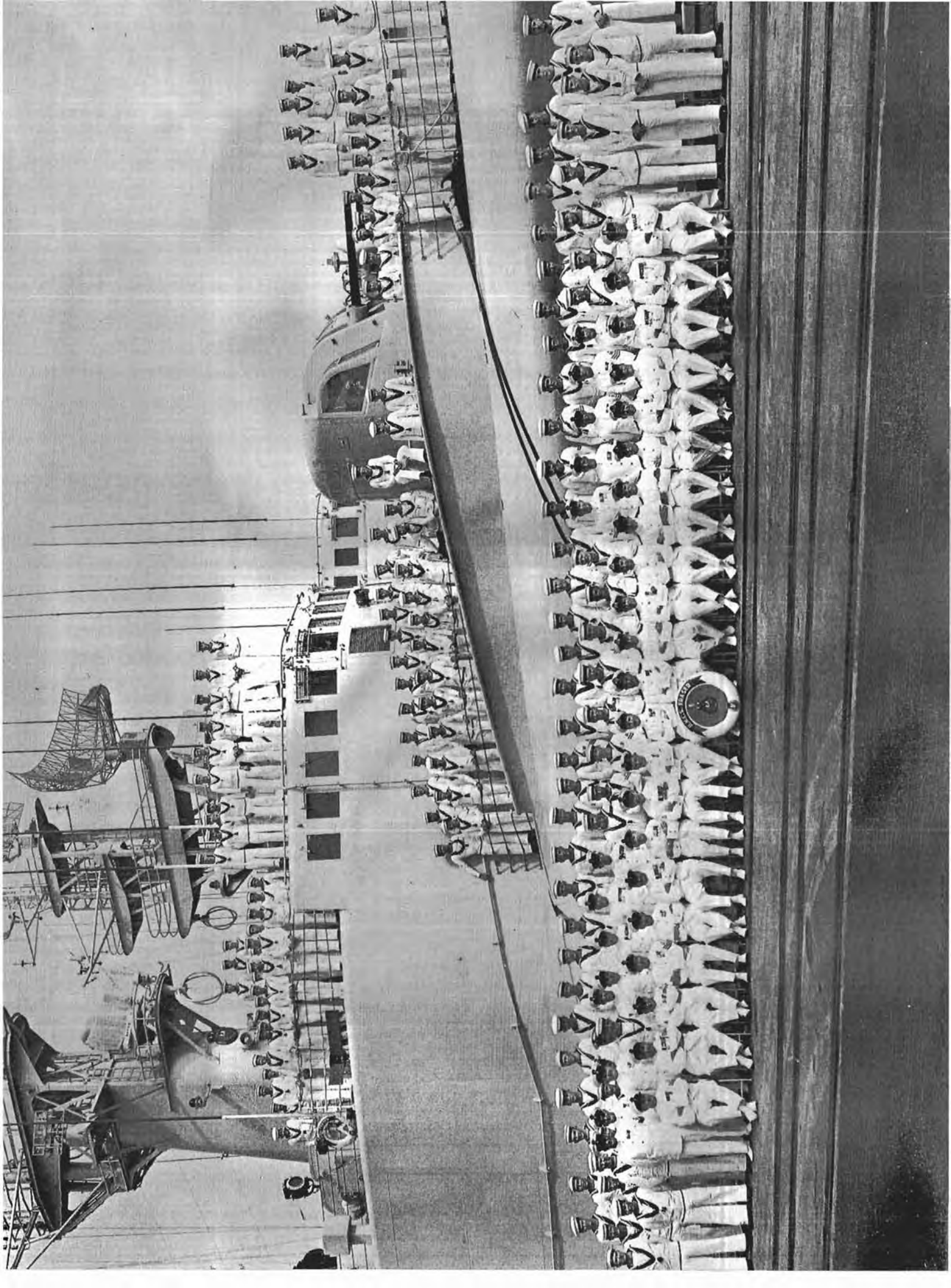


The CROWSNEST





The CROWSNEST

Vol. 17 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY 1965

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FAMILY PORTRAIT

A photograph that contrived to show not only the ship's company but also the graceful lines of their ship was taken when HMCS *Fraser* was in Pearl Harbour before sailing for blast tests in Hawaiian waters. The out-board ship is the *Qu'Appelle*, which accompanied the *Fraser* to Hawaii but went her separate way for exercises.

The high-explosive tests were a follow-up to one conducted at Suffield, Alberta, where 500 tons of TNT were exploded on the open prairie. In the Hawaiian tests a similar amount of TNT was touched off on an islet near which a retired cruiser, ex-USS *Atlanta*, the *Fraser* and USS *Cochrane* were stationed. The blast was estimated to be equivalent to that of a one kiloton nuclear explosion, with the advantage of causing no nuclear fallout. (O-15930-50)

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The Crowsnest,
Canadian Forces Headquarters,
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The Cover—Royal Canadian Navy Trackers are shown on the tarmac at Roosevelt Roads naval base in Puerto Rico, wearing Canada's new national flag. The flag became official on Feb. 15 while the aircraft were exercising with Canadian and U.S. forces in the Caribbean. (U.S. Navy Photo)



RCN NEWS REVIEW

Wheeling gulls and the setting sun mark the close of another day of exercises in Strait of Juan de Fuca for HMCS Saskatchewan, destroyer escort of the Pacific Command. (E-79492)

New Associate Minister Named

The appointment of Hon. Leo Cadieux, Member of Parliament for Terrebonne, as Associate Minister of National Defence, was announced on Feb. 12 by Prime Minister L. B. Pearson. It was announced at the same time that Hon. Lucien Cardin had been transferred from the Defence post to Minister of Public Works.

Mr. Cadieux was born May 28, 1908, in St. Jerome, Que. He attended St. Jerome Commercial College and is a graduate of the Seminary of Ste. Therese de Blainville.

From 1941 to 1944 he served with the Canadian Army as a public relations officer in Ottawa. In 1944 he was a war correspondent for *La Presse*, Montreal, reporting from the United Kingdom and France.

Following the war, Mr. Cadieux became a director of the publications *L'Avenir du Nord* and *La Revue Moderne*. In 1948 he was elected mayor of St. Antoine des Laurentides for a two-year term. From 1953 to 1956 he was president of the St. Antoine des Laurentides school board.

Mr. Cadieux has been a member for the Quebec riding of Terrebonne since the June 1962 general election.

Mr. Cadieux and his wife, the former Monique Plante, of Mont Laurier, reside in St. Antoine des Laurentides.

Hon. Paul Hellyer, Minister of National Defence, in commenting on the appointment of Mr. Cardin, said:

"I wish to congratulate Hon. Lucien Cardin on his appointment as Minister

of Public Works and publicly thank him for the superb job he has done as Associate Minister of National Defence.

"Mr. Cardin has carried out his assignment in the Department of National Defence in a quiet, extraordinarily effective manner, and whatever accomplishments we have been able to achieve in reorganizing the Canadian Armed Forces and establishing a new direction for Canadian defence would not have been possible without his wholehearted, dedicated and remarkably effective assistance.

"I wish him well in his new appointment."

Spring Training Takes Ships Afar

The two-ocean activities of the Royal Canadian Navy were gaining momentum in mid-February.

The aircraft carrier *Bonaventure*, queen of the Atlantic fleet, was at San Juan, Puerto Rico, in conjunction with the annual winter exercise "Maple Spring" and combined RCN-USN exercises in the Caribbean called "Maple Springboard".

The *Provider* was at Bridgetown, Barbados, at the time, except for a quick dash out of port to seek a missing fishing vessel which she brought back with the three crewmen in good shape.



HON. LEO CADIEUX

The destroyer escort *Terra Nova* was poised at Halifax to join the manoeuvres and several others, including two hard-working British submarines under Canadian operational control, were in the thick of the Caribbean activity, based on San Juan and Roosevelt Roads, both U.S. Navy bases on Puerto Rico.

Ultimately 4,000 naval and maritime RCAF personnel will have been involved. The Canadian Army is administering the temporary Canadian barracks at Roosevelt Roads. Canadian naval and air force anti-submarine aircraft are operating from there with USN aircraft and the RCN and USN ships allocated a total of 140 units.

The destroyer escort *Columbia*, member of a newly formed NATO anti-submarine destroyer force, was en route in mid-February to Rosyth, Scotland, and NATO Exercise Pilot Light. The helicopter destroyer *Ottawa* meanwhile had "chopped" to the Flag Officer Atlantic Coast in the Panama Canal zone while en route from Esquimalt to Halifax. Another helicopter destroyer, the *Assiniboine*, was carrying out night flying trials with Sea King helicopters off Halifax.

Nearing the equator and bound for the Galapagos Isles was the repair ship *Cape Scott*, her medical expedition to Easter Island in the remote southeast Pacific accomplished. Like Maple Spring forces, she was to return to Halifax March 17.

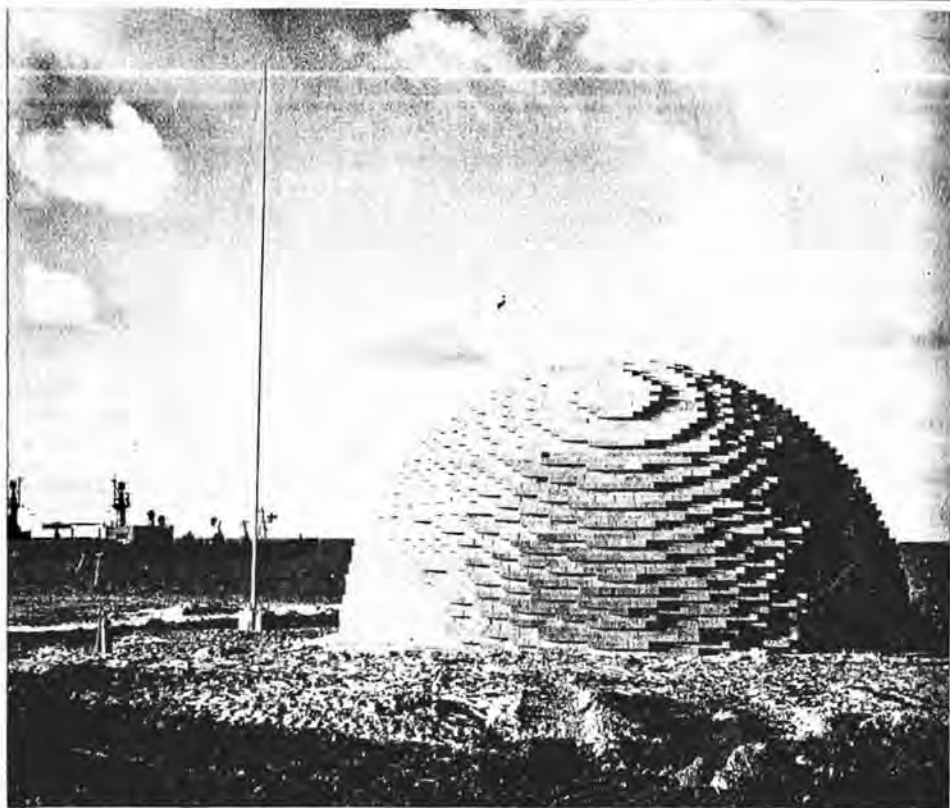
The destroyer escort *Yukon* and ocean escorts *Sussexvale* and *New Glasgow* were en route to Balboa with Short Service Officer Plan cadets embarked on a Central American training cruise.

The destroyer escorts *Fraser* and *Qu'Appelle* were returning separately from Hawaii where the former took part in a simulated nuclear blast test of the U.S. Navy and emerged unscathed despite airblast overpressures equal to one kiloton burst. The 500 tons of TNT used was piled in a mound two storeys high.

At Esquimalt, matters were in hand for a major cruise to the Orient of three other warships. The destroyer escorts *Mackenzie* and *Saskatchewan* and ocean escort *Beacon Hill* were leaving on the 22nd on a training cruise to ports as far away as Japan.

Provider Finds Missing Vessel

The operational support ship HMCS *Provider* was diverted Feb. 16 from her berth at Bridgetown, Barbados, to search for two fishing vessels reported by the U.S. Coast Guard to be missing about 100 miles west of the Lesser Antilles island of St. Lucia.



This is the big bang to which HMCS *Fraser* was subjected off Hawaii in early February. The ship seen in the picture is the retired U.S. cruiser *Atlanta*. The *Fraser* was stationed at a somewhat more comfortable distance from the explosion. The igloo shown in the lower picture is actually a stack of TNT blocks, to the total of 500 tons, which was touched off on an island near the ships. (USN Photos)

The *Provider* was at Barbados in connection with annual winter exercises of the RCN Atlantic Command in the Caribbean.

The *Provider* left port Feb. 15 and, guided by a U.S. Navy patrol plane which had spotted one of the vessels, came up to the *Victor II* at noon the next day.

The three crewmen were given fresh water to drink (they had been missing three days), then brought on board to be fed and given spare clothing by the Canadian warship. They were in good condition.

The *Provider* then hoisted their boat on board and the ship returned to Bridgetown to land them, meanwhile searching en route for the other vessel, the *Silver Sea*. Other ships and aircraft continued the search for the latter.

Divers Recover Flyers' Bodies

The Royal Canadian Navy's diving team which assisted in recovery of a USAF tanker plane that crashed in an ice-covered lake near Stephenville, Nfld., in December, has been commended by the Commander U.S. Strategic Air Command, General J. Ryan.

In a message to Canadian Forces Headquarters, General Ryan said:

"Please convey my appreciation to Lt. Alan Sagar, and the members of his salvage and diving team from HMCS *Granby*. From Dec. 21 until Jan. 15, 1965, Lt. Sagar and his team provided exceptional service in the recovery of crew members and the aircraft that crashed at Ernest Harmon AFB.

"To recover 95 per cent of the aircraft and four of the five deceased crew members from 80 feet of water under

extremely adverse weather conditions was an outstanding feat. The support to the investigation board has enabled them to determine the cause of the accident. The attitude and co-operation of Lt. Sagar and his team has been exceptional throughout the recovery operation."

Members of Lieutenant Sagar's team were CPO Vernon Melanson, PO Alan Haywood, Leading Seamen Glen Frauzel, Gordon H. Rank, William Lukemen, Donald McLeod, Charles Doyle and Able Seamen Ralph Romans and Robert Smith.

Jonquiere Again Wins Sonar Award

For the second year in a row, HMCS *Jonquiere*, ocean escort of the Pacific Command, has won the sonar proficiency award for ships of the Fourth Canadian Escort Squadron.

The 1964 trophy went to the *Jonquiere's* sonar team on the basis of its performance in the ATH unit in the Fleet School at Esquimalt.

Ottawa Steams For East Coast

The destroyer escort *Ottawa* sailed from Esquimalt on Feb. 2 bound for Halifax and service with the Atlantic Command of the RCN.

Commanded by Cdr. J. P. Côté, the warship carries 12 officers and approximately 210 men, practically all of them members of the ship's company which brought the destroyer escort *Yukon* to Esquimalt from Halifax.

The *Ottawa* reached San Francisco on Thursday, Feb. 14, and left the Golden Gate city the following Sunday.

The ship after passing through the Panama Canal, was to reach Halifax on Feb. 26.

The *Ottawa* was re-commissioned last Oct. 28 following a major refit. The work, which lasted almost a year, included the installation of variable depth sonar and incorporation of a helicopter hangar and flight deck.

Officer Cadet Cruise Begins

Some 52 RCN Short Service Officer Plan cadets under training at HMCS *Venture* are experiencing their first taste of life at sea on board ships of the Pacific Command.

Forty SSOP cadets left Esquimalt on Jan. 25 in two ocean escorts of the 4th Canadian Escort Squadron the *Sussexvale* and *New Glasgow*.

They were joined early in February by an additional 12 SSOP cadets who sailed on board the destroyer escort *Yukon*.

The *Yukon* left Esquimalt on Feb. 7 to join the other ships in Long Beach, California.

During the cruise, the three ships are under the overall command of Captain E. P. Earnshaw.

The Short Service Officer Plan cadets, who range in age from 18 to 24, began training at *Venture* last September. The cruise is intended to put into practice much of the training they have been given in the classroom since last fall, and in addition is exposing them to life in seagoing ships of the command.

The cruise includes calls at ports on the west coast of the United States and to several ports in Central America, including Balboa at the entrance to the Panama Canal.

The three ships are to return to Esquimalt early in April.

HUP Presented To War Museum

The last of three HUP-3 helicopters, employed on air-sea rescue work, photography and other naval errands in the Pacific Command, has been retired after 13 years' service. It has been presented to the Canadian War Museum in Ottawa.

The Piasecki HUPs first came into service with the RCN in 1952 and they initially saw service in the Atlantic Command and later with HMCS *Labrador* during her survey voyages in the Arctic.

The HUP carried a crew of two but could accommodate four passengers. During the career of the HUPs two crew members were awarded George Medals and others won commendations.



Ldg. Sea. Richard (Dick) Windsor, a naval storesman in HMCS *Provider*, chats with three Caribbean fishermen rescued by his ship in February. The *Provider* was diverted from a recreational call at Barbados during Exercise Maple Spring to search for two fishing vessels missing for nearly a week about 100 miles west of St. Lucia. One, spotted by a USN aircraft out of Trinidad, was hoisted on board the ship and taken, with survivors, to Barbados.



A Visit from a 'Former Naval Person'

IT IS ENTIRELY probable that Winston Churchill was the only living person who could have rallied the forces of the rest of the world to destroy the terrible menace of the Axis. Thus, sorrow was tempered with gratitude that such a man had lived and that, when his long and useful life had drawn inevitably to a close, the end was without pain.

The navies of the world felt honoured that he chose to refer to himself in correspondence with President Franklin D. Roosevelt as a "Former Naval Person".

His contacts with the Royal Canadian Navy were few, but one occurred on a memorable occasion, the Placentia Bay meeting with President Roosevelt in August 1941 when it was decided that the United

States, still officially at peace, should share the task of protecting North Atlantic shipping.

One of the ships at Placentia was HMCS *Assiniboine*. The accompanying picture shows the arrival of Churchill on board for a brief visit with the Canadian sailors. The officer about to extend his hand in greeting was Lt. John Hamilton Stubbs, commanding officer, who a year later won the Distinguished Service Order for destroying a U-boat in a desperate surface action. He died a hero's death in the spring of 1944 when his ship, HMCS *Athabaskan*, was sunk in a blazing English Channel action.

