The letter of commendation, from the commanding officer of Cecil Field, reads as follows:

"Due to the large number of aircraft based at the Naval Air Station, Cecil Field, safe and orderly flow of high speed traffic depends entirely upon the

pilot's knowledge and compliance with course rules and instructions.

"While deployed at Cecil Field, VF 870 pilots consistently demonstrated superior airmanship by their knowledge and conformance to local rules, adherence to air traffic instructions and by practising excellent radio discipline. The professional attitude and technique displayed by your pilots reflect credit upon your squadron and the Royal Canadian Navy.

"It is with great pleasure I extend to you and your squadron my personal commendation for the attitude and professional skill displayed during your tour at Cecil Field. It has been a distinct pleasure to have such an outstanding squadron aboard. (Signed) T. W. Hopkins."

The Canadian squadron flew 641.1 hours and carried out a total of 854 successful intercepts during that particular deployment.

RAF STATION Beaverbank had a farewell mess dinner for the 870 pilots on September 13. Wing Cdr. E. R. Heggveit, then commanding officer of the station, was absent on duty at Air Defence Command but sent a letter which read in part:

"Looking back on the past three years and my association with VF 870, I can-

not help but be impressed with the unique contribution which they made, not only to the air defence of the eastern portion of the Pinetree chain of this continent, but also the very direct way in which they contributed to the high standard of control that was possible in our control staffs. Indeed there are many periods in which Nick and his boys of 870 Squadron provided us with an air defence capability that was not available within NORAD resources. Already you know how sorely we have missed them since their absence in performing other roles at Rivers, Manitoba and Gagetown, New Brunswick.

"I know that Nick and his fine officers will gather no small measure of pride in knowing how tangibly they contributed to the defence of this continent, and how splendidly they made interservice operations such a rewarding and pleasant process.

"My deep regret at the disbandment of 870 Squadron, and intense personal regret at being unable to be on hand on this occasion, is tempered by the

knowledge that this Squadron served its country in a manner that left nothing to be desired.

"Please tell Nick and all his boys Happy Landings from us."

From Group Captain A. U. Houle, Sector Commander, Fredericton NORAD Sector. Personal to Lt.-Cdr. Nicolson and the officers and men of his fighting 870 Squadron RCN:

"Your team made a marked contribution to the defence posture of this sector. Your re-assignment to other duties breaks an operational and a social link which was firmly forged by respect and friendship. All personnel from the sector join me in thanking you for your efforts on our behalf and wish you rapid promotion and success with your new tasks... The partnership shown by Station Beaverbank and the 870 is an excellent example of interservice liaison. May you enjoy this evening to the fullest."

From the Acting Commander of the Northern NORAD Region:

"The disbandment of 870 Sqdn is a somber occasion for the Northern Norad

Region and also I am sure for the Royal Canadian Navy. The contribution of the Squadron to the Air Defence activities of the Region has been outstanding and cannot go unnoticed at your farewell ceremonies. The willingness of the squadron personnel to provide as many aircraft as possible and to stand at readiness and to fly long missions regardless of the weather has earned the squadron a reputation of operational integrity second to none. On behalf of the Northern Norad Region I would like to extend our sincere appreciation for a job well done and wish all squadron personnel good luck for the future. Air Commodore P. A. Gilchrist."

The wake was not done yet. A bang-up fighter pilots' re-union was held at Shearwater and attracted a galaxy of present and former pilots from various naval air squadrons and those "fish-heading" in the fleet. Those pilots in ships elsewhere contrived their own re-unions, particularly in the case of the Third Escort Squadron visiting at St. John's, Nfld., which boasted a preponderance of ex-pilots in its hierarchy.



VF 870 personnel pose for a portrait on September 6, the day Rear-Admiral K. L. Dyer bade the squadron his personal farewell before its disbandment. (DNS-29588)



Gone Are the Days

IN THE GOOD old days when there were no modern distractions such as TV or SRE, when a radio was a treasured possession, usually of one particular mess, ingenious were the ways in which sailors amused themselves and passed the time at sea during their off-duty hours.

Activities ran the gamut from rug-making to muck-raking, from planned raids on other messes to relieve them, if we could, of various eating utensils which were always in short supply, to group discussions on the collective idiosyncrasies of the officers, including their real and imagined backgrounds, together with their forebears and progeny. How the hearts of the latter-day Bureau of Current Affairs organizers would have warmed to the spirited dissertations which took place on such occasions!

Of course, there were always the wily entrepreneurs ready with schemes, some nefarious, designed to separate the naive from their hard-earned, meagre pay. Included were those who, for a fee, would "point and graft" your hammock clews (always the bane of ordinary schemers (I beg your pardon—seamen) or some, more wily than the rest, who would reap a harvest merely because they were the sole owners of the only pressing iron or toaster—surely the forerunner of the modern day renters of "do-it-yourself" equipment.

In passing we should not forget those honest toilers in the vineyards who, during the dog-watches, conducted their "dhobey firms" and gave a reasonably fair service for a fair reward. Most such enterprises were fairly dependable except for a certainty you couldn't ever get any dhobeying undertaken until approximately four to five days after pay day, which was also settling-up day, and their funds were again at the usual "dry" level.

We must not forget the specialists of this trade—the "hammock scrubbers". These, despite the vagaries of fate, poor seamanship, and the Captain's Night Order Book, attempted to give a reasonably honest service for a reasonable fee. The uncertainties in this profession can invariably be attributed to the bleaching process which, for obvious reasons, was always carried out under cover of night. Briefly, this process consisted of towing bundles of well-scrubbed ham-

mocks astern at the end of a heaving line, thus introducing the element of suspense, an inevitable accompaniment of entrusting your hammock to the blithe care of one of these firms. A poorly selected line, or one improperly secured at either end, unscheduled or unknown (to the profession) changes in course, speed or manœuvring and you would in all probability be sans hammock, a condition not too worrying to the firm, as the clientele always entered into these transactions under the "caveat emptor" principle.

Dog-watch pastimes also included the usual card games such as crib, euchre, solo-whist, bridge (for the sophisti-

The Author

Nearly 33 years ago, a blacksmith's apprentice in Olds, Alberta, decided he would rather shoo flies on the messdeck than horses on the prairies. Thus it came about that Lt.-Cdr. Harry Shergold can recall many of the traditions, practices and pranks of the navy over a period of nearly 10 years before the Second World War. Some of the old hobbies of the sea, widely practised in those days, have given away to painting by numbers, assembling plastic model kits and listening endlessly to rock and roll. Lt.-Cdr. Shergold here casts a moist eye back to the days when sailors were less sophisticated (or less well-heeled) and more ingenious.

cates) and, naturally, poker; but of course, no gambling ("We were only playing for the matches, Sir!"). Oft-times, too, cubes of African ivory could be heard skittering across the top of the capstan cover, in the upper mess-deck. This was indeed a difficult pastime, played with one eye on the die, the other on the messdeck door, on the *qui vive* for the unexpected visit of the omnipotent Petty Officer of the Watch.

The games which gave rise to the most fun and hilarity to both devotees and kibitzers alike were the nautical variations of common parlour games; among them "The Priest of Paris", "Jack's Kit", "uckers" and many others

whose names are lost to me. "Uckers", in many varied forms, continues as a favourite but the others have long since departed the Naval scene.

The most favoured game in our time was "The Priest of Paris". This was long known in the Navy as "The Priest of the Parish", but in time its name was shortened. The game could be played by any number of persons and consisted of the following characters: "The Priest of Paris", "My Man John" and several assorted bodies who, when the game was played in the more polite strata of society, were known as "Caps": White Cap, Red Cap, Blue Cap etc.. However, when played on the mess deck, the "caps" were usually known as "Dogsbody", "Melonhead", "Dog's Head", "Banana Face", "No-Nose" and other like descriptions. More often than not the descriptive names which members played under featured derogatory and ribald adjectives; which if taken out of context would be downright vulgar. This was not entirely unintentional, the ploy being that the more outrageous and grotesque the name, the more chance that somebody would laugh or grin during the game when called upon to utter it. Laughing and grinning was what you had not to do.

Only one piece of equipment was needed to play the game, that being a stonicky or starter, which could be a rope's end, a belt, or a knotted silk, in which some of the more "playful" members would surreptitiously attempt to secret foreign bodies, so that the punishment would be the more painful.

To be a successful participant you had to be endowed with a good imagination to pick yourself a good name, a good memory to absorb and retain the ritual and dialogue, a quick wit and a calloused hand.

The Priest of Paris was the senior member, the arbiter of rules and awarder of punishment; My Man John was his "crusher" cum first-lieutenant, and the keeper of the stonicky. It was his duty to put caps in and out of Court when they had been "watched". On occasions when Man John himself erred, the Priest would be responsible for putting him in and out of office. Likewise, Man John would place the Priest in and out of office if he erred. Only the more experienced and polished performers held the office of Priest or Man John.

Imagine, if you can, a group of eight or ten eager-eyed, rosy-cheeked young sailors squatting in a circle, arms folded (and having to remain folded). The game and the dialogue would go something like this:

Priest: The Priest of Paris has lost his hat,
Some say this and some say that.

I say, Red Cap!

Red Cap: Who? Me, Sir?

Priest: Yes, you, Sir!

Red Cap: You lie, Sir!

Priest: Who then, Sir?

Red Cap: Blue Cap!

Blue Cap: Who? Me, Sir?

Red Cap: Yes, you, Sir!

Blue Cap: You lie, Sir!

Red Cap: Who then, Sir?

Blue Cap: Black Cap!

And so it would go on. During these interchanges each would be watching the others to ensure there were no overt acts such as the movement of the arms, scratching, grinning, laughing or mistakes in the dialogue.

If, for instance, White Cap observed Green Cap furtively scratching himself

he would immediately say: "Watch Green Cap", and the dialogue would go thus:

Man John: Out of Court! Green Cap!

Priest: (Holding the stonicky aloft) Who demands this most valuable piece of money?

White Cap: I, White Cap, demand that most valuable piece of money, likewise Green Cap! He, being a very good flipper to the front, did foul up this most noble and devout ceremony by scratching himself!

