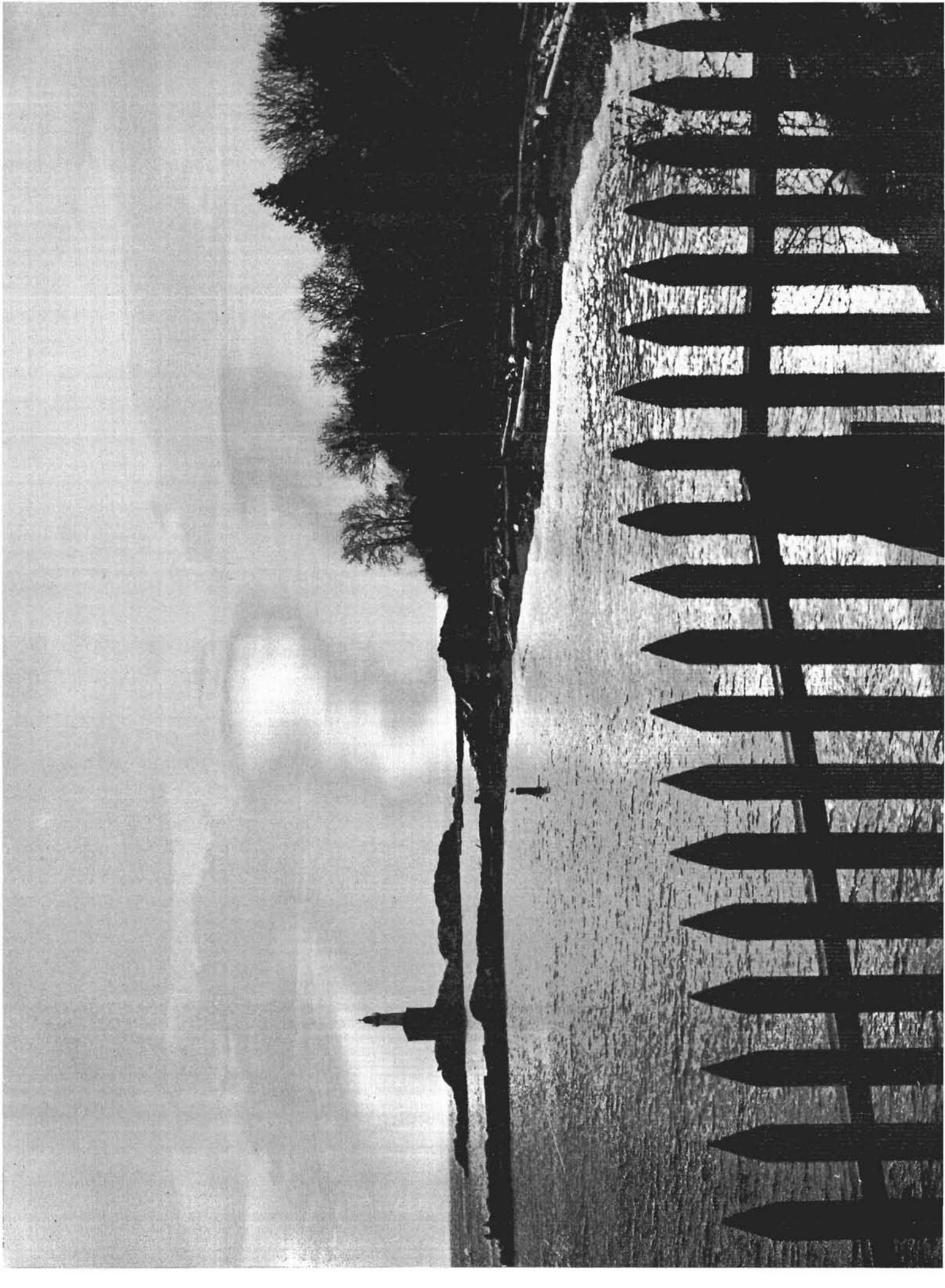


The CROWSNEST



Vol. 8, No. 9

July, 1956



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1956

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JOURNEY'S END

The coastlines, where the sea wars forever against the land, have a variety that matches the ever-changing moods of the ocean itself.

Sailors who have served out of Halifax know well the great mounds of polished granite that shelter Peggy's Cove from the storms of the open sea. Many have raced through the surf or beachcombed along the hardpacked sand at Cow Bay or Lawrence-town, where dikes of boulders, thrown up by the stormy waters, forbid the sea to venture further inland.

Logs are the typical debris of the Pacific Coast shoreline, where the sea, indifferent to man's industry and dreams, shatters the booms on the way to the mills, and scatters the corpses of forest giants like jackstraws along the high-water line.

And yet man continues to love the sea and builds the picket fence that guards his cottage just beyond the reach of the clawing waves. Seaward is the lighthouse placed by man to warn his ships from the reefs and promontories.

The scene, familiar to West Coast dwellers, which appears on the opposite page was photographed by PO Kenneth Martin, naval photographer stationed at *Naden*, and was entered in the Naval Photographic Salon, where it won first class honours. He called it "Journey's End".

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THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.

The Cover — The great honour accorded Canada's ultra-modern destroyer escort *St. Laurent* in being chosen to escort the Royal yacht *Britannia* to Sweden was crowned by a visit on board the ship by Her Majesty Queen Elizabeth and His Royal Highness the Duke of Edinburgh on June 11 in Stockholm. At the moment the picture was taken, Her Majesty was being introduced to the executive officer, Lt.-Cdr. D. H. P. Ryan. Also present, but not shown, was the First Sea Lord, Admiral the Earl Mountbatten of Burma. (SL-0124)



An ancient naval custom was observed when Capt. Desmond Piers relinquished command of the training cruiser Quebec at Halifax to become commander of the First Canadian Escort Squadron. He was pulled ashore by a boat's crew composed of four commanders and the first lieutenant-commander. (HS-41900)

Sovereign Honours RCN Warship

The signal honour of a visit from Her Majesty, Queen Elizabeth, and His Royal Highness the Duke of Edinburgh came to the destroyer escort *St. Laurent* during the Royal visit to Sweden in June.

The Royal couple spent half an hour on board the Canadian vessel at her Stockholm berth. They expressed their thanks to the crew of the ship which, with the Royal Navy warships *Defender* and *Delight*, escorted the Royal yacht *Britannia* on the voyage from England to Sweden.

Following the return from Stockholm, the *St. Laurent* visited London for a week and for part of this time she was open to the public for inspection.

She was scheduled to return to her Halifax base 5 July.

Fundy Launched at Lauzon, Que.

HMCS *Fundy*, one of six Bay class coastal minesweepers being built to replace those turned over to France in 1954 under the NATO Mutual Aid Agreement, was launched at 1130 on June 14 at the yards of Davie Shipbuilding Limited, Lauzon, Que.

The sponsor was Mrs. R. Lowrey, wife of the president of the shipbuilding company.

Of the 20 ships of this class originally authorized, 14 already have been commissioned, with eight of them now in

service with the Royal Canadian Navy and six with the French Navy.

The *Fundy* is the third RCN ship to bear the name, which is taken from that of the bay lying between Nova Scotia and New Brunswick.

The first HMCS *Fundy* was commissioned September 2, 1938, and was one of the four Basset class minesweepers with which Canada entered the Second World War.

Throughout the war, the *Fundy* was one of the ships charged with the duty of sweeping the approaches to Halifax harbour. One of the few breaks from this monotonous but vital task was the rescue of survivors from a torpedoed merchantman. In January 1945 the *Fundy*, and a sister-ship, the *Comox*, picked up all 66 survivors of the torpedoed U.S. freighter *Martin Van Buren*.

The *Fundy* was finally turned over to War Assets Corporation for disposal July 27, 1945.

The second *Fundy* was one of four Bay class minesweepers transferred to France at Halifax in April, 1954. At the time of the transfer, she was christened *La Dunkerquoise*.

Quebec Steams 150,000 Miles

When HMCS *Quebec* paid off at HMC Dockyard, Halifax, N.S., on June 13, 1956, she had steamed over 150,000 miles in her most recent commission which saw her cruise to many parts of

the world and take part in many exercises, both NATO and national.

Now she will lie with other members of the Reserve Fleet at Point Edward Naval Base, near Sydney, Cape Breton Island, N.S.

The light cruiser was formerly HMS *Uganda* and commissioned first in December, 1942. She took part in the Sicilian and Salerno actions, was badly damaged by a glider bomb at Salerno and proceeded to the United States for extensive repairs.

On Trafalgar Day, October 21, 1944, she was commissioned in the Royal Canadian Navy as HMCS *Uganda* under the command of Captain E. R. Mainguy who recently retired as Vice-Admiral and Chief of the Naval Staff.

She joined the Pacific fleet for her first operation as a Canadian warship in March, 1945, and subsequently took part in the bombardments of Miyako Jima, Truk and Japanese home islands. In August, 1945, she came to Canada and was based at Esquimalt, B.C.

In February, 1946, she undertook a training cruise around South America. Awnings were rigged as sails so she could lay claim to the distinction of being the first Canadian warship to "sail" around Cape Horn. Shortly after she was placed in reserve at Esquimalt.

Early in 1952, increased requirements arising from expansion of the post-war naval forces caused her recommissioning as the *Quebec*. In July, 1952, she made a three-week cruise to the United Kingdom and in the fall took part in NATO exercises.

In 1953, she was flagship of the Canadian Coronation Squadron of six warships which took part in the Coronation Naval Review at Spithead, later in the year she joined in another NATO exercise.

In the spring of 1954, the *Quebec* made a training cruise to northern Europe and then sailed up the St. Lawrence River to her namesake province. A brief cruise as far as the Panama Canal, participation in yet another NATO exercise and a voyage to ports in the West Indies and South America as far as Rio de Janeiro rounded out her 1954 program.

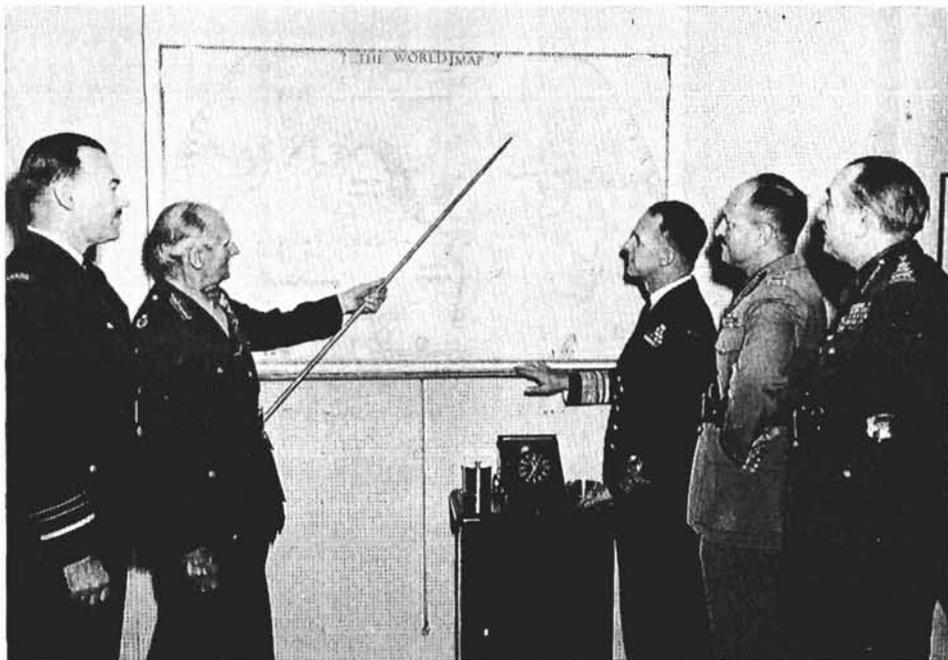
In January, 1955, she embarked on a three-month training voyage around Africa, making her the first RCN warship to call at many of the ports visited and the first to circumnavigate that continent.

During the summer of 1955, the *Quebec* made three training cruises in Canadian and U.S. waters.

In the latter part of the year, she made a five-week training cruise to the Caribbean and southern U.S. waters.

Her last cruise before paying off, began from Halifax on January 24 of this year when she sailed for a three-month training cruise to the Caribbean, which included a visit to Mexico and participation with 15 other Canadian naval surface units in the largest peacetime manoeuvres ever carried out by the RCN in foreign waters.

What a jet fighter looks like as it leaps from a steam catapult on board an aircraft carrier. The plane is Britain's new fighter, the Vickers-Armstrong N. 113, pictured during deck-landing trials from the 46,000-ton carrier HMS *Ark Royal*. The aircraft, which is said to be capable of carrying the atom bomb, also made free take-offs without the use of the catapult. (Admiralty photo.)



A NATO situational report was given to Chiefs of Staff in Ottawa by Field Marshal the Viscount Montgomery of Alamein, deputy commander of allied powers Europe during his May visit to Canada. Shown are: Air Marshal Slemon, Chief of the Air Staff; Viscount Montgomery; Vice-Admiral H. G. DeWolf, Chief of the Naval Staff; Major General N. E. Rodger, Vice-Chief of the General Staff, and General Charles Foulkes, Chairman, Chiefs of Staff. Lieutenant General H. D. Graham, Army Chief of Staff, was absent on duty.

Alderney Joins Bermuda Exercise

Canada was one of four nations represented in the 15-day anti-submarine exercise "Hour Glass" which began in Bermudian waters June 13. Other nations taking part were the United

States, United Kingdom and the Netherlands.

Canada's representative was the submarine *Alderney* of the 6th Submarine Squadron based at Halifax under Royal Canadian Navy operational control.

On completion of the exercise the *Alderney* was scheduled to visit New London, Conn., and return to Halifax July 12.

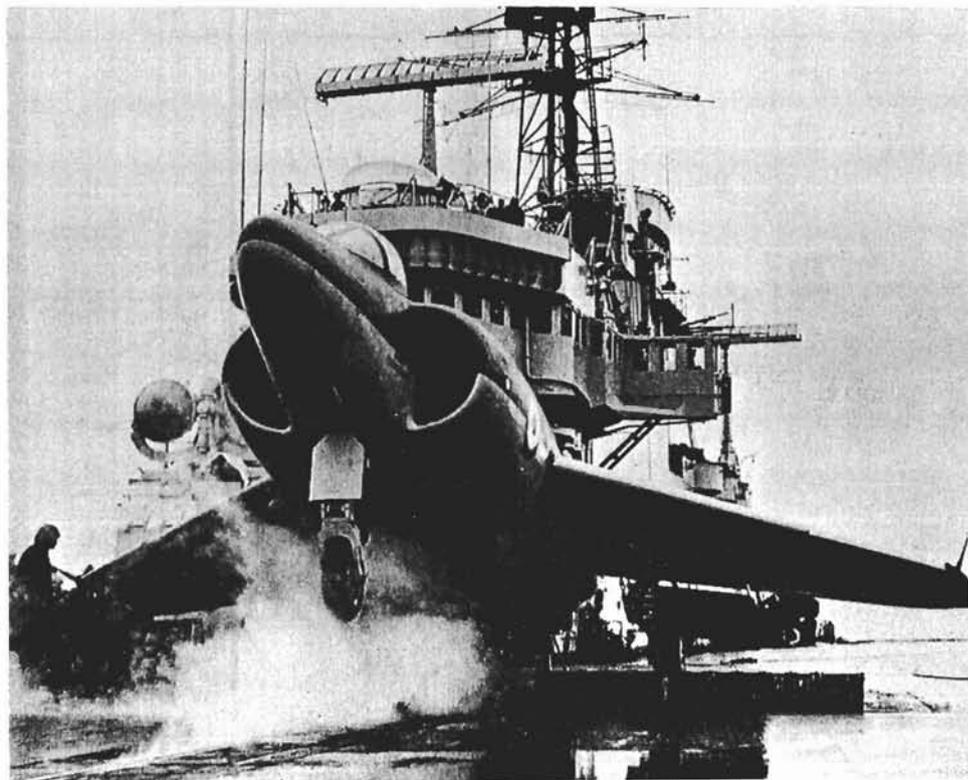
Welfare Gifts Total \$9,000

Nine organizations, eight of them in Halifax area, were the beneficiaries of gifts totalling \$9,000 from the training cruiser *Quebec* when the ship paid off in Halifax in June.

Representatives of the ship's company, headed by Lt.-Cdr. William Atkinson, chairman of the welfare committee, visited the various Halifax organizations on June 18 to present the gifts. He was accompanied by PO Derek Bush, CPO Arthur Buss, PO J. R. Shelton and AB John Charlton.

The main beneficiary was the Royal Canadian Naval Benevolent Fund, which received \$3,400. The Children's Hospital and the Well Baby Clinic were each given \$1,000.

Six organizations receiving \$600 each were: the Protestant Orphanage, St. Joseph's Orphanage, the Coloured Orphanage, the Sea Gull Club, the Salvation Army and the Mission to Seamen.



CANADA'S ENVOYS OF GOODWILL

A HAPPY secondary benefit of training cruises by Royal Canadian Navy warships in foreign waters is the goodwill established abroad.

This was strikingly exemplified during the training cruises of the cruiser *Quebec* from the East Coast and the cruiser *Ontario* from the West Coast which took them both into Caribbean waters.

Possibly the most outstanding success of many for the *Quebec* during her cruise was the visit to Mexico, which has gone down on record as one of the memorable examples of good Mexican-Canadian relations.

Success of the *Quebec's* visit is described by Canada's Ambassador to Mexico, His Excellency D. S. Coles, in a report to the Secretary of State for External Affairs.

"Perhaps it was the pending meeting between Prime Minister St. Laurent and President Ruiz Cortines of Mexico," says the ambassador in his report. "Perhaps it was the esteem which Mexicans in all walks of life hold for Canada. Perhaps it was the festive spirit and glorious weather pervading Mexico at this time of year at the height of the tourist season.

"More likely it was a combination of all these that made the six-day visit to Veracruz and Mexico City of HMCS *Quebec*, under the command of Captain Desmond W. Piers, the success which all concerned assure us it has been."

Not only did the ambassador have the assurance of Mexican officials but also that of the ship's company of the much-travelled Canadian cruiser. Said Mr. Coles: "As far as the captain, his officers and men are concerned, we can only accept their insistence that their visit to this country was the highlight of their entire spring training cruise."

Events ranged from a meeting with the President of Mexico to the unabashed tears of officers of a police motorcycle escort on receipt of farewell mementoes from the *Quebec's* executive officer.

Flying to Mexico City in a plane placed at their disposal by Mexican naval authorities, Captain Piers and two of his officers accompanied the Canadian ambassador on a call on President Cortines.

"Although I had met the president on a number of occasions," says the ambassador, "I think that this was the most satisfactory visit of all. The president chatted with us in a most friendly fashion for fully 15 minutes.

"He emphasized that, in his view, personal visits such as that made by the *Quebec's* officers and men to Mexico were an important means of strengthening international ties and creating friendship between countries.

"When I expressed the gratitude of the Canadian Government for the extraordinary hospitality shown to the officers and men of the *Quebec*, the president insisted that it was a pleasure and a privilege for Mexico to have these fine Canadians in its midst.

"The sincerity, the integrity and the kindness for which President Ruiz Cortines is noted were more than ever evident on his deeply lined face and in the warm and kind manner with which he received us."

The ambassador gave credit to the *Quebec* for a reception held on board and for the surprise performance of the colourful and historic ceremony of "Beating Retreat".

"Even more impressive perhaps was the performance of this ceremony the following night in front of the historic Veracruz lighthouse, Faros," recalls the ambassador. "Between 4,000 and 5,000 citizens of Veracruz, including civil and military officials, witnessed the stirring ceremony, the performance of which render the utmost credit upon the Royal Canadian Navy, upon HMCS *Quebec* and her men and upon the Canadian nation.

"It was a spectacle that we of the Embassy shall never forget and I am sure that the citizens of Veracruz, whose applause was almost continuous, will never forget it either."

In speaking of the reception accorded the *Quebec's* visit by leading Mexican newspapers, the ambassador said the visit made front-page news day after day and that varied aspects of the visit were carried on local and national radio and television transmissions.

The ambassador said that while it had been anticipated that the visit of a Canadian light cruiser would evoke little more than a ripple in Mexico, "the volume of publicity accorded by all information media is surely striking evidence of the esteem in which Canada is held in this country."

The ambassador adds, "I am sure that it would be no less gratifying to you than it was to us to hear from dozens of the *Quebec's* officers and men of how they were accosted by complete strangers on the streets of Veracruz and Mexico City, who wanted to "shake

their hand and express pleasure at the visit of Canadians to this country".

The *Ontario* and her escort, the *Sioux*, were not without recognition, either. Throughout their cruise, their ship's companies were hailed as excellent representatives of their country and the finest type of ambassadors of goodwill.

An example of this Canadian goodwill was the contribution made by *Venture* cadets at the historic naval base of Antigua's English Harbor where reconstruction work is being carried out at the base which often saw Nelson. Supervised by officers and personnel from the *Ontario* and *Sioux*, the cadets spent three days at the base, re-painting much of the woodwork in the various buildings. They also assisted in removing an old cannon, weighing several tons, to a new location in the fortified area which once guarded the harbour entrance.

When the ships sailed, His Excellency Sir Kenneth William Blackburne, Governor of the Leeward Islands, said in a message from Antigua: "We have greatly enjoyed your visit and are most grateful for all you have done. Come back again soon."

Elsewhere, too, Canada's sea-going ambassadors in the two West Coast ships were hard at work, as evidenced by a message from the Queen's Harbour Master at Bridgetown, Barbados, on their departure from that port: "A favorable impression has been left behind with the people of Barbados. On all sides I hear comments on their smart and seamanlike appearance and on their excellent behaviour."

President of Haiti Flown in 'Copter

While the cruisers *Quebec* and *Ontario* were going their diplomatic way this spring, the aircraft carrier *Magnificent* was also spreading goodwill, but of a brand of her own.

As was to be expected, the medium was the air, rather than the sea.

The occasion was at Port-au-Prince, Haiti, where the conduct of all ranks drew official government compliments. Canadian hospitality was added to good behaviour when the *Magnificent* was honoured by the presence of Haiti's president His Excellency General Paul E. Magloire at luncheon. When the time came for the president's return to shore, it was decided to fly him because of choppy seas.

A guard, band and 21-gun salute had greeted him as he arrived by boat and the same honours were paid him from the flight deck as the helicopter rose into a blue sky over sparkling waters.

The president's enjoyment was augmented by the fact that it was his first ride in a helicopter.

A HUNDRED YEARS OF THE VICTORIA CROSS

Five Canadian Sailors Won Empire's Highest Honour

For Valour

THESE TWO words under a crown surmounted by a lion, the whole embossed on a small bronze Maltese cross and suspended from a crimson ribbon, are symbolic of heroism, gallantry and devotion to country throughout the British Empire. The year 1956 marks the 100th anniversary of the inception of the Victoria Cross, the highest award for bravery in the Commonwealth of Nations.

On January 29, 1856, Queen Victoria, great-great grandmother of our Queen Elizabeth II, signed the Royal Warrant which brought the medal into being. The 1,347 medals which have since been awarded, 96 of these to Canadians, have all been cast from bronze cannon captured at Sevastopol during the Crimean War.

Although the Royal Warrant was signed in January, 1856, it was not until June 26, 1857, that Queen Victoria bestowed the first 62 VCs on heroes of the Crimean War.

Now, 99 years later, Queen Elizabeth II stood on the selfsame spot in Hyde Park and reviewed all the living VC holders who were able to journey to London for the Victoria Cross Centenary. Nearly 400 members of the select group attended and of these 37 were from among the 41 living Canadian winners.

Five Canadians have been awarded the Victoria Cross for service in the naval forces of the Commonwealth. Able Seaman William Hall, Royal Navy, of Horton, N.S., was one of the first Canadians to be honoured. He won the award at the relief of Lucknow during the Indian Mutiny and was gazetted on November 16, 1857.

Cdr. Roland Neil Stuart, VC, DSO, RNR, of Charlottetown, P.E.I., was gazetted on July 20, 1917, for "services in action against enemy submarines".

Lt.-Cdr. Rowland Bourke, VC, DSO, RCNVR, of Esquimalt, B.C., won his Victoria Cross, for actions in May, 1918, during the blocking of Ostend Harbour.

Captain F. T. Peters, DSC and Bar, RN, of Charlottetown, P.E.I., and Nelson, B.C., was the first native son of P.E.I. to be honoured when he was gazetted in May, 1943, for his part in landing operations at Oran.

In November, 1945, Lieut. Robert H. Gray, DSC, RCNVR, of Nelson, B.C., was gazetted "for great bravery while flying in operations at Onagawa Wan."



The Recipients

ABLE SEAMAN WILLIAM HALL,
VC, RN

ABLE SEAMAN William Hall was one of the Royal Navy's outstanding heroes of the 19th century. Born at Avonport, Horton's Bluff, N.S., he was the son of a man who had been freed from a slave ship by the Royal Navy and brought to Nova Scotia, where he was given assistance in settling. William attended school at Horton's Bluff, and at an early age joined HMS *Rodney*, then at Halifax, and became an able seaman in the Royal Navy. He remained in the *Rodney* until January 30, 1856, serving through the Crimean War, and was awarded British and Turkish medals, the former with the Sevastopol and Inkerman clasps. Following a short period in HMS *Victory* he went to HMS *Shannon*, where he became captain of the foretop. (This was not the *Shannon of Shannon-Chesapeake* fame but a later, ironhulled vessel.)

The *Shannon* had been escorting troops to China when the Indian Mutiny

broke out at Meerut in May, 1857. On arrival at Singapore the troops learned of the desperate situation in India. Rebel sepoys, part of the Indian Army, had taken Delhi and Cawnpore where all white women and children had been killed, and were besieging Lucknow.

Two naval brigades were organized from the *Shannon* and HMS *Pearl*. AB Hall, with the *Shannon's* brigade, under Captain William Peel, VC, set out. The brigade, consisting of 450 men with six eight-inch guns, two 24-pound howitzers and two field pieces, arrived at Calcutta in August, 1857, and proceeded 800 miles up the Ganges to Allahabad. It was found impossible to take the heavy guns and they were left behind. They fought their way to Cawnpore and joined up with re-inforcements commanded by Sir Colin Campbell, later Lieutenant Governor of Nova Scotia. At Lucknow 50,000 sepoys surrounded the residency, where remnants still held out.

To attack the key position, Shah Nujiff, garrisoned by 30,000 sepoys, the *Shannon* brigade dragged its guns to within 400 feet of the walls and laid down a bombardment. Hall took a position on a 24-pounder where there was a man short. A steady stream of fire was kept on the walls, at first with little effect. The *Shannon's* crew moved closer and closer although all the time the mutineers' guns were inflicting a terrible toll.

Captain Peel ordered two guns nearer the walls and, with sailors straining at the ropes, they moved to within 20 yards of the enclosure.

Of the *Shannon* crew only Hall and one badly wounded officer were left. Hall, a fine, powerful man, calmly worked his gun under the murderous storm, sponging, re-loading and pounding away at the defences. Finally he fired the charge that breached the walls.

For his signal courage and devotion, William Hall was awarded the Victoria Cross for which the citation read: "Finally in one of the most supreme moments in all the age long story of human courage, Hall fired the charge which opened the walls and enabled the British to push through the relief of the garrison and ultimately to the quelling of the mutiny and the restoration of peace and order to India."

Petty Officer Hall retired in July, 1876, and returned to Nova Scotia to live. Unmarried, he lived with two

sisters until his death in 1904, at Hantsport, N.S. A cairn bearing a bronze replica of the VC has been erected in his honour in Hantsport and the coloured branch of the Canadian Legion in Halifax has been named after him.

* * *

LIEUT. R. N. STUART, VC, DSO, RNR
LIEUTENANT R. N. Stuart was a resident of Prince Edward Island. He had five sisters, one of whom served in hospitals in France during the First World War.

Educated at Shaw Street College in Liverpool, England, Lieut. Stuart began his career at sea in the barque *Kirkhill*, of the Kirkhill Lines, and survived when she was wrecked off the Falkland Islands. He later worked for the Allen Lines and remained with them when they were taken over by the CPR.

When the First World War broke out he entered the Royal Naval Reserve. He was made a Companion of the Distinguished Service Order in 1917.

Lieut. Stuart was gazetted on July 20, 1917, for the Victoria Cross for "services in action against enemy submarines," and was decorated at Buckingham Palace.

That he was honoured with the VC shows the esteem in which he was held by his officers and men. He was selected by them to receive the distinction under the terms of the original Royal Warrant which says, "that when a body of men are all notably brave they may elect one officer, one petty officer and one or two seamen to receive the award."

* * *

**LT.-CDR. ROWLAND BOURKE,
DSO, VC, RCNVR**

L T.-CDR Rowland Bourke was born in London, England, on November 28, 1885. A resident of Canada since 1902, he engaged in mining in the Klondyke, was a fruit grower in B.C. and entered the Royal Naval Volunteer Reserve in January, 1916.

In command of a motor launch, he volunteered for work with the blockships and followed the *Vindictive* into Ostend, engaging the enemy machine guns on both piers with his Lewis guns. He laid his vessel alongside the blockship *Vindictive* for a last search and when about to withdraw heard cries in the water, and detected six men cling-

ing to a skiff. Under heavy fire he rescued them, sustaining 55 hits to the ML, one by a six-inch shell. Although his ship was severely damaged and speed reduced he managed to bring her out and was taken in tow by a monitor. This episode "displayed daring and skill of a very high order and undoubtedly saved the lives of the six men, one of whom was Lieut. Sir John Alleyne."

Lt.-Cdr. Bourke was gazetted on August 28, 1918, for his valour.

* * *

**CAPTAIN FREDERICK T. PETERS,
VC, DSO, DSC, and BAR, RN**

CAPTAIN Frederick T. Peters was born on Prince Edward Island in 1889, the son of Hon. Frederic Peters, one-time premier of P.E.I.

Before the First World War Captain Peters lived in Victoria, New Denver, and Prince Rupert, B.C. He entered the Royal Navy as a midshipman in 1905 and began the First World War as a lieutenant. He retired in 1919, at the age of 30, as a commander, and had won, during the war, the DSO and the DSC.

Following a period in Canada after the war he went to the Gold Coast,

SOME NOTES on the HISTORY of the VICTORIA CROSS

VICTORIA R.

Whereas We, taking into Our Royal consideration that there exists no means of adequately rewarding individual gallant services either of officers of the lower grades in Our naval and military service, or of warrant and petty officers and seamen and marines in Our navy and non-commissioned officers and soldiers in Our army . . .

Firstly—it is ordained that the distinction be styled and designated Victoria Cross and shall consist of a Maltese cross of Bronze with Our Royal Crest in the centre and underneath with, an escroll bearing this inscription "For Valour".

SO READ the Royal warrant of January 29, 1856, which one hundred years ago brought into being the Victoria Cross.

The original warrant consisted of 15 articles which, briefly, said:

That the Cross shall be suspended from the left breast with a blue riband for the navy and red for the army; that names of recipients be recorded in the *London Gazette*; that further awards of VC calibre would be noted by a Bar;

That it be only presented for service before the enemy and must be a signal act of valour or devotion to country;

That it places all on equal footing, regardless of rank, age, length of service or wounds, save merit of conspicu-

ous bravery; under certain conditions (laid down) the decoration may be conferred on the spot;

That where a body of men or squadron of ships are involved and all are considered of equal bravery then VCs may be recommended for one officer, one petty officer and two seamen where the body of men was not less than 50; and, finally, that the name of VC winner may be erased for certain misconduct as laid down.

On December 13, 1858, the first amendment to the Warrant was issued decreeing that non-military persons in the face of the enemy were eligible and also those who had been fighting in the Indian Mutiny and at the Siege of Lucknow.

January 1, 1867, saw the privilege of the VC extended to New Zealanders and on April 23, 1881, the wording was added "for conspicuous bravery or devotion to the country in the presence of the enemy". It also stated that the privilege had been extended to the auxiliary and reserve forces.

A few months later, August 6, 1881, another amendment extended the terms to include officers and men of the naval and military service of the East India Company and members of the Indian Ecclesiastical Establishment since they were often called upon to augment the military forces.

King George V, on October 21, 1911, extended the warrant to include the Indian Army and on May 22, 1920, in the last recorded amendment, made the following changes: The medal would remain the same but all services would wear a red ribbon; a replica of the cross would be worn on the ribbon and for every Bar to the VC a replica of the medal would be added to the ribbon; the privilege was extended to all colonies, dominions and protectorates; to the merchant service and to the air forces, to matrons, sisters, nurses and staffs of the nursing services, and civilians of either sex serving in bases with the services.

In this warrant, too, King George V stipulated: Bodies of men up to one hundred could choose one officer, one petty officer and one seaman; for up to 200 men an additional seaman could be chosen and for more than 200 men there would be special consideration as to the number who would be eligible to receive the VC. All ballots were to be secret. The final part of the warrant added that on the death of a VC holder, or in the case of posthumous award, the pension, which incidentally has remained at 50 dollars for the VC and 25 dollars for the Bar since Queen Victoria's time, would go to the widow until her death or remarriage.

Africa, returning to England and Canada at intervals.

He re-entered the navy in October 1939 and commanded an anti-submarine flotilla. He won a Bar to the DSC in 1940 and later was appointed for special services with the rank of acting captain.

The "special services" developed into what has been described as one of the great episodes in British naval history. He was commander of a force including HMS *Hartland* and HMS *Walney*, small ex-American coast guard cutters, during the attempt to force the defences at Oran on the African coast. The ships were carrying landing forces of the United States Army. The *Walney* led the other cutter through the boom in the face of point blank fire from shore batteries, a destroyer and a cruiser. The *Walney* reached the jetty ablaze and disabled and went down with her colours flying. Blinded in one eye, Captain Peters was the only survivor of the 17 men on the bridge. He was taken prisoner but later released when Oran was captured. On liberation he was carried through the streets, where the citizens hailed him with flowers.

Captain Peters was killed a few days later when the aircraft in which he was returning to England crashed.

For his gallant action he was awarded the American DSC and General Eisenhower sent representatives to his mother in Nelson, B.C. to present the decoration.

He was posthumously awarded the Victoria Cross for the action in May, 1943 "for valour in taking the *Walney* into the harbour at Oran in the face of point blank fire in an enterprise of desperate hazard".

Sailor First Winner of VC

A sailor was the first to earn the Victoria Cross, through a deed of heroism performed two years before the decoration was founded.

He was Mate C. D. Lucas, RN, an Irishman serving in HMS *Hecla*. His ship was heavily shelled by the forts at Momarsund on June 21, 1854, and in the thick of the action Lucas seized in his bare hands a live shell which had fallen on the deck, its fuse burning, and heaved it overboard. Promoted a lieutenant for his deed, Lucas rose to the rank of rear-admiral. He died on August 8, 1914.

The first officer actually to be decorated by Queen Victoria was Cdr. Henry James Raby, RN, who received the award for gallantry at Sevastopol in 1855.

"Taffrail", the British naval author, relates, but does not confirm, the story that Queen Victoria pinned the medal through Cdr. Raby's coat and the skin beneath, but that the commander, with true British courage, did not wince.

LIEUT. ROBERT HAMPTON GRAY VC, DSC, RCNVR

LIEUTENANT Robert Hampton Gray was born in Trail, B.C., on November 2, 1917, and educated in Nelson, B.C. He also attended the University of Alberta and the University of British Columbia and entered the Royal Canadian Naval Volunteer Reserve in 1940. He took his early training in the United Kingdom as an ordinary seaman. He gained a commission and took flying training, qualifying as a pilot in the Fleet Air Arm of the Royal Navy. He served with a number of squadrons, in the U.K. and Kenya, and in HMS *Illustrious* (aircraft carrier).

In August, 1944, he was appointed to HMS *Formidable* as a Corsair fighter-pilot and flew sorties against the *Tirpitz* and other German ships in Norwegian fiords. For his part in these actions he was mentioned in despatches.

In April, 1945, the *Formidable* went to the Pacific and in July of that year Lieut. Gray led three attacks on enemy airfields and surface ships which won for him the DSC.

His last flight, on August 9, 1945, won him the Victoria Cross, and cost him his life. His citation read: "For great bravery in leading an attack to within 50 feet of a Japanese destroyer in the face of intense anti-aircraft fire, thereby sinking the destroyer, although he was hit and his aircraft on fire and, finally, himself killed. . ."

In recommending Lieut. Gray for the award of a posthumous Victoria Cross, Vice-Admiral (now Admiral of the Fleet) Sir Philip Vian paid an unusual personal tribute: "I have in mind firstly his brilliant fighting spirit and inspired leadership, and unforgettable example of selfless and sustained devotion to duty, without regard to safety of life and limb. The award of this highly prized and highly regarded recognition of valour may fittingly be conferred on a native of Canada, which Dominion has played so great a part in the training of our airmen."

The memory of Lieut. Gray has been perpetuated at the RCN Air Station, HMCS *Shearwater*, where the dependents' school was named after him in 1951, and, more recently, in the new federal building in Nelson, B.C., which was named after him this year.



OFFICERS AND MEN

Jill Tars Have Successful Year

Halifax's friendly association of Navy wives, the Jill Tars looked back on a particularly successful year when they held their annual banquet this spring in the Lord Nelson Hotel. Their guest of honour for the occasion was Mrs. R. E. S. Bidwell, wife of the Flag Officer Atlantic Coast.

Membership during the club year grew from 35 to 54, despite the loss of several members through the drafting of their sailor-husbands.

Here is a rundown of activities which highlighted the club year:

An afternoon as guests of Mrs. J. C. Littler, wife of Captain J. C. Littler, then Chief of Staff to Admiral Bidwell, and now at the Imperial Defence College;

A lecture on the responsibility of holding office, by Alderman (Mrs.) Abbie Lane, of Halifax;

A visit from Rear-Admiral and Mrs. Bidwell;

Participation by several members in the Children's Hospital "kermis" (village fair), with members also donating articles to the Navy booth;

Annual children's picnic in July at Queensland Beach;

A wiener and corn roast at Lake Banook in August;

A successful autumn tea and sale;

A Hallowe'en masquerade;

A children's Christmas party with CPO Sam Short as Santa Claus;

A New Year's party for members and their husbands;

A discussion of police work by Inspector Detective MacIsaac at the February meeting.

Members have also taken part in a Red Cross home nursing course at the Royal Canadian Naval Hospital and have participated in "fun" evenings, such as penny auctions, recipe exchanges, bingo and movies.

Now that another year of activities has been launched, the new executive, elected in April, hopes that the club will continue to add to its membership of wives of men serving on the lower deck.

The Jill Tars have as their objectives helping girls new to Halifax to meet other Navy people and providing an interesting program of social and recreational activities.

Wives of sailors drafted to Halifax can obtain information about Jill Tars by phoning the secretary, Mrs. Lennox, at 6-9218.—Mrs. D.A.P.

F. A. Price Heads Dominion NOA

F. A. Price, of Quebec City, was elected president of the Naval Officers' Associations of Canada at the 11th annual general meeting of the Dominion Council of the NOAC at Montreal May 30 to June 2. He succeeded T. R. Durlley of Montreal.

Rear-Admiral Walter Hose, OBE, RCN (Ret'd), Windsor, was re-elected honorary president and Ronald Merriam, Ottawa, was re-elected honorary counsel. Harry McClymont, Ottawa, is again secretary-treasurer.

Vice-presidents elected were: Clarence Mercer, Summerside, P.E.I., Maritimes region; J. G. W. Mackenzie, Montreal, Quebec region; Nelson Earl, Toronto, Ontario region; D. F. Clark, Regina, Prairie region; Garfield Dixon, Victoria, B.C. region; Barry German, special Ottawa representative, and Capt. R. P. White, HMCS *Carleton*, Ottawa, representative of commanding officers of Naval Divisions.

Elected to the national defence committee were: T. R. Durlley, Montreal; George Manning, Edmonton; Reginald Jackson, Calgary, and W. A. Wilkinson, Windsor.



An active and friendly social group in Halifax is the Jill Tars, pictured here on the occasion of their annual banquet in the Lord Nelson Hotel at which Mrs. R. E. S. Bidwell (sixth from left), wife of Rear-Admiral Bidwell, was the guest of honour. The Jill Tars are the wives of lower-deck personnel serving in the Halifax area or in ships based there. (HS-41398)

Over 50 delegates registered at the 1956 convention with the Montreal branch of NOAC acting as host branch.

Business sessions of the convention were held at *Donnacona*, the Montreal naval division, and the members attended a number of functions tendered for them in the city. These included a reception and buffet supper for delegates and their wives, a luncheon given by the Province of Quebec, a reception in ships of the First Canadian Escort Squadron visiting Montreal, a luncheon given by the City of Montreal, a visit to the Naval Supply Centre and a river cruise in ships of the visiting squadron.

The convention's annual banquet was held on the evening of June 2 with the main speakers His Honour, the Honourable Gaspard Fauteux, Lieutenant Governor of Quebec, and Vice-Admiral H. G. DeWolf, Chief of Naval Staff. Including Vice-Admiral DeWolf, five admirals attended the dinner. The others were Vice-Admiral H. T. W. Grant, RCN (Ret'd); Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Rear-Admiral Hose, and Rear-Admiral P. W. Brock, RN, former Flag Officer Cyprus.

During his address, the Lieutenant Governor traced the history of navies from their early days to the present.

"What now of our future?" he asked. "Certainly a very great future is in sight for our country. Our resources are really unlimited and yet almost untouched. Our population is growing steadily. Surely our sons and our grandsons will witness wonderful Canadian life in every field of activity and production, either intellectual or material. Our vast seaway, now under construction, will soon permit the coming of large ships as far as Port Arthur, in the central part of our continent.

"And surely, this will incite our young men to turn their vision and career to the sea, whether it be in the Merchant Marine or the Navy. And that, gentlemen, as I see it, is your responsibility. It is a source of gratification to me to see that your association is endeavouring to create a craving for the sea in the up-and-coming generations. I know it is your ambition and I congratulate you for your wonderful work."

Vice-Admiral DeWolf, in his address, brought delegates up to date on naval progress and expressed his satisfaction with HMCS *St. Laurent*. "Our newest ship, the *St. Laurent*," he said, "has lived up to our highest hopes, and this is a profoundly important development."

In speaking of this ship and others to follow, he added, "These ships alone give the strongest evidence that could



Final tribute is paid to Chaplain Richard Ward, Assistant Chaplain of the Fleet (RC) who was tragically killed by a falling jet aircraft near Ottawa. Following High Requiem Mass at St. Michael's Cathedral in Toronto, burial took place at St. Augustine's cemetery at Scarborough.



A memorial plaque on the quarterdeck of *Star*, commemorating those members of the Royal Canadian Navy from the Hamilton Naval Division who lost their lives while on active service in the Second World War was dedicated during Battle of Atlantic Sunday observances. Shown, during the ceremony are: Ldg. Sea. Charles Downey, Rear-Admiral Kenneth F. Adams, Chaplain (P) H. M. Pentland, Cdr. John H. Curtis, commanding officer of *Star* and Ldg. Sea. Joseph Flarow.

be given that the Navy, with the lessons of the past firmly in mind, is looking to the future."

He spoke of Canada's NATO role, future equipment and activity of the RCN, and of the challenge of the future.

He also paid tribute to the work of the NOAC. "I am well aware," he said, "of the value of the work that has been done, and still being done, by the Naval Officers' Associations of Canada. Your deliberations are help-

ful in many ways, and your function is a necessary one."

At the business sessions before the meeting, the delegates had reached a number of decisions. Among these was a decision to have the executive committee study a policy for re-establishment of a Canadian Merchant Marine, with particular emphasis on national defence, results of the study to be placed before the next annual convention for consideration.

Delegates also decided to set up a special committee to examine the council's progress and its relationship with the objectives of the various associations belonging to the organization. The purpose of this would be to stimulate more interest among general membership and, if necessary, to bring a reassessment of the objectives of the council itself.

It was decided to amend the constitution to include on the council a commanding officer of a naval division to be elected at the annual conference of the divisions' commanding officers.

General approval was voiced by various branches of the suggestion that local branches, where applicable, set up an associate membership of University Naval Training Division cadets in order to maintain strength and to encourage the future interests of the service.

Admiral Inspects Sea Cadet Corps

Sea Cadet corps in three maritime provinces were inspected by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, during May.

The inspections were at Yarmouth, Cornwallis, Dartmouth, and Halifax, in Nova Scotia; Charlottetown and Summerside, in Prince Edward Island, and Saint John, Moncton, Dalhousie and Campbellton, in New Brunswick.

At Cornwallis, Rear-Admiral Bidwell was piped on board RCSCC *Cornwallis* by a Sea Cadet and a Navy League Wrenette.

Two Qualify As Parachutists

The senior RCN officer and a naval photographer at the Canadian Joint Air Training Centre, Rivers, Man., are the latest naval personnel to qualify as parachutists there. The basic jumping course has been taken by a number of Navy volunteers since the senior service became a component of the centre.

Lt.-Cdr. (P) W. H. I. Atkinson graduated from the course in February. He is Naval Assistant to the Commandant, CJATC, Rivers, and officer in immediate command of naval personnel there.



Lt. Col. W. J. Saul, Officer Commanding Ground Training Wing, Canadian Joint Air Training Centre, pins a parachutist badge on the sleeve of Ldg. Sea. Alvin L. Meloche, naval photographer attached to the centre. Ldg. Sea. Meloche volunteered for the jumping course and qualified towards April's end. (RS-2599)

Ldg. Sea. Alvin L. Meloche, who has been serving in the photo section there since last September, qualified towards the end of April. The five-week course includes five day and one night parachute jumps from a C-119 (Fairchild Packet).

In both cases, the parachutist badges were presented by Lt. Col. W. J. Saul, PPCLI, Officer Commanding Training Wing, CJATC, Rivers Camp. Lt.-Cdr. Atkinson, in common with previous naval aviators, will not wear the badge, a winged parachute, but the qualification will reflect in his documents.

Ldg. Sea. Meloche, who is a second-hitch man, has the honour of being the only naval photographer currently wearing the wings. Two others qualified previously but are no longer serving in the Navy.

Colourful Parade For CMR Grads

The graduation exercise at the Collège Militaire Royale de Saint-Jean on May 12 opened with a colourful ceremonial parade in which the graduating class wore the smart red tunic and pill-box hat which is the new dress uniform for cadets of the Services Colleges.

Hon. Hugues Lapointe, Minister of Veterans Affairs took the salute and accompanied by Col. M. L. Lahaie, the College Commandant, inspected the cadet corps while the band of the Royal

22nd Regiment played in the background.

During the academic portion of the ceremonies Mr. Lapointe presented diplomas to 58 cadets who had successfully completed the three year course at CMR. Most of these cadets will now proceed to RMC in Kingston to complete their academic training.

The ceremonies were attended by the friends and relatives of the cadets and senior officers of the three services. The Navy was represented by Rear-Admiral H. S. Rayner, Chief of Naval Personnel and Commodore Paul W. Earl, Naval Officer-in-Charge, Montreal.

The naval officer's sword awarded by the Navy League of Canada to the outstanding naval cadet of the executive branch, was worn by Cadet L. G. Temple, of Victoria, who also led naval cadets of his year in marks in military studies.

Medical Branch Officers Honoured

Three senior members of the Navy's medical branch are included in the 12 medical and dental officers and nursing sisters of the Canadian Armed Forces who have been honoured by Her Majesty the Queen by appointment as her honorary physicians, surgeons, dental surgeons and nursing sisters.

Surgeon Commodore Eric Hammond Lee, CD, BSc, MD, QHP, RCN, Medical Director - General, was appointed an

honorary physician. He was similarly honoured in 1953.

Surgeon Captain David McDougall Bean, CD, MD, FRCS(C), RCN(R), of HMCS *York*, Toronto naval division, was appointed an honorary surgeon.

Lt.-Cdr. (MN) Mary Emma Nesbitt, CD, RCN, Matron-in-Chief, was appointed an honorary nursing sister.

The appointments, announced on June 1, are for a two-year period.

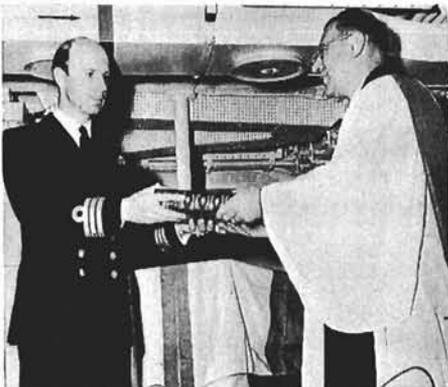
Bible Returns To St. Laurent

A much-travelled Bible, now in the 20th year of a seafaring career, has returned home after service in two wars.

At a recent ceremony in HMCS *St. Laurent*, a ship's Bible was handed to Cdr. R. W. Timbrell, the ship's Commanding Officer. This Bible has had a varied and interesting career. It was originally received from HMS *Cygnets* when she was commissioned in the Royal Canadian Navy as HMCS *St. Laurent* on February 17, 1937. Lt.-Cdr. R. E. S. Bidwell, now Rear-Admiral and Flag Officer Atlantic Coast was then her commanding officer.

The Bible stayed with the "*Sally*" until she paid off September 28, 1945, when it was donated to the *Haida* by A/Cdr. G. H. Stephen, RCNR, commanding officer of the *St. Laurent*.

In September, 1949, the Bible was discovered in HMCS *Iroquois* and was sent to its former owner, the *Haida*, by Lt.-Cdr. (now Captain) T. C. Pullen. It appeared to have gone astray once more, for it was found in the *Crescent* and was returned once more to the *Haida* on September 12, 1952,



A Holy Bible, which first went to sea more than 19 years ago in the destroyer *St. Laurent* has been presented to the new destroyer escort of the same name after serving through the Second World War and Korean war in Canadian warships. Chaplain (P) Harry Ploughman, Command Chaplain, Atlantic Coast, is shown presenting the sacred book to Cdr. R. W. Timbrell, commanding officer of the new *St. Laurent*. (HS-40198)



Gordon Bennett, of Ville La Salle, Que., stands beside a plaque that brought back old memories when he visited the *Iroquois* during the First Canadian Escort Squadron's recent visit to Montreal. Mr. Bennett was one of the survivors whom the *Iroquois* rescued from the Atlantic when the SS *Duchess of York* was bombed and sunk on July 11, 1943—an event which is recorded on the plaque. (AL-363)

before she sailed to Korea. A note on the flyleaf by Captain J. A. Charles, says that the Bible served the *Haida* well in Far Eastern waters.

The Bible was retained in the *Haida* until January 8, 1956, when it was presented to the *St. Laurent* by Cdr. Victor Browne, commanding officer of the *Haida*, with his ship's wishes for successful commissions ahead.

New Captain for Research Ship

Lt.-Cdr. Gerald Robert Wood, 35, of Vancouver and Ottawa, has been appointed in command of the *New Liskard*, Algerine coastal escort employed on duties with the Naval Research Establishment at Halifax. His appointment was effective June 4.

Lt.-Cdr. Wood succeeded Lt.-Cdr. Maurice Atkins Turner, 31, of Winnipeg, Toronto and Halifax, who has been appointed to Naval Headquarters, Ottawa, on the staff of the Director of Naval Communications.

Cdr. Osborn New Technical Officer

Cdr. (E) John S. Osborn, will take up the appointment of Command Technical Officer on the staff of the Flag Officer Pacific Coast on July 3. Cdr. Osborn has been Staff Officer (Engineering Personnel) at Headquarters since January, 1955.

He succeeds Captain (L) Fredrick T. Gillespie, who has been appointed to Naval Headquarters as Deputy Electrical Engineer-in-Chief.

Cdr. MacKnight XO at Naden

The appointment of Cdr. David Llewellyn MacKnight, as executive officer of *Naden*, became effective May 9. His previous appointment was Staff Officer (TAS) at Niagara, Canadian Naval establishment in Washington.

He succeeded Cdr. William Herbert Willson, 37, of Calgary, who was appointed to Naval Headquarters as Deputy Director of Manning and Staff Officer (Seamen Personnel), on the staff of the Chief of Naval Personnel.

Changes Made In Senior Posts

Three senior officers of the Royal Canadian Navy will take up new appointments in August.

Commodore Kenneth Lloyd Dyer, who has been Assistant Chief of the Naval Staff (Warfare) and member of the Naval Board since September, 1954, will leave that appointment to attend the National Defence College, Kingston, Ontario.

He will be succeeded, on August 15, by Captain Anthony Hubert Gleadow Storrs, commanding officer of the *Magnificent* for the past year-and-a-half.

Succeeding Captain Storrs in command of the *Magnificent* will be Captain Alexander B. F. Fraser-Harris, who is now taking a course at the National Defence College. His new appointment is effective on August 3.

A QUARTER OF A HUNDRED PIPERS AND A'

Cape Breton's Skirling Sailors at Causeway Ceremony

PIPERS may come and pipers may go, but the pipe band of HMCS *Cape Breton* has had an hour of glory which should be recorded for posterity and this is totally apart from its distinction as the only "permanent" pipe band in the Royal Canadian Navy.

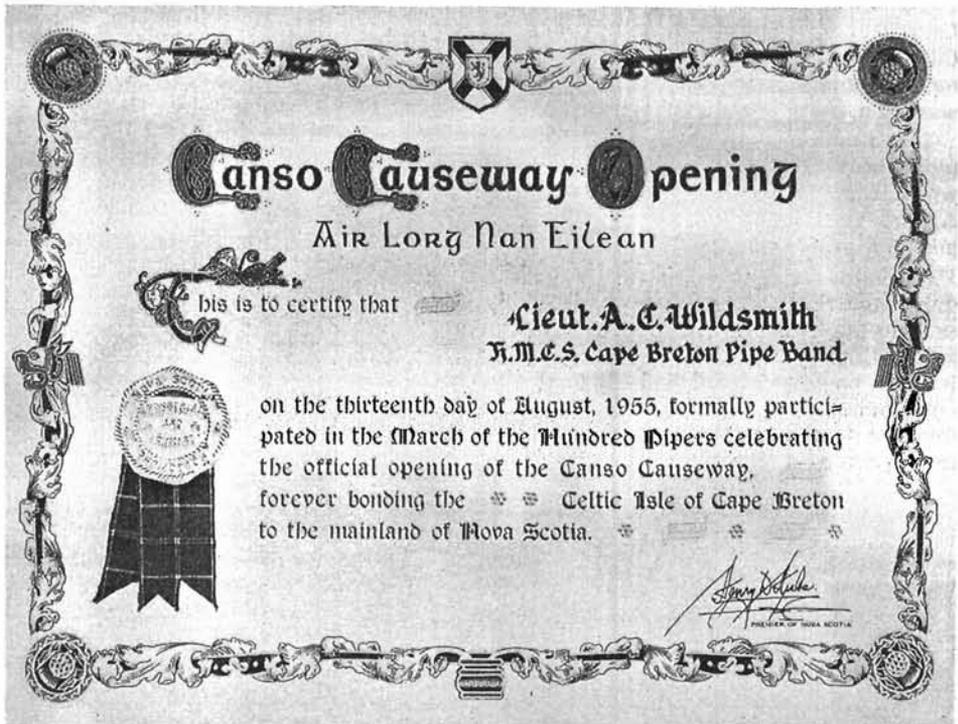
The great honour accorded the band was that of participating in the march of the "Hundred Pipers" across the Canso Causeway—the "Road to the Isles"—on the occasion of its opening on August 13, 1955. The band was subsequently presented with a certificate, signed by Premier Henry D. Hicks, premier of Nova Scotia, which said that the causeway forever bonded the "Celtic Isle of Cape Breton to the mainland of Nova Scotia".

As an apprentice training ship, largely a self-contained entity largely divorced from the general activities of the naval base at Halifax, the *Cape Breton* was often at a loss to provide music for ceremonial occasions. The fact that the ship was a namesake of Cape Breton Island, a western outpost of the Highlands of Scotland, led naturally to a decision to choose the skirling of the pipes over the blare of trumpets.