Somehow it seems fitting that, on this brief visit to a Canadian warship, this great man should have been greeted by an officer whose career remains an inspiration to the Royal Canadian Navy to this day.



A tri-service flag party awaits the hoisting of the new Canadian flag Feb. 15 at the base of the Peace Tower on Parliament Hill as Chaplain of the Fleet E. G. B. Foote, Protestant Chaplain General of the Armed Forces, offers prayer. Members of the flag party are Sgt. W. Bigras, CA(R); PO S. Fowler, RCN; Sgt. J. R. Danis, RCAF, and, at the halyards Const. Gaetan Secours, RCMP. (PL-145088)

THE NEW FLAG

ACROSS HALF the world at noon on Feb. 15 ships of the Royal Canadian Navy hauled down for the last time the cherished White Ensign and hoisted in its stead the bright, hopeful new maple leaf flag of Canada.

In mid-Pacific, off the coast of South America, in the balmy Caribbean or on the chill waters of the North Atlantic and North Pacific the change was observed in ceremonies, sometimes emotion charged, but all pledging loyalty and devotion to Canada and its flag.

Ashore, in Canada's capital, at Halifax, at Esquimalt, at Cornwallis, and other shore establishments the change was observed with greater formality than was possible at sea. At Saclant headquarters, on the day of the ceremonial raising of the new Canadian flag, a light snowfall brought an end to mild, springlike Virginia weather, as if to remind those present that this was indeed Canada's day, weather and all.

At *Shearwater*, Pat Bay, Debert and at Roosevelt Roads, Puerto Rico, the new emblem was painted on naval aircraft.

The focal ceremony, marking the change from the Red Ensign to the new flag, was held on Parliament Hill in Ottawa in the presence of members of parliament, representatives of the



Able Seaman Douglas Day and Clinton MacBurnie cast a critical eye over their handiwork after stenciling the new flag on the rudder fin of a Tracker aircraft at Roosevelt Roads naval station in tropical Puerto Rico. (HS-77193-52)

Armed Forces and Royal Canadian Mounted Police and an assembly of some 5,000 citizens.

Armed forces participation in the noon-hour ceremony included a naval detachment, an Army guard of honour, fanfare trumpeters and orchestra from the RCAF, a gun's crew from the Royal Canadian Artillery and two tri-service flag parties.

A naval detachment from Canadian Forces Headquarters lined two sides of the ceremonial platform at the base of the Peace Tower where His Excellency the Governor-General, the Prime Minister and the Leader of the Opposition headed a group of distinguished participants.

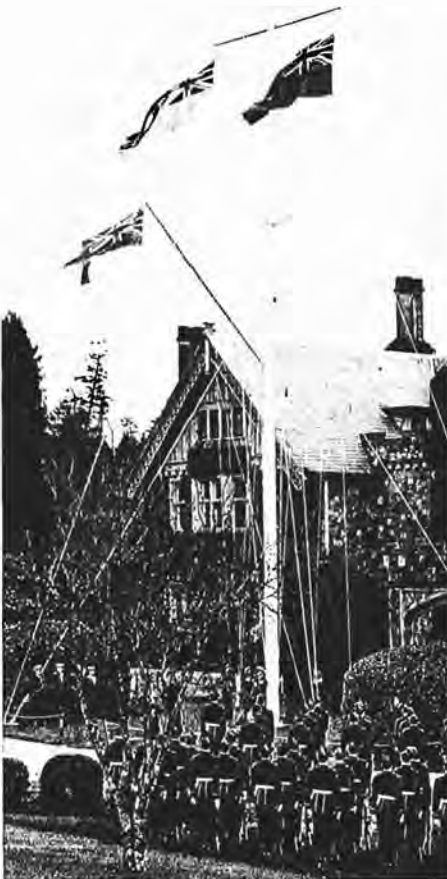
The 2nd Battalion, the Canadian Guards, with its band, mounted a 100-man guard of honour. Three 21-gun salutes were fired in nearby Major Hill Park by a troop from the 30th Field Regt., RCA (M). One salute marked the raising of the new flag, the others the arrival and departure of His Excellency at the Hill.



Vice-Admiral I. W. T. Beloe, RN, Deputy Saclant, presents the new Canadian flag to Lt.-Cdr. Clarke Mecrady, RCN, in ceremonies at the flag plaza of the Supreme Allied Commander Atlantic at the NATO headquarters on Feb. 15. (Saclant Photo)



Noon on Feb. 15, the moment when Canada's new flag was born, came the latest of all, among ships of the Royal Canadian Navy, for HMCS Fraser, steaming homeward across the Pacific from Hawaii, where she had been taking part in shock tests. (O-15930-115)



The ensigns of the three services fly for the last time at the Canadian Services College, Royal Roads. Moments later they were lowered and the new Canadian flag flew in their place. (RR-3830)

For the indoor ceremony, fanfare trumpeters and a 12-piece orchestra furnished appropriate music including a special flourish for the lowering of the Red Ensign.

The two tri-service flag parties each included an RCMP member in scarlet tunic, who handled the halyards.

Members of the flag party who lowered the old Red Ensign included PO W. Stephens, RCN, in charge; Sgt. A. J. Ferguson CA(R); Sgt. J. Shkwarek, RCAF, and Sgt. A. J. Goswell, RCMP. Those who raised the new flag were PO S. Fowler, RCN, in charge; Sgt. W. Bigras, CA(R); Sgt. J. R. Danis, RCAF; and Const. Gaetan Secours, RCMP.

The new Canadian flag waved in many foreign breezes as Canadian servicemen the world over held ceremon-

ies similar to those on Parliament Hill in Ottawa.

Alaska, Puerto Rico and the remote southeast Pacific were three of the more unusual locations to see the Maple Leaf unfurled. Other major ceremonies were held by contingents on peace-keeping duties in Cyprus, Germany, France and Egypt.

In Alaska the Royal Canadian Regiment took time out from the U.S. Army Exercise Polar Strike. In ceremonies in the West Indies, the U.S. Navy fired a 21-gun salute as RCN aircraft and helicopters flew past over San Juan, Puerto Rico. The new Canadian Flag was hoisted on board HMCS *Bonaventure*, the destroyer escort *Chaudiere* and ocean escort *Cap de la Madeleine* alongside the U.S. Naval base there.

Elsewhere in the Caribbean area, other RCN units on winter exercises held similar observances with the operational support ship *Provider* and destroyer escort *St. Laurent* at St. Croix, one of the U.S. Virgin Islands.

Near the equator, the Navy repair ship *Cape Scott*, homeward bound from the Easter Island medical expedition, had her flag-raising at sea en route to the Galapagos Islands.

At the North Pole, a new Canadian flag, encased in a canister, had been dropped days earlier by an RCAF *Argus* during a navigation flight.

At Saclant headquarters in Norfolk, Virginia, the formal flag raising ceremony was presided over by Vice-Admiral W. T. Beloe, RN, Deputy Supreme Allied Commander Atlantic, on the plaza where the flags of the 15 NATO nations are flown. The Canadian government was represented by Commodore James Pratt, Chief of Staff to the Flag Officer, Atlantic Coast, Halifax.

Wives and children of Canadian per-

sonnel in the Norfolk area were invited to join the other guests for the ceremony which began at 11.50 am with the hauling down of the Red Ensign to the accompaniment of "Evening Colours", played by the band of the Commander-in-Chief, U.S. Atlantic Fleet.

Lt.-Cdr. Clark Mecredy, RCN, the colour officer, marched off the flag to the music of "Auld Lang Syne" and presented it to Admiral Beloe, who in turn passed it to Commodore Pratt for safe-keeping.

Commodore Pratt then presented the new flag to Admiral Beloe. It was quick marched to the pole of honour to "The Maple Leaf Forever" and, after a prayer of dedication by the chaplain, it was slowly hoisted at 12 noon to the playing of "O Canada" and "The Queen".

Perhaps the most moving ceremony of all was that held at HMCS *Stadacona* where 30 ships and establishments in the RCN's Atlantic Command laid away their familiar White and Blue Ensigns for the last time. It was an experience

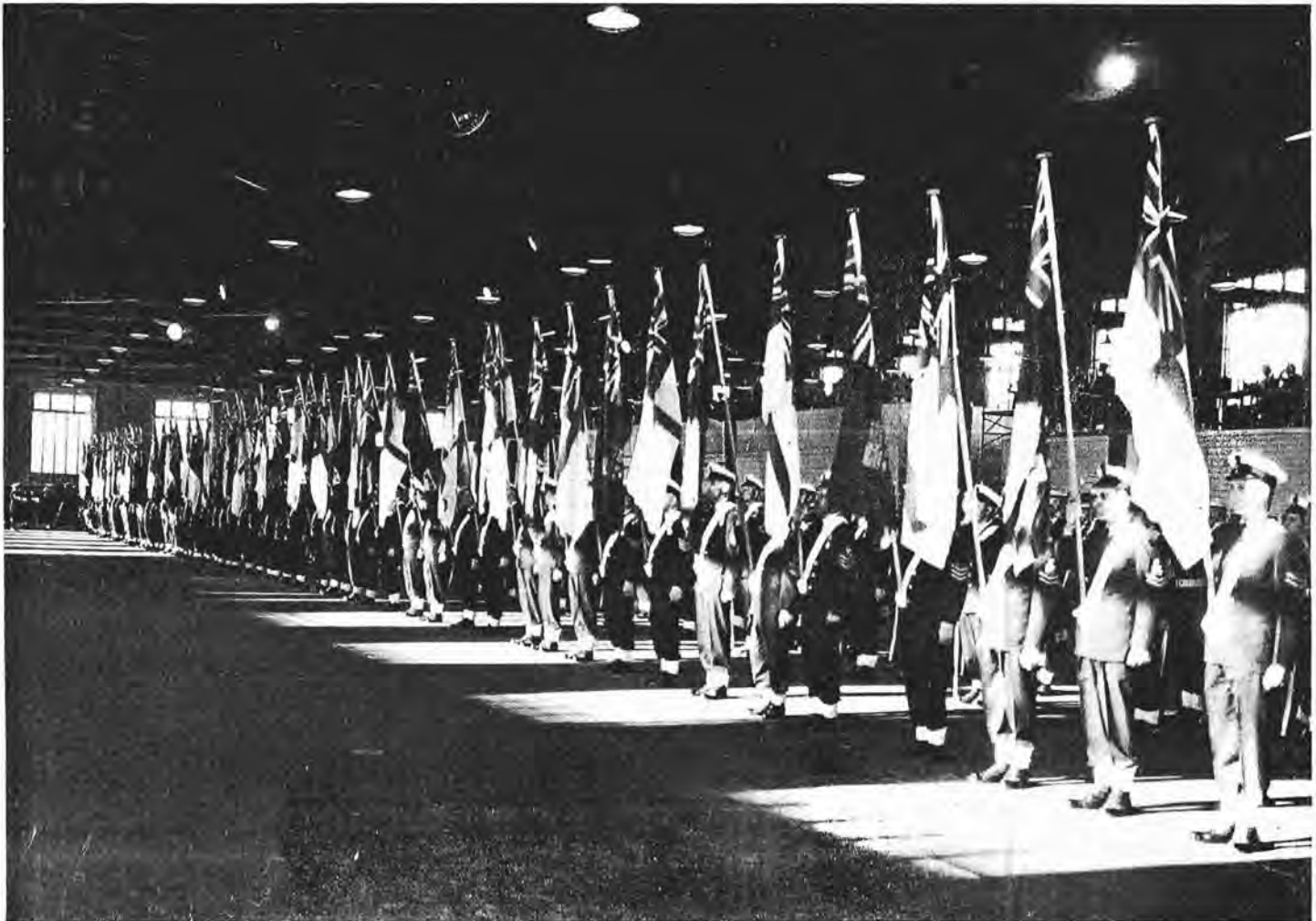
shared by television viewers of Eastern Canada over CBC networks.

Ninety ensign bearers, all petty officers first class, formed the focal point of the ceremony. Thirty carried White Ensigns, 30 Blue Ensigns and 30 bore the Canadian Flag—representing in all the 30 ships and shore bases making up the RCN's Atlantic Command.

Participating in the ceremony were 600 officers and men forming one unarmed battalion, a 100-man guard from HMCS *Cornwallis*, the colour parties, the band of HMCS *Stadacona* and a drum party from *Cornwallis*. Cdr. W. D. Johnston was the parade commander.

Before the arrival of the Flag Officer Atlantic Coast, Rear-Admiral W. M. Landymore, the ensigns were marched in, followed by the 100-man guard from *Cornwallis*.

After the admiral's arrival, the ensign bearers stepped forward, carrying the 30 White and 30 Blue Ensigns, the guard presented arms and the band played "God Save the Queen" in salute to the naval ensigns.



The White and Blue Ensigns of the Atlantic Command are displayed for the last time on the occasion of the raising of the new Canadian flag at *Stadacona*. (HS-77503)

Then, as an officer called out the familiar names: "Her Majesty's Canadian Ships *Algonquin*, and *Assiniboine*, . . . *Bonaventure* and *Buckingham* . . . *Terra Nova* and *Victoriaville*," the Ensign bearers marched forward two by two to place each White and Blue Ensign against an altar rail. Inside the rail, were piled the ceremonial drums presented in 1960 to the RCN's Atlantic Command by the Province of Nova Scotia on the occasion of the Navy's 50th Anniversary.

Chaplain (P) Earl Sigston and Chaplain (RC) J. A. MacLean led the parade in a brief service of prayer.

Admiral Landymore then addressed the parade.

The ensigns were retrieved by the ensign bearers and as they reformed in a single line of 30 White and 30 Blue Ensigns before the dais, the band played the "Heart of Oak" as the final salute was made to the ensigns.

The ensigns were slowly furled, then

cased. The bearers carrying the Canadian flag, still cased, stepped forward. The Canadian flags were uncased and unfurled, and the new flag was saluted as the band played "O Canada".

The ceremony concluded with Admiral Landymore taking the salute as the guard marched past.

At HMCS *Naden* a cold wind blew across the Strait of Juan de Fuca and swept over the parade ground where nearly 1,000 sailors were assembled.

Shortly before noon officers and men had taken up their positions. With them were representative groups from ships and establishments of the Pacific Command. The *Naden* band was in the middle of the assembly. A 100-man guard of honour was in position directly in front of the dais.

The dramatic ceremony started with Rear-Admiral M. G. Stirling reading the Queen's Proclamation authorizing the flying of the new Canadian flag.

Then came the significant moment.

The band started playing "God Save the Queen", and the White Ensign which had been fluttering high above the parade ground, started its slow descent. Simultaneously the new maple leaf flag was slowly hoisted.

As the two flags passed at the half-way mark the band started playing "O Canada". The anthem ended when the new flag reached the top of its staff. Nearby, naval guns fired a 21-gun salute.

Naval chaplains read brief prayers, Admiral Stirling, in a prepared address, expressed the hope that "we will honour our new ensign as we did our former one."

Slow-marching colour parties marched off the Navy's White Ensign and the Blue Ensign as the naval band played "Auld Lang Syne". Then the new flag was marched on for the first time.

The 45-minute flag ceremony ended with a march-past by all who participated.

An End and a Beginning

ON THE OCCASION of laying away the RCN's White and Blue Ensigns at HMCS *Stadacona* on Monday, Feb. 15, Rear-Admiral W. M. Landymore, Flag Officer Atlantic Coast said:

"The ceremony which brings us together today marks an end and a beginning.

"In a moment we will pay final tribute to two ensigns which for more than half a century have been the insignia of the Royal Canadian Navy. Then we will uncase and unfurl the new flag, and in so doing, will accept it into our keeping.

"Over this past half century our ships have sailed to all parts of the world, in peace and war, wearing the White Ensign, and when in port or at anchor, both at home and abroad, the Blue Ensign has flown from the jack staff of our ships. It has also distinguished our naval auxiliary vessels.

"It is never easy to break ties that link us with a proud and vital past. It is not easy to end old friendships if they cannot be renewed. I have no doubt, therefore, that for many of us here today and indeed, for many across Canada and throughout the Commonwealth, the separation of the White and Blue Ensigns from the Royal Canadian Navy, after so long a period, is an event we cannot help but experience with a feeling of regret.

"Many of us have taken the White Ensign for granted and it may not have occurred to us that a change might some day be made. It is only when such a change occurs that we realize how attached we are to the familiar things around us. Those of us who have personal memories of the sacrifices of war will feel the greater loss, and yet, if we pause for a moment to reflect, I feel that what we really should experience on this occasion is a sense of pride and satisfaction.

"I believe that this feeling should come from the realization that, throughout the whole period of the Royal Canadian Navy's association with the White Ensign, our Navy has upheld at all times the great honour and respect that this symbol has for centuries been accorded throughout the world. So many deeds of sacrifice and humility, so many acts of charity, so much comradeship, courage and loyalty are associated with the White Ensign that we should say to ourselves, 'This ensign has been held in trust; that trust has been discharged and now it can be laid aside with pride and with honour.' If we can say this, then surely regret must be short-lived.

"Now, in place of the White Ensign and the Blue Ensign we will fly the Canadian flag; and it will be flown with honour and respect. It comes to us naked of tradition and barren of association but it comes demanding us and challenging us to give it honour and glory. Those of us who serve now, and those young Canadians who will enter the naval service in the future must do so with a clear understanding that they will be responsible and answerable in peace and war for providing the new flag with an unblemished record to equal the unblemished history of the White Ensign. This is no matter to be treated lightly or carelessly. It will not be easy and it will not be painless.

"Let us then mark this occasion by laying aside our ensigns with pride and with thanksgiving, for their tenure has been one of honour and renown. Let us rejoice in our new flag and resolve that in the years ahead it will be for all who serve, the embodiment of our loyalty and devotion, to be made a worthy successor to those living symbols to which, this day, we bid our fondest farewells."

ESQUIMALT TOPS FIRE PREVENTION

THE 1964 Grand Award of the National Fire Prevention Association for all military establishments in Canada has been won by HMC Dockyard, Esquimalt. The award was announced by headquarters of the NFPA in Boston, Mass.

This is the third time since 1958 that HMC Dockyard has captured top honours in competition with army, navy and RCAF establishments across the country. The Esquimalt dockyard received the Grand Award in 1958 and again in 1962.

The Grand Award of the National Fire Prevention Association is given annually for "excellence in fire protection and year-round fire prevention efforts."

Extremely low fire losses in the area covered by the fire department of HMC Dockyard reflect the department's firm belief that every week should be fire prevention week. Last year fire losses in HMC Dockyard at Esquimalt totalled \$25. In 1963 they were nil. And in 1962 they were nil.