Priest: A most horrible crime, Green Cap! Thus, I punish you Three around! (Whereupon Green Cap is subjected to three blows on the hand from each player, commencing with Man John and finishing with the Priest).

On completion Man John proclaims: "Back in Court, Green Cap!" and the game goes on.

Once a charge has been made you are guilty, no defence is allowed excepting where an alert member may know you are being framed, whereupon, once the "Cap" is giving evidence of your alleged offence, has finished, he can be "watched" and then charged with lying, for which the penalty is usually 10 all round.

Some of the basic rules to remember:

Caps are "Flippers to the Front" and are always put out of and into "Court".

"Priests of Paris" and "Man John" are men in office and are always put out of and into "Office".

Common offences are: scratching, grinning and showing of teeth, unfolding arms, mistakes in dialogue, forgetting to put players in or out of "Court" or "Office".

Well! that's the game, also the end of this reminiscence. Childish pastimes, some will say, but then, who can gainsay that at some time or other all men are not children at heart!—H.S.



Three hundred and fifty years of naval service are represented in this photograph of the Limited Duty Officers' Qualifying Course No. 5 at the RCN Preparatory School in Naden. First to use this title from the outset, the course commenced September 10, a month or more earlier than had been usual in the past. This enabled the families who accompanied the candidates to settle-in during the mild and sunny autumn weather, and to arrive before the start of the school year. Included in the 27 members representing nearly all branches of the RCN, are two wrens, Wren A. B. Knight (on right) and Wren PO D. M. Stretton. The course is under the direction of Lt.-Cdr. D. J. Williams, the course officer. (E-68778)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *St. Croix*

On October 4 HMCS *St. Croix* celebrated her fourth anniversary since commissioning in 1958. To commemorate the occasion a large cake was baked and a cake-cutting ceremony was held during the noon meal in the ship's cafeteria.

Six members of the ship's company who have been on board since the ship first commissioned were guests of honour, and the commanding officer, Cdr. D. C. Rutherford, did the honours of cutting the cake.

Since commissioning in 1958, the *St. Croix* has had an enviable record of service, steaming 118,000 miles and spending a total of 508 days at sea.

Ninth Canadian Escort Squadron

"Iceberg," called the lookout. "Bear-
ing green two zero."

The sharp-eyed UNTD cadet on lookout duty aboard HMCS *Lauzon*, one of five Royal Canadian Navy frigates of the Ninth Canadian Escort Squadron, had earned the captain's plaque for being the first on board to sight an iceberg during the northward voyage to Hudson Bay.

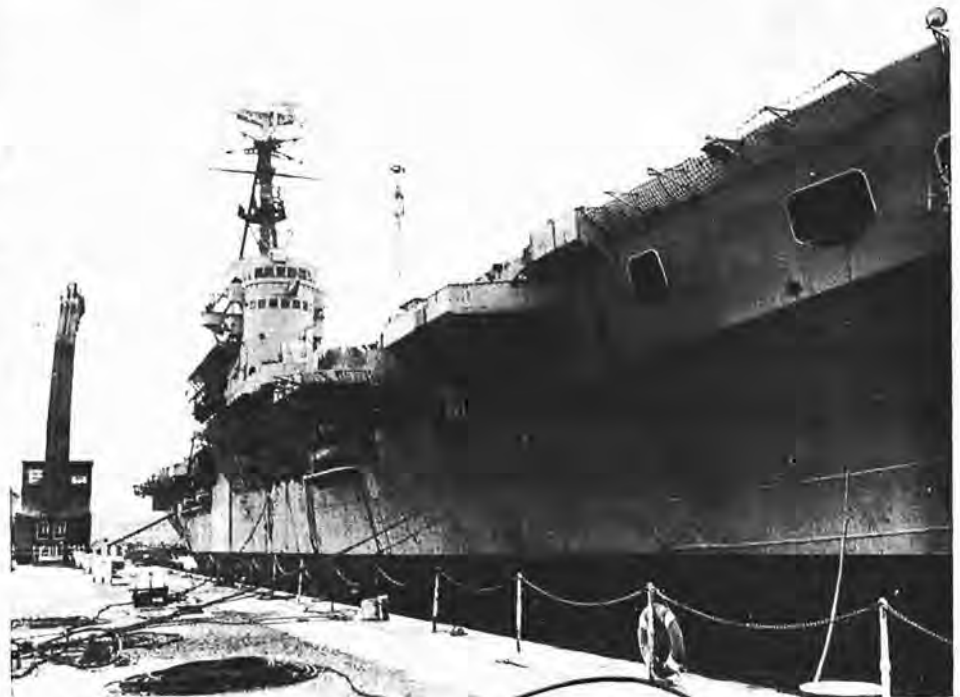
Following the initial sighting, which came two days after leaving St. John's Newfoundland, other icebergs came into view with increasing frequency. The stately procession was heading south on its annual mission to menace the western approaches to the North Atlantic shipping lanes.

It was the first time most of the 100 University Naval Training Division officer cadets embarked with the squadron had seen an iceberg. When a particularly large one was sighted at a range of 10 miles, Cdr. K. E. Grant, squadron commander, ordered an alteration towards and closed up the four-inch gun crews for some spectacular target practice.

The berg absorbed about 12 hits with high explosive shells which somewhat altered the profile of the towering bulk, estimated to be 150 feet high. The *Cap de la Madeleine* led with her sharp-shooting. First to open fire at extreme



Cdr. D. C. Rutherford, captain of the *St. Croix*, cuts a cake celebrating the fourth anniversary of the ship. Looking on are PO H. E. Brewster, who baked the cake, and six members of the ship's company who have been on board since her commissioning in 1958. Left to right are Petty Officers John D. Race, T. S. Tunis, G. E. Durst, W. Bennett Emery, C. L. Downey and, extreme right, CPO R. L. Morse. (HS-70101)



Officer cadets from le College Militaire Royal de St-Jean, during their summer cruise to Britain in the frigate *Outremont*, saw a bit of Canadian naval history. This was the old "Maggie", for nine years the pride of the RCN, at a Devonport jetty. Her boilers cold and her messdecks silent. The *Magnificent* is earmarked for disposal. (HS-69409)

Besides the *Lauzon* and *Cap de la Madeleine*, the squadron included the *La Hullose*, *Swansea* and *Buckingham*. range of seven miles, she hit the berg with all six rounds fired. For good measure, the *Lauzon* plastered it with close range Bofors fire in passing.

The warships were on a 6,000-mile round trip training cruise from Halifax, around the northern trip of Labrador and Quebec, across Hudson Bay to Churchill, Manitoba, and back.

The *Cap de la Madeleine* and *La Hullose* detached from the squadron for a side trip to Port Harrison, Quebec, on the east coast of Hudson Bay, to visit an Eskimo Sea Cadet Corps on Tuesday, August 21.

During the voyage, the young officer cadets on board participated in jack-stay transfers from one ship to another, gunnery, boat lowering, watchkeeping, helmsmanship, rocket firing and small arms practice.

At St. John's, Newfoundland, some of the cadets attended a garden party at Government House along with officers of the squadron, where they met His Honour Campbell MacPherson, Lieutenant-Governor of Newfoundland, and Mrs. MacPherson.

PACIFIC COMMAND

Fourth Canadian Escort Squadron

"A Summer Adventure" is the title that aptly describes the cruise of July and August in which the frigates of the Fourth Canadian Escort Squadron carried 150 first- and second-year cadets of the Regular Officer Training Plan far into the Pacific.

The ships visited Long Beach, California, stepping stone to colourful Los Angeles, Hollywood and Beverly Hills. Activities arranged for cadets included trips to Disneyland, professional baseball games, and invitations to the Midshipmen's Ball. Pearl Harbour was the other port of call and it gave a certain tropical paradise flavour to the cruise.

The cruise was not just two months of sunbathing and touring. The cadets worked their passage with rigorous study and practical work in all fields of naval knowledge. A day beginning at 0600 with flashing exercises might continue through lectures in seamanship, engineering, gun and mortar drill, boat-pulling, flag-hoisting, radio and relative velocity exercises, and several hours in the hot sun performing evolutions and general drills. In harbour the evolutions and general drills were replaced by daily periods of strict calisthenics.

To complete a long 16-hour day, the first year cadets stood watch until 2200,

learning the skills of helmsman, communicator and officer of the watch. The second-year cadets systematically plotted the evening stars in their astro-navigation studies. Bunks looked pretty good at this hour but journal writing and studying usually took precedence and time logged "in the pit" was often short.

By the end of the cruise, the cadets were spouting naval jargon with some authority and considered themselves fairly knowledgeable in day-to-day ship routine.

This summer showed that naval cadet training accomplishes something

which educational systems have tried for ages with little real success to do. It enables its students to enjoy themselves while learning. —H.J.S.

NAVAL DIVISIONS

HMCS Malahat

Prolonged absence from divisional drills is a matter normally treated with some concern in the RCNR.

However, when PO David J. Schellenberg reported back on board HMCS *Malahat* late in September after an absence of some six months, he was



THE NOVA TERROR

A FOC'SLE denuded of its 3-inch-70 left the *Terra Nova* and her ship's company somewhat down by the stern. Carrying out her duties as well as she could, but unable to uphold the honour of the Barber Pole Squadron by shooting down passing aircraft in her accustomed manner, the slick ship, with her for'ard mount in sick bay, felt and would continue to feel vulnerable.

The engineers fixed that. They produced a new secret weapon. They drew on the past for their inspiration. In fact, they went back to Nelson's day and beyond, and came up with the fearsome MK .0001 Thunderflash cannon, a single-barrelled, muzzle-loading fixed-wheel type, noted for its leisurely rate of fire and its powerful bang.

A gun's crew, handpicked for its guts, was soon whipped into shape by Master Gunner Gouldini (a certain facial resemblance to Lt. S. C. Gould

is detected in the picture), learned to fire the thing and dubbed it "Leaping Lena."