Lt.-Cdr. (E) D. E. Galbraith, at that time the executive officer, Lieut. (S) N. W. Denney, supply officer, and Cd. Eng. Officer K. D. McIntyre, the divisional officer, in the summer of 1954 broached the subject of the formation of a band to their commanding officer, Cdr. (E) D. H. Fairney, who immediately gave the program his official blessing and pledged his continued support. Lieut. Denney, a native of Cape Breton Island, being familiar with the skirl of the pipes and its ability to rouse the man, pressed for a bagpipe band. This suggestion immediately found favour with the apprentices and the problem became the selection of suitable players. This soon resolved itself as the volunteers were pruned by aptitude and interest.

The band was officially established on October 10, 1954, and was at that time underwritten by the ship's fund which bought the original training equipment and paid the instructor's fees. In August 1955 the unit was authorized by Naval Headquarters as an official "Navy Band". Its position recognized by a grant for institution and maintenance.

From the first, Pipe Major Dey, 36 Med. AA(M) Reserve, moulded and encouraged his fledgling pipers. He could draw upon his 50 years as a



piper to explain the intricate art of interpreting the written music into the grace notes of the pipes.

It is an arduous task, that of learning to play the pipes, and it is to the credit of Major Dey and his aspirants who practising in their own time graduated from the practice chanter to the pipes in six months complete with a respectable repertoire. PO C. R. Thomas rounded the musicians into the complete marching unit associated with a band, still in the apprentices' spare time. Lieut. (E) A. C. Wildsmith assumed direction

as the bandmaster of eight pipers, five drummers and a drum major.

It is interesting to note just what it costs to initiate a bagpipe band: Bagpipes cost about \$100 each and drums \$90 not to mention the accessories such as drum sticks, white gloves, drum slings, chanter and drone reeds. The drum major's mace was lovingly created by the ship's staff to launch the band properly and has been the object of much envy of other drum majors.

Rumours of the formation of a naval pipe band on board the *Cape Breton*

THE LAST DAYS OF SAIL RECALLED BY VETERAN

quickly spread. It was with pleasure that the commanding officer received an invitation for the band to participate in the "Gaelic Mod" August 4 at St. Ann's, Cape Breton Island, where Vice-Admiral L. D. Mackintosh, CB, DSO, DSC, RN, Chief of Clan Mackintosh was to be feted. With regret, A. W. MacKenzie, the director of the Mod, was informed that the band could not participate.

At the invitation of Major C. I. N. MacLeod of Sydney, N.S., Gaelic adviser for Cape Breton Island, the *Cape Breton* pipe band fittingly made its first public appearance. It was on the occasion of the official opening of the Canso Causeway, August 13, 1955. Here the ship's pipers mingled with other Gaels in heart, one hundred strong, to pipe across the "Road to the Isle".

After its debut, the Navy's pipe band was in much demand. Its second appearance was on August 31 when it participated in the Navy Day parade.

Several weeks later, to the surprise of many of the 15,000 spectators, the Royal Canadian Navy paraded its pipe band. This was during the Lunenburg Fisheries Exhibition on September 14, where the band performed in a manner which was a credit to the service and the ship whose name it bears, the band was given the signal honour of playing the salute to the queen of the exhibition.

Its next appearance was November 11, Remembrance Day, when it led the RCN contingent to the cenotaph at the Grand Parade in Halifax.

On October 13, Rear-Admiral R. E. S. Bidwell, on the occasion of the ship's annual inspection, was agreeably surprised when the general salute was played by the pipe band which he so graciously helped to establish.

Christmas dinner was celebrated on board early in December so that the apprentices who were proceeding on annual leave might dine with the rest of the ship's company. At that time the guest of honour, Rear-Admiral (E) W. W. Porteous, who a few days later became Chief of Naval Technical Services in Ottawa, was piped aboard with bagpipes and all were led to the table by the plaintive cry of a lament.

The ranks of the pipe band are filled by the newly-joined apprentices, and the difficulty is to accommodate the numbers with the limited equipment. The level of active members and the members under instruction is maintained at 25. If the desire were expressed, it is possible that one might see some of Her Majesty's sailors in kilts, sporrans and shawls, complete with Nova Scotia tartan cap tallies. (Heaven forbid!)

MEMORIES of the closing days of sail in the Royal Navy still remain vividly with George C. Etheridge, of Monterey Park, California, who served as a boy seaman before he was 15 years old.

Mr. Etheridge wrote some months ago concerning a "mystery picture" which appeared in *The Crowsnest*. There was enough in that letter to suggest that he had had an interesting naval career and now, at the request of the editors, he has briefly summarized the story of his days in the Royal Navy.

"I was born in Walmer, Kent, England, April 19, 1885", Mr. Etheridge writes. "Upon the death of my father in 1891, we went to live in Newport, Isle of Wight.

"I joined HMS *St. Vincent* in Portsmouth on March 26, 1900, aged 14 years, 11 months. Like all the harbour training ships, she was one of the old 'wooden walls' and was captured from the French at Trafalgar in 1805. Those old ships were moored head and stern, and she lay at the foot of Haslar Creek on the Gosport side of the harbour.

"During summer routine, April to October, we made sail on her every day except Saturday and Sunday. She was a three-master up to royals. My number aloft was '2 main to'gal't yard'. Each Monday we had a full forenoon of sail drill, making plain sail, tacking and wearing, heaving to, setting stuns'ls, downing and crossing upper yards and so forth, and all on the double.

"As a second class boy, my pay was sixpence per day and our weekly allowance was sixpence, paid to us on Thursdays.

"After completing all classes in seamanship, gunnery and signals, you were eligible to be rated a first class boy, the final qualifications for this rating being to get a half-fathom of inch rope, unravel it and make a pair of hammock clews. These were passed upon by the Chief Bos'n and, upon rating, your pay went to one shilling per day and a like amount weekly spending money.

"You then went to a sea-going brig and spent two months in and around the English Channel, and they really put you through the ropes.

"The Captains of Tops (petty officers) wore a reef becket toggled to their arm

—the right arm for starboard watch aloft, the left arm for port—and that wooden toggle would sting your stern if you were slow going aloft or laying out on the yard. My number of the brig *Martin* was the flying jibboom.

"A total of 16 months was spent in the training ship and you were then sent to the depot ship, *Agincourt*, at Portland. My mother and family left in April 1901 for Victoria, B.C., and I applied for draft to the *Shearwater*, commissioning on October 24, 1901, for the Pacific Station to relieve the *Icarus*.

"We left Spithead November 1 and arrived at Esquimalt, Sunday, April 22 or 23, 1902. We came via the Straits of Magellan.

"Our skipper, Cdr. C. H. Umphreville was one of the old school and just loved to sail. At the least sign of a fair wind it would be 'bank fires and make sail!' He even had her fitted with stuns'ls. (Studding sails, fitted at the end of the yard and used when the ship was running before the wind.—Ed.)

"We made three trips to the Behring Sea on the seal fisheries patrol; two to the South Pacific, including Tahiti, Pitcairn of the *Bounty* fame and Easter Island. We broke the steaming record for the Navy for a three-year commission, covering more than 97,000 miles.

"When we paid off in Vancouver in November 1904, our ship's reliefs were waiting on the wharf for us, having just got off the CPR train from England. As we steamed alongside, our jibboom was broken by striking one of the pilings. So our last evolution was 'ship jibboom'. Then we piled into the train and were on our way home.

"I went to the Gunnery School (*Excellent*) and qualified as gunlayer and diver, was in the destroyer flotilla for several months and spent January and February 1906 putting new running rigging and ratlines in the old *Victory*. I came out to the West Coast via CPR in March 1906 to the *Egeria* and bought my ticket on New Year's day 1907.

"During the First World War, I served with the Canadian Field Artillery and Military Mounted Police.

"Since 1922 I have made my home in California, but make a visit to Victoria annually. I am happy to say that I have a nephew, CPO L. R. Ferris, who is in HMCS *Stadacona*."



Flag-waving children at Badgers Quay line up to meet their Lieutenant Governor. (NFD-3085)

NEWFOUNDLAND JOURNEY

BY THE STANDARDS of central Canada, where the centres of population are linked by paved highways, the outports of Newfoundland are "in-accessible". It is doubtful, however, if many of these towns and cities on the highways see their representative of the Queen, the Lieutenant Governor, with the frequency that the outports do.

Since Newfoundland became Canada's tenth province in 1949 it has become an established custom for the Royal Canadian Navy to provide a warship in which the Lieutenant Governor may

travel to the tickles and coves and bays of the Old Colony and Labrador.

Following is the story of last year's journey in HMCS *Portage*, then commanded by Lt.-Cdr. H. E. T. Lawrence, who is the narrator:

IF OTHER Canadians resemble me, they know distressingly little of the newest province to join our Dominion. Newfoundland's long and honourable history and the achievements of her people deserve to be better known and, since they are a maritime people, their

history is particularly interesting to us in the Navy.

Within 10 years of John Cabot's discovery of Newfoundland in 1497 arrived the first of the fishing fleets of Spain, Portugal and France. In the early 1500s some of these fishermen were wintering where St. John's now stands, which makes it the oldest city in North America—250 years older than Halifax and an international seaport when New York was a swamp. As the *Portage* steamed into the harbour last September, successors to these 16th Century fishermen — some Portuguese — were sheltering.

The law was first administered by representatives of the fishermen known as the "Fishing Admirals" but, as fishermen settled permanently in St. John's, something more was needed and naval officers would conduct Courts of Vice-Admiralty. The history of Newfoundland is liberally sprinkled with the names of famous naval officers.

In 1729 the first governor was appointed, Captain Henry Osborne of HMS *Squirrel*. Captain Rodney was Governor in 1749. In 1832 representative government and in 1855 responsible government was granted.

At Confederation (in April, 1949) the first Lieutenant Governor was appointed, and, in September, 1949, the present Lieutenant Governor, Colonel, the Hon. Sir Leonard Outerbridge, was appointed.

Newfoundland's people come largely from English and Irish stock with some Scottish and, in two world wars, have

The Lieutenant Governor, Sir Leonard Outerbridge, was ready with a formal address or friendly chat, as the occasion demanded. It was the latter for this group of school children at the outport of Wesleyville. (NFD-3089)



shown their loyalty to the Sovereign. In 1914 more than 2,000 joined the Royal Navy. The Royal Newfoundland Regiment fought at Gallipoli and in France. In 1916, at Beaumont Hamel, more than 800 officers and men of this regiment went over the top. After the battle, 64 answered the roll call. In the First World War, more than 9,000 were in the services; in the Second World War over 10,000.

On September 11 we sailed from St. John's on a warm and clear Sunday afternoon and shaped our course for Lewisporte on the north coast. From here we worked our way down the east coast, along the south coast and up the west coast to Bonne Bay. Between Lewisporte and Bonne Bay we visited 19 communities—in ten days.

The enthusiastic and affectionate manner in which the people of these villages turned out to greet their representative of the Queen was heart-warming. Everywhere, the jetties were crowded with school children waving flags; Sea Cadets, Scouts, Cubs and Girl Guides and Brownies were drawn up. Fishermen and lumbermen, merchants and miners, and their womenfolk were there.

A scarlet-coated Mountie would fall in by the brow, and a delegation, headed by the mayor and the district magistrate, would greet Sir Leonard as he stepped ashore. Often a band would be present and the National Anthem would ring out, followed by "The Ode to Newfoundland". His Honour would inspect a guard of veterans, and the tour was on.

The Portage appears to be sailing through a human sea in this picture of the large crowd which thronged the jetty at St. Georges to greet the Lieutenant Governor. (NFD-3107)



An uncanny knowledge of the difficult Newfoundland coast, born of long experience, was drawn on by Capt. Fred Hounsell (seated) in piloting the Portage among reefs and shoals and along narrow "tickles" of the Newfoundland coast. Lt.-Cdr. H. E. T. Lawrence, commanding officer, is in the foreground. (NFD-3077)

Always first was a talk to the children; then visits to the new school, the new church, the new library; then an address of welcome in the church hall and more speeches, luncheon, a visit to the fish plant or the mine, or the pulp mill, then a reception and back to the ship and off for the next port.

I mentioned new schools and new churches. Everywhere were signs of prosperity, perhaps partly due to Confederation, partly to the prevailing

favourable economic conditions everywhere, but not the least, I am sure to the stalwart qualities these people possess. Newfoundland is not a benign country and will give a living (on sea or on land) only to the determined and the hardworking.

The isolation of most of these "out-ports" and the absence of movies and television has kept the church the centre of their life. So that is how they struck—hardy and God-fearing. That sounds, I know, rather formidable, but that is exactly what they are *not*. A more humorous and fun-loving people would be hard to find. On Saturday nights they are at their best.

The sturdy qualities which I have mentioned, Sir Leonard was quick to exhort them to retain. His speeches were not mere felicitous phrases of a figurehead. The Lieutenant Governor enjoys great influence and prestige with his people, and his words often resembled those of a firm parent:

"Don't let our new prosperity take from you those qualities of hardiness and industry that have made Newfoundlanders respected," he said often. "It is not enough to accept the country's bounty which we have now in the form of unemployment insurance and baby bonuses. All must strive personally to increase our prosperity." And, on another occasion, in a growing town that had no council, he recommended "You should form one. It is the basis of good government."

Our pilot for the trip was Captain F. Hounsell—"Skipper Fred" he is called. For 30 years he has been sailing around these coasts. For nineteen years he has gone out with the sealing fleet and for years he was master of the customs cutter *Marvita*. He now commands a Department of Transport vessel. After 30 years around Newfoundland and Labrador, what he doesn't know about the coasts is not worth knowing. He emanates a quiet confidence which is very comforting to a captain who is bringing his first command into a strange harbour (Lomond) which has not been surveyed since 1895, with the last large correction in 1900.

"How do we get in here?" I asked early in the trip, looking with some trepidation at a chart which seemed more rocks, islands, "tickles", guts and shoals than good deep water.

"Well, Captain," he said, "When we gets here" (a jab with his pipe) "we alters towards this shoal, then about three cables off her we alters onto this one—she'll be breaking today—then up to this rock (best use lots of helm there), then straight up to the tickle. Don't mind that two-fathom patch; it's not there. Plenty of water, captain". That, combined with (during fog): "We'll go just in slow, captain, until we see the breakers," made me think a little nostalgically of the desk I had coxswained before this appointment. Captain Hounsell's knowledge was detailed and complete and a better pilot I am sure I'll never have.

A few other memories: the draggers coming out to escort us at Ramea; jiggling squid; jetties half the length of the ship; the arches of spruce bows erected in welcome; an inspection of the USAF Base, Harmon Field, where fighters sit ready 24 hours a day; the shotgun salutes—live ammunition—as we entered harbour; the Lieutenant Governor going ashore to church in his cocked hat, gold-braided coat and sword and, perhaps most significant of all, the quiet dignity of the mayor of a small village of 300 reading an address of welcome in a crowded parish hall:

"The respect then engendered by personal acquaintance has deepened during the intervening years by the manner in which the high office you hold has been filled with dignity, graciousness and an understanding of the human values which are woven into the various aspects of our country's life."

On our last night at sea we had a mess dinner and the next day being Sunday, Divine Service was held. The

ship's company sang lustily (including the Aide-de-Camp who can't carry a tune), Sir Leonard read the lesson, and after the service presented Korean medals to Petty Officers Donald Lonnee and William Duffy, and Leading Seamen Ian Whitefield and Ronald Reid.

Two weeks to the hour from our departure, on an equally fine Sunday afternoon we slid through the Narrows under the Queen's Battery into St. John's Harbour and secured alongside. It had been a very satisfying trip.—H.E.T.L.

BRITISH PUBLIC VIEWS NEW RUSSIAN WARSHIPS

SOME OF THE curiosity which has arisen in recent years concerning Russian warships was alleviated during the visit to England of Marshal Bulganin, chairman of the Council of Ministers of the USSR, and Nikolai Krushchev, member of the Praesidium of the Supreme Soviet of the USSR.

The public was invited on board the cruiser, which brought the Russian leaders to the United Kingdom, and the escorting destroyers.

Rear-Admiral A. D. Nichol, CB, CBE, DSO, defence correspondent for the British Broadcasting Corporation, was a visitor to the ships and gave his impressions in the following report prepared for the BBC's European Service:

"These Soviet warships are fine looking vessels — very clean and smart with their scrubbed canvas screens on bridges, ladders and gangways. There were large groups of Russian officers and men on deck welcoming the public with broad smiles. The sun shone brightly and lively Russian music from the ships' loudspeakers resounded through the dockyard. Occasionally the music was interrupted and a polite voice in excellent English requested visitors to keep moving.

"The *Ordzhonikidze* is of the same class as the *Sverdlov* which visited Britain for the Royal Coronation Review and again last October when the British and Russian naval squadrons exchanged visits. She is a cruiser of entirely conventional type, that is to say there is nothing new or mysterious about her design or armament. She is of bigger tonnage than our own largest cruisers but of course all warships are a compromise. For a given tonnage you can only get so much armament, protective armour, speed and cruising range. If you want more of one thing, you must accept less of something else.

"The Russians have gone in for cruisers with a most formidable armament—12 six-inch guns in triple turrets, a considerable number of anti-aircraft guns, 10 torpedo tubes and a lot of mines, which are stowed between decks.

You need a very big ship to carry so many weapons.

"British war-time experience has led us to concentrate on a less extensive armament. For example our cruisers don't carry mines. And a thing I noticed is that the *Ordzhonikidze* has optical range-finders—two in each director and one in each of the four turrets, a total of eight. She has radar as well. We rely entirely on radar for our ranging and have discarded optical range-finders as obsolete, incidentally saving skilled man-power and a lot of top weight.

"The Soviet destroyers are smaller than our Darings and comparable to our Battle class destroyers. Like the cruisers, and in fact nearly all Soviet warships, they carry mines. I noticed that they have an ice-breaker bow and that they carry rather more radar equipment than our destroyers. This means extra top weight and they compensate for it by having lighter construction above the upper deck. Again, it's a question of what is the best compromise. British experience in two world wars with intense operations in the Atlantic has shown the need for very robust construction. The Russian destroyers have more radar sets, but they wouldn't be able to take rough weather as well as ours.

"I did not see a weapon for throwing depth charges ahead of the ship of the type fitted in our anti-submarine vessels; but there was a blank space where one could be fitted, I daresay, if the Soviet Navy has developed such a weapon.

"To summarize my impressions, I would say that where British ships concentrate on robust construction and the accuracy and speed of hitting with their gun armament, the Soviet Navy perhaps goes in for speed, for a large number of guns and the ability to lay mines. The Russian cruisers are bigger than ours but they certainly do not outclass them."

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Ontario

Among the more unusual "radio stations" in operation is one which wakes hundreds of people every morning at 6.30, is staffed by volunteer announcers and is seldom in the same place two days in a row.

This unlikely station does exist and is Radio CZCF, "The Voice of Ontario"—a small radio relay room in the cruiser HMCS Ontario from which a variety of programs are "piped" throughout the ship daily for the entertainment of her complement. It's all internal and shore residents can never hope to hear it.

The letters CZCF comprise the Ontario's official call-sign. Every morning sailors in the cruiser wake to the lively bugle call "Wakey, Wakey!" over this system. For the remainder of the day, at specified times, request programs are played from the ship's own collection of

something like 500 records; news bulletins are provided through the communications staff, and special CBC tape-recorded programs for the Forces are aired. In addition, on the Ontario's cruise to the West Indies for naval cadets from HMCS Venture, a special "Cadet Hour", with a cadet announcer, was run each day.

Announcers are volunteers from the ship's company who give up their off-duty time to keep the "station" going.

The announcing staff in the Ontario is composed of CPO Tom Rafferty, and Petty Officers Ted Price and Bob Parsons.

HMCS Venture

The summer is here and vacations, lakeshores, fishing and the gentler pleasures of change and sometimes idleness fill ones thoughts. High school and university students are looking back on the year's studies: at Venture the hardest part has arrived.



Seventy-five Boy Scouts from various parts of British Columbia went on a "spring cruise" when the frigate Sussexvale transported them from Vancouver to Victoria. Although the weather was rough the young lads displayed a keen interest in the intricate workings of a modern warship. In Victoria they each received the Queen's Scout certificate at an investiture at Government House. Watching the navigation officer, Lieut. I. C. Inglis, chart the ship's course are Cliff Reeves, of West Vancouver, left, and Ken Nagata of Vancouver. (E-35482)

NO! NO! Not Fast and Torrid! — Make Fast For'rd

Navigational hazards make a long, long list, but it is doubted if band music was included until this year.

The occasion was the arrival at Yokohama of the training cruiser, Ontario, commanded by Captain D. W. Groos. With typical port hospitality, two large bands were on hand for the event. One was a 35-man U.S. Army band and the other was a 30-man Japanese firemen's band, all playing, reports Captain Groos, in the best New Orleans tradition of abandon.

Appreciated as the welcome was, it presented its problems, as Captain Groos observed when he said: "Passing helm and engine orders to the beat of 'South Rampart Street Parade' and 'Shake, Rattle and Roll' made the entry an interesting manoeuvre".

"Concentrated but varied" is perhaps the best description of Venture's summer fare. The cruises to Japan and the West Indies over, all hands are geared to final examinations and, in the case of senior cadets, to graduation.

The juniors are busy choosing their branches and, with an eye on graduation 1957, are making a big effort to win promotion into the senior ranks. The successful cadets will be divided into air, executive and engineering branches and follow very much the lines of study and preparation of the class of '54.

Early in June almost the whole of the junior classes flew to London, Ontario, for a series of aptitude and other tests. Experience has proven that these tests are highly accurate in indicating just who will make, and who will not make, potentially good flyers; and besides—everyone enjoys the trip!

For the seniors, their days in the old "alma mater" are drawing to a close. August 1 to 6 will bring final examinations. First class honours, if they can be won, will bring added seniority, and improved chances for permanent commissions. No wonder the pace is hot!

Once the examinations are over, things begin to hum in a different key. For eight days everyone will be rehearsing for the various graduation ceremonies, putting the ship in good order—particularly the gardens—and practising for the annual Fleet Regatta

on August 13 and 14, which is one of the most popular naval events of the season. As usual, *Venture* will be well represented in both the pulling and sailing events.

Navy Day on August 15 means another big day with parades, visitors and a garden party to round things off. Then the sun comes up on August 16—Graduation Day!—with its exercises, march past, visitors to HMCS *Ontario*, and the grand ball in the evening.

When the last of the cadets takes off for a month's leave on the morning of August 17, it is certain that all hands will be a little tired, but proud of what has been achieved in these first two years of operation.

The summer's first swallows may have flown by the time the cadets reach their favourite beach and cottage, but 30 days' leave with pay, even in

late August and early September, sounds sweet but far off as they brace themselves for the final big academic and social push.—D.J.W.

ATLANTIC COMMAND

HMCS *Haida*

Wearing the broad pennant of the Senior Canadian Officer Afloat, Commodore E. P. Tisdall, the *Haida* sailed from Halifax in company with the *Algonquin* and *Iroquois* on May 22 bound for a good-will tour of ports on the St. Lawrence River.

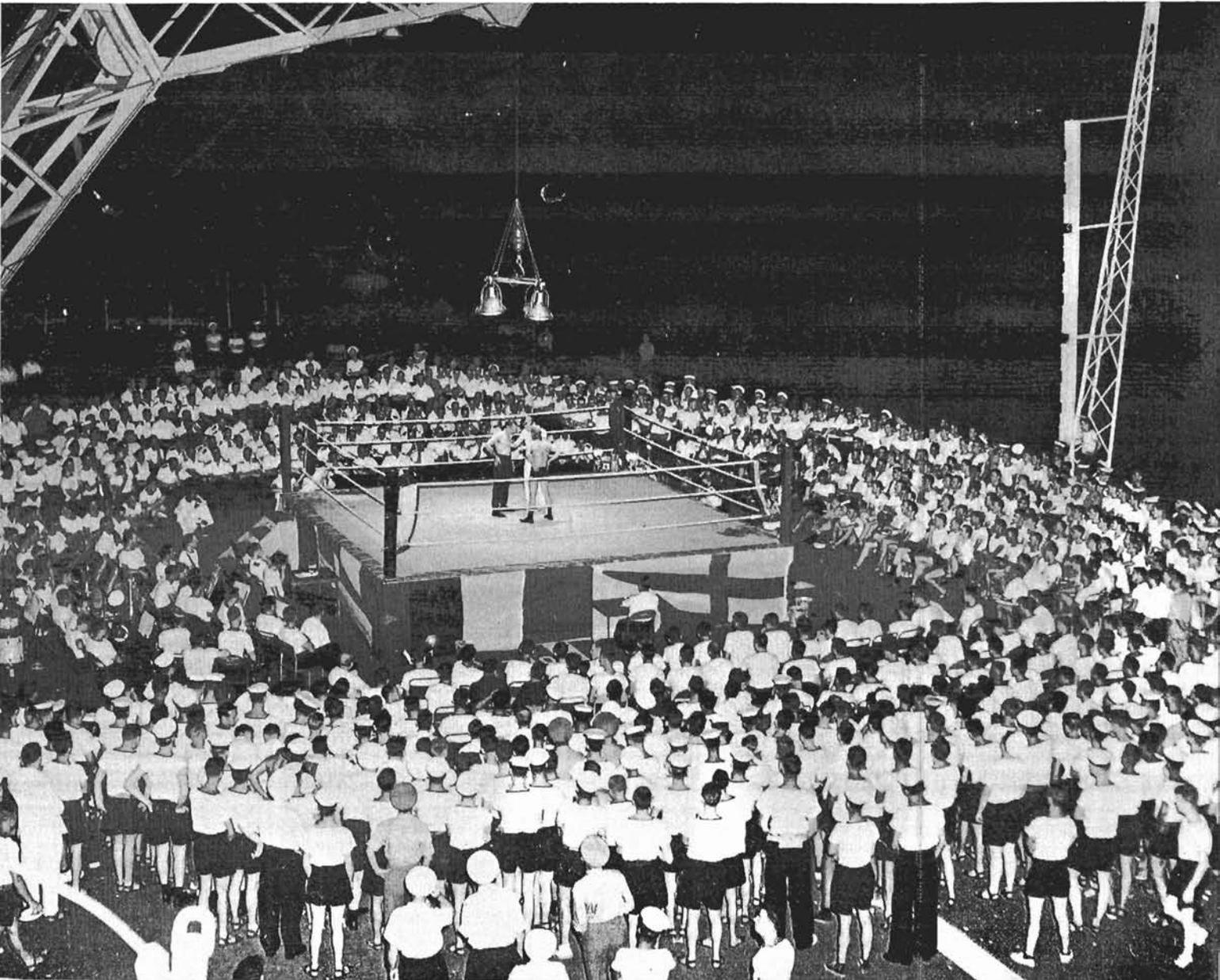
At Father Point the pilot was embarked who "left" and "righted" the ship to a safe berth at her first stop, under the historic walls of old Quebec at Wolfe Cove. Here receptions, golf, softball, sightseeing and spending the "Queen's shilling" were the order of the day.

The second port of call was Montreal, where the Naval Officers Association was (by happy coincidence), holding its annual convention. The *Haida* secured alongside on the 29th in time for a reception at *Donnacona* and the first show at the Bellevue Casino.

During the next two days the *Haida* was kept on her toes by the arrival and departure of many senior civil and military officials as Commodore Tisdall paid and received his calls.

The *Haida* was honoured by a visit from the Chief of Naval Staff while in Montreal and there will be many in the Navy who will remember the great days the ship spent in 1944 under the command of Vice-Admiral DeWolf with the 10th destroyer Flotilla in the Channel. April 25! May 9! August 6! Although he had no time to make an inspection of the ship, Admiral DeWolf's

Two thousand off-watch officers and men from nine Canadian warships from both Atlantic and Pacific commands made up this fight crowd on the Maggie's flight deck at St. Thomas, Virgin Islands, during spring fleet exercises in the area. The facilities provided for the fight card could well excite the envy of landlubbers. Floodlights were suspended from the jumbo crane and the band was in attendance. (MAG-7110)



victory notches are still visible in the bridge rail.

With flag Oscar flying on two afternoons, an estimated 5,000 people, consisting of Scout troops, Cub packs, Sea Rangers, World Society members and civilian employees from CANAVHED slipped and thundered their way about the ship like seasoned veterans. Weekend leaves and industrial tours were completed, the *Haida* and *Algonquin* sailed for Sorel. Here, as is often the case in smaller centres, everything was done to make the visit pleasant and interesting.

The ship's officers toured the gun factory at Sorel Industries Limited, the home of the 3" 50 Gun. The president and members of the Sorel Golf Club arranged a match in which the ships distinguished themselves by having the highest and lowest scores. Each Captain presented the club with a ship's badge.

The steep, wooded shores of the Saguenay River presented a beautiful picture as the *Haida* entered the friendly city of Port Alfred. Here again royal treatment was in store. Tours of the city, the Consolidated Paper Company, the Shipshaw Power Plant and the Aluminum Company at Arvida were arranged.

The fishing enthusiasts are still being ribbed over whether the minnows they came back with were bait or catch. On the last evening following a magnificent party and buffet supper the captain thanked the mayor in French and presented "Le Palais Municipal" with the ship's badge. The language difficulty was easily breached, for on most occasions all that was necessary was "merci".

Thirty Sea Scouts and civilians were disembarked after an hour cruise on the river as the *Haida* prepared to leave for her last two ports of call, Gaspé and Charlottetown.

HMCS Cornwallis

The third courses for Visual and Radio Instructors were recently completed after 20 weeks of instruction in the Communications School and all the erstwhile students have taken up their new appointments.

The courses afforded the Communication School staff an opportunity to renew old acquaintances and both staff and course members benefited from the many informal and sometimes lively discussions of problems in the communication field.

Following are the names of those who attended the courses and their new appointments:



Here are the commanding officers of the three Algerine escort vessels which are operating on the Great Lakes this summer. From left to right are Lieutenant-Commanders Kenneth A. Stone, commanding officer of the *Sault Ste. Marie*; Harold E. T. Lawrence, commanding officer of the *Portage* and commander of the squadron; and Donald S. Bethune, commanding officer of the *Wallaceburg*. (HS-41943)

Visual Instructors: CPO Kenneth McLeod, *Naden*; CPOs William Howarth and William Kitchin, Communication School; CPO Bernard Roberge, *Assiniboine*, and CPO Robert Stewart, Naval Headquarters.

Radio Instructors: CPOs John McLauchlin, Cliffe Howell, Robert Walker and Robert Palmer, Communication School; CPO Robert Watson, *Haida*, and CPO Hebert Cooper, *Ottawa* on commissioning.

HMCS Coverdale

Coverdale bade au revoir to POs Gordon Cooper, Norman Matsaw, William Cummings and Bruce Eckstein this spring. They are taking a trade group four course in the classrooms of HMCS *Gloucester*, just outside Ottawa.

A *Gloucester* "grad" was honoured at *Coverdale* recently. Ord. Sea. R. G. Watkins of Sault Ste. Marie, Ont., was presented with the Award of Merit by Lt.-Cdr. Joseph McMullen, commanding officer of *Coverdale*, for having obtained top course marks at "*Glo*" before his draft to the New Brunswick station.

NAVAL DIVISIONS

HMCS Hunter

A former commanding officer and representatives from the United States Navy were among the guests of the *Hunter* wardroom on Saturday, March 24, on the occasion of the annual mess dinner.

The former *Hunter* commanding officer, Cdr. W. A. Wilkinson, RCN(R) traced the history of Windsor's naval division through the years but the main point of his address dealt with discipline which he termed "the principal ingredient" in building leaders for the Navy's role in peace and war.

The United States forces were represented by Rear-Admiral Leon Jacobi, USN(R), Commanding Officer of the Brodhead Naval Armoury, Detroit, Michigan; Captain M. F. Martin, Commanding Officer of Grosse Ile Naval Air Station and Colonel H. B. Calahan, United States Marine Corps.

Cdr. W. G. Curry, commanding officer of *Hunter*, was present and welcomed the guests and the officers commanding the Windsor militia units. Lt.-Cdr. Robert J. Keith, *Hunter's* executive officer and mess president, was in charge of the evening's events.

Saturday, April 7, marked another important event aboard *Hunter*—the third annual Garrison Officers' Ball. According to all reports, this was the biggest yet, and the dance is rapidly becoming the leading social event of the year.

All local Navy, Army and Air Force units were represented, along with members of the armed forces of the United States and Windsor's most prominent citizens. The various commanding officers and guests of honour formed the receiving line and later nearly 500 people took part in the "Grand March".

WEEK-END COMMANDOS CUT RAIL LINE

200 Reservists Take Part in Elaborate Exercise

THE MAIN CNR line from Toronto to Montreal was destroyed over a week-end in May but the trains continued to run because the destruction was only theoretical. It was blown up by a dummy bomb placed by members of the Royal Canadian Navy (Reserve) as part of "Operation Commando".

"Commando" was the scheme in which units of the Militia of the Toronto area and ships, aircraft and personnel of the RCN(R) undertook training in escape and evasion, and capture and interrogation.

Both Army and Navy officials agreed it was one of the most successful joint operations in recent years. Officials from both sides said that the training received was invaluable and felt that more schemes of the same nature should be organized.

Beginning late Friday afternoon, May 11, the scheme ran through to Saturday night. Some 200 officers and men of the Army and Navy took part and the only casualty was a scraped knuckle.

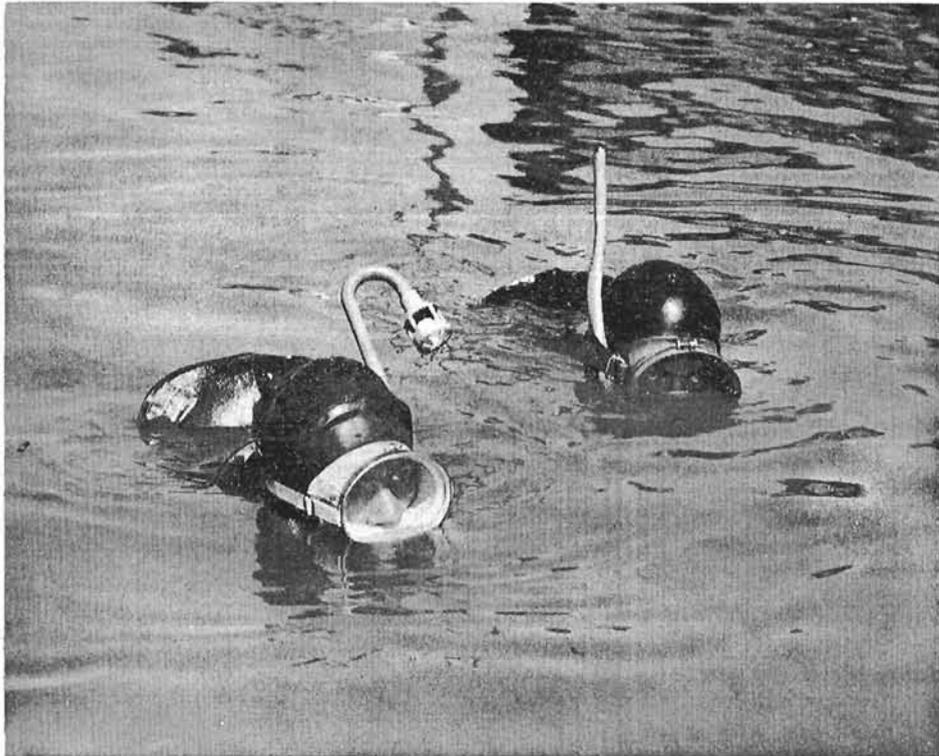
Conducted in the Ajax-Pickering area, it was kept secret from the public for fear crowds rushing into the district might interfere with the efficiency of the training. News, however, leaked out on Saturday and many of the townspeople came to the area to watch the action.

The Navy started the scheme off by sailing in two ships from the jetty of the Toronto naval division for the area Friday afternoon. They plied through 25 miles of rough sea, heavy winds, and pelting rain with the intention of landing saboteurs and agents in the district. The Army planned to intercept those landed by the Navy, take them prisoner and interrogate them in accordance with the regulations of the Canadian Army.

Due to the poor weather, landings by the Navy were impossible and the ships docked at Whitby which had been set up previously as naval operational headquarters. The saboteurs and agents were moved into the area in trucks around midnight and given targets such as service utilities, road and railway bridges and transformer stations to destroy.

That was when the main line between Toronto and Montreal was blown up.

A party of two "frogmen" and two saboteurs canoed down the Dufferin Creek which was swollen by the heavy rains. They reached the railway bridge



On the alert and prepared to submerge if necessary to avoid detection are frogmen Ian Cameron and Ben Davis. Members of the Underwater Club of Canada teamed up with navy "saboteurs" from HMCS York in Operation Commando and successfully attacked vital targets 25 miles east of Toronto. (All photos by Macleod, of Gilbert A. Milne and Company.)



Lieut. Frank Galloway, of York, was a "saboteur" in Operation Commando held in the Pickering-Ajax area, 25 miles east of Toronto. Here he is placing a "charge" against an oil tank, considered one of the important targets for the Navy in the Army-Navy scheme.



Lieut. William Copeland communicates with an Avenger aircraft of VC 920, York's air squadron, on a "walkie-talkie" during Operation Commando last week-end. Lieut. Copeland was stationed at naval operational headquarters in Whitby from where the Navy attack on the Pickering-Ajax area was directed.

around three o'clock in the morning and placed a red brick at the north-east corner and chalked the time and date on the bridge. This signified the bridge had been destroyed.

Other targets given to the other saboteurs and frogmen were destroyed almost simultaneously. Meanwhile the agents were gathering information and sending it back to the ships and naval headquarters.

Two agents were captured by the Army soon after midnight. One was an army dispatch rider who was nabbed when he boldly entered enemy headquarters while seeking information for the Navy.

The Army kept these agents imprisoned for the rest of the scheme and questioned them continuously with the hope of finding out how they got into the area, and other plans of the Navy.

On Saturday the Navy did not make any further landings but were successful in approaching shore and taking off two of the saboteurs. There were five saboteurs and four frogmen and these made it back to naval headquarters on their own. There were eight agents who successfully evaded the Army.

The scheme was to have continued until midnight Saturday but the weather was closing in again and officials felt that there was no further need in carrying it on. Satisfactory training had been received up to that point.

Conceived by the Royal Canadian Intelligence Corps, the scheme took one

month of planning. In charge of the Army operations was Major Hugh Conover. Lt.-Cdr. (SB) Tim Turner commanded the Navy operations.

Taking part in the scheme for the Army were units of the 2nd Intelligence Corps, 8th Signal Corps, and Queen's Own. Avengers of the air branch of York assisted in the Navy operation.

At the naval headquarters for the scheme at the port of Whitby the Navy was housed and quartered by the harbourmaster, David Ross.

Saboteurs for the Navy were Lieut. Frank Galloway, Lieut. Clyde Wilson, Lieut. (P) Cal Wilson, Lieut. (S) Hugh McDonald and Surg. Lieut. John Evans.

Acting as agents were Lieut. H. J. R. Blackwell (one of those captured) Sgt. H. R. Cowperthwait, Lieut. M. J. Miburn, Cpl. N. Ulch, Officer Cadets J. Wilkinson, J. P. Hamilton and William T. Jack, R. Wildman, Sgt. R. J. Savink (the other who was captured) and Sgt. B. Holmes.

The Underwater Club of Canada was represented on the scheme as well. Four frogmen under the direction of Ken Morrell were active. These included Al Jarvie, Ian Cameron, Bob Smith and Ben Davis. A tragic sequel was the death of Mr. Jarvie from injuries received when he fell from the roof of his home on the day after the exercise while repairing the television aerial.

ROTP CADETS ON CRUISE

A TWO-MONTH training cruise for nearly 200 cadets of the Royal Canadian Navy who are enrolled under the Regular Officer Training Plan is being carried out in the Pacific this year.

The cadets, from universities all across Canada and from the three Canadian Services Colleges, are embarked in the training cruiser *Ontario* and seven ships of the Second Canadian Escort Squadron. They sailed from Esquimalt, B.C., June 9, and will return in early August.

Ships taking part in the cruise, besides the *Ontario*, are the destroyer escorts *Crescent*, *Sioux*, *Athabaskan* and *Cayuga* and the frigates *Stettler*, *St. Therese* and *Sussexvale*. The escort squadron sails in company with the *Ontario* for 18 days before detaching to proceed to San Francisco and Pearl Harbour. The squadron will rejoin the *Ontario* at Long Beach, Calif., from where they will sail for Esquimalt. The *Ontario* meanwhile will have proceeded on an independent cruise to the Canal Zone and the west coast of South America.

This professional training program is being carried out during the cadets'

summer term away from their classes at the Services Colleges and universities.

Captain John A. Charles, RCN, Commandant of the Canadian Services College, Royal Roads, is in over-all charge of the cadets.

Before the cruise, the majority of the cadets took three weeks of classroom instruction in their specialist branches at Royal Roads. At sea they are carrying out both general seamanship training and on-the-job training in their respective branches.

In addition to those at sea, a number of third and fourth-year cadets of the technical branches are spending the summer in industrial plants gaining practical experience at the production level and acquiring knowledge which will assist them later when they undertake staff duties which will require them to deal with industry in general.

The Regular Officer Training Plan is in the main avenue of enrolment for permanent force officers of the Navy, Army and Air Force and, in the case of the Royal Canadian Navy, is distinct from the University Naval Training Divisions in which university students receive naval training leading to commissions in the Royal Canadian Navy (Reserve).

In past years ROTP and UNTD cadets have shared in a single sea training program during the summer months, but the increase in numbers of ROTP cadets since the plan was inaugurated four years ago has made it possible for the first time to arrange separate cruises.

The majority of UNTD cadets are taking their sea training in ships of the Third Canadian Escort Squadron based at Halifax, with a smaller number training in ships of the Twelfth Canadian Escort Squadron on the West Coast.

Magellan Could Have Used One

Ever wonder how accurate a chronometer must be? asks the *Army Navy Air Force Journal*. It answers that to come up to U.S. Navy standards it must not be more than 1.55 seconds off in 24 hours.

As an illustration of the value of the chronometer, it cites the unhappy lot of the famed navigator, Magellan, who didn't have such a seagoing time-piece, and was more than 3,000 miles out in fixing his longitude while making a dead-reckoned voyage across the Pacific.

MAKING A MAST

ALTHOUGH most of the old links with the days of sail have long since departed, the shipwright's craft of making a mast from a tree trunk is being not allowed to die on the West Coast.

Today, in the age of the pre-fabricated and trellis mast, the personnel at the Shipwright Shop in *Naden* still wield the basic tools of their highly specialized trade, the axe and adze.

With the demand for the wooden type of mast now almost extinct, however, there is little opportunity for the young shipwright to gain practical experience in this branch of his profession. Consequently, when such a mast is required today its fashioning becomes an important training commitment.

Some time ago the Shipwright Shop at *Naden* was asked to complete a standard mast for the Royal Canadian Sea Cadet Training Establishment at Comox, B.C. Actual working time on the mast, which had an overall height of 65 feet, was approximately six weeks. Made from two Douglas fir logs, it was shipped to Comox in the *Porte Quebec*. There, it was rigged by hand by a class of ten new entry seamen who had just arrived at the Seamanship Training Centre, *Naden*, from *Cornwallis*. Under the instruction of Lieut. J. E. T. Mason, officer in charge of seamanship at the Centre, they had the mast in place after three days.

Hewn to its approximate intended shape by axe and adze, the mast is being planed to its final dimensions by CPO Howard Southin (near-camera) and CPO William Fraser. (E-29276)



Con. Lieut. Harold Ockenden, in charge of the Shipwright Shop, *Naden*, explained: "It is all too seldom now that we have the chance to make this type of mast. Usually the only work of this sort which the shipwright has to do these days is when he is called upon to make masts for whalers and cutters. What was once a normal feature of our craft has now, because of its rarity, become the occasional training commitment.

"Unfortunately, with the demand being almost negligible, it is difficult for the experienced shipwright to pass along his knowledge to the young men coming into the Service today. We do what we can to prevent this part of the craft being completely forgotten and, naturally, when a request comes in for a mast to be made it is a golden opportunity for the older, experienced men to pass along their knowledge."

Making a mast from a log is by no means a straightforward job of cutting a log until it takes its final shape. It is an exacting job, with many things to be considered before the rough log is finally hewn into a mast. Although when one looks at the completed work the mast appears to rise from a broad base with a gradual taper to its top, such is not actually the case. In effect, there is a swelling purposely fashioned into both sections of the mast, the lowermast and the topmast. This is to give strength to those points where "whipping" in a strong wind might tend to break the mast. Just where the swelling occurs is something that the shipwright has to determine from the experience he has gained.

The logs—or "sticks" as they are referred to by the shipwright—come from Vancouver Island and are picked for their straightness. When they arrive at the Shipwright Shop they are laid in cradles on a jetty at the rear of the building. It is here that the initial work is done, the logs later being taken inside the workshop for the final stages of fashioning the mast.

Due to the natural curvature of the tree the most exact calculations have to be made so that the round log can be fashioned into a square timber. To do this the shipwright runs a straight chalk line down the log and then cuts four "faces" in it. This work is all done with the shipwright using only his axe and adze. Later, he again goes over the log, this time turning it into an eight-

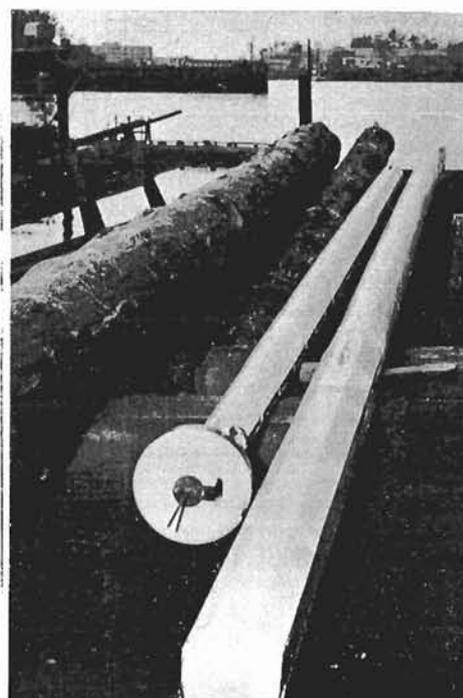
*Shipwrights of Today
Practise Ancient
Skills Dating Back
to the Days of
Tall Ships*

sided timber. These eight "faces" are then cut once more until he has 16 sides. Finally, he will fashion the log until it has 32 sides and at this point the log will once more be almost circular. The actual rounding of the mast is done with a draw-knife, jackplane and sparplane.

The topmast and lowermast are joined together by steel bands, also forged by shipwrights, in such a way that the topmast can be lowered independently and comparatively easily if the need arises. Although the actual mast is round, the topmast and lowermast have a square "face" where they join. To give added strength at this point both the top of the lowermast and the base of the topmast have six sides.

Since completing the Comox mast the Shipwright Shop has made two other masts, one for *Naden* and the other for the Dockyard.

The completed mast lies on the jetty beside two logs similar to those from which it was made. (E-30629)



PREPARATION FOR LIFE BESIDE THE THRONE

THE LATE James Hilton will be long remembered for his kindly portrait of an aging schoolmaster, "Good-Bye, Mr. Chips" and for that modern classic of escape literature "Lost Horizon".

The last book to come from his pen was a little volume of a relatively ephemeral nature concerning the career of His Royal Highness the Duke of Edinburgh, in whom sailors are inclined to take a personal interest because he was once a seafaring man.

The general style of the book is "popular", as might be expected of a work which first appeared in condensed form in *The American Weekly*, but there are thoughtful passages and occasional light, irreverent touches which save it from the curse of sycophancy.

The Duke of Edinburgh is not a product of the British public schools, which have contributed so many of the Empire's leaders in the past. His education was largely in the hands of a German schoolmaster, Kurt Hahn, first in Germany and later, after Hitler had interfered in the school's operation, in Scotland.

Hahn once described the kind of boy his school sought to produce:

He will have a trained heart and a trained nervous system which will stand him in good stead in fever, exposure and shock; he will have acquired spring and powers of acceleration; he will have built up stamina and know how to tap his hidden resources. He may enjoy the well-being which goes with a willing body. He will have trained his tenacity and patience, his initiative and forethought, his power of observation and his power of care. He will have developed steadfastness and he will be able to say "No" to the whim of the moment. He will have stimulated and nourished healthy interests until they become lively and deep, and perhaps develop into a passion. He will have discovered his strength.

Hilton comments: "Surely a blueprint fit for a king . . . for the husband of a queen . . . and for every man."

On another occasion Hahn wrote: "The individual becomes a cripple if he is not qualified by education to serve the community." It was fortunate for the future Duke of Edinburgh that he had the wise and patient guidance of such a man during his formative years.

The life of the consort of a reigning monarch is heavily circumscribed with protocol, but within these limits the Duke of Edinburgh has already achieved a popularity which the Queen's ancestor, Prince Albert, was unable to attain in a lifetime of devoted service to the British people.

Surely it is not immodest for the Navy to assume that part of that popu-

HOW THE NAVY ARRIVED IN OLD QUEBEC TO STAY

Today Montcalm, the vicissitudes of the past overcome, holds a firm place in the life and heart of her native city and looks with confidence towards the future, ready, if need be, to place once more at the service of Canada's Navy the verve and skill of the French-speaking Canadian seaman.

THE BOLD CLIFFS and towering battlements of old Quebec City breathe an ancient military tradition to which in recent years the Navy has been adding its own distinctive colour and background.

In a handsome little booklet entitled "The Montcalm Story" are set forth the details of how the Navy came to Quebec to stay. Embellished on the cover by a full-colour reproduction of the ship's badge of *Montcalm*, the Quebec City naval division, the booklet contains the story of the formation of the Royal Canadian Navy, the establishment of the half-company of the RCNVR in Quebec on April 21, 1923, and the progress of the division throughout the years up to the present day.

The half-company owed its formation to the enthusiastic activities of Leon Gauvreau, who had served as a mate in the First World War RNCVR and who began a campaign for the formation of a naval reserve unit even before the Dominion government had approved the establishment of the Royal Canadian Naval Volunteer Reserve.

His energetic promotion of the reserve idea was abetted by a young Quebec lawyer, Achille Pettigrew. They were both commissioned as acting sub-lieutenants on February 28, 1923, which can be taken as the actual date of the beginning of the naval reserve in Quebec. By the time the first drill was held on

BOOKS for the SAILOR

larity arises from the training, associations and camaraderie which the Duke of Edinburgh experienced during his years of naval service.—C.

"HRH: The Story of Philip, Duke of Edinburgh", by James Hilton; Little, Brown and Company (Canada) Limited; 73 pages, illustrated; \$2.75.

May 8, the ship's company was 30 strong.

The chief difficulty which confronted *Montcalm* throughout the years was that of finding suitable accommodation—a difficulty which was not fully resolved until the naval division moved in June 1947 to the present stone building below Quebec's famous citadel and opposite the provincial parliament buildings. It was possible at last to provide permanent and excellent training facilities.

As the terminus of the St. Lawrence convoys, Quebec City assumed considerable naval importance during the Second World War and, although the administration of these functions rested with a separate organization, *Montcalm* was involved in many of the activities arising from them. Her geographical location gave the division, too, a front seat in history during the holding of the two Quebec conferences in 1943 and 1944, attended by Prime Minister Winston Churchill, President Franklin D. Roosevelt and Prime Minister Mackenzie King.

Since the war the calm of naval division life has been broken by *Montcalm* being given the role of "mother" to the basic training school for French-speaking recruits, established in Quebec City in January 1952. Since then the school has gone out into the world on its own under the name of HMCS *D'Iberville*, but associations remain close between the two establishments.

Prepared under the supervision of the commanding officer, A/Cdr. W. G. Mylett, the booklet credits the Naval Historical Section with generous contributions to its contents.

Two valuable appendices, one a chronological summary of events, the

other a list of commanding officers, are provided and the booklet also contains four full-page illustrations.

The work of preparing the booklet for publication fell largely on the shoulders of seven persons—the commanding officer, three French-Canadian girls who operated the vari-type machine, a draughtsman, a photographer and an appliance operator.

Congratulations are due to all who contributed to the contents of the booklet and to those who assembled it in its final attractive form.

A HANDBOOK OF MILITARY AIRCRAFT

A handy reference book for persons interested in military aircraft has recently been published in the U.K. Of pocket-book size, it contains photographs, silhouettes, descriptions and specifications of all important types of current U.S. and Canadian military aircraft of North American manufacture.

Titled "The ABC of U.S. and Canadian Military Aircraft (1956)", the book is the latest in a series of publications assembled and edited by John W. R. Taylor, well-known British aviation writer.

It is published by Ian Allan Ltd., London and the price is 3/6.

RMC YEAR BOOK MAKES ITS BOW

The object of any college year-book is to embalm memories of youthful ideals, ambitions, frivolities and friendships. It is a fragile monument erected to a golden and disturbing period and, as such, it deserves to be cherished even into those more advanced years when the affectionate memories it arouses are likely to be tinged with tolerant amusement.

Each spring there appears "The Royal Military College of Canada Review", sub-titled the "Log of HMS Stone Frigate", which maintains a consistently high standard among college year-books.

This year the book runs to 230 pages of editorial content, brightly presented, in which the standard contents are supplemented by thoughtful and entertaining literary selections and by stimulating lectures. The subjects discussed in the last named are the application of atomic energy to the development of electric power and the position of Canada in relation to the United Kingdom and the United States.

Someone is bound to note that, in the current battle between the "squares" and the "egg-heads", the editors have chosen Pogo as their fetish—an "egg-head"—C.

Page twenty-four



FROM THE NAVAL PHOTO SALON: A dainty little miss consults Dr. Spock to make sure her elders are doing right by her. CPO Jan Salter called his photograph "Basic Training—Theory".

Seafire "Props" Offered as Relics

Interesting aeronautical relics have been made available for the asking to naval divisions across Canada.

These are the wooden propellers of Seafire aircraft—the naval version of the famous Spitfire of Second World War vintage—which are held for disposal at the Naval Air Supply Depot, Dartmouth.

Forty-eight propellers are on hand and it has been suggested that retired officers and possibly active list officers at the various naval divisions may have flown Seafires and thus have a special interest in them.

It is observed in a message from *Shearwater*, the RCN Air Station, that the four- and five-bladed propellers would make attractive relics.

Air Maintenance Courses Completed

Five courses for air rigger, air fitter and air ordnance completed at the Naval Aircraft Maintenance School at HMCS *Shearwater* in May.

Ldg. Sea. Thomas White topped the 11th Air Riggers course (Trade Group Two) while AB Yvon Charbonneau led the Seventh Air Ordnance Course (Trade Group Two) and AB Bruce Livingstone topped the Trade Group Two class in the 11th Air Fitters Course.

The 46th Air Riggers Course graduated with Ord. Sea. Ronald Grolman leading and, in the 44th Air Fitters Course, Ord. Sea. John Balderson was the high man.

THE NAVY PLAYS

Stettler Wins Sports Aggregate

The *Stettler* won the Second Escort Squadron sports aggregate championship in tug-o-war, track and field and swimming competitions held recently at *Naden*. Although she did not win any of the major events, the frigate came second in the swimming and track and field competitions.

A three-man entry in the swimming meet started the ship on her way towards the trophy. The *Stettler* won the 50-yd free style, 50-yd breast stroke, and medley relay.

In the track and field finals, the frigate men gained two firsts, four seconds, and three thirds, in ten events. The highlight of the meet was the running of Ord. Sea. A. A. Plessis, anchor man of the 880 medley relay.