"The Dockyard's good record is due in large measure to the co-operation received from everyone concerned," said Lt.-Cdr. Gordon Ball, Pacific Command fire chief. His staff of 48, guarding the dockyard area against fire around the clock, is composed of civilian personnel.

He also had warm praise for co-operation extended by the City of Victoria and surrounding municipalities who throughout the year joined HMC Dockyard in special "fire prevention" events.

Throughout the year, naval firefighting departments conduct a continuing program of fire prevention education with large numbers of adult and youth organizations. Included are such groups as PTAs, Girl Guides, volunteer fire departments of the area, Boy Scouts, Cubs and others.

The Grand Award was first sent from NFPA headquarters in Boston to Canadian Defence Headquarters in Ottawa and from there forwarded to Esquimalt for presentation by Rear-Admiral M. G. Stirling, Flag Officer Pacific Coast, to the fire department of HMC Dockyard.

HMC Dockyard, Esquimalt, also won top 1964 honours in the "large class" naval phase of the competition "large" designating an establishment of 3,500 or more personnel. In this class, second



Defence Minister Paul Hellyer presents the Howard Green Grand Award Trophy in the Canadian Fire Prevention Contest to Commodore H. A. Winnett, Commodore Superintendent, Pacific Coast, as Lt.-Cdr. G. C. Ball, Base Fire Chief, HMC Dockyard, Esquimalt, looks on. The West Coast naval dockyard was judged winner of the National Fire Protection Association (International) annual fire prevention contest on the basis of their year-round inspection procedures and educational programs. The Howard Green Trophy is presented to the winner among the leading military and government entries. (PL-145134)

place honours went to HMC Dockyard, Halifax, and third place was won by HMCS *Shearwater*, the RCN air station.

In the "medium class" naval bracket (over 1,500 and under 3,500 personnel), first prize went to HMCS *Cornwallis*; second place winner was Belmont Park Married Quarters at Colwood, near Victoria and third place was taken by HMCS *Naden*.

"Small Class" winners (establishments of less than 1,500 personnel) were: First, the RCN Magazine at Rocky Point, near Victoria; second, VU-33, the RCN's utility air squadron stationed at Patricia Bay and third, the RCN's air facility at Debert, N.S.

In a "Special Class" (a base with no fire department) first place was taken by HMCS *Gloucester*, naval radio station near Ottawa, and second place was captured by HMCS *Aldergrove*, naval radio station near Vancouver.

An editorial, entitled "Amazing Record", in the Jan. 26 *Victoria Colonist*, said:

"The fire chief of Pacific Command of the Royal Canadian Navy gives full credit to 'everyone concerned' at HMC

Dockyard for the extraordinary record of the establishment's fire department, which for the third time since 1958 has enabled it to capture first place in the competition among Canadian military bases sponsored by the National Fire Prevention Association. The award is for excellence in fire protection and year-round fire prevention efforts.

"It is in the latter phase that the glory truly spreads its light on all the personnel at the base, even though the leadership comes from the department. For fire prevention is obviously receiving the utmost co-operation and interest from everyone when the losses from this source of destruction are as negligible as they have been: \$25 last year, and not a cent in the previous two years.

"This is a situation which invites the attention and thoughts of the whole admiring community. For if it is possible for a naval establishment of such size to cut damage by burning to such minimal level, it is possible also in the homes and business premises of the city to reduce the hazard tremendously by following the same rules."

OFFICERS AND MEN

Transport Given School Books

The operational support ship *Provider* sailed from Halifax on Jan. 25 with a cargo of 74 cartons of assorted books and school supplies for the children of Bridgetown, Barbados.

The school needs were collected during a campaign conducted by citizens of Annapolis, Kings and Digby Counties, Nova Scotia, after listening to an urgent appeal for assistance by Wallace Bartheaux, formerly a resident of Kentville, and now professor at Erdiston Teacher's College in the Barbados capital.

Mr. Bartheaux told his audience at West Kings High School of the poor, cramped conditions endured by the children in his school. There were few text books, slates had to be used in place of regular exercise books, and often three grades had to be packed into one room. He said there were 50,000 children of school age in an area one-sixth the size of Kings county.

Valley school administrators, with the encouragement of the Nova Scotia department of education, were able to collect 2,300 pounds of school material within weeks.

The problem of transportation looked almost insurmountable until the Navy came through with permission to utilize its "Grey Funnel Line" in the cause of education.

The *Provider*, on arrival in Barbados in early February, was met by the island's minister of education who represented the grateful children.

Four Awards For Suggestions

For the fourth time, Miss Helen Trinqué, of Hull, Que., has earned an award from the Suggestion Award Board of the Public Service of Canada.

Miss Trinqué, a clerk in Central Registry at Canadian Forces Headquarters, suggested a way to prune paperwork in civilian personnel files.

Weddings

Able Seaman Louis Dawson, *Shelburne*, to former Wren Donna Dumont, of Sooke, B.C.

Wren Patricia Donovan, *Shelburne*, to Mr. Perley Goodick, of Sandy Point, N.S.

Able Seaman Wayne Gowanlock, *Columbia*, to Wren Lorena Henderson, of Fort William, Ont., formerly of *Shelburne*.



Beginning the long journey to the Caribbean are these cartons of text books and school supplies, collected by the Counties of Annapolis, Kings and Digby, Nova Scotia. The books are part of the recently held collection to assist the schools of Barbados Island to where they were transported by HMCS *Provider*. Left to right are: R. E. Potts, general supervisor of the project, Cdr. M. A. Martin, Executive Officer, Cornwallis and Cdr. F. R. Fowlow, Material Officer, Cornwallis. Loading the cartons is PO J. Simpson. (DB-19560)

Her previous suggestions also led to administrative improvements in this section.

Her suggestions have gained for her a total of \$80.

Captain Porter Next CO of "Bonnie"

An officer who began his naval career on the "lower deck" of the RCN in 1939 will take command of the aircraft carrier *Bonaventure* at Halifax on April 2.

Captain Harry A. Porter, who has been serving at Canadian Forces Headquarters on the staff of the Chief of Personnel, will succeed Captain Robert W. Timbrell. Captain Timbrell will become Director of Officer Cadets for the three armed forces at Canadian Forces Headquarters.

Captain Porter joined the Navy as an ordinary telegraphist in November 1939 and was promoted in August 1942 to the rank of acting sub-lieutenant.

He served in the destroyer *Kootenay* and specialized in communications. In

1947 he also qualified as a pilot in naval aviation. Later he commanded the ocean escorts *La Hullose* and *Lauzon*.

Captain Timbrell, who has commanded the *Bonaventure* since August 1963, entered the RCN as a cadet in 1937. He took early training with the Royal Navy and was awarded the Dis-

Births

To Able Seaman Lyle Brown, *Shelburne*, and Mrs. Brown, a daughter.

To Able Seaman R. S. Dobish, *Naden*, and Mrs. Dobish, a son.

To Petty Officer Charles Greenwood, *Shelburne*, and Greenwood (formerly Wren Shirley Murray), a son.

To Petty Officer Thomas MacAuley, *Shelburne*, and Mrs. MacAuley, a daughter.

To Petty Officer Owen McKenna, *Shelburne*, and Mrs. McKenna, a daughter.

To Leading Seaman John Owens, *Shelburne*, and Mrs. Owens (formerly Wren Elsa Kish), a daughter.

To Petty Officer E. T. O'Donnell, *Qu'Appelle*, and Mrs. O'Donnell, a daughter.

To Petty Officer Merle Plant, *Bytown*, and Mrs. Plant, a daughter.

To Petty Officer George T. Samways, *Shelburne*, and Mrs. Samways, a son.

tinguished Service Cross for his part in the evacuation of Dunkirk. He subsequently served in four Canadian destroyers, surviving the sinking of the *Margaree* and being mentioned in despatches for "services in destruction of a submarine" while serving in the Ottawa.

A specialist in torpedo anti-submarine warfare, he was in charge of anti-submarine schools ashore both during and after the war. He later commanded the ocean escort *Swansea* and was the first commanding officer of HMCS *St. Laurent*, first of Canada's new destroyer escorts.

New QHM Named For Halifax

Cdr. Evan Petley-Jones has taken up the appointments of Queen's Harbour Master and Master Attendant, Halifax.

Previously he commanded the ocean escort *Fort Erie* and was, in addition, commander of the Seventh Canadian Escort Squadron at Halifax.

Born in Edmonton, he entered the naval reserve as an ordinary seaman in 1940 and was promoted to sub-lieutenant at the end of that year.

During the war he was executive officer and subsequently in command of Fairmile motor launches. It postwar years he commanded ocean escorts and destroyer escorts, specialized in navi-



CPO R. W. DUCKWORTH

gation-direction and held staff appointments ashore in Halifax, Ottawa and Britain.

Honours Awarded Chief Petty Officer

CPO Roy W. Duckworth, of *Stadacona*, has completed with honours a special course in automatic telephone exchanges at Chicago. The course was attended by trainees from all parts of

the United States.

Automatic telephone exchanges are found in all 20 of the RCN's modern destroyer escorts, in the *Bonaventure* and in the *Provider*.

CPO Duckworth is senior instructor of the power section at the Engineering Division in *Stadacona*. A native of Saskatoon, he entered the RCN in 1947.

Officers to Serve With Embassies

Two senior officers of the Royal Canadian Navy will take up attaché appointments in Canadian Embassies abroad this summer.

They are Cdr. John W. McDowall, who will be naval attaché USSR, at Moscow, and Cdr. W. W. Maccoll, who will be naval, military and air attaché Japan, at Tokyo.

Since last fall they have been attending an Ottawa language school and more recently the tri-service language training school in Eastview, Ont.

Cdr. McDowall was formerly executive officer of HMCS *Naden*. He entered the Navy as a cadet in 1937 and served for most of the Second World War as a gunnery officer on loan to the Royal Navy in several war theatres. He took command of the destroyer escort *Restigouche* on her commissioning at Montreal in 1957.

FIVE-YEAR HITCH IN ONE SHIP

WHEN PO Claude Marcotte left HMCS *Fort Erie* in January, 1965, he said farewell to a ship in which he had served for more than five years of his less than five-and-a-half-year career. PO Marcotte left his home town of Donnacona, Que., to enter the RCN in August 1959 and on completion of new entry training in *Cornwallis*, was drafted to the *Fort Erie* as an ordinary seaman engineering mechanic on Dec. 1, 1959.

He remained in the *Fort Erie* continuously, advancing through trade group one to trade group three without leaving the ship for the usual courses, and passing through all ranks from ordinary seaman to petty officer second class, to which he was promoted in March 1963.

PO Marcotte has seen many men complete tours of duty in the *Fort Erie* and proceed to other ships. Some of these have even returned at a later date for a second draft while PO Marcotte seemed to be a permanent fixture. He has served with five different commanding officers, three executive offi-

cers, three engineer officers and seven supply officers during his stay in the ship.

Such an extended period in one ship has resulted in many experiences and memories. One recollection, amusing to him, concerned a storm which sprung some plates with resultant flooding of the cable locker and paint locker. There was no way of pumping out the paint locker with either first entering it or cutting a hole high in the bulkhead. It was decided to open the watertight door to take a peek and a miniature tidal wave of rusty water, paint, varsol and red lead engulfed the forward mess deck. The then Able Seaman Marcotte somehow was not involved in the clean-up operation.

Another incident of which he has a vivid mental picture occurred during replenishment at sea when the flexible hose ruptured just above the deck fitting. He fondly recalls the images of much loved and respected bridge officers, especially the first lieutenant, with white eyes popping out of suddenly black faces.

He has another memory with a happier ending. PO Marcotte was, in fact, a journeyman machinist before he entered the Navy. After months of investigation, it was confirmed that he was entitled to a higher rank and trade group and appropriate action was taken.

Retroactive pay was so high that there was not enough cash in the ship to make the payment and it was necessary for Marcotte to trudge to *Stadacona* to receive \$2,200 for his hardship.

During PO Marcotte's tour of duty, the *Fort Erie* steamed 114,382 miles, visiting many ports, including St. Lawrence River cities and the usual Atlantic Coast ports of Canada and United States, of which Fort Lauderdale and New York deserve special mention. Cruises to Iceland, Trinidad, Britain and West Africa provided some of the variety usually associated with naval service.

PO Marcotte joined the destroyer escort in January for what is hoped will be another long, successful period of service.

Cdr. Maccoll was assistant director of naval training (training equipment and methods) at headquarters in Ottawa and before then had also commanded the *Restigouche*. He was a British merchant service officer before entering the RCNR in 1942 as a sub-lieutenant.

Scholarship For Bandsman

The Alberta United Services Institute has announced that the 1964 Wing Commander Freeman Memorial Scholarship has been awarded to PO R. D. Strachan, a bandsman at HMCS *Tecumseh*, the Calgary naval division. The \$300 scholarship is awarded each year to a university or technical school student who has been a member of one of the three cadet corps. PO Strachan is an ex-sea cadet at RCSCC *Undaunted*.

To be eligible the winner must also be a member of one of the armed forces university training plans or the reserves. PO Strachan is a percussionist in the *Tecumseh* band and is majoring in music at the University of Alberta, Calgary.

The presentation of the scholarship was made by Group Captain G. E. Sargenia, CD, RCAF (Ret), vice-president of the AUSI.

Naval Officer Goes to Cyprus

Lt.-Cdr. James L. Wightman, of Wakefield, Que., became the information officer for the Canadian Contingent in Cyprus in mid-February. He is the only member of the Royal Canadian Navy serving in Cyprus.

Lt.-Cdr. Wightman entered the RCNVR as a midshipman in 1944 after graduating from the Royal Canadian Naval College, *Royal Roads*. Taking a bachelor of arts degree at the University of Western Ontario after the Second World War, he re-entered the Navy as an information officer in 1948.

He has served on both coasts, at Naval Headquarters and in the Far East during the Korean campaign. He was with Information Services at Canadian Forces Headquarters in Ottawa before going to Cyprus.

Cornwallis Boosts Blood Donations

The commanding officer, Captain J. M. Paul, and Mrs. Paul, led the way when HMCS *Cornwallis* held a highly successful blood donor clinic in late January.

More than 650 servicemen and civilians responded to the Red Cross appeal to bring the training establishment's

grand total of donations since *Cornwallis* was commissioned in 1949 to 27,994.

Three of the new entry divisions responded to the captain's example by turning out 100 per cent strong to win jointly the Corpuscule cup, which carried with it a cash prize to be split by *Fraser*, *Margaree* and *Skeena* divisions.

For the past 10 years, *Cornwallis* has held the Nova Scotia provincial record for the largest attendance at an individual blood donor clinic. In March 1954 a record 1,062 donors gave blood.

Commenting on the latest clinic, Red Cross official Robert Whyte, of Halifax, said it represented "one of the best percentage turnouts ever obtained in a blood donor clinic in Nova Scotia."

Officer Active In USN Club

Serving on exchange at the U.S. Naval Supply Centre, Oakland, California, Lt.-Cdr. P. C. Fortier, RCN, has been elected secretary-treasurer of the Bay Area Supply Corps Association for 1965.

The association was formed in 1960 and has a membership of 1,500. It holds monthly luncheon meetings at Treasure Island to help members to keep up to date on professional matters and to hear prominent speakers on assorted topics.

Lt.-Cdr. Fortier has been with the USN since September 1963.

Recruiting Head Visits Maritimes

Group Captain C. R. Knowles, Director of Recruiting at Canadian Forces Headquarters, and senior members of his staff visited Halifax, Feb. 15.

During his visit, Group Captain Knowles briefed senior Navy, Army and Air Force officers in the Halifax-Dartmouth area concerning new recruiting policy and proposals.

He also visited armed forces recruiting centres in Halifax.

Group Captain Knowles and his party left *Shearwater* Feb. 16 for St. John's, Nfld.

Bottle Message Friendship Link

Two former prisoners-of-war who were in the same camp in Germany have rediscovered each other as a result of an RCN seaman, AB E. J. Boudreau, tossing a bottle containing a message into the sea off the coast of Scotland last summer.

The story of the finding of the bottle by Urban Peters, a resident of Liverpool, England, appeared in the Decem-

ber issue of *The Crow'snest*. Mr. Peters wrote to AB Boudreau, then serving in HMCS *Athabaskan*, saying that, while a prisoner, he met a sailor from the first *Athabaskan*, which was sunk off the coast of France in 1944. The *Athabaskan* sailor, CPO Hector Cooper, had written his name and address in a log book kept by Mr. Peters.

Now, as a result of the publication of the story in *The Mail-Star*, Halifax newspaper, it was learned that Hector Cooper is an insurance agent living in Dartmouth, N.S. When he heard his old prisoner-of-war friend was trying to get in touch with him, he immediately despatched an air mail letter.

Mr. Cooper, says *The Mail-Star*, agrees with Peters that the war was "a memorable time, when people thought less of themselves and more of each other."

'Cappy' Reed Dies in Vancouver

Salty of language and vigorous of action almost to the end, Cdr. Archibald Heurtley Reed, RCNR (Ret), died just two weeks short of his 92nd birthday. A resident of Vancouver, he would have been 92 on Feb. 20.

"A bantam fighting cock," was the way one friend described this dynamic, 125-pounder, who up to the end thought nothing of swimming 100 lengths of the YMCA pool or going for a two-mile run in Stanley Park.

For 34 years "Cappy" Reed, as he was known, was harbour master in Vancouver, an appointment he received first in 1911. He returned to active service with the Royal Navy in 1914 and commanded a "Q" ship. He served through most of the Second World War in the RCNR as Naval Officer in Charge, Prince Rupert, B.C. And, on the outbreak of the Korean war, he again offered his services. He was then 77.

"Cappy" Reed's seagoing career dated back to the days of tall ships and, as an apprentice, he sailed in a clipper ship in the wool trade between England and New Zealand.

Some of the highlights of his career were described in the June and July 1964 issues of *The Crow'snest*.

Band Presents Concert Series

The band of HMCS *Stadacona* in February inaugurated a series of concerts for high school students in the Halifax-Dartmouth area.

The band, under the direction of Lt. William Gordon, was to present a wide range of selections, from light concert to popular. Nine concerts were scheduled.

Captain Tilley Commander of 7th

Captain Harold R. Tilley took up the appointment of Commander Seventh Canadian Escort Squadron at Halifax in January.

He had been Captain Sea Training on the staff of the Flag Officer Atlantic Coast at Halifax.