The MK .0001 has a couple of bugs that need ironing out before the weapon is adopted by the Fleet. The Squeegee 48 radar tends to keep on revolving at capstan speed and the Gun Direction Officer (Blind), as can be seen by the picture, has his hands full. Despite this, it is claimed that during a recent firing run against an RCAF *Argus* the crew managed one target-triggered burst.

The squadron weapons officer, Lt.-Cdr. W. S. Welbourn, witnessed the trials of the MK .0001 and was asked to assess its merits. He hesitated to commit himself but conceded it had possibilities. Its low ammunition consumption, he thought, would free a lot of valuable cooling space in "A" magazine.



FAMILY PORTRAIT—Officers and men of HMCS Fraser, of the Second Canadian Escort Squadron, based at Esquimalt, posed for this picture before the recent transfer of command from Cdr. D. J. Sheppard to Cdr. R. C. Thurber. (E-68884)

greeted with relief and amazement by all hands.

PO Schellenberg, 27, had made headlines in Victoria newspapers last April 2 when he survived a fall of about 80 feet from the top of an eight-storey apartment building under construction near Beacon Hill Park.

His recovery, despite a broken skull and jaw, broken bones in both arms, a broken right leg and thigh and other internal injuries, has been the subject of much admiration for himself and modern medical methods.

PO Schellenberg, working at his civilian trade as a plumber, was removing equipment from a hoist on the eighth storey when the platform collapsed. It was a free fall to the ground.

A police ambulance rushed him to nearby St. Joseph's hospital where emergency aid was administered and

where he underwent a series of operations. Two months later he was transferred to Gorge Road hospital where a four-month period of physiotherapy was started.

Married seven years and the father of two young sons and a daughter, PO Schellenberg was concerned about his family and home. However, shipmates from *Malahat* pitched in and kept his yard tidy and fellow petty officers taught his wife to drive the family car.

PO Schellenberg, anxious to resume his trade, has not been able to do so at the time of writing because of doctor's orders, but he has been able to help out with instruction in basic training seamanship classes.

Although he can no longer play goal, PO Schellenberg has taken over the coaching of the division's soccer team.

He joined the division in April 1960, after having served in the RCN from 1952 to 1957, and reached his present rank in December 1961.

HMCS Donnacona

Cdr. R. G. Stapley took over command of *Donnacona*, Montreal's naval division, on September 18. He relieved Cdr. R. G. Bell who had commanded the division since July 1958 and now has gone onto the retired list of the Royal Canadian Naval Reserve.

Born in St. James, Manitoba, Cdr. Stapley joined the RCNVR in June 1941 as a probationary sub-lieutenant. He served at sea in the armed merchant cruiser *Prince Henry* until May 1943 then took a long communication course at HMC Signal School, St. Hyacinthe, Quebec. He later served as a signals

officer afloat and ashore until demobilized.

Promoted to the rank of lieutenant-commander on October 28, 1947, he was appointed executive officer of Winnipeg's naval division, HMCS *Chippawa*, in October 1953.

In February 1961 Cdr. Stapley transferred to the active list of *York* where he served on the staff of the Senior Naval Officer, Toronto. In April 1962 he transferred to the active list of *Donnacona*.

In civilian life, he is manager of operations for the Fairview Shopping Centres Ltd., Montreal.

HMCS *York*

Although he was firing an FN rifle on a range, Lt.-Cdr. E. J. L'Heureux, *York's* supply officer, recently qualified as a Second Class Archer—Bow and Arrow, and he's all "strung up" about it.

How come, he wants to know, there was an arrow in the bullseye of his rifle target?

And how come, in the second place, since the arrow was definitely there in the bullseye, he was only classified as a Second Class Archer instead of a Bowman Marksman, or at least a Bowman First Class?

Lt.-Cdr. L'Heureux got so "feathered up" about the arrow bit, that he "shafted" a letter off to the person who so qualified him.

"I will leave any corrective action you may feel necessary to your good judgment," he has written to the Commanding Officer of the Royal Regiment of Canada, Lt. Col. G. K. Bell.

The whole mess came about as a result of a joint operation exercise at the end of October. All three services took part in the operation with the Royal Canadian Naval Reserve represented by HMCS *York*, carrying the Militia, represented by the Royal Canadian Regiment, to Niagara-on-The Lake.

The Royal Canadian Air Force Auxiliary, from the Toronto area, flying in Expeditors and Otters, shot up the militia while the regiment was being landed by the navy.

Lt.-Cdr. D. E. Wick commanded HMCS *Scatari* for the exercise and had in his ship's crew six officers and 16 men. He landed 41 officers and men of the Royal Canadian Regiment on the beaches of Niagara through the use of whalers.

Upon landing, the troops were taken to the rifle ranges and it was there that the "bow and arrow" exercise began—but has not ended as far as Lt.-Cdr. L'Heureux is concerned.—A.W.



The summer of 1922 produced a bumper crop of special trophies for the Queen's harbour-master's office in HMC Dockyard, Esquimalt. Chief Despatcher John Williams, left, holds the Hudson's Bay Company Beaver Club trophy, won by a tug-of-war team he coached at the last Dockyard picnic. Dockyard Pilot Bill Sweeney, centre, and Deputy QHM John Osborn were the builder and designer, respectively, of the comic float "Esquimalt Queen" which captured top honours in its class in several appearances. The silver bowl and ship model trophies were won by the "Esquimalt Queen" in the RCN's Salute to Victoria parade. The same entry also captured top honours in the 1962 Pacific National Exhibition parade in Vancouver and made other successful appearances. (E-68776)



Engrossed in making an eye-splice in a six-inch hawser are Ord. Sea. Jerry G. Howe (left) and Ldg. Sea. Pelham P. Young. They serve in the destroyer escort *Terra Nova*, based at Halifax. (HS-70380-14)

THE WORLD'S MIGHTIEST NAVY

THE MIGHTY United States Navy is drawn in bold perspective in the *Naval Review*, 1962-63, a handsome production of the U.S. Naval Institute.

Written in the main by an articulate and knowledgeable corps of young four-ring captains, the *Review* examines the full spectrum of the political, technological and operational characteristics of the navy. The *Review* deals with the U.S. Navy today in its role as keeper of the world's seas, a description which, after studying the book, indisputably fits. The opinions range through the super-carrier school to the sub-surface proponent who maintains the ruler of the seas will be the one who is master of the depths.

In terms of dollars, what it says is almost staggering to the Canadian mind. One example is that the Polaris weapons system means an ultimate commitment of \$13.2 billions in a program involving 41 submarines. Presumably this includes development costs but it still works out to an average cost of \$322,000,000, in round figures, per boat (a submarine with this status-symbol price tag should hardly be called a "boat"). It's undoubtedly worth it. Former Secretary of the Navy Connally said, in 1961: "I do not think anyone with any degree of success could argue that this Polaris system is not today the greatest single deterrent retaliatory force that this nation has." Mr. Connally could use a new speech-writer but he did make his point.

In his article on "Allied Sea Power in the Cold War 1961-1962", Vice-Admiral B. B. Schofield, RN(Ret), completely ignores the RCN. In his examination of SACLANT's forces, the fact that Canada has 28 anti-submarine escorts available for North Atlantic convoy duty appears in a footnote. On the other hand, he examines other far smaller and less modern navies in detail, one of them being the Pakistan Navy with one cruiser, six destroyers, six frigates (mostly Second World War vintage) and seven minesweepers. His oversight, or lack of information, is hard to understand.

In "No Ships but the Best", Captain John H. McQuilkin does some predicting and the artist's impressions of ships-to-come show some of the ugliest beasts ever designed to take to the seas. In a very general attempt at making comparisons, the RCN general purpose frigate concept stacks up well.

The keynote of the volume is struck by a quotation from John Adams:

BOOKS for the SAILOR

"Liberty cannot be preserved without a general knowledge among the people. Let us dare to read, think, speak, and write."

Editor Frank Uhlig, Jr., suggests in the preface that certain policies of Germany, the doctrine of unconditional surrender, and the commitment of the British to massive night bombing of cities all contained serious flaws that might have been corrected had scrutiny, analysis and discussion been possible.

"The *Naval Review* was conceived with the thought that some phases of

the current policies and operations of the U.S. Navy in particular, and the defence effort at large, could perhaps benefit from these same processes."

This is one of the handsomest "serious" books to have appeared in a long time and this takes into account the white cover, the full-colour end-paper maps of Europe and Asia, and the general make-up and typography. (A kindly hint for readers with dusty offices: Give that beautiful, white cover a prompt coating of plastic spray or it will soon disappear under the thumb prints).

The *Naval Review* is indispensable reading for career sailors and all serious students of seapower.—J.L.W.

THE NAVAL REVIEW, 1962-63, published by the United States Naval Institute, Annapolis, Maryland; 380 pages; extensively illustrated; \$10.

ARCTIC ODYSSEY

DONALD MacMILLAN, Rear-Admiral USNR, is one of the very few left of the exclusive company of northern explorers who have seen it all. This is a man who has run the gamut of Arctic exploration—by sea, by dog sledge, by foot and by air. It is indeed unfortunate that the biographer has had to compress his remarkable life into 300-odd pages.

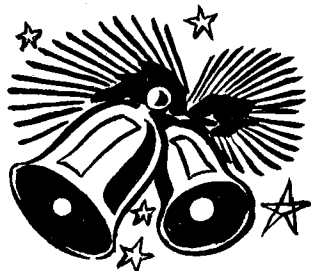
Of necessity, many of MacMillan's polar travels are dealt with briefly and sketchily and consequently do not give the serious reader of Arctic exploration the full account of these incredible voyages and journeys. The book is a sketch rather than a portrait of an Arctic explorer but the biographer skill-

fully applies the essential brush strokes to the broad canvas of a life spent north of the Arctic Circle.

As a boy, Donald MacMillan knew hardship at an early age. His father, skipper of a Banks schooner out of Provincetown, was lost at sea in a winter gale off Newfoundland. His mother died a few years later. At the age of 12, the boy became a man.