Selkirk Cadets Top Marksmen

The nation's Sea Cadet marksmanship award, the Hunt Memorial Trophy has gone for the third consecutive year to the *Daerwood* Corps of Selkirk, Man., which defended its title against 139 other corps across Canada.

The next goal is the Navy League's international small-bore rifle championship which *Daerwood* cadets will contest with Sea Cadets of eight other countries.

Malahat Takes Labatt Trophy

HMCS *Malahat*, Victoria naval division long noted for its enthusiastic marksmen, and markswomen, has won the Labatt trophy, emblem of champion marksmanship in Canada's 22 naval divisions.

CPO Walter Burch, *Malahat's* perennial sharpshooter, received the cup recently at a brief ceremony in *Malahat* from G. L. Dunlop, Labatt representative in B.C.

'Stad' Shipwrights Topple Maples

The shipwrights won the *Stadacona* interpart bowling championship by topping 11 other teams in a single round robin series. The first 12 teams of the 28 taking part in the barracks leagues played the round robin series at *Stada-*

cona alleys, with the shipwrights nosing out the RCN Hospital "B" and the Supply and Miscellaneous teams which tied for second place.

Other teams in order to finish beginning with fourth place were MTE "A", Ordnance "A", Captain's "B", Electrical "B", MTE "B", Captain's "A", Electrical, "D", ND School and Electrical "A".

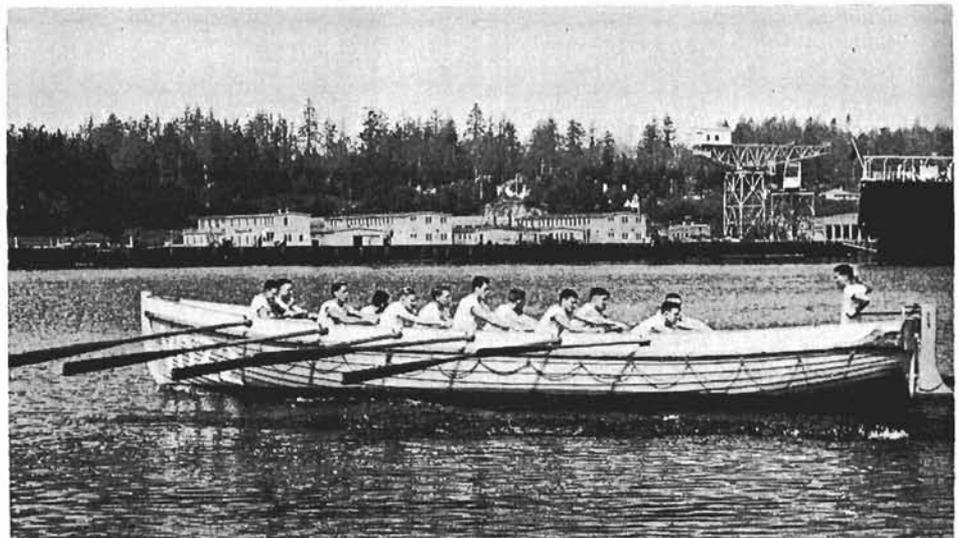
Commodore E. W. Finch-Noyes, Commodore RCN Barracks, presented the trophy to CPO William Conrad, captain of the team. Other team members were Lt.-Cdr. Horace Williams, PO David W. Binger, and Chief Petty Officers Roy Hanson, Jack Spidell, William Delahunt, J. H. Murphy, and George Whitman.

The trophy for the high average was won by Lt.-Cdr. Williams with 238.5 pins. CPO G. H. Black, of the RCNH team won both the high single trophy, with 368, and the high double with 640.

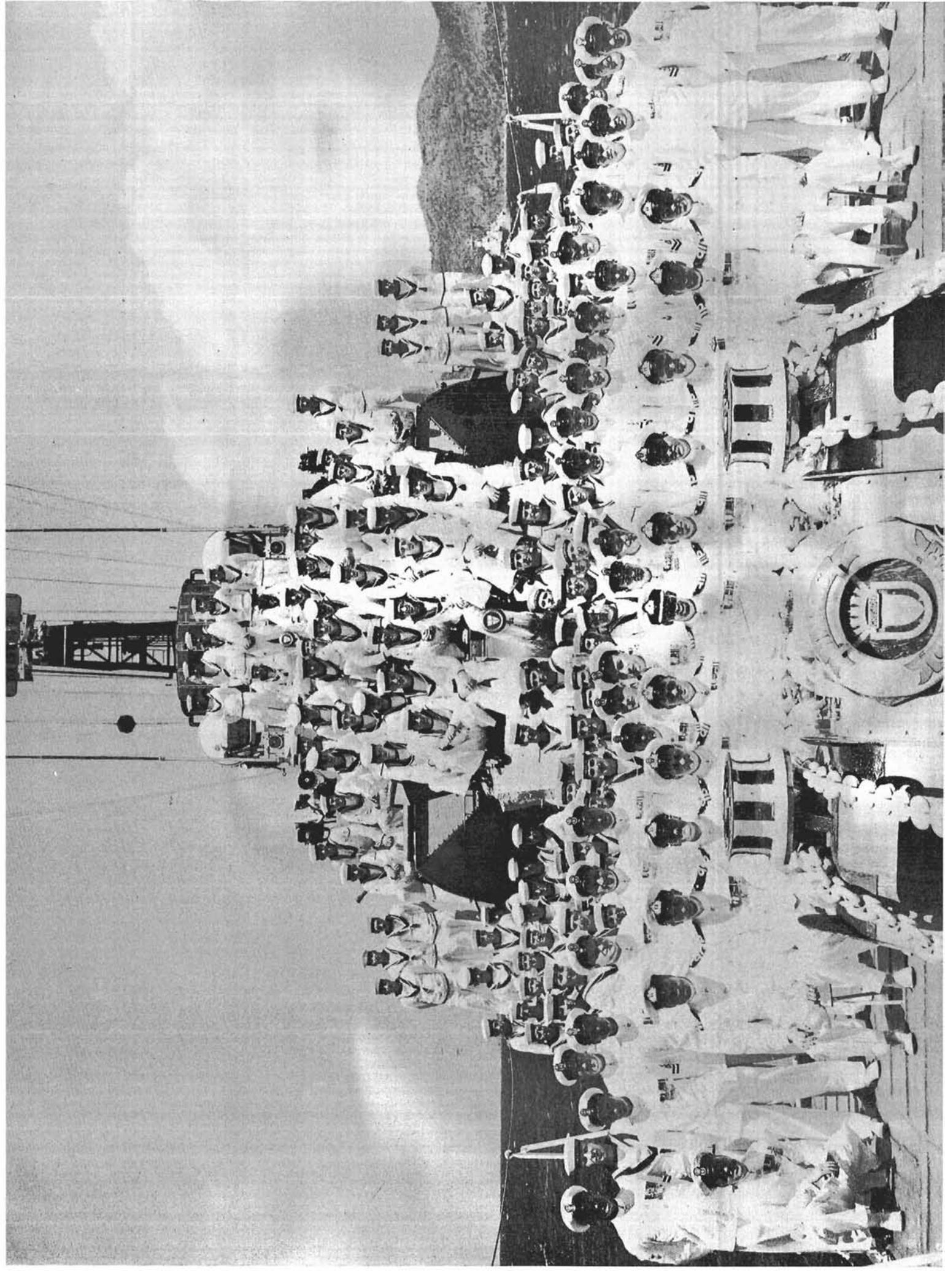
Venture Sweeps Track Events

HMCS *Venture* won the first meet of a proposed annual tri-school track and field competition on home ground, June 9. Scores were *Venture*, 73 points; University School, 44, and Shawinigan Lake, 38.

Venture cadets came first in eight events, second in six and third in three. In all there were 14 events.



Heap smart Injun look where he's going; paleface fool look where he's just been. It so happens that both Indian and paleface are *Venture* cadets training for the Pacific Command fleet regatta in August. (E-32854; E-32852)



LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ADKIN, George W. LSCR1
 ALFORD, Samuel E. LSQM2
 ALPAUGH, Joseph K. LSTD1
 AMY, Ellwood G. P1CS3
 ANGRIGNON, George C. LSPR2
 ASMAN, Peter. LSEM1
 AUDET, Emile. LSAA1
 AYLWARD, William E. LSLR2

BAIRD, Gerald A. LSQM1
 BAKER, Donald A. LSTD2
 BARCLAY, William. C1SW4
 BARKER, William R. P2ER3
 BARNES, Robert J. LSAA1
 BATA, Donald. LSQM1
 BELL, Albert B. P1CR2
 BISHOP, Colin W. P2EG3
 BLACK, Elden R. LSAA1
 BLACKHURST, Robinson G. P2ER3
 BODEN, John C. LSAR1
 BOETTGER, Floyd F. LSRN3
 BOURNE, John E. P2AT3
 BOURQUE, James R. LSCV1
 BRADFORD, Wayne. P2SH3
 BRAUN, Pierre J. LSTD1
 BROOKER, Charles W. LSEM1
 BROSSOIT, Raymond J. LSEM1
 BROWN, Donald L. LSLR1
 BROWN, Thomas W. P2ER3
 BROWNLESS, George. P2ER3
 BRUCE, Donald C. P2EF3
 BRYAN, Earl R. LSMA2
 BUCHANAN, Lawrence K. P2SH3
 BURKE, William J. LSCV1
 BUTLER, Raymond A. LSAR1

CAIRNS, Andrew J. P2TD2
 CALLAND, David R. P2EF3
 CAMPBELL, Gordon E. P2CR2
 CARPENTER, Donald J. LSCR1
 CARROLL, Michael P. P2AT3
 CARSON, William K. C2CR3
 CAYEA, Gilbert L. P2EM2
 CHAPLIN, Arnold D. P2QM2
 CHESTNEY, Barry A. LSQM2
 CHISHOLM, Earl M. LSQM2
 CLARK, Hugh F. C2SE4
 CLARKE, Ronald D. LSQR1
 CLOUSTON, Donald A. LSEM1
 COLE, David J. LSQM2
 COMIS, Donald V. LSCV1
 CORBETT, Kenneth W. LSAF1
 COWNDEN, Arthur A. C2CK3
 CRAWFORD, Calvin C. LSEM1
 CUNNINGHAM, Kenneth A. LSEM1

CUNNINGHAM, Norman A. P2MA2
 CURRY, Donald R. LSRP2

DADSWELL, Donald G. LSRC1
 DALTON, Earl D. P2SH3
 DARCHE, Louis E. LSR53
 DAVIES, John G. LSRP1
 DAVIS, Frederick A. P2ER3
 DEANE, Donald J. LSAA1
 DENNIS, Douglas E. LSCR1
 DESCHENES, Rene. P1CR2
 DICKSON, Richard W. C2AW3
 DONALD, Jack H. P2EM2
 DONOVAN, David K. LSCR2
 DONOVAN, Ralph J. LSTD2
 D'ORSAY, Edward H. LSAA1
 DOUCETTE, Alexander J. LSAM2
 DOUCETTE, Kenneth J. LSAM2
 DOWARD, William H. LSQM1
 DRAKE, John B. LSAA1
 DUNBAR, Grant H. P2EF3
 DUTCHAK, William R. C2AC3

EASTON, Edward J. LSAA1
 EBNER, Ernst. P1ER4
 EHLER, Charles L. P1EM2
 ELLIOTT, William J. P2ER3
 EMMONS, Samuel J. LSRP1
 EULOTH, John D. P2AC2
 EVANS, William H. LSEM1
 EVERINGHAM, Albert G. LSTD1

FISHER, Donald J. LSQM1
 FITZPATRICK, Brian J. P2ED3
 FLECKNELL, Vesey J. LSQM1
 FLYNN, Robert G. LSQM2
 FORTIER, Emile J. LSTD1
 FOSTER, David J. P2TD2
 FOX, James H. LSCR1
 FRANCIS, David G. P2ER3
 FRANCIS, William L. LSV51

GALBRAITH, James B. LSCR1
 GALLANT, George J. LSRP1
 GALPIN, Lwellyn T. LSAR1
 GAREL, Dameon R. LSR3
 GAREL, Francis D. LSEM1
 GARNEY, Donald K. LSRP1
 GAUTHIER, John G. LSAA1
 GAUVREAU, Alexander J. LSQM2
 GERRIE, Albert S. LSQM1
 GIBBONS, William P. LSAF1
 GIFFORD, Arthur A. LSCD1
 GILLESPIE, Douglas R. P2ER3
 GIRARD, George E. LSAA1
 GOOSSEN, George. P2ED3
 GOWAN, William G. LSRN3
 GRAVELLE, David E. P2EF3
 GRIGSBY, Ross F. LSEM1
 GRODDE, John H. P2QM2
 GUILBAULT, Gerald P. LSLR1

HAMILTON, Donald H. LSRP1
 HARRISON, Kenneth G. P2ER3
 HAUPTHOFF, Hans H. P1ER4
 HENDY, Robert. LSEM1
 HILDEBRAND, William. LSEM1
 HILL, Donald J. LSQM2
 HILLER, Bernard L. LSQR1
 HORWOOD, Kenneth F. LSCR1
 HUMPHRIES, Charles T. LSAA1
 HUTCHISON, Boyd. P1CR2
 HUTCHISON, Douglas E. P2ER3

JENNINGS, Garrison F. P2EF3
 JODOIN, Joseph A. LSPW1
 JOHNSON, Edward J. P2ER3
 JOHNSON, Robert. P1SW3
 JOHNSTONE, Gerald F. LSAA1
 JORDAN, Donaldson T. P2AN3

KANDA, Robert W. LSAA1
 KENNEDY, Norman E. P2ER3
 KERR, Oliver A. LSAA1
 KERR, Ross H. LSAR1
 KING, Herbert F. P2CR2
 KING, Jack W. C2CV3
 KISBY, Robert W. LSQM1
 KRAFFT, Kenneth R. LSCR1

LACOUR, Alex J. P2CR2
 LAMB, Charles E. P1CS3
 LAX, Ronald G. LSR2
 LEBLANC, Arthur W. LSEM1
 LEBLANC, Conrad J. LSAA1
 LEES, Joseph C. LSRP1
 LEGERE, John W. LSAA1
 LEGGETT, Henry B. LSQM2
 LISTON, Walter W. P2EF3
 LUCAS, Frederick R. C2AT4

MacASKILL, Victor R. LSEA3
 MacCALLUM, Boyd H. LSTD2
 MacDONALD, Angus D. LSAA1
 MacDONALD, Archibald J. LSTD1
 MacDONALD, James M. LSEM1
 MacLEAN, Leroy L. LSQM2
 MacGREGOR, James D. P2ER3
 MacKINNON, Earle M. LSTD2
 MacMILLAN, Ronald G. LSAF1
 McARTHUR, Peter K. LSEM1
 McCELVEY, James A. LSEM1
 McCART, Henry W. P2EF3
 McGURK, Gerald. LSQR1

WEDDINGS

Sub-Lieutenant (E) William H. Atwood, Naden, to Miss Jill Ann Bolton, Hampshire, England.

Wren Aileen Barnes, *Stadacona*, to Leading Seaman Donald Garvey, *Stadacona*.

Leading Seaman Gordon B. Bradbury, *Unicorn*, to Miss Helen Gweneth Lysyk, Winnipeg.

Midshipman (E) John B. Plant, Royal Military Engineering College, Plymouth, England, to Miss Kay Lawrie, Victoria.

Ordinary Seaman Leigh Vernon, *Cornwallis*, to Miss Marjorie Holden, Yarmouth, N.S. Lieutenant George W. Vosper, *Cataraqui*, to Miss Velma Mae Johnston, Kemptonville, Ont.

Lieutenant-Commander Donald V. Wiloughby, *York*, to Miss Dawn Shirley, Kingsland, Ont.

Able Seaman Hobert Yeomans, *Stadacona*, to Miss Marilyn Joyce Nickerson, Halifax.

BIRTHS

To Lieutenant C. E. Bandy, *Cornwallis*, and Mrs. Bandy, a daughter.

To Able Seaman G. W. Bechtel, *Cayuga*, and Mrs. Bechtel, a son.

To Lieutenant B. E. Blanchard, *Cornwallis*, and Mrs. Blanchard, a daughter.

To Petty Officer J. L. Caygill, *Stadacona*, and Mrs. Caygill, a son.

To Lieutenant Stanley Dee, *Stadacona*, and Mrs. Dee, a son.

To Lieutenant-Commander R. M. Dunbar, *Cornwallis*, and Mrs. Dunbar, a daughter.

To Chief Petty Officer H. W. Foreman, *Iroquois*, and Mrs. Foreman, a son.

To Lieutenant (S) Peter A. Gardner, Naval Headquarters, and Mrs. Gardner, a son.

To Lieutenant-Commander Arthur H. McDonald, *Stadacona*, and Mrs. McDonald, a daughter.

To Captain C. P. Nixon, Naval Headquarters, and Mrs. Nixon, a daughter.

To Leading Seaman D. G. Potts, *Iroquois*, and Mrs. Potts, a daughter.

To Chief Petty Officer T. G. J. Reading, *Cornwallis*, and Mrs. Reading, a daughter.

To Petty Officer William Redford, *Stadacona*, and Mrs. Redford, a daughter.

To Sub-Lieutenant (MAD) R. H. Whetmore, Naval Headquarters, and Mrs. Whetmore, a daughter.

FAMILY PHOTO

Another for the family album—the ship's company of HMCS *Crusader* photographed during the past spring's fleet exercises in the Caribbean. At the time the picture was taken most of Canada was setting records for spring frosts, snow and general misery—something which was of mere academic interest to the *Crusader's* officers and men. (QB-2947).

McINNIS, Ronald R. P2QM2
 McINTOSH, Francis J. P2AC2
 McKELLAR, Owen F. P2CR2
 McKENDRY, Kenneth W. P2ER3
 McLAUGHLIN, Daniel J. LSEM1
 McNALLY, Norman A. LSAM2
 MANN, Reginald W. P1CR2
 MANSZ, Bruce H. LSAR1
 MARCOTTE, Roger. P2EM2
 MARK, Ronald D. P2CR2
 MARNER, Norman A. P2AA2
 MARSHALL, Gerald P. LSAR1
 MARTIN, Donald N. LSCS2
 MARTIN, Charles R. C2QR3
 MARTIN, Raymond. LSEM1
 MATTHEWS, Lorn J. LSEM1
 MAY, Marvin W. P2AT3
 MAYNARD, Alfred R. C2CR3
 MERRITT, Thomas J. LSRC1
 MILLIGAN, James T. LSCR1
 MONTEITH, William G. LSQM2
 MOORES, William D. LSQM2
 MOREHOUSE, Robert E. P1CR2
 MORGAN, Henry C. C1ST4
 MUNRO, Gordon S. P2AT3
 MURCHIE, Hedley J. LSEF3
 MURCHY, Lloyd R. P2ER3
 MURPHY, Daniel J. LSAC2
 MORGAN, John B. LSEM1

NELSON, Charles H. P2AR2
 NEWMAN, Douglas A. LSCS2
 NEWTON, Thomas P. LSCR1
 NIXON, Irven W. P2TD2
 NOSEWORTHY, Herbert T. LSQM1

OAKLEY, Donald G. LSRC2
 OSBORNE, William F. C1ER4
 OTLEY, Kenneth R. LSQM1
 OUELLETTE, Gerald F. LSCS2
 OUELLETTE, Gerald J. LSQM2

PADDON, Neil J. P2AT3
 PALMER, James B. P2ED3
 PARE, George D. LSAF1
 PATTISON, Clive D. P2ER3
 PEACH, Kenneth G. LSQM2
 PERKINS, Albert. LSTD2
 PERRON, Gerard E. P2SH3
 PHAIR, Orval B. LSKC2
 PHELAN, John P. LSCR1
 PHILLIPS, Alexander F. P2QM2
 PHILLIPS, Barton J. LSAA1
 PHILLIPS, James R. LSPR2
 PLUME, Kenneth G. P2TD2
 POTTER, Douglas A. C1RI4
 POULIN, Robert J. LSRP1
 POWER, Anthony T. LSCR1
 POWERS, William L. LSAF1
 PROUD, Ivan G. LSRC1

RANDS, Howard A. P1CR2
 RAY, Ronald F. LSEF3
 READ, James K. LSRP1
 REES, Douglas. LSQR2
 REES, Edward J. P2ER3
 REID, Douglas F. LSCR1
 RHIND, John H. LSTD1
 RICHARD, Guy A. LSQM1
 RICHARD, Larry J. P2RC2
 RING, William G. LSAR1
 RINGLER, John W. LSCS2
 ROBB, Andrew R. P1SH4
 ROBERTS, Donald T. LSAF1
 ROBERTSON, Robert B. LSEM1
 ROSEVEARE, Wallace H. LSTD1
 ROSS, William T. P2AA2
 ROY, John R. LSEF3
 RUTTAN, Donald D. LSRP2
 RYAN, James F. LSAA1

SANGRET, Hugh A. P2BD3
 SCHIMMEL, Joseph H. LSRP1
 SCOTT, Edward A. LSEM1
 SCRIMGEOUR, James D. P2EA3
 SEAGERS, William A. LSCR1

SECORD, Harry P. P2TD2
 SHEA, Charlis J. LSAA1
 SHEPHERD, Gilbert J. P2AT3
 SMITH, George C. P2TD2
 SMITH, Paul A. LSAF1
 SMITHER, Harold M. LSTD1
 SPANIK, Bronte J. P2SH3
 STEVENS, Vernon K. P2SH3
 STEVENSON, Robert L. LSSW2
 STILBORN, Laverne D. P2ER3
 STYMEST, Leslie H. P2QR2
 SWANN, Robert T. LSBD2

TANNER, Douglas R. P2ER3
 TARRANT, Patrick J. LSTD2
 THERIAULT, Alyre A. LSEF3
 THERIAULT, Jacques J. LSQM1
 THORNTON, Clyde Y. P2CR2
 TITFORD, Charles W. P2CR2
 TOFFLEMIRE, Roscoe E. P2CR2
 TUCK, Allan B. LSRP1
 TULLY, Claire G. LSOM2

URQUHART, Donald G. LSTD2

VARCOE, George A. LSQM1
 VOLK, Ronald T. LSAF1

WALKER, Paul. P2SH3
 WEIR, David R. C2EA4
 WEISGERBER, Francis A. LSQM1
 WHITESIDE, Robert L. LSTD1
 WHITTLE, George. P2CR2
 WIENS, Frank N. P2EM2
 WILL, Alexander E. LSEM1
 WILTSE, Glen F. LSRC2
 WOOD, John S. LSRP1
 WOODWARD, Robert L. LSAF1
 WREN, John D. P2ER3

YOUNG, Harold J. P2ER3

RCN (R)

BEATTY, Murray Jack. LSBD2
 BEDDOME, Gary B. ABCV1
 BLUM, Olga. WLSV(X)1
 BOISSEAU, Joseph P. G. P2RD3
 BOURQUE, Claude J. J. P2BD3

CAMPBELL, Joyce M. WP2SS(X)2
 CHADLER, Alison F. WP1NS2
 CLEWS, William H. C1CV3
 COPE Audrey Ivy. WLCO(T)1(NQ)

DAHL, Jean A. WLCC1
 DIXON-LENNETT, George E. LSMA2
 DODSWORTH, Muriel J. WLSDS

DOWLER, Dennis. P1CK2
 DOYLE, James D. LSQMS

EDWARDS, Winifred Margaret. WLNRI

FARR, Bernice L. WLRP1
 FIGIEL, Stephen. LSVS1
 FINDLAY, Kenneth G. LSTD1
 FISH, Francis V. LSSW2
 FRENCH, Jack D. LSAAS
 FROST, Eileen M. WLCO(T)1(NQ)

GASSER, David A. ABEMS
 GOTCH, Barbara G. WAAW1
 GREEN, Beverley A. WLSS(X)1
 GRIERSON, Ruth V. WLPW1

HARDING, Edward D. LSEM1
 HUTTER, Charlie J. LSAAS

JACKMAN, John. LSVS1
 JACKSON, Joan E. ABEMS
 JOHNSTONE, Kenneth R. P2VS2

KIRKPATRICK, John W. ABVS1
 KOELMAN, Elizabeth J. M. WLRPS
 KOEN, William J. ABEMS

LAKE, William C. J. C2CV3
 LONGHORNE, George. P1CR2
 LORTIE, Colette J. A. M. WLSS(X)1
 LORTIE, Francine M. WLSS(X)1

McCANCE, William J. LSTDS
 MITCHELL, Jack H. P2BD3
 MOORE, Paul L. LSAAS

NICHOLSON, Johnny L. LSN2
 NIMAN, Earl Edwin. CLOT4
 NIXON, Gerald G. LSTD1

PERRY, Beverly J. WLSA(X)1
 POITRAS, Lawrence E. LSN51

RODDAN, David H. AB(NQ)S

SCOTT, Murray T. P1CR3
 SERAFIN, Casmir J. P1SH3
 SILK, Harold R. ABEMS
 SILLS, Harriet L. WP2PW2
 SHAW, Joan E. WLAW1
 SHAW, Matthew D. WAAW1
 SOROCHAN, Daniel. LSAW1
 STEVENSON, William J. C2ET4

WALL, Arthur C. ABAAS
 WALMSLEY, John Gerald. ABNS1
 WHALEN, Beatrice H. WAME(X)1
 WOOLLARD, Arthur F. C2TD2



The Wrens of HMCS Star held their fifth annual mess dinner in Hamilton, June 7, and 30 reserve Wrens turned out for the occasion. Guest of honour was Lieut. (W) Jean Crawford-Smith, Staff Officer (Wrens) to the Flag Officer Naval Divisions. Lieut. (W) Crawford-Smith is shown with Wren Barbara Steventon (left) and Wren Jacqueline ("Jackie") Watson.

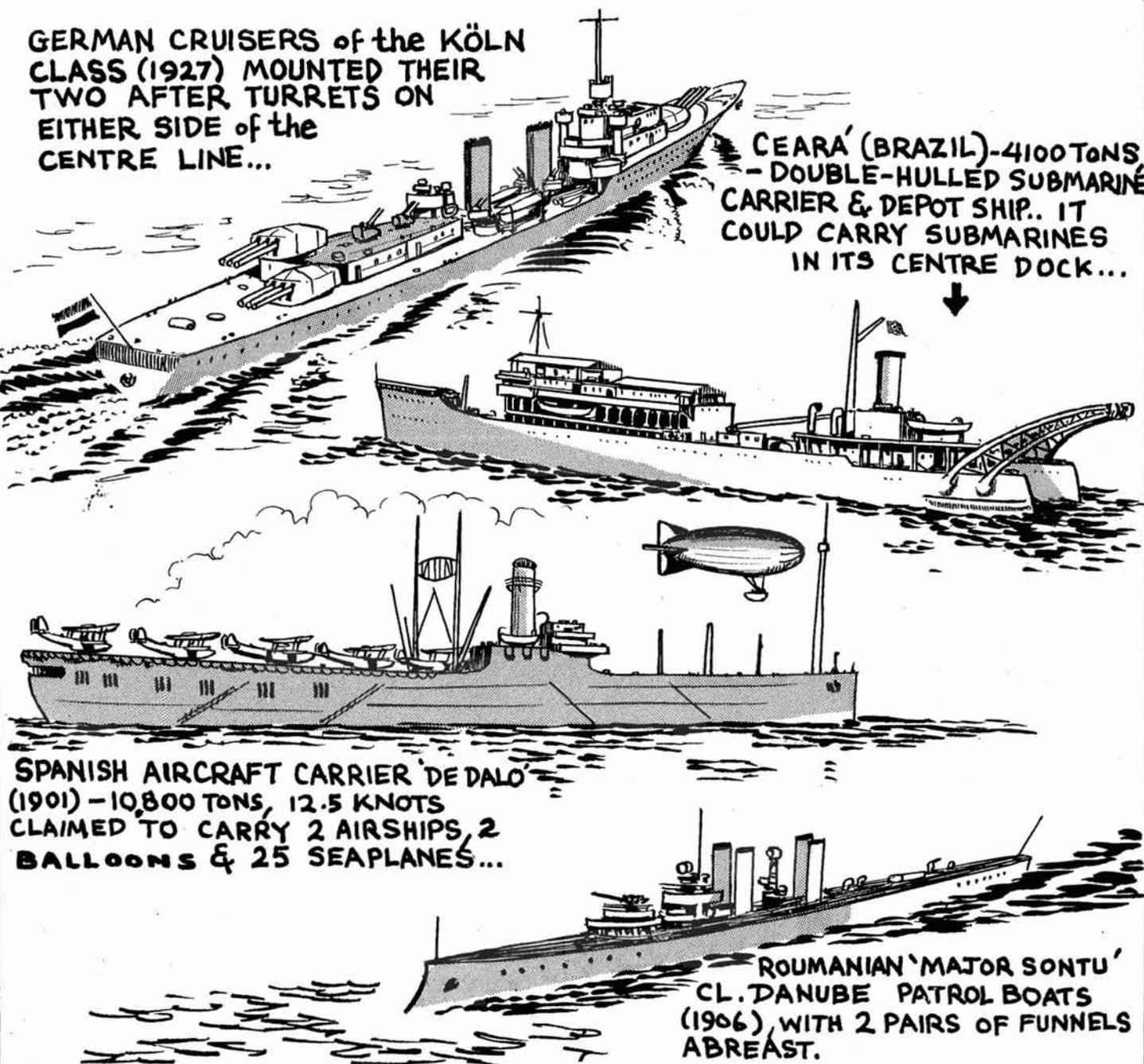
NAVAL LORE CORNER

NO. 38

NAVAL ODDITIES

GERMAN CRUISERS of the KÖLN CLASS (1927) MOUNTED THEIR TWO AFTER TURRETS ON EITHER SIDE of the CENTRE LINE...

CEARA' (BRAZIL)-4100 TONS - DOUBLE-HULLED SUBMARINE CARRIER & DEPOT SHIP.. IT COULD CARRY SUBMARINES IN ITS CENTRE DOCK...

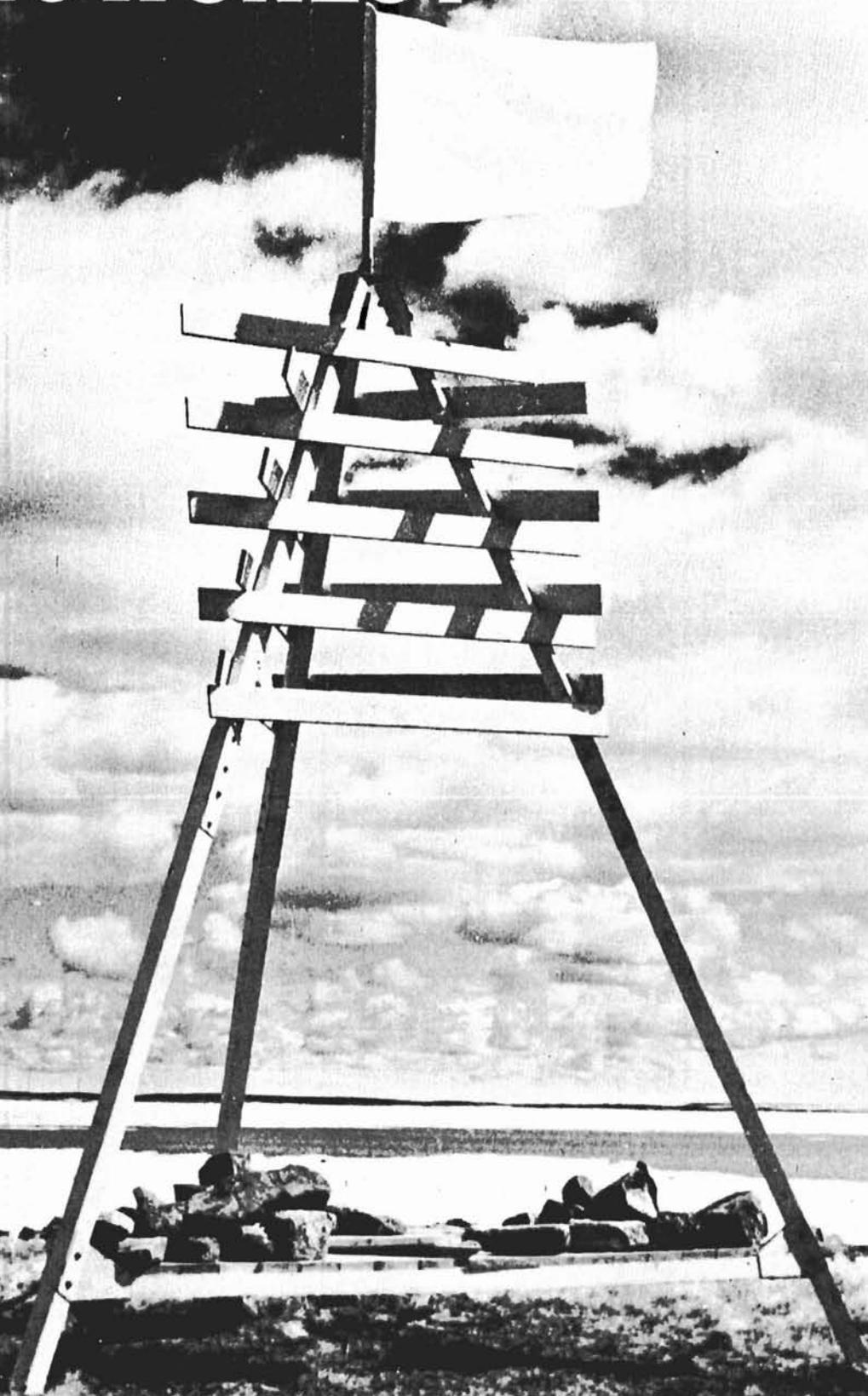


SPANISH AIRCRAFT CARRIER 'DE DALO' (1901) - 10,800 TONS, 12.5 KNOTS CLAIMED TO CARRY 2 AIRSHIPS, 2 BALLOONS & 25 SEAPLANES...

ROUMANIAN 'MAJOR SONTU' CL. DANUBE PATROL BOATS (1906), WITH 2 PAIRS OF FUNNELS ABREAST.



The CROWSNEST

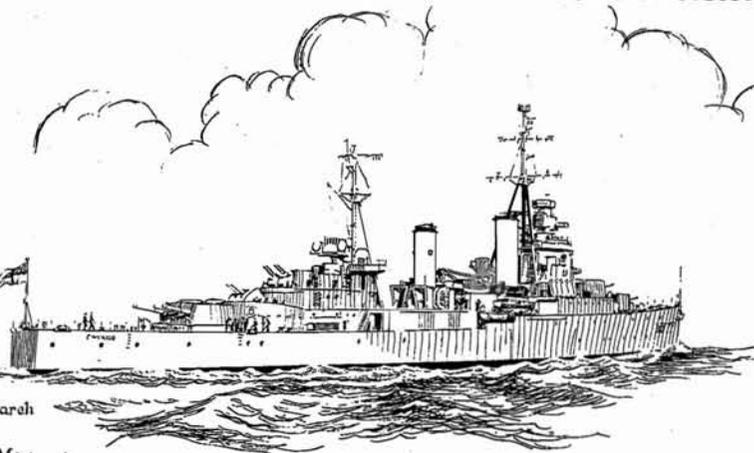




H.M.C.S. ONTARIO

TRAINING CRUISES

1956

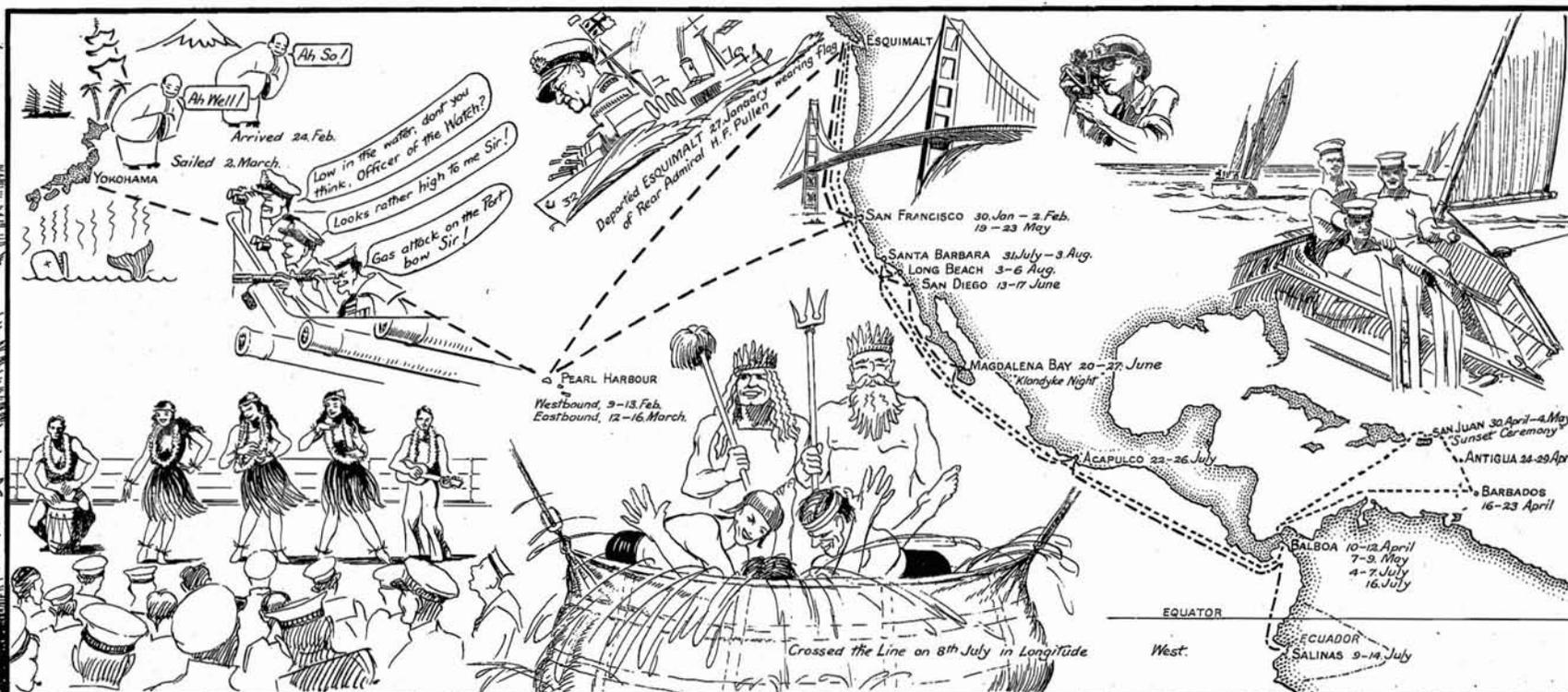


Captain D. W. Groos, D.S.E., E.D.,
R. C. N.

----- Pearl Harbour and Yokohama
27 January - 23 March

----- West Indies 30 March - 25 May

----- Ecuador 9 June - 10 August



The CROWSNEST

Vol. 8 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1956

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THREE NOTABLE CRUISES

The *Ontario's* training cruises followed in such quick succession this year that the ship decided to issue a single certificate to cover all three, and this was duly executed by Cdr. H. W. S. Soulsby, RCN (Ret'd), of Victoria, whose vocation is woodcarving but who shows an equal facility with the pen.

Two cruises, for *Venture* cadets, were to Japan, in the first instance, and to the West Indies, in the second. The Caribbean cruise involved participation in the largest RCN exercise ever conducted in that area.

The third cruise, to Mexico, the Canal Zone and Ecuador, was notable for the fact that it was the first training cruise arranged specifically for naval cadets training under the Regular Officers' Training Plan. In other years the cadets, drawn from Canadian Services Colleges and universities, had been assigned to the general summer training cruises conducted by the RCN.

For the ship's company of the *Ontario*, the training program stacked up to almost eight months of almost continuous cruising—a lot of miles, a lot of water and a lot of hard work, leavened by shipboard fun and shore leave in faraway places.

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

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

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THE QUEEN'S PRINTER,
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Ottawa, Ont.

The Cover—Across the wastes of Canada's Arctic the landmarks are few, so man has to make his own. This is a beacon set up by a party from the *Labrador* as a point of reference in a lonely land. Elsewhere will be found a story that tells the peculiar difficulties of charting Canada's northerly regions.



RCN NEWS REVIEW

Six RCN helicopters wing their way past the "Maggie" during Caribbean exercises. (Mag-7299)

Summer Training Keeps Ships Busy

Summer training of regular and reserve force officer cadets and reservists accounted for most of the navy's sea-going activity during the month of July.

To carry out these duties ships sailed on the Atlantic and Pacific Oceans and on the Great Lakes.

The West Coast accounted for the greatest number of ships at sea in this activity. Eight ships, including the cruiser *Ontario*, were at sea with the largest number of RCN cadets from the three Canadian Services Colleges ever to undergo summer training on the West Coast.

The ships, which carried 132 cadets, sailed from Esquimalt June 9 and were

scheduled to return home August 10. In addition to the *Ontario*, they included the ships of the Second Canadian Escort Squadron—the destroyer escorts *Cayuga*, *Athabaskan* and *Sioux*, and the frigates *Ste. Therese*, *Stettler* and *Sussexvale*.

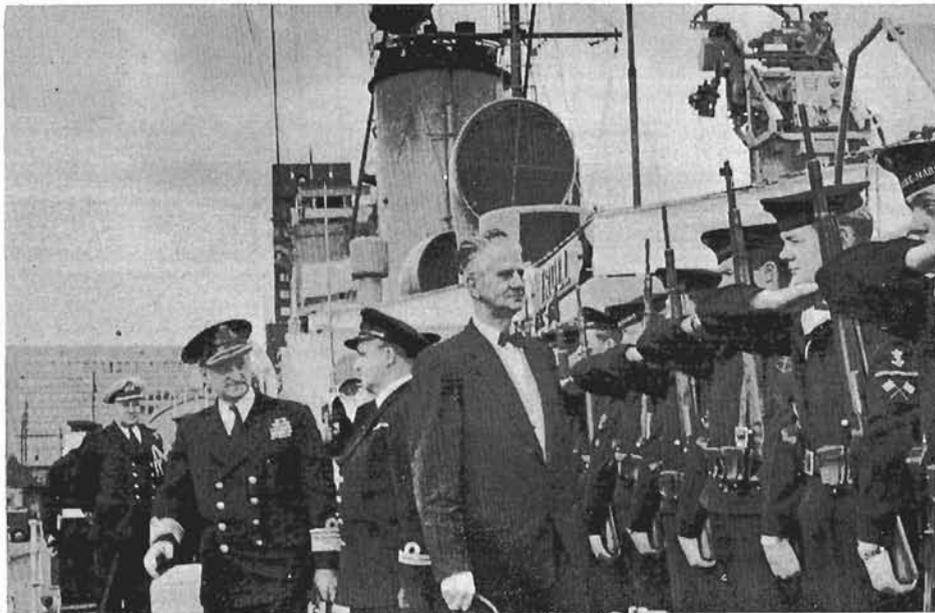
While the *Ontario* visited ports along the west American coast as far south as Ecuador, the squadron was in Hawaiian waters, rejoining the *Ontario* in California early in August.

On the East Coast, the Third Canadian Escort Squadron, comprising HMC Ships *Lanark*, *Fort Erie* and *Lauzon*, carried nearly 150 cadets from University Naval Training Divisions to the United Kingdom and Belgium, returning to Halifax toward the end of July.

Inland on the Great Lakes, a full-scale reserve summer training program was carried out during July with both Canadian and U.S. ports receiving frequent calls during the month. The ships include the Algerine class coastal escorts *Portage*, *Wallaceburg* and *Sault Ste. Marie* and four Fairmile class patrol craft, *Cougar*, *Beaver*, *Wolf* and *Raccoon*.

Defence Students Tour Canada

A group of students and directing staff, totalling 17, of Britain's Imperial Defence College, arrived in Ottawa on Thursday, August 2, to begin a month-long tour of Canada and the United States.



Canadian Ambassador Chester Ronning is seen inspecting the guard drawn up in his honour on the quarterdeck of KNM *Troll* at Oslo, Norway, in mid-May following the arrival of the former RCN frigate *Prestonian* there from Halifax. The ambassador is accompanied by Vice-Admiral J. E. Jacobsen, Commander-in-Chief of the Royal Norwegian Navy, and in the left background is Cdr. G. A. C. Scarth, Canadian naval attaché. (Photo by Aftenposten, Oslo, from External Affairs.)

Leading the party was Major-General G. S. Thompson, British Army, together with Cdr. W. F. Skelton, Royal Navy, members of the College directing staff.

Cdr. D. C. Rutherford, of Naval Headquarters, Ottawa, was the conducting officer and accompanied the group during its Canadian tour.

Rescue Attempt Brings Award

A rescue attempt last summer by an Ottawa sailor has brought to him the bronze medal of the Royal Canadian Humane Association.

Ord. Sea. W. O. E. (Darby) Matthews, a diver serving in Halifax, tried unsuccessfully to save a 15-year-old girl when she was sucked into an underground tunnel taking water from a sluice to the Long Island lock of the Rideau Canal.

Matthews and a companion, who almost lost his own life in the rescue attempt, were both recognized by award of the Association's bronze medal.

Three New Patrol Craft in Service

July commissionings of three Bird Class inner patrol craft in western Ontario brought completion of the Navy's building program for four of the vessels.

The three were HMC Ships *Cormorant*, *Mallard* and *Blue Heron*. Both the *Cormorant* and *Mallard* have been

Labrador's Dash Draws Publicity

The northward dash of the *Labrador* in April to the rescue of the Norwegian sealing fleet off Greenland may have come to naught as a rescue operation, but it did result in a lot of favourable publicity in Norwegian newspapers, according to a report received in Ottawa.

Plans for a training cruise to the West Indies and beyond for the *Labrador* had to be abandoned when the sealing vessels were trapped in ice fields and sent out a call for help. The *Labrador* was well on the way north when the ice shifted and the vessels freed themselves.

However, in the meantime, Oslo newspapers were playing up the story and were running pictures and descriptions of the *Labrador* and her equipment, including the helicopters. The Norwegian radio also carried many references to the *Labrador* in its news commentaries.

Another event that made the headlines in all the Norwegian dailies was the arrival in Oslo on May 14 of KNM *Troll* (ex-HMCS *Prestonian*), one of the three modernized frigates loaned by Canada to Norway.



On the occasion of his first official visit as Chief of the Naval Staff to Shearwater on June 18, Vice-Admiral H. G. DeWolf inspected VF 870, the RCN's new Banshee all-weather jet fighter squadron. In the inspection party, from the left, are Lt.-Cdr. R. H. Falls, squadron CO; Vice-Admiral DeWolf; Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Captain D. G. King, commanding officer of Shearwater, and Cdr. (I) H. W. Isaac. Fighter pilots in the background with their aircraft are Lieut. K. F. Herrington, USN exchange pilot, Lieut. F. C. Willis and Lt.-Cdr. B. W. Mead. (DNS-15975)

allocated to Flag Officer Naval Divisions and the *Blue Heron* is going on loan to the Royal Canadian Mounted Police Marine Division at Halifax.

The *Cormorant* was commissioned at the Midland Boat Works, Midland, on July 16 under command of Lt.-Cdr. C. R. Manifold, while the *Mallard* was commissioned the same day at Grew Boats Ltd., Penetang, under command of Lt.-Cdr. P. M. Cornell, RCN(R). The *Blue Heron* was commissioned at Hunter Boats Ltd., Orillia, on July 30 under command of Lieut. J. W. Lane, who was to sail her to Halifax, where she will be lent to the RCMP.

First of the four vessels to be commissioned was HMCS *Loon*, now at Halifax, N.S. She was commissioned at Taylor Boat Works, Toronto, on November 30, 1955, under command of Lieut. A. J. Norman who sailed her to Halifax during December in an adventurous voyage which overcame hazardous winter and ice conditions.

The four ships, all of which have been named after birds common to Canada, have a displacement of 65 tons and are 92 feet in length with a beam of 17 feet. They are propelled by two 600 h.p. diesel engines capable of giving the vessels a top speed of 14 knots. Primarily of wood and aluminum construction, they are intended to carry a complement of two officers and 19 men.

Outremont on Newfoundland Tour

HMCS *Outremont* sailed from St. John's Nfld., in mid-July with the Hon. Sir Leonard Outerbridge, Lieutenant-Governor of Newfoundland, embarked for his annual visit to outports of the province.

During the three-week tour, the frigate was scheduled to take the Lieutenant-Governor to a dozen communities along Newfoundland's coast. These included La Scie, St. Anthony, Battle Harbour, Cartwright, Makkovik, Hopedale, Nairn, Hebron, North West River, Goose Bay, L'Anse au Loup and Stephenville.

The *Outremont* is under the command of Lt.-Cdr. Peter G. Chance, of Ottawa.

Queen Presents Colour to Air Arm

Her Majesty the Queen, accompanied by the Duke of Edinburgh, visited Lee-on-Solent, England, on July 30 to present her Colour for the first time to the Royal Naval Barracks there "in recognition of the size and status of the Fleet Air Arm".

Naval air stations in all parts of Britain were represented at the ceremony, following which more than a hundred naval aircraft flew past.

MAN of the MONTH

A 26-year-old pay writer, Ldg. Sea. John Edmund Richardson, is the Man of the Month in the eyes of some 700 reserve sailors and Wrens in HMCS York, the Toronto naval division. The tribute is well-deserved for, only recently, a majority vote of officers who head the 17-odd departments in the division chose Ldg. Sea. Richardson as the Man of the Year.

On the recommendation of the ship, the Toronto Women's Auxiliary of the Naval Reserve awarded him, in May, a silver tray and mahogany-bronze plaque. The trophy, presented annually to perpetuate the memory of the sailors and Wrens who died on active service during the Second World War, couldn't have gone to a more important man, in the opinion of Yorkists.

Ldg. Sea. Richardson devotes practically every Wednesday night and every Saturday morning to the ship. He helps to keep the pay and allowances of the ship's company in order. The Supply Officer, Commander (S) J. Goodchild, RCN(R), has long recognized his skill and efficiency as a pay

EARLY BANK TRAINING ASSET TO PAY WRITER

writer and attributes much of this to his early civilian training as a bank clerk. Cdr. Goodchild admits, too, that Richardson, as a member of the York team, helped the division win this year's Inter Divisional Efficiency award. York shared top position with Chippawa in the annual competition.

But pay-writing is not the only reason for recognizing the leading seaman. Over the past few years, he has chalked up a number of other achievements as a reservist. During the visit to Toronto in 1951 of the reigning monarch, then Princess Elizabeth, and the Duke of Edinburgh, he was in York's Royal Guard. He was also active in the gun run, when the team performed at the Canadian National Exhibition, for two successive years.

At present, he is a member of York's special precision guard which tours the province at military and naval conventions and which more recently took part in the Reserve Forces Week proclamation in Toronto.

Keeping up with the varied sporting and social events in the division, as well, makes Ldg. Sea. Richardson one

of the most active members of York since he joined the naval reserve on July 4, 1951. And one of the reasons he is so busy he claims, is because he enjoys every minute of the Navy life. And to prove it, he enrolled in the reserve for his second five years on July 3.

Born in Penetanguishene, Simcoe County, Ontario, on June 4, 1930, Ldg. Sea. Richardson attended schools there and, on leaving high school, turned his attention to Toronto. After working as a clerk in several small firms, he joined the Toronto-Dominion Bank, where he has been employed for the past nine years.

On joining the reserve in Toronto, he could hardly wait to get to sea, for his uncle, a merchant mariner, had told him of the interesting life aboard ship. In 1952, he took a cruise on board the Quebec, sailing from Esquimalt, down the West Coast, putting in at Long Beach, California, and Magdalena Bay, Mexico, then on through the Panama Canal to Halifax.

"Now that I have seven weeks at sea under my belt, I swap yarns with my uncle," he says.

In 1953 and 1955 he went to Naden for pay writer courses and passed Trade Group I and Part (B) of Trade Group II. Part (A) of Trade Group II, he explains, was passed in the division. He plans to take the Trade Group III course in 1957 and eventually another cruise.—A.C.T.

Radio Stations Become 'HMCS'

Since July 1, three of the RCN's larger radio stations have borne the designation "Her Majesty's Canadian Ship" in place of the former "HMC Naval Radio Station".

The three stations are, accordingly, now known as HMCS Aldergrove, HMCS Coverdale and HMCS Churchill. These are the names which will appear on the cap tallies of men serving at the stations and which will be used in addressing mail. No administrative changes are involved.

Two other shore establishments were commissioned as "HMC Ships" during the summer. These were HMCS Acadia and HMCS Quadra, the Sea Cadet training camps located respectively on Cape Breton Island and Vancouver Island.



Ldg. Seaman John Richardson receives the Toronto naval division's "Man of the Year" trophy from Mrs. Davies, wife of HMCS York's Staff Officer, Lt.-Cdr. Lloyd Davies. (Photo courtesy Star Newspaper Service, Toronto.)

SEA NAVIGATION IN THE CANADIAN ARCTIC

HMCS Labrador's First CO Describes Special Problems

IN THE CANADIAN Arctic, there are many factors, not found in low latitudes, which make the problems of navigation (determination of position and desired course and speed, etc.) somewhat complicated.

The majority of these problems stem from a lack of reliable hydrographic information: erroneous and inadequate charts; little or no tidal data and little or no information on currents and tidal streams; sparse or non-existent soundings; unreliable offshore soundings, obtained with little or no control; sketchy, and in some cases inaccurate, sailing directions; and a complete absence of navigational aids (buoys, lights, sound signals, radio devices).

Coupled with the inadequate charts, there is a lack of the supplementary data usually taken for granted, such as tidal stream and current data; while written, sketched, or photographed descriptions of the land masses and areas covered, as well as written directions

Editor's Note

By special arrangement, the accompanying article by Captain O. C. S. Robertson, former commanding officer of the RCN's Arctic patrol ship, appears also in the August issue of the United States Naval Institute Proceedings.

as to the safest routes through and into the different locations, are also lacking.

The best charts available are those preliminary editions issued by the Canadian Hydrographic Service. These are based on air photography without adequate geodetic control, triangulation, topography, or soundings. In normal latitudes, such charts would not even be considered for issue to ships. But, in the Canadian north, such charts are used continuously, as they are the best available.

All available soundings have been placed on these charts and, in a few regions, they have a misleadingly reliable appearance. Large-scale harbour charts are almost non-existent.

The charts are drawn on the Lambert Conformal Projection, and, while this may appear at first sight an unconventional projection to use, in actual fact it presents a much better picture of the high-latitude land masses than does the more conventional Mercator Projection.

In the use of the charts, the errors due to the small convergency of the meridians is to all practical purposes overcome by the use of an adjustable plotting arm, which is lined up with the closest meridian prior to laying off bearings or courses.

The difficulties are not insurmountable if the navigator will accept the fact that unconventional methods are required to meet unconventional situations, and that while geographic fixing of the ship's position may be impossible, fixing relative to a land mass is, in most instances, possible; the fact that the land mass itself is inaccurately fixed is immaterial.

The problems of navigation are also complicated by various climatic factors. These include ice; the prevalence of fog when the water is partially clear of ice; low cloud ceiling during the months when ice conditions permit navigation; and, in the spring and fall of the year, wet cold.

Because of the poor visibility, celestial observations cannot be counted on. Continuous daylight during the summer precludes the use of stars. Even if accurate celestial observations were obtained, the information would be of little use, as the navigator would be faced with the problem of plotting a celestial fix on an inaccurate chart.

Good celestial fixes have been experienced by the writer and these have been checked by radar from a known landmark (whose position has been established by geodetic fix), which put the ship at 2,000-foot altitude on top of a glacier. As the sounding machine showed 30 fathoms, course and speed were maintained.

STANDARD refraction tables are not accurate in high latitudes, and ice horizons and abnormal mirage during periods of good visibility complicate the



problem of obtaining an accurate altitude of the sun. Also, at the moment, HO 214 tables do not allow for solution of the celestial problem for altitudes of the sun below five degrees, a common condition in the early and late summer periods.