Captain Tilley entered the RCN as a cadet at Halifax in 1941. Wartime training and service was in ships of the Royal Navy and the Canadian destroyer *Huron*. After the war he specialized in navigation-direction and was navigating officer of the destroyer *Nootka* during a tour of duty in the Korean war theatre.

Since then he has commanded the ocean escort *Jonquiere* and destroyer escort *Saguenay*, both based at Esquimalt, and has held staff appointments afloat and ashore in the Atlantic Command and at headquarters in Ottawa.

Officer Awarded Lott Fund Prize

Lt. James Gibson Mimmagh has been awarded £15 from the Herbert Lott Naval Trust Fund in recognition of his standing first in a class of 11 naval officers who passed a recent weapons officer course at HMCS *Stadacona*.

Lt. Mimmagh achieved 79 per cent in exams covering academics, anti-submarine, surface and anti-aircraft systems; tactics and organization.

He entered the RCN in 1950 as a leading seaman after three and a half years in the Royal Navy. He was promoted to the rank of commissioned officer in 1957. Married, he lives in Bedford, N.S.

The trust fund was established by the British Admiralty from the estate of the late Herbert Lott, London businessman and strong naval supporter.

Naval Veteran On Pension Body

William Andrew Gilmour, a lawyer from Penticton, B.C., and a veteran of nearly five years' naval service in the Second World War, has been appointed a member of the Canadian Pension Commission.

Interrupting his studies at the University of British Columbia, Mr. Gilmour went on active service with the Royal Canadian Naval Volunteer Reserve in July 1941, spending the greater part of his service on loan to the Royal Navy submarine service as a torpedo and gunnery officer.

He served in submarines off the French and Norwegian coasts, took part in the Allied invasion of Italy in

1943, then served off Sumatra and in the South China Sea.

He was in HM Submarine *Tantalus* during the epic 52-day patrol in the Pacific in late 1944. Damaged off Singapore, the submarine was hunted intensively by the Japanese but successfully reached her base in Australia, although reported overdue and presumed lost.

Mr. Gilmour studied law at the university of B.C., and has been a partner in Gilmour and Kinsman, Penticton, since 1963.—*Canadian Veterans' News-Notes*.

HQ Appointment For New Captain

Captain Ernest S. Baker, of Ottawa

and St. Catherines, Ont., has been promoted to rank of captain in the RCN and appointed Director of Personnel Plans at Canadian Forces Headquarters.

Captain Baker was born in Essex, Ont., and entered the Royal Canadian Navy as a cadet in 1941.

He took his early training with the Royal Navy and served in Britain until November 1946. He has since held appointments on both coasts of Canada, in HMC Ships *Ontario* and *Crusader*, in HMCS *Niagara*, RCN establishment at Washington, D.C., and at Naval Headquarters. While in the *Crusader*, he served a tour of duty in the Korean War theatre.

ORIENTAL SHOPPING

ONE OF THE MOST fascinating and frequently discussed aspects of HMCS *St. Laurent's* world cruise was the Eastern practice of driving a bargain. Bargaining, which is little known beyond used car lots in Canada, has as its guiding principle "caveat emptor" (let the buyer beware). It is an expression that became ever more meaningful to us during the past few months.

Almost all items which are sold from Manila to Istanbul go via the bargaining system. Fixed prices are almost unheard of. Where they do appear, they are little more than window-dressing. As soon as a customer enters a shop, the proprietor takes one long look and has him sized up in one of his various categories, such as "rich Yankee", "cheapskate", "easy mark", etc. Anyone who speaks English and spends dollars is automatically assumed to be good for at least twice the going price.

A great many animated discussions took place in the various messes when someone returned from his shopping spree to display his treasures, only to find that his buddy got it cheaper even at the same place. In each port there was always someone who would suggest, after the purchase was made, naturally, that you should have waited until the next port or bought it in the last one. Everyone had a lot of fun, however, that often added up to many hours of free entertainment.

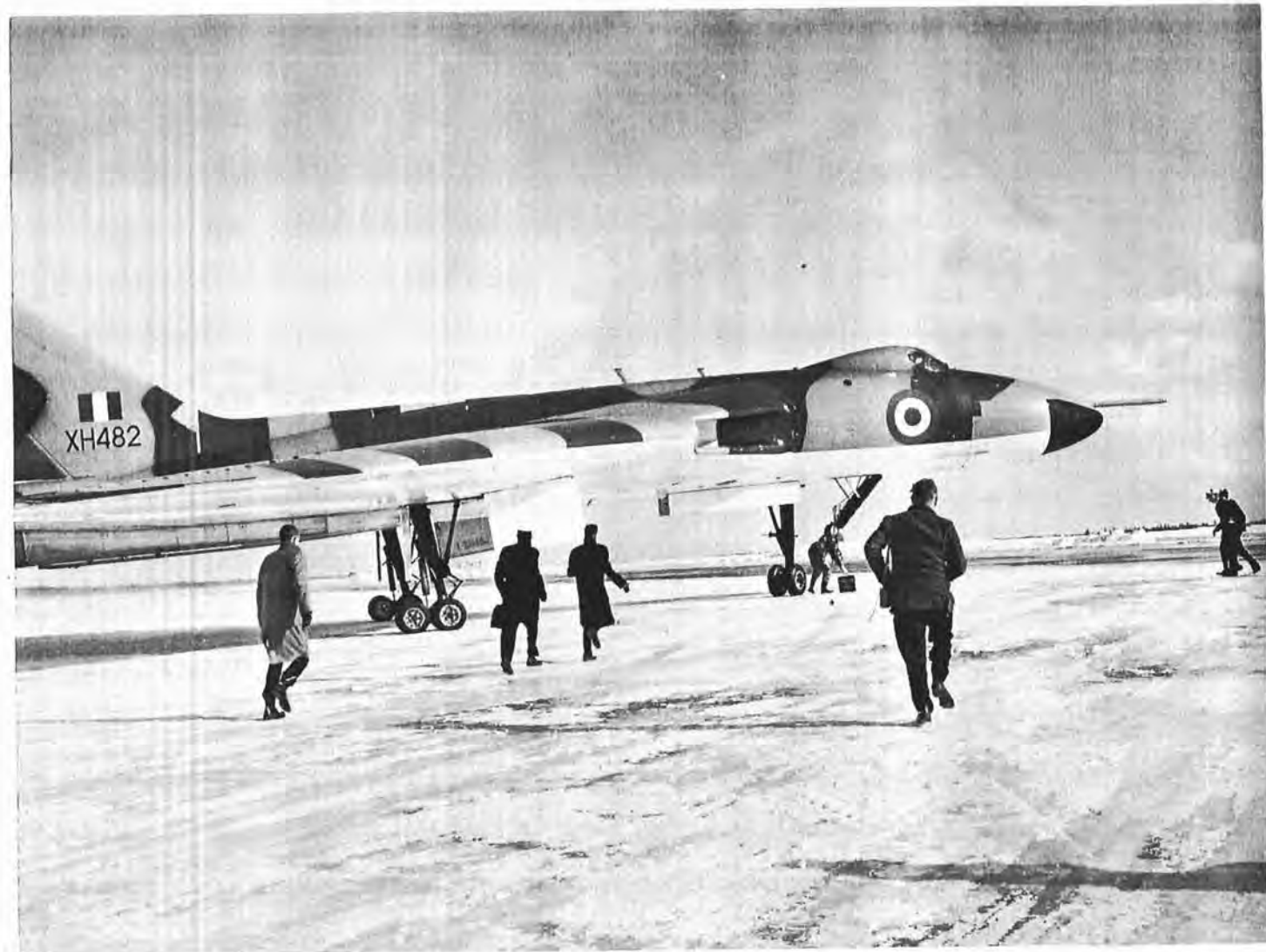
One of our number, who shall remain nameless, was passing an alley in Aden when one of the locals offered him a watch for \$10. He was a bit surprised, but automatically his reflex took over and he countered with the standard: "I'll give you three!" The local immediately accepted and our friend is now

the proud owner of a dollar watch—for \$3!

No one likes to admit he has been taken. For that reason, we heard about all the bargains but usually the fellow who actually did pay twice the price did not boast about it. We feel sorry enough for those people, so we won't add to their misery by describing it here.

In another case, one of our ship's company was negotiating for a coffee table in Karachi. This particular table had a fancy engraved brass removable top and three rather spindly legs. It was the top that our friend was after. After agreeing with the merchant that the whole thing might be worth 100 rupees, he started to admire the legs. The merchant began to bite and insisted that the legs alone were worth at least 50. Thereupon our crafty friend said he didn't want the legs but would take the top alone which, by the merchant's own calculations, was only 50. The merchant was so stunned by this unforeseen turn of events that he not only settled for the 50 but allowed the whole party to enjoy a 50 per cent discount on other purchases! In any case, our friend has a coffee table top and the merchant is still presumably in business.

Many such transactions took place around the world over glasses of Tiger beer or cups of Turkish coffee. Already some of the sailors find their own complexion taking on a greenish pallor as the inlaid ivory turns brown and the gold tarnishes. Undoubtedly, however, many genuine bargains were struck and everyone returning to Canada loaded down with cameras and camel saddles could only hope that the folks back home knew a bargain when they saw one—J.B.M.



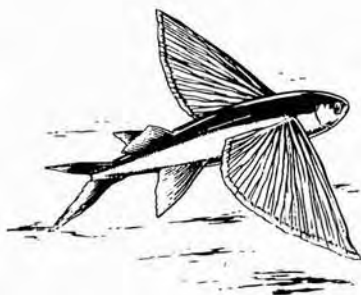
TV men sprint across the snow-covered tarmac at Shearwater to pick up the video tape of Sir Winston Churchill's funeral, flown to Canada via Vulcan bomber. (DNS-34885)

VIDEO DRAMA

A LIVE television drama was enacted at HMCS *Shearwater* on Saturday, Jan. 30, 1965, as two networks, the Canadian Broadcasting Corporation and the Columbia Broadcasting System used the base's facilities to speed the showing of the video tapes of Sir Winston Churchill's funeral.

Original plans had called for the CBC to use Montreal as their main centre of operations. RAF Vulcan bombers had been organized to fly the video tapes from London to RCAF Station St. Hubert. However, on Friday morning, Jan. 29, CBS telephoned CBC in Halifax to ask about the possibilities of feeding into the CBC micro-wave system by using portable equipment at Halifax

International Airport. This was impractical because of the distance from the airport and the "line of sight" requirement of microwave transmission. But, permission was obtained from the RCN



to use *Shearwater*, which was suitable.

The CBC and CBS arranged to use space in the air station for their equipment. The CBS also obtained approval to have an RCN helicopter fly their tapes to *Shearwater* from Halifax International Airport. The final CBS plan was to tape the BBC transmissions in a specially chartered "Aer Lingus" 707 on the runway at Shannon, Ireland, and then fly the tapes direct to Halifax, then have an HU-21 Squadron helicopter transport the tapes to *Shearwater* for transmission to New York via microwave and thence over the CBS network.

The CBC now realized that CBS might be first on the air in North America with video tapes of the funeral. This

was not acceptable to the CBC in this competitive world of news coverage and it decided to alter the well-laid CBS plans. The Vulcans were requested to fly to *Shearwater*. A quick look at the weather forecast indicated that conditions would be ideal for this change.

Technical problems now faced the CBC. They had given over their microwave equipment to the CBS and this meant that portable equipment would have to be flown in from Montreal to meet their own requirements. Time was running out.

The CBS team arrived by air on Friday evening. A complete mobile video tape unit came in a Nordair DC-3 from Montreal and the producers arrived from Boston in a twin-engined Bonanza aircraft. They worked frantically throughout the night and by 10 am Saturday they were set to roll. The "VIP lounge" in Hangar No. 4 had disappeared, wires criss-crossed the floors and led out windows to portable microwave aeriels. Distracted technicians and producers manned direct telephone circuits to New York City. A general air of high pressure television was building up.

Meanwhile CBC technicians, who were assisting the CBS team, anxiously waited for their equipment to arrive from Montreal. It finally arrived at *Shearwater* at 8 am. This equipment was quickly erected on the roof of the Air Movements Unit building and connected to a mobile video tape van which was



A Vulcan bomber, dragchute extended, taxis to a stop at *Shearwater*. (DNS-34884)



Columbia Broadcasting System personnel watch the transmission of the first videotape of Churchill's funeral in the VIP lounge at *Shearwater*. (DNS-34890)

moved into place alongside the building. The CBC was ready by 10 am.

While the CBS crew had gone to great expense to keep open telephone lines to Montreal and New York, the CBC with "due economy" did not have an open line to their studios in Halifax but used a five-cent piece in a handy pay-phone—a record four-hour teletalk for a nickel!

Now the anxious moments of waiting for the first tapes arrived. CBS had decided to cut only one reel and beat the CBC. At 11:26 the Irish aircraft touched down at Halifax International Airport and the tape was transferred to the waiting RCN helicopter and flown to *Shearwater*.

At 11:55 am CBS was on the air.

At 12:06 pm the first of the two RAF Vulcans touched down at *Shearwater* and 10 minutes later the film of Sir Winston's funeral was on the national network direct from the RCN air station. The second Vulcan arrived at 1:30 pm with further tapes, this time for the CBC, CBS, CTV and NBC.

The CBS' plan to beat the CBC backfired somewhat as they had taped only one reel against two by the CBC. The result was a 25-minute break in their program. In the end CBS found that the quality of their second tape was not acceptable and they used the CBC edition.

Although the initial tapes from each Vulcan were transmitted from the mobile van, the second reel, so to speak, of each series was flown by helicopter to the Halifax studios of the CBC for transmission and for other networks.

By 3.30 pm the films had been transmitted and the affair was over. Then entire operation of obtaining permission to use *Shearwater's* facilities, setting up of equipment, transmitting the film, and dismantling the equipment was executed in a little over 24 hours. A most creditable job on everyone's part. It was an excellent example of teamwork mixed with a keen competitive spirit between the two major networks.

A special bouquet is deserved by *Shearwater* civilian electrician "Eddie" D'Eon whose knowledge was of great assistance when it came to hooking up the maze of lethal-looking electrical leads. Without him on the scene all the fuses on the base and possibly in New York would have blown.

It is unlikely that we shall witness or hear of similar enterprises in the future. The day of world-wide live television coverage draws closer and closer with the advent of communications satellites positioned in space.

Everyone in *Shearwater* who took part in the venture can feel justifiably proud of his efforts and, in a way, it was a fitting tribute to a "Former Naval Person".—C.M.S.

Home from the Sea



Efforts to Preserve Haida Supported

The efforts of *Haida* Incorporated to preserve one of Canada's famous fighting ships of the Second World War as a memorial to the country's sailors is given strong support in a widely reprinted editorial that originated with the *Orillia Packet and Times*.

"A little handful of men, led by a commercial airlines pilot, believe that this country owes some sort of memorial to its sailor dead," says the editorial.

"Using their own resources, they have purchased Canada's most famous warship, the Tribal destroyer *Haida*, and they plan to preserve her in a site adjacent to the Canadian National Exhibition grounds in Toronto as a national naval memorial, with the names of the war-time dead inscribed on plaques about her.

"No more fitting memorial to the dead, nor more impressive reminder to the living, could be found than this famous ship, they believe, and they have formed themselves into *Haida* Inc., and opened an appeal for funds at a postal address, Box 668, Adelaide St. PO, Toronto 1.

"They hope that business firms and individuals alike will buy memberships at \$100 each to finance the restoration and preservation of the ship, and that others will send in donations, large and small, to build a national naval war memorial . . ."

Athabaskan Reunion Planned

"Where are they now?" is the big question organizers of a reunion of former shipmates of the first HMCS *Athabaskan* are trying to answer in time to get word to them to mark the 20th anniversary of the release of 85 *Athabaskan* prisoners of war on May 2, 1945.

The reunion is planned for April 16, 17 and 18 in the Caravan Motor Hotel, Edmonton, and is intended not only for

ex-prisoners of war from the ship or other survivors of the sinking but for Canadian sailors who served in the Tribal class destroyer at any time up to her loss.

The hope of the organizers is that it will be possible for those attending the reunion to plan an even larger event to be held in three to five years in eastern Canada, because it is known that a large proportion of the survivors had homes in Ontario and Quebec.

The main banquet will be on Saturday, April 17, since it is realized that many of those attending will have to travel on Friday. The approximate cost for each person will be \$25, which will include a room for two nights and meals.

The sinking of the *Athabaskan* occurred on April 29, 1944, during the sweeps of the English Channel by Tribal class destroyers of the RN and RCN that preceded D-Day. Thirty-eight members of the ship's company were rescued by HMCS *Haida*, another eight by the *Haida's* motor cutter, 83 were taken prisoner and the commanding officer and 128 others were missing.

Information can be obtained from Don Newman, 2024 58th Ave. SW, Calgary, Chuck Kent, 2103 24th Ave., also of Calgary, or H. C. Sulkers, 4903, 114B Street, Edmonton.

Veterans' Reunion To Be Held in Guelph

The 11th annual reunion of the Royal Canadian Naval Association will be held in Guelph, Ont., "The Royal City," on the week-end of May 21-24. Hosts for the occasion will be the members of the Guelph Naval Veterans' Association.

Their slogan: "The 11th—It's a Natural for '65."

The program of entertainment will get underway on Friday evening, at the same time as registration. This will be an informal social evening, with games and a stage show, and ample opportunity to meet old friends. Both registration

and program will take place in the Guelph Armoury.

The formal opening of the reunion will take place on Saturday, May 22. Other events that day will include a fashion show for the ladies, the annual banquet and a naval ball. The two Guelph branches of the Canadian Legion will hold open house and there will be entertainment for those not attending the ball.

Sunday's program will include a non-denominational church service and march past. Wreaths will be laid at the Guelph war memorial.

The registration fee will be \$2 a person or \$3 a couple. This will cover all activities except the banquet and naval ball, at \$3 a plate and \$3 a couple respectively. There will be an all-inclusive registration fee of \$10 a couple. Advance registrations may be sent to Ross Gilfillan, 129 Macdonnell Street, Guelph, registration chairman.

Headed by Jack McLeod, the reunion committee includes J. Cunnington, Denis Cale, Ron Cameron, Ross Gilfillan, Harry Smith, Harold Tomlinson, Wally Horn, Henry Sibley, Tony Yanchus, Bill Amos, Stan Wells, Dave Mills, Paul Hebert, Norm Hill and Walter Massey.