Twelve years later, in 1908, he was selected as an assistant by Admiral Pearly to take part in the expedition which culminated in a 500-mile sledge journey across the Polar Sea to the North Pole. Admiral MacMillan is now the sole survivor of this expedition, yet this was only the beginning for his own Arctic career. Between 1910 and 1921, he went north by ship, by canoe and bysledge until finally he managed to finance and build his own schooner, the *Bowdoin*, which became better known to the Eskimo settlements along the Labrador and Greenland coasts than in her home port of East Boothbay in Maine.

"The Labrador" is an ironbound, dreadful coast—a graveyard of stout schooners and fine seamen. Donald MacMillan is still recognized as one of the best pilots on this coast, where in the black night of a winter gale intimate knowledge of the position of reef and shoal can mean the difference be-



tween life and death, when a hard pressed ship is running for shelter. The schooner *Bowdoin* had her share of such incidents during her 25 voyages north to the ice.

The *Bowdoin's* and MacMillan's contributions to our knowledge of the Arctic are many and varied. Hydrography, magnetism, ornithology, radio communications, anthropology — all came within the orbit of his enquiring mind and often times under the most appalling working conditions when a lesser man would have had difficulty

surviving, far less conducting a scientific program.

The biographer touches lightly on the scientific aspect of this explorer's life and many of the hardships are understated but the physical endurance and plain guts of the man require no imagination. MacMillan is described as being a small, quiet, energetic and impatient man. After reading this book, it is also quite evident that he was an outstanding leader in the most demanding of occupations, that of an Arctic explorer.

Arctic Odyssey is a modest book about a modest man who has led a life of high adventure and achieved much. Admiral MacMillan's achievements have been recognized by awards and medals from such august bodies as the Explorer's Club. However, it is suggested that the personal satisfaction he has gained over the years is worth considerably more than any award.—T.A.I.

ARCTIC ODYSSEY, by Everett S. Allen; published by Dodd, Mead & Company (Canada) Limited; 25 Hollinger Road, Toronto 16; 340 pages, illustrated; \$6.

A BELOVED CHIEF GOES HOME

WHEN VICTORIANS think of Thunderbird Park with its collection of carved and vividly-painted wooden masterpieces of the old B.C. Coast Indian way of life, the name of the late Chief Mungo Martin of the Kwakiutl tribe seems to come automatically to mind.

This grand old gentleman represented his people as few others had ever done before. He, by his talent and perseverance, has retained through his totems the almost extinct art of his countrymen of telling their clan histories through these wooden carvings.

His knowledge and skill were often called upon by historians or historical groups to interpret the meanings of symbols or repair and restore the decaying wooden carvings of his race. These surviving relics of a past era were often brought to Victoria for Chief Martin's personal attention in his temporary workshop beside Thunderbird Park.

In 1959, Pacific Command of the Royal Canadian Navy requested Chief Martin to carve a totem to be presented to HMS *Excellent*, the Royal Naval Gunnery School, by the officers and men of the RCN who had done qualifying courses there in the past.

The totem pole was duly sculptured by Chief Martin, who named it "Hosagami", meaning an instructor. The gift was then taken to the United Kingdom in July 1959 by the Fifth Escort Squadron and, with all due ceremony, was placed in position on the grounds of the RN Gunnery School.

On the death of Chief Martin and on behalf of his people, Chief John Albany of the Songhee Tribe sent a telegram to the Flag Officer Pacific Coast which read in part as follows: "I speak for all West Coast Indians when I appeal to you, Admiral, to convey the late Chief Mungo Martin to his last resting place at Alert Bay. He spoke with a loud voice for our people and this was his last wish, but we have not the

means of fulfilling it. We share our harbours and our waters, so I turn to our lifelong friends in Her Majesty's Navy. This is a big emergency for use".

The Navy's answer was immediate. The yellow cedar casket bearing carvings of the Kwakiutl emblems, the thunderbird and the grizzly, was taken from the Kwakiutl house at Thunderbird Park where Chief Martin had lain in state and transported to HMC Dockyard.

At 6 p.m. the Chief's body was piped across HMCS *Margaree* and on board HMCS *Ottawa*, escorted by naval pallbearers and a guard of honour, and there the flag-encased casket was placed in the centre of the quarter deck.

Four sentries were posted with fixed bayonets around the chief, while all ships and establishments paid their last respects by half-masting Colours from 6 to 7 p.m. that day, August 20, 1962.

Chief Martin was taken to Alert Bay and interred in Mountain View Cemetery. The Chief had "come home" to stay.—*Dockyard News*, Esquimalt.

LETTER

Sir:

I wonder if Sub-Lieutenant Brian Wyatt has broken a record I have been claiming for myself since I was commissioned. You printed a picture in the September *Crowsnest* of Wyatt as a cadet wearing the ribbon of the CD, so he had 12 years of service in by then. On the other hand I had less than 10 years service, but was 31 before being promoted from cadet to sub, and one highlight of my naval career was when I caused, by the mere relation of this fact a not easily disturbed Chief of Naval Personnel to rock back on his heels and exclaim: "Good Lord, how did that happen!"

One distinction that I missed by the skin of my teeth was being a two-badge ordinary seaman. At the end of the war I was a petty officer, RN, with six years service in. After two years in the UNTD, I wrote out a request for my second Good Conduct Badge and had it ready to hand in on the very night that we were informed that we were all promoted from ordi-



nary seamen, stokers second class, probationary writers etc., to cadet.

While on the subject of the UNTD—do any of your readers know the origin of the white cap tally worn by officer candidates? All that I have been able to find out is that it dates from the First World War and was common to the Royal Navy and the British Army before the establishment of the RAF. The Canadian services followed British regulations at that time.

Yours truly,

PHILIP CHAPLIN,

Lt., RCNR

Manotick,
Ontario.

THE NAVY PLAYS

Princess Pats Soccer Champions

HMCS *Naden* was host to seven service teams in competition for the Parkes Soccer Trophy on October 3, 4, 5, the title going to the 2nd Battalion Princess Patricia Canadian Light Infantry.

With two Nova Scotia teams present, both coasts were represented for the first time.

The single elimination, with a consolation round, started on October 3. RCAF Winnipeg defeated Camp Borden 5-3 while 2nd PPCLI walked over RCAF Uplands, Ottawa 4-0. In the afternoon encounters RCN, Esquimalt, and RCAF Greenwood, N.S., tangled in the best game of the tourney.

Greenwood, 1961 champions, were favoured to win but ended regulation time with a 2-2 tie and in the 20-minute overtime period RCN moved ahead on a goal by Bob Marsden. RCAF tied the game again and in the 50-minute sudden-death overtime the teams matched play for play until John Slade scored to give RCN a 4-3 victory.

Meanwhile RCN 6th Submarine Squadron squeezed out a 3-2 overtime win over RCAF, Moisie, P.Q. Next morning the consolation semi-final matches saw Camp Borden defeat Uplands 6-2 and Greenwood trounce Moisie 6-0. In the semi-final championship draw 2nd PPCLI edged RCAF Winnipeg 2-1, while RCN Esquimalt chalked up a 3-1 win over 6th Submarine Squadron.

On Friday, in the consolation final, Greenwood took a 4-0 victory over Camp Borden. For the championships 2nd PPCLI built up a 2-0 lead before Navy retaliated to start the second half trailing 2-1. In the second half Army continually beat Navy to the loose ball and moved into a 3-1 lead which they never relinquished.

Lieutenant Governor G. R. Parkes presented his trophy to the 1962 champions. The consolation trophy went to RCAF Greenwood.

Small Arms Trophy Won Second Time

For the second year running, the Weapons Division of the Fleet School, *Stadacona*, won the Senior Officer's



Captain G. C. Edwards, commanding officer of *Shearwater*, throws the first stone to get the RCN Air Station's curling club activities underway on November 1 at the Dartmouth Curling Club. (DNS-29890)

Small Arms trophy. Lt.-Cdr. Peter Pain, RN exchange officer in the division, racked up the highest score, also for the second consecutive year.

The trophy is a magnificent replica of an old fashioned, double-barrelled, hammer-action fowling piece secured to an oblong plaque; inlaid is a brass plate with the names of the annual individual winners.

The trophy is competed for annually by officers' teams from the divisions of the Fleet School.

Teams were entered from the Weapons, Operations and Engineering divisions and from the Joint Maritime Warfare School. Weapons Division was last year's winner.

Stad Golfer Wins Command Title

Cornwallis was host to the annual Atlantic Command golf championships on August 31 and September 1 at the Digby Pines Golf Course.

PO Roger Gravelle, *Stadacona*, shot a sparkling two-over-par 73 to capture the title. He shot 80 on the opening day

and his 36-hole total was 153. He also won the Olands-Keiths Trophy.

Runner-up and winner of the Harris Trophy was Lt.-Cdr. George Emmerson, *Stadacona*, with 80-82—162. Low net for the tournament went to Sub-Lt. J. E. Tucker, *Shearwater*, with 145.

Other prize winners were:—

"B" Division—AB Earl Thompson, *Shearwater*, 177 gross; Lt. N. E. Winchester, *Shearwater*, 144 net.

"C" Division—PO Butch Bouchard, *Shearwater*, 196 gross; CPO Al Trepianier, *Cornwallis*, 145 net.

The Atlantic Command Trophy for four-man team went to *Stadacona* "A" team, and the four-man team net winner was *Cornwallis* "C".

Gravelle's fine score Saturday, one of the best ever posted in Atlantic Command competition, was shot on a course made heavy and wet by rain.

Shearwater Rink Under Construction

Excavation for a prefabricated indoor skating rink at HMCS *Shearwater* was officially started in mid-November

by Cdr. R. V. Bowditch, supply officer for the naval air base, acting on behalf of Captain C. G. Edwards, commanding officer.

The rink will be built in three stages, will cost in excess of \$100,000 and will be built entirely with non-public funds.

The first stage will be erection of the rink building 222 feet long and 122 feet wide. The ice surface will be 180 by 80 feet.

The second phase will be the acquisition of a freezing plant and laying necessary piping.