Conventional dead reckoning in ice-filled waters, where a log cannot be used, is also out. However, a form of DR that meets the navigator's need can be practised. Radar ranging on icebergs, or on some easily-distinguishable landmarks, is used. As no information is available on the rate of drift of such icebergs, some allowance must be made for drift unless it can be established that an iceberg is grounded.

The use of icebergs is denied the navigator in the central and western Canadian Archipelago, as there is none in those areas. Nor, unfortunately, are there many prominent headlands or cliffs to give a good radar return.

The rough-and-ready method of keeping track of the ship's position works something along these lines:

Radar ranges of identifiable points of land are used as arcs of circles from those points, and the intersection is said to be the ship's position; or, a radar range with a visual or radar bearing is used; or, if visibility permits, visual bearings, checked with a radar range, are used. As the ship moves along her track, other identifiable or recognizable landmarks or objects with good radar return are picked up either visually or on radar, and plotted on the chart in relation to the latest datum fix. They are then used in following fixes and further points are acquired as the ship advances. In this way the progress of the ship can be plotted, the stops and starts, the zigs and the zags due to the ice being ignored. When the navigator loses visual or radar contact, then a mean course and mean speed of advance is estimated until a new radar target presents itself. This estimated mean course and SOA is based on the mean course and SOA experienced before losing contact, as long as ice conditions remain constant. When ice conditions change, the only guide during the period of lost contact is experience.

COMBINED with the difficulties inherent in trying to keep up a ship's track in heavy ice, there is the added requirement to fix the ship's position during periods of heavy fog, common during the summer months. In this situation, radar is the only possible method of determining the ship's position.



A good set, well-maintained, will bring one up the Greenland coast in fog and through the icebergs without too much difficulty. In static ice it will show leads, if they are about a quarter of a mile wide and clear of brash. It will pick up large floes in the midst of brash, allowing course to be adjusted to by-pass them. Pressure ridges show up well. However, shadow areas in the lee of pressure ridges may be mistaken for leads; and the large area of small return typical of a large flat floe can be mistaken for a polynia*.

Interpretation of the radar picture requires a good knowledge of the capabilities and limitations of the set in use, plus concentrated observations. While mistakes can be made in interpreting the radar picture, it does show open water or non-ridged ice, both of which are easier to pass through than pack or ridged ice.

More use could be made of radar when the charts show the topography behind the coastline. This is particularly true of the western Arctic, where the shoreline is flat with none of the bold steep-to-cliffs found in the eastern Arctic.

Visual fixes are always preferred to radar fixes and, when visibility conditions permit, they are used to project the ship's track relative to the land as described earlier.

Because of the proximity of the north magnetic pole, and the resulting low horizontal directivity through most of the Canadian Arctic, the standard magnetic compass is of very little help to

* An open water area surrounded by Arctic ice.

the navigator. The Canadian Arctic has many areas of abnormal magnetic attraction. In those areas in the vicinity of the north magnetic pole, daily changes of variation average as much as eight or ten degrees. On days of magnetic disturbances, as much as a 40-degree change has been observed. While these changes decrease as the distance away from the pole increases, their values in any particular place or for any particular time do not remain constant.

In view of the above, greater emphasis is placed on the reliability of the gyro compass than might otherwise be the case. With modifications for operation between 70 and 82 degrees of latitude (about the most northerly latitude navigated by shipping), the resulting errors due to high latitude are sufficiently small to be ignored.

The problem is relative. The small error involved in visual and radar bearings and in courses is of little consequence, when it is realized that the land in the Archipelago has not yet been accurately charted.

THE ECHO-SOUNDING machine is required at all times, and must be manned continuously. In the eastern Arctic, soundings have been known to jump from 260 fathoms to 14 fathoms or fewer in less than a cable. Thus the navigator must not trust to the echo-sounding machine to give warning of shoal water under all conditions. Even on the best available charts, soundings are so scarce as to prohibit an estimate of the ship's possible position from the depth indicated on the echo sounder.

If visibility is good, a knowledge of geomorphology will indicate to the navigator where he may expect to find submarine peaks, shoals and shallows. For instance, it is generally found that navigable depth may be obtained close inshore when a shoreline is steep at the water's edge; that extreme caution is necessary when close aboard spits, capes headlands, and many islands; and that the possible position of underwater peaks and shallows may actually be estimated from an examination of the apparent direction of glaciation, where such has occurred.

Moraine deposits form shallows at the mouths of many bays and inlets that were at one time the beds of glaciers. The Arctic navigator would do well to re-study those chapters dealing with erosion, glaciation, etc. before proceeding north.

While the methods of ice-breaking have no place in this discussion on northern navigation, the way in which the ship makes her way through the ice has a lot to do with the position in which she finds herself at the end of the watch. Old weathered pressure ridges are tough. They should be attacked at right angles to the ridge. If stuck at an oblique angle, the ship may not break through, but will carom off at anything up to 90 degrees from her course. In an area of confused pressure ridges, this can result in a complete reversal of course in a very short distance. It has been found that if the helmsman is allowed to deviate anything up to four points on either side of the mean course without reference to the officer of the watch, he can pick his angle of attack and can more easily choose the more rotten and less difficult ice.



No church spires, no trees, no pinnacles of rock. The featureless terrain of the Arctic, which adds to the troubles of surveyors, is illustrated in the picture taken over Salisbury Island. (Lab-848)

Certain extra equipments are available in the north to help overcome the hydrographic deficiencies of the region. The most important of these are: the helicopter, with its ability to search ahead for likely-looking leads and navigable channels; sound boats, to sound ahead for entry into uncharted, ice-free harbours; and the bubble sextant, for use in conditions of ice horizons, or when low fog over the ice has obscured the horizon completely, even though the sun remains visible.

In order to hasten the day when sufficient navigational information will be available in the Canadian North, fixes of the ship are taken as often as circumstances will permit. For this purpose, at least one person is on the bridge at all times, responsible for the ship's

track, its safe navigation, and for the accumulation of information.

The accumulation of information is a most important function of the northern navigator, second only to responsibility for the safety of the ship. This function includes the collection of as much hydrographic and navigation data as it is possible to get: radar photographs from known positions; panoramic photographs of identifiable landmarks; recording of land descriptions; observations with respect to currents, tides, conspicuous landmarks; delineation of routes and channels that have been found safe; shoreline sketches; recording of compass and sounding information; and the notation of chart inaccuracies, etc. As every scrap of data obtained is of value for future operations, the intelligent collection of information assumes great importance.

Despite all that has been said in this paper about the difficulties of navigation in the Canadian Arctic, the Department of Transport, the United States Navy, the U.S. Coast Guard, and the Royal Canadian Navy have operated and continue to operate in these waters.

Probably, standard and more accurate methods of navigation will replace the somewhat unorthodox and conventional methods of today, when more hydrographic information becomes available. Meanwhile, it is safe to say that navigation, as it is presently practised in the area, is made possible through accepting a larger factor of approximation than would normally be allowed in pilotage, and through being alert to possible disaster that might befall a ship, notwithstanding the use of a good radar, a good gyro compass, a good echo-sounder, and a good crew.



'We Challenge the German High Seas Fleet'

Why History Has Kept Dark the Second Battle of Jutland

CAPTAIN Brand's article on the Battle of Jutland, in the June issue of *The Crow'snest*, reminds me of the second battle of Jutland about which he probably hasn't heard and in which revenge was sought for the escape of the German High Seas Fleet upon the first occasion.

Our ship was HMS *Daffodil*, a mine-sweeping sloop of 1,200 tons, about 240 feet long, single screw, coal burning, with a maximum speed of 15 knots. Her armament was two 4" guns and about 40 depth charges on the quarter-deck. Oh, yes, there was also a saluting gun!

It was the middle of June 1918 and we were alone on patrol in the North Sea about half way between Scotland and Norway. The night was dark—no moon, no stars. At midnight, the officer of the watch on being relieved, casually mentioned to his relief that he could faintly discern a line of ships steaming northerly, quite some distance off the starboard bow; but the nature of the ships he just couldn't determine. After some discussion it was decided the captain had better be told.

Arriving on the monkey's island the captain had a good long look through his binoculars but was no more conversant with what he saw than the others. However, he held forth more or less as follows:

"My lads, it's now two years since the German High Seas Fleet has been in seclusion following the battle of Jutland. This war must be drawing to a close; the English Channel is blocked; there's only one route to the open Atlantic and right now we're in the middle of that; surely the Germans will make one last attempt to break out and mess up the Atlantic rather than surrender their fleet."

What to do? Escape would be easy—but it lacked the Nelson touch.

"Signalman," called the captain, "send a message: From *Daffodil* to SNO Scapa Flow (our Grand Fleet was parked there): Strange ships sighted (position given); am proceeding to investigate."

As well as being a very junior medical officer, I was also confidential book officer, mess secretary, wine caterer, and performed the usual chore-boy duties to which an idle MO falls heir; but also to me was entrusted a very secret document which told us the day-

The Author

Four years ago Surgeon Commodore Archie McCallum, then Medical Director-General of the Royal Canadian Navy, retired and the occasion was duly noted in these columns.

The other day, however, he was reminded that we had overlooked one episode in his career. This was brought home to him when he read Captain E. S. Brand's article in the June *Crow'snest* on "Jutland".

The oversight has been remedied. Here Commodore McCallum tells the story of "The Second Battle of Jutland" or "The Last Battle of the Little Giants" or "Anyway We Tried".

by-day recognition signals. It was with a feeling of no little importance that I responded to the captain's order to produce the current signal, which had just been changed at midnight. That importance was enhanced when I learned it was to be flashed at the "German High Seas Fleet" — consequences be damned!

The signal was on its way to Scapa; the alarm bell had been sounded; the guns crews were closed up; the magazine had been opened and ammunition was spewing forth from abaft the wardroom. We were all set. Silence was thick. A pin dropping on the corticene would have made quite a clatter. In spite of goose pimples our hearts were stout. *Daffodil* was proceeding to the attack!

The captain doffed his duffle coat, dropped it to the deck and proclaimed that if he had to swim he wanted no encumbrance. Then he made his second speech:

"We'll steer for the middle of the line; if, instead of the correct response to our recognition signal, we receive a salvo, we may be able to at least ram one of the blighters before we go down!"

What our two 4" guns would do to the fleet was ignored.

Full speed ahead was ordered — it would take a little time to work up to our 15 knots. Meantime the signalman was ordered to point his Aldis lamp at the "Fleet" and make triple "K"—it's

not apparent why the searchlight wasn't used; perhaps we were just modest.

When no response was made to our signal, the suspense was a little overwhelming. Nothing daunted we tried again; but still no response. We concluded that the "enemy" were being roused from their bunks and guns were being loaded. At least there was no apparent need of hurry and the 20 paces we were taking to the gallows was being extended a bit on our behalf. Upon our third repeat of our signal we got an answer—not a salvo; merely a statement from a British destroyer that she was escorting a convoy to Norway—and whom might we be?

Thus ended the second "Battle of Jutland"; but many of us who were green in the service asked ourselves, "Were those indistinct words in the captain's speeches due to a loose denture, or was his tongue in his cheek?" —A.McC.



All set to strike a resounding blow for the Royal Canadian Navy is seven-year-old Robert Ashton, son of PO Gordon Ashton of HMCS York, the Toronto naval division. Robert was photographed during a break in proceedings during Toronto's reserve forces garrison church parade May 27.

OFFICERS AND MEN

DOT Officer's Actions Praised

The excellent work of a Department of Transport meteorological officer in assuring the survival of an injured RCN pilot is recognized in a letter sent on the recommendation of the Naval Board, to the Department of Transport.

A Harvard aircraft of the Royal Canadian Navy flown by Sub-Lt. (P) F. W. Goodfellow, with Carl R. Smith, meteorological officer, as passenger, crashed in southern New Brunswick on March 31. Snow still lay deep in the woods and the weather was bitterly cold.

The pair were rescued the day after the crash by an RCN helicopter, piloted by Lt.-Cdr. (P) G. J. Laurie, who was assisted in finding the scene of the crash by an RCAF Otter aircraft.

The meteorologist had come through the crash practically unhurt, but the pilot had suffered facial injuries and a broken arm. Mr. Smith improvised a shelter from a parachute, laid a fire,

which he started with a Verey pistol, and cared for Sub-Lt. Goodfellow through the long, cold night.

In his letter to the Department of Transport, Deputy Defence Minister F. R. Miller quoted from a letter written by Captain D. G. King, commanding officer of Shearwater:

"There is little doubt that Sub-Lt. Goodfellow would have succumbed to his injuries and exposure without his aid."

First Apprentices Leave Cape Breton

The Apprentice Training School in HMCS *Cape Breton*, established in January 1953 to provide skilled tradesmen for the technical branches of the navy, graduated its first class this spring.

At a ceremony held at Halifax on April 18, 44 young men with the finest technical training received their certificates from Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Ser-

vices. In addition, the graduates received promotion to petty officer second class in the branches for which they had received specialized training in the past 18 months.

The graduates, with the second and third year apprentices, marched to the ceremonies held in HMCS *Scotian* drill hall, led by the *Cape Breton's* bagpipe band. After an inspection by Rear-Admiral Porteous, the apprentices received their certificates and then were rated petty officers second class by the *Cape Breton's* commanding officer, Capt. (E) J. S. Ross.

Four prizes were awarded to the apprentices judged the best in their branches. They were:

Shipwright—PO Paul Walker, Toronto.

Electrical Technician (Fitter) — PO Grant Dunbar, Ellerhouse, N.S.

Air Artificer—PO Marvin May, Toronto.

Engineering—PO Kenneth Harrison, Victoria.

The men joined the Navy in 1952 as ordinary seamen, and were between 16 and 19 years of age. After taking basic training at *Cornwallis*, they joined the 10,000-ton former maintenance ship,

WEDDINGS

Leading Seaman C. J. Dalsin, *Cayuga*, to Miss Daphne G. Luchinsky, Victoria.

Leading Seaman W. J. Furzecott, *Stadacona*, to Miss Trudy King, Sydney Mines, N.S.

Leading Seaman J. R. Knox, *Stadacona*, to Miss Carol Harrison, Springhill, N.S.

Lieutenant (now Lieutenant-Commander) M. K. Kelly, *Labrador*, to Miss Agnes M. O'Donnell, Beaver Bank, N.S.

Petty Officer M. M. Longmuir, *Naden*, to Miss Ruth Fenn, Regina.

Leading Seaman Gerald E. MacNutt, *Coverdale*, to Miss Florence Coates, Lewisville, N.B.

Lieutenant-Commander (SB) C. C. T. McNair, *Patriot*, to Miss Isabelle M. Archer, Toronto.

Able Seaman C. N. Thompson, *Cayuga*, to Miss Bernice J. Leland, Victoria.

BIRTHS

To Petty Officer F. W. Davis, *Cayuga*, and Mrs. Davis, a daughter.

To Leading Seaman L. V. Graham, *Stadacona*, and Mrs. Graham, a daughter.

To Commander D. L. Harrington, *Iroquois*, and Mrs. Harrington, a daughter.

To Chief Petty Officer H. R. Lockhart, *Cayuga*, and Mrs. Lockhart, a son.

To Leading Seaman B. L. Testori, *Stadacona*, and Mrs. Testori, a daughter.

To Petty Officer J. H. Turner, *Cayuga*, and Mrs. Turner, a daughter.

To Sub-Lieutenant William L. Verrier, *HMS Excellent*, and Mrs. Verrier, a son.

To Chief Petty Officer J. A. Wilson, *Stadacona*, and Mrs. Wilson, a son.



Proud parents and wide-eyed triplet boys pose for the camera in their Halifax home. The beaming father and mother are Ldg. Sea. David J. Millar and Mrs. Eileen Millar. The boys are David George, Donald Bernard, and Dale Edward, from left to right, and Mrs. Millar assures The Crowsnest that the identification is correct. The boys weighed in at slightly more than five pounds each on arrival in February and in early July when this photo was taken they were 16 pounds 9 ounces each. The entire family left in July for the West Coast where the father, a gunnery rate, joined HMCS *Naden*. (HS-43422)

HALF-YEARLY PROMOTIONS LIST

The names of 26 officers are contained in the half-yearly promotions lists of the RCN. The regular force is represented by 15 members and the RCN(R) by 11. The list of these promoted follows:—

ROYAL CANADIAN NAVY

To Captain (2)

Cdr. Gordon Cheeseman Edwards, Director of Naval Aviation, Naval Headquarters.

Cdr. Edward T. G. Madgwick, commanding officer, *Micmac*.

To Commander (6)

Lt.-Cdr. F. H. (Eric) Pinfold, commanding officer, *Patriot*, Hamilton, and Deputy Command Personnel Officer on the staff of the Flag Officer Naval Divisions.

Lt.-Cdr. Thomas Henry Crone, on Joint Services Staff Course, United Kingdom.

Lt.-Cdr. Harry Romeyn Beck, commanding officer, *Haida*.

Lt.-Cdr. William Wyness Maccoll, commanding officer, *Fort Erie*.

Lt.-Cdr. John Douglas Lowe, Staff Officer (Helicopters), Naval Headquarters.

Lt.-Cdr. John Harris MacLean, *Labrador*.

To Commander (E) (2)

Lt.-Cdr. (E) (A/E) Edward Stanley Smith, officer-in-charge, Naval Aircraft Maintenance School.

Lt.-Cdr. (E) (A/E) Michael Willoughby Anketell-Jones, on staff of Engineer-in-Chief, Naval Headquarters.

To Commander (L) (1)

Lt.-Cdr. (L) James Malcolm Davison, Assistant Electrical Engineer-in-Chief (Development), Naval Headquarters.

To Surgeon Commander (1)

Surgeon Lt.-Cdr. John William Green, RCN Hospital, Esquimalt.

To Captain (S) (1)

Cdr. (S) Jack Ross Anderson, Assistant Supply Officer-in-Chief (Stores), Naval Headquarters.

To Acting Commander (S) (1)

Lt.-Cdr. (S) Alfred Ernest Taylor, Director of General Stores, Naval Headquarters.

To Constructor Commander (1)

Constructor Lt.-Cdr. Clifford Earl Booth, Principal Naval Overseer, Quebec Area.

ROYAL CANADIAN NAVY (RESERVE)

To Captain (1)

Cdr. John Allister MacKinnon, commanding officer, *Brunswicker*, Saint John, N.B.

To Commander (1)

Lt.-Cdr. John Nantes Kenny, commanding officer, *Queen Charlotte*, Charlottetown, P.E.I.

To Acting Commander (2)

Lt.-Cdr. Edgar William Barrie, *Nonsuch*, Edmonton.

Lt.-Cdr. Robert Graham Bell, executive officer, *Donnacona*, Montreal.

To Commander (E) (1)

Lt.-Cdr. (E) John Alfred Savory, *York*, Toronto.

To Chaplain Class IV (RC) (1)

Chaplain Class III (RC) George Leo Green, *Nonsuch*, Edmonton.

To Surgeon Captain (1)

Surgeon Cdr. Anthony Loudon Peers, *Nonsuch*, Edmonton.

To Surgeon Commander (1)

Surgeon Lt.-Cdr. Robert Walker MacNeil, *Chippawa*, Winnipeg.

To Commander (S) (2)

Lt.-Cdr. (S) Garfield Charles Dixon, *Malahat*, Victoria.

Lt.-Cdr. (S) Leslie Edward Avery, *Chippawa*, Winnipeg.

To Commander (SB) (1)

Lt.-Cdr. (SB) Arthur Charles Theobalds, *York*, Toronto.

berthed at Halifax, in January 1953 to begin the three-year course.

There are 152 men undergoing the various phases of the technical apprentice training plan.

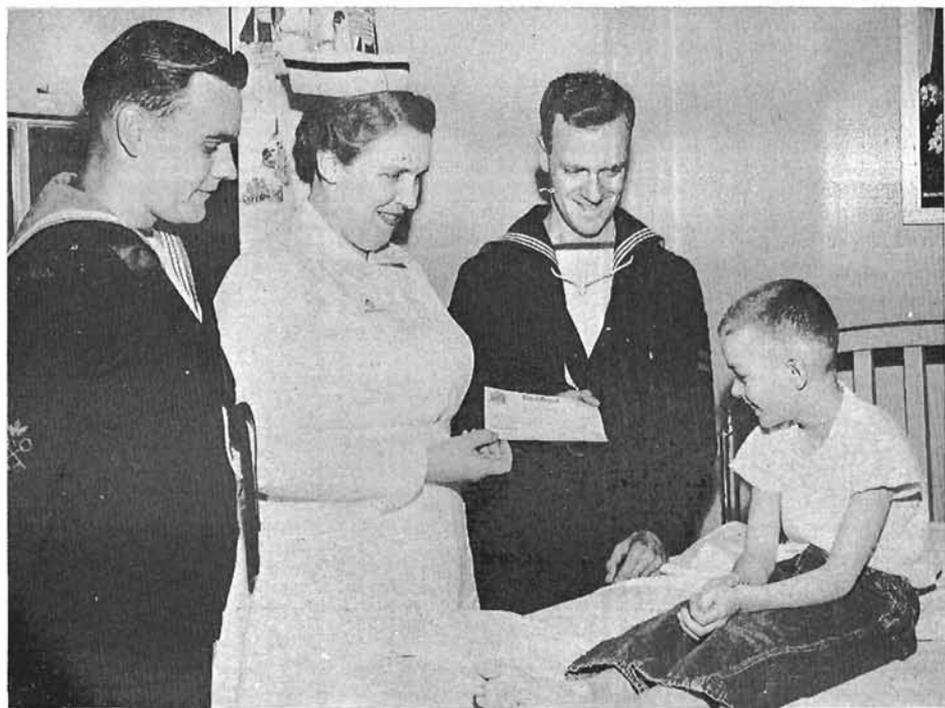
Wings Awarded To York Pilot

VC 920, Toronto's naval air squadron attached to HMCS *York*, passed a significant milestone recently by producing its first reservist to receive wings at the Toronto naval division.

Sub-Lt. George Ewanchew, 25-year-old television technician, was presented with his wings at *York* by Air Commodore C. F. Johns, RCAF, Assistant Deputy Minister of National Defence (Construction Engineering and Properties Division).

The flying training, shorn of nearly all instruction not directly associated with actual flying, took him eight months and, in essence, was identical with that afforded regular force officers.

Sub-Lt. Ewanchew took the eight months off his civilian job to complete the training. He planned to go to the East Coast with VC 920 in August to qualify in carrier flying from HMCS *Magnificent*.



A thousand smackers! Geel William John Taylor, young Haligonian, is understandably impressed with the \$1,000 cheque presented to the Halifax Children's Hospital by the ship's company of the cruiser *Quebec*. The presentation was made by Petty Officers John Shelton (left) and Derek Bush to Miss Margaret Dunbar. The gift was part of the \$9,000 sum donated to welfare organizations from the ship's fund of the *Quebec* when the cruiser paid off. (HS-43001)

Four other potential pilots are now training with VC 920, Canada's first naval reserve air squadron, and expect to receive their wings this fall.

There are four other reserve composite squadrons attached to naval divisions in Canada, namely, VC 921 at *Cataraqui* in Kingston, VC 922 at *Malahat* in Victoria, VC 923 at *Montcalm* in Quebec and VC 924 at *Tecumseh* in Calgary.

All have qualified a number of aviators except *York*, which started off with a heavy proportion of former RAF, RCAF, RN and RCN aviators on her lists.

Sailors Go on Inland Cruise

When HMS *Bulwark* (27,000-ton *Hermes* class carrier) visited Copenhagen last July 1 she lowered a 36-

Not What You Say, But How You Say It

A couple of years back, the five-year-old daughter of a shore-going naval officer clambered on her father's knee for an after-supper confidential chat.

"Daddy," she asked, "are you left-handed?"

"Why, no," he said. "I'm right-handed."

"Well, then," she insisted, "why do the boys at the office call you left-handed commander?"

This sort of threw the officer and he failed to answer as he could have done with the full backing of the Royal Navy and *The Concise Oxford Dictionary*: "Just because they're plain ignorant, honeybunch."

In the *Oxford Dictionary* two pronunciations of "lieutenant" are given. The one intended for ordinary, run-of-the-mill folk, Army blokes and the like, is "leftenant". On the other hand—and mark this well—*Oxford* says that in the navy the pronunciation is "letenant". This, of course, is quite logical and as it should be. There is no more an "f" in lieutenant than there is in hiccupus.

No survey has been made, but it would appear to be pretty safe to say that the "leftenant" form is the one most generally used in the Royal Canadian Navy, and this despite efforts such as that made in the *Scotian Newsletter*, bulletin of the Halifax naval division, which draws attention to the "correct" pronunciation.

The *Oxford Dictionary* also recognizes that the navy pronounces the word "tackle" in a most unusual way—namely "takel"—and this is generally known in nautical circles, who would agree that the word could not possibly rhyme with "shackle". These are matters of tradition. There is no regulation covering them. If a seafarer slips and makes "tackle" rhyme with "shackle" or even "mackerel" there's not much can be said but:

"Thass okay, lootenant."



FROM THE NAVAL PHOTO SALON: The sharp lines of a multiplicity of rectangles in a steel grating weave an interesting pattern in this picture, "Power House", by PO Kenneth White, serving in the Montreal area where such industrial scenes abound.

foot pinnacle, manned it with a crew of four officers and 11 men and sent them on a trip planned as an exercise in resourcefulness and initiative.

The trip took them through canals in Germany, Holland, Belgium, France, across the North Sea and down the English Channel to Portsmouth to rejoin the *Bulwark* 960 miles later.

Royal Navy Drops Class III Uniform

The Royal Canadian Navy again appears in the role of pace-setter in the matter of naval uniforms.

An Admiralty announcement on July 6 said that "junior ratings", that is, men below the rank of petty officer, of the Supply and Secretariat, Sick Berth

and Coder branches of the Royal Navy are to adopt Class II or "square rig" in place of the present Class III or "fore and aft rig".

For those not acquainted with the terms, it should be explained that Class II rig is the traditional uniform worn by men "dressed as seamen" and its outstanding features are the bell-bottomed trousers, jumper with wide collar and the round flat cap.

Class III rig was discontinued in the Royal Canadian Navy on January 1, 1949, at which time writers, cooks, stewards, supply assistants, sick berth attendants and others began the change-over to seamen's rig. Their uniform previously consisted of single-breasted jacket with black buttons, trousers

creased "fore and aft" and a peaked cap with red badge.

The *Admiralty News Summary* says that the change instituted originally by the RCN has in general been favourably received by the other Commonwealth navies.

The change in uniform in the Royal Navy, however, will hardly be instantaneous. Those in possession of Class III uniforms will be allowed up to four and a half years to provide themselves with the uniform out of their kit upkeep allowance.

Reserve Officer Wins High Degree

More high educational honours have been awarded Lt.-Cdr. Peter McCaul Cornell, recently in command of HMCS *Cougar*, based at Hamilton, Ontario.

Lt.-Cdr. Cornell, who is a member of the Royal Canadian Navy (Reserve), has attained numerous goals in educational fields. His most recent one came when he was awarded his Doctor of Philosophy degree in Economics at Harvard University.

During the early summer he carried on in his naval capacity; on August 1, he joined the Bank of Canada, Ottawa, as an economist.

His wife is the former Kathryn Griffin of Halifax, a daughter of Mr. and Mrs. Jeremiah Griffin, 92 Queen Street. Lt.-Cdr. and Mrs. Cornell have three children.

Peter Cornell's educational accomplishments are outstanding. His parent's home is in Fort William, Ont., where he attended the Fort William Collegiate Institute.

The young naval officer and economist has received close to \$10,000 in awards—scholarships and fellowships.

Some of his awards were the Navy League of Canada's \$1,000 scholarship; the W. W. Near scholarships at Queen's University, valued at \$400, and a \$750 fellowship in humanities, Queen's; \$700 fellowship at Harvard University; Imperial Oil fellowships, valued at \$3,750, and the \$2,000 Dafoe Fellowship.

Lt.-Cdr. Cornell had been attending Harvard University, Cambridge, Mass., on a \$1,200 Imperial Oil Fellowship in economics research. He was one of four Canadian students to win the award, offered annually to encourage post-graduate scientific research.

He was at the Canadian Services College, Royal Roads, during the war and later as executive officer of the Kingston Naval Division. He was also commanding officer of the Queen's University Naval Training Division.

Lt.-Cdr. Cornell and Mrs. Cornell were married in Halifax during the Halifax Bi-Centennial year, 1949.



Long familiar with the Canadian Army because of the proximity of Petawawa military camp, the thriving town of Pembroke was updated on the Royal Canadian Navy when Mobile Recruiting Unit No. 5, based at Ottawa, arranged a display at the three-day Ottawa Valley Trade Fair, held at Pembroke in mid-June. The central exhibit was a large model of HMCS *St. Laurent*, which attracted an estimated 27,000 visitors. The other charming young lady pictured here is Miss Corrine Bohart, who was chosen Miss Pembroke Chamber of Commerce. The exhibit attendant is Ldg. Sea. Donald Burgess, native of Pembroke and a member of the Mobile Recruiting Unit, which is under Lt.-Cdr. Norman J. McDonald, Area Recruiting Officer, North Eastern Ontario. (Photo by Montaigne, Pembroke.)



Two of the young ladies who help to keep flying the aircraft of VC 920, the reserve air squadron attached to York, are pictured at an early stage in the overhaul of the rear wheel of an Avenger. Their hands aren't dirty yet, but will be. They are Ord. Wrens Joan Thornton (left) and Pat Thornton. (COND-2867)

Personnel Set-Up Under Study

A SPECIAL committee of senior officers appointed by the Naval Board to study the personnel organization of the Royal Canadian Navy in relation to the current and future requirements of the Fleet will begin its sittings this fall.

In a world where technical progress is proceeding at an unprecedented pace, the RCN has kept well to the front in the development of its ships and weapons. In many instances technical changes have been accompanied or followed by personnel changes. New branches have been formed, others re-organized. In today's RCN there are many ranks and rates that did not exist 10 years ago.

Nevertheless, any basic changes in the whole arrangement of the RCN's personnel structure, including professional standards and training for both officers and men, have been of necessity conservative in comparison to the rapid advances made in the technical fields. The same situation prevails in other navies.

The reason for this comparative conservatism is the time required to train officers and men. The old adage that it takes two years to build a ship and seven years to make an officer is still figuratively true, except that today both processes take longer.

It has been apparent to the Naval Board that the whole problem should be investigated on the basis of meeting the RCN's particular needs. To this end, the RCN Personnel Structure Committee has been formed to investigate this all-important subject, as it affects both officers and men, to ensure that the interests of the nation are best served.

The Committee's sittings will be followed by recommendations to the Naval Board. No findings are likely to be received for some months. To anticipate the committee's recommendations is obviously unsound. The alternatives range from maintaining the present organization to introducing far-reaching changes, but whatever they may be the recommendations will remain within the bounds of practical reality. The Service would continue to utilize to the fullest practical extent the experience and training of all personnel, and would endeavour to ensure that careers, either of officers or of men, are not prejudiced. The morale factor

is considered to be of highest importance.

The Terms of Reference of the Committee are being published in Naval General Orders. Under these terms of reference any member of the Navy may be called upon concerning problems related to his particular experience. Serving personnel who wish to make proposals to the committee should send their views and suggestions direct to:

The Secretary, RCN Personnel Structure Committee,
Room 4010, "B" Building,
National Defence Headquarters,
OTTAWA, Ontario.

All correspondence for the committee will be treated as confidential, and need not be submitted through superior authority.

Only specific proposals strictly relevant to the terms of reference will be considered. Criticisms of current conditions of service will be relevant only if they point to the need for change in the existing structure. Suggestions about pay, pensions and allowances are not required.

THE WORLD OF THE DIVER

YOU HAVE BEEN alone in an absolutely dark room, not able to see your hand before your face, but have you ever entered an "Alice Through the Looking Glass" world of enchantment, full of sparkling, strange, yet wonderful things? Add to these sensations the magic phenomena of water and you share the experience of every naval clearance diver, sometimes frightening and lonely, at other times a private paradise. It is this ability of a man to accept such conditions: freezing water, immersion in soft mud, uncomfortable to an n'th degree; or gliding easily through clear warm sea water and seeing the wonders of underwater life, that make a successful clearance diver.

The RCN opened its own Diving Training Section in the TAS School, *Stadacona*, just over a year ago. Since then, from approximately 150 men, about 40 have qualified as clearance divers in various trade groups and as CD (Ships). Our CD (Ships) are men from any branch, stewards, shipwrights, sick bay personnel. They are always an interesting class to train, and when equipment is easier to obtain they will be a tremendous asset to their captains.

Every fully qualified clearance diver in the RCN is capable of using any type of diving equipment yet devised, from the valuable standard dress, weighting 200 pounds and using compressed air pumped down to him, to the more romantic "self contained" types of equipment.

The aqua lung and the naval "frogmen" sets are self-contained units that allow a person to literally fly through underwater space by a mere flip of the flipper, or to stay motionless at any depth without effort. This is comparable to the one-man helicopter device strapped to a future birdman's back; it is not a matter of swimming so much as flying. A miracle took place when experts such as Cousteau, Gagan, Hidges, Hass and Crabbe taught men to swim underwater. In the Navy one can enjoy the miracle and be paid to perform it.

Nevertheless, much hard work and certain natural qualities are needed before a 16-week course produces a new clearance diver. A man with a good sense of responsibility, under the age of 25, must have passed the naval swimming test, and be able to pass a "diving medical" in which particular attention is paid to the heart, chest, ears and sinuses. "Young and healthy" might sum it up, with no "afraid of the dark" tendencies.

The work a diver has to tackle includes salvage work, jetty and other underwater surveys, ship's bottom inspection, the removal and fitting of A/S domes, clearing screws, recovering almost any article. He learns to weld underwater and to become expert at surface and below-the-surface demolitions. Last but not most important he is a clearance expert, trained to find and render safe underwater enemy mines or other infernal machines and also to deal with bomb disposal problems. In peace or war the diver is always busy.

Living underwater is not normal for a human and "divers' ailments" are many. However, the diver is trained to look after himself and his fellows in avoiding dangers and discomforts. The adventure and fun of just being underwater compensates for any risk. In the service, with the diving regulations in force, diving is safer than crossing the street.

There is still much to be learned about living below the surface and every "dip" a diver takes helps research. But development of technique and equipment is on a par with the lightning growth of aviation science, and the RCN diver is becoming an increasingly important member of the service.—(Contrib.)

Thoughts at the End of a Five-Year Hitch

To Stay or To Go Often Knotty Problem to Sailor

THE END of the five-year stint is rapidly approaching — the day that looked as remote as the planet Pluto on the afternoon the sailor-to-be placed his hand on the book and said:

"I, Richard Roe, do swear that I will be faithful and bear true allegiance to Her Majesty, Queen Elizabeth the Second, her heirs and successors according to law. So help me God."

Or the oath or affirmation of loyalty may have been made five or ten years earlier in the name of another Sovereign. The ceremony was solemn, but brief, and it marked one important difference between engaging to serve in the Navy and accepting a civilian job.

Now, as time runs out, the sailor is asking himself a lot of questions, many of which he had asked himself when he first joined: Is the Navy the job for me, or can I serve my country just as well and myself a lot better on "civvy street"? Wouldn't it be better for my family if I could settle down in one place and be home every night for supper? With the international situation what it is and with new weapons coming along, is there any real need for the Navy? Does the Navy offer me as good a life as I would have at a steady job outside? Have I had as good a life as I would have had if I had decided not to serve in the Navy?

Nobody has an easy answer to any of these questions and, when they are a matter of personal decision, they can mean a lot of brain-wracking, heart-searching and sleepless nights. Any sailor is bound to have civilian friends who have prospered beyond the hopes of anyone on Navy pay. He probably knows others who have gone under. Yet a sailor's confidence must be at pretty low ebb if he doesn't believe he can do as well as or better than the average landlubber in competition with him.

The real crux of the matter is not the money (but never underestimate the importance of a dollar). The whole picture has to be viewed—the satisfactions, the experiences, the friendships and the feeling that one has a recognized role in the scheme of things.

Back on "civvy street", the ex-sailor may find that a lot of unknown factors, which he had not previously taken into consideration, may crop up. He may slip into a well-paid job with good hours, only to find himself up against a housing situation worse than any-

thing he had encountered in the Navy, where perfection has yet to be attained. He may find that what looks like a good salary, once deductions have been made for pension, medical expenses and so on, doesn't go far as his Navy pay. Perhaps the only available job will be one that keeps him away from his family more than the Navy ever did.

Those are some of the things that may build up to a pretty bleak picture in the mind of the man who has to decide whether to get out or stay in.

Or he may be an insufferable optimist who has painted for himself a post-service picture of a rose-covered ranch house with a two-car garage and private swimming pool.

It really doesn't matter much, in making the decision, what kind of picture of civilian life he paints. A man doesn't join the Navy because it's a "soft touch" and he doesn't leave it because the going is tough.

The outbreak of hostilities in Korea brought a surge of recruits, many of



FROM THE NAVAL PHOTO SALON: Naval photographer AB William Ball, who has been serving at Naval Headquarters, calls his picture of the RCN Sailing Association's yacht Grilse creaming along in a fair breeze "Final Tack". (O-8691)

whom now have just completed their five years or who are just approaching the end of their stint. None of them joined because he thought naval life was going to be safe, easy and comfortable. Let a call go out for volunteers during an emergency, such as the Fraser Valley or Red River floods or the aftermath of a hurricane and the response again and again proves that the sailor is not only willing but eager to face up to life's crises.

In the face of so many unknown factors, how is the man to make a decision? He will know of men who have left the service and prospered; of others who have not done so well. He will know of men who have signed on again just because it was too much trouble to make a decision; of others who are continuing in the Navy because it offered a full life, with opportunities for self-betterment, service and rewarding experiences not to be found elsewhere.

Early this year *Canadian Shipping and Marine Engineering News*, which publishes an annual issue devoted to the activities and progress of the Royal Canadian Navy, sponsored an essay contest on the subject, "Why I Believe in the Navy".

In the essays submitted, serving members of the RCN, and some of the RCN(R) put down on paper their personal feelings about the Navy and why they regarded it as a worthwhile institution. Some of the writers approached the subject from a purely personal viewpoint: they had found in the Navy friendships and career opportunities which they could not hope to find elsewhere. Others took a look at the world situation and outlined the cold logic of the continued need for a Navy. Sometimes there was a blend of these two approaches, with the writers finding in the naval service something that met both the needs of the individual, by providing a useful and satisfying career, and of the nation, by providing a bulwark against aggression.

Extracts from some of the essays are given here and more will follow in months to come. It is just possible that those contemplating joining the service or of signing on for another hitch may find in them the answers to some of the problems which are bound to arise on such occasions.

From the essay by Instr.-Lieut. James A. Johnson, HMCS Stadacona:

THE IDEALISTIC individual approaches the Navy either from a love of seafaring or, more often in Canada, the desire to serve his country. These two groups are united in their

interpretation and their realization of the word "service". The one serves the sea, the other his country. In our age and perhaps in all ages, individuals who wish to serve a group, organization or ideal as opposed to their own immediate interests are not very numerous. It is the strength of this group which is the determining factor in establishing the worthiness of our Navy. In this organization they feel privileged to be the servants of their country, their shipmates and their mistress, the sea. This to them seems a sufficient purpose for life.

To the individual the Navy provides many other opportunities. The privilege of travel to other lands, over that unifying element the sea, is perhaps foremost among these. For thousands of years the sea served as a barrier to man until he learned to master her. Now she is his cheapest, safest and



most used means of contact with his fellow creatures. The Navy frees the individual from too great a concern about the future and gives him the pleasure of good companionship with friendships often renewed after long separations. For the spiritually minded a quiet ship at sea is an experience, which often repeated, draws him closer to his Maker.

The practical values include a fair wage and an opportunity for promotion. There are few organizations which devote the effort to selecting and promoting the worthy as does the Royal Canadian Navy. A man may acquire a trade in the naval service or improve his skill brought from civilian life. There is an opportunity to improve one's education or athletic prowess at no cost to the individual. A healthy life with good food and living conditions is assured.

In those areas where the Navy is a major part of the economy, at times it seems that individuals do not appreciate the part the Navy plays in their lives. This is partly due to the fact that seamen cannot take an active and continuing part in the life of a community. The nature of their work is such that much of their time is spent away from home and they are apt to move after a short period of residence.

When the citizens of a Navy community realize this a better appreciation of the role of the Navy in the life of their town or city will result. The Navy man or officer must also identify himself more closely with the life of the community and when speaking of the citizens of his community use the pronoun "we" rather than "they".

Canada, our country, is growing in world stature, and navies have always been among the most powerful influences for spreading an awareness of one's country. They have been ambassadors of both good and ill and we are fortunate to have such a representative group of Canadians in our Navy. This ambassadorial office is not one-sided for Canadian seamen return to their homes with an increased awareness of other countries, which is passed on perhaps diluted, but none the less real, to their families and friends.

There is one other quality which the Navy can assist in adding to the stature of the country. This is better citizens. The type of life in the Navy is uniquely suited to promoting and developing: self-discipline, co-operativeness, self-reliance, cheerfulness and a sense of proportion; all desirable in the good citizen. Next to the security of Canada this may be the greatest contribution the Navy has to offer the country.

From the essay by Lieut. (S) Jesse Cohen, CD, RCN(R) of HMCS Donnacona, the Montreal naval division:

OUR NAVY has given me a chance to travel to Victoria twice, as well as to Halifax. I believe in the Navy because I have seen Saskatchewan from the air on a July afternoon when there just wasn't a cloud about. All that golden magnificence! Food for perhaps half the world. All grown here, cut here and stored here against famine and starvation. But all the grain in the world would be of no use if it were left in one place because the seas were not free to send it where it was most needed. So again I believe in the Navy.

Alberta at dusk with a million twinkling little lights burning the gas off the wells! What would we do with all this oil, all this immense reserve if we couldn't get it to the British, Danes, French or anyone else who wanted to come and get it? This can only be sent where it is most needed if we have the ships, the men, and the money to get it across. Obviously again, I am simply forced to believe in the Navy (as if I didn't really want to).

Take the Ocean Limited out of Montreal and go to Halifax. Some of the most inspiring country can be seen as one gets on through the Gaspé region. This isn't the sort of thing small men produce. It's something that only God could conceive and put together. You look at all this and say to yourself "I'm part of it all".

It's fine to be part of something, but it's essential to be an active part. Molecules or atoms when part of matter don't just sit at rest. They whirl around like mad, and while I hardly expect all my fellow Canadians to emulate a bunch of "whirling dervishes", I do believe that some of us have to do something about being citizens. We can't just "belong". Somewhere along the line there's a membership fee. Isn't it just possible that those who belong to the Navy, those who work for the Navy, those who love the Navy are paying the membership fee in the most practical way possible? They are in fact making it feasible for the rest of Canada to go on being members of what most of us agree to be the best country we know.

From the essay by Lieut. Claude Beauregard of the staff of Collège Militaire Royal de St. Jean:

SHOULD THE WORLD enjoy a state of lasting peace, sea power would prove itself a strong factor of stability. Bernard Brodie defines sea power as "the sum total of those weapons, installations, and geographical circumstances which enable a nation to control transportation over the seas during wartime".

If we assume that every nation desires peace, I feel that the definition of this well-known strategist is as true for peace as for war, and sea power then can only mean power to conduct economical free trade and other human commerce.

In a modern world where distinct civilizations have been brought together more or less "pell-mell", significant differences in standard of living can be serious causes of conflict. International distribution of goods, either in free competition or in the form of aid to "have not" countries, is a condition for the preservation of peace. Adequate shore facilities, and large modern merchant fleets, all parts of sea power, are likely to remain indefinitely the most economical vehicle of free international trade; as such, they constitute a factor of stability for world peace.

In this eventuality, the fighting Navy becomes a police force whose highly-specialized skill serves other maritime

needs such as hydrography, meteorology, search and rescue, and scientific expeditions; services of this kind are rendered continuously by the navies of the world and by our own Royal Canadian Navy, whose gallantry need not be emphasized. Finally, much in the same way as a nation's international standing can be felt through its diplomatic representation, prestige can be derived from strength at sea, both in fighting ships and in commerce carriers; such prestige is not to be underestimated as a factor for world peace. Since we are assuming that every nation cherishes a sincere desire for peace, sea power whose intervention can be proportioned so accurately can be the ever-present and respected agent of a healthy international management of world affairs.

In the case of cold war, I have no doubt that air power, and principally



a strategic air force, is the supreme deterrent to total war. As a deterrent to limited war, however, I believe that sea power is more effective than air power would be, because of its capacity to be proportioned in its application. Should such limited conflict occur, as witness Korea and Indo-China, sea power can be used in preference to massive air power, which would inevitably lead to total war.

Cold war problems can only be solved through wise statesmanship, with the strength and efficiency of arms, as a guarantee of determination to arrive at a satisfactory solution.

In total war the armed forces, or any one of the services for that matter, can no longer serve as a deterrent. Their respective value will be assessed, their very existence will be justified, by the part they will play in restoring the momentarily disrupted state of world peace. Total war will undoubtedly start by a massive blow and possibly a full scale attempt at continental invasion. The magnitude of the operations and the issues at stake will be such that the aggressor is beyond deterrence when conditions promise success. Similarly, nothing short of near-complete annihilation or actual

occupation of the greater part of his homeland will cause him to surrender.

The use of a nuclear weapon of massive destruction potential might be necessary in waging total war, but regardless of its impact, I do not believe it will be decisive in itself, because both sides will presumably use it with more or less similar offensive effectiveness. By far the most important factor will be the quality of the defensive system and the capacity to withstand such blow with relative immunity.

In the event of massive nuclear offensive at the outset of a total war, the fleets at sea might well turn out to be the only fighting forces left uninjured by the initial blow. The strategic air force would be equipped to deliver an opening blow; but, not being mobile in all respects, it would itself be highly vulnerable to such a blow. Strategic bomber bases are bound to be high priority targets, and considering that their location is almost impossible to conceal, the question as to how many would survive the initial blow is indeed a vital one.

Where whole continents are involved, "peripheral strategy" is a must; that is to say, the offensive must come from as many quarters as possible, or conversely, defence must cover all or most of the probable invasion routes. The establishment of air bases at the geographical periphery of a menacing power is imperative; however, due to their own vulnerability, which is great, such bases do not afford enough protection. It should be stressed again that bases of such size and importance cannot possibly be concealed, unless they are mobile. There is a requirement for mobile air bases capable of maintaining themselves almost indefinitely at any desirable point of that periphery; they must be capable of approach in concentration to deliver a telling blow and of retirement and dispersal against the nuclear counter attack that might be staged. The mobile air bases which fulfil all of these conditions are the aircraft carriers of the fleet.

As far as defence in total war is concerned, to discard one type of useful weapon, in favour of another weapon, whether it be sea weapons for air weapons or vice versa, would be to play in the hands of an eventual enemy. For what might seem like simplification of our defence problem would in fact greatly simplify the enemy's problem in dealing with our system of offence and defence which must remain completely peripheral with all available means to increase its might and its effectiveness.

Three Hard-Boiled Eggs

A Minor Tragedy at Scapa Flow

DURING the Second World War my destroyer was stationed for 18 months at Scapa Flow, just off the north coast of Scotland.

Amenities were few. The islands are wind-swept and rain-lashed. There are no trees. The winters are long and dark and the two-month summer watery. Our operations against the enemy were arduous—convoys to Murmansk, strikes against shipping along the Norwegian coast—and leave could seldom be granted. When leave was granted, one could, in summer, go for picnics with Wrens, take Wrens to movies, or visit the club (Wrens not allowed); in winter one could take Wrens to movies or visit the club.

After four years of war, rationing was stringent. Brussels sprouts (small and hard), turnips (large and hard), potatoes (soft and shrivelled), and various cuts of anonymous meats were plentiful. Also dehydrated Brussels sprouts, turnips and potatoes, and dehydrated eggs and powdered milk. Fresh foods—really fresh—never! Under these conditions, food was one of the conversational mainstays.

A Cardinal was visiting the Fleet and we were informed by the flag ship that he was to spend a few hours with us. The First Lieutenant was told to “get this old girl looking less like an impecunious strumpet” and the hands washed down bulkheads and touched up paintwork; divisional officers warned their men to brush and press their “tiddley” uniforms; the Captain went into a long conference with the Torpedo Officer—a French-Canadian Catholic—on the protocol to be observed and ordered Jenkin, his steward, to “lay on” some *hors d'oeuvres* and the best sherry.

At breakfast the morning His Eminence was due to arrive there was an air of suppressed excitement and mystery in the pantry. After “stand-easy” the hands were piped to clean into their Number One uniforms and at 1100 the ship's company fell in on the quarterdeck. The officers were fallen in just forward of the accommodation ladder, and when His Eminence came on board the Captain took him up the line and introduced us.

As the Captain and our distinguished visitor made their way aft to the quarterdeck, the First Lieutenant called the ship's company to attention and reported “Ship's Company mustered, sir” to the Captain. His voice had lost some

of the penetrating power and snap that parade instructors teach and, in unconscious recognition of the occasion, had taken on a somewhat clerical note.

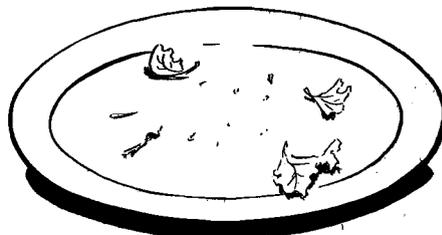
His Eminence spoke to us for ten minutes and then walked around the ship, stopping frequently to chat with sailors he met en route. At about a quarter to twelve we filed into the wardroom.

The three stewards stood expectantly in white coats. On the sideboard stood a decanter of sherry and 14 glasses. In the middle of the bare, polished table was set a large wooden tray with the *hors d'oeuvres*, theatrically illuminated by a wayward beam of sunlight slanting through the scuttle. The mystery of the morning was explained.

Small green cabbage leaves formed the periphery upon which was spaced biscuits and what we all knew must be the last of the Captain's anchovies. Inside this, like the spokes of a wheel, were slices of carrot; on these were set biscuits covered with dark-brown salmon paste. Then another ring of cabbage on which was a profusion of triangles, rectangles, and squares of red and white cheese, and inside that—three hard boiled eggs. Fresh. Exactly as the chicken delivered them.

Two were halved and, pointing North, South, East and West, formed a white and gold setting for the third which stood upright in the centre balanced on a small mound of salt.

We all stared. The Captain's steward edged forward protectively. Conversation started again hurriedly and glasses were filled. The Captain reiterated how pleased we were to have His Eminence on board. We drank his health. Conversation resumed and trailed off again as the tray was offered. His Eminence's hand hovered, undecided, and then chose—cheese. The Captain chose an anchovy. Jenkin continued around, his eyes burning with



warning and pulling the tray back slightly if our hands strayed too near the centre.

Now began a great jockeying for position. Obviously we could not take an egg until the Captain or the Cardinal should, but it occurred to us all simultaneously that those on their left would be the lucky ones. Soon we were spread out in a long tail to the Cardinal's left—a tail that had a tendency to bunch up at the base. Conversation was jerky. The two sub-lieutenants were glared down to the tip, and, such is the power of several years of discipline, we ended up roughly in the order of our seniority. The Captain—between sentences—looked worriedly about him. We broke into relaxed groups but never wandered far from the imaginary tail-bone.

Four times the tray was passed, but each time His Eminence chose cheese or anchovy, so did the Captain, and so did we.

It was arranged that when His Eminence had to leave, the Captain would take him to his cabin to collect his cloak, during which time we must rapidly get our caps and gloves and fall in again by the accommodation ladder.

As you know, it is customary that the more senior officers fall in on the right (the flank furthest from the wardroom in this case) and the others in descending seniority to the left. Again the jockeying for position started and with remarkable democracy the Engineer Officer wedged in on my left—closer to the wardroom.

As His Eminence went over the side and into the boat the First Lieutenant called us to attention, and the launch roared away. Then, getting well forward of us (towards the wardroom) he gave the order “dismiss”. Before the last syllable was out he swivelled and was pelting along the upper deck. We broke ranks and followed in thundering pursuit. In the wardroom companion-way he was caught and hauled down. Vigorously we pulled, pushed, elbowed, clutched and shouldered our way in. The Torpedo Officer was first. “Where are they?” he roared, all pretense dropped.

The tray could be seen through the pantry hatch. Some anchovies were left, some cheese, some cabbage. But no eggs.

Jenkin looked up gently at the disheveled, flushed group of officers.

“You mean the eggs, sir?” he murmured, “I shared them with the rest of the stewards. I thought none of you officers wanted them; you all refused them four times. I'm very sorry sir.”—H.E.T.L.

AFLOAT AND ASHORE

ATLANTIC COMMAND

1st Canadian Minesweeper Squadron

After completing refit in mid-March, the 1st Canadian Minesweeping Squadron returned to Halifax for work-ups and post refit trials.

"Minex Sweep Clear One", the first NATO mine warfare exercise to be conducted in the Western Atlantic, was held off Halifax during April with a total of 16 USN and RCN minesweepers participating.

Following this exercise, the squadron prepared for summer minesweeping training cruises in Canadian waters.

During the first 19-day cruise commencing on May 14, the *Gaspe*, *Trinity* and *Resolute* operated independently, visiting Cornerbrook, Port au Port, Port au Basques, Sydney, Pictou, Louisbourg and Canso Harbour.

The *Ungava* was detached during this period for duties with Canadian Commander Newfoundland. This involved

taking the commander on an inspection of all Sea Cadet corps in Newfoundland. For the inspection of Harbour Grace, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, was embarked.

Following a brief logistic period in Halifax the squadron carried out further training cruises during June and July to a number of ports in the St. Lawrence Gulf and the Bay of Fundy.

On July 2 the *Gaspe* was to take part in "Gathering of the Clans" festivities at Pugwash, Nova Scotia.

HMCS *New Liskeard*

Since last report the *New Liskeard* has undergone annual refit at Lunenburg and many of her company availed themselves of this opportunity to take leave, while others were sent to *Stadacona* to take courses.

The reduction in number of the ship's company brought about by refit conditions resulted in a considerable curtailment of activities. Sport was lim-

ited to occasional games of softball, both interpart and against local teams.

The most noteworthy event during the rather static period of refit was the change of commanding officers. Lt.-Cdr. Maurice A. Turner left to take up an appointment in Ottawa and was replaced by Lt.-Cdr. Gerald R. Wood.

UNTD *Cruise Bravo*

On June 22, a total of 132 cadets from the Reserve Training Establishment at *Stadacona*, embarked in HMC Ships *Lanark*, *Fort Erie* and *Lauzon*, comprising the Third Canadian Escort Squadron, for a five-week cruise to Europe. Cadet instruction was complemented by evolutions and exercises during the ten-day crossing.

Upon arrival at Invergordon, Scotland, cadet and ship's company competitions began in earnest, points being awarded winning ships for boat pulling, sailing, war canoe races, and sports ashore. The *Fort Erie* received the most points in the regatta and this subsequently proved to be the deciding factor in the "Cock o' the Walk" competition.

The squadron sailed for Antwerp and took two days to make the crossing. During the eight-hour trip up the Scheldt and through the locks and canals, ships from almost every country in the world were seen, and cadets gained a wealth of experience in line handling. The ships finally secured almost in the heart of the city, and all hands enjoyed 48 hours leave. Many personnel took the opportunity to visit the famous battle grounds where their fathers fought in the First World War and the cadet bus tour included a visit to Waterloo.