Marine Veterans To Meet in July

Veterans of the 531st Engineer Shore Regiment of the U.S. Army will hold their third reunion in Paterson, New Jersey, July 13-15. This coming June 6 will be the 21st anniversary of the regiment's landing on Normandy's Utah Beach, its fourth successful amphibious operation of the Second World War. The others were at Oran, Gela and Salerno.

Reunion officials are attempting to pass the word to veterans in the 50 states and in Canada. Reunion president is Sid Strober, former sergeant with "E" company, who lives at 1019 9th Street, Far Rockaway, New York 11691.

HERE AND THERE IN THE RCN



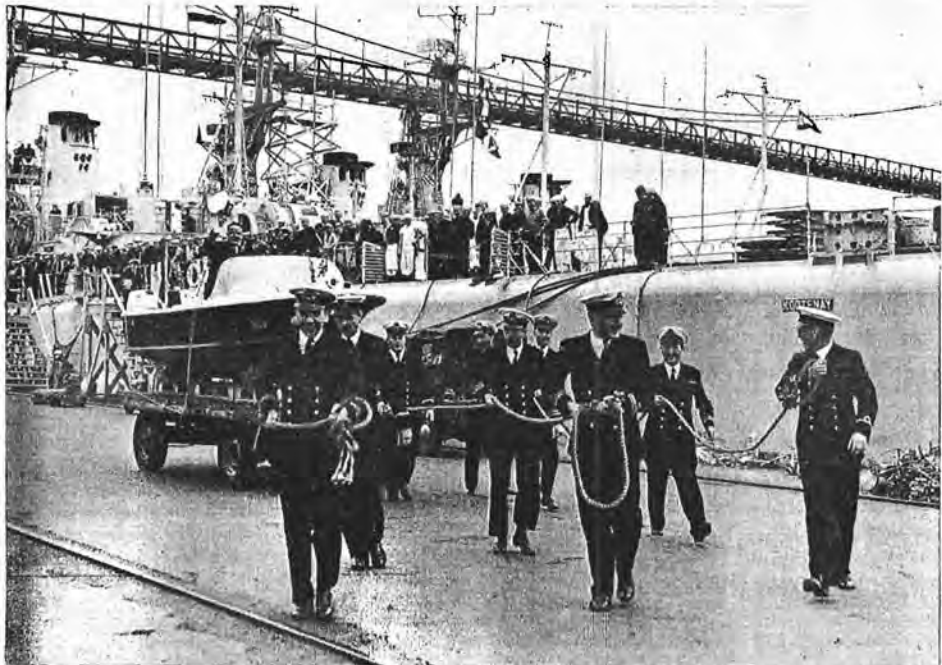
The three services are represented on Cyprus with the arrival of the first naval officer to join the Canadian Contingent and the rotation replacement of the lone RCAF technician. Here Col. W. de N. Watson, centre, commander of the contingent, greets Lt.-Cdr. J. L. Wightman, left, information officer, and Sgt. Rupert Knight, right, who assists with the maintenance and turn-around of RCAF aircraft. (PL-145083)



Mrs. Ella Mapes, who has been a flag maker at Flag and Signal Company, Norfolk, Virginia, since 1924, adds the final stitches to the red maple leaf on Canada's new national flag for its official debut Feb. 15 at the headquarters of the Supreme Allied Commander Atlantic at Norfolk. (Saclant Photo)



A charming Newfoundlander, Mary Lou Farrell, of St. John's, who was a guest at the Atlantic Winter Fair in Halifax late last year as "Miss Dominion of Canada", chats merrily with two sailors from Cornwallis. The naval sunset ceremony was performed at the fair by a guard and band from Cornwallis. (HS-75533)



While in command of HMCS Kootenay Captain D. H. P. Ryan acquired a definite affinity for his dispatch boat. So when he was piped over the side for the last time, he was met on the jetty by his beloved boat, sitting on a dolly, and powered by four outboard motors capable of realistic "VROOM" noises. The actual motive power was provided by ten of Kootenay's officers as seen here. (HS-76668)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Cape Scott

The *Cape Scott* with 14 officers and 160 men under Cdr. C. Anthony (Tony) Law, was busily engaged in January on a goodwill mission on the West Coast of South America. The ports of Valparaiso and Concepcion, Chile, were visited during the period Dec. 31 to Jan. 15. The result was of the establishment of lasting friendships and fond memories.

The scheduled arrival in Antofagasta, Chile, was deferred one day due to a serious explosion on board the Chilean merchant vessel *Maria Elisabeth* which took several lives and caused the ship to sink after having been towed out of the harbour. Port activities were practically back to normal when the *Cape Scott* arrived and was greeted with the warm Chilean hospitality experienced in the previous southern ports of Chile.

The commanding officer, accompanied by the executive officer, Lt. Cdr. C. D. Gillis, Lt.-Cdr. E. E. Moore and Father Tessier, proceeded by boat to the spot where the *Maria Elisabeth* sank. Here a memorial service was conducted and a wreath cast upon the water in remembrance.

Antofagasta serves as a port to the northern regions of Chile and is the outlet to the sea for the rich copper, nitrate and other mineral deposits. Al-

U.S. Marine No Spoil-Sport

On Nov. 2, a cold, dark and snowy night, a landing party from HMCS *Buckingham* went ashore at Argentia, U.S. naval base in Newfoundland, to take part in the defence of the station during Exercise Yeoman.

One of the *Buckingham's* sailors encountered a prowler, challenged him and questioned him at gunpoint about his identity. The intruder proved to be a U.S. Marine, but the sailor had barely learned this when a second Marine crept up and put his gun to the sailor's back.

"What you gonna do now, Mac?" asked the second Marine.

"Pull the trigger," said the sailor.

This apparently wasn't the answer the second Marine expected but he said generously:

"Go ahead. This is forget-your-buddy week, anyhow."



The ensign of one of the Royal Canadian Navy's most famous fighting ships, HMCS *Haida*, was laid up Jan. 27 at the chapel of the University of Kings College in Halifax. Rear-Admiral R. E. S. Bidwell, RCN (Ret), presented the ensign to Rev. Dr. J. B. Hibbets, of Kings College. Kings is remembered by thousands of former naval officers as the war-time junior officer training establishment in Halifax. Attending the ceremony were Rear-Admiral H. F. Pullen, RCN (Ret), and Mrs. Pullen, Mrs. Bidwell, Rev. C. H. McLean, Chaplain of the Fleet, and Rev. Earl Sigston, Atlantic Command Chaplain. (HS-77361)

though comparatively small, the port is extremely active, with as many as 90 deep-sea vessels loading and discharging their cargoes in the period of one month.

Despite the hustle and bustle of this

busy port, the Chilean people found time to welcome their Canadian visitors in a most cordial and hospitable manner. A busy itinerary was arranged, including calls on local authorities, luncheons, a visit to the University of

the North, the opening of a Canadian Lithograph Exhibition, soccer games and swimming at the excellent beaches.

The Port Authority, Commandante Eduardo Zapata B., graciously arranged an extremely interesting excursion to the Chiquicamato copper mine, some 150 miles from Antofagasta. Operated by the Chile Exploration Company, the mine is 10,000 feet above sea level. It has an annual production of 356,000 tons of ore, obtained by the open-pit method. The mine was opened in 1915 and is now one mile long, one-half mile wide and 500 feet deep. Included in the visiting group were the ship's engineer officer, Lt.-Cdr. Duff Pennie, and PO A, M. Mullen, who were both keenly interested in the mining operations.

The ship was open to visitors during the afternoons with an estimated 1,500 people attending over the three-day period—a good indication of how interested the Chilean people are in Canadians.

With the satisfaction of "mission accomplished", the *Cape Scott* sailed on Jan. 23 to Callao, Peru, on the next leg of her goodwill tour.—A.E.S.

HMCS Bonaventure

CBC-Television's Don Messer's Jubilee joined the Royal Canadian Navy in early January and although it was for only two days, their short hitch was a memorable occasion to many of our sailors.

Don Messer and his cast of Charlie Chamberlain, Marg Osborne, Catherine McKinnon, the Gunter Buchta Dancers and host Don Tremaine, took advantage of a special invitation by the RCN to originate a show from the aircraft carrier *Bonaventure*.

The show, telecast on the CBC-TV network Monday, Feb. 1, was videotaped from the main operational hangar of the *Bonnie* which is used for maintenance and storage of aircraft and equipment.

The Navy went out of its way to accommodate the show, even to eliminating possible fire hazard caused by the TV equipment. This was done by "degassing" the vessel—removing of high octane gasoline from the vessel and aircraft.

In addition, the *Bonnie's* sick bay was turned over to show produced Jack O'Neil and it became the makeup, wardrobe, costume department and dressing rooms for the artists.

Taking two days to set up, the show was produced before an audience of some 500 crew members, their wives, sweethearts and families. As part of the show, two lovely ladies were introduced to the national TV audience—

Miss Sailor, 19-year-old Diane Covey, of Halifax, and Miss Fire Fighter, 22-year-old Wren Donna Walker, of Fredericton, N.B.

The Messer show did not have a stage set but used the hangar and its equipment, including the aircraft and towing vehicles. There was a portable dance floor for the dancers.

This was the Messer show's second happy encounter with the RCN. Last season they did a show from *Shearwater*.

SEA CADETS

RCSCC John Travers Cornwell, VC

A former Winnipeg sea cadet has won one of the 20 scholarships awarded annually by the Navy League of Canada to sea cadets and ex-sea cadets who, on entering a university program, undertake to enroll as UNTD cadets and continue naval training toward a commission.

For the 1964-65 academic year, first year UNTD cadet Garry Peak was awarded a \$300 national scholarship on the basis of his scholastic ability, sea cadet record and over-all proficiency.



L. D. McMurray, president of the Manitoba division of the Navy League of Canada, presents a scholarship to first year UNTD Cadet Garry C. Peak at HMCS Chippawa, the Winnipeg naval division. In the background are F. C. Stevens, chairman of the scholarship committee, and Lt.-Cdr. J. B. Thorsteinsson, commanding officer of the UNTD at Chippawa.

In 1957, Garry entered the Navy League Cadets at HMCS *Chippawa*. Then in September 1959 he joined RCSCC *John Travis Cornwell, VC*, Corps at *Chippawa*. The officers of the corps, recognizing interest in naval life and his potential as an officer, promoted him to the rank of petty officer, first class, in 1963.

His annual two-week summer training at HMCS *Acadia* provided him with excellent grounding in sailing and general seamanship. The highlight of his summer training came in 1962 when he was one of the 25 sea cadets chosen from across Canada for a two-week coastal cruise on board the U.S. Destroyer *Fred T. Berry* (DD-858).

During the summer of 1963, Garry obtained his boatswain's certificate at HMCS *Naden*.

Garry, currently enrolled in the general science degree course at the University of Manitoba, plans to enter the field of chemical research upon graduation.

SAILORS FRIEND DIES AT CHURCHILL

An old friend of naval personnel serving at HMCS *Churchill*, the naval radio station in northern Manitoba, Joseph K. (Trapper Joe) Chambers, died at Churchill on Dec. 6, 1964. He was 83 years of age.

Trapper Joe was born in Elora, Ont., where he attended school and learned the cooper trade. After several years of barrel making, he homesteaded in northwest Ontario, but found he was more interested in hunting, fishing and trapping and agriculture. He and a partner travelled by canoe to northern Manitoba.

The trapping venture was not a success and he served as a deckhand until the First World War, when he went overseas with the 144th Battalion, the Black Devils.

After the war, he returned to trapping, married and set up a trading post at Landing River on the uncompleted Hudson Bay Railroad. When Churchill was selected as the railway terminus, he moved to that area. He had a trapping camp at Goose Creek, about 11 miles south of Churchill, until his death.

Just across the railway tracks from Trapper Joe's place, HMCS *Churchill* has had a recreational camp for many years and he frequently dropped in to yarn by the hour with the sailors.

His funeral took place in Churchill on Dec. 6 and many of his Navy friends were among the mourners present.

SCIENCE AND THE NAVY

Scientist Urges Fuel Cell Study

Dr. Harry Sheffer, chief superintendent of the Defence Chemical Biological and Radiation Laboratories (DCBRL), of Shirley Bay, near Ottawa, a Defence Research Board establishment, has appealed to Canadian industry to embrace research in the fuel cell field.

"This new area of scientific investigations is more than promising and, unless Canada acts now, we will be left behind in the developing fuel cell technology," he said at a DCBRL symposium held in Ottawa on Jan. 28 with representatives of industry and government.

Fuel cells are devices that develop electrical energy from the chemical energy of conventional fuels, such as hydrogen or petroleum products and oxygen, supplied continuously. They differ from conventional batteries, in which the chemical energy which produces the current is contained in the cell, in that they will continue to produce electricity as long as the supply of fuel and oxygen is maintained. The electrical energy is in the form of low-voltage direct current.

It is expected that in the future small fuel cells will be used in situations where compact, long-lasting sources of electric power are needed. They are already being incorporated into space vehicles and it may be that one day larger units will power automobiles and locomotives.

Much larger units may be used in central power stations, where the requirement is for high output and low unit cost of electricity. Such power stations would have to operate on cheap fuels, such as methane or water gas.

For some time now, scientists in many countries have been seeking to develop fuel cells that will perform on petroleum derivatives and air. Feasibility has now been established.

"Unless we now initiate industrial research and development activities in Canada directed towards production of fuel cells, Canada will be left behind," Dr. Sheffer said.

R. M. Hayashi and E. E. Criddle, members of DCBRL's Power Sources Section, presented key technical papers. E. W. Greenwood, of the Board's industrial research directorate, and V. E. Tant, of the Department of Industry,

explained how existing government assistance programs could be employed to help build up a Canadian fuel cell technology.

The papers provoked a lively discussion of the technical and economic problems facing Canadian industrial entry into this new field of technology. Nearly 30 representatives of the petroleum, chemical, electrical and battery manufacturing interests met with an equal number from five government departments.

Fuel cells, costly and bulky at present, promise high efficiency, high reliability, relatively few moving parts and compactness. Undoubtedly, they will eventually play an important role in industrial and domestic life, replacing batteries, motor generator sets, and conventional industrial power sources in some applications.

For the past 10 years, the Shirley Bay Power Sources Section, headed by Dr. E. J. Casey, has been investigating the potential of such devices by means of a series of basic research projects. Dr. Casey, also head of DRBs Interdepartmental Study Group on Fuel Cells, acted as chairman at the symposium.

Scientific Adviser In New Position

Dr. John C. Arnell, former Scientific Adviser to the Chief of the Naval Staff and to the Chief of the Air Staff and a scientist with the Defence Research

Board since the latter's inception in 1947, has been attached to Canadian Forces Headquarters for duty as Scientific Deputy for Engineering and Development to the Chief of Logistics, Engineering and Development.

Dr. Arnell is a former superintendent of a DRB establishment at Shirley Bay near Ottawa where the defensive aspects of biological, chemical and radiation warfare are under investigation. He has been associated with DRB headquarters in a variety of senior capacities since early 1954.

A native of Halifax, Dr. Arnell graduated with high honours in chemistry from Dalhousie University in 1939, obtained a Master's degree in physical chemistry there in 1940 and was awarded a doctorate in the same field by McGill University in 1942. That year he joined the Canadian Army and was employed as a technical staff officer in the Chemical Warfare Laboratories. He was demobilized in 1946 in the rank of major.

Dr. Arnell joined the Defence Research Board in 1947. He attended the National Defence College, Kingston, in 1951-52.

Caribbean Fish Habits Studied

A team of federal biologists of the Fisheries Research Board left in early February from St. Andrews, N.B. on board the Canadian Scientific Ship *Hudson* for the Caribbean area, where they were to spend a month studying the life history of swordfish and tuná.

The team comprises scientist-in-charge, Noel Tibbo; Dr. L. M. Lauzier and Dr. A. C. Kohler, all of the Fisheries Research Board Biological Station at St. Andrews, N.B.

Purpose of the study is to assist Canadian fishermen to extend their present seasonal catch of these valuable fish to a year round industry.

The Canadian catch of swordfish and tuna has grown markedly in the past few years and now contributes several million dollars to the total value of the annual catch. Last year, for instance, some 12 million pounds of swordfish were caught by Nova Scotian fishermen at a value of \$3½ million. The tuna catch totalled 2½ million pounds.

However, the catch is on a seasonal



DR. J. C. ARNELL

basis, extending from May to September, and is made on the edge of the continental shelf in the Nova Scotia banks area. In September the fish migrate to unknown areas in southern waters. A knowledge of these areas and of the habits of the fish will greatly benefit Canadian fishermen. Several vessels of the Canadian fishing fleet are equipped to work hundreds of miles afield. Last winter a number of them fished off Cape Hatteras.

The Canadian biologists are trying to trace the fish to locate their southern areas of habitat, and to study, by

fishing for adults, their spawning seasons and areas, habits and the distribution of the young. The biologists were to begin work just south of Cape Hatteras and follow the Gulf Stream to the West Indies. They expect to go as far south as 12° north latitude, in the eastern Caribbean sea.

Also on board the CSS *Hudson* are three other biologists: Dr. W. B. Scott, curator at the Royal Museum, Toronto, who is an authority on the identification of fish; Dr. V. D. Vladykov, professor in biology at the University of Ottawa, who will attempt to locate eggs and

larvae of the American eel, and Martin Bartlett, of Woods Hole Oceanographic Institute, Woods Hole, Mass.

This is the most southerly trip yet taken by the *Hudson*, the new floating laboratory of the Marine Sciences Branch of the Department of Mines and Technical Surveys.

Use of the ship by the Fisheries Research Board illustrates the co-operative effort in oceanography among Canadian agencies, represented on the Canadian Committee on Oceanography, which co-ordinates and directs Canada's effort in oceanographic research.

TRUST HONOURS CHURCHILL

WHEN Sir Winston Churchill died, many people and many nations were interested to know what permanent memorials would be erected to honour the great man. The answer was swift in coming.

On Feb. 1, a memorial trust was set up in Britain, with fund-raising committees in Australia, Canada, New Zealand and the United States, to work towards establishing, not only an edifice of steel and concrete, but a "living memorial" to Sir Winston.

A permanent fund is being formed, enabling men and women from all walks of life to study and live for a period of time in another Common-

wealth country or the United States of America, of which Sir Winston was an honorary citizen.