Final stage construction of seating and changing rooms may take four years to complete, depending on the funds available. *Shearwater* personnel now use the Dartmouth Memorial Rink. The new facilities will be used for hockey and skating open to all base personnel, their dependents, and personnel of ships based in the *Shearwater* area.

The rink will adjoin the recreation centre and swimming pool.

Navy Softball Champs of West

Camp Chilliwack was host to the West Coast Tri-Service softball championship meet in September which saw the title go to the Navy. Taking part were teams from Esquimalt Navy, Sea Island Air Force, B.C. Area Army HQ, and Camp Chilliwack Army. The meet was a single round robin.

The first game, between Camp Chilliwack and RCAF, ended in a 3-all tie.

This was followed by Navy thumping B.C. Area HQ for a 19-0 win, following up half an hour later by coasting to a 9-1 victory over RCAF.

The two Army teams clashed in the evening with B.C. Area winning 8-7, to meet Navy in what proved to be the final game. Navy topped B.C. Area 16-8 to take the meet.

Final results: Navy, 6 points; B.C. Area, 4 points; Camp Chilliwack, 3 points, and RCAF, 1 point.

Shearwater Takes Softball Title

HMCS *Shearwater* captured the Maritime intermediate "B" softball championship in Halifax on October 8, defeating RCAF Summerside 10-6 and 6-5 in the best-of-three series.

Natal Day Swim Record Shattered

Ldg. Sea. Gerry MacKenzie last summer shattered the annual Halifax Natal Day 15-mile swim record by 51 minutes. He covered the course from

Bedford Basin around the Halifax peninsula to the head of the Northwest Arm in the 56-degree water, in seven hours 28 minutes and 15 seconds.

Three rivals, including the defending champion, dropped out, leaving MacKenzie to swim 11½ miles alone.

The 160-pound MacKenzie also won the revived annual five-mile swim that began Aquatic Week. He completed this swim on the Northwest Arm in two hours and 48 minutes in 58-degree water.

In 1961, his first year of competitive swimming, he placed second in both events.

Born in Buckingham, Quebec, on November 26, 1937, Ldg. Sea. MacKenzie attended high school there before join-

ing the Navy in 1955. He has been swimming since he was five, but his only official aquatic qualification is a passing mark in the RCN basic swimming proficiency test.

AB Terry Burns Golf Titlist

The annual Tri-Service golf championship, played at Digby Pines Golf Club in September, was won by AB Terry Burns, *Stadacona*, who shot a 79 on the opening day and an 80 in the final round.

Low net prize went to Captain B. Cummings, Camp Gagetown, 143, and second to Lt.-Cdr. C. E. Bandy, *Haida*, 145.



Gloucester Builds Own Pool

Ever since *Gloucester* became a training establishment for communicators, the thought of having their own swimming pool has stood high in the minds of the ship's company, especially during Ottawa's famous mid-summer heat waves.

On July 20, 1962, thought became reality when a 25-by-50-foot outdoor swimming pool was opened for use by personnel at the establishment and their dependents. Best of all, it was their own pool, bought with their own resources.

For many years the unusual ground conditions in the area—high water table and soft clay—had been a stumbling block to building a pool. Recently, how-

ever, with the development of "Gunitite" concrete construction, it was decided to review the situation and National Research Council advice was sought. On the NRC's recommendation it was decided to go ahead.

Lt. Cdr. D. B. Steel, then Executive Officer, drew up plans and specifications for the contractors, the Ship's Fund budget was closely scrutinized and financial assistance was offered by the Chief Petty Officers' Mess and the Wardroom. The contract for a pool with filtration plant, showers, changing rooms, etc., came to \$8,000.

With Naval Headquarters blessing and legal approval, the green light was given to go ahead with the long awaited project. Eighteen days later the first swimmers plunged into the cool, clean water.

Home from the Sea



Legion Branch Headed by Ex-CPO

A former chief petty officer of the Royal Canadian Navy has been named president of Vinton Branch No. 60, of the Royal Canadian Legion.

He is Harry Taylor, of Burlington, Ontario, now chief engineer of the International Harvester Company of Canada. Mr. Taylor, who served in the RCN from 1937 until 1951, has been a member of the Vinton branch for the past five years.

Windsor Club Joins Association

The Canadian Naval Association has added another affiliate to its list with the acceptance of the application of the Windsor, Ontario, Naval Veterans' Association.

The application was considered and approved at the autumn CNA directors' meeting in the clubrooms of the Brant, NVA, Brantford, Ont. Requests for further information have been received from groups at Port Arthur, Ottawa and Brampton, Ontario, and Schefferville, Quebec. All such applications and inquiries are promptly acknowledged and brought to the attention of the directors by N. J. Yorston, executive secretary-treasurer of the CNA.

A delegation from Sarnia, scene of the next annual reunion, reported that progress was being made in preparation for the event. The Sarnia club has chosen as the theme of the occasion "Hands across the border", with Sarnia's neighbour, Port Huron, Michigan, taking an active interest in the reunion.

Joe Vecchiola, sports director for the CNA, said a variety of inter-club and inter-regional competitions would soon be under way.

A resolution advocating a two-year term of office for the executive was

approved for presentation at the next annual general meeting.

Chosen as marshal for the CNA at the Warriors' Day parade at the Canadian National Exhibition was "Hank" Hanson, of the Pre-War RCNVR Club, Toronto, who informed the directors that a dinner and dance to commemorate the 40th anniversary of the founding of the RCNVR would be held at HMCS York on April 16.

A design for a CNA flag was accepted, subject to official approval.

The next meeting will be held in Toronto in January.

Hamilton Veterans Feel Progress Made

Members of the Hamilton Naval Veterans' Association, at the end of another year, feel they may not have had as spectacular a period as some clubs in the Canadian Naval Association, but they still regard their progress as satisfactory.



Growth has been steady, although still short of the potential of the Hamilton area. The club has adhered to, and tried to advance, the aims, objectives and principles for which it was formed.

Regular trips to Sunnybrook Hospital to visit naval veterans and provide gifts and comforts have given great satisfaction.

A successful picnic late in September, favoured by the weather, was enjoyed by a large number of families. A highlight was a whaler race between the officers of RCSCC *Lion* and naval veterans during which the veterans, it was said later, "had to use radar to keep in touch with the fast-rowing sea cadet officers, and this despite the sea anchor which some unscrupulous veteran had attached to the stern of the sea cadets' boat." But, in spite of the anchor, the issue was never in doubt.

In other recreations Shipmate Al Woodward won the fishing trophy for the largest bass, while his brother, Shipmate Russ Woodward, brought home a fine pair of antlers from a hunting expedition.

The association's annual fall dance was again held on the drill deck of HMCS *Star*, an event that proved as popular as ever, with more than 400 attending.

Local publicity has already elicited a large number of enquiries about the annual reunion for 1963, to be held in Sarnia on May 17, 18 and 19.

The Poppy Fund drive went very well, and special mention should go to those members who turned out, along with the Navy League Cadets, to help with the canvass.

In the Remembrance Day parade, Hamilton's veterans' ranks were swelled by the large turn out of naval veterans. Shipmate Bob Fraser, president, laid the wreath.—S.R.P.

RETIREMENTS

CPO JAMES WILLIAMSON BELL, C1BN4, of Balcarres, Sask.; joined June 6, 1938; served in Naden, Restigouche, Stadacona, St. Malo, Stadacona, Prince David, Baddeck, Columbia, Hamilton, Venture, Givenchy, Peregrine, Niobe, HMS Trumpeter, Warrior, Cornwallis, Ontario, Venture, Cape Breton; awarded RCN Long Service and Good Conduct Medal; retired October 14, 1962.

CPO FRANK BODDY, C2BN4, of Winnipeg; joined RCNVR Nov 1, 1940, transferred to RCN Nov 20, 1943; served in Winnipeg Naval division, Stadacona, Orillia, Cornwallis, Niobe, Long Branch, Avalon, Peregrine, Algonquin, Inch Arran, Port Hope, Glace Bay, New Liskeard, Givenchy, Rockcliffe, Chippawa, Naden, Cedarwood, Antigonish, Crusader, Magnificent, HMS Excellent, Ontario, Venture, Beacon Hill; awarded CD; retired October 2, 1962.

CPO ORVILLE BOICEY, C2ET4, of Almonte, Ont.; joined RCNVR June 23, 1942, transferred to RCN Aug. 3, 1944; served in Bytown, York, Cornwallis, Stadacona, Nanaimo, Peregrine, Niobe, Warrior, Magnificent, Wallaceburg, Bonaventure, St. Croix; awarded CD, retired August 9, 1962.

CPO RAYMOND THOMAS BRECKNELL, C2ST4, of Saskatoon; served in RCNVR March 28, 1934—December 17, 1938; RCNR May 12, 1939—October 26, 1939; RCN October 27, 1939—November 19, 1946; re-entered RCN July 4, 1949; served in Naden, Prince David, Prince Robert, Burrard (J847), Givenchy (J847), Peregrine, Fort Ramsay, Crescent, Malahat, Rockcliffe, Beacon Hill, Discovery, Stadacona, Hochelaga, Crusader, Terra Nova, Cornwallis; awarded CD; retired November 30, 1962.

CPO GEORGE ALEX CUMMINGS, C1AT4, of Bengough, Sask, joined June 24, 1946; served in RCAF from May 28, 1940 to March 13, 1945; joined RCN June 24, 1946; served in Tecumseh, Naden, RCNAS Dartmouth, Niobe, HMS Daedalus, Stadacona, Cornwallis, Shearwater (19 SAG, 31 SAG, VH21, HS 50, HU 21), Magnificent, York (VC920); awarded CD; retired November 10, 1962.

CPO BERNARD GORDON, C2HT4, of Verdun; joined RCNVR Oct. 8, 1942, transferred to RCN Jan. 22, 1946; served in Stadacona, Avalon, Peregrine, Scotian, Wentworth, Shelburne, Donnacona, Naden, Magnificent, Quebec, Hochelaga, Iroquois, Huron; retired October 9, 1962.