On Tuesday, July 10, a guard consisting of 12 seamen from the Third Canadian Escort Squadron, 12 men from the Canadian Army, and the RCAF pipe band travelled to Casteau, near Mons. This guard fittingly honoured the unveiling of a plaque commemorating the location of the firing of the first shot by the British in the First World War and the location of the Canadians commanded by Major General G. R. Pearkes, VC, MP, at the time of the cease fire in 1918.

In addition to unveiling the plaque, General Pearkes presented to the school children of Casteau a framed bouquet



In first-aid competitions of Victoria and Cumberland, B.C., member of the Naval Fire Fighting Service made an excellent showing. This was the first time that fire department teams had entered competitions open to first-aid teams throughout the province. Seen here (left to right) are five of the NFS personnel who participated: Firefighter David Hawthorne, Fire Lieut. Arthur Mebs, and Firefighters Vernon Exton, George Fieldhouse and Richard McQuaid. Placed in front of them are four trophies they won, left to right: Little and Taylor Trophy (novice event), B.C. Electric Trophy (senior men's event) Comox Logging Company Trophy, and the McKenzie Cup, the latter two won at Cumberland. (E-36718)

of flowers which had been presented to him at the same spot in 1918.

Excellent Belgian hospitality was accorded to both ships' companies and cadets in the form of tours, dances and receptions, while the mail which came on board brought news of commissions in the RCN(R) for certain senior cadets.

During the voyage back to Halifax, gun and squid firing demonstrations, general drills and towing evolutions completed the cadet training syllabus.

Lanark cadets challenged the remaining two ships on the outcome of the Squadron Commander's inspection of cadets and their messes, and consequently the challengers were entertained by the losers in the Gunroom of *Stadacona* after the squadron's return to Halifax on July 24.

HMCS D'Iberville

D'Iberville paraded to the Chapel of the Nouveau Thabor on Thursday, May 19, Feast of the Ascension. This event has become a tradition in *D'Iberville* and is being observed as an annual pilgrimage.

Battle of the Atlantic Sunday was celebrated on Sunday, May 20. On this occasion, Holy Mass was celebrated by Chaplain J. A. Gravel, RCN (R), on the drill deck in *D'Iberville* and a Protestant service was conducted by Chaplain J. Cameron, RCN(R), in Trinity Church.

Following church services, personnel from *D'Iberville*, *Montcalm*, Principal Naval Overseer Lauzon, Laval University Naval Training Division and Royal Canadian Sea Cadet Corps *Champlain* marched through the streets of Quebec City, the parade ending with a march past in front of the Grande Allee Armouries. The salute was taken by His Worship Wilfrid Hamel, Mayor of Quebec City.

The First Canadian Escort Squadron, composed of HMC Ships *Algonquin*, *Haida* and *Iroquois*, visited Quebec City from Friday May 25 to Tuesday May 29.

All new entries from *D'Iberville* visited the ships of the squadron on Monday, May 28. The visit served to illustrate to new entries the intricate working of the modern age fighting ships and the type of ships they are liable to serve in.

On Friday, May 25, Captain G. C. Scull, United States naval attaché in Ottawa, Ont., visited *D'Iberville*. Following this tour, Captain Scull visited the shipyards in Lauzon, to view new construction and conversion work being carried out for the Royal Canadian Navy.

Commodore E. P. Tisdall visited *D'Iberville* on Friday, May 25. A guard



Officers of the RCN(R) from Montreal to Prince Rupert, their number happily including seven nursing sisters, attended the First Divisional Officers' Course at Naden this summer. The fact that their class photo turned out this way was due to the presence of Lieut. (SB) J. M. Thornton, of Vancouver, who does the "Naval Lore Corner" for this magazine.

was paraded and the commodore inspected ceremonial divisions and presented the cock-o'-the-walk trophy to the winning division. A march past was also carried out with the Senior Canadian Officer Afloat (Atlantic) taking the salute.

A dance was held in *D'Iberville* on Saturday, May 26, for all chief petty officers of the visiting escort squadron.

A knockout volley ball tournament was held with all the visiting and *D'Iberville* participating. *D'Iberville* won the honours.

The ship's company ".22" shoot for the Olive trophy was held during the month. During ceremonial divisions, Lt.-Cdr. D. F. Olive, former executive officer of *D'Iberville*, presented the Olive trophy to PO D. B. Smith, winner of the 1956 competition for .22 calibre shooting.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, visited *D'Iberville* on Thursday, May 31. A guard was paraded and the Flag Officer Atlantic Coast walked around the establishment, terminating the visit by the inspection of evening quarters.

Communication Training Centre (*Stadacona*)

Some of the visual signalling activities of the Communication Training Centre were featured on the Halifax television station's program "Gazette". The telecast was live, and participants had the opportunity of looking round a CBC mobile television van.

Preparation for even a short program takes a considerable amount of time and there was the usual worry about the weather. However, the rain held

off, and Rube Hornstein of the Dominion Weather Office, wearing a raincoat and casting dirty looks at the heavens, gave his regular weather forecast from the middle of the sports grounds.

The Centre's officer-in-charge, Cd. Officer Donald McGee, became a TV star overnight as he was interviewed by CBHT's Max Ferguson, and the trade group two visual class, currently on course, played an effective supporting role when they showed the public such activities as flashing, semaphore, flag hoisting and marching manoeuvres.

The marching in particular looked impressive, as it was photographed from the top of the Electrical School.

HMCS Outremont

The *Outremont* has a new commanding officer and a new executive officer. Lt.-Cdr. Peter G. Chance, of Ottawa and Halifax, assumed command May 8 from Lt.-Cdr. Joseph Paul, who is in *Cornwallis*. Lt.-Cdr. Roger Mann, of Halifax, became the executive officer May 1, succeeding Lt.-Cdr. Rodney Johnston, who is now in Ottawa.

The two senior officers, who have come recently from shore appointments, bring years of experience to the ship. Both served during the Second World War. Lt.-Cdr. Chance served in the Korean War as well.

During the second week of May the ship sailed to the Gulf Stream for ten

days of anti-submarine exercises with the *Nootka* and HM Submarine *Alderney*.

Back in Halifax, the wardroom entertained the London Players—a theatrical group from the United Kingdom.

The ship was back in the Gulf Stream June 4 for more A/S exercises, again with the *Nootka* but this time with a United States Navy submarine, the USS *Halfbeak*. The three ships entered Bermuda June 9 for the *Outremont's* first visit to Ireland Island in six months. After further exercising in the Gulf Stream, she returned with the *Nootka* to Halifax June 14.

The ship sailed June 18 on an operational visit to Boston.

HMCS Micmac

The *Micmac*, in major refit for the past three months at Halifax Shipyards Limited, left the floating dock on Friday, July 27, but much work remained to be done. It is expected that the ship will be operational in time to take part in the fall cruise to the United Kingdom and the Continent.

It was with deep regret that the officers and ships company of the *Micmac* heard of the death of PO William Ronald Hogg, who was killed in a motor accident in New Brunswick, July 23, while returning from Alberta with his wife and children. Mrs. Hogg and their three children were not injured seriously.

Petty Officer Hogg joined the RCN in February, 1946, as an ordinary seaman and has served in the following HMC Ships: *Queen*, *Naden*, *Stadacona*, *Givenchy*, *Uganda*, *Ontario*, *Cayuga*, *Magnificent*, *Rockcliffe*, *Sault Ste. Marie*, *Athabaskan*, *Shearwater*, *Cornwallis* and *Micmac*.

In spite of the refit, the ship's company of the *Micmac* has not been idle. Two of her sharpshooters, Petty Officers Glen Leck and Malcolm Caldwell, claimed first and second highest aggregate scores in "Class B" competition at the Nova Scotia Rifle Association meet, held at Bedford Rifle Range, July 16-29. Petty Officer Leck won the Quebec Rifle Association Silver Coaster for his excellent marksmanship.

PACIFIC COMMAND

Canminron Two

On April 16, the *Comox*, *James Bay* and *Fortune* sailed from Esquimalt to circumnavigate Vancouver Island. After stopping at Drew Harbour on the East Coast, the ships called at Holberg, Coal Harbour and Port Alice in Quatsino Sound. At Holberg the ships' companies visited the RCAF station, played softball and enjoyed the hospitality of this rather isolated base.

Nootka Sound was next investigated and the ships spent Saturday night, April 21, at Zeballos, almost a ghost town compared to the thriving community which existed in the 1930s. The surrounding country is rich with mineral wealth and the inhabitants hope that before long, the mining industry will be renewed.

After passage through Hecate Channel and Tahsis Inlet, the ships called at Gold River and the ships' companies were taken to the scene of one of the largest logging ventures in Canada today. The Tahsis company is logging 60 million board feet of lumber a year from a camp which is less than a year old.

Sydney Shelter, Herbert Inlet, Bedwell Sound and Tofino Inlet were visited and the *Comox* and *Fortune* visited Tofino via the Browning Passage. Here again all were entertained by the RCAF station and the Canadian Legion at Tofino. A softball game between the RCAF and the RCN resulted in a well deserved win for the airmen.

The ships arrived in Esquimalt on April 27 after a successful and instructive cruise having visited many remote parts of our country where few Canadians have ever been.

The first week in May saw the three ships in the Strait of Georgia where intensive minesweeping training was carried out.



Following six weeks of training at the Brant Norfolk Flying Club at Brantford, HMCS York's reserve air squadron, VC 920, was to fly to the East Coast for 10 days of flying from the Magnificent. Here Lt.-Cdr. Ken Nicolson, wearing headphones, and Lieut. G. Moore, with the "bats", are seen bringing in one of VC 920's Avengers for a deck-type landing. (COND-2864)

The *Comox* sailed with the squadron again May 14 and after minesweeping exercises arrived in Port Alberni May 19. The three ships together dressed overall May 21 and landed a 48-man armed party to take part in the city's celebration. The ship was open to visitors and this pro-RCN community, as always, was an excellent host to the minesweepers and the USS *Charles E. Brannon* (DE-446).

The following weekend saw the minesweepers at Aberdeen, Gray's Harbour, Washington. It was the first time in the city's history there had been a visit by the RCN and the visit coincided with presentation of the charter to the newly-formed Navy League. Once again a very Navy-conscious community welcomed the ships.

After the week's minesweeping exercises in Juan de Fuca Straits, the *Comox* commenced her annual refit on June 11.

Navigation Direction Training Centre (Naden)

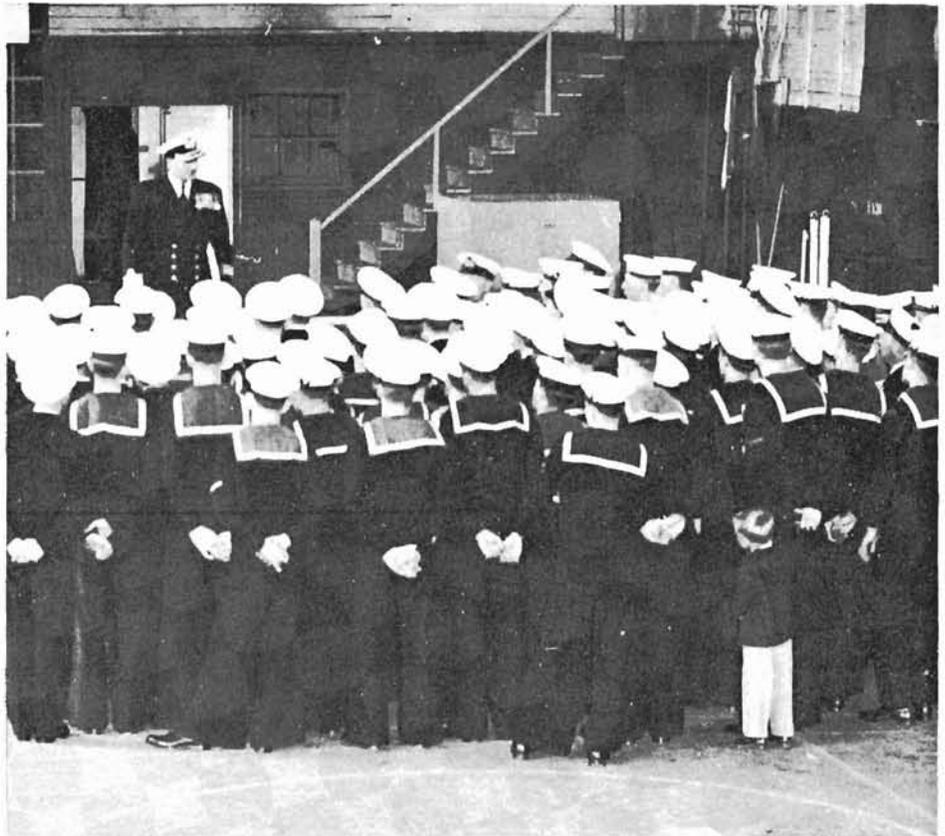
New construction is still going on in the Centre and has been, all this spring. Although this causes many class upsets and inconveniences, the final result should be well worth waiting for. Things have now progressed to the state where one can visualize the finished product. Buck Rogers' space ship was never like this!

There was one staff change in April, the addition of PO Richard Bridges, who had successfully completed his instructor's course in England.

UNTD classes commenced May 7 and will continue all summer. Each class is of one week's duration. In addition to this, one RP3 class was qualifying under the instructions of PO Robert Nicholson. Another RP3 class commenced May 14, under PO Richard Bridges.

An RP2 class was completed on April 27, the following men passing: Leading Seamen Clifford Brown, John Love, Thomas Prokopow, Simon Schmidt, Walter Shumanshki; Able Seamen Raymond East, John Harrison, Thomas Spowart. Class instructor was PO W. Plant.

Noteworthy among the quartermasters was the appointment of CPO Harold Sylvester as mayor and town manager of Belmont Park married quarters. Quartermasters are also active this month with survey parties. From the NDTTC, Lieut. N. St. Clair Norton, Lieut. Dugald Wales, CPO Max Bernays and AB James Jenkins are at present engaged in this work in the Queen Charlotte Islands.



The well-dressed young man at the lower right cannot see who is talking but seems to like what he is hearing. The speaker is Rear-Admiral W. J. W. Woods, RN, Flag Officer Submarines, addressing the men of the Sixth Submarine Squadron during his visit to Halifax. The young man is unidentified.

Communication Training Centre (Naden)

With all the glorious Victoria sunshine and only one day's rain in six weeks (East Coasters please note) everyone here is thinking of the great outdoors. The CTC boasts the Vancouver Island Handicap Golf champion and all are proud of the achievement of CPO George Buckingham. Many others also have the golf bug and this and fishing fever are the main topics of the sporting types.

The work of training has progressed, nevertheless. The CV2 class successfully completed their course and have all gone their various ways. The class average was 91.08 per cent with Ldg. Sea. William Guy top of the class with 94.2 per cent. The excellent marks obtained are a great credit to their instructor, CPO Leonard Sheppard.

The CR2 class have also completed their course successfully, the class average being 93.02 per cent, with LSCR Gerry Stevenson on top with 95.9 per cent. PO Charles R. Miller earned the credit as their instructor.

The first class of UNTD cadets commenced May 14 and classes will continue throughout the summer.

Recent departures from CTC *Naden* include CPO Jack King to *Discovery*

and CPO Dave Bruce to *Cornwallis* Communication School Staff. CPOs Ralph Davies, Charlie Bourgeois and Cy Henderson will soon be heading for *Cornwallis* to undergo the Commissioned Communication Officers course.

PO Alf Andrews came back once again for a few weeks before going on rehabilitation leave.

The membership of the newly-formed Pacific Coast Communication Association has swelled above the required mark and it was anticipated the first social event would take place in August.

The Cadet and Reserve Training Program is in full swing with nine second year UNTD Cadets and two first year UNTD Cadet classes completed to date.

There has been little opportunity for harbour exercises during the past month with most of the ships away on cruise.

HMCS *Cayuga*

Recent weeks have seen HMCS *Cayuga* in the vicinity of Esquimalt, taking a short rest between cruises. The rest period alongside, however, was interrupted towards the end with the arrival of a photographic team from an Ottawa film unit, who made use of the ship to take sequences for a tri-service film, featuring the train-

ing of ROTP cadets. This necessitated short trips to sea whilst action shots of the ship at sea and various activities featuring ROTP cadets were taken.

In addition an opportunity was taken on the afternoon of May 30 to hold Dependents' Day aboard. About 200 dependents were taken for a quiet cruise in delightful weather up the coast of Vancouver Island to Sidney and back again. A pleasantly quiet afternoon was spent by the adult members, while the children were amused by clowns, a film show of cartoons and various other junior activities.

June 6 saw the ship at sea again, in a burst of activity, with training classes from the Gunnery and TAS Training Centres at *Naden* for practical experience in weapon firing. The ship on this day turned out to be very crowded, since, in addition, dockyard civilian staff were taken to sea and given a real impression of naval life at sea.

During June, the *Cayuga* participated in the first month of Operation Cadsum, a two-month cruise in company with other ships of the Second Canadian Escort Squadron, and the *Ontario*. Each ship carried ROTP cadets for annual summer training.

During that time the squadron visited the American ports of San Diego and San Francisco, and had a one-week stay at Magdalena Bay on the southern tip of Baja California, Mexico.

At the instigation of the executive officer of the *Ontario* (Cdr. D. G. Padmore), a beach carnival was held at Magdalena Bay. A committee of representatives from the ships laid plans for it, involving sideshows, canteen facilities, sports and other entertainments. In a surprisingly short time shipwrights, electricians and others erected booths and lighting. A small jetty at the beach was selected. The booths were fitted out and operated by individual ships, responsible for specific entertainments.

The general scene closely resembled a miniature midway. It was operated for two consecutive nights, enabling all members of ships' companies to come ashore, try their luck at the sideshows and have an enjoyable evening.

NAVAL DIVISIONS

HMCS *Nonsuch*

Reserve members of *Nonsuch*, the Edmonton naval division, ended a year of training in June with presentation of medals and cups to the most proficient officers and men. Many rela-

tives and friends turned out to witness the presentations and the sunset ceremony which followed.

Cd. Stores Officer C. M. Smith won the proficiency award for junior officers, presented annually by the Naval Officers' Association, while Ord. Sea. J. S. Paulson took the Dwyer Memorial Trophy for his seamanship.

Cup winners were: Lieut. (E) W. G. Stuart, for indoor rifle competition; CPO W. C. Lake, attendance, CPO G. W. Wells, most proficient chief or petty officer, and Wren L. K. Pears, most proficient new entry joining *Nonsuch* during the year.

Proficiency medals went to: PO Raymond Wells, Ord. Sea. R. B. Mail, Ord. Sea. L. R. Thomson, PO R. M. Hunt, PO A. D. Walker, AB W. A. Shwydky, Ldg. Sea. Harry Goldberg, and PO C. S. Humford.

HMCS *York*

Close to 4,000 people jammed through *York*, the Toronto naval division at the annual "open house" ceremony to wind up Toronto's "Reserve Forces Week".

It was the biggest crowd in the history of the reserve naval establishment and came as a pleasant surprise in view of the unfavorable weather, Lt.-Cdr. A. K. Dixon, chairman of the "open house" committee said.

Displays of all types of naval equipment, band concerts, parades, boat building activities, and various demonstrations of naval customs and traditions kept the large crowd interested for three hours.

The "open house" was the last event in the week set aside by the city of Toronto to pay tribute to the reserve forces. Officers hope that the success of this year's "welcome the taxpayers" program will give rise to the same type of tribute in other Canadian cities.

One of the events at the "open house" that attracted a good deal of attention was the "crossing of the line ceremony". *York* sailors carried out the drill complete with the traditional appearance of King Neptune and his wife and the "dunking" of other *York* sailors.

The Garrison Church Parade, Sunday, May 27, was the biggest and best ever—as far as *York* was concerned—with the help of part of the ship's companies of three Algerine coastal escort vessels.

York had the biggest turn-out in history. Some 400 officers, men and wrens were on parade. This was increased by a representation of 75 men from the ships *Portage*, *Sault Ste. Marie* and *Wallaceburg*.

York led off the parade, as usual after a drumhead service on the Campus of

the University of Toronto. The parade proceeded around Queen's Park, down University Avenue and was reviewed by the former Chief of Air Staff, Air Vice-Marshal W. P. Curtis.

Cdr. P. S. Bunyard was in charge of the navy parade and Lieut. Peter Wilch was second in command.

HMCS *Sault Ste. Marie*

The *Sault Ste. Marie's* ex-liontamer, Lieut. Roland Mill of Halifax, had once-familiar duties to perform when the ship sailed from Michigan City, Ind., with an extra passenger—a two-month old lion cub.

The lion, which is about twice as large as a house cat, was presented to the crew as a mascot by the Michigan City Chamber of Commerce when the ship visited the Lake Michigan resort town recently.

Lt.-Cdr. K. A. Stone of Brandon, Manitoba, commanding officer of the minesweeper *Sault Ste. Marie*, accepted the lion cub on behalf of the ship's company and consigned it to the care of Lieut. Mill who had worked with lions at the Portsmouth Zoo in England in 1936.

Lieut. Mill's duties were arduous while they lasted—but they did not last long. The cub showed an intense dislike of sailors and the sea and lashed out with tooth and claw on every possible occasion.

When the ship put in at Owen Sound, Ontario, the lion cub was crated and the crate was labelled, with a sigh of relief, "Riverdale Zoo, Toronto, Ont., express prepaid".

During the one day stay in Michigan City the Canadian minesweeper had some 5,000 visitors tour the ship, and in a challenge baseball game the *Sault Ste. Marie's* baseball team scored a decisive 18-9 victory over the Michigan City Naval Reserve Unit team.

HMCS *Cataraqui*

Ord. Sea. Francis J. McCarthy, of *Cataraqui*, naval division at Kingston, won an award for proficiency in his training class.

The award, an engraved bos'n's call, goes to the man in each new entry training class at *Cataraqui* who is considered outstanding in appearance, bearing, conduct, leadership, loyalty and sense of duty, coupled with examination results.

Ord. Sea. McCarthy, a spinning machine operator at a nylon plant in Kingston, joined the RCN (Reserve) in March.

THE TRAINING OF MEDICAL ASSISTANTS

More than 20 Subjects Taught in Naden School

THE PROFESSIONAL trade training for all medical assistants of the RCN is carried out at HMC Medical Branch School in *Naden*.

Before the Second World War, RCN sick berth attendants were sent to the Royal Navy for professional training. During the war the facilities of RCN and Canadian civilian hospitals were utilized. With the termination of hostilities the need for a more comprehensive formal program of instruction was realized.

A small training centre was established within the Medical Department of *Naden* in 1946 and courses were started for medical assistants from both port divisions. The staff at this time was one nursing officer and one CPO and was augmented by part-time instructors from RCN Hospital, Esquimalt.

From this small beginning the curriculum was enlarged to meet the needs of the Medical Department in the expanding RCN. As more ships commissioned the demand for advanced training increased and courses for trade group three and four were added. In March 1951, HMC Medical Branch School was officially established and opened by the Medical Director-General of the RCN.

The functions of the school are: the provision of trade training for RCN Medical Assistants, co-ordination of "on the job" training in all RCN Hospitals and other general medical training for officer cadets and men of the Medical Branch as required. The school also provides syllabi and training material for RCN (Reserve) medical assistants in all naval divisions and in 1952 the instruction of Wren medical assistants was included in the school activities. First aid and other types of medical courses are provided for quartermasters, P&RT qualifying classes and other groups as required.

The staff consists of one surgeon commander as officer-in-charge, one surgeon lieutenant as instructional medical officer, one lieutenant medical administrative officer, two lieutenants instructional nursing officers, and three chief or petty officers of the medical branch. The staff is supported by certain specialist officers from RCN Hospital and other departments in *Naden*, who instruct in special subjects.

Since the welfare and comfort of the patient depends to a large extent upon the interest, initiative and understand-

ing of the medical assistant, candidates for the branch must meet high educational and personal requirements on entry.

Following new entry training the ordinary seaman medical assistant undergoes a trade group one course of twenty-two weeks' duration at the school. The course, which is the longest of its kind in the service, provides an indoctrination in medical arts and

sciences. Over 20 subjects are taught, ranging from anatomy and physiology, bacteriology and nursing arts to pharmacology, psychiatry and anaesthesia involving a total of 670 lectures and demonstration periods. The student must also demonstrate his ability to operate delicate equipment and master intricate techniques.

In 1955, 72 trade group one, 11 trade group three and 12 trade group four—



These casualties of the first day at sea are not going to die. They just think they are. They have already learned that ocean rhymes with (ulp) motion and their next lesson will be that the best remedy for their sad condition is to be up and doing. The photographer called his candid opus "The Funnel Watch". By special request, names of the UNTD cadets and the rollicking frigate in which they sailed are withheld. (HS-43566)

a total of 95 students—successfully completed courses at the school.

On completion of the course the medical assistant is drafted to an RCN hospital for a one year course in "on the job training". In this phase the student is engaged in the supervised practical application of the principles learned previously. At the end of five years of service the medical assistant returns to HMC Medical Branch School for the trade group three course. This course is of 17 weeks' duration and is designed to train the medical assistant for modified independent duty. Graduates are qualified to operate the medical department of a small ship or a small shore establishment which does not carry other medical personnel.

All medical assistants including special tradesmen return to HMC Medical Branch School for the trade group four course, following a minimum of eight years service and one year of seetime. Graduates are now qualified for full independent duty in the sick bay of

sea-going ships such as destroyers or an isolated shore establishment without additional direct medical assistance.

Some medical assistants are selected for advanced specialized training in X-ray, laboratory, operating room, hygiene and as technical assistants. These courses are equal or superior to civilian standards and students are able to obtain civilian registration or certification in most of these fields. Specialized trade training is provided in RCN Hospital at Esquimalt and Halifax with a larger number of courses available at the East Coast.

The courses offered at HMC Medical Branch School are longer and more comprehensive than those of the other two services, chiefly because the RCN medical assistant is frequently isolated from medical facilities for longer periods. It is considered that the school is in no small measure responsible for the high professional regard accorded to the RCN medical assistant of today.

Escort Squadron First To Visit Pool of London

AT 1800 on Tuesday, May 14, the Third Canadian Escort Squadron slipped from Jetty 5 in Halifax, on its way to the Isle of Arran, Scotland and to London, England. The frigates *Lanark*, *Fort Erie* and *Lauzon*, which comprise the squadron, were carrying a total of 132 cadets on the first of three cadet training cruises to cross the Atlantic this summer.

A month and two days later the ships were once again alongside in Halifax. The 103 first-year cadets, who had just come from universities across Canada and so far had been without any naval experience, had had 24 days at sea, and most of them had found their sea-legs. Twenty-one cadets in second-year supply, and eight cadets in third-year executive courses had also experienced varied samples of their prospective responsibilities.

On the way from Halifax to Lamlash, the port of call in the Isle of Arran, the squadron spent four or five days in the Gulf Stream. On May 19 it stopped, and a heartily welcomed "hands to bathe" was piped. The following day services were held to commemorate Battle of the Atlantic Sunday and a memorial cross was laid over the common grave of those who were being remembered.

Jackstay and light line transfers, sea-boat exercises, lectures on many phases of seamanship, and general drills were

parts of the intensive training program carried out until making landfall off the north coast of Ireland on the Twenty-fourth of May.

Smoothly and simultaneously, on the early Friday morning of May 25, the three ships came to anchor in sunny little Lamlash. The harbour is sheltered by the historic Holy Isle, and the bay proved ideal for the boatwork training which predominated during this part of the program.

In this most pleasant surrounding, for four days, the Canadian officers, cadets and men competed among themselves for the cock-o'-the-walk in softball, soccer, tug-o-war, and finally a full scale regatta.

Two days later, off Forelands Head, the squadron had to anchor for a total of eight hours in dense fog, just five or six normal hours run from its destination. Every minute spent in the fog was a precious minute of leave lost.

London itself, however, proved much more encouraging. The river pilots from Gravesend turned the *Lanark* and *Fort Erie* 180° in the Pool of London using full power, and with barely feet to spare fore and aft. Meanwhile the *Lauzon* secured at Dead Man's Pier near Greenwich.

The squadron made history as the *Lanark* and *Fort Erie* passed under Tower Bridge, mooring fore and aft to buoys, within a stone's throw of the

great Tower of London. Bus tours were laid on, and then everyone went his separate way in the city that caters to every taste. Many cadets and members of the ships' companies took advantage of the opportunity to visit relatives, or their parents' birthplaces, and the five days passed quickly.

On the return journey, as on the first leg of the cruise, the cadets had a chance to practice some pilotage as the ships proceeded through the channel past the Scilly Isles, and finally turned homeward.

Though sunny weather was a little more at a premium on the return journey, the weather was generally kind, and the training syllabus was well covered. On June 9 the squadron commander carried out an inspection of the cadets and their messes in all three ships, being transferred by jackstay. Points for this competition were awarded to the respective ships' totals in the cock-o'-the-walk competition. This was won by the cadets, and ship's company of the newly-commissioned *Fort Erie*.

Twenty-Two Ton

(Sung to the tune of *Sixteen Ton*)

SOME PEOPLE say a man is made
Of mud,
I say a man is made of sweat and blood,
When steaming on a vap, all day long,
Working to the swing of this old song:

*Twenty-two ton and what do I get?
Nothing but heat and lots of sweat,
Tell Saint Peter I can't go,
I gotta make some H₂O.*

WE WORK through the day and
through the night,
Trying to keep the density right.
You look and see it reads twenty-nine;
You know it's time to open the brine.

*Twenty-two ton to the make-up feed,
Another ten ton to the starboard D,
Tell Saint Peter I can't go,
I gotta distill to the overflow.*

AT LAST I see all the tanks are
filled,
I throw the lever, distill to the bilge,
Blow her down, then descale,
And now I know I didn't fail

*To make twenty-two ton,
And what do I get?
A chance to get out on the upper deck,
And tell Saint Peter I'm ready to go,
I'm all finished making H₂O.*

—Written by
PO Charles F. Mason,
11 Mess,
HMCS *Huron*.

THE NAVY PLAYS

Nootka Winner By Single Point

A thrilling battle to the finish marked the Second Annual Atlantic Command Fleet Regatta, held in Bedford Basin, when the *Nootka* nosed out her nearest competitor, the *Iroquois*, by one point to win the Cock-o'-the-Fleet trophy with 44 points.

Third in the final standings was HMCS *Magnificent*, 39, followed by the *Huron*, 30; *Haida*, 29; *Algonquin*, 24, and the frigate *Outremont* with 15.

In the Bantam Cock-o'-the-Fleet competition, for ships below frigate category, the minesweeper *Ungava* took the trophy after fighting against four other minesweepers and a coastal escort. The *Ungava* had 22 points, runner-up the *Granby*, (the coastal escort) had 18, while third was the *Trinity* with 16. Tied for fourth place with 10 points each were the *Resolute* and the *Gaspé*, and fifth was the *Quinte* with eight.

In the senior ship competition the *Nootka* succeeded to the mantle of the fleet championship previously worn by

the *Quebec*. The *Quebec* gave up without a struggle, having been paid off earlier in the month.

In all, there were eight boat pulling races for the senior ship competition. The boats carried normal whaler crews and cox'n.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, presented the awards and individual prizes on the flight deck of the *Magnificent*. He was accompanied by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Commodore E. P. Tisdall, Senior Canadian Naval Officer Afloat.

The results of the boat pulling follow:

Engineers, small ships: *Ungava*.
Supply, Ordnance and miscellaneous, large ships: *Nootka*.

Officers, large ships: *Nootka*.
Petty Officers 2/c, large ships: *Huron*.
Seamen, small ships: *Trinity*.

Veterans, large ships: *Algonquin*.
Communicators and Electrical, large ships: *Nootka*.

Chief and POs, large ships: *Magnificent*.

Miscellaneous, small ships: *Ungava*.
Seamen, large ships: *Iroquois*.
Engineers, large ships: *Iroquois*.
All comers, small ships: *Granby*.
All comers, large ships: *Huron*.
Sailing: *Iroquois*, first; *Magnificent*, second.

Fine Defence Wins Soccer Title

In Atlantic Command Soccer Championship play, *Cornwallis*, on their home field, posted a 4-0 win over *Stadacona* in the final game of the tournament. Gaining all their goals in the first half, the Valley sailors played a fine, defensive game in the second to win easily.

CPO A. E. (Bob) Coe was the high scorer with three goals to his credit.

Cornwallis reached the finals with a convincing 11-2 win over the *Magnificent*, while *Stadacona* won over *Shearwater* by 3-1.

The consolation event saw *Shearwater* whip the *Magnificent* with a score of 11-2.

Commodore (S) C. J. Dillon, Supply Officer-in-Chief, on an inspection tour at *Cornwallis*, opened the tournament play by kicking off.

Seamen Sets Shot-Put Record

A new Pacific Command record for the shot-put has been established by AB J. Kulicki. He heaved the shot a distance of 37 feet, 3 inches.

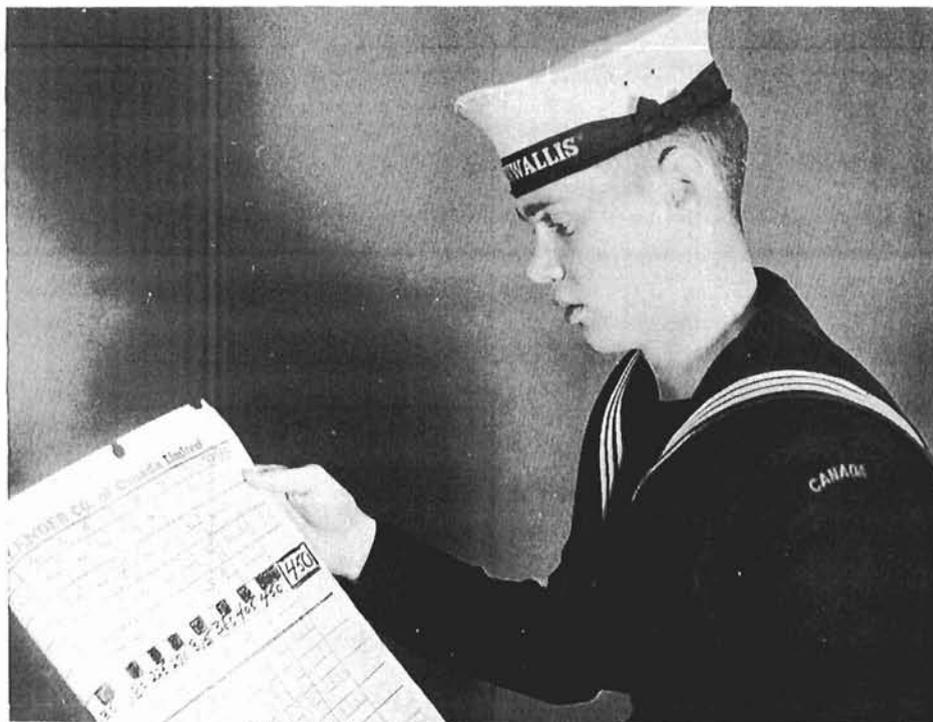
CPO Oliver Has High Bisley Score

CPO Howard Oliver, attached to the Gunnery School at *Stadacona* and a member of this year's Canadian Bisley Team, was among the top marksmen in this year's competition.

CPO Oliver placed 13th in the Donegal Match with a score of 49 out of a possible 50 and 30th in the Queen's Prize Finals with a 272 score out of a possible 300. There were close to 1,300 competitors in this year's meet.

Bremerton Keeps Golf Trophy

The Puget Sound Shipyard Golf Association, in an annual match, retained the Spencer-Haven Golf Trophy by marking up a 38-19 win against a team



You could hear a pin drop. The tension among the onlookers built up to a terrific voltage when it was realized that Ord. Sea. John Ovens, 18, was within shooting distance of a perfect 450 five-pin score at the Cornwallis recreation centre. He made it the first perfect game ever bowled at Cornwallis. Ord Sea. Ovens was on course at the Communication School at the time of his achievement. (DB-6805)

composed of 12 members of the Royal Canadian Golf Association and the Dockyard Golf Association from Esquimalt. The match was held at Bremer-ton, Washington.

The invitational match, which has become one of the major tournaments of the year, brought high praise for the hospitality shown by the American golfers and for the courtesies extended by HMCS *Porte Quebec*, in which the team members were transported to and from the Puget Sound city.

Pickle Does Well In Bermuda Race

The Royal Canadian Navy's auxiliary vessel, *Pickle*, the only Canadian entry in the 760-mile open ocean international race from Newport, Rhode Island to Bermuda, placed twenty-first in a field of 89. She placed fourteenth in the Class "A" competition.

The 59-foot yawl, skippered by Cdr. George Wadds, of *Shearwater*, carried an all-navy crew and wore the burgee of the Royal Canadian Naval Sailing Association.

The race took place early in June and was one of the principal yachting races of the year. It was sponsored by the Cruising Club of America, and entries were made from all over the world.

The *Pickle* was acquired from Germany after the last war. The Royal Navy first obtained her and passed her along to the Royal Canadian Navy. She now fills the role of a training ship. Last year the *Pickle* made a fair showing in the Manchester to Halifax race. This year's entry was the first Canadian attempt for the honours since 1952 when *Wanderer IX* tried.

The *Pickle* was prepared for the race at *Shearwater* where she is usually berthed. Her crew included: Captain (S) T. F. T. Morland, Halifax; Cdr. Kai Boggild, Lockport, N.S.; Lt.-Cdr. P. A. G. (Casey) Baldwin, Baddeck, N.S.; Lt.-Cdr. Edgar A. Wiggs, Quebec City and Winnipeg; Lieut. George Pumple, Ottawa; Lieut. (E) J. Y. Clarke, Montreal; CPO Charles Church, Dartmouth, N.S.; PO Sydney Bryant, Victoria; Ldg. Sea. Alvin E. Brown, Orillia, Ont.; Ldg. Sea. George Alford, Alliston, Ont., and AB Ivan Pelletier, Timmins, Ont.

Coverdale Third In Dart Tourney

HMCS *Coverdale's* entry in the Moncton and District Dart League came out of the tournament in third place. Since the N.B. hub town has more clubs, and therefore dart-throwers, than most

Canadian communities of comparable size, the *Coverdale* entrants were well satisfied with their showing.

Ldg. Sea. G. W. Nevans obtained the highest score of the year for the base team with 148 points to his credit.

Coverdale hoopsters were declared winners of their section of the Moncton Men's Senior Basketball League. They were unable to show their stuff in the city championships because the League folded before playoff time.

The Navy communicators made the semi finals of the city volleyball league but were turned away 5-0 by Moncton High School.

'Stad' Outslugs USN Visitors

Outhitting their opponents 10-0, the Royal Canadian Navy at Halifax retained its baseball supremacy over visiting United States Navy ships to take the C.F.L. Kelsey Trophy for the fourth straight year. The trophy has yet to leave the trophy case at *Stadacona*.

In this year's tussle the Halifax sailors swamped the visitors from the USS *Tarawa* by a score of 8-4 at Wanderers Grounds in Halifax. Proceeds from the game went to the Maritime Division of the Canadian Paraplegic Association.

With two RCN errors to the USN's five, the game was sparked by the smart fielding and heavy hitting of the home team.

Royal Navy Wins Services Shoot

A Royal Navy team of 12 marksmen won the Services Long Range Championship at Bisley in July when they ousted the Regular Army after a shoot-off to break a tie in the match. A few points behind the champions were the Territorial Army and the Royal Canadian Air Force.

Swimming Trophy Won by Sailor

AB Lawrence Uwins, *Hochelaga*, captured the H. A. Gauthier Perpetual Swimming Trophy at the Levesque Bath in Montreal, and became the first person to win the award since 1949. The trophy goes to the participant with the highest total score obtained in one season.

AB Uwins competed throughout the 1956 season in the Montreal area and then entered the City and District Championship meet where he placed first in the 100-yard butterfly and the 200-yard free-style.

Lt.-Cdr. (S) J. R. Sutherland, First Lieutenant-Commander of *Hochelaga* and Deputy Officer-in-Charge, Supply School, presented the award to AB Uwins at a Sportman's Dance held at *Donnacona*, Montreal's naval division.

Naval Officer Gliding Champ

A Royal Navy officer and a British European Airways pilot were declared world champions in the two-seat class gliding championships at St. Yan, Central France, in July.

Cdr. Nicholas Goodheart, RN, and Captain Frank Foster, BEA, were presented with the *Fédération Aéronautique Internationale* cup for their feat.

Shore Patrol PO Rescues Boy

The actions of a Canadian sailor have raised to a new high the popularity of the Royal Canadian Navy in the city of Portland, Oregon.

PO Wilfred T. Stanbrook, of Ottawa and Victoria, who serves in HMCS *Oshawa* (Algerine coastal escort), rescued the eight-year son of a hotel manager after the child had been overcome by smoke in a two-alarm fire in the small hours of a Saturday morning.

The petty officer was serving in the shore patrol landed from the 12th Canadian Escort Squadron. The sailors were in the vicinity of the hotel when the fire was discovered and Stanbrook went into the building and brought out the boy. He and other members of the patrol also helped Portland police and U.S. Navy patrols control the crowd. The boy and three firemen also overcome by smoke required oxygen treatment.

After the fire was put out and smoke cleared from the hotel, the boy was assisted back to his quarters by the Canadian shore patrol.

The squadron, composed of the coastal escorts *Oshawa*, *Digby*, *Brockville* and *Cordova*, paid a four-day visit to Portland during a cruise from Esquimalt, B.C.

Of their stay in the American city, J. D. Foote, Canadian Vice-Consul in Seattle, Washington, has written:

"The latest visit of Canadian ships to a foreign port has confirmed my opinion that the Canadian Navy is an 'Ambassador of Goodwill' in our relations with other countries. The conduct of the officers and men was of credit to the Naval Service and to Canada; also the fact that one of our Shore Patrol rescued a young boy from a fire during the visit made the Canadian Navy very welcome to that city."

LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ABS, Montford J.....LSNS1
 ADES, Frederick L.....LSEM1
 AMES, Albert E.....PICK3
 AMES, Robert K.....LSMA2
 ANDERSON, Lionel J.....LSNS2
 ANDRUSYK, Ivan.....LSVS1
 APPLETON, William H.....PICK3
 ARMSTEAD, Paul C.....LSBD2
 AUSTIN, Walter C.....PIEM4

BAKER, Donald F.....P2VS2
 BAKER, Harry B.....LSAA1
 BARRETT, Gordon J.....LSQR1
 BEANEY, Frederick J.....LSQR1
 BEARD, Ronald J.....LSSE1
 BERRY, Watson C.....P1SW3
 BIDDLE, Frederick R.....LSRP1
 BINNINGTON, Richard A.....P2EF3
 BIRNIE, Barry D.....LSCK1
 BLANCHE, Albert G.....LSAA1
 BODNARCHUK, Jerry.....PIEM4
 BOULIANNE, Joseph A.....LSCK1
 BOURGET, Joseph L.....LSVS1
 BOWES, Edwin W.....LSMA2
 BOWMAN, James C.....LSSW2
 BRICKER, George D.....P2AW2
 BRICKNER, Ferdinand M.....LSTD1
 BRIGHTMAN, Marvin C.....LSSW1
 BROWN, Clyde C.....LSAR1
 BRUCE, William.....LSRD3
 BRUSH, William R.....LSVS1
 BRYANT, Patrick T.....LSRP2
 BUCKLEY, Charles.....PIEM4
 BULL, Harold A.....LSSW1
 BURKE, Patrick J.....P2NS2
 BURKHOLDER, Ronald E.....LSSW1
 BUTLER, Russell A.....P2NS2

CAHILL, Gerald F.....LSEM1
 CALDER, Mack W.....LSVS1
 CALLANDER, Robert L.....LSAF1
 CALLARD, Charles M.....LSVS1
 CAREY, Beverley J.....P2VS2
 CATTRAL, Earl W.....P1AT4
 CHARD, Jack T.....P2PW3
 CHARLES, Roy G.....LSSW1
 CHARTIER, Henry A.....LSAW2
 CHASE, Jack D.....LSAM2
 CHERBAN, Thomas E.....LSAA1
 CLARK, James V.....LSSW1
 CLARKE, John W.....LSAF1
 CLARKE, Robert M.....P1TM3
 CLELLAND, David.....P2ED3
 CLEMENTS, Douglas L.....LSNS1
 CLOUSTON, Wilmer A.....LSQR1
 COLOUHOUN, Richard W.....LSSW1
 COMBER, Julian M.....LSEM1
 COMEAU, John J.....P2CK2
 COOPER, Robert K.....LSRD3
 COURTNEY, Douglas T.....P2SW2
 CRAYFORD, Ronald A.....P2EF3
 CUMMINGS, Roderick A.....LSSW1
 CURRIE, William E.....PIEM4
 CURTIS, Peter M.....LSRP1

DAVIDSON, Hjalmar P.....P2SW3
 DAY, Hedley A.....LSAF2
 DECKER, Clifford R.....LSBD2
 DESHMAN, William G.....LSAA1
 DESROCHERS, Hilaire G.....LSAA1
 DILLON, Archibald F.....LSAA1
 DRAKE, John P.....LSRP1
 DUBOIS, Romeo J.....LSCK1
 DUFFEY, Stuart O.....LSRP2

DUFFY, George T.....LSRP2
 DUFFY, Ronald W.....LSRC1

EARLE, James F.....LSQR1
 ELLIOTT, William D.....LSAR1
 ELLIS, Lee E.....LSCK1
 EMERSON, Lylestone.....P2SW2
 EVERETT, Conrad P.....LSCV1

FARMER, Francis C.....LSAR1
 FARR, Cyril M.....LSAA1
 FARRELL, Frederick J.....P1NS3
 FINNIGAN, William R.....LSVS1
 FLAROW, George J.....LSRC1
 FORBES, James M.....LSAA1
 FOREMAN, William H.....P1PW3
 FRAMPTON, William M.....LSAW2
 FRAYNE, Harold C.....LSCK2

FREELAND, Kenneth D.....LSTD1
 FRENETTE, Yvon.....LSQR1

GALLANT, Hector E.....LSTD2
 GARDINER, Allen P.....LSCV1
 GIROUX, Gordon C.....P2SW2
 GLOVER, James W.....LSLR2
 GODDARD, Robert S.....PIEM4
 GODMAN, Robert W.....PIEM4
 GOODERHAM, Ross C.....LSQM2
 GOOGH, Thomas F.....LSAF1
 GRAHAM, John J.....LSQM2
 GRANT, John P.....LSTD1
 GREEN, Garnet W.....LSTD1
 GUBBE, Donald L.....LSSW1
 GUMBRILL, Clement P.....C2AT4

HAGGARTY, Fred A.....PIEM4
 HALEY, Robert.....P2AC2
 HALL, Edward J.....P2QR2
 HALL, Robert B.....LSTD2
 HAMMOND, Alexander F.....LSAM2
 HAMPTON, Roy S.....LSAW1
 HARGREAVES, William G.....PIEM4
 HARRISON, Valere S.....P2VS2
 HARTLING, James F.....LSVS2
 HARTWICK, Charles E.....LSQM2
 HARVEY, Leonard A.....LSCV1
 HASLER, David C.....P2VS2
 HAWBOLDT, Charlie N.....P2VS2
 HAYES, Robert G.....P2RD3

HAYLEY, George.....LSLR1
 HENDERSON, Michael E.....LSRN3
 HIRST, Gerald P.....LSVS2
 HOWARD, Leslie G.....LSEF3
 HOWARD, Thomas H.....LSAW2
 HUGHES, John F.....P1AT4
 HULAN, Vernon.....LSRP1
 HUMPHRIES, William G.....PIEM4
 HUNT, Robert D.....LSEM1
 HUNTER, Glenn G.....LSAW2

INGHAM, Edward J.....LSVS1
 IRWIN, Robert C.....LSAW1

JAMIESON, Robert W.....LSEM2
 JENNINGS, Samuel A.....C2ER4
 JOHNSON, Ronald T.....LSCV1
 JOHNSTON, Andrew.....LSCK2

KANE, Daniel P.....LSAR1
 KARESKY, Stanley P.....LSAR1
 KEALEY, John S.....LSTD1
 KELLY, Emerson L.....C2VS3
 KENNEDY, Roger W.....LSNS1

LACROIX, Reginald E.....PIEM4
 LAFRANCE, Gaston H.....LSSW1
 LALIBERTE, Joseph J.....P1SW3
 LALONDE, Maurice J.....P2AW2
 LAMOUREUX, Gatian J.....LSRC2
 LAVALEE, Rodrigue J.....PIEM4
 LAWRENCE, William J.....C2SW3
 LEBLANC, Claude J.....LSRP1
 LEES, Raymond D.....LSAM2
 LEMIRE, Rosaire J.....LSSW1
 LIVINGSTON, Carl B.....LSAF1
 LOVETT, William A.....PIAW3
 LUFF, James B.....LSAW1

MacCULLOUGH, Harold A.....PIAW3
 MacGREGOR, James.....LSAA1
 MacKENZIE, Robert H.....P2AW2
 MacLAREN, Alexander T.....LSVS1
 MacLEOD, Gordon B.....LSAR1
 MacQUEEN, Alastair P.....LSTD1
 McCULLOCH, Bruce L.....PIEM4
 McEWEN, Keith H.....P1AT4
 McKENNA, Brian T.....LSTD1
 McLEAN, Forbes R.....PIEM4
 McLEOD, Kenneth E.....LSCK1
 McMANN, Gordon L.....LSCK1
 McNEIL, Samuel P.....P2EM2
 McPHERSON, Norman D.....LSVS2
 McQUEEN, James M.....LSAW2
 MAJOR, Vernie B.....LSNS1
 MARTIN, Sidney.....LSSW1
 MASSE, Louis J.....LSSW1
 MATTHEWS, Robert R.....LSTD1
 MATTICE, Samuel J.....LSAA1
 MEDE, Harold.....P2AW2
 MENDUK, Steve.....LSCK1
 MENU, Marcel L.....P2SW2
 MERCER, Eugene.....LSAW1
 MERKLEY, George T.....P2OM3
 MILLAR, David J.....LSAM2
 MILLS, James J.....P2AC2
 MOISAN, Rene J.....LSNS1
 MONTMINY, Jean-Pierre J.....P2BD3
 MOORE, William C.....LSVS1
 MORRISON, George L.....P2BD3
 MORSE, Robert L.....PIEM4
 MOSS, John R.....P1AT4
 MUIR, Francis J.....LSSW1
 MUNN, Curtis E.....LSQM2
 MURRAY, William T.....P2MA2
 MYERS, John E.....LSEM1
 MYERS, Lindsay H.....LSPW1

NARDINI, Augustine.....LSMO2
 NEAL, Clifford F.....P2NS2
 NEVETT, William E.....C2NS3
 NICKERSON, David A.....LSAW2

Canadian-Built Ship Guided Weapons Vessel

A Canadian-built landing craft maintenance ship, HMS *Girdle Ness*, has been commissioned as the Royal Navy's first guided weapons trials ship.

The commissioning took place at Devonport on July 24 and the commanding officer, Captain M. G. Grieg, stressed the historic importance of the occasion.

The *Girdle Ness*, with the hull of a Victory-type merchant ship and a displacement of 10,000 tons, was used because the duties did not require high speed or the other attributes of a normal warship. Since being taken in hand at Devonport Dockyard in October 1953, she has been completely stripped and rebuilt for her new role.

The weapons which she will carry are extremely complex and she will be fitted with radars, displays and communications equipment to select targets and control missiles in flight, plus elaborate facilities to obtain instrumental data from the trials.

NICKOLCHUK, Tom J..... P1EM4
 NICHOLSON, Edward I..... LSVS2
 NIELSEN, Helge S..... LSAW1
 NOBLE, Thomas D..... LSTD1
 O'GORMAN, John W..... LSQR1
 OLDRIEVE, William F..... P2BD2
 OLIVIER, Laurent B..... LSSW1
 O'MEARA, Patrick G..... LSAF1
 ORR, Robert B..... LSAA1
 PALMER, Robert E..... P2TM2
 PAPINEAU, Omer J..... P2NS2
 PARKER, John S..... LSRP1
 PAULIN, Russell A..... LSVS1
 PEASE, Raymond K..... LSCCK2
 PERRON, Raymond J..... LSRP2
 PESKETT, Edward C..... LSTD2
 PETTITT, James B..... LSBDD2
 PICCO, George R..... LSA1
 PIERCE, James D..... LSA1
 PILOT, David G..... P2DV2
 PLUNKETT, Cyril G..... LNS1
 PORTER, Gordon W..... LSRW3
 POTTS, Charles S..... P2BD3
 PROKOPETZ, Walter..... P1VS3
 PUGH, David R..... LSSW1
 RATCLIFFE, William C..... LSRN3
 REDMAN, Lawrence F..... LSRC2
 REED, John A..... LSQM1
 REAUD, Lloyd J..... P2RW3
 ROBB, Ian S..... LSCR2
 ROBINSON, Bradley A..... LSSW1
 ROESCH, Ronald J..... LSMO1
 ROGERS, John K..... P2AW2
 ROLFE, Gordon A..... LSSW1
 ROLFE, John M..... LSTD2
 ROSS, William J..... LSCV1
 ROURKE, Donald J..... P1NS3
 ROY, Jacques J..... LSRD3
 SALTER, Morgan L..... P2NS2
 SAMSON, Paul J..... P2EF3
 SANDBERG, John E..... LSRC1
 SANDS, Blair H..... LSQR2
 SATURLEY, Robert W..... C1WR4
 SEMPLE, David R..... LSRN3
 SHERIDAN, Robert C..... LSAW1
 SHIELDS, James H..... LSA1
 SHYMKOWICH, Michael..... LSPW1
 SILVERSON, John R..... P1EM4
 SIMAEYS, Asyn..... LSCCK1
 SIMONEAU, Jean-Guay J..... LSSW1
 SIMPSON, Paul G..... LSTD1
 SINCLAIR, Kenneth D..... LSAW1
 SMART, Gordon F..... LSPW1
 SMITH, Clyde H..... LSCCK1
 SMITH, George J..... LSCV1
 SMITH, Thomas J..... LSLR1
 SNYDER, Joseph A..... LSCS2
 SPENCE, Albert C..... P1VS3
 SPENCER, James H..... LSMA2
 SPOWART, Thomas R..... LSRP2
 SPURGEON, Albert G..... LNS1
 STEEVES, Gerald L..... P2RW3
 STEWART, Harold D..... LSCS2
 STEWART, Robert J..... LSAF2
 STILSON, Gerald E..... LSLR1
 ST. PIERRE, Ronald J..... LSEA3
 STRANGE, Bob..... P2NS2
 STRICKLAND, Kenneth F..... P1AC3
 STRINGER, Arthur J..... P2AW2
 STROME, Jack A..... LSOM2
 SWAREN, Stuart E..... LSAC1
 TANAKA, Shosaku..... P2PW2
 TAYLOR, James A..... P2NS2
 TAYLOR, Kenneth L..... P1EM4
 THOMAS, John E..... P2SW2
 THORNE, Eric G..... P1EM4
 TOUSIGNANT, William L..... LSSW2
 TROTTIER, Roland L..... LSSW1

VIRGINT, Frederick A..... LSMO1
 VOLLET, Barry A..... LSSW1
 WALLACE, Jack W..... LSCCK1
 WARREN, Reginald M..... LSSW1
 WATCHORN, Norris S..... LSAW1
 WEBSTER, Allan H..... LSPW1
 WILDI, Jacob E..... LSLR1
 WILDER, Allan W..... LSTD1
 WILKINSON, Donald..... LSVS1
 WILLIAMS, John F..... LSQR1
 WINTER, Ronald G..... P1EM4
 YORK, Donald R..... LSSW1
 YOUNG, Maxwell..... LSAW2

RCN (R)

AGNEW, Edward A..... LSBDD2
 ALLAN, Dorothy, May..... WLME(X)2
 ALLEWELL, Harold G..... P2CK2
 ALLISON, Roy James..... P1TD2
 BEER, Geraldine R..... WARPS
 BENOY, Dorothy P..... WAVS1
 BERGMAN, Donald A..... LSRPS
 BISH, Mabel L..... WLSV(X)1
 BOCK, Ronald A..... ABBD1
 BOWLES, Robert T..... LSVS1
 BOX, Douglas W..... ABEMS
 BRADLEY, William A..... LSQMS
 CAMERON, Donald..... P1AA1
 CAMERON, John L..... LSCR1
 CAMPBELL, William J..... P2EM2
 CHERRY, James L..... LSQMS
 CRISP, Nelson A..... ABMA1
 CROTHERS, Thomas..... C2SH4
 CUTHBERT, Dorothy J..... WAVS1
 DAVIDSON, Alan F..... AB(NQ)
 DIETZ, Robert M..... LSMA2
 EATON, Edward Ernest..... C1CV3
 ERVIN, Ralph A..... ABEMS
 FYDIRCHUK, Annie E..... WLNP(X)S
 GALLOTTI, Bittista C..... LSEM1
 GOLDBERG, Harry..... LSBDD2
 GRAHAM, Mary K..... WLSS(X)1
 GUERARD, Frank M..... ABCR1

HARDING, William R..... C2QM1
 HOBSON, Walter W..... LSBDD2
 HODSON, Ernest A..... P2TDS
 HUMBLE, John D..... LSPW1
 IRELAND, Antonia..... WLSDL
 KARPRINEN, Eila S..... WLCO(T)1(NQ)
 KEATS, Donald E..... ABBD1
 KENYON, Lorne W..... P1RPS
 KIRKMAN, Frank..... LSEM1
 KNAPP, Lorraine E..... QAQMS
 LAUBITZ, Matthew J..... LSQMS
 MacGILLIVRAY, Frances E..... WLSDS
 MacKAY, Donald C..... LSRPS
 MALAK, John..... LSRPS
 MARCHANT, Albert W..... P1BD3
 MARTIN, James D..... ABMMS
 MASKELL, Albert W..... ABEMS
 McCORMACK, Ann M..... WP1MX(X)3
 McLEAN, Robert A..... ABQMS
 McLEOD, Margaret J..... WP1M1(X)2
 MONTAGUE, Frank..... LSBDD2
 MOSS, Johnathon H..... LSTD1
 MUIR, Ian Martin..... P2TD1
 OUELLET, Conrad J. J..... LSEM1
 PANTRY, Louis A..... LSQMS
 PEARSON, Francis E..... LSQMS
 REES, William Richard..... C2CV3
 RIDGEWELL, Alfred H..... C2MM3
 RITCEY, Joan M..... WASA(X)2
 RITCEY, Walter A..... C1SH4
 ROL, Frederick C..... ABOMS
 SIMPSON, David C..... LSTD1
 STRELAEFF, Peter..... P2TDS
 SULLIVAN, John T..... P1ED3

TESSIER, Ralph J..... ABSW1
 TOOMBS, Edwing Harvey..... P1SH3
 WAKEFORD, Derrick S..... P2EM2
 WATSON, Alexander J..... LSBDD2
 WELLS, Donald R. M..... ABLMS
 WHITELEY, Verna E..... WLME(X)1
 WIGMORE, David..... LSQMS
 WRIGHT, William D..... LSEM1

Largest GLTC Class Parades

A new highwater mark was reached in mid-July when 135 new entry reserve seamen mustered for the Great Lakes Training Command passing-out parade at naval reserve headquarters. It was the largest single class to parade since the start of the Great Lakes Training program in the summer of 1951.