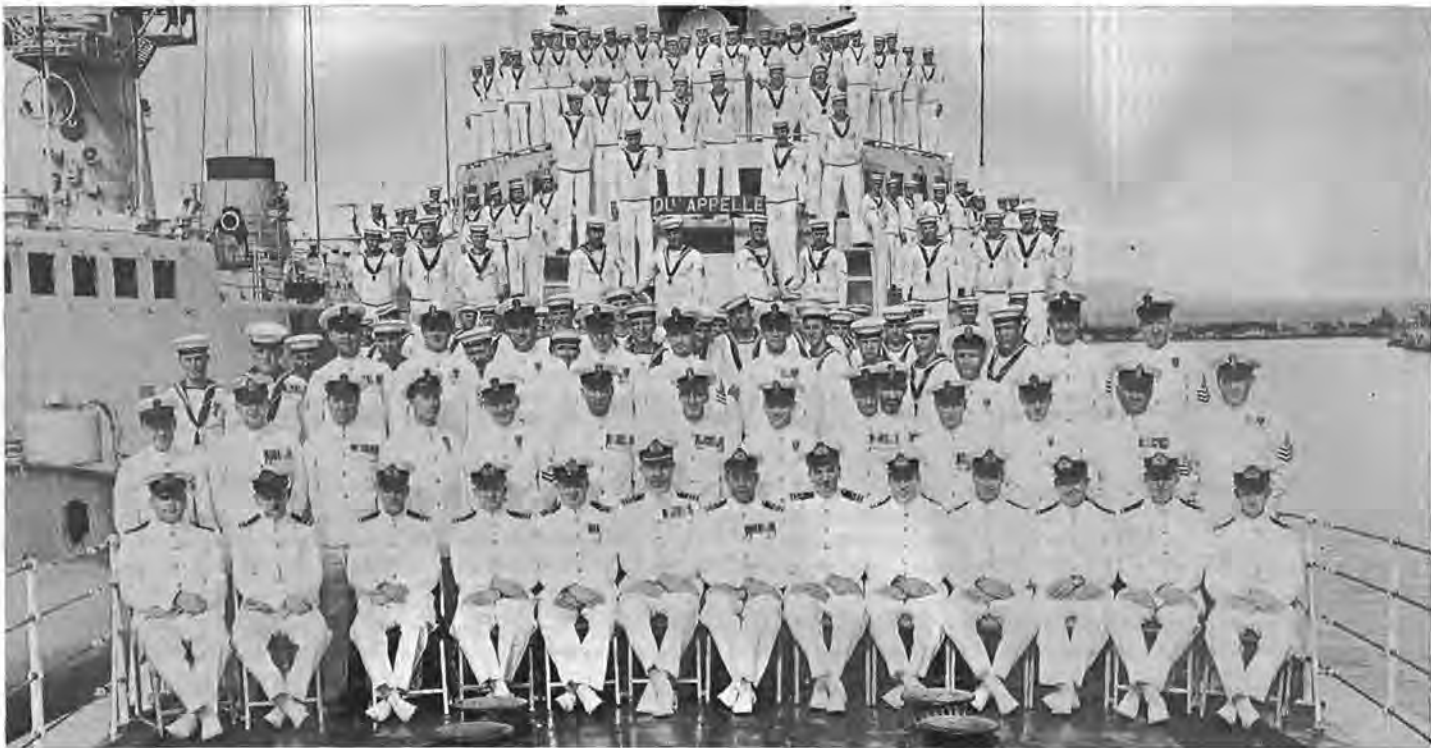
The award of "Churchill Fellowships" will not be confined to students or scholars, but will be available to any man or woman in any field of activity. They will be open equally to those whose contribution to the community and to their trade, industry, profession or calling would be increased through personal overseas travel and service. The fellows will be selected for qualities of character, intellect and responsible leadership, in addition to their specific skills or academic qualifications.

In England, the sponsors are all old

personal friends and colleagues of Sir Winston. The first call on funds will be the completion of the Churchill College at Cambridge at an estimated cost of \$450,000.

The Canadian appeal is headed by Hon. George Drew, former Canadian High Commissioner in London; His Excellency the Governor-General is the patron of the fund-raising drive.

Before he died Sir Winston was told of the proposals for a fellowship fund in his honour and pronounced himself in favour of it. The fund has also the full support of Lady Churchill and other members of the family.



FAMILY PORTRAIT—Tropical climes are favoured by the Navy for winter training because of the absence of interruptions such as those occasioned by the wild storms of the North Atlantic or even the North Pacific. This also lends itself to ships' companies having their pictures taken, as happened with HMCS Qu'Appelle during her recent visit to Pearl Harbour. (O-15930-49)

SEAMANSHIP BROUGHT UP TO DATE

THE MANUAL of seamanship known to the greatest number of serving and former Canadian sailors is undoubtedly the 1937 edition of the Royal Navy's handbook, which was reprinted in Canada for the 100,000 or so Canadians who joined the Navy during the Second World War.

A completely rewritten *Admiralty Manual of Seamanship* was produced for the Royal Navy in 1951 and the RCN produced in 1960 its own *Seaman's Handbook*, designed to meet the specific needs of the Canadian naval service. Now the *Admiralty Manual of Seamanship* has again been revised to

BOOKS for the SAILOR

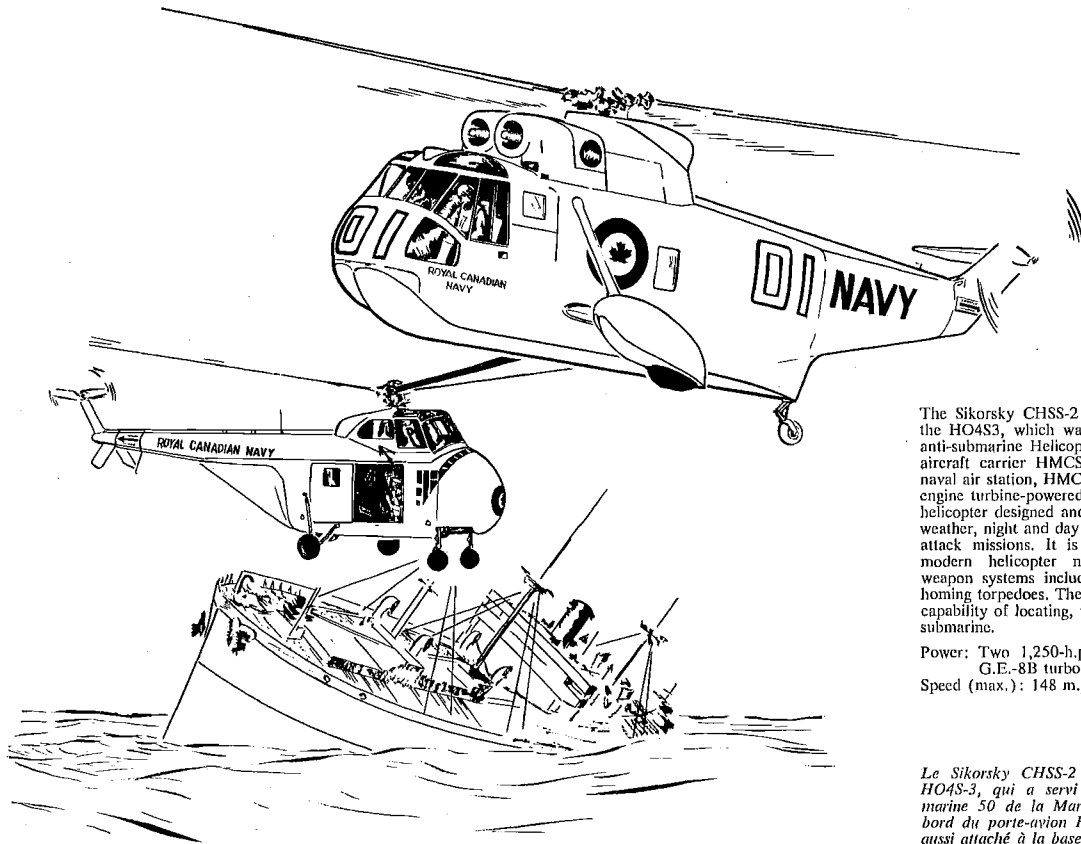
keep up to date with the rapid changes that have overtaken the navies of the world in the past few years.

Looking back on the 1937 manual, and comparing it with those of today, it appears that the volume on which so many hundreds of thousands of sailors cut their nautical teeth was badly

printed, poorly organized and inadequately illustrated.

No such complaints can be levelled against Volumes I and III of the newly revised *Admiralty Manual of Seamanship*. The illustrations are clear, the language is literate and the material is so wide-ranging that much of it is as valuable to the merchant seaman as to his naval opposite number.

The last observation is particularly true of Volume III, chiefly for seamen and deck officers of the Royal Navy, but containing information useful to everyone who makes a career of sea-going. Opening with a thorough discus-



The Sikorsky HO4S-3 helicopter was acquired by the RCN in 1955 as an anti-submarine aircraft but lacked the all-weather and night-flying capability. On occasion, it was used in rescue operations. One of the most famous exploits of a Naval Sikorsky helicopter was the daring rescue of the crew of the Liberian freighter, *Kismet II*, which was wrecked on the Cape Breton coast in November, 1955. All members of the helicopter crew received awards for their part in this operation.

Power: 700-h.p. Wright 1300-B engine.

L'hélicoptère Sikorsky HO4S-3 fut procuré par la Marine Royale Canadienne en 1955 pour le rôle anti-sous-marin mais cet appareil ne pouvait pas être opéré de nuit et en tous temps. Occasionnellement, il fut utilisé dans les opérations de sauvetage. L'un des exploits les plus fameux du HO4S-3 de la Marine Canadienne, fut l'audacieux sauvetage de l'équipage du navire marchand Libérien, Kismet II, qui fit naufrage sur les côtes du Cap Breton en novembre 1955. Les membres de l'équipage de l'hélicoptère furent récompensés pour la part qu'ils jouèrent dans cette opération.

Moteur: Un Wright 1300-B de 700 HP.

The Sikorsky CHSS-2 "Sea King" has replaced the HO4S3, which was operated by the RCN's anti-submarine Helicopter Squadron 50 from the aircraft carrier HMCS "Bonaventure", and the naval air station, HMCS "Shearwater". The twin-engine turbine-powered CHSS-2 is the first RCN helicopter designed and equipped to conduct all-weather, night and day anti-submarine search and attack missions. It is equipped with the most modern helicopter navigation, detection and weapon systems including "dunking sonar" and homing torpedoes. These give the "Sea King" the capability of locating, tracking and attacking any submarine.

Power: Two 1,250-h.p. General Electric T-58-G.E.-8B turbo-shaft engines.
Speed (max.): 148 m.p.h.

Le Sikorsky CHSS-2 "Sea King" remplace le HO4S-3, qui a servi dans l'escadre anti-sous-marine 50 de la Marine Royale Canadienne à bord du porte-avion HMCS Bonaventure et fut aussi attaché à la base aéronavale HMCS Shearwater. L'hélicoptère bi-moteur CHSS-2 (Sea King) est le premier hélicoptère de la Marine Royale Canadienne conçu et équipé pour accomplir les missions, tous temps, de surveillance et d'attaque anti-sous-marine de jour ou de nuit. Il est muni de l'équipement le plus moderne de navigation pour hélicoptère, de détection et de systèmes comprenant le sonar immergé et les torpilles auto-guidées. Cet équipement donne au CHSS-2 la capacité de localiser, de poursuivre et d'attaquer tout sous-marin.

*Moteur: Deux General Electric T-58-G.E.-8B turbo propulseurs de 1,250 HP chacun
Vitesse: 148 m/h.*

sion of factors affecting the stability of ships, including cargo vessels, the volume goes on to deal with such subjects as cargo stowage, towing at sea, ship organization and upkeep, salvage operations and ship handling under a wide range of conditions.

The contents of Volume I are of the kind one expects to find in a seamanship manual intended to enlighten the land-lubber in process of becoming a seaman: general sea terms (there is an excellent glossary in the back), types of ships and how they are constructed, safety and fire precautions, bends and hitches, rigging, ships' boats and their handling, including pulling and sailing, anchors and cables, communications, ceremonial, and elementary shiphandling and navigation.

Volume II, not received by this reviewer, is described as a sequel to the elementary seamanship of Volume I. Undoubtedly all three volumes should find a place in any naval library with pretensions to completeness.—H.M.C.

ADMIRALTY MANUAL OF SEAMANSHIP, published by Her Majesty's Stationery Office, London; Vol. I, 494 pages, illustrated, 16s 3d; Vol. II, 831 pages, 30s; Vol. III, 414 pages, 21s 5d.

WINGED SENTRIES

IF A REFERENCE work does not produce the desired facts or if there is no volume of reference dealing with a specified subject, the situation can be met in a number of ways: 1. Go to a



Christopher Mayhew, Minister of Defence for the Royal Navy, is shown signing the visitors' book in the office of Captain W. P. Hayes, commandant of Royal Roads, during Mr. Mayhew's January visit to the Pacific Command. (RR-3746)

variety of sources; 2. Quit looking and go without the information, or, 3. Write your own reference work.

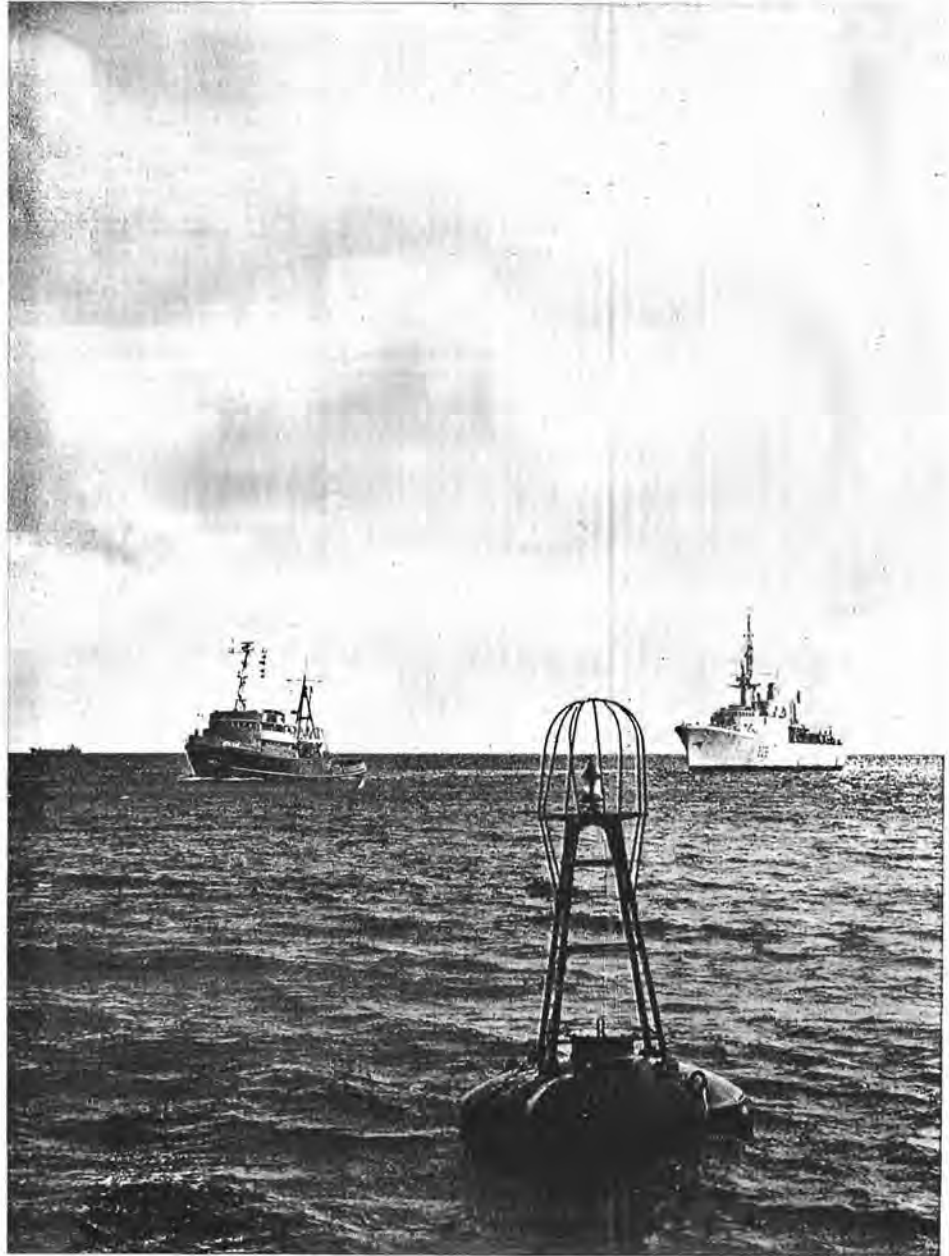
Both stubborn and diligent, John Gordon, a former RCAF pilot, author of *Winged Sentries*, discovered that the facts concerning aircraft that figured in Canadian military aviation history were hard to track down. He wrote his own reference work, which goes back to the beginnings of flight in Canada. He was assisted in his four-year task by Claude Rousseau, another aviation enthusiast, who did the 200 or more line drawings that illustrate Mr. Gordon's

text.

The title is drawn from the verse of the 17th Century mystic poet, Henry Vaughan:

"My soul, there is a country
Far beyond the stars
Where stands a winged sentry
All skilful in the wars . . ."

Mr. Gordon is both author and publisher of this handsome and useful book, which can be obtained by writing him at 5 Larkspur Drive, Ottawa 6, Ont., or purchased at Queen's Printer book stores. The price is \$3.25 paperbound or \$6 in hard covers.—H.M.C.



The destroyer escort Saguenay (right) arrives home under tow following reconversion in a Vancouver shipyard. The destroyer escort has been equipped with a landing platform and hangar for an all-weather anti-submarine helicopter, and variable-depth sonar. Her conversion will be completed in the Esquimalt dockyard. The Saguenay is being towed by the naval ocean tug Saint Anthony. (E-79363)

THE NAVY PLAYS

Swim Record Recognized

The first Canadian women's swimming record to be set by a Nova Scotia team has been posted by senior women of the *Shearwater Bluefins*.

Confirmation of the record, 1.28.4 in the 160-yard free-style relay, has been received from Howard Firby, Vancouver, chairman of senior swimming records for Canada. The record was set Dec. 20 at the Senior Olympic Invitational Swimming Meet at the Halifax YMCA.

The old record of 1.28.5 was set by the Vancouver Dolphin Swim Club in 1960.