CPO NORMAN WINBURNE HANSON, C1HT4, of Port Mouton, N.S.; joined RCNVR Sept. 14, 1943, transferred to RCN June 11, 1946; served in Stadacona, Scotian, Peregrine, Sans Peur, Haida, RCNAS Dartmouth, Brunswick, Huron, Magnificent, La Hullose, Shearwater, Crusader, Cape Scott, Athabaskan; awarded CD; retired October 29, 1962.

CPO JAMES MERVIN HAYWOOD, C1WS4, of Port Arthur; joined RCNVR Sept. 27, 1939, transferred to RCN July 30, 1940; served in Port Arthur naval division, Stada-

cona, Columbia, Restigouche, Cornwallis, Niobe, HMS Excellent, Huron, Scotian, Peregrine, HMS Glory, Nootka, Iroquois, Naden, Cape Breton, Bonaventure; awarded Mention-in-Despatches July 11, 1944, DSM Aug. 29, 1944 and CD; retired October 26, 1962.

PO JOHN JOSIAH HEMPHILL, PICK3, of Charlottetown; joined Jan. 2, 1942, transferred to RCN March 2, 1945; served in Queen Charlotte, St. Hyacinthe, Cornwallis, Camrose, Stadacona, Scotian, Haida, Naden, Albro Lake radio station, La Hullose, Coverdale, Cape Breton, Padloping Island radio station, Hochelaga, Magnificent, Outremont; awarded CD; retired Oct. 15, 1962.



CPO JOHN WESLEY LANG, CILT4, of Barrie, Ont.; joined RCNVR March 6, 1931, transferred to RCN Oct. 33, 1946; served in Naden, Skeena, Allaverdy, Haro, Discovery, St. Hyacinthe, Stadacona, Hamilton, Unicorn, Ontario, Aldergrove, Gloucester, Ottawa, Cape Breton; awarded RCNVR Long Service and Good Conduct Medal; retired October 26, 1962.

CPO ROBERT CAMPBELL MILLER, C2BN4, of Victoria; joined RCNR July 5, 1940; transferred to RCN November 13, 1940; served in Naden, Norsal, DEMS Silver Beech, DEMS Llangollen, DEMS San Delfino, DEMS Halifax, Antigonish, Givenchy, Stadacona, Hochelaga, Eastview, Tecumseh, Ontario, Cayuga, Jonquiere, Cornwallis; awarded CD and 1st Clasp CD; retired November 12, 1962.

CPO ALLAN RAY MORASH, C2ER4, of Boston, Mass; joined RCNVR February 24, 1943 transferred to RCN September 24, 1945; served in Stadacona, Protector, Cornwallis, Baddeck, Scotian, Uganda, Iroquois, Eastwood, Swansea, Nootka, Prestonian, Micmac, Bytown, Ottawa, Chaudiere; awarded CD; retired November 6, 1962.

PO FRANCIS JOHN SAVAGE, P1BN4, of Edmonton; joined October 3, 1942; served in Niobe, HMS Excellent, Athabaskan, Stadacona, Cornwallis, Burrard, Givenchy (J847) HMS Excellent, Warrior, Nonsuch, Ottawa, Naden, Coverdale, Magnificent, Donnacona, Hochelaga, Micmac; awarded Mention in Despatches, British Defence Medal, CD; retired November 10, 1962.

CPO JOHN TIZARD, C1ER4, of St. John's, Newfoundland; joined May 17, 1937; served in Stadacona, Saguenay, HMS Drake Columbia, Ottawa, Avalon, Cornwallis, Nene, Niobe, Peregrine, St. Therese, Iroquois, Magnificent, Wallaceburg, Quebec Shearwater, Bytown (Camp Borden) Bonaventure; awarded CD; retired November 15, 1962.

CPO MAURICE MCKEE TUDOR, C1ET4, of Waterdown, Ontario; joined RCNVR November 4, 1941 transferred to RCN May 1, 1942; served in Star, Nonsuch, Stadacona, Cornwallis, Hamilton, Assiniboine, Avalon, Niagara, S343, Uganda, Givenchy, Crescent, Ontario, Rockcliffe, Antigonish, Naden, Crusader, Athabaskan; awarded CD; retired November 4, 1962.

OFFICERS RETIRE

LT.-CDR. ALAN BARTLETT COSH, CD, of Halifax, joined RCNVR as an acting sub-lieutenant on October 2, 1939, transferred to RCN on August 20, 1945. Lt.-Cdr. Cosh served in Stadacona, Acadia, Arras, HMS King Alfred, HMS Tormentor, HMS Quebec, HMS Drake, Kings, Restigouche, Uganda, Prevost, York, Naval Headquarters, Naden, Cayuga and Niagara; last appointment, Stadacona on staff of Maritime Commander Atlantic as Staff Officer Shipping Control; commenced leave December 1, 1962, retires June 19, 1963.

Lt. FREDERICK HAROLD MOIST, CD, of Esquimalt, joined the RCNVR as an ordinary seaman March 18, 1931, promoted to warrant rank July 18, 1943, demobilized March 31, 1947, transferred to RCN December 15, 1948. Lt. Moist served in Naden, Winnipeg Naval Division, Skeena (1), Prince Robert, Burrard, Cornwallis, Stadacona, Rockcliffe, Cedarwood, Comox; last appointment, Naden as Regulating Officer; commenced leave November 29, 1962, retires April 25, 1963.

LT.-CDR. JOHN ADRIAN STOKES, CD, of Victoria, joined RNR as an acting sub-lieutenant on May 1, 1936, transferred to RCNR January 1, 1944, and transferred to RCN September 4, 1947. Lt.-Cdr. Stokes served in HMS Daedalus, HMS Implacable, HMS Condor, Naval Headquarters, Niobe, Stadacona, Shearwater, Magnificent, York, Niagara, Naden; last appointment, on staff of Supreme Allied Commander Atlantic, Norfolk, Virginia; commenced leave on December 10, 1962, retires May 3, 1963.

LOWER DECK PROMOTIONS

Following are lists of men selected by Naval Headquarters for promotion. These selections are subject to confirmation by the RCN Depot and the concurrence of the commanding officer in each case. The effective date of promotion is September 1, 1962. Names are grouped according to trade.

Pacific Command

For Promotion to Petty Officer Second Class

LSWS2 Boyd, G. H. 11551-E
LSWS3 McKee, D. E. 24838-E
LSWS3 O'Donnell, E. T. 18402-E
LSWS3 Spearey, E. M. 14851-E
LSWS3 Sorensen, E. N. 14888-E

LSFC2 Charters, C. C. 14822-E
LSFC3 Farrell, B. D. 9405-E
LSFC3 Jones, A. K. 28802-E

LSWU2 Colquhoun, G. E. 6227-E
LSWU3 Murphy, T. E. 25147-E
LSWU3 Sheffield, G. A. 17600-E

LSSN3 Burton, R. H. 18454-E
LSSN2 Cottrell, T. M. 19720-E
LSSN3 Wellband, H. J. 32669-E

LSRP2 Hamilton, D. H. 34889-E
LSRP2 Shumanski, W. W. 8118-E
LSRP2 Todd, M. E. 18413-E
LSRP2 Witt, E. R. 24228-E

LSSG2 Breiland, R. 31481-E
LSSG2 Burke, W. J. 17493-E
LSSG2 Logie, D. E. 18493-E
LSSG2 Mergouse, H. J. 31467-E
LSSG2 Veregouwen, P. J. 11034-E

LSRM2 Craigie, D. L. 27586-E
LSRM2 Charpentier, G. L. 34530-E

LSEM2 Cairns, O. W. 26730-E
LSEM2 Carroll, R. M. 11011-E
LSEM2 Corrigan, J. P. 17390-E
LSEM2 Foster, M. R. 14900-E
LSEM2 Hidson, J. 17505-E
LSEM2 Kovits, C. W. 7423-E
LSEM2 Link, G. F. 7792-E
LSEM2 Merkl, P. N. 17485-E
LSER3 Noble, J. P. 16620-E
LSEM2 Prenevost, R. J. 24458-E
LSEM2 Robertson, J. W. 24867-E

LSET3 Brygadyr, D. M. 27503-E
LSET3 MacPhee, R. W. 28632-E
LSET3 Preese, R. G. 34846-E

LSVS2 Plourd, W. J. 24818-E

LSSW2 Clark, J. V. 26695-E

LSCD3 Olkovic, F. W. 15063-E

For Promotion to Leading Seaman

ABBN1 Archibald, W. J. 9420-E
ABBN1 Hogarth, A. J. 18457-E

ABWS2 Baker, L. P. 27917-E
ABSW2 Henery, J. D. 37881-E

ABWS2 Hood, K. J. 27240-E
ABWS1 O'Gorman, J. W. 26579-E

ABFC1 Dadswell, D. G. 8040-E

ABWU2 Carr, W. S. 34776-E
ABWU2 Hunter, A. J. 32854-E
ABWU2 Recknagle, R. G. 18468-E

ABSN2 Clackson, D. R. 14870-E
ABSN2 Fell, M. W. 38674-E
ABSN3 Walker, G. R. 28188-E

ABRP2 Anderson, T. R. 30686-E
ABRP2 Caine, M. L. 19731-E
ABRP2 Cox, H. B. 34742-E
ABRP2 Kelly, L. J. 43956-E
ABRP2 Shaw, J. A. 35318-E

ABSG2 Duy, O. 38364-E
ABSG2 Martin, R. W. 38687-E

ABRM2 Eastick, D. C. 35284-E

ABEM2 Crichton, G. R. 34633-E
ABEM2 Day, R. H. 38416-E
ABEM2 Flynn, M. J. 38621-E
ABEM1 Glaum, C. W. 27591-E
ABEM2 Haldane, R. J. 32815-E
ABEM2 Jones, G. A. 38233-E
ABEM2 Mackie, W. J. 44616-E
ABEM2 Muters, C. R. 38704-E
ABEM2 Olson, M. K. 34712-E
ABEM1 Ritseo, E. 28086-E
ABEM2 Wilkie, A. G. 39479-E
ABEM2 Wilsher, J. D. 39438-E