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, inspected the new entries and presented silver bos'ns' calls to the seamen who attained the highest marks in their two week training period. Winners were: Ord. Sea. C. M. Holland, Ord. Sea. E. H. Haldane, and AB J. S. Caldwell, all from *Malahat*; Ord. Sea. A. Kelly and AB C. Blaskovits, from *Chippawa*; Ord. Sea. N. A. Buskard, *Carleton*; Ord. Sea. A. R. Ulley, *Donnacona*, and Ord. Sea. P. J. Smith, *York*.

The Sea Cadet band from Winnipeg, in Hamilton for a two-month training course, was in attendance.

Sea training was given the men aboard the *Portage, Sault Ste. Marie* and *Wallaceburg*, of the Eleventh Escort Squadron, and the smaller Fairmile squadron consisting of the *Wolf, Cougar, Raccoon* and *Beaver*.

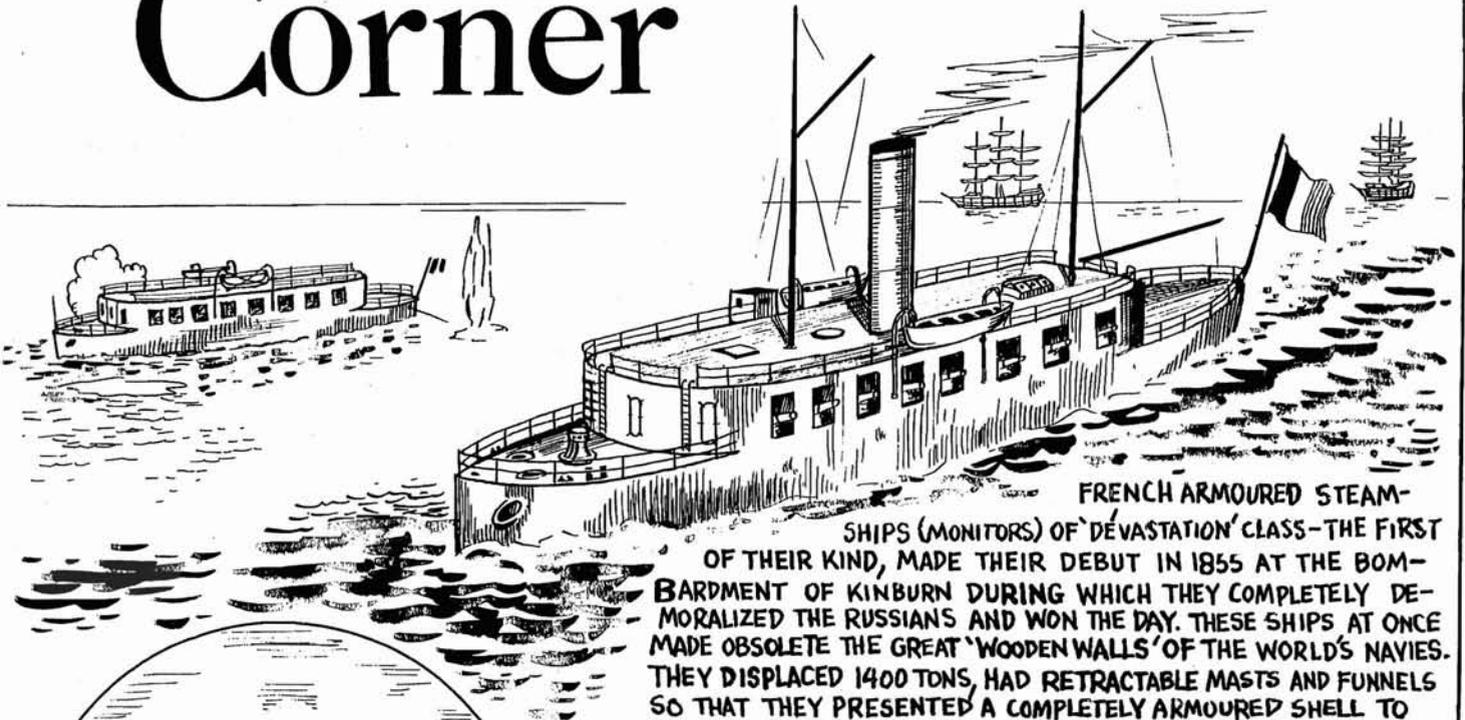
Course Opens For New Trade

A one-year course for the new medical trade of therapist's assistant was scheduled to begin at the Royal Canadian Naval Hospital in Halifax on September 4.

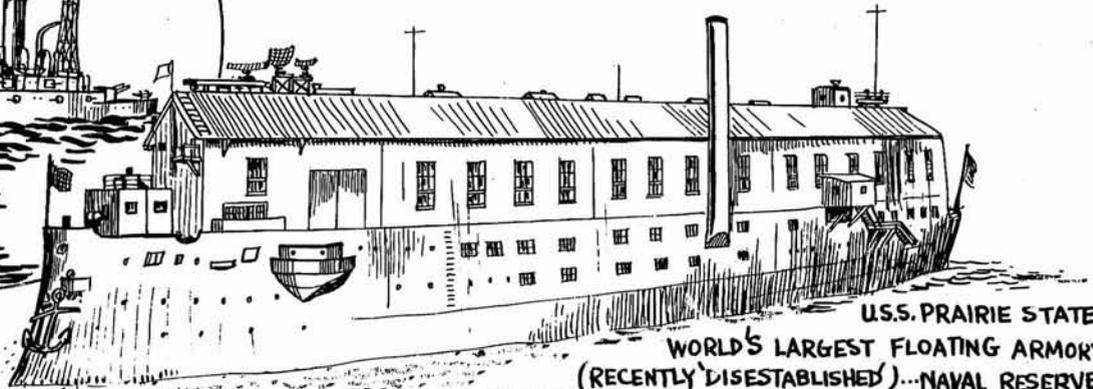
Applicants were required to have a minimum of six months' service as a medical assistant, trade group two, and sufficient educational background in science to absorb the training.

Naval Lore Corner

NO. 39
NAVAL ODDITIES

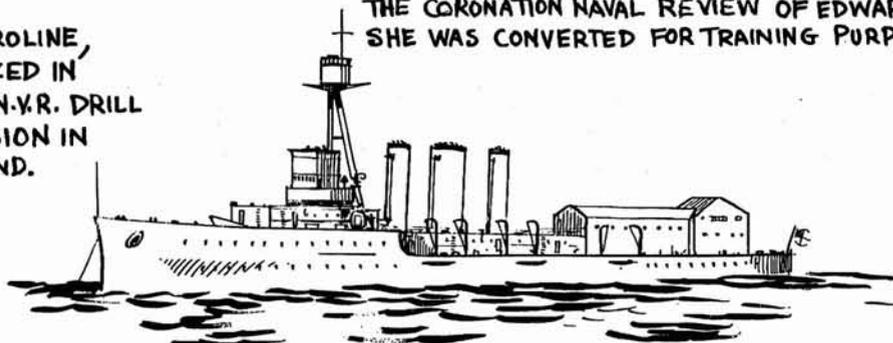


FRENCH ARMOURD STEAM-SHIPS (MONITORS) OF 'DEVASTATION' CLASS—THE FIRST OF THEIR KIND, MADE THEIR DEBUT IN 1855 AT THE BOMBARDMENT OF KINBURN DURING WHICH THEY COMPLETELY DEMORALIZED THE RUSSIANS AND WON THE DAY. THESE SHIPS AT ONCE MADE OBSOLETE THE GREAT 'WOODEN WALLS' OF THE WORLD'S NAVIES. THEY DISPLACED 1400 TONS, HAD RETRACTABLE MASTS AND FUNNELS SO THAT THEY PRESENTED A COMPLETELY ARMOURD SHELL TO THE ENEMY. THEY WERE CONNED FROM AN ARMOURD CONNING TOWER AND THE CREW WORKED BEHIND ARMOURD CASEMATES.



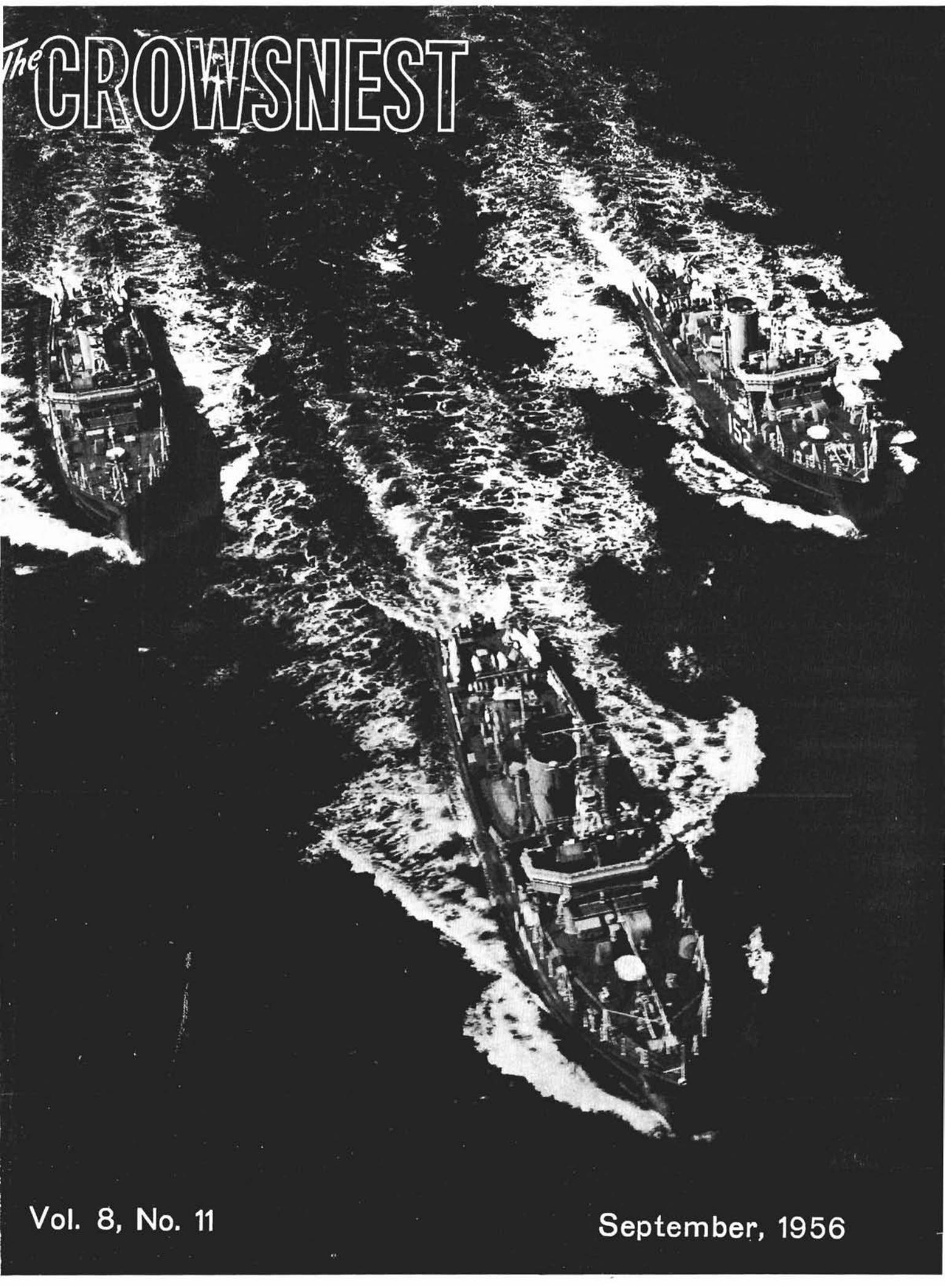
U.S.S. PRAIRIE STATE, WORLD'S LARGEST FLOATING ARMORY (RECENTLY 'DISESTABLISHED')...NAVAL RESERVE TRAINING CENTRE IN NEW YORK. SHE WAS BUILT 54 YEARS AGO AS THE BATTLESHIP 'ILLINOIS' AND WAS A MEMBER OF THE 'GREAT WHITE FLEET' AND ATTENDED THE CORONATION NAVAL REVIEW OF EDWARD VII. SHE WAS CONVERTED FOR TRAINING PURPOSES IN 1924.

EX-LIGHT CRUISER H.M.S. CAROLINE, BUILT IN 1914 AND DEMOBILIZED IN 1923. SHE IS NOW THE R.N.V.R. DRILL SHIP OF THE ULSTER DIVISION IN BELFAST, NORTHERN IRELAND.



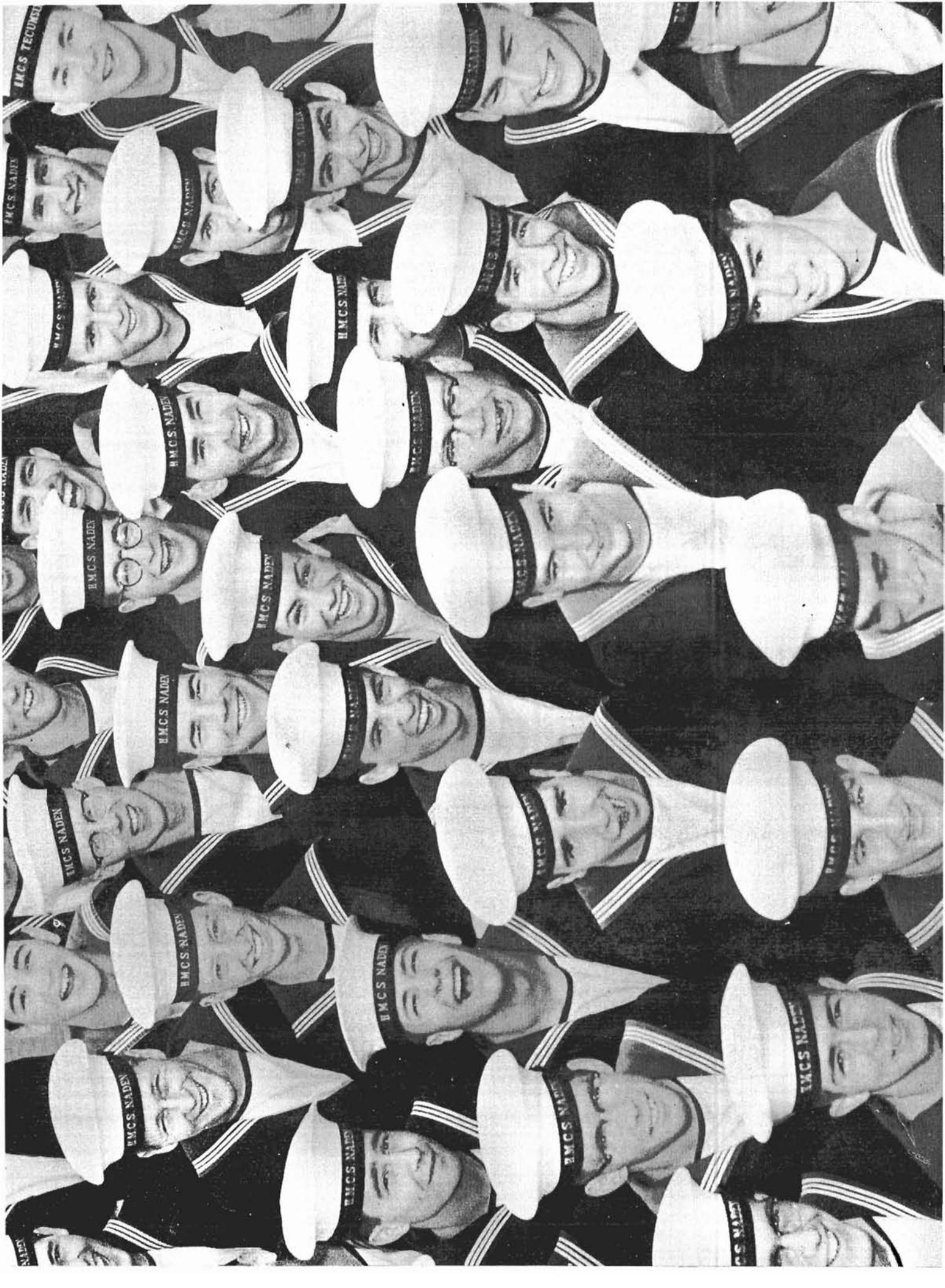


The CROWSNEST



Vol. 8, No. 11

September, 1956



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THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1956

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SMILES OF THE MONTH

Someone must have told a whale of a good joke. Or, perish the thought, a sedate and highly respected officer may have come a cropper on a grease patch. Let no disloyal idea, such as the latter, enter any mind as they gaze on the scene on the opposite page of a lot of good-looking sailors deriving a great deal of wholesome enjoyment from something or other.

Of course, whether the hilarious outburst was provoked by grease patch or grease paint, the picture reveals that, despite the uniform, despite stern naval discipline, despite all the fears of persons not acquainted with service life, the sailor remains an individual. He can take his jokes or leave them.

You will observe here the abandoned hilarity of some, the cheerful enjoyment of others. And you will notice the subdued amusement of still others which expresses the thought: "That was a darn good joke the first time I heard it. Don't mind hearing it again at all."

Whatever the occasion, whatever the jest, the conclusion can be safely drawn that life at *Naden* can't be too bad after all. (E-36663)

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

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

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11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

The Cover—Three ships of the Second Canadian Minesweeping Squadron furrow the waters off Vancouver Island. Preparedness against an unseen and treacherous enemy, the mine, in all its deadly modern forms, is the objective of the wood-and-aluminum sweepers of the Royal Canadian Navy. The three pictured here are the *Comox* (foreground), *James Bay* and *Fortune*. (E-36375)

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Ottawa, Ont.



RCN NEWS REVIEW

The Arctic sun was setting as a party from the Labrador raised this radar beacon on the shore of a barren northern island. (LAB-1672)

Commodore Wright Naval Comptroller

Commodore (S) Rupert Antony Wright took up the appointment of Naval Comptroller and member of the Naval Board at Naval Headquarters on August 15. He had been attending the National Defence College at Kingston, Ont., since September 1955.

The post of Naval Comptroller is a new one intended to ensure that the most effective use is made of manpower, matériel and financial resources available to the RCN in carrying out approved policies and programs.

Captain (SB) George A. Woolcombe, Director of Naval Organization, has been given the additional appointment of Deputy Comptroller.

Captain (S) Donald McClure, who has been Deputy Supply Officer-in-Chief, was appointed to staff of the Naval Comptroller as Director of Naval Program Control, effective August 13.

Crew of Submarine Half Canadian

Thirty Canadians are among the crew of 60 in HM Submarine *Alliance* which arrived in Halifax September 11 to join the 6th Submarine Squadron which is probably one of the busiest in the world.

This is the greatest proportion of Canadians yet to arrive in any of the British submarines serving on the Canadian Atlantic Coast. As training of Canadians in the United Kingdom progresses, subsequent units of the squadron are expected to contain even higher percentages of Canadians.

A Naval Headquarters message welcomed the *Alliance*. "The Naval Board

welcomes you to Canada," it said, "and trusts that your period of operations with the Royal Canadian Navy will be happy and fruitful."

From the *Alliance*, commanded by Lt.-Cdr. H. R. Clutterbuck, RN, came the reply: "Your kind signal was much appreciated by all on board. We look forward to becoming an integrated and useful member of the RCN."

The *Alliance* replaces the *Ambush*, which returned to the U.K. in May after

serving as one of the original three members of the Squadron. The *Alliance* made the crossing from Portsmouth in eight days and, in little more than a week following her arrival, had begun her new duties.

Cdr. W. T. J. Fox, senior officer of the squadron, commenting on the new arrival, said "there are probably no submarines in the world, certainly none in the NATO fleets, busier than three based at Halifax."

The other two members of the squadron, the *Astute* and the *Alderney* were at sea for Exercise New Broom VI when the *Alliance* arrived.

The 6th Submarine Squadron was formed at Halifax March 15, 1955, under Canadian operational control and has since been employed in anti-submarine training exercises with units of the RCN and with aircraft of the Royal Canadian Air Force and in NATO exercises in North Atlantic waters.

All are "A" class submarines with a displacement of about 1,120 tons each and snorkel-equipped.

Topsy-Turvey Ship Challenged

Steaming through the southern stretches of Foxe Basin, the Arctic patrol ship *Labrador* recently challenged an upside-down icebreaker in the sky—and got an answer.

The incident occurred when the *Labrador* was nearing a rendezvous with the American icebreaker, USS *Edisto*, and her convoy of DEW-line supply vessels. The convoy was still well below the horizon when the *Labrador's* look-outs spotted the image of the U.S. ship hanging mast down from the sky.

Roof Provided For Veteran

A partially blind naval veteran living in Montreal has a sturdy roof over his head these days and he now knows that naval divisions have a keen interest in naval veterans, that personnel at *Donnacona*, Montreal naval division, have his welfare at heart and that the RCN Benevolent Fund is there to assist him.

The veteran's roof was in a bad state of repair and, unable to renovate it himself, he appealed to the Benevolent Fund for assistance.

PO J. C. Reid, RCN shipwright at *Donnacona*, heard of the request through the Staff Officer and offered to organize a roofing party of Reserve shipwrights to get the job done, with the fund paying for the materials.

Fixing Saturday, August 11, as R-(for repair) day, four men, CPO L. J. Fett, PO D. C. Hurst, PO B. G. Huculak and PO R. L. Cobb, led by PO Reid, worked all day to leave the roof well fortified against the whims of Montreal weather.

The strain on the Benevolent Fund was further eased when through the commanding officer, Commander A. R. Webster, RCN(R), the materials were obtained at cost and transportation to and from the site was provided.

The *Labrador's* signalman sent the official challenge by signal lamp to the phantom icebreaker and received the official down-to-earth reply, although hours of steaming still separated the two ships. Marked temperature differences between layers of the air over the sea were responsible for the mirage.

It was not until the next morning that the *Labrador* rendezvoused with the convoy and the supply ships were formed into two columns for the rest of their journey to the beaches where they would unload their DEW-line supply.

For weeks previous to their arrival the *Labrador* had been surveying beach approaches, setting up beacons and markers and clearing obstructions. The freighters lie offshore and the cargo is transferred to landing craft, which carry the supplies to the prepared beaches.

In contrast to last year, ice conditions were excellent and the supply convoy completed the last portion of its journey with little difficulty.

Navy's Share in Research Told

Work done by the National Research Council of Canada on behalf of the Royal Canadian Navy and instances in which the Navy has been able to reciprocate by assisting the work of the Council are recorded in the 39th annual report of the NRC, recently off the press.

Reference is made to cosmic ray measurements taken during the maiden cruise of HMCS *Labrador* in the Arctic during 1954. On the return of the *Labrador*, these experiments were continued on board the USS *Atka* in the Antarctic.

The results of the measurement have been analysed and, according to the report, "they show in a striking way that the earth's magnetic field as it affects cosmic rays is considerably different from that derived from surface geo-magnetic measurements. The reason for this is not known".

The NRC is continuing its cosmic ray measurements as part of the program for the International Geophysical Year (1957-58), which will entail a massive assault by many nations on unsolved mysteries of the earth's land, sea and air. Two RCN frigates, the *Ste. Therese* last year and the *New Glasgow* this, have conducted mid-Pacific surveys whose findings will be added to the store of knowledge it is hoped to accumulate during the Geophysical Year.

The National Research Council, in its ship laboratory, has tested models of a large variety of ships and boats



Here is an instance of an airman deliberately trying to get forced down by ice. An RCN helicopter is seen defying the worst that could be done by a freezing cloud produced by an array of 143 fog nozzles during an experiment conducted last winter by the National Research Council in Ottawa. NRC scientists were trying out systems for de-icing the whirlybirds. (Photo courtesy National Research Council)

for the RCN, naval architects and ship-builders. It has included models of "St. Laurent" class destroyer escorts, coastal minesweepers and the *Labrador* in the tests which seek to establish the most effective hull design with regard to the function of each ship.

One of the major projects of the NRC's low temperature laboratory, says the report, is the investigation undertaken for the Navy of the icing of helicopters. A spray rig of unique design was devised and this produces an artificial icing cloud in which a helicopter may be flown and the degree of icing determined. A naval helicopter was supplied for the experiments and operated from Uplands airport at Ottawa.

Great Lakes Ships Sail for East Coast

The Great Lakes summer training ended with a flourish for at least four Canadian Navy ships heading for Halifax and away from the threat of winter-time's ice-bound inland waterways.

En route to Halifax, the *Wallaceburg*, a unit of the 11th Canadian Escort Squadron, and HMC Ships *Cormorant*, *Blue Heron* and *Mallard*, inner patrol craft commissioned in western Ontario last July, sailed with His Excellency the Governor General embarked in the *Wallaceburg* for a brief visit to two St. Lawrence River ports.

The escort squadron, comprising HMC Ships *Portage*, *Wallaceburg*, and *Sault Ste. Marie*, arrived on the Great Lakes last May to carry out summer training of members of the Royal Canadian Navy (Reserve). They were joined in July by the *Cormorant* and *Mallard*. The *Blue Heron*, commissioned the same month, is to be loaned to the Royal Canadian Mounted Police at Halifax.

First navy ships to leave the Great Lakes for Halifax were the *Sault Ste. Marie* and *Portage*, which attended the Canadian National Exhibition at Toronto with the *Wallaceburg* and two of the "Bird" class vessels before sailing September 1. The *Soo* and *Portage* called at Montreal and Quebec en route to Halifax where they arrived September 8.

The three "Bird" class vessels left the Great Lakes September 10 and rendezvoused with the *Wallaceburg* at Montreal September 14. Sailing the same day, the four ships proceeded to Quebec City where the Governor General embarked in the *Wallaceburg* for visits to Tadoussac and Port Alfred.

His Excellency returned to Quebec with his naval escort on September 19.

The "Bird" class vessels sailed again shortly after their return to Quebec, calling at Charlottetown, P.E.I., en route to Halifax, while the *Wallaceburg* proceeded directly to her winter home port.

LAST OF SCAPA FLOW

Nuclear Age Dooms Great Base

By KINGSLEY BROWN
in the
Hamilton Spectator

THE REPORT from London that the Admiralty has decided that the great naval base at Scapa Flow shall shortly be abandoned will likely bring a twinge of regret to all old naval types familiar with that great fortress of the sea so long associated with Britannia's rule of the waves.

Scapa Flow is a natural anchorage in the heart of the Orkney Islands, off the far northern tip of the Scottish coast. It is a shelter of immense proportions, and all the navies of the world, let alone the ships of the British Fleet, could anchor there with plenty of room to spare.

But the advent of the atom bomb and the H-bomb has made such shelters obsolete. Never again can a nation at war afford to anchor her naval craft at any one central haven, for a single bomb could wipe out an entire fleet. Dispersal at sea will be the safety of future fleets, and such places as Scapa Flow are out-of-date.

And so, before long, the chain of islands that ring the great natural harbour will hear no longer the rattling of anchor chains and the thunder of naval salutes, or the shrill piping of the boatswain's call. The Orkneys will return to their ancient loneliness, where only the cries of wild sea-birds, and perhaps the occasional tinkle of a sheep's bell on the weathered hills, will break the quiet.

Scapa Flow is a place of many stories.

At the end of World War One it was to Scapa Flow that the German Navy sailed to make its formal surrender to the British Fleet. It was in November 1918 that eleven battleships, five battle-cruisers, eight light cruisers and fifty destroyers of the Imperial Germany Navy steamed into Scapa Flow and dropped anchor alongside the fleet of the victors.

They remained quietly at anchor in Scapa Flow until June 21, 1919. Then on orders from the German Government, the crews opened the seacocks

and sent the once proud German fleet to the bottom.

British authorities at Scapa were too late to prevent the scuttling, but in salvage operations that continued for 20 years most of the German warships were brought to the surface, towed to British dockyards to be broken up and sold for scrap. The excellent German steel armour plate was sold specially for the manufacture of cutlery, and as a matter of fact a good deal of it was sold back to Germany to be turned into those fine Solingen knives and instruments.

Surrounded by a group of mountainous and rocky islands, Scapa Flow has only three entrances: Hoy Sound to the west, opening into the Atlantic, Hox Sound leading into Pentland Firth, the stormy and treacherous strait between the Orkneys and Scotland, and Holm Sound, leading east into the North Sea.

When World War Two opened, these three entrances were carefully guarded, but somehow or other a German submarine, commanded by a skilful young captain, Cdr. Gunther Prien, was able to slip into Scapa Flow undetected.

A few hours later the British battleship *Royal Oak* lying at anchor, was torpedoed and sunk with heavy loss of life, the first major disaster to the Royal Navy in World War Two. Prien was able to make good his escape into the North Sea, and a few days later was being feted as a hero at home in Germany.

Prien deserved his accolades. Even in the British House of Commons the Prime Minister paid tribute to the courage and the skill of this enemy seaman.

It was from Scapa Flow that the *Hampshire* sailed in 1915 to carry Lord Kitchener, Britain's chief of staff, to Russia to seek to bolster the flagging Russian resistance to the Germans.

Nobody is too sure just what happened to the *Hampshire*. She was never heard from again, and is generally believed to have struck a mine during a gale shortly after she had steamed out of Holm Sound into

the North Sea. Whatever happened, Kitchener was lost, and today, a tall, granite obelisk faces out into the Atlantic at Marwick Head, in memory of that great tragedy of the sea.

The Pentland Firth, the channel dividing the Orkneys from Scotland, is one of the most turbulent, and treacherous bodies of water anywhere on earth. The largest steamers are not immune from the whims and tantrums of Pentland. Great battleships have been known to be suddenly knocked 90 degrees out of their course by sudden terrific gusts of wind and frightening, whirlpool-like swirls in the current.

During the First World War two destroyers, on routine patrol duty through the Pentland Firth, were swallowed up in a sudden and terrifying gale. Despite all the efforts of the crew the ships were driven ashore and pounded to pieces by a white fury of surf that swept across the razor-sharp rocks.

All but one member of both crews perished that night.

Through some miracle the lone survivor was tossed against a tiny, rocky islet, managed to claw his way through the surf and spray to the top of the cliff, out of reach of the maddened sea. For two days he lived on limpets, scratched from the rocks below, and the snow that covered the top of the island. He was finally picked up by a searching naval craft.

Soon the White Ensign will come down at Hoy, and the great grey ships will depart and Scapa Flow will become once more a place of great and abiding peace.

MISSILE CRUISER DIVISION READY

The commissioning of USS *Canberra* at Philadelphia on June 15 completed the formation of the world's first guided missile cruiser division, designated Cruiser Division Six.

The division is made up of the guided missile cruisers *Canberra* and *Boston*, each equipped to fire the surface-to-air missile "Terrier" from two twin mounts, and the tactical command ship, USS *Northampton*.

Conventional armament of the *Canberra* and *Boston* includes six eight-inch guns in two mounts forward, plus five-inch and three-inch rapid fire guns.

The *Canberra* has the distinction of being the only ship in the U.S. Navy to bear the name of a foreign capital. She was given the name of Australia's capital in memory of the loss of HMAS *Canberra* in the first battle of Salvo Island.



THE ODYSSEY OF THE MARY CELESTE

A Factual Account of an Unsolved Mystery of the Sea

By

Charles Edey Fay

EARLY on Tuesday morning, November 5, 1872, the American brigantine *Mary Celeste*, 282 tons, was towed from Pier 50, East River, New York City, to a point off Staten Island in the lower bay where, owing to strong head winds, she dropped anchor. Two days later, on Thursday, November 7, she made a fresh departure on a voyage to lift her from comparative obscurity into an enduring place in the annals of the sea.

Her master, Captain Benjamin Spooner Briggs, of Marion, Mass. was accompanied by his wife, Sarah Elizabeth (nee Cobb) and their daughter, Sophia Matilda, aged two. According to the Shipping Commissioner's records, her crew consisted of Albert G. Richardson, first mate; Andrew Gilling, second mate; Edward William Head, cook or steward; and seamen Arian Martens, Volkert Lorenzen, Boy (or Boz?) Lorenzen and Gottlieb Goodschaad, (or Gottschalk?). Altogether the ship's company consisted of ten persons. Her destination was Genoa, Italy, and 1701 barrels of alcohol comprised her entire cargo.

On November 15—eight days after the *Mary Celeste's* departure from the lower bay—the British brigantine *Dei Gratia*, 295 tons, under the command of

Captain David Reed Morehouse of Bear River, Nova Scotia, and laden with 81,126 gallons of petroleum, left Venango Yard, Hoboken, in the port of New York, her advertised destination being Gibraltar where she was to "call for orders".

It is a matter of record that during the closing months of 1872, the Atlantic Ocean was in an unusually tempestuous mood. Vessels arriving at New York and other Atlantic ports reported unusually heavy seas and winds of gale force. It was under such unfavourable weather conditions that the two brigan- tines made their way eastward. It is known that the *Dei Gratia* encountered extremely heavy weather, and that from the time she left New York until November 24, her fore hatch remained battened down, and her main hatch was off for only one hour. It seems fair to assume that the *Mary Celeste* experienced similar conditions.

Until December 4, the passage of the *Dei Gratia* was devoid of untoward incident. To her company of eight, the

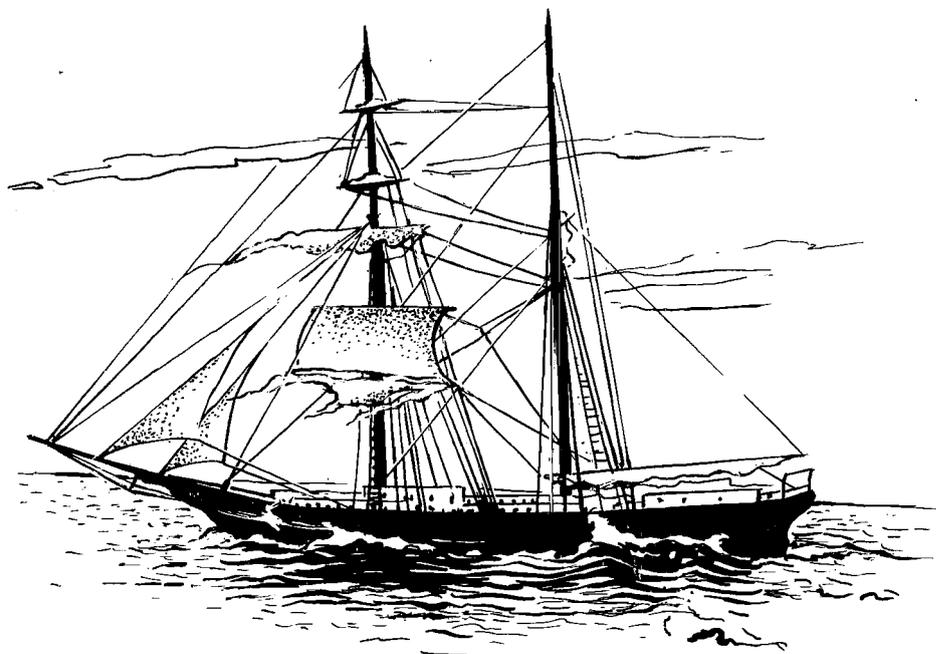
forenoon of that day brought no foreshadowing of the stirring events soon to follow.

At noon, the afternoon watch, consisting of second mate John Wright and seamen Augustus Andersen and John Johnson, came on deck. Johnson was at the wheel with Captain Morehouse nearby. At some time between 1:30 and 2:00 o'clock, (December 4 Civil Time: December 5 Sea Time) a sailing vessel was sighted on the windward (port) bow. She was four or five miles distant, and headed NW by N. The *Dei Gratia* was headed SE $\frac{1}{2}$ E. They were then in Latitude 38° 20' North: Longitude 17° 15' West, and about 378 miles east of St. Mary's Island, Azores.

Author's Note

The accompanying narrative is strictly factual, and is supported by documentary evidence of authoritative character. The principal repositories of source material are the National Archives at Washington, D.C., the records of the Atlantic Mutual Insurance Company, of 49 Wall Street, New York City, which insured the *Freight on Charter of the vessel on her memorable passage*, a copy of the testimony given by the salvors before the Vice Admiralty Court at Gibraltar, and a copy of the special survey of the vessel by John Austin, Surveyor of Shipping at Gibraltar:

The writer is also under obligation to the late J. Franklin Briggs of New Bedford, Mass., (nephew of Capt. B. S. Briggs) and his cousin, Dr. Oliver W. Cobb of Easthampton, Mass., who generously made available family photographs and correspondence and much information relating to the salty ritual of the sea. Also to my friend Lieut. Colonel J. Agostinho, Director of the Service Meteorological dos Açores at Angra do Heroismo in the Azores, who procured from Lisbon, Portugal a transcript of the official record of the weather conditions prevailing in the particular area of the Azores where, according to the *Mary Celeste's* log slate, she was believed to be on November 24 and 25, 1872.—C.E.F.



THE DERELICT MARY CELESTE

Fact vs. Fancy

Few stories of the sea have excited more wild surmise than the mystery of the *Mary Celeste* and, 84 years after the event, stories still appear purporting to explain how a brigantine, in good sailing condition, came to be deserted in mid-ocean.

Tellers of tales have invoked everything from giant squid to floating islands and Barbary pirates to explain the disappearance of the vessel's crew. With a fine disregard for the findings of the Vice Admiralty Court they have repeated alleged "facts" which have become incorporated into present-day mythology.

A man who has made a detailed study of the mystery of the *Mary Celeste*, Charles Edey Fay, of Lake Worth, Florida, has little patience with many of the romantic tales which have been spun around the incident. Among the groundless embellishments, which he finds perpetuated in the press of today are the statements that the *Mary Celeste* was found "with all sail set", with "food still warm on the cabin table", "a chicken sizzling

on the galley stove" and "the lifeboat in the davits".

Mr. Fay, now in his 82nd year, was associated for 40 years with the insurance company in New York which insured the *Mary Celeste's* freight on charter on her fateful passage in 1872. It was the discovery in 1932 of his company's association with the ship, combined with recollections of romantic tales of the brigantine (one of the more famous was by Sir Arthur Conan Doyle) that led him to dig for the facts. These he later assembled and published in book form.

Of special interest to Canadians is the fact that the *Mary Celeste* (originally named *Amazon*) was built in 1861 at Spencer's Island, Nova Scotia, and registered at Parrsboro a few miles away on the north shore of the channel into Minas Basin.

In the accompanying article, prepared by Mr. Fay specially for *The Crownsnest*, speculation is carefully avoided, but elsewhere in his writings the author has sug-

gested a plausible reason for the abandonment of the ship.

Briefly summarized, this is the possible explanation suggested by Mr. Fay: Within the holds of the *Mary Celeste* was a cargo of alcohol. During stormy weather some of the casks were broached and the fumes of the alcohol built up pressure beneath the tightly sealed hatches.

When the weather moderated the hatches were opened to air the holds and the bursting forth of the fumes caused the crew to fear that the ship would explode. They hastily took to the seaboard, which they allowed to be towed by a line from the unmanned ship. A sudden storm struck, the line parted and the ship's boat was lost with all hands.

Mr. Fay does not insist that his readers believe this explanation, but it rings more loudly of the truth than one put forward several years back by a Canadian writer to the effect that the crew had been frightened overboard by demons or a ghost.

THE STATE of her sails and the fact that she "yawed some", attracted their attention. She was under very short canvas. It was at some time before 3 o'clock that Captain Morehouse summoned Mate Oliver Deveau, off watch, and pointed the vessel out to him. Scanning her through the glass, they were unable to see any sign of life on board. She was making about one and a half to two knots, and proceeding in a direction opposite to their own. The conclusion was quickly reached that the stranger was in trouble and required assistance, although no signal of distress was visible. Captain Morehouse then proposed to "speak" the vessel in order to afford help if necessary, and he gave orders to haul wind. This was done and, on nearer approach, they hailed her but received no response. The captain then ordered a boat lowered, and Mate Deveau, with Wright and Johnson, rowed over to the stranger. As she had only three sails set,—jib, foretopmast staysail, and lower foretopsail—she was moving slowly, making it possible for the men in the small boat to overtake her. On reaching her, Deveau and Wright clambered aboard, leaving Johnson in the boat alongside.

After an inspection lasting about a half hour, they returned to the *Dei Gratia* and reported to Captain Morehouse. The derelict was found to be the brigantine *Mary Celeste* of New

York. There was not a living thing on board. Her only boat was gone. She had about 3½ feet of water in her hold but was seaworthy. (There were many other details which will be mentioned later.)

One can easily imagine the intense interest with which this report was heard. Deveau estimated that the value of hull and cargo might run as high as \$60,000. If they could take her in to Gibraltar, there was bright prospect of a substantial award for a successful salvage operation, and Deveau was eager to make the attempt. He held a mate's certificate and had commanded a brig. He is known to have been a man of large frame, of great physical strength, absolutely fearless and an experienced seaman.

Captain Morehouse, mindful of his obligation to the owners of his vessel and of his responsibility for the safety of his crew, at first demurred. He reminded the men of the risks involved in sailing their own vessel, with a diminished crew, about 600 miles over a stormy stretch of ocean. As for the *Mary Celeste*, only slightly smaller than their own vessel, it would be an extremely hazardous undertaking for the



CAPT. BENJAMIN S. BRIGGS
Master of the *Mary Celeste*

very few men—three at the most, that he could spare for that purpose. Finally, however, he consented, letting Deveau take Seaman Charles Lund and Augustus Andersen. He gave them the *Dei Gratia's* small boat, a barometer, a compass, a watch and some provisions which the steward had prepared. By the time they reached the *Mary Celeste* it was 4 p.m., and with sunset due in that area about 4:49, there was much necessary work to be done before nightfall.

BETWEEN 8 and 9 o'clock in the evening of December 5 (sea time) the three men aboard the derelict had her pumped dry, and they set sail on her. "It took two or three days to set her to rights." They had fine weather at first, and for several days the two vessels kept company. By Wednesday, December 11, they were near the northwest coast of Africa, and approaching the Straits of Gibraltar. When they got into the Straits "the weather came on to blow hard" and was "thick with rain". During the night the two vessels lost sight of each other. It was early in the morning of Friday, December 13, that "journey's end" came for three nearly-exhausted men in the *Mary Celeste* when they dropped anchor in Gibraltar harbour. Shortly thereafter, they learned that the *Dei Gratia* had arrived there the night before.

Soon after arrival, the *Mary Celeste* was taken into custody by T. J. Vecchio, Marshal of the Vice Admiralty Court.

On Wednesday, December 18, the Court began its hearings on the "Claim of David Reed Morehouse, Master of the British brigantine *Dei Gratia*, and for the Owners, Officers and Crew of the said brigantine claiming as salvors—The Queen in her office of Admiralty—against the Ship or Vessel supposed to be called *Mary Celeste* and her cargo proceeded against as derelict."

The Queen was represented by Sir James Cochrane, Kt., Commissary of the Vice Admiralty Court of Gibraltar. The persons recorded as taking part in the proceedings were: Edward Joscelyn Baumgartner, Registrar; Frederick Solly-Flood, Advocate and Proctor for the Queen; Henry Peter Pisani, Advocate and Proctor for David Reed Morehouse, Master of the *Dei Gratia*; George F. Cornwell of Lincoln's Inn, London, Proctor for the claimants of the *Mary Celeste*, and Martin W. Stokes, Proctor the claimants of the cargo. The first witness called was First Mate Oliver Deveau. After hearing part of his testimony, the Court adjourned until Friday December 20, when Deveau concluded his statement. He was followed the

same day by Second Mate Wright and Seaman Lund. On Saturday, December 21, Seaman Andersen and Johnson testified. This concluded the Court Sessions for the time being.

A few days later, December 23, the *Dei Gratia*, having received orders to take her petroleum to Genoa, Italy, sailed with Deveau in command, leaving Captain Morehouse at Gibraltar to receive the expected salvage award.

Some weeks after Deveau had arrived at Genoa, January 16, 1873, he was recalled by the Court to Gibraltar for further examination which occurred on March 4 and which was the final session. Soon afterwards, he returned to Genoa to resume temporary command of the *Dei Gratia* which sailed on March 17 for Messina.

The impossibility of giving the complete testimony within present limits will be manifest, but we shall endeavour to mention the salient points that were brought out in the course of the December (1872) and March (1873) hearings.

AS ALREADY stated, the boarding party found the *Mary Celeste's* only boat missing. Only three sails were set. Two others had been blown away. The mainstaysail had been hauled down and was lying loose on the forward house. All other sails—seven in number—were furled. The vessel had three hatches—fore, main and lazarette. Both fore and the lazarette hatches were off. (They were not reported as upside down.) The pumps were in good order and showed only 3½ feet of water in the hold. The skylight of the cabin was open and raised. One pane of glass had been broken. There

was evidence to show that the ship's boat had lain across the main hatch.

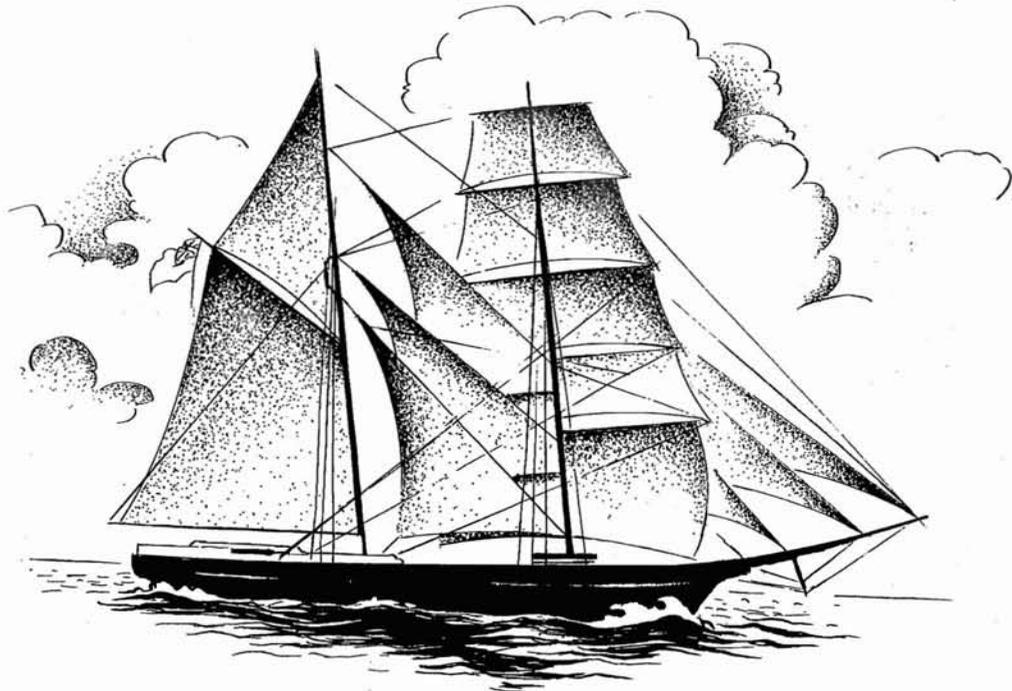
The standing rigging was all right, but some of the running rigging was in poor shape. Sheets and braces were hanging over both sides. The main peak halyard, hanging over the side, was "broke and gone." The water casks, on deck were on chocks which had been moved as if struck by a heavy sea. "The men's clothing was all left behind; their oilskins, boots, and even their pipes as if they had left in a great hurry or haste".

"My reason for saying this," said Deveau, "is that a sailor would generally take such things, especially his pipe, if not in great haste."

The windows of the cabin were battened up with canvas and boards. The galley in one corner of the forward house was in a bad state with a great deal of water. The door-sill, about nine inches high, prevented water from running out. The stove had been knocked out of place, and, contrary to oft-repeated legend, there was *no heat in it and no food on it*. The kitchen utensils were all washed up and in their proper places. The water in the galley was almost a foot deep and there was a barrel of flour, one-third empty. The wheel was not lashed and was not damaged. The binnacle was washed away from its place and the glass was broken.

There were no davits on the vessel's quarter. A spar lashed through the sheave-holes of the stern davits, showed that there had been no boat there, but one could see where a boat had been lashed across the main hatch. The *Mary Celeste* had no bulwarks, being a flush-

THE DEI GRATIA



decked vessel with open rails fore and aft. In his March 4 testimony, Deveau made his first reference to the "rails of the ship" found on deck when he made the first trip. It seems probable that the rails mentioned had been removed by the crew in order to launch her boat over the side.

The captain's chronometer, sextant, navigation book, ship's register and other papers were missing. The bed-clothes and clothing belonging to the captain were wet. On the desk in the mate's cabin they found the Log Book, which had been regularly kept up to November 24; and also a chart showing the vessel's track up to the same date. A sword with stains was found under the captain's berth.

On the cabin table there was *neither food nor drink of any kind, and no signs of preparation of a meal*, but it was on this table that a most significant item of evidence was found, namely the *Log*

Slate on which there were three entries all under the date of (Monday) November 25, and which read as follows:

"At 5 o'clock made the Island of S. Mary's." A similar entry was against the sixth hour. The third entry read: "At 8, Eastern point bore SSW 6 miles distant." This, in effect, was the *Mary Celeste's* valedictory, followed by a silence still unbroken after the passing of 84 years.

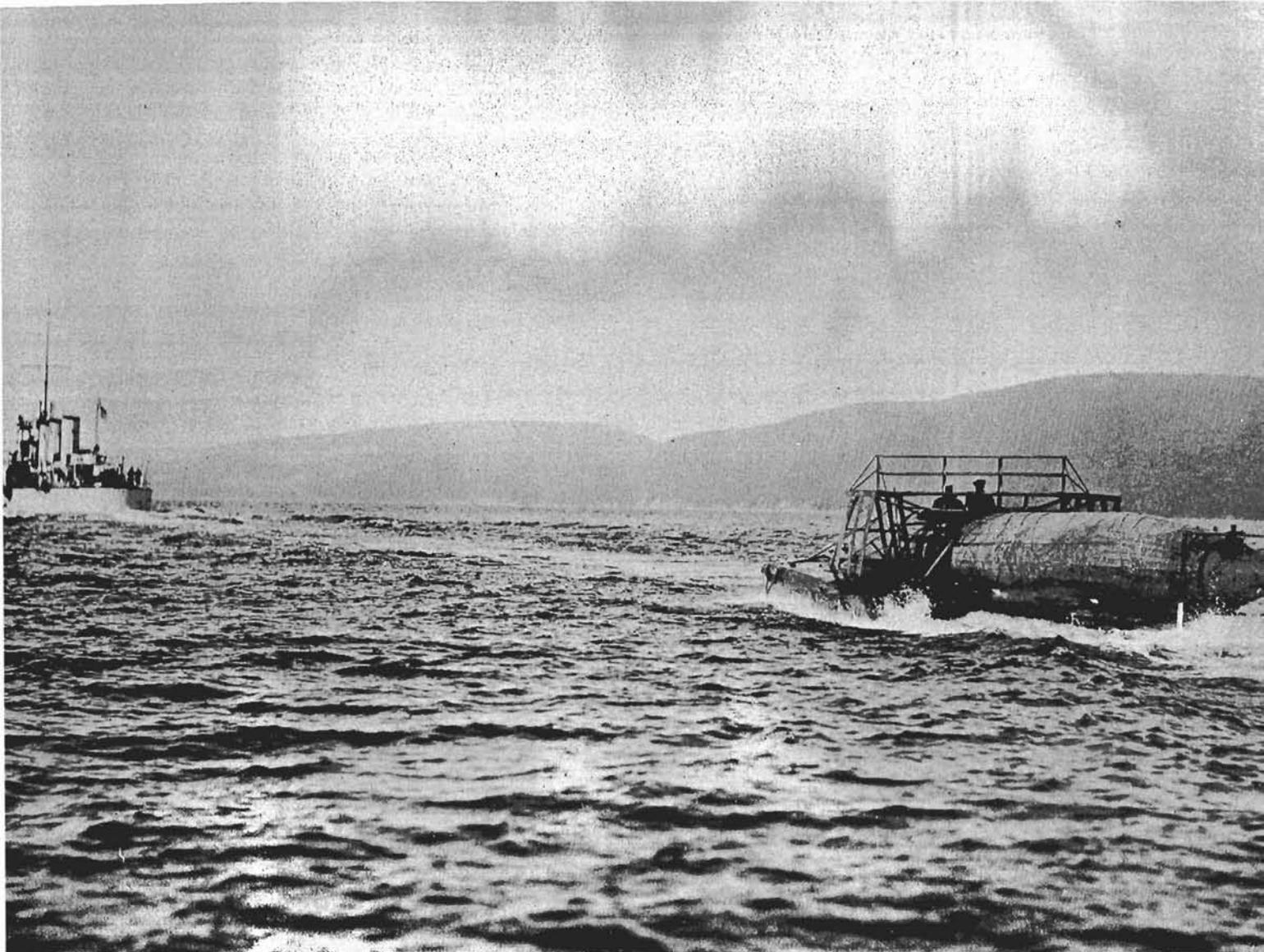
THE FINAL session of the Court was held on March 4, 1873, and on March 14 Justice Cochrane announced the award of £1,700, then equivalent to about \$8,300, an amount deemed by several authorities on salvage matters as wholly incommensurate with the character and importance of the service rendered by the *Dei Gratia*. After receiving the award, Captain Morehouse is reported to have gone to London, while Deveau continued in command of the

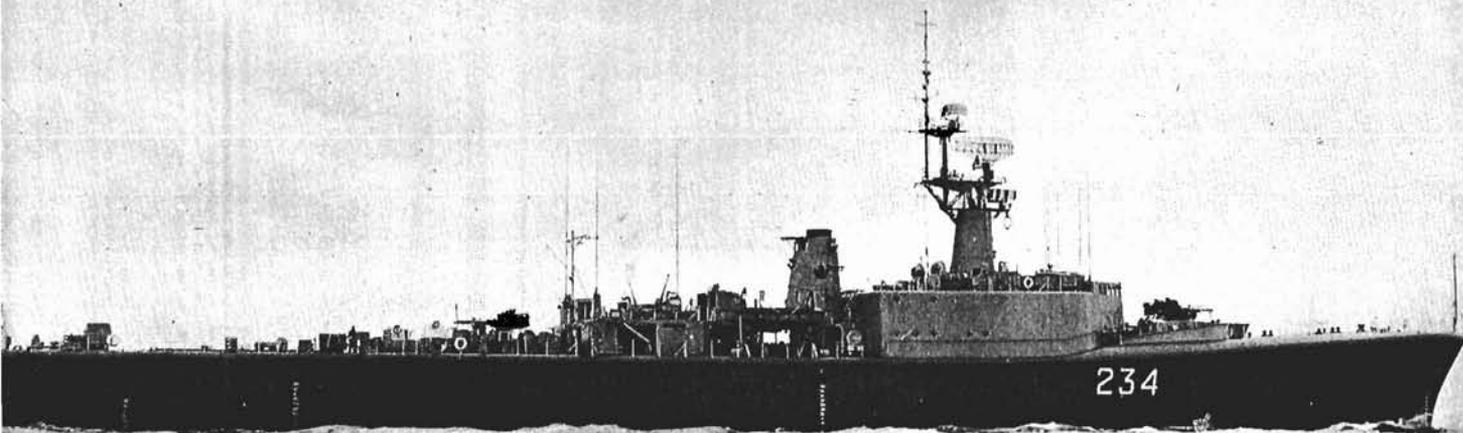
Dei Gratia, which sailed March 17 from Genoa for Messina, Sicily.