Members of the *Shearwater Bluefins* who set the relay record were Arlene Henderson, Janet Bruce, Ann Marie McCarthy and Beverley Britton.

One School That's Popular—Hockey

Who likes school? Sixty-four and a quarter boys, that's who.

How's that? Well, pictured here is



four-year-old Gregory Puddifant (proudly sporting the team number $\frac{1}{4}$), one of 64 boys who turned out at *Shearwater Flyers Forum* for a special "hockey school".

Sponsored by the Shannon Heights

Minor Hockey Association, the event was in two parts, highlighting the holiday season for the association's 11 teams. In the gymnasium of the Shannon Park school during the evening of Dec. 30, Don Newman rose, called for much-needed silence from the 180 boys registered in the league and opened part one with a lecture on hockey fundamentals.

Bill Squires further prepared the lads for the evenings feature with a run-down on basic rules and common infractions. Then they were treated to a film, in eight parts, on playing hockey for fun and playing it correctly.

Thursday morning the scene shifted to the Flyers Forum, where only the boys of the league's representative teams" could be accommodated. There, from Don Newman, Bill Squires and Sam McIvor, the boys received instructions on shooting, stickhandling, passing and basic skating drills. Two spirited scrimmages and a demonstration of passing and checking by the instructors able assistants Allan Newman, Bob Henbrey, Nipper Nepean and Ross Street concluded the activities.



A sturdy representative of his team receives the heavyweight tug-of-war trophy from Captain J. M. Paul, commanding officer of Cornwallis. He is Ord. Sea. Alexander Carmichael, of Fraser 3/46 Division, winner of the recently held competition in Cornwallis. The inter-divisional tug-of-war championship is a major event in the new entry training sports program. The competitions are held monthly in Cornwallis. (DB-1960)

League officials were pleased with the well-rounded program and feel that the boys will show the benefits of the expert instructions. How do the boys feel? Listen:

"Sir, when can we come back to school?"

Navy Outsails Victoria Club

The Navy lived up to its reputation of "Never Say Die" the last week-end in January to come from behind and defeat the Royal Victoria Yacht Club sailors in a return match.

The RCNSA was host to the RVYC, sailing in Esquimalt Harbour. Although sailing had to be cancelled on Saturday, Jan. 30, because of winds of over 50 knots, races were held throughout Sunday in El Toro dinghies, and the Navy's Uniqua 420 dinghies.

Each class raced four times and the RCNSA made a clean sweep, winning all events. This meant that though the RCNSA entered the week-end trailing 1 to 4, the combined results of the two events were 5 to 4 in favour of the RCNSA and for the first time the coveted "Nuts" trophy is claimed by the Navy club.

LETTERS TO THE EDITOR

Dear Sir:

I am attempting to prepare a tri-service history on the development of tactical military communication. Any data, recollections, or suggestion of written and graphic sources will be greatly appreciated, acknowledged, and credited where applicable. Information concerning developments and happenings prior to 1920 are particularly desired.

I would appreciate it if you could include the preceding paragraph and my name and address in the next convenient issue of your publication since your readers house a wealth of information in this field. Thank you very much for your assistance.

Sincerely,

DAVID L. WOODS
Lt. USNR-R

1245 Via Del Mar
Winter Park,
Florida, U.S.A.

Sir:

With reference to the "Naval Lore Corner" of the January 1964, I wish to point out that the RCMP Marine Division still has remaining one of the old Canadian diesel Bangors, namely the RCMP *Irvine*, ex-HMCS *Noranda*. She is secured at Jetty 17, HMC Dockyard, Halifax, and is used solely as a depot ship, not commissioned. One of these days, I imagine, we will be declaring her surplus.

With reference to *The Crownsnest*, August 1964, Naval Lore Corner, also, the Marine Division also had four of the Fairmales since the war and we disposed of the last one in 1958. Photographs can be supplied if required.

Just interested, as I had six years' naval service myself during the war and have been a subscriber to *The Crownsnest* for years.

Yours truly,

INSPECTOR R. C. BUTT,
Officer Commanding
RCMP Marine Sub-Division,

HMC Dockyard
Halifax, N.S.



The first prize winner in the Victoria Junior Chamber of Commerce Christmas Lighting contest for ships of the Pacific Command was the destroyer escort Qu'Appelle, shown centre, at her jetty in HMC Dockyard, Esquimalt. The Qu'Appelle was presented with a plaque marking her accomplishment. (E-79205)

RETIREMENTS

CPO LYNDEN VINCENT BIRD, CD; C2BN4; joined Sept. 16, 1940; served in Naden, Prince Robert, Givenchy, Sans Peur, Stadacona, Swift Current, Shawinigan, Hochelaga II, Hallowell, Peregrine, St. Pierre, Waskesiu, Rimouski, Avalon, Midland, Nipigon, Arvida, St. Hyacinthe, Cornwallis, Uganda, Crescent, Cayuga, Magnificent, Athabaskan, Ontario, Niobe, Quebec, Bonaventure, Shearwater; retired Jan. 22 1965.

CPO ROBERT COURTNEY BRADLEY, CD; C2BN3; joined in Jan. 15, 1940; served in Naden, Stadacona, Acadian, St. Laurent, Cornwallis, Kitchener, Wentworth, Peregrine, Niobe, HMS Excellent, Crusader, Givenchy, Crescent, Chatham, Quebec, Huron, Cayuga, Ontario, Royal Roads, Jonquiere, Queen, Saguenay; retired Jan. 14, 1965.

CPO STANLEY ARTHUR ESCOTT, CD; C2HT4; served in RCNVR April 10, 1940-Aug. 20, 1945; RCNR Dec. 18, 1950-March 4, 1952; transferred to RCN March 5 1962; served in Winnipeg naval division Naden, NOIC Vancouver, Stadacona, Shelburne, Avalon, Lanark, Chippawa, Ontario, Cornwallis, Cedarwood, Ste. Therese, Cape Breton, Discovery; retired Jan. 27, 1965.

PO JAMES PARKER FEE, CD; P1BN3; commenced service July 15, 1941; served in Naden, Givenchy, Stadacona, St. Francis, Cornwallis, Skeena, Avalon, Woodstock, Captor II, Scotian, Morden, Ottawa, HMS Puncher, Niobe, Warrior, Ontario, Rockcliffe, Antigonish, Athabaskan, Sussexvale, Jonquiere; retired Jan. 13, 1965.

PO JOHN RICHARD HEATH CD and 1st Clasp; P1WS4; commenced service Jan. 15, 1940; served in Naden, Stadacona, Comox, Skeena, Cornwallis, Sackville, Pictou, Avalon, Brandon, Protector, Minas, Scotian, Gaspé, Peregrine, Niobe, Matane, Royal Roads, Uganda, Ontario, Rockcliffe, Micmas, Prestonian, Brockville, Chatham, Ontario, Sussexvale; retired Jan. 14 1965.

CDR. PATRICK CAMPBELL BENSON, CD; commenced service on April 4, 1934; as an ordinary seaman; promoted to sub-lieutenant on Dec. 6, 1940; served in Naden, Ottawa, HMS Victory, Stadacona, HMS Revenge, HMS Soblera, HMS Asbury for Balfour, HMS Bligh; transferred to RCN as a lieutenant Nov. 14, 1945; served in Stadacona, Naden, York, Shearwater, Ontario, Sioux, Bytown, Patriot, Cayuga; last appointment Stadacona as Queen's Harbour Master and as Master Attendant; commenced leave Feb. 3, 1965; retires on Aug. 17, 1965.

LT.-CDR. CHARLES JAMES BICKNELL, CD; commenced service in the RCNVR on Oct. 26, 1936 as an ordinary seaman; transferred to the RCN July 1, 1939; promoted to acting warrant writer on May 1, 1943; served in Naden, Prince Robert, Stadacona, Bytown, Ontario, Tecumseh, Venture, Skeena; last appointment Bytown additional on staff of DMST as A/DMST; commenced leave Jan. 10, 1965; retires on Aug. 28, 1965.

LT.-CDR. (W) JEAN CRAWFORD-SMITH, CD; commenced service in Women's Royal

CPO JACK SEWARD HERMISTON CD; joined RCNVR Dec. 1 1939; transferred to RCN Dec. 19 1943; served in Winnipeg Naval Division, Stadacona, Prince Henry, Trillium, Avalon, Cornwallis, Niagara, Carleton, Niobe, HMS Jamaica, Peregrine, Ontario, Naden, Givenchy, Cayuga, HMS Excellent, Sioux, Chippewa Star, Jonquiere, Iroquois; retired Jan. 24, 1965.

PO WILLIAM CARTER KENNEDY, CD; joined RCNVR July 23 1942; transferred RCN June 22 1944; served in Discovery, Naden, Givenchy, Courtenay, Burrard, Shediac, Uganda, Rockcliffe, Athabaskan, Cayuga, Crusader, Ste. Therese, Sioux, Fraser, Jonquiere; retired Jan. 4, 1965.

CPO TREVOR FREDERICK RICHARD LOVEKIN, CD and 1st Clasp; C1BN4; joined RCN Oct. 14 1947; served in RN Sept. 13, 1939 to May 31, 1947; served in York, Iroquois, Stadacona, Warrior, Magnificent, Shearwater, Bytown, New Liskeard, Portage, Niobe, HMS Dolphin, HMS Ambrose, Mallard, Loon, Gloucester; retired Jan. 15, 1965.

CPO ELWOOD JOSEPH MacDONALD CD; C1WV4; commenced service on Jan. 15, 1940; served in Naden, Stadacona, Collingwood, Protector, Chicoutimi, Chilliwack, North Shore, Haida, Givenchy, Rockcliffe, Cayuga, Sioux, Crusader, Sussexvale, Antigonish, Mackenzie; retired Jan. 15, 1965.

CPO CHARLES EDWARD MILLS, CD; C1WR4; served in RCNVR Aug. 30, 1937-Nov. 12, 1945; joined RCN Aug. 19 1946; served in Prince Rupert, Naden, Givenchy, Stadacona, Iroquois, Malahat, Charlottetown, Rockcliffe, Sioux, Donnacona, Hochelaga, Royal Roads, Fraser; retired Jan. 4, 1965.

CPO ARTHUR WELDON O'CONNOR, CD and 1st Clasp; C2ER4; joined RCNR Jan. 3, 1941; transferred to RCN Nov. 13 1945; served in Toronto naval division Stadacona, Hochelaga II, Rimouski, Cornwallis, Kit-

chener, Avalon, Drumheller, Niobe, Monnow, Peregrine, Griffon, Nootka, Iroquois, Portage, Haida, New Liskeard, Crusader, Fort Erie, Bonaventure; retired Jan. 12, 1965.

CPO WILLIAM ALBERT VALENTINE RAMSDALE, CD; C1BN4; commenced service Jan. 26, 1940; served in Naden, Stadacona, Saguenay, Niobe, Eyebright, Snowberry, Hochelaga, Digby, Kootenay, Niagara, Riviere-du-Loup, Uganda, Givenchy, Ontario, Cornwallis, Aldergrove, D'Iberville, Magnificent, Cape Breton, Shearwater, Huron, Hochelaga; retired Jan. 25, 1965.

PO EDWARD ALEXANDER STEIN, CD; P1ER4; joined RCNVR August 30, 1943; transferred RCN Jan. 9, 1946; served in Chippawa, Cornwallis, Stadacona, York, Peregrine, Carlplace, Niobe, Warrior, Scotian, Nootka, Iroquois, La Hullose, Micmac, Quebec, Huron, Penetang, Buckingham, Gatineau, Lanark, Iroquois, Cape Scott; retired Jan. 2, 1965.

CPO JOHN ALFRED STODDART CD and 1st Clasp; C1PT4; commenced service Jan. 25, 1940; served in Naden, Stadacona, Niobe, Bittersweet, St. Boniface, Chaleur, Buckingham, Ontario, Cornwallis, Royal Roads; retired Jan. 24, 1965.

CPO GEORGE EDWARD VANT HAAFF, CD and 1st Clasp; C1ST4; commenced service Jan. 15, 1940; served in Naden, Armen-tires, Givenchy, Quatsino Chatham, Burrard-Discovery, Prince David, Peregrine, Niobe, HMS Battler, J1608, Crusader, Rockcliffe, Cayuga, Sioux, Stettler, Crescent; retired Jan. 14, 1965.

CPO REGINALD WINTER, CD; C1WS4; commenced service Jan. 15, 1950; served in Naden, Stadacona, Saguenay, Ungava, Cornwallis, Givenchy, Port Colborne, Eastview, Matane, Iroquois, Portage, Warrior, Niobe, HMS Excellent, Huron, Magnificent, Algonquin; retired Jan. 14, 1965.

OFFICERS RETIRE

Canadian Naval Service on Oct. 22, 1942, as a probationary wren; promoted to prob-sub-lieutenant (SB) on Mar. 20, 1943; served in Bytown, Burrard, Carleton, demobilized March 21, 1946; entered RCN(R) on Aug. 18, 1951; transferred to RCN April 15, 1955; served in York, Cornwallis, Naden, Patriot, Bytown, Niagara, Stadacona; last appointment as Staff Officer Wrens and as Wren New Entry Training Officer; commenced leave Jan. 23, 1965; retires on April 15, 1965.

CAPTAIN MURRAY ALEXANDER DAVIDSON, CD; commenced service in the RCN on Sept. 2, 1932; as a paymaster cadet; served in Stadacona, HMS Erebus, HMS Frobisher, HMS Revenge, HMS Victory, HMS Hood, HMS Leander, Saguenay, Ottawa, Avalon, Naval Headquarters, Niobe, Ontario, Scotian, Givenchy, Naden, Donnacona, Hochelaga, Stadacona, Patriot; last appointment Patriot on staff of COND as Chief of Staff; commenced leave on Feb. 3, 1965; retires on Oct. 1, 1965.

CDR. WILLIAM JAMES FLOYD, CD; commenced service in the RCNVR on Sept. 26,

1939 as a writer; promoted to probationary paymaster sub-lieutenant on Jan. 25, 1943; served in Stadacona, Venture, Protector, Captor II, Naden, Chippawa, Givenchy; transferred to RCN March 21, 1946; served in Naden, Nootka, Bytown, Quebec, Stadacona, Cornwallis, Patriot; last appointment Patriot on staff of COND as Comptroller; commenced leave Feb. 3, 1965; retires on Aug. 18, 1965.

LT.-CDR. BEVERLY JAMES GILLESPIE, CD; served in RCAF and Fleet Air Arm during Second World War; commenced service in the RCN(R) Oct. 28, 1946 as a lieutenant (P); transferred to RCN as lieutenant (SB) May 19, 1949; served in Hunter, Haida, Naval Headquarters, Stadacona, Magnificent, Athabaskan, Iroquois, Huron, Naden, Bytown for duty in Viet-Nam; last appointment Bytown on staff of Director of Naval Information; commenced leave Feb. 10, 1965; retires on June 1, 1965.

LT.-CDR. STANLEY CHARLES GOOD-YEAR, CD; commenced service in the RCN on April 16, 1934, as an acting engine room

artificer 4th class; promoted to acting warrant electrician on July 4, 1943; served in *Stadacona*, *HMS Vernon*, *HMS Excellent*, *HMS Hood*, *St. Laurent*, *Skeena*, *HMS De-fiance*, *Cornwallis*, *Uganda*, *Scotian*, Naval Headquarters, *Stadacona*, *Magnificent*, *La Hulloise*, *Cornwallis*, *Micmac*; last appointment *Bytown* on staff of Director Operations Systems as Assistant Director Operating Systems detection and Navigation; commenced leave Jan. 19, 1965; retires Sept. 7, 1965.

CDR. JOHN BRADFORD HALL, CD; commenced service in the RCNR Feb. 26, 1941; rank on joining sub-lieutenant (SB); served in Toronto Naval Division, *Stadacona*, *HMS Victory*, *HMS Tynwald*, *HMS Mercury*, *HMS Penelope*, *Bytown*; transferred to RCN Sept. 5, 1945 as lieutenant (L); served in *Bytown*, *Naden*, *Athabaskan*, *Niagara*, *Ontario*, *Stadacona*; last appointment, Assistant PNO West Coast and as RNO Victoria; commenced leave Jan. 16, 1965; retires on July 12, 1965.

CDR. LATHAM BERETON JENSON, CD; commenced service in the RCN on Aug. 26, 1938 as a cadet; served in *Stadacona*, *HMS Rescue*, *HMS Frobisher*, *HMS Renown*, *HMS Matabele*, *HMS Hood*, *HMS Excellent*, *Ottawa*, *Niagara*, *Long Branch*, *Algonquin*, *Royal Roads*, *Cayuga*, Naval Headquarters, *Naden*, *Crusader*, *Micmac*, *Niobe*, *Fort Erie*; last appointment, *Bytown* as A/DNOM Complements; commenced leave Feb. 5, 1965; retires on Aug. 23, 1965.

CDR. ALFRED HORACE KERLEY, CD; commenced service in the RCNVR on Feb. 15, 1941; as a probationary sub-lieutenant (E); served in Saskatchewan Naval Division, *Stadacona*, *HMS Dido*, *Ungava*, *Cape Breton*, *Huron*, *Unicorn*, *York*; demobilized Sept. 25, 1945; entered RCN on June 10, 1946; served in *Givenchy*, *Uganda*, *Naden*, *Niobe*, *Magnificent*, *Haida*, *Niagara*, *Bytown*, *Stadacona*, *Labrador*, *Cape Breton*; last appointment *Naden* additional on staff of COMSUTPAC as Engineering Officer Ship Repair Activity; commenced leave Feb. 3, 1965; retires on July 1, 1965.

LT.-CDR. HAROLD ERNEST THOMAS LAWRENCE, DSC, CD; commenced service in the RCNVR on Sept. 8, 1939 as a midshipman; served in *Stadacona*, *Andre Dupre*, *Ulna*, *Citadel*, *Acadia*, *French*, *Moose Jaw*, *Kings*, *Oakville*, *Sioux*; transferred to RCN April 30, 1945 as a lieutenant; served in *Stadacona*, *Niobe*, *Crescent*, *Cayuga*, *Micmac*, *Magnificent*, *Bytown*, *Star*, *Portage*, *Naden*; last appointment, *Bytown* on staff of Director Naval Operational Requirements; commenced leave Jan. 20, 1965; retires on Aug. 17, 1965.