ABLM2 Cryderman, G. L. 38516-E
ABLM2 Jamieson, F. J. 38467-E
ABLM2 Kylo, E. F. 39772-E
ABLM2 MacDougall, I. C. 40687-E
ABLM2 Merriam, C. C. 38682-E
ABLM2 Murray, B. D. 43711-E
ABLM2 Paulson, R. B. 39713-E
ABLM2 Peters, H. W. 39589-E
ABLM2 Shelley, L. E. 43891-E
ABLM2 Streifel, C. 39718-E
ABLM2 Taylor, E. H. 34787-E
ABLM2 Wilcox, R. D. 34646-E

ABLT2 Maynard, L. A. 38399-E

ABHM2 Chalmers, R. 23848-E
ABHM1 Duncan, B. V. 39344-E
ABHM2 Gibson, B. E. 38612-E
ABHM2 Leconte, E. J. 33377-E
ABHM2 Smith, D. C. 38498-E

ABPW1 Russell, R. W. 32821-E

ABCK2 Campbell, B. G. 28656-E
ABCK2 Johnstone, P. J. 28665-E

ABSW2 Desmarnis, A. A. 14963-E

ABMA2 Hosie, T. L. 35214-E

ABCD2 Crawford, D. W. 34635-E
ABCD2 Nehring, W. E. 24256-E
ABCD2 Smith, R. C. 33375-E

Atlantic Command

For Promotion to Petty Officer Second Class

LSBN2 Paden, G. J. 38137-H
LSBN2 Tucker, D. R. 31178-H

LSWS2 Barnes, R. J. 16514-H
LSWS2 Doucette, J. W. 7075-H
LSWS2 Drake, J. V. 25685-H
LSWS2 Jodoin, E. J. 13081-H
LSWS2 Knickle, D. E. 12375-H
LSWS2 McCullough, J. P. 7078-H
LSWS2 McDougall, D. W. 16278-H
LSWS2 Reynolds, K. L. 11892-H
LSWS2 Tilley, J. B. 13585-H
LSWS2 Wells, E. L. 13724-H
LSWS3 Williams, W. 27160-H

LSFC3 Guay, J. J. 20304-H
LSFC3 Jardine, W. G. 25849-H
LSFC3 Maidment, A. H. 13928-H
LSFC3 Taphouse, N. E. 30382-H
LSFC3 Williams, D. M. 33823-H

LSWU3 Chase, J. D. 19804-H

LSSN3 Bramwell, P. C. 25596-H
LSSN3 McKinnell, W. G. 31447-H

LSRP2 Prince, J. W. 12587-H

WLSD3 McKenzie, J. A. W-31995

LSSG2 Spratt, E. J. 31424-H
LSSG2 Talbot, W. F. 24999-H

LSRM2 Seeney, L. E. 30122-H

LSER3 Arnold, A. R. 14000-H
LSER3 Brooker, C. W. 25595-H
LSER3 Brownell, E. D. 34109-H
LSER3 Everson, W. E. 16936-H
LSER3 Diamond, R. G. 29808-H
LSER3 France, J. H. 30656-H
LSER3 Hall, J. R. 24399-H
LSER3 Hutchinson, F. C. 33622-H



LSER3	Kanasevich, M. T.	22224-H
LSER3	Kaulback, E. L.	10536-H
LSER3	Killough, D. R.	30909-H
LSER3	MacDonald, C. T.	12443-H
LSER3	MacDonald, L. R.	33924-H
LSER3	Marki, A.	26375-H
LSER3	McKenzie, D. A.	26318-H
LSER3	McKeag, R. G.	16332-H
LSER3	McQuillen, M. J.	32333-H
LSER3	Menear, E. F.	30774-H
LSER3	Nicholls, I. C.	31903-H
LSER3	Pelchat, J. W.	9785-H
LSER3	Smith, C. D.	24581-H
LSET3	Bedard, C.	32021-H
LSET3	Kamermans, W. E.	23650-H
LSET3	Lahey, M. A.	33963-H
LSET3	Martinell, R. E.	19544-H
LSET3	Moquin, R. J.	9229-H
LSET3	Pattenden, G. P.	30667-H
LSET3	Peletier, R. H.	23914-H
LSLT3	Bayne, R. H.	36545-H
LSLT3	Britnell, E. W.	25429-H
LSLT3	Cartile, C. E.	37414-H
LSLT3	Chapman, I. E.	31791-H
LSLT3	Gauthier, R. A.	28274-H
LSLT3	McGlone, R. J.	36380-H
LSLT3	McLean, L. J.	31811-H
LSLT3	Richter, W. F.	37725-H
LSLT3	Williams, L. B.	30780-H
LSNA3	McCaffery, J. E.	32237-H
LSAT3	MacLeod, G. B.	16428-H
LSRA3	Rice, D. H.	17193-E
LSPW2	Warriner, E. T.	26722-H
LSVS2	Timms, J. E.	10186-H
LSCK2	Bachynski, J. V.	18235-H
LSCK2	Gaudon, G.	13665-H
LSCK2	McLeod, K. E.	19766-H
LSSW2	Desroches, L. J.	27006-H
LSMA3	Brisbin, W. G.	36407-H
LSMA3	Bussard, R. P.	32708-H
LSMA3	Pentecost, B. R.	34268-H

*For Promotion to
Leading Seaman*

ABBN2	Best, G. D.	19802-H
ABBN1	Crocker, C. W.	29539-H
ABBN2	Denomey, D. R.	36855-H
ABBN2	Lavoie, C. H.	39705-H
ABBN2	Longtin, R. J.	28387-H
ABBN3	Picco, T. J.	13548-H
ABWS1	Carter, K. R.	19705-H
ABWS3	Lamond, J. A.	19232-H
ABFC2	Brade, W. A.	46418-H
ABFC2	Brewer, J. R.	44533-H
ABFC2	Cameron, F. L.	44450-H
ABFC2	Corman, R. W.	30060-H
ABFC2	Cote, P. R.	42454-H
ABFC2	Ferguson, T. W.	44697-H
ABFC2	Jany, A. B.	44415-H
ABFC2	Jennings, K. J.	47637-H
ABFC2	Jones, J. H.	42691-H
ABFC2	Lusty, W. A.	16484-H
ABFC2	McAffer, D. R.	39864-H
ABFC2	Phenix, R. J.	36935-H
ABWU2	Corman, G. K.	42345-H
ABWU2	Couture R.	36961-H
ABWU3	Highfield B. W.	24358-H
ABWU2	Montgomery, C. E.	44002-H
ABWU2	Wheeler, D. R.	43060-H

ABSN2	Blakey, R. G.	35617-H
ABSN2	Carney, V. T.	39810-H
ABSN2	Charlton, R. H.	45877-H
ABSN2	Cleough, D. B.	35285-H
ABSN2	Dykeman, F. W.	43069-H
ABSN2	Fenerty, J. W.	37596-H
ABSN2	Morrice, J. K.	38598-H
ABSN2	O'Hara, D. W.	45842-H
ABSN2	O'Reilly, R. J.	45216-H
ABSN2	Phillips, W. A.	44481-H
ABSN2	Proulx, D. J.	42702-H
ABSN2	Urie, J. C.	44457-H
ABSN2	Vickery, G. W.	39156-H
ABSN2	Watson, I. A.	43348-H
ABSN2	Wedsworth, J. P.	45593-H
ABRP2	Bagnell, W. T.	25136-H
ABRP2	Cathcart, W. F.	46135-H
ABRP2	Easton, D. W.	30492-H
ABRP2	Schwartz, M. G.	45592-H
ABRP2	Stewart, D. M.	43408-H
ABRP2	Yetman, J. D.	16808-H
ABSG2	Brisbin, B. J.	43787-H
ABSG2	Greene, D. C.	44529-H
ABSG2	Laffin, M. E.	37695-H
ABSG2	Webster, J. E.	23734-H
ABRM2	Bixby, J. E.	42447-H
ABRM2	Davis, A. F.	18359-H
ABRM2	Goode, A. E.	38134-H
ABRM2	Kendell, T. A.	29635-H
ABRM2	Marshall, H. A.	44936-H
ABRM2	Mitchell, E. R.	43184-H
ABRM2	Ruest, M. A.	43111-H
ABRM2	St. Pierre, B. S.	42536-H
ABEM2	Beals, R. J.	44028-H
ABEM2	Blake, J. W.	30844-H
ABEM2	Corkin, T. H.	44342-H
ABEM2	Crowell, C. W.	44049-H
ABEM2	Dean, J. K.	44461-H
ABEM2	Dutnall, K. W.	11028-H
ABEM2	Faloon, G. M.	45548-H
ABEM2	Ferris, F. G.	45612-H
ABEM2	Feth, A. J.	34803-H
ABEM2	Gamble, W. R.	39200-H
ABEM2	Geddes, R. B.	37455-H
ABEM2	Graham, M. W.	39189-H
ABEM1	Greenfield, E. V.	38977-H
ABEM1	Gowthorpe, A.	43416-H
ABEM2	Hainsworth, J.	36968-H
ABEM2	Hambly, A. J.	44430-H

**Supplementary
Radio Stations**

*For Promotion to
Petty Officer Second Class*

LSRS3	Collings, W. E.	31336-G
LSRS3	Fraser, G. T.	25328-G
LSRS3	Harvey, J. G.	25980-G
LSRS3	Hobbs, J. D.	26030-G
LSRS3	Marion, R. J.	17876-G
LSRS3	McDonald, J. C.	19918-G
LSRS3	Newman, D. A.	19747-G