For more than 80 years, the facts of the case of the *Mary Celeste* (including the almost universal misspelling of her name) have been so largely obscured by the mass of apocryphal literature which has grown up around it, that much uncertainty exists in the public mind as to what actually occurred. For the sake of historical accuracy, and in the interest of justice, however belated, to persons who have been unjustly maligned, the author has endeavoured to rectify the record and, in the classic phrase of Edmund Burke—"to make the truth prevalent."

The fate of the vessel's small company is still an unsolved mystery and seems destined to remain forever unrevealed until the coming of that Day when all whom the sea has sundered shall be reunited, and all that now lies hidden shall be made plain.

The participation of the Royal Canadian Navy in the dedication ceremonies of the Alexander Graham Bell Memorial Museum at Baddeck, N.S., on August 18 recalls an earlier association of the RCN and the great inventor. On September 27 and 28, 1921, the destroyer HMCS Patriot was placed at Dr. Bell's disposal to assist him in testing a strange hydrofoil craft he had designed. The picture shows the Patriot towing the hydrofoil, designated the HD-4, over Cape Breton Island's Bras d'Or Lakes, at a speed of 14 knots. (CN-2947)





HMCS Assiniboine under way on the St. Lawrence River. She is the second of 14 new Canadian-designed and Canadian-built destroyer escorts to go into service and is now a unit of the Third Canadian Escort Squadron reformed at Halifax September 7. (ML-4580)

A NEW ASSINIBOINE SAILS THE SEAS

Second Ultra-Modern DE Bears Honoured Name

HUNDREDS of guests and townspeople watched the impressive ceremonies which brought the second of Canada's new anti-submarine destroyer escorts into service at Sorel, P.Q., on August 16.

The commissioning of the ship, HMCS *Assiniboine*, under Cdr. E. P. Earnshaw, was unique in that the service was preceded immediately by the christening ceremony which had not been performed at the time of launching.

Among the senior guests who participated in the ceremonies was Mrs. Lionel Chevrier, wife of the president of the St. Lawrence Seaway Authority, who was sponsor for the christening.

Guest of honour for the commissioning itself was Hon. George A. Marler, Minister of Transport, while the Chief of the Naval Staff was represented by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, in whose command the *Assiniboine* now serves.

Another guest who had, perhaps, the most personal interest in seeing the *Assiniboine* go into service was Chief Petty Officer Max Bernays who was flown from the West Coast where he is stationed.

The ceremony was a moving one, particularly for CPO Bernays who, 14 years ago, won the Conspicuous Gallantry Medal for his part in a gallant surface action which saw the first *Assiniboine* ram and sink an enemy submarine following a close-range battle with the surfaced undersea craft.

CPO Bernays, who was drafted to the *Assiniboine* in March, 1942, was coxswain of the ship at the time of the battle. His citation tells the story of his gallantry:

"A fire caused by enemy shells broke out on the flag deck, compelling the telegraphmen to leave the wheelhouse, leaving Acting Chief Petty Officer Bernays alone. With complete disregard for his own safety, with flames and smoke obscuring his only exit, with enemy explosive shell fragments entering the wheelhouse, this comparatively young rating remained at his post for nearly 40 minutes.

"Appreciating the crucial importance of his duties in an action, the success of which depended in a large measure on the precise steering of the ship and execution of telegraph orders, he not only carried out exactly and effectively all the helm orders but also dispatched 133 telegraph orders, necessary to accomplish the destruction of the U-boat.

"The final success of the sinking of this U-boat was largely due to the high courage and determination of Acting Chief Petty Officer Max Leopold Bernays who, in circumstances of the gravest personal danger, carried out not only his own but two other ratings' duties in exemplary fashion. His conduct throughout the action added another incident of the utmost bravery to the annals of the Royal Canadian Navy."

CPO Bernays served during the war as a member of the Royal Canadian Navy Reserve on active duty. He had joined in 1930 while employed by Canadian National Steamships.

Mrs. Lionel Chevrier, wife of the president of the St. Lawrence Seaway Authority, who was sponsor at the christening of HMCS *Assiniboine* at Sorel, P.Q., on August 16, immediately preceding the commissioning of the ship. Mrs. Chevrier holds a silver tray which was presented to her on behalf of the builders, Marine Industries Ltd., by Mrs. A. L. Simard, wife of the president of the shipbuilding company. (ML-4834)



Returning to Canada in 1945, he served for two years at HMCS *Discovery*, Vancouver. Discharged on July 31, 1947, he enrolled in the regular force the next day and has served in the RCN since, including a tour in Korea with HMCS *Cayuga*.

This year, as he watched the commissioning, CPO Bernays saw a modern ship which bore little resemblance to the old River class destroyer in which he won his medal.

The new ship is an electronic wonderland housed in a streamlined hull which carries deadly anti-submarine armament—the anti-submarine mortar and the homing torpedo.

British designers and British yards had created the first HMCS *Assiniboine*, but this new ship was a product purely of Canadian design and Canadian workmanship.

Credit was paid to both designers and the builders by Mr. Marler in his commissioning speech.

"This is obviously an important occasion for a large number of people," he said, "for those who have had a hand in the designing and building of this fine ship, for the officers and men of the Royal Canadian Navy who will take her to sea and for the service to which they belong. It is also an occasion of which all Canadians may be justly proud, for while the *Assiniboine* is not the first anti-submarine destroyer escort to be commissioned in the Royal Canadian Navy she is the first to be constructed in Canada from stem to stern and in every detail.

"Both the design and building have been Canadian and both have been of the highest quality. These things we know because the trials to which the first ship of this class has been subjected have all been met with outstanding success, and highly experienced officers of older navies than our own who have had the fullest opportunity of inspecting this new class of ship have been unstinting in their praise.

"Ladies and gentlemen, this is a Canadian achievement. I do not mean by this that Canadians are responsible for the invention and design of the devices and weapons that have been incorporated in the ship: we would be foolish indeed not to make use of the modern equipment which has been developed by our friends in Britain and in the United States and which is available to us. The achievement is Canadian however in the sense that the design and construction of the ship, and the manufacture of these weapons and devices have been undertaken in Canada and incorporated into a vessel which is, in fact, unique."



The White Ensign is hoisted and the Red Ensign lowered as HMCS *Assiniboine* goes into commission at Sorel, P.Q., on August 16 to become the second of Canada's new anti-submarine destroyer escorts to go into service. (ML-4829)

But apart from the honour of being the second of a class of ship which is the most modern anti-submarine vessel afloat, the *Assiniboine* has another honour, that of her name.

The name which she received on August 16 gained fame during the Second World War. Commissioned originally as HMS *Kempfenfelt*, a destroyer of 1,400 tons, the wartime ship was purchased from the Royal Navy by Canada in 1939 and commissioned as HMCS *Assiniboine*.

Early duties saw her in the Caribbean with RN forces blockading German ships caught in the area by the war.

She took part in the capture of the German merchant ship *Hannover*, which was set afire by its crew when intercepted. After a long battle, the fire was put out by the combined efforts of the ship's companies of the *Assiniboine* and the British cruiser *Dunedin*, and the *Hannover* was saved from destruction to become the first of a long line of RN auxiliary aircraft carriers.

Following this episode, the *Assiniboine* began a lengthy period of service on the North Atlantic convoy routes. In August, 1941, she was one of the destroyers assigned for escort duties at the historic Churchill-Roosevelt Atlan-

tic Charter meeting, and had the honor of embarking the British Prime Minister for several hours in Icelandic waters during the return voyage.

A year later, in one of the most notable engagements of the whole Atlantic Battle, the *Assiniboine* gained fame for herself and her commanding officer, the late Lt.-Cdr. John H. Stubbs, DSO, DSC, RCN, when she tracked down a surfaced U-boat, the U-210, and, after a heated action at close quarters, rammed and sank the Nazi craft. This was the same action in which CPO Bernays won his award.

The late Dr. Gilbert Tucker, official naval historian of that day, was taking passage in the *Assiniboine* at the time. A veteran of the First World War who had faced German fire before, Dr. Tucker marvelled at the battle. He described the contest of weapons and the manoeuvring in the mist-shrouded seas as the destroyer hounded the evasive submarine.

The U-boat manned her guns, but the shortness of the range between the adversaries kept the heaviest armament of both sides in a relatively minor role. The effective fire came chiefly from short-range weapons.

"In the *Assinibone*," said Dr. Tucker, nothing was left undone which might add to the discomfiture of the enemy. Even depth charges were lobbed over the side, one of them actually landing on the submarine's deck.

"The U-boat was too close for the destroyer's torpedoes, and too far away to be smacked with an oar; but everything else was tried."

At last, after much manoeuvring, the *Assiniboine* succeeded in ramming and sinking the U-boat.

"Throughout the action," noted Dr. Tucker, "the captain high on the bridge, stood fully exposed down to his knees. Time and again the bridge was deluged with machine-gun bullets, most of which were probably aimed at him. Yet he never took his eye off the U-boat and gave his orders as coolly as though he were talking to a friend at a garden party. (Lt.-Cdr. Stubbs later lost his life in the sinking of the first HMCS *Athabaskan* in an English Channel action.)

The spring of 1944 found the *Assiniboine* still carrying out Atlantic convoy duties. Later in the year, she was assigned to duties in support of the land campaign in Europe. Other tasks included interception patrols and further convoy duties which took her to every part of the British Isles, to the North Sea, Iceland and Gibraltar.

On one of her patrols off the French coast, the *Assiniboine* was hit during an engagement between Canadian destroyers and enemy armed trawlers. Fortunately, there were no casualties.

Following repairs and a brief patrol, she returned to Plymouth in time to

sail on August 25 as close escort to HMS *Warspite* (battleship), which had been ordered to bombard the enemy-held port of Brest. This was the same day that Paris was liberated.

At the end of the war she was at sea on patrol. On her return to Canada, she began a ferry service from Newfoundland to help relieve the pressure on commercial transportation systems.

Finally sold as surplus, she was taken in tow from Sorel, P.Q., for Baltimore for breaking up. By a trick of fate she was not to leave Canada.

On November 7, 1945, strong winds parted her from the towing vessel and she went aground.

She still lies, bows to the west, directly south of the eastern end of South Lake, two and one-half miles west of East Point, Prince Edward Island.

To her successor, the old *Assiniboine* left a heritage of renown and the battle honours:

Atlantic, 1939-45

Biscay, 1944

English Channel, 1944-45.

Torpedoes Not Aimed at Premier

Anyone who sniffed gunpowder and treason on the brisk prairie breeze was barking up the wrong mast.

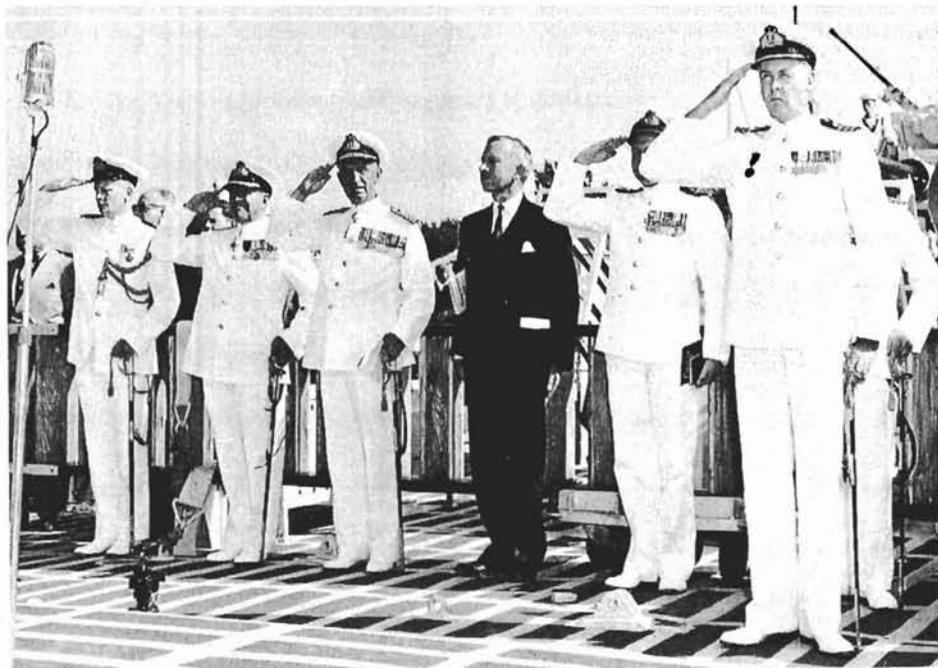
To unmix the metaphor, the reference is to two 18-inch torpedoes, addressed to the Premier of Saskatchewan, which came to light after someone finally got around to clearing out an old government warehouse in Regina.

Close tab is kept by the Navy on expensive and potentially dangerous items such as torpedoes and it didn't take Naval Headquarters long to find out that the Regina weapons were not directed against any past or present government of the province of Saskatchewan.

When the two submarines, which had started off as the "B.C. Navy" in 1914 and later migrated to the East Coast, were paid off at the end of the First World War, the RCN of that day had a lot of obsolete 18-inch torpedoes left on its hands, the 21-inch size having been adopted as standard.

Civic administrations were trophy-minded in those days, as rusting guns in public squares long testified, and the federal government seized on the torpedoes to help publicize the 1919 Victory Loan drive. One such torpedo is said to have remained on display in Beacon Hill park in Victoria until recent years.

The Regina torpedoes, following their discovery, were transferred to HMCS *Queen*, the local naval division, and have since been offered to the Maritime Museums on either coast.



Salutes mark the christening of HMCS *Assiniboine* at Sorel, P.Q., on August 16. From left to right are: Lieut. A. G. Lowe, flag lieutenant to Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Commodore Paul Earl, Naval Officer-in-Charge, Montreal; Rear-Admiral Bidwell, who represented the Chief of Naval Staff at the commissioning; George A. Marler, Minister of Transport, the guest of honour; Rev. Dr. E. G. B. Foote, Chaplain of the Fleet (P), and Cdr. E. P. Earnshaw, commanding officer of the new anti-submarine destroyer escort. (ML-4835)

OFFICERS AND MEN

First Venture Class Graduates

Already veterans of thousands of sea-going miles and acquainted with such faraway places as Australia, Hawaii and the West Indies, 97 new midshipmen were created in August, and West Coast naval history was written.

The occasion was the first graduation ceremonies for HMCS *Venture*, training establishment for junior naval officers at Esquimalt, B.C.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, before an audience of more than 500 witnessing the graduation of cadets of the first two-year course, told the new midshipmen that "From now on you will be on your own to an ever increasing degree. Your progress will very largely be dependent on your ability and willingness. I am confident that you will meet the standards required of you."

The ceremony included an inspection by Admiral DeWolf and the commanding officer of *Venture*, Captain R. P.

Welland, after which the cadets carried out intricate drills they had been practising for two months under Lieut. R. A. Smith, parade officer.

A single *feu de joie* was fired and then the seniors marched through the ranks of the juniors yanking the lanyards from the latter's necks, marking the moment the juniors became seniors and the seniors became midshipmen.

The midshipmen marched from the field and changed into new uniforms carrying out additional drills.

Following these ceremonies Admiral DeWolf presented 17 awards:

Officer of the Watch telescope for highest standing in scholastic and professional subjects and officer-like qualities: Cadet C. G. Gudgeon, Lynn Lake, Man.

Pullen trophy, cadet outstanding in professional scholastic and athletic achievement: Cadet K. Davies, Montreal.

Officer's sword, cadet outstanding in officer-like qualities: Cadet C. M. Thomas, Gibson's Landing, B.C.

Hampton Gray shield, cadet outstanding in athletic ability and sportsmanship: Cadet W. J. Fuoco, Ottawa.

Rowland cup, cadet judged by his fellows as outstanding in leadership and sportsmanship: Cadet D. C. Briggs, Ottawa.

Naden trophy, highest standing, executive cadets: Cadet J. C. Carruthers, Carp, Ont.

Venture trophy, highest standing, executive (air) cadets: Cadet Fuoco.

WEDDINGS

Able Seaman Raymond T. Chantal, *Micmac*, to Miss Lillian Jobin, Quebec, Que.

Leading Seaman D. Joseph Corrigan, *Micmac*, to Miss Margaret M. Walker, Glace Bay, N.S.

Leading Seaman James Galbraith, Albro Lake Naval Radio Station, to Miss Shirley Anne Herd, Montreal.

Able Seaman Donald Horrell, Albro Lake Naval Radio Station, to Miss Eleanor Marie Levelton, Toronto.

Sub-Lieutenant (S) E. B. Larkin, *Cornwallis*, to Miss Robin Grant.

Able Seaman Raymond J. P. Leclair, *Micmac*, to Miss Melina M. Brake.

Petty Officer Ronald S. Taylor, *Micmac*, to Shirley M. Small, Aylesford, N.S.

Lieutenant (S) J. D. Toogood, *Portage*, to Miss Mary Elizabeth Pryce, Toronto.

BIRTHS

Leading Seaman Jack W. Brown, Albro Lake Naval Radio Station, and Mrs. Brown, a son.

Leading Seaman Donald Carpenter, Albro Lake Naval Radio Station, and Mrs. Carpenter, a son.

Leading Seaman Alvin Church, Albro Lake Naval Radio Station, and Mrs. Church, a son.

To Commissioned Electrical Officer Douglas W. S. Cooke, Naval Headquarters, and Mrs. Cooke, a daughter.

To CPO F. G. Cunningham, *Naden*, and Mrs. Cunningham, a daughter.

To Lieutenant (SB) T. E. M. (Monty) Everett, *Carleton*, and Mrs. Everett, a son.

To Lieutenant (L) James O'N. Fitzgerald, Naval Headquarters, and Mrs. Fitzgerald, a daughter.

To Commander G. H. Hayes, Naval Headquarters, and Mrs. Hayes, a daughter.

To Petty Officer Bruce I. Hewitt, *Donnacoma*, and Mrs. Hewitt, a son.

To CPO R. B. Pennington, *Naden*, and Mrs. Pennington, a daughter.

To Able Seaman Lucien Provencal, *Micmac*, and Mrs. Provencal, a son.

To Petty Officer William Redford, *Stadacoma*, and Mrs. Redford, a daughter.

To Leading Seaman J. R. Roach, *Niobe*, and Mrs. Roach, a son.

To Petty Officer W. C. Shaw, *Cornwallis*, and Mrs. Shaw, a daughter.

To Major J. M. Smith, RCDC, *Cornwallis*, and Mrs. Smith, a son.

To Able Seaman Thomas Spence, *Micmac*, and Mrs. Spence, a daughter.

To Able Seaman John Stevens, *Micmac*, and Mrs. Stevens, a daughter.

To Leading Seaman John Tilley, *Micmac*, and Mrs. Tilley, a daughter.

To CPO K. A. Toll, *Naden*, and Mrs. Toll, a daughter.

Petty Officer Frank Woodward, Albro Lake Naval Radio Station, and Mrs. Woodward, a son.



Cadet (E) C. G. Gudgeon, of Lynn Lake, Man., is shown above receiving the Engineer Officers trophy from Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, during the graduation ceremonies for the first class of naval cadets from HMCS *Venture* to enter the RCN as midshipmen. The trophy, presented by the engineer officers of the Pacific Command, is awarded to the *Venture* cadet who obtains the highest standing among the graduating cadets of the engineering branch. Cadet Gudgeon was also presented with the Officer of the Watch Telescope for the midshipman of any branch with the highest standing in scholastic and professional subjects and officer-like qualities. (E-37207)

Engineer Officers' trophy, highest standing, engineering cadets: Cadet Gudgeon.

Supply Officers' trophy, highest standing, supply cadets: Cadet B. A. King, Ottawa.

Engineer-in-Chief prize, engineering cadet, outstanding in professional subjects, officer-like qualities and sports: Cadet J. E. Green, Farnham, Que.

CNP Pays Visit To Labrador

Rear-Admiral H. S. Rayner, Chief of Naval Personnel, paid a flying visit during August to the Arctic patrol ship *Labrador* at the scene of her northern activities and on one occasion saw her smash her way through an Arctic strait never before used by shipping.

His visit was one in the series of annual visits made by members of the Naval Board to outlying ships and establishments of the Royal Canadian Navy.

Accompanied by his secretary, Cdr. (SB) A. O. Solomon, Admiral Rayner flew to Foxe Basin where the *Labrador* was operating.

Lieutenant Governor Visits Outports

The frigate *Buckingham* sailed in early August for Quebec City to embark Hon. Gaspard Fauteux, Lieutenant Governor of Quebec, for his annual visit to ports in the Gulf and St. Lawrence River.

The eight-day cruise began August 5, and the ports visited include Ste. Anne des Monts, Mont Louis, Magdalen Islands, Port Menier, Sept Iles, Tadoussac and Bagotville.

Chimes to Honour Father 'Dick' Ward

The memory of a naval padre who was known intimately and affectionately by thousands of officers and men in the Royal Canadian Navy will be honoured by the installation of chimes in a new chapel now under construction at the naval community of Shannon Park, across the harbour from Halifax.

Chaplain (RC) Richard Martin Ward, 42, of Toronto and Ottawa, who had been Assistant Roman Catholic Chaplain of the Fleet since the fall of 1954 and who served the longest of anyone with the Canadian forces in Korea, was killed on May 15 when a jet aircraft crashed into a rest home of the Grey Nuns of the Cross, near Ottawa, where he was also serving as chaplain.

Father Ward turned the sod for the new Shannon Park chapel, to be known as Our Lady of Fatima, on April 19 last and it was considered by a Father



Last spring Chaplain (RC) Richard Ward, Assistant Chaplain of the Fleet (RC), broke the sod for a new chapel at Shannon Park, naval married quarters near Dartmouth. A few days later he was killed when a jet aircraft crashed into a rest home where he was serving as chaplain. His memory is to be honoured by the installation of chimes in the new chapel. (HS-45182)

R. M. Ward Memorial Fund committee, established at Naval Headquarters, that chimes for the new place of worship would be an appropriate memorial to the beloved priest.

The decision was in line with information that the *Magnificent* was donating a \$3,000 set of chimes to the Protestant chapel at Shannon Park, to commemorate officers and men lost in the Second World War. A similar monetary target has been set for the Father Ward Trust Fund.

The committee behind the fund is inter-denominational in recognition of the services rendered cheerfully and sympathetically by Father Ward without regard to creed.

Personal support was lent to the proposal by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, and the following acting on the committee:

Rear-Admiral H. S. Rayner, Chief of Naval Personnel, honorary chairman; Commodore (S) C. J. Dillon, Supply Officer in Chief, chairman; Lt.-Cdr. J. N. Bathurst, secretary; Captain (S) Donald McClure, treasurer; Chaplain (RC) J. A. McLean, Lt.-Cdr. A. A. Turner, Lt.-Cdr. Harry McClymont and CPO D. H. Gillis.

It was intended that donations should be widespread rather than large and the committee suggested a limit of 50 cents for gifts from men and \$1 from officers. Donations are being received

by the treasurer at 132 Albert Street, Ottawa.

It was hoped that the Father Ward Memorial Fund would reach its objective so that the chimes may be installed in the chapel before its completion and dedication about November 15.

Safe-Flying Award Goes to VF 871

An official visit of inspection of *Shearwater* by Commodore (S) C. J. Dillon, Supply Officer-in-Chief, was the occasion for the annual presentation of the Safe-Flying Award, donated by officers of the Supply Branch, to the squadron with the best accident record.

At ceremonial divisions on July 13, Commodore Dillon presented the award to Lt.-Cdr. (P) R. A. Laidler, commanding officer of VF 871, and took the salute at a march past of the ship's company.

In the course of his inspection of the station facilities, Commodore Dillon was treated to a flight in a Bell helicopter.

Five Chiefs Leave Lower Deck

Five chief petty officers of the Royal Canadian Navy have been promoted to the rank of acting commissioned engineer. They are Douglas Stewart Tyre, Thomas Albert Parkinson, Herbert Roland Percy, Gerald Alexander Dawes and Charles Albert Phillips.

The five officers in October were to begin a six-week divisional course at

Cornwallis, and then will take up appointments in the fleet.

All are graduates of the RCN Preparatory School at *Naden*, where they qualified academically for commissioned rank.

CO Appointed to New Ottawa

Cdr. Charles Rodger Parker, of Toronto and Victoria, has been appointed to take command of the anti-submarine destroyer escort HMCS *Ottawa* when the ship commissions later this fall at the Canadian Vickers Limited Shipyards in Montreal.

The *Ottawa* will be the third of the Canadian-designed-and-built destroyer escorts to be completed. She follows into service the *St. Laurent*, commissioned last October, and the *Assiniboine*, which commissioned in August.

Reserve Officer Now Commodore

Captain Robert Ian Hendy, VRD, of Toronto, has been promoted to the rank of commodore, RCN(R), and appointed Senior Naval Officer, Toronto Area, and as Honorary Aide-de-Camp to His Excellency the Governor General.

Commodore Hendy will be responsible to Naval Headquarters for the co-ordination of naval matters in the Toronto area, for the organization and efficiency of naval activities with respect to the functioning of Toronto as a port, for

the operational control of HMC ships based in or passing through his area and for the organization of naval control of shipping when required. He will also represent the RCN at official functions and prepare programs for visiting Canadian and foreign men-of-war and naval officials.

The post, a new one, was created in order to permit efficient fulfilment of numerous naval responsibilities in the Toronto area. These duties formerly were performed by the commanding officer of *York*, the Toronto naval division, but in recent years had increased to such an extent that it became impossible for him to devote sufficient time to his division—and his civilian occupation—if he was to meet all outside naval commitments.

A similar organization exists in Montreal, where Commodore Paul W. Earl is Senior Naval Officer, Montreal Area.

Commodore Hendy was born in Toronto, on December 4, 1916, and began his naval career in August 1936 when he entered the RCNVR as a midshipman. Shortly after the outbreak of war he was appointed to the *Assiniboine* as a lieutenant, following which, in September 1940 he went to the destroyer *Annapolis*.

In March 1941 he was appointed to *Stadacona* for a gunnery course, and on its completion served at Naval Headquarters on the staff of the Director of Naval Ordnance.

He subsequently served for two periods in the anti-aircraft cruiser *Prince Robert*, attended a staff course in the United Kingdom and was Staff Officer (Gunnery) on the staff of the Director of Warfare and Training at Headquarters. He was confirmed in the rank of lieutenant-commander in 1944.

Commodore Hendy returned to civilian life in October 1945 and entered the active list of the Royal Canadian Navy (Reserve) in August 1947 at *York*. He served there as training commander until July 15, 1951, when he took command with the acting rank of captain, RCN(R). He was confirmed in that rank on January 1, 1952. Commodore Hendy relinquished command of *York* in July 1955.

Commodore Hendy is a barrister in civilian life.

Promotion for Cdr. Clemens

Cdr. (S) Steven Albert Clemens, Naval Secretary and Secretary to the Naval Board, Naval Headquarters, Ottawa, was promoted to the acting rank of captain (S) on August 13.



The Supply Officer-in-Chief, Commodore (S) C. J. Dillon, presents the Safe-Flying Award to Lt.-Cdr. R. A. Laidler, commanding officer of VF 871, Sea Fury squadron. The trophy was donated by officers of the Supply Branch for annual competition. (DNS-16116)

PIONEER SUBMARINER LEAVES SERVICE

"Dickie" Pearson Shared Tribulations of Early RCN

The undisputed dean of the Royal Canadian Navy's civil servants cleared out his desk at Naval Headquarters recently and headed for retirement leave. Behind him stretched a rich and varied 42-year hitch with the senior service.

An apprentice naval architect, a marine engineer, a pioneer submariner and a bulwark of the RCN as an engineer, administrator and font of information on things Navy—he has been all of these things.

The story of "Dickie" Pearson that follows shows a few glimpses of his life of service, in and out of uniform. As a man who literally "grew up" with the Canadian Navy, he has never wavered in his loyalty to the service as the best going.

What the story does not measure is the host of friendships he has struck up. They number in the thousands from coast to coast, especially in the seaports and shipyards.

For Dickie Pearson's career in Naval Headquarters, which began in 1919, is not that of a dweller in an ivory tower. He has always been on the move to see how the many projects assigned to him progressed.

The sea still asserts its pull, too, and he plans to desert golf and model-making long enough to take his wife on an extended holiday tour of remembered ports by tramp steamer.

RICHARD "DICKIE" PEARSON, an engineer with the Royal Canadian Navy for nearly 42 years, retired from the Federal Civil Service on August 31 of this year.

Before his retirement Mr. Pearson was Director of Technical Services Personnel and executive assistant to the Chief of Naval Technical Services. In this position his duties embraced the general supervision of technical personnel matters, and advice on major labour questions. He also was responsible for the ordering of all machinery purchased for use in naval dockyards and, in his words, "any other special problems the Chief of Naval Technical Services liked to throw at me."

A familiar figure at Naval Headquarters, "Dickie" Pearson is a small, exceedingly active man who looks a decade younger than his 67 years. His long and busy association with the service has caused him to be known among his friends as "Mr. Navy".

Mr. Pearson was born in Morpeth, Northumberland, England in 1888. He planned a career as a naval architect and accordingly entered into apprenticeship with the firm of Armstrong Whitworth at Newcastle-on-Tyne in 1908. Later his interest switched to engineering and he moved to the Hawthorne Leslie Company, manufacturers of marine engines. It was while he was employed here that he joined the Royal Naval Reserve in 1911.

He left Hawthorne Leslie for the British Merchant Service shortly after this and served as an engineer in deep sea freighters. At the outbreak of the



RICHARD PEARSON
"Mr. Navy" retires

First World War he was in Mexico and, in accordance with instructions, left his ship and reported to the nearest British Consulate. Specific instructions as to his disposal were not held by the British consular officials in any of the nearby ports in Mexico or United States so he made his way at his own expense to New York. He was given passage to Halifax with instructions to join HMS *Good Hope*.

Luckily, he arrived in Halifax too late to join the ill-fated cruiser which was lost with all hands at the Battle of Coronel on November 1, 1914, taking with her five RCN midshipmen—the

first battle casualties of the young Navy.

It was at this time that he transferred to the Royal Canadian Navy. His first draft was to HMCS *Earl Grey*, a former government icebreaker commissioned as a naval vessel, although completely unarmed.

The ship sailed from Halifax under sealed orders which subsequently were found to direct her to the Russian port of Archangel, taking "evasive action" to avoid contact with enemy.

"The vessel was a coal burner and never have I seen stokers work so hard slinging slice bars and shovels around to keep up the steam whenever evasive action was necessary," Mr. Pearson recalls.

On arrival at Archangel the ship was taken over by the Russians and the Canadian members of her crew returned to Halifax. There, Mr. Pearson found that a call had gone out for volunteers for submarine service.

"It didn't say where or what submarines," he said, "just for 'submarine service'. However, I volunteered and found myself out in Victoria, B.C."

THE TIME was January 1915 and the British Columbia government had just acquired two submarines built in Seattle for the Chilean government. When Chile was unable to take delivery of the boats, Hon. Sir Richard McBride, then premier of B.C., entered into negotiations with the Seattle Construction and Drydock Company for their purchase.

Having acquired the boats, the next problem was to man them. In all Canada, only four persons, two officers and two men, all former Royal Navy personnel, could be found who had had previous experience in undersea craft.

With the two officers, Lieutenants Adrian Keyes and Bertram E. Jones, in command, the boats were manned mainly with inexperienced volunteers and taken to sea. However, Mr. Pearson states, enthusiasm and initiative more than made up for inexperience, and the two submarines of the "B.C. Navy," known simply as CC-1 and CC-2, patrolled the West Coast for more than two years.

Mr. Pearson recalls vividly his first dive in one of these submarines. His position was in the after machinery space. The boat had reached a depth of about 40 feet when something hit him

with considerable force on the back of the neck. Turning around to investigate, he was met by a stream of water. A leaking bow cap of the after torpedo tube allowed the pressure to build up in the tube. A corroded stud in the firing valve gave way under this pressure and hit him in the back of the neck. His gasp of surprise and alarm quickly brought the boat to the surface and, like the legendary little Dutch boy who saved Holland, he kept his finger and a wiping cloth in the stud hole to avoid any further wetting.

"The embryo submariners were a keen lot," Mr. Pearson recalls.

Conditions in Esquimalt were totally different from conditions existing today. There was no *Naden* barracks with its modern recreational facilities. There was one recreational field with a canteen of limited facilities.

HMS *Shearwater*, an old RN sloop, was the parent ship of the submarines and it invariably lay in the harbour moored to a buoy. The *Shearwater* had no heating facilities, was overcrowded and a favourite pastime in off-duty hours encouraged by the training officers was what they called "tubbing classes".

Members of the crew would choose sides and each would try to stump the other with questions on submarine operations, machinery and equipment and the correct course of action under various circumstances.

"We became a very efficient crew," he says.

One of the reasons he joined the submarine service was to obtain experience on diesel engines, then in the early stages of development. The Canadian submarines each had two diesel engines of the old blast-injection type whose reliability, according to Mr. Pearson, left something to be desired. In fact, he says, if the run from Esquimalt to Comox, a distance of about 125 miles, was completed without a major breakdown it was a matter of congratulations for all concerned. Luckily, he reports, the two engines of his submarine never broke down at the same time, although on one occasion the engineroom staff worked more than 24 hours continuously to put one engine back into service after two major breakdowns in one day.

HE RECALLS with amusement the the escape helmets which were supplied. These consisted of a helmet with a front scuttle attached to a jacket. The jacket was equipped with an inflatable life belt, a four-pound lead weight at the back to keep the wearer upright and a two-pound weight, detachable, at each side. Two small air

flasks, one low pressure for inflating the life belt and one higher pressure for maintaining a balanced supply in the helmet, were provided.

A small receptacle containing oxybate crystals with a pipe leading to the mouth and one to the top of the helmet and a clip for the nose completed the equipment.

"We had no diving instructors or diving towers as provided by the RN or USN", he recalls, "so instruction consisted of going to the Victoria public baths, donning the rig and walking from the shallow end to the deep end, releasing the weights, and coming to the surface. We were then supposed to inflate the life belt, open the front scuttle and float until rescued.

"Some forgot to inflate the belts before opening the scuttle and had to be fished out quickly.

"After two successful trips to the deep end, we were passed out as qualified escapists. I often wonder what would have happened if we had been required to use them in earnest."

After a few months on the West Coast, Mr. Pearson went east to Montreal, where 10 submarines were being built for the Royal Navy. He was assigned to H-10, the last in the program, and for several weeks assisted in the final stages of its construction. In July 1915 H-10 started diving tests, the first of which was the "soap suds test". Before launching, this consisted of soaping the hull and then pumping air into it.

When bubbles appeared, indicating a leak, the necessary repairs were made.

During the first actual diving trial, the boat attained a depth of about 30 feet when it "started leaking like a basket". The leaks were chalked from inside the hull and the boat went back for further work. It took eight dives, going deeper each time, before all leaks were stopped.

On the last dive, a 200-foot trial, an incident occurred which tested not only the boat but its crew also. The submarine had reached the 180-foot level when it suddenly sank like a stone. It went down to 240 feet before, with all ballast tanks, blown, it began to rise to the surface.

"This deep dive revealed no new leaks so we accepted the boat," Mr. Pearson said. He explained the sudden dive by saying that the submarine had run into an area of water of lesser density than that above it.

After storing at Quebec City, the boat headed for Halifax and thence to England. However, on arrival at Halifax, Mr. Pearson found himself drafted back to the West Coast and further service in the submarine in which he had started his undersea career.

He recalls that in 1916 a Royal Commission appointed to investigate the purchase of the boats by the B.C. government arrived in Victoria. Rumours had been circulated to the effect that the boats were unable to dive and arrangements were made to take the

More than 40 years have gone since the crew of the "B.C. Navy" submarine CC-2 sat for this picture. Yet Richard (Dickie) Pearson, who recently relinquished his status of the Navy's most senior civil servant and retired, recalls the names of all but two members. In some cases he has remembered nicknames rather than rarely-used Christian names. Left to right, the names as recalled by Mr. Pearson are: Front row, ERA1 Richard Pearson; PO G. Purvis, coxswain; Lieut. Barney L. Johnston, commanding officer (holding bulldog); Midshipman "Boy" Edwards; CERA Jim Hunting, ex-Shearwater, and ERA3 Pete Conroy; second row, Stoker "Ginger" Lee; AB Herrod; Stoker Tom Flannigan; names of No. 4 and No. 5 in this row not recollected; Stoker Jack Sutherland; third row, Ldg. Stoker Dick Warner; Stoker PO Roberts, ex-RN, with previous submarine experience; LTO John Moulder; AB "Shorty" Lock; Stoker "Simmo" Simmonds, ex-Shearwater, and Stoker Finmore. (CN-3034)



commission members to sea to prove the rumours unfounded. The diving demonstration was carried out without incident.

PROMOTED to the rank of warrant engineer, Mr. Pearson went again to Halifax, where he spent a short time as chief engineer of a small supply vessel. He then was appointed engineer officer of HMCS *Grilse*, a former luxury yacht with the lines of a small destroyer and one of the first turbine-engined, oil-fired vessels built. He served in this ship on coastal anti-submarine patrols off Nova Scotia. Until the end of the war, he remained in charge of her machinery and that of two H-class submarines, the CH-14 and CH-15, taken over by Canada from the British government.

The Royal Canadian Navy was re-organized in 1919 and was to include the cruiser *Aurora*, two destroyers, the *Patrician* and *Patriot*, all of them Royal Navy ships being taken over by Canada, and the two submarines. Mr. Pearson was given the option of remaining in the Navy, with reduced rank, and joining the ship's company of the *Aurora*, or of leaving the RCN for a civil service position with the Navy in Ottawa.

Given a week to decide, he had chosen to remain with the Navy and was on his way to inform his superior officers when he received a telephone call from his wife: She would like to "give Ottawa a try."

"And that's how I came to join the Civil Service," he relates.

In Ottawa, Mr. Pearson found himself an assistant engineer under the then Consulting Naval Engineer. The two made up the entire naval engineering staff at headquarters. His duties, which remained almost unchanged until the outbreak of the Second World War, consisted of assisting in administrative work in connection with repair and maintenance of ships of the fleet and buildings in shore establishments; the purchasing of all dockyard machinery and the early planning work in the construction of new buildings.

He also kept a roster of all engine-room branch personnel and assisted in the preparation of the annual naval estimates.

In addition to the Fleet the Naval Department also controlled the Radio Services and the vessels of the Fisheries Protection Service, and Hydrographic Survey.

In 1921 a change of government took place and to the dismay of all concerned the estimates were severely slashed.

To meet this reduction the fleet was reduced to one destroyer and two mine-

sweepers on each coast and the Fisheries Protection Service, Hydrographic Survey and Radio Services were transferred to other departments. Arrangements were made for the Department of Public Works to be responsible for the construction of new buildings and repairs to wharfs and existing buildings. A period of austerity had set in and dark days were ahead.

ONE GLEAM of sunshine, however, was that in order to maintain a national naval spirit the RCNVR was born and arrangements made to form 18 companies and half companies in the principal cities across Canada.

The first Director of Naval Reserve was Lieut. H. J. F. Hibbard, RCN, and Mr. Pearson was detached in addition to his other duties to assist him in obtaining necessary buildings through the Department of Public Works. As he recalls, "We got some gems of buildings, an old disused warehouse in Hamilton, a disused shop on Wellington St. in Ottawa, and in the case of Montreal, a residence on Sherbrooke St. with a Chinese laundry in the basement. It became immediately known as 'HMCS *Hong Kong*'. Each company was allowed a 3-pounder gun and carriage which caused more trouble than anything else in providing the necessary accommodation."

A chief petty officer instructor, RCN, was the only permanent member of each company. To operate, each company was allowed \$50 a month for petty cash and \$125 a quarter as a contingent fund, which were very, very carefully controlled. It was suspected that many of the company commanding officers helped matters out from their private funds.

The engineering staff remained at two until 1928, when it was decided to bring junior engineer officers from the fleet to Ottawa in turn for headquarters experience. Thus, during the next 10 years Mr. Pearson found himself working side by side with many of his former shipmates, men who have since risen to high rank in the Navy's engineering branch. Rear-Admiral (E) J. G. Knowlton, who retired early this year as Chief of Naval Technical Services, and his successor Rear-Admiral (E) W. W. Porteous, were among these young officers whose introduction to "headquarters routine" was through "Dickie" Pearson.

During the early months of the war, Mr. Pearson found things little different.

"Money was still tight, expenditures still rigidly controlled," he stated. However, when France fell, "the Treasury

floodgates were opened. Money was no object as long as the war was won."

Looking back on the austere days of 1923, when the Navy's estimates were slashed to \$1½ million and the fleet consisted of one destroyer and two mine-sweepers on each coast, Mr. Pearson marvelled at the amount of money which suddenly became available in 1940 and the ease with which large expenditures were approved.

"Will it help win the war?" became the only yardstick for measuring costs.

EARLY in 1940 the Canadian government decided to construct a number of Fairmile motor launches for anti-submarine coastal patrols and other duties. The specifications were obtained from the British Admiralty, which had already embarked on a building program of small ships, and tenders were called from Canadian boat builders.

It was found, however, that the British specifications called for certain materials, fittings and equipment not available in Canada, while others were described by trade names unknown in this country. The Canadian program was making little progress when it was handed over to Mr. Pearson. Given a completely free hand, not only in the matter of propulsion machinery but in hull construction and all other phases of the building program, Mr. Pearson called a meeting of all interested shipyard operators. In that one meeting they threshed out the details of the ships as they were to be constructed and accepted by the Canadian Navy. Construction problems were settled and decisions taken as to the materials and equipment to be used.

"It turned out to be one of the most successful of any of the wartime shipbuilding programs," says Mr. Pearson.

Later, Mr. Pearson's duties were expanded to include supervision of all small-boat building for the wartime RCN. The program included 75-foot passenger craft and 48 and 46-foot harbour craft. With a naval lieutenant of the special branch as his assistant, Mr. Pearson carried out these duties throughout the war, in some cases actually designing his small ships "from keel up".

For his "outstanding services" Mr. Pearson was awarded the Order of the British Empire (Civil).

Looking back over his 40 years of service, Mr. Pearson recalls many events in the history of the Canadian Naval Service in which he had a part.

He tells of the circumstances which led the Canadian Government to order the first two destroyers to be built specifically for the Canadian Navy.



On his retirement, Mr. Pearson was presented at Naval Headquarters with nylon luggage and a purse and his wife received flowers. The presentation to the "dean of naval civil servants" was made by A. R. K. Anderson, Director of Civilian Personnel, Department of National Defence, and the flowers were presented by six-year-old Kit Collins. (O-8872)

The Navy carried on during the "twenties" but in 1928 it was found that the boilers of the destroyers then in service, the *Patriot* and *Patrician*, had developed "wrapperitis" or, in other words, a cracking of the wrapper plates of the bottom drums of the boilers. This created quite a commotion as it meant laying up the entire destroyer strength (two ships). The engineers were accused of being alarmists but they refused to retract as men's lives were at stake.

The Canadian government made a request to Admiralty for the loan of two further destroyers to replace the *Patriot* and *Patrician*.

The Admiralty, in order to keep alive the naval spirit of Canada, agreed to loan two ships providing Canada would build two new destroyers. Two destroyers, HMS *Toreador* and HMS *Torbay*, were transferred to Canada and renamed *Vancouver* and *Champlain*.

Arrangements were then made to build two destroyers in England and thus the *Saguenay* and *Skeena* became the first two destroyers built to Canadian account and specifications. They were commissioned in 1931.

THE BUILDING of the *Saguenay* and *Skeena* is recalled by Mr. Pearson with happy memories.

As stated previously, the engineering staff at Headquarters then consisted of two naval engineer officers, himself and a stenographer.

The RCN did not like the square, upright, bridge superstructure of the typical RN destroyers of that day so it fell upon Mr. Pearson to sketch a form of streamlining which was accepted in principle. The RCN also decided to replace the old coal-burning stoves used to heat the mess decks in British destroyers with central heating, a radical departure in those days.

The wardroom refrigerator which was the only cold storage in contemporary destroyers was superseded by a properly constructed refrigeration space, and last, as a special brain wave, it was decided to install a salt-water shower in "B" gun trunk for the benefit of the crews.

These improvements, taken for granted today, were enough to cause one British admiral to refer to the new vessels as "those de luxe Canadian destroyers".

The shower, however, as Mr. Pearson recalls, was never enthusiastically acclaimed by the ships' crews and when the new destroyers arrived in Canada "we found the shower space used as a potato locker."

With the arrival of the *Saguenay* and *Skeena*, the fleet had now increased to four destroyers as the Navy "forgot" to return the *Champlain* and *Vancouver* to the RN and in turn the Admiralty benevolently "forgot" to ask for their return.

By 1933, the depression was at its lowest ebb and a suggestion was made that the sums spent on the Navy could be used to better advantage and aid

unemployment by using the money to build roads and flying fields.

IN 1936, it was decided to build a three-masted schooner, the *Venture*, for training purposes, and a contract was placed with a shipbuilding firm in Nova Scotia. Eventually, the firm got into financial difficulties and the ship was seized before it was delivered.

Mr. Pearson was detached to go down to the builders' yard in company with other officers to check accounts and generally to get the ship "out of hock".

It was at this period that a new commanding officer, Lt.-Cdr. K. F. Adams, now a rear-admiral and Flag Officer Naval Divisions at Hamilton, was appointed temporary CO of the *Venture*, and after many hectic days the Navy finally got possession of the ship, but not until the CO was duly sworn in as Deputy Sheriff of Digby County, as other claims against the ship were still pending.

To sail the ship a scratch crew had to be obtained from the RCN Training Barracks, Halifax, the RCNVR, etc. Many of them had never been to sea before, to say nothing of the fact that they knew nothing of sailing vessels.

The hour for slipping was set for Sunday morning, and the news that the RCN was going to sail a three-master schooner was widely publicized. The wharfs and roads were blocked with old mariners, who had arrived by buggy, oxcarts and Model "T" Fords to witness the show.

At the very moment arrangements were being made to cast off, the local church bells commenced to call the faithful to their devotions. Many mental conflicts arose among the spectators regarding religious devotion or the lure of the sea, and in the end, it must be confessed, that in the majority of cases the latter won.

To satisfy them, the commanding officer shoved up every piece of canvas the spars would carry, and with the help of the diesel engine, as there was little wind, sailed about 10 miles up and down the coast before coming around and making for Halifax, which was eventually reached with the diesel engine still chugging along.

Mr. Pearson has never regretted his decision to "try Ottawa". He ignores solicitous friends who have pointed out that he very likely would have risen to high rank in the Navy and that he probably has lost considerable money in pay over the years.

"It is not the amount of money you receive," he feels, "but the best use of your experience in the service of the Navy. I prefer to work in the capacity that makes the best use of my services."

LABRADOR KEEPS 'EM HEALTHY

IT MAY BE lonely up there, but it's healthy.

This has been the experience of personnel serving on board the *Labrador* during her summer and fall operations in the Canadian Arctic.

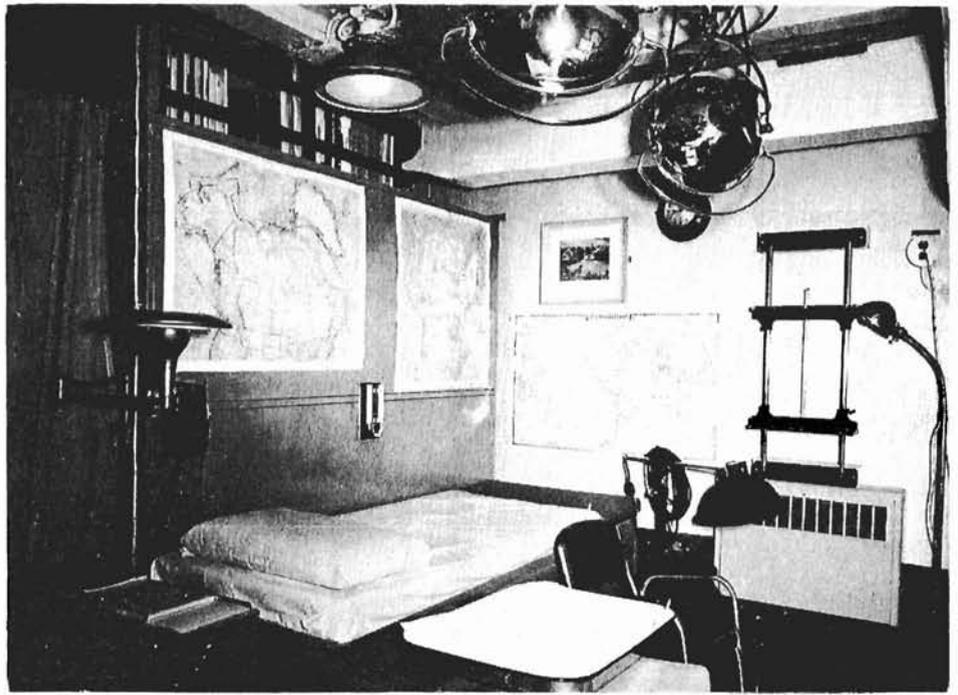
A few days out of port and head colds and other common, annoying ailments that plague civilized people tend to disappear as the sources of infection are left behind.

A thorough medical check before the ship goes north also assures that the standard of health of the ship's company is high. Chronic infections which might flare up are hunted down and taken care of by shore drafts.

Just the same, the *Labrador* has to be prepared to deal with accidents and cases of sickness which might occur while the ship is operating in areas hundreds of miles from the nearest hospital. Then a heavy weight of responsibility falls on Surgeon Lt.-Cdr. D. A. Maciver and his staff.

The medical department must man and equip the sick bay on board to deal with routine illnesses and any foreseeable emergency, as well as render aid ashore if that is called for.

Sick and thoroughly unhappy, an Eskimo child is the subject of consultation between Mrs. Bessie Parsons, of Lake Harbour, Baffin Island, and Surgeon Lt.-Cdr. D. A. Maciver, the *Labrador's* medical officer. Mrs. Parsons, who is a registered nurse and the wife of RCMP Constable Bill Parsons, had radioed a call for assistance at the very moment Surgeon Lt.-Cdr. Maciver had packed his bag to pay a call to the Eskimo settlement. (LAB-1621)



A corner of the sick bay in the *Labrador*. (LAB-766)

Medical stores are provided on a generous scale from the RCN Medical Depot, Halifax. Since medical aid to Eskimo women and children is occasionally given, drugs and instruments not normally carried by RCN ships must be available in sufficient quantity to leave reasonable supplies should a patient require prolonged treatment. On each of the northern cruises the *Labrador* has supplied this service to various Eskimo settlements, and this has been a service

which has been much appreciated and in some cases life-saving.

In one instance this summer when medical aid was required ashore, the radioed call for assistance came at the very moment when the ship's medical officer, Lt.-Cdr. Maciver, was about to clamber into a helicopter with his bag to make a routine visit to the nearby Eskimo village.

The message had come from Mrs. Bessie Parsons, a registered nurse and the wife of RCMP Constable Bill Parsons, of Owen Sound and Toronto. The speed with which the request for aid was answered came as a welcome surprise.

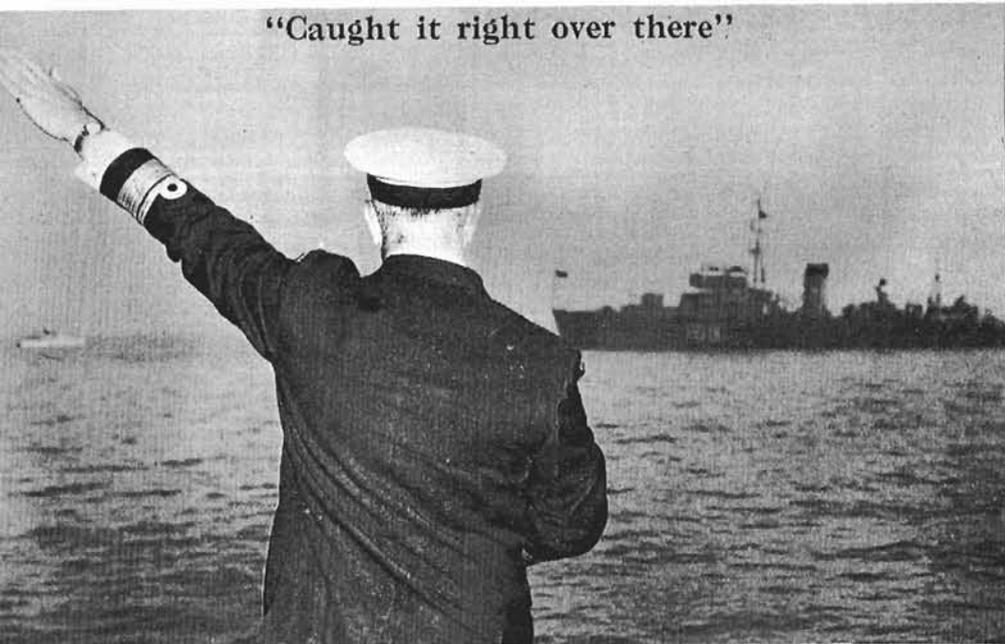
Permanent equipment in the ship is designed to make her as independent as any small hospital ashore. An operating table of the hydraulic pedestal type with all fittings is carried plus the usual anaesthetic apparatus and a set of surgical instruments adequate to handle any surgical problem which it is practical to deal with aboard ship. The facilities of an excellent small laboratory are available with PO R. H. Applejohn, of Dartmouth, the senior petty officer in the sick bay, in charge.