LT.-CDR. JOHN LEWRY, CD; commenced service in the RCNVR Sept. 21, 1940, as an ordinary seaman; promoted to probationary sub-lieutenant on Jan. 1, 1944; served in *Stadacona*, *Protector*, *Venture*, *Sambro*, *Kenogami*, *St. Hyacinthe*, *Avalon*, *Mayflower*, *Hochelaga II*, *Hochelaga*, *Donnacona*, *Cornwallis*, *Kings*, *Dauphin*; transferred to RCN as lieutenant on April 30, 1947; served in *Niobe*, *HMS St. Vincent*, *Stadacona*, *Warrior*, *HMS Gannet*, *Magnificent*, *Shearwater*, *Bytown*, *HMS Sea Eagle*, *Cornwallis*, *Fort Erie*, *York*; last appointment, *York*; commenced leave Feb. 8, 1965; retires on Aug. 21, 1965.

LT. ALAN RUSSELL McCLUNG, CD; commenced service in the RCNVR on Jan. 9, 1938, as an ordinary seaman, transferred to

RCN Mar 1, 1937 as ordinary seaman; promoted to acting gunner (T) May 19, 1944; served in *Naden*, *Skeena*, *St. Laurent*, *Stadacona*, *Venosta*, *Nootka*, *Renard*, *St. Francis*, *Cornwallis*, *Niobe*, *HMS Vernon*, *HMS Portsmouth*, *Kootenay*, *Haida*, *Micmac*, *Brunswick*, *Llewellyn*, *Nootka*, *Sioux*, *Cedarwood*, *Fortune*, *Bytown*; last appointment *Bytown* on attachment to Joint Photographic Intelligence centre; commenced leave Feb. 1, 1965; retires Aug. 20, 1965.

LT.-CDR. CHARLES CEDRIC TURRELL McNAIR, CD; commenced service in the RCNVR on Dec. 8, 1938, as a midshipman; served in *Naden*, *Ottawa*, *Givenchy*, *Stadacona*, *Noranda*, *Springhill*, *St. Thomas*; demobilized Nov. 20, 1945; entered RCN(R) as lieutenant, Jan. 21, 1947; transferred to RCN as lieutenant (SB) Aug. 9, 1948; served in *Discovery*, *Uganda*, *Malahat*, *Bytown*, *Naden*, *Magnificent*, *Cayuga*, *Nootka*, *Bytown*, *Star*, *Patriot*; last appointment, Naval Headquarters as Deputy Director of Naval Information; commenced leave Feb. 10, 1965; retires on July 3, 1965.

LT.-CDR. DAVID MOILLIET, CD; commenced service in the RCN(R) on Oct. 16, 1947, as a probationary writer; promoted to cadet (S) on Sept. 27, 1948; transferred to RCN Aug. 31, 1951; served in *Malahat*, *Naden*, *Cayuga*, *Beacon Hill*, *Discovery*, *Sault Ste. Marie*, *Ontario*, *Antigonish*, *Sioux*, *Niobe*, *Cornwallis*, *Haida*, Naval Headquarters; last appointment *Bytown* on staff of Director of Naval Information; commenced leave Feb. 10, 1965; retires on May 16, 1965.

CDR. HENRY WILLIAM MOXLEY, CD; commenced service in the RCNVR April 12, 1940 as an acting sub-lieutenant; served in *Stadacona*, *HMS Victory*, *HMS King Alfred*, *HMS Drake*, *HMS Blue Bell*, *HMS Vetch*, *HMS Dryad*, *HMS Ere*, *HMS Canada*, *HMS Berkeley Castle*; transferred to RCN on July 4, 1946; served in *York*, Naval Headquarters, *Givenchy*, *Stadacona*, *Niobe*, *Mag-*

nificent, *Niagara*, *Iroquois*; last appointment *Bytown* on staff of Assistant Chief Naval Personnel plans; commenced leave Feb. 3, 1965; retires on Aug. 12, 1965.

CDR. MAURICE FAULKNER OLIVER, CD; commenced service in the RCNR on Nov. 14, 1940, as a mate; served in *Stadacona*, *Restigouche*, *Cobalt*, *Halifax*, *Chebogue*, *Niobe*, *Port Colborne*, *Sioux*, *Givenchy*; transferred to RCN as a lieutenant on March 2, 1946; served in *Givenchy*, *Naden*, *Stadacona*, *Ontario*, *Bytown*, *Iroquois*, *Niobe*, *Cape Breton*; last appointment *Naden*, on staff of Officer-in-Charge RCN Depot as Manning Commander; commenced leave Jan. 12, 1965; retires on July 8, 1965.

CAPTAIN ANTONY FENWICK PICKARD, OBE, CD; commenced service in the RCNR on Sept. 17, 1940; as an acting mate; served in *Stadacona*, *Venture*, *Chambly*, *St. Catharines*, *Avalon*, *St. Stephen*, *Scotian*; transferred to RCN on Oct. 31, 1946 as lieutenant-commander; served in *Scotian*, *Iroquois*, *Stadacona*, *Haida*, *Bytown*, *Shearwater*, *Quebec*, *Avalon*, *Patriot*, *Algonquin*, *Nootka*; last appointment *Bytown* as Director of Naval Ship Requirements; commenced leave 3 Feb. 1965; retires on Aug. 12, 1965.

CAPTAIN ERNEST HENRY HAMMOND RUSSELL, CD; commenced service in the RCNR on June 20, 1937, as a sub-lieutenant; served in *Stadacona*, *Laconia*, *Columbia*, *Venture*, *HMS Warspite*, Naval Headquarters; transferred to RCN on Jan. 17, 1946 as an ordnance lieutenant commander; served in NMCJS Washington, *Stadacona*; last appointment *Bytown* as Director of Materiel Supply Technical; commenced leave on Feb. 3, 1965; retires on Sept. 2, 1965.

LT.-CDR. HAROLD SHERGOLD, CD; commenced service in the RCN on Feb. 10, 1930; as a boy seaman; promoted to acting gunner, Feb. 27, 1943; served in *Naden*, *HMS Excellent*, *HMS Victory*, *HMS Nelson*, *Skeena*, *HMS Excellent*, *HMS Curacao*, *Fraser*, *HMS Victory I*, *St. Laurent*, *Stadacona*, *Niobe*, *Acadia*, *HMS Puncher*, *Cornwallis*, *Ontario*, *Athabaskan*, *Cayuga*, *Bytown*, *Niagara*, *Niobe II*, *Bonaventure*; last appointment, *Naden* as Officer-in-Charge Gunnery Training Centre and on staff of Flag Officer Pacific Coast as Staff Officer Gunnery; commenced leave Jan. 3, 1965; retires on Sept. 19, 1965.

CAPTAIN LESLIE EUGENE SIMMS, CD; commenced service in the RCNVR on Mar. 21, 1941 as a probationary sub-lieutenant (E); served in Saint John Naval Division, *Stadacona*, *HMS President*, *HMS Euryalus*, *HMS Dido*, *Nipigon*, *Annapolis*, *Avalon*, *Restigouche*, *Cornwallis*, *Brunswick*; demobilized Dec. 3, 1945; entered RCN Aug. 1, 1948 as a lieutenant (E); served in *Donnacona*, *Scotian*, *Stadacona*, Naval Headquarters, *Magnificent*, *Niagara*, *St. Laurent*; last appointment, *Stadacona* as PNO Maritimes; commenced leave Feb. 3, 1965; retires on July 10, 1965.

CDR. WILLIAM HERBERT WILLSON, DSC, CD; commenced service in the RCN on Dec. 26, 1936, as a cadet; served in *Stadacona*, *HMS Frobisher*, *HMS Vindictive*, *HMS Cumberland*, *HMS Suffolk*, *HMS Dorsetshire*, *HMS Excellent*, *Skeena*, *St. Clair*, *Niagara*, *Kootenay*, *Naden*, *Bytown*, *Niobe*, *Discovery*, *Crusader*, *Sioux*, *Ottawa*, *Terra Nova*, *Chaleur*; last appointment *Bytown* on staff of DNT as A/DNT (Men); commenced leave Feb. 3, 1965; retires on Sept. 12, 1965.

Drivers Warned Of Towing Peril

Towing a car equipped with an automatic transmission can be extremely hazardous, even deadly, unless you know how to do it properly.

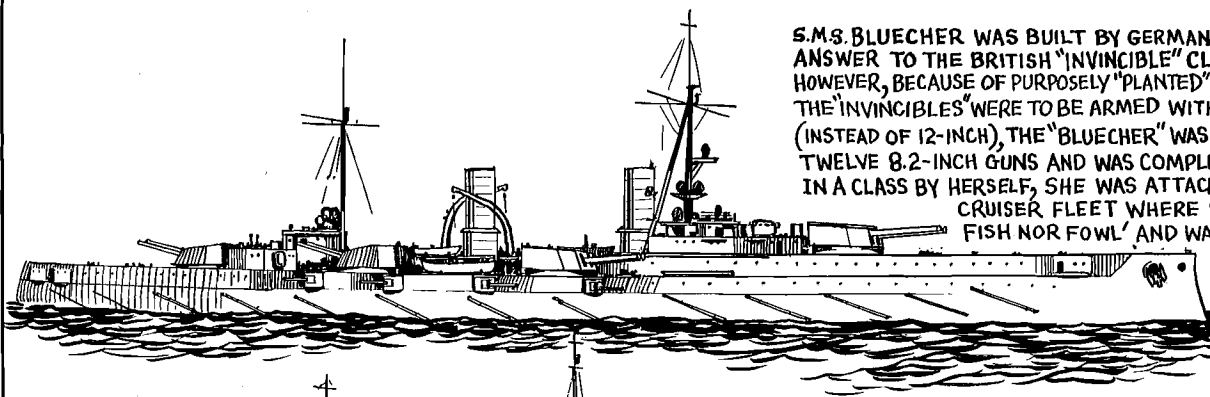
The National Safety Council states that recently a young woman in California was steering a car as it was being towed 30 miles into town for repairs. The automatic transmission became overheated by friction because the oil pumps could not function properly to lubricate the movable parts. The excessive heat caused the gears to lock and fly apart, cracking the transmission housing and breaking a hole in the car's floor. Hot transmission oil sprayed on the passengers, burning the woman and her small daughter to death.

The National Safety Council warns that cars with automatic transmissions should not be towed at high speeds for long distances unless the rear wheels are off the ground or the drive shaft is disconnected. Above all, says the Council, follow the requirements for towing listed by the car manufacturer. (NAVNEWS)

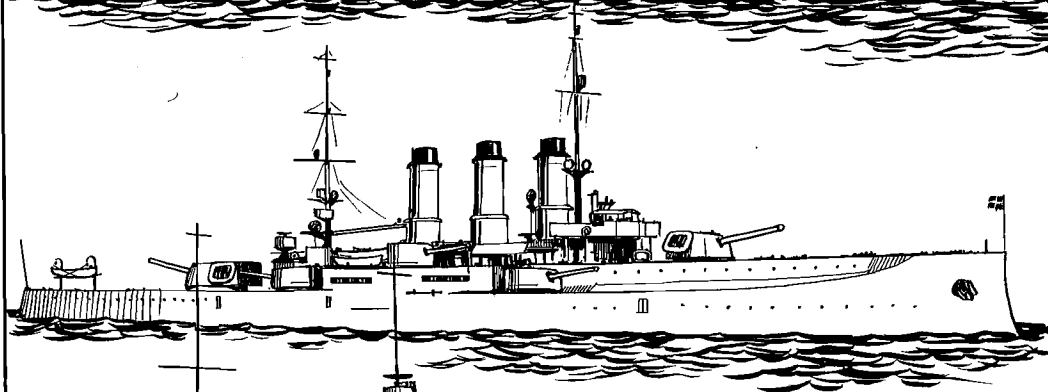
Naval Lore Corner

Number 135
NAVAL HYBRIDS

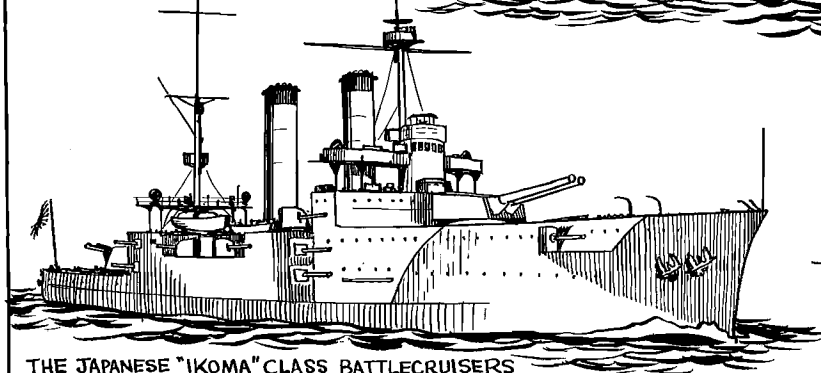
THE CLASSIFICATION OF WARSHIPS IN MODERN NAVIES INTO DISTINCT TYPES HAS BECOME MORE AND MORE OBSCURE. UP TO THE END OF WORLD WAR II, HOWEVER, WARSHIPS FELL INTO SEVERAL ESTABLISHED CATEGORIES. THERE WERE, HOWEVER, SOME EXCEPTIONS WHICH HAD THE CHARACTERISTICS OF MORE THAN ONE TYPE



S.M.S. BLUECHER WAS BUILT BY GERMANY IN 1909 AS AN ANSWER TO THE BRITISH "INVINCIBLE" CLASS BATTLECRUISERS, HOWEVER, BECAUSE OF PURPOSELY "PLANTED" MISINFORMATION THAT THE "INVINCIBLES" WERE TO BE ARMED WITH 9.2-INCH GUNS (INSTEAD OF 12-INCH), THE "BLUECHER" WAS COMPLETED WITH TWELVE 8.2-INCH GUNS AND WAS COMPLETELY OUTCLASSED. IN A CLASS BY HERSELF, SHE WAS ATTACHED TO THE BATTLECRUISER FLEET WHERE SHE WAS 'NEITHER FISH NOR FOWL' AND WAS SUNK IN THE WAR'S FIRST MAJOR NAVAL ACTION AT DOGGER BANK IN 1915...

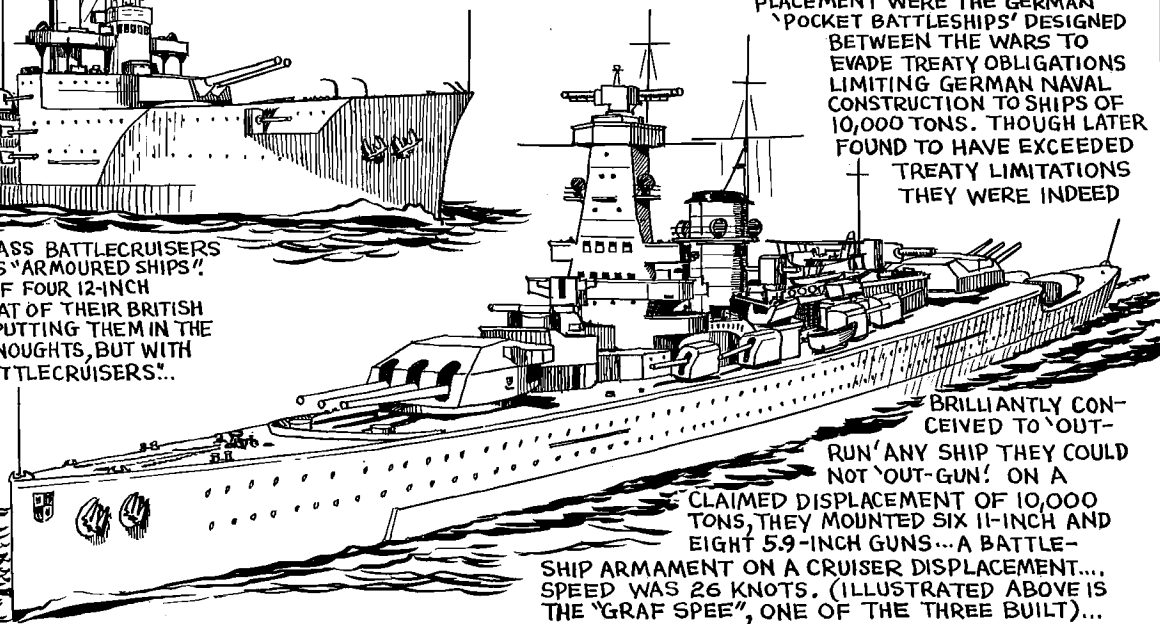


THE ITALIAN "VITTORIO EMANUELE" CLASS (1907-8) WERE KNOWN AS "NAVE DA BATTAGLIA" - A CROSS BETWEEN BATTLESHIPS AND ARMoured CRUISERS. THERE WAS NO OFFICIAL DISTINCTION BETWEEN THE TWO TYPES. THEIR TWO 12-INCH GUNS QUALIFIED THEM AS PRE-DREADNOUGHT BATTLESHIPS. SECONDARY ARMAMENT WAS TWELVE 8-INCH GUNS ON A DISPLACEMENT OF 12,625 TONS...



THE JAPANESE "IKOMA" CLASS BATTLECRUISERS (1907) WERE RE-RATED AS "ARMoured SHIPS". THEIR MAIN ARMAMENT OF FOUR 12-INCH GUNS WAS ONLY HALF THAT OF THEIR BRITISH CONTEMPORARIES, THUS PUTTING THEM IN THE CATEGORY OF PRE-DREADNOUGHTS, BUT WITH THE DESIGNATION OF 'BATTLECRUISERS'..

PERHAPS THE MOST FAMOUS COMPROMISE BETWEEN BIG GUNS AND SMALL DISPLACEMENT WERE THE GERMAN 'POCKET BATTLESHIPS' DESIGNED BETWEEN THE WARS TO EVADE TREATY OBLIGATIONS LIMITING GERMAN NAVAL CONSTRUCTION TO SHIPS OF 10,000 TONS. THOUGH LATER FOUND TO HAVE EXCEEDED TREATY LIMITATIONS THEY WERE INDEED



BRILLIANTLY CONCEIVED TO 'OUT-RUN' ANY SHIP THEY COULD NOT 'OUT-GUN!' ON A CLAIMED DISPLACEMENT OF 10,000 TONS, THEY MOUNTED SIX 11-INCH AND EIGHT 5.9-INCH GUNS...A BATTLESHIP ARMAMENT ON A CRUISER DISPLACEMENT... SPEED WAS 26 KNOTS. (ILLUSTRATED ABOVE IS THE "GRAF SPEE", ONE OF THE THREE BUILT)...

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