*For Promotion to
Leading Seaman*

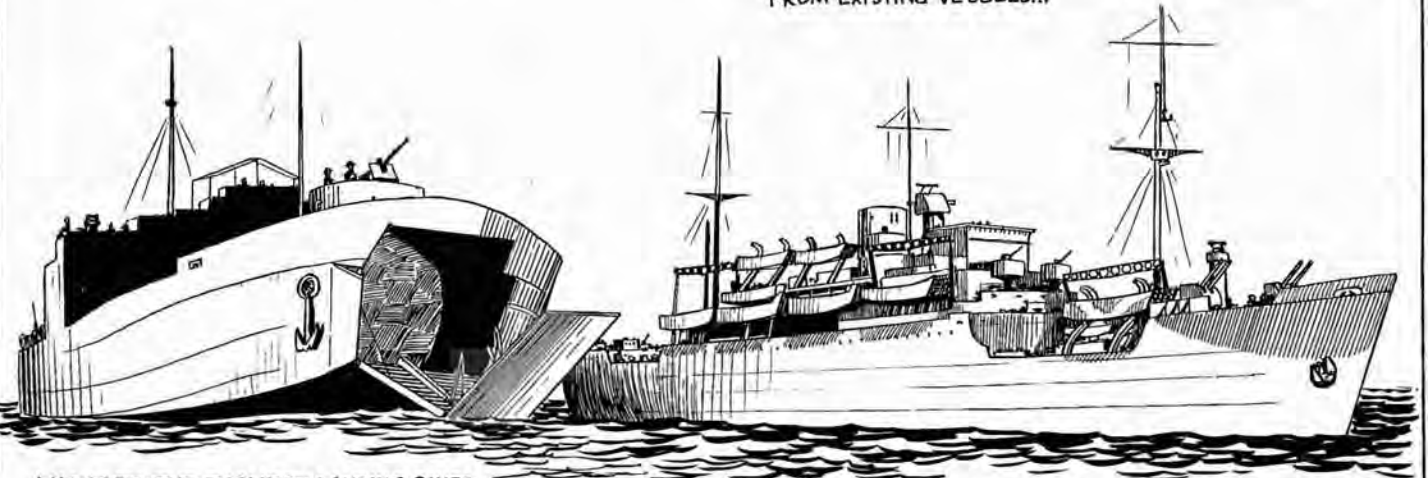
ABRS2	Beemer, M.	36312-G
ABRS2	Cassidy, B. E.	36569-G
ABRS2	Cleghorn, A. J.	33506-G
ABRS2	Huppe, D. J.	38572-G
ABRS2	Kennedy, W. T.	35328-G
ABRS2	McInroy, G. W.	45810-G
ABRS2	Moers, G. H.	42970-G
ABRS2	Molnar, G. R.	28141-G
ABRS2	Peddle, B. A.	36934-G

ABEM2	Hayward, J. W.	37879-H
ABEM2	Hickmott, J. D.	30838-H
ABEM2	Hutton, D. R.	35484-H
ABEM2	Joudrey, L. G.	37526-H
ABEM2	Kay, M. A.	37656-H
ABEM2	Klshinsky, B. L.	44650-H
ABEM2	Leakey, C. W.	39157-H
ABEM2	Leblanc, R. J.	26006-H
ABEM2	Legere, J. W.	24898-H
ABEM2	Marriott, J. R.	43888-H
ABEM2	Martin, L. E.	44035-H
ABEM2	McCallum, A. M.	45576-H
ABEM2	McFee, A. F.	45826-H
ABEM2	Moore, M. A.	38774-H
ABEM1	Plank, T. S.	35566-H
ABEM2	Poirier, K. G.	44095-H
ABEM1	Power, R. A.	37889-H
ABEM2	Service, L.	46133-H
ABEM2	Wentzell, H. N.	37643-H
ABLM2	Devitt, P. R.	45924-H
ABLM2	Eagles, G. J.	45544-H
ABLM2	Edison, W. G.	29598-H
ABLM2	Fleming, D. R.	33695-H
ABLM2	Gaines, B. R.	36771-H
ABLM2	Kearns, P. J.	37909-H
ABLM2	Leblanc, C. C.	44185-H
ABLM2	Tay, K. A.	36982-H
ABLM2	Shypit, J. G.	38593-H
ABLM2	Williams, R. F.	42806-H
ABL3	McKinley, D. J.	17935-H
ABL3	Tremblay, P. J.	28394-H
ABHM2	Cadieux, M. M.	39014-H
ABHM2	Callaghan, G. D.	34817-H
ABHM2	Clark, B. C.	46134-H
ABHM2	Goucher, S. V.	37531-H
ABHM2	Ross, R. B.	37535-H
ABHM2	Smith, N. L.	44437-H
ABHM2	Tibbitts, K. A.	43170-H
ABHM2	Whitehead, G. W.	44113-H
ABNA2	Blake, W. F.	35358-H
ABNA2	Chapdelaine, R. M.	44926-H
ABNA2	Houston, J. L.	44501-H
ABNA2	Lahey, C. B.	46084-H
ABNA2	Lindstrom, L. A.	30069-H
ABNA2	Norman, B. A.	38740-H
ABNA2	Weir, G. W.	39798-H
ABAM2	Downie, A. C.	18771-H
ABAM2	McCann, V. W.	25323-H
ABAT2	Hunt, R. B.	26923-H
ABAT2	Robertson, L. F.	31880-H
ABAT2	Robins, G. E.	23429-H
ABRA3	Cunningham, R. D.	25801-H
ABPW2	Mitchell, P. J.	30437-H
ABNS1	Aird, W. A.	30107-H
ABNS1	Ferguson, P. C.	26548-H
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ABNS1	Jones, R. O.	30813-H
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ABNS2	Pollock, R. T.	29841-H
ABCK1	Bowser, W. A.	34086-H
ABCK2	Jeffrey, E. J.	25105-H
ABCK2	Johnson, A. D.	25674-H
ABCK1	Kealey, M. R.	36528-H
ABCK1	Martel, A. C.	29108-H
ABCK1	Stilson, J. R.	31058-H
ABSW2	Bradley, F. W.	27167-H
ABWS2	Lemire, M. J.	17672-H
ABSW2	Moss, L. N.	13984-H
ABSW2	Walker, J. P.	28884-H
ABMA2	Baker, T. H.	42779-H
ABMA2	Burt, L. T.	42799-H
ABMA2	Morris, R. T.	45984-H
WAME2	Wilson, S. A.	W-46468

Naval Lore Corner

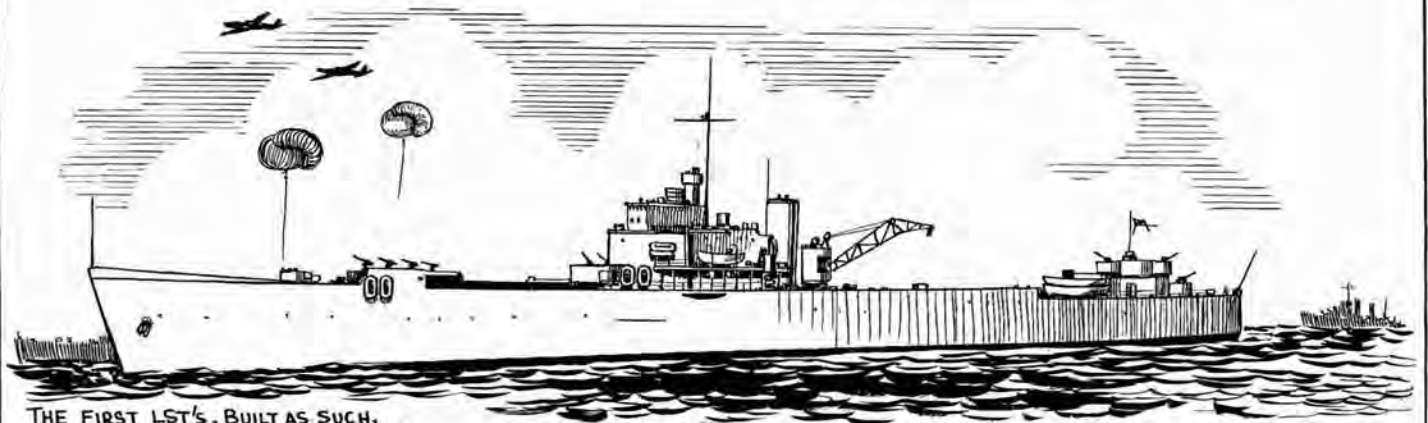
Number 110 EARLY ASSAULT SHIPS

EARLY IN WORLD WAR II, IT BECAME OBVIOUS THAT SPECIAL VESSELS WOULD HAVE TO BE DEVELOPED AND BUILT TO FULFIL THE FUNCTIONS OF COMBINED OPERATIONS EFFICIENTLY. EVENTUALLY THIS FORCE GREW TO BE A VAST FLEET OF SPECIALIZED SHIPS AND CRAFT. AS A "STOPGAP" MEASURE, SOME OF THE FIRST SHIPS ASSIGNED TO DIRECTOR, COMBINED OPERATIONS, WERE CONVERTED FROM EXISTING VESSELS...



AMONGST THE EARLIEST LANDING SHIPS (TANK) WERE H.M. SHIPS "BACHEQUERO", "MISOA" AND "TASAJERO" CONVERTED IN 1941, THEY WERE ORIGINALLY ADMIRALTY TANKERS.

MANY LINERS WERE CONVERTED INTO "LANDING SHIPS, INFANTRY (LARGE), (MEDIUM) AND (SMALL)". THE THREE FAMOUS "GLEN" SHIPS "GLENGYLE", "GLENLEARD" AND "GLENROY" BECAME LCI(L)s (ABOVE). THEY COULD ACCOMMODATE 850 TROOPS AND CARRY 12 LCA'S AND ONE LCM.



THE FIRST LST'S, BUILT AS SUCH, WERE H.M.S. BOXER, BRUISER AND THRUSTER, DESIGNATED LST(1)s. FROM THEM DEVELOPED THE LST(2)s, LST(3)s, ETC., ETC., OF WHICH HUNDREDS WERE EVENTUALLY BUILT IN GREAT BRITAIN AND U.S.A.

THE ADMIRALTY OILERS "DEWDALE", "ENNERDALE" AND "DERWENTDALE" (RIGHT) WERE RIGGED WITH GIANT GANTRIES AND FITTED TO CARRY 14 LCM(1)s, (LANDING CRAFT, MEDIUM).



Roger Duhamel

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