A new powerful X-ray diagnostic unit was fitted, before the present cruise. This is operated by PO T. E. Dalglish, of Kingston, Ont. Both he and PO Applejohn have passed the examinations of their respective civilian technical societies.

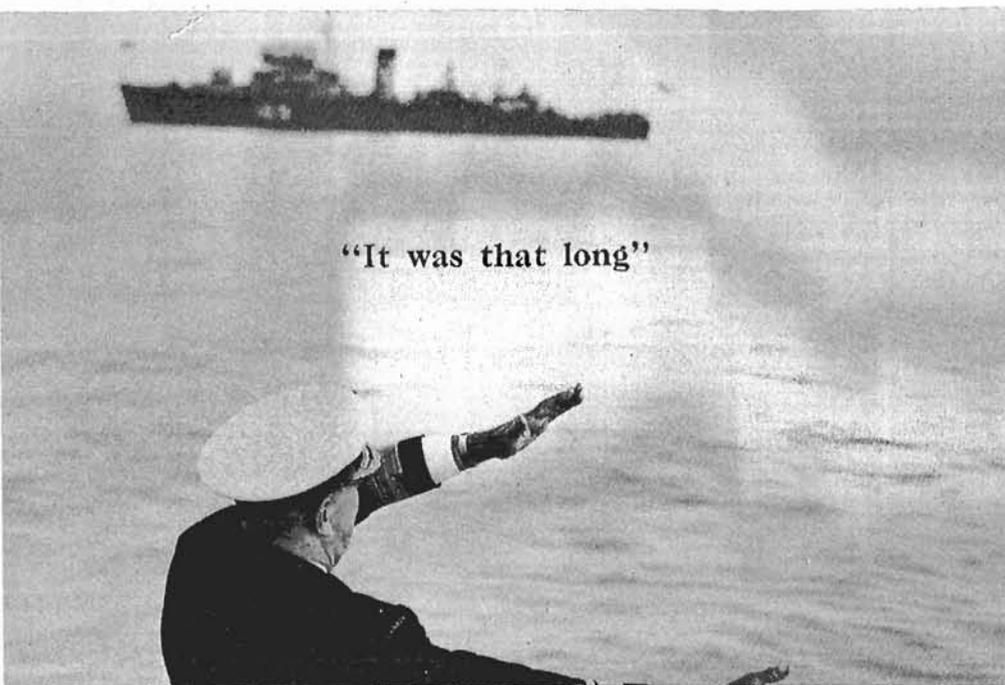
Ldg. Sea. C. A. Inglis, of Toronto, has as his particular job the care and the



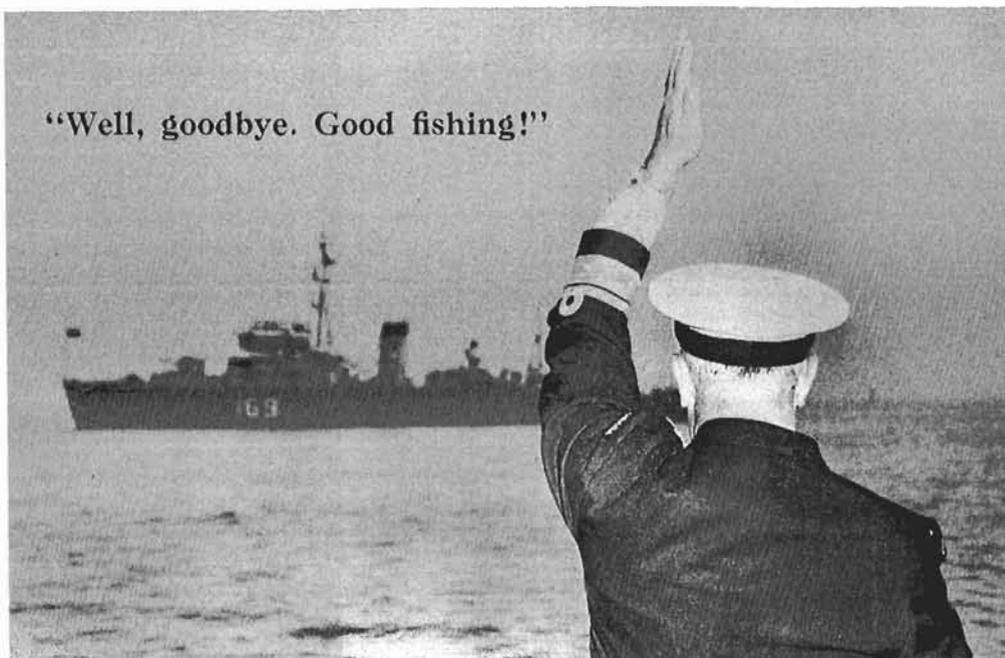
"Caught it right over there"



"It was that long"



"Well, goodbye. Good fishing!"



sterilizing of equipment for which two small modern sterilizers are fitted in the sick bay. AB S. Gaulier, of Halifax, the fourth member of the team, is borne as a spare man to fill the breach if some emergency should arise. All take part in the routine running of the sick bay and each learns something of the other's specialty, so that should the need arise at least simple procedures can be done by any one man. During the cruise AB Gaulier has also spent much of his time as either a seaman or shipwright and has made an excellent impression in both departments.

The sick bay has accommodation for four cot cases, which in a vessel of this complement is generous and, during the present cruise never fully occupied—a reflection of the usual finding in the Arctic that health is good.

Should evacuation of sick or injured personnel become necessary while in northern waters, the ship's helicopters, for which special stretchers of the wire basket type have been designed at the Naval Air Station Hospital at *Shearwater*, can carry them to an intermediate point for further air lift. In this way a recent accident victim arrived in RCNH *Stadacona* approximately 30 hours after injury.

Marines to Serve In RN Frigates

Their name long associated with cruisers and capital ships, the Royal Marines may in the future find themselves serving in much smaller vessels.

When HMS *Loch Killisport* sailed from Portsmouth on August 15 for service on the East Indies Station, 20 members of her ship's company were Royal Marines. Two other frigates are to be similarly manned.

Commenting on the embarkation of Royal Marine detachments in frigates in lieu of seamen, the *Admiralty News Summary* says:

"This is a departure from the traditional sea service of Royal Marines, which hitherto has been normally restricted to ships of the size of cruisers and above."

If any persons think that words have been put in Rear-Admiral K. F. Adams' mouth, how right they are. What really happened was that Canadian National Exhibition officials asked the Flag Officer Naval Divisions to move his Great Lakes squadron closer to the Exhibition grounds breakwater so that the crowds could have a better look. On board an RCMP patrol boat at the time, the admiral did not have radio or signal lamp. He dug deep into his nautical memory, came up with a half-forgotten skill and passed the message by semaphore to the *Wallaceburg*. It was read, acknowledged and acted upon. "Haven't done that in many, many years," said the admiral. (Photos courtesy Federal Newsphotos of Canada, Toronto)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Stadacona

On Saturday afternoon, August 25, McNab Island was the scene of delight as kiddies and adults, full of ice cream, pop and hot dogs, had a wonderful time at the picnic held for members of the ship's company at *Stadacona*, their families and friends.

Although originally scheduled for Friday afternoon, August 25, the weatherman was not at all co-operative on that day. However, the sun shone through brightly and the weather was warm on Saturday.

Races for all ages, crawlers to teens and one for the ladies, were held, with delightful prizes for the winners.

The committee for the picnic was formed from volunteer members of the Electrical School and, with the able assistance of the MTE, Gunnery School and Supply Depot, provided a memorable outing for all who attended.

HMCS Quebec

At 1453 on June 13, 1956, the alert sounded, followed by the still; the guard presented arms and to the strains of "God Save the Queen" and "O Canada" the White Ensign was lowered on board *HMCS Quebec*.

This was the climax of a brief ceremony marking the paying off of the ship into reserve after four years and 103 days in commission during which time she steamed 154,662 miles, burned 553,438 barrels of bunker fuel and visited 58 ports, aside from her home port of Halifax. She averaged just one less than 100 miles a day, week in and week out during the whole time she was in commission in her travels which took her from Esquimalt to Mombassa, and Narvik to Capetown.

During this time hundreds of new entries came to know the ship as they experienced sea-going life for the first time. Hundreds of other trainees, officers and men, technical and non-technical, passed through her hands in ever-varying numbers—about 300 UNTD Cadets, for example, during the summer of 1955.

Total sales in the canteen amounted to \$457,079.24 and donations to charity by the ship's fund totalled over \$18,000, derived from the net profits.

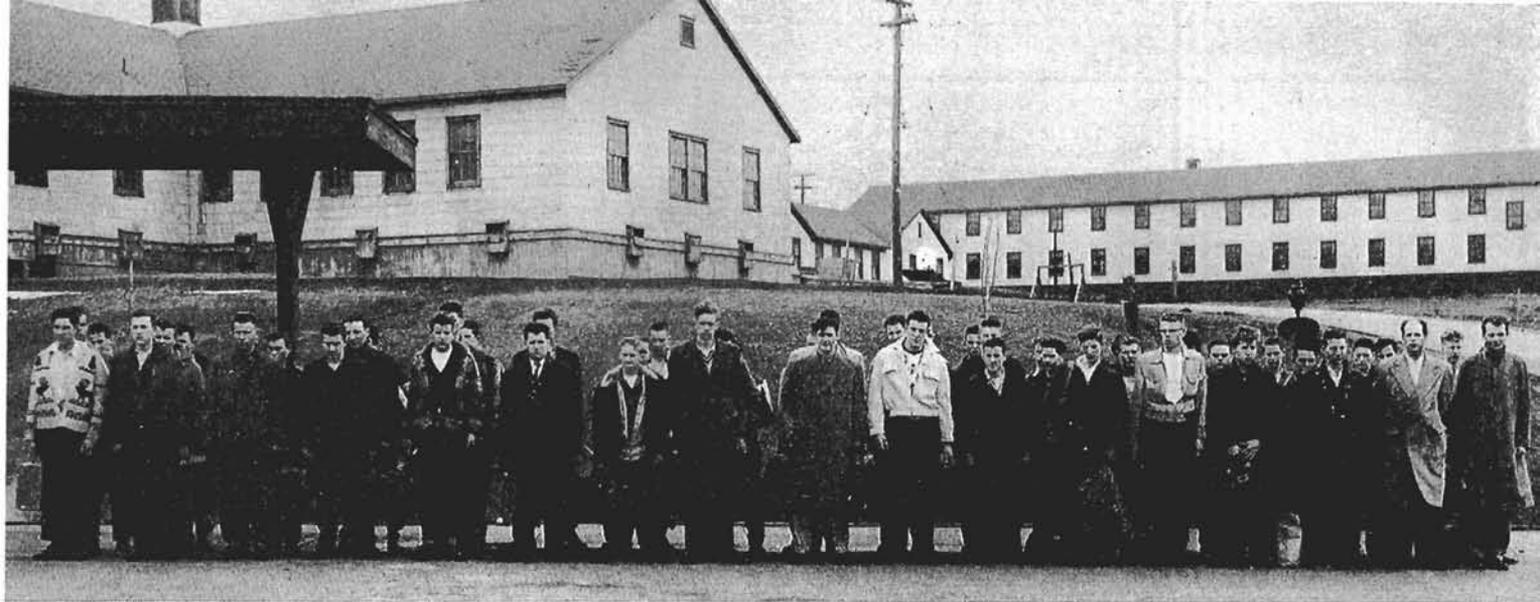


Three Wrens of Toronto's naval reserve air squadron joined the *Magnificent* for the final day of the squadron's flying training off the Nova Scotia coast. Shown as they prepare to climb into a helicopter for the flight from the naval air station to the ship are (left to right:) Wrens Dawn Downey, Joyce Wright and Maisie Saunders. The air squadron, first to qualify in deck landing in the history of the naval reserve, spent ten days in the *Magnificent*.

Superimposed on her role as a training ship were many other activities. On a number of occasions she was privileged to wear the flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. During May and June 1953 she was flagship of the RCN squadron representing Canada at the Coronation Review at Spithead. In August

1952 she broke out the Vice-Regal Standard as His Excellency The Governor General embarked for an official visit to Newfoundland.

In August 1954 she escorted the Royal Yacht, *HM Yacht, Britannia*, from Labrador to mid-Atlantic when His Royal Highness, the Duke of Edinburgh was returning after opening the British



These "before and after" pictures show the transformation undergone by the members of Rainbow VIII division at Cornwallis between the time they stepped off the train last spring and their completion of new entry training 20 weeks later. (DB-6684; DB-7627)

Empire games in Vancouver and subsequently touring parts of Canada.

During early 1955, she became the first Canadian warship to circumnavigate the continent of Africa, calling in at West Africa, South Africa, East Africa and various Mediterranean ports.

In 1955 she became "Cock of the Fleet" in the largest Regatta ever held by the RCN.

Although not fitted as an operational ship the *Quebec* participated in two NATO exercises and a number of purely RCN ones, the last series of these being with the combined East Coast and West Coast fleets off St. Thomas in the West Indies in late March and early April 1956.

Perhaps her most unusual task as a cruiser was when she took on the duty of plane guard for the *Magnificent* in October and November of 1954.—E.S.M.

870 Squadron

During the recent Army exercises at Camp Gagetown, New Brunswick, the

Royal Canadian Navy's first jet squadron, VF 870, flying McDonnell F2H-3 Banshee jets, was put to the test in its first operational exercise.

In the four exercises, Argus I, Argus II, Matrix and Morning Star, the Banshees were used for support of ground troops, using imaginary rockets, bombs, and cannon fire, and for tactical reconnaissance, as well as to secure air superiority for their "friendly forces".

A total of 103 sorties were flown for a grand total of 153 hours. This kept the pilots busy from morning to night, not to mention the ground crew who had to be on hand long before take-off and long after the last landing.

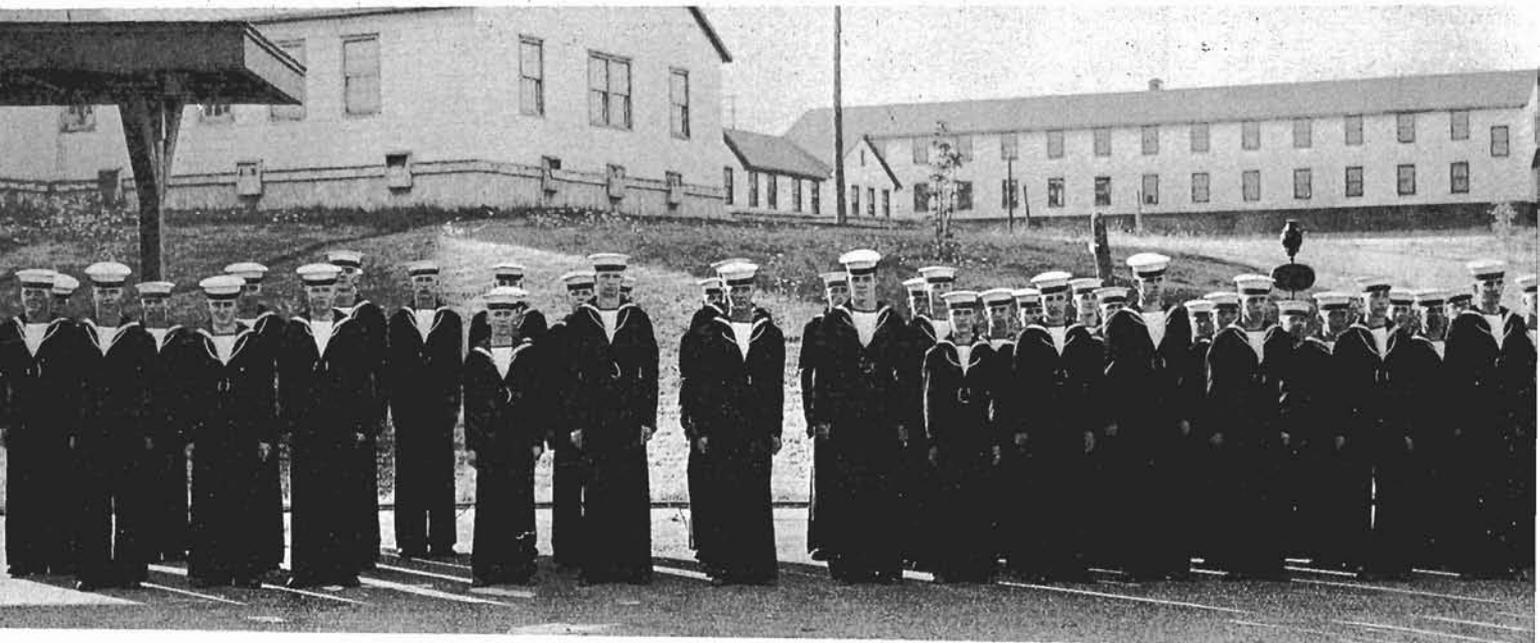
While the first three exercises were not as important or as large as the last, the pilots gained a great deal of experience carrying out tactical reconnaissance and armed support, mainly attacking small concentrations of troops, tanks and vehicles. Vehicles and troops moving along roadways were easy to find and easy to attack but those that

were camouflaged were a different story altogether, and everyone found it would take a great deal of practice to find a well camouflaged tank or truck.

It was during the last exercise, "Morning Star", that the previous training proved of value. Not only were there numerous ground targets to attack and "destroy", there was also stiff enemy air opposition in the form of F86 Sabre Jets from RCAF Station, Chatham, N.B. At times the sky over Gagetown took on the appearance of "MiG Alley", and the "Battle of Britain" combined, with Sabres and Banshees going in all directions, not to mention Sea Furies, T-33s, and numerous small aircraft.

The squadron has two large rolls of cinégun film, authentic proof of the number of "enemy aircraft" shot down. There was also a good amount of film showing the strafing and rocketing of ground units.

All in all, it was a lot of fun for all concerned, and excellent training value



for the pilots of VF 870, in their secondary, but very important, role of ground support.—G.L.E.

PACIFIC COMMAND

HMCS *New Glasgow*

On July 14, the *New Glasgow* acted as guard ship for the International Power Boat Race from Seattle, Washington, to Nanaimo, B.C., a distance of 147 miles.

The object of the race is to pass specified check points at a predicted time, said time to be submitted by the boat owners at least 12 hours before the commencement of the race. The owner states the exact speed to be used and the ETA at each check point. The winner is selected as the boat owner with the least errors in his predicted times.

The *New Glasgow's* assignment during the race was to patrol Boundary Pass and act as guard ship for any boat experiencing difficulty. At 1330 the power boat *Spartan* stated she had a suspected case of carbon-monoxide poisoning. The *New Glasgow* was then approximately 20 miles away. A U.S. Coast Guard cutter and the *New Glasgow* answered the call, both ships arriving at approximately 1430.

The *Spartan* secured alongside and Ldg. Sea. G. W. Espin administered oxygen and first aid to the crew. CPO Frank Galley and CPO R. V. McMurtrie examined the power boat for leaks in the exhaust system. No defect could be discovered but it was thought that the structure of the canopy and the following wind caused exhaust fumes to be blown into the boat.

After all personnel had been examined and found fit to proceed, the crew returned to their boat and, escorted by the Coast Guard cutter, proceeded to Friday Harbour. The *New Glasgow* returned to station and then proceeded to Nanaimo, B.C., to witness the end of the race and the selection of the winner.—S.J.F.

NAVAL DIVISIONS

HMCS *Cataraqui*

The Kingston naval division honoured one of its members at the opening of the new training season when the entire ship's company of *Cataraqui* paid tribute to the late Petty Officer William F. Newman, RCN (R), with special prayers and with the posthumous award of a new shield, "The Skelton Trophy for Proficiency, Chief and Petty Officers".

The trophy was presented for the first time by Lt.-Cdr. Peter H. Skelton, former executive officer at *Cataraqui*, who said: "Proficiency means many



A trophy has been presented by Lt.-Cdr. Peter H. Skelton, former executive officer and training officer of *Cataraqui*, to be awarded annually to the most proficient chief or petty officer at the Kingston naval division. The first award was posthumous, honouring the late PO William F. Newman, who died suddenly on August 25. Lt.-Cdr. Skelton (right) is shown presenting the trophy to Cdr. John G. Chance, commanding officer of *Cataraqui*. (Photo by Wallace Berry, Kingston)

things. It does not mean just the best petty officer. Petty Officer Newman was the man who contributed most to the working of the ship and to his fellow seamen through his work and character. He showed the most interest and the greatest improvement".

Cdr. John G. Chance, commanding officer, spoke briefly of the work done by PO Newman while he was with the naval reserve and praised his service highly.

PO Newman died suddenly on August 25, following a heart attack. He was born on January 8, 1911, in Kingston, and before entering the RCNVR as a sick berth attendant in September, 1940 he was employed by the Ontario Hospital.

"During the five years that followed," it was noted in *The Crownest* of April 1953, when PO Newman was chosen by his shipmates at *Cataraqui* as "Man of the Month", "he had a variety of experiences. His first ship had a hand in the most novel U-boat capture of the war and in a rescue mission when a British corvette blew her boilers in the Atlantic. Later, he was the trainer for *Cornwallis'* famous wartime hockey team which included several players from the National Hockey League."

It is recounted in that issue, too, that PO Newman was demobilized in November 1945 and returned to the Ontario Hospital as a physical instructor.

He entered the RCN (R) in July 1951, this time in the P&RT branch, and, in addition to keeping the boys in condition, he coached the division's hockey team.

He gained fame around Kingston as an entertainer at children's parties and

Cub Decides It's Time to Re-Tire

It's sometimes hard to bear with a bear, as members of the Royal Canadian Navy Mobile Recruiting Unit based at Ottawa will tell you.

On the morning of August 11 the unit's station wagon was being driven out of Kapuskasing, Ont., by Ldg. Sea. Donald Burgess. With him was Lieut. John Sigouin, both attached to the mobile recruiting team.

Driving slowly along the highway a few miles out of the scenic Ontario community, Ldg. Sea. Burgess saw a large bear cub stray onto the road. The driver swerved to avoid the animal. The bear swerved too—but the wrong way. The vehicle struck and bowled him over.

With his fur ruffled, the cub took a vicious swipe at the front left wheel of the station wagon.

It proved one point. Station wagons shouldn't go knocking cubs around. The left front tire was ripped from its wheel.

With a snort and a growl at the resultant explosion, young Bruin turned and disappeared into the woods.

With similar snorts and growls Ldg. Sea. Burgess and Lieut. Sigouin set about to apply the spare.

coached and helped manage several boy's hockey and baseball teams in the city.

The article concludes, "Just when his wife and three little girls see him, nobody is quite sure, but around *Cata-raqui*, PO Bill Newman is known as the man who will take on any job that is in the interests of the division and his shipmates, and who will do it well".

HMCS Chippawa

Chippawa has been more than holding her own among naval divisions in the matter of winning prizes and awards.

Although completely landlocked, there is no lack of seamanlike ability in the Winnipeg naval division. In the past year *Chippawa* had the honour of tying with *York* as winners of the Inter-divisional Efficiency Trophy, awarded to the best all-round naval division in Canada. As a co-winner of the award, *Chippawa* will be in possession of the

trophy for six months—a mounted sterling silver model of *St. Laurent*.

Nearby in the trophy case will be the John Labatt Trophy for .22 rifle shooting—awarded this year to the men and women of the small-bore team at *Chippawa*. This is a trophy given by the Dominion of Canada Rifle Association for the highest team score for the year 1955-56 among naval divisions. Also in the trophy case is the Eaton Marching and Firing Team Trophy, won against competition from all reserve and militia units in the Winnipeg area.

Winning awards is not new to the *Chippawa* gunnery division. In 1954 it won the Herbert Lott Memorial Prize for being the most efficient reserve divisional department in the RCN(R). In its annual recruiting programme, (the Resdrive) *Chippawa* showed its proper spirit in another field by not only obtaining the highest percentage over the quota, but also the highest number of recruits enlisted.—W.B.D.

SMALL BOAT NAVIGATION IN NORTH CAN BE TRICKY

OWING TO the shortness of the Arctic summer, the *Labrador's* work must go on whenever conditions permit. Thus, fog is no deterrent to boatwork as long as there is relatively open water, and boats' crews must ferry men and equipment to and from the shore when visibility is down to a few hundred feet. It is often necessary, too, for the ship to lower a boat and then proceed about her other tasks before returning to the original position some hours later. The coxswain must be able to find his way to the rendezvous even when the visibility is nil.

Orphanage Thanks Quebec for Gift

The following letter has been received by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, from the treasurer of the Halifax Protestant Orphan's Home:

"Dear Admiral Bidwell: On behalf of the Ladies' Committee and children of the Protestant Orphanage, I would like to ask you to convey to the ship's company of HMCS *Quebec*, our most sincere thanks for their recent generous donation.

"Had it not been for the Canadian Navy, with their interest and generosity, the children would have been deprived of many parties and treats in the last few years.

"To the officers and men of the *Quebec*, we would like to extend, through you, our very best wishes and thanks."

Boat navigation in high latitudes in fog is severely hampered by the abnormal unreliability of the boat's compass, which is more of a delusion than an asset. Frequently, a boat has been seen on the ship's radar as tracking in a southerly direction when the coxswain has set a northerly course. Moreover, sometimes the compass is fairly true on the run in to the beach from the ship, but over 90 degrees out on the reciprocal course for the journey back. Application of the variation for the area is not worthwhile since the errors in the compass appear to be random owing to the loss of horizontal directivity.

Several methods have been evolved by the *Labrador* for overcoming this virtual lack of a boat's compass.

The simplest is for the coxswain to note the direction of the wind relative to the track he has to make good and to keep the wind blowing on a constant relative bearing to his boat. This method is rough and ready but does give a bearing reference to which the ship can refer if the boat is held by radar and an alteration of course is required.

It is often the case in fog, however that there is no wind. Under these conditions the primary course reference available to the coxswain is his own wake. Provided that he set off from his origin on the correct course, he is enabled to keep it within certain limits by glancing over his shoulder fre-

quently, but he is quite likely to pursue a steady curve to port or starboard nevertheless.

Radar control by the ship is severely limited. The boat is often working its way in to shore through ice floes which gives the radar operator an identification problem which can only be solved by watching closely the relative movement of the contacts. If the ship is stopped, the relative movement of the ice floes is also stopped, or much reduced, and it is usually possible to pick out the boat provided that it is moving at almost full speed. Having once detected the boat it would seem an easy problem to order "Steer 10 degrees to port", etc., but in practice it has been found that most coxswains tend to exaggerate the amount of turn ordered and have to be coned gently back to the correct course.

Electronic Position Indicator homing, by use of a radar beacon in the ship and a portable directional receiver in the boat, has been most successful out to a range of about six miles, and can be used for both outward and homeward trips.

By a combination of the above methods, and by taking the ship to the boat whenever the depth of water allows it, there is small likelihood of a boat getting more than temporarily lost. However, it seems that there is a requirement for a small gyro directional indicator for fitting in boats, similar to that found in aircraft.

GAS TURBINES BOOST SPEED

Steam turbines for cruising and gas turbines for speed are incorporated in propulsion machinery under production for frigates and fast escort vessels of the Royal Navy, according to an Admiralty announcement.

In the new system, highly efficient steam turbines and gas turbines are geared to the same propeller shaft. The powerful and compact gas turbines will be used to boost the steam turbines when high speed is required.

The machinery is described as light in weight and requiring less space than conventional installations, permitting warships to carry more fighting equipment than would otherwise be possible.

The steam-gas turbine combination recalls the design of the German battle-ships *Scharnhorst* and *Gneisenau* which were equipped with diesels as supplementary economical power for cruising, with steam turbines for speed.

SUPREME VALOUR // SUPREME SACRIFICE

Fewer than Half Naval VCs Lived To Receive Award

COURAGE—the kind of courage that it takes to win the Victoria Cross—is a gift of the gods which is not granted to all men. It is a blend of single-minded determination, selflessness, a powerful sense of duty and the ability to thrust into the background the paralyzing physical symptoms of fear.

The qualities of courage may be exhibited in one fierce, blazing moment of time or they may be expressed over weeks or months of preparation for the eventual accomplishment of some great deed. The two types of courage can be compared to the bravery involved in plunging into a torrent to rescue a drowning child or to that of the planned efforts a rescue party searching gas-filled tunnels after a mine disaster.

Why is one man courageous and another a coward? Physiologists tell us in moments of emergency adrenalin is poured into the blood stream to key the body up to meet the crisis. But, in one case, the hormone can be a stimulus to the panic and flight; in another it will inspire the individual to stand and confront the peril, whatever it may be.

Some will attribute the difference in reaction to “conditioned reflexes”, others to “character” and they may both be saying the same thing in different words. In ancient Sparta a boy was taught that he must above all be brave—an emphasis which could produce foolhardiness as well as true bravery.

It may be that courage is not a natural attribute of man, the animal portion of his being sharing the instinct of self-preservation which pervades all living things. However, he differs from the rest of the animal kingdom in that he has a storehouse of spiritual values to which he may add or from which he may subtract by following the example of others.

The worth of the Victoria Cross does not lie simply in honouring an individual for an act of valour. As often as not, during the Second World War, the naval officer or man so honoured had passed beyond praise and blame. The award served rather as a reminder to those still living that high courage is not a thing of the past nor the attribute of any particular class or walk of life.

The stories of 24 officers and men who won the Victoria Cross while serving with the Royal Navy during the Second World War are told in a new

book by John Frayn Turner, “VCs of the Royal Navy”. Twelve of the 24 died in winning the Commonwealth’s highest award for bravery and one was killed only a few days after winning the VC. Thus more than half the awards were posthumous.

Two Canadian names appear in the list, those of Captain Frederick Thornton Peters, RN, and Lieut. Robert Hampton Gray, RCNVR, both of whose lives had shown a persistent pattern of courage.

The narratives range from an account of the Battle of Narvik during which Captain Warburton-Lee won the first VC of the Second World War to the story of how “Hammy” Gray won the last in the closing days of the war against Japan.

The familiar story of Fogarty Fegen

BOOKS for the SAILOR

is recorded here. Described at length is the epic storming of the lock gates at St. Nazaire, which won three Victoria Crosses for the Royal Navy. More briefly there are tales only a few hundred words in the telling, such as that of Acting Leading Seaman Jack Foreman Mantle, who stood by his pom-pom as waves of dive bombers attacked his ship, continued to fire the gun after his left leg had been shattered and finally died at his post.

It is not possible to list here all the deeds of valour which are recorded in this book, but it might be observed that, in the reading, the sense of wonder grows that so few awards were made.

There is a reason for this. The status of the Victoria Cross as a means of recognizing the highest acts of courage is jealously guarded and, if it is not awarded as often as it might be, there is at least no danger of it ever degenerating to the status of a campaign ribbon.

The occasion of the publication of the book is the 100th anniversary of the establishment of the award and the list of winners throughout that 100 years is proudly studded with the names of those who won the honour while serving their Sovereign and country at sea. In the annals of these heroes rests

the assurance that, come what may, there will continue to be men sailing the oceans or flying above them who will defy impossible odds as a matter of simple duty.—C.

“VCs of the Royal Navy”, by John Frayn Turner; Clarke, Irwin and Company Limited, Toronto; 192 pages, illustrated; \$2.00.

Navigation Manual Reaches Completion

With the publication of Volume I in June, the new three-volume Admiralty Manual of Navigation has been brought to completion, superseding the old two-volume manual issued in 1938.

Volume II of the new manual, dealing with nautical astronomy and off-shore navigation, and also with meteorology, was published in 1954, and Volume III, concerned largely with advanced subjects for officers qualifying in Navigation and Direction, was issued last year.

The latest to be published, Volume I is designed to be a practical guide for executive officers. It covers the syllabus laid down by the Royal Navy for examination in Navigation and Pilotage for the rank of lieutenant, except for nautical astronomy and meteorology.

The new volume contains 536 pages with nearly 300 diagrams and illustrations, many of which are in colour.

Yearbook Relates Progress at Venture

A compendium of reminiscences, good fun and the records of a successful year, the *Venturian* for 1955-56, year-book of HMCS *Venture*, has made its appearance.

Venture, with two full years of training completed and the first class of cadets graduated as midshipmen, has passed the trials and adjustments of the first few months of operation to become, it would appear from a study of these pages, an efficient, integral part of the Royal Canadian Navy.

One of the contributors, a member of the senior, graduating class, observes:

“All in all the training received here has not merely brought them up to senior matriculation level (indeed, academically they have passed beyond that stage) but has changed a large number of high-school boys into mature

young men, confident in themselves and their future."

If the editorial content of the *Venturian* bears any relation to reality, *Venture* would appear to be turning out a group of capable, well-adjusted and broadly trained 'junior officers.

With the first class gone and many staff changes made, an "Editorial Farewell!" has this to say:

"This business of fashioning *Venture* has been an enthralling job, and a great

work for good. It will probably always be an outstanding experience in our lives. From Captain to quartermaster, we have been a band of brothers working for one common purpose. When our turn does come, we shall turn over with pride to our successors, and carry away with us a very precious memory—the memory of the birth and early years of enterprise which we have little doubt will prove to be both an ornament and an asset of permanent value to the Service."

THERE'S NOTHING LIKE A PERSONAL CLOUD

Remember the Al Capp comic strip character, Joe Bpstflk (?)—a scrawny, dejected little guy who shuffled his way across the countryside with a small black cloud hovering above him? It now appears that a ship in the Royal Canadian Navy has established a similar cosy relationship with a cloud, minus the disasters that dogged the heels of Joe. For an operational report of the RCN cloud's activities, Crownsnest readers are referred to the account prepared by Cadet (now Midshipman) Albert T. Horner for The *Venturian*, year-book of HMCS *Venture*.

THE ROYAL CANADIAN NAVY is the only navy in the world to have a rain cloud as part of its fleet. This cloud is based in Esquimalt and is considered part of the equipment of HMCS *Ontario* with whom it usually travels. It has remarkable station keeping qualities and may be found at any time exactly five cables above and ahead of the *Ontario*.

On the first *Venture* cruise, 1955, it rained the day we left Esquimalt. It was two days after we reached Hawaii before the rain caught up with us. This was attributed to an increase of speed of which the cloud was not informed. In Suva, Fiji (dear old Suva), it rained the day the *Ontario* came in sight of the island. It is believed in this instance that the cloud increased speed without notifying the *Ontario*. On the way to Platypus Bay, Australia (where incidentally there are no platypusses or even platy-kittens), the cloud maintained its proper position and moored two minutes after *Ontario* dropped her first anchor.

As may be expected, the cloud proceeded in company with the *Ontario* to Brisbane. Somewhere along the line, however, it wandered drastically out of station. We heard a "buzz" to the effect

that the cloud, much perturbed at this, became very angry and vented its rage on the Sydney area; there was a flood of sizeable proportions.

After resuming station outside of Auckland, New Zealand, the cloud and the *Ontario* proceeded to Suva and then to Pearl Harbour again. Since it did not rain after the first day alongside in Pearl Harbour, we reached the conclusion that the cloud had found an American submarine or destroyer to play with. In fact, the cloud must have forgotten some of its navigational principles because it didn't rain again until two days after *Ontario* had returned to Esquimalt. No doubt the local natives thought this was just the usual Vancouver Island weather, but we knew better.

However, a "buzz" went around that the Flag Officer had planned new manoeuvres for the *Ontario* and her cloud, so off they went to Europe, the cloud in station five cables above. Unfortunately the cloud became weary of the *Ontario's* company and after looking around Panama and the surrounding area, rained once to say goodbye and went on leave.

As a matter of fact, it didn't get back to Esquimalt until the late fall of 1955,

Commonwealth Personnel in Yacht

An officer and four men of the Royal Australian Navy and two men of the Royal New Zealand Navy will be members of the ship's company of HM Yacht *Britannia* during the Duke of Edinburgh's autumn tour of Australia, where he will attend the Olympic Games, New Zealand and Antarctica.

The Commonwealth personnel will remain in the *Britannia* until she arrives back in the United Kingdom in the early months of 1957, according to the *Admiralty News Summary*.

looking rather weary and not a little battered. It went into refit to have its rain tubes and lightning generators remodelled at about the same time as the *Ontario* left on the third *Venture* cruise, January, 1956. The Flag Officer, somewhat annoyed at the devil-may-care attitude of the cloud, would not allow it to sail with the *Ontario*.

Well, after much bickering, many conferences and much rain over the area, the cloud sailed and caught the *Ontario* and *Sioux* in the vicinity of 180th meridian. In fact, the cloud was so happy to see the *Ontario*, it rained itself silly for a week.

When we finally reached Yokohama, the cloud was sent over to Russia to check on the world situation. It returned after the fourth day with a load of snow from the cold war. This was heavy work, however, so the cloud had to rest by just shipping along with the *Ontario* until we reached Pearl Harbour. While we were there it held trials and pelted down the occasional drizzle to let the Captain know it was about and healthy. Finally we set out on the last leg of the journey and the cloud became so excited at the prospect of returning, it rained all over the place. The night before we entered Harbour it had a field day. With the *Ontario* and *Sioux* manoeuvring, it managed to soak them both liberally, and went on a few vector courses to say hello to Cape Flattery and the Swiftsure Light vessel.

Since the *Ontario* and *Sioux* were bound for the Caribbean within the week, the Flag Officer decided the cloud could go with them. It did, and for well over a month British Columbia had the best weather in Canada. In fact, it was too good! The odd forest fire broke out and there was talk of having some rain-makers come in to hose down the province.

This turned out to be unnecessary because the *Ontario* returned just in time with the little cloud in company, but not in station. It appears the *Ontario* wanted to shoot her guns to let people know she was coming, and the cloud, knowing an easy job when it saw one, offered to be a target. Well, as the cloud expected, it was the safest job it had had since bringing Cartier over from France and right away it began to look like the usual Vancouver Island weather. It rained.

The Admiral thought enough was enough and sent the *Ontario* and her cloud off to rain some ROTP Cadets on another southern cruise. The people around Victoria and Esquimalt are still wondering where all the sunshine came from so suddenly.

LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ALLISON, Robert S. LSAR1
 AMYOTTE, George R. LSEM1
 ANDERSON, Alfred E. P2EM2
 APPELYARD, Robert C. P2RN3
 ARSENAULT, Magella G. LSSW1
 ASH, Maurice. P2CR2
 ATKINS, Lorne G. LSCR1
 ATTWOOD, Ronald A. LSSW1
 AUSTIN, Gerald B. P2LR3

BADIOU, Lionel J. P2EM2
 BAILEY, Douglas G. LSCV1
 BAKER, Carl R. P2EM2
 BALDWIN, Douglas H. P2CS3
 BARRETT, Raymond F. LSAO2
 BARR, John L. LSEM1
 BARRON, William V. LSSW2
 BARTRAM, Vincent J. C1ER4
 BATES, Alan W. P2RN3
 BECKSTEAD, Glenn E. LSCK1
 BEEK, William A. LSAO1
 BELLAMY, Paul A. PIEM4
 BENOIT, Robert V. LNSN1
 BERGERON, Paul J. LSEM1
 BIDDLE, John N. LSCS2
 BLACK, Andrew J. LSAP2
 BOUCHARD, Joseph R. P2BD3
 BOUCHER, Laurie L. LSAC1
 BOUDREAU, William A. P2EM2
 BOUFFARD, Rene J. P2EM2
 BOWLES, Robert S. LSRD3
 BOXELL, Wilfred. LSEM1
 BRAND, David R. LSEM1
 BRASSARD, Francois J. LSCR1
 BREEN, Reynold J. P2EM2
 BRISTER, Charles E. P2BD3
 BROWN, Alvin E. LSCK1
 BROWN, William C. P2EM2
 BROWN, William D. LSEM1
 BUCCI, Joseph. C2CK3
 BUCHANAN, Alexander G. P2CS2
 BURKE, Wallace F. LSEM1
 BURRELL, James R. LSAP2

CANNON, Sylvan L. LSVS1
 CARR, Willard J. LSCV1
 CARROLL, Michael E. LSVS1
 CARROLL, Newton H. P2AF2
 CASE, Charles T. LSR3
 CASEY, James A. P1NS3
 CASSIDY, Bernard J. P2EM2
 CASSIDY, William J. LSTD1
 CHALMERS, James H. P2EM2
 CHARNEY, Michael G. LSAP2
 CHRISTMAS, George S. LSSW1
 CHU, Michael Y. LSOM2
 CILLI, Herbert F. P2TD2
 CIZ, Miroslaw M. LSVS1
 COLEMAN, Ross G. LSAF1
 COMEAU, Leroy J. LSPW1
 CONNELLY, Edmund J. LSCR1
 CONTOIS, John W. LSEM1
 COOK, William J. LSRD3
 COOKE, Harvey B. C2EM4
 COOPER, David B. LSEM1
 COSTELLO, William F. P2AF2
 COVE, Leslie T. LSAM2
 COX, Douglas L. P2CS2
 CRANT, John. P2EM2
 CREPEAU, Jules A. LSEM1
 CROFTS, Douglas T. LSRD3

CROOKS, Ellis T. P2EM2
 CROTEAU, Claude J. LSEM1

DAVIDSON, Peter C. LSAC2
 DEACON, Frederick R. LSOM2
 DEVLIN, Norman D. LSAA1
 DEVLIN, Ronald J. LSAP2
 DeWOLFE, Earl A. C2SH4
 DONOHUE, Gerald R. C2ER4
 DOUCETTE, Raymond J. P2OM3
 DOUCETTE, Roy J. LSAP2
 DUBOURDIEU, Cyril. P2EM2
 DUNCAN, Alexander B. LSSW1
 DYCK, Abram. LSRP1

EASTON, Charles G. LSEM1
 ELLIS, Vernon W. LSEM1
 EMERY, Walter E. LSEM4
 EMPEY, Roy F. LNSM1
 ESPLIN, Archie E. LSTD2
 ESTABROOKS, Rex R. P2EM2
 EVANS, Robert L. LSTD2
 FAIRBANK, George E. C2EM4
 FAULKNER, George A. LSR13
 FELL, William B. LSAP2
 FERGUSON, Jack. LSEM1
 FERGUSON, William. LSCK1
 FISHER, Howard E. LSR1
 FITZGERALD, David S. LSAP2



FLETCHER, Richard J. LSRT3
 FOOTE, Peter. P2CR2
 FORNATARO, Raymond J. LSEA3
 FORTIN, Jean-Claude J. LSAF1
 FORTIN, Joseph J. LSEM1
 FOSTER, Bruce R. LSCK1
 FRANCIS, Darryl C. P2EM2
 FRANKLIN, Edward F. LBD2

GALLAGHER, Brenton A. LSEM1
 GARDNER, Thomas W. P1RP3
 GAREAU, Bernard J. LNS2
 GARRETT, James C. LSEM1
 GAUDET, Edgar. P2RP2
 GEORGE, Robert G. LSAP2
 GIBSON, Douglas A. LSOM2
 GLANFIELD, William T. C2EM4
 GORDON, Dennis C. LSAP2
 GOULD, Roy E. LSAO1
 GOWANLOCK, Frank G. LSRW3
 GRACE, Harold J. C2EM4
 GRAHAM, Ivan E. P2CS3
 GRATTO, William A. P2AF2
 GREENWOOD, Richard G. LNS1
 GRENIER, Francois J. LSEM1
 GRIMSTER, Donald J. LSR1
 GUNDERSON, Donald L. LSAM2

HALL, James R. LSEM1
 HAMBLY, James E. LSAW1

HANSELMAN, Gerald W. LSCK1
 HARDY, Donald R. LSEM1
 HARPAM, Barrie A. LSCR1
 HARRIS, Kenneth H. P2RW3
 HAUKAAS, Alf. LSMA2
 HAWKINS, Clifford R. P2EM2
 HAY, Norman L. LBD2
 HAYWARD, Arthur E. LSAP2
 HEASLER, Bernard R. LSCK1
 HEATH, John M. P2CS3
 HEFFERMAN, Karl R. LSR1
 HEFKEY, Robert J. P2ED3
 HENDERSON, Colin E. P2CK2
 HENDERSON, Harvey W. LSAP2
 HENDERSON, Thomas A. LSTD1
 HILL, Kenneth M. LSEM1
 HILL, Michael J. LSAP2
 HILL, Peter E. P2GA3
 HILLABY, William G. P2CS3
 HILLYER, William E. P1ER4
 HOPKINSON, Giffen H. LSAM2
 HOWES, Wayne L. LSAA1
 HUGHES, Patrick E. LSEM1
 HUGHES, Richard E. LSEM1
 HUTCHISON, George M. P2CS3

IRVINE, John. C1ER4
 IRWIN, Robert F. LSAP2
 IVANKO, Anthony. P2EF3

JACKSON, Robert L. P2CS3
 JAMIESON, William. C1ER4
 JESSUP, Kenneth J. LSCR1
 JINKS, Beverly D. LSEM1
 JOHNSTON, Edward W. LSCK2
 JOHNSTON, Samuel L. LSAF1
 JONES, Edward T. LSEM1
 JUULSEN, Robert H. LSAP2

KACHALUBA, Raymond F. P2EM2
 KANE, Kenneth E. C1SH4
 KAZIMIR, Theodore. LSCV1
 KAZMIRUK, George D. P2EM2
 KELLY, Douglas A. P2GA3
 KENT, Ronald F. LSEA3
 KERR, Ronald H. P1EM4
 KEWLEY, Daniel G. LSR1
 KIRKHAM, John D. LSAA1
 KLOOSTERMAN, James. LSAA1

LAATSCH, Howard D. P1GA4
 LAFRANCE, Joseph A. LSAF1
 LAING, Wilfred. LSEM1
 LAMING, Carl D. P2OM3
 LAMOTHE, Charles-Emile. LSEF3
 LANNAN, Marvin B. LSEM1
 LAPOINTE, Paul A. P2EM2
 LAPORTE, Daniel L. LSRP1
 LAROSE, Joseph J. LSR1
 LARTER, Eugene. LSVS2
 LAUZON, Rudolph J. LSAP2
 LAVALLEE, Maurice J. LSSW2
 LAVERDURE, Denis Y. LSCK1
 LAWSON, Kenneth C. LNS1
 LAWYER, John A. P2CS3
 L'OISEAU, John P. LSR1
 LEBLANC, Louis E. P2AF2
 LEBLANC, Leo G. LSEA3
 LEFEBVRE, Ira D. LSMA2
 LEMIRE, Adela J. LSSW2
 LESAGE, Marcel R. LNS1
 LINDSAY, Ronald P. LSAP2
 LYLE, Peter D. LSSW1

MacDONALD, Colin D. P2MA2
 MacDOUGALL, Vernon K. P2CS2
 MacLAUGHLIN, Robert J. LSEM1
 MacLEAN, Kenneth O. P2OM2
 MacLEOD, Marshall E. LSEM1
 MacWILLIAMS, Dugald S. P2EM2
 McALLISTER, George K. P2EA3
 McARDLE, Kevin F. LSEM1

McCLYMONT, Roy A.....LSEM1
 McDUGALL, Donald J.....LSAA1
 McFARLANE, James R.....LSAR1
 McGILLIS, Leo P.....P2EM2
 McKONE, Bruce A.....P2EM2
 McLAUGHLIN, Donald H.....LSQM2
 McLAUGHLIN, Earl E.....LSCR1
 McNAUGHTON, George W.....LSRD3
 McPHEE, Francis R.....LSCK1
 MARSHALL, Alan T.....LSAO2
 MARTIN, Edward A.....LSEM1
 MAUD, Robert M.....LSEM1
 MAYHEW, Milton M.....LSAF1
 MEI, George C.....P2BD3
 MERKL, Frank N.....LSEM1
 MILLMAN, Hugh A.....LSAP2
 MITCHELL, Donald F.....LSCK1
 MITCHELL, James L.....LSQR1
 MONDOR, Joseph R.....LSEM1
 MOORE, Allan E.....LSOM2
 MOORE, Douglas M.....LSQM1
 MOORE, Jack.....LSAW1
 MORASH, William A.....P2EM2
 MORENCY, Stewart J.....C2SH4
 MORLEY, Ernest A.....C2EM4
 MORTLOCK, Douglas H.....LSAR1
 MOUNER, Gustave J.....C2ER4
 MOUSSEAU, Joseph G.....LSAR1
 MROZINSKI, Joseph E.....LSRD3
 MUISE, Peter K.....LSAC1
 MURPHY, Claude L.....LSAC2
 MURPHY, Jack W.....LSRD3
 MYRA, Douglas J.....LSBD2

NASH, Michael P.....C2EM4
 NICHOL, Howard A.....P2GA3
 NILSEN, Kaare G.....LSEA3
 NOA, Howard E.....LSEM1

PACKER, William H.....LSAR1
 PAUPST, Kenneth H.....LSAF1
 PEARSON, John E.....LSAR1
 PEMBER, George H.....LSAF1
 PLEDGE, Frederick R.....LSAA1
 PORTER, Melvin.....C2EM4
 POST, Neal A.....P2EM2
 POTTS, Donald G.....P2CR2
 POWELL, James B.....C2EM4
 POWERS, Robert J.....LSRT3
 PRILL, Arthur E.....LSNS1

QUICK, Ronald W.....LSAP2
 QUINN, Richard F.....LSAP2

READ, Ernest A.....LSEM1
 REDDING, Raymond L.....LSSW1
 REID, Edward D.....P2CK2
 REILLY, Harold W.....LSCV1
 REYNOLDS, Morris H.....P2BD3
 ROE, Douglas C.....C2SH4
 ROSS, William R.....LSRP1
 ROTH, Ronald C.....LSEM1
 ROWLEY, Alan.....P2CV2
 ROY, Gerald J.....LSEM1
 RUMSAM, Jack.....LSAC1
 RUTLEDGE, Frederick L.....LSPW1

SALTER, Brian W.....LSCS2
 SCANLAN, Basil C.....P2CS3
 SCHEUER, Karl H.....LSBD2
 SCHROFFER, George W.....C2ER4
 SCHWAGER, Vernon B.....P2GA3
 SCOTLAND, Douglas B.....P2AR2
 SCOTT, Hugh A.....LSAF1
 SCOTT, William G.....LSPW2
 SETTERINGTON, Richard M.....LSAP2
 SHEEHAN, Donald G.....LSAP2
 SHEEHY, William R.....P2NS2
 SHIELDS, Allan L.....LSCV1
 SIGALET, John W.....P2EM2
 SINCLAIR, Thomas E.....P2EF3
 SIREN, Donald K.....LSAR1
 SKIFFINGTON, William B.....P2EM2
 SKIRTEN, Harold.....P2EM2
 SLACK, Lloyd S.....LSRP2
 SMITH, Martin J.....LSCR1

SMITH, Philip H.....LSAP2
 SMITH, Robert G.....P2CS3
 SMITH, Robert L.....LSAR1
 SPEAREY, Earl M.....LSAM2
 SPRING, Ernest W.....LSEM1
 SQUIRE, Bruce H.....LSAP2
 STARR, Wilbert J.....LSCR1
 STEEPE, Harold W.....LSEM1
 STEVENS, Charles W.....LSEA3
 STEVENSON, Ronald C.....P1ER4
 STEWART, Carl R.....P2RS3
 SUMNER, Robert H.....C1ER4

TAYLOR, Gary J.....LSCV1
 TAYLOR, Garry S.....P2EM2
 TERRY, Melville H.....LSAF1
 THOMAS, Leonard L.....LSAF1
 THOMPSON, Carol K.....P2CK2
 THOMPSON, Harry R.....P2CD2
 THOMPSON, Norman H.....C2ER4
 THOMSON, George H.....LSCK1
 TRINDER, William R.....LSAR1

UMPHREY, Verne N.....P2AF2
 URQUHART, Carl J.....LSOM2
 URQUHART, Ian A.....LSAP2

VANSICKLE, Donald C.....LSTD1
 VEINOT, Vernon D.....P2CS2
 VICTOR, Reginald A.....LSAR1

WAKUNICK, Gerald.....P2EM2
 WALTERS, Eric.....LSEM1
 WALTON, Bernard R.....LSAF2
 WALTON, Joseph M.....LSVS1
 WEBB, Jack P.....P2NS2
 WHEELER, Robert U.....LSAP2
 WHITE, Keith D.....LSEM1
 WHITEHOUSE, Edward G.....C1ER4
 WICKSTROM, Dewain C.....P2NS2
 WILDE, Marnon K.....P2EM2
 WILLIAMS, William E.....P1ER4
 WILMOT, William J.....LSEM1
 WILSON, Hughie C.....LSTD1
 WILTON, George R.....P2CS3
 WOOD, Joseph.....LSEM1
 WOODWARD, Frank A.....P2CR2

XUERE, Joseph.....LSSW2

YOUNG, Fabian J.....LSSW1
 YOUNG, Gerald E.....LSSW1
 YAWOROWSKI, Roman.....LSPW1

ZURAWEL, Thomas.....LSEM1

LETTER TO EDITOR

Sir:

I read the article on HMCS *Cape Breton's* pipe band in the July issue of *The Crow's Nest* with great interest. In the last paragraph there is the hint of an opportunity, so far ignored, to reverse a tendency has been operating over the last century; the tendency for male dress to become dull in colour. With the reorganization of the Royal Marines in 1922, and the consequent disappearance of the Light Infantry scarlet jacket from Her Majesty's Ships, seamen now wear only blue, white and, even duller, khaki; relieved with a little gold or red.

May I take the liberty of suggesting, through your columns, that the band of HMCS *Cape Breton*, and the much more

ancient one of HMCS *Brunswick*, should be clothed in a fashion befitting pipers? Four courses seem to be open:

The chieftan of some clan might grant permission for his tartan to be worn;

With the concurrence of Provincial authorities, that of Nova Scotia might be adopted;

Her Majesty's permission to wear Royal Stuart might be sought; or,

Taking our time (for once) from the junior service, an RCN sett might be designed.

I suggest that the first course might not be desirable on several counts; as to the second, while the Nova Scotia tartan is handsome, it would not achieve the brightening of nautical dress. Royal Stuart, on the other hand, is gorgeous stuff but Her Majesty might not permit its use (and that is a matter entirely in the Royal Prerogative). So I think that it might be best to set out right away to design a new sett.

Naturally I have a suggestion for this, or I would not be writing this letter. My design incorporates the three white stripes from the seaman's collar and the cross from the admiral's flag. I enclose a rough sketch and hope that you can adapt it for reproduction.*

Having said "Let the pipers wear kilts" we must complete the costume. On dress occasions the piper, by Scottish tradition, is a very dressy person indeed—he should have a blue doublet with gold buttons (irrespective of rank), blue and white argyle stockings with red garters, and buckled shoes or white spats and boots. And on his head let him wear a blue Glengarry with a cap tally, but not tied pusser fashion—it should be sewn on, name on the port side and ends free at the back. Petty officers could wear their cap badge with a plume of gulls' pinion feathers. And over the doublet goes the plaid secured with a cairngorm brooch. For Number Threes the pipers could wear the philabeg with battle blouse, stockings, laced shoes and Glengarry.

As for who is going to pay for all this finery, I have no suggestions whatever. But with a constant stream of pipers passing through *Cape Breton* and going to the fleet, I think that the opportunity should be seized to establish the position of ship's piper—one piper per ship can do for a small ship navy as much as the Royal Marine Bands can for the Royal Navy.

Yours truly,
(signed)

PHILIP CHAPLIN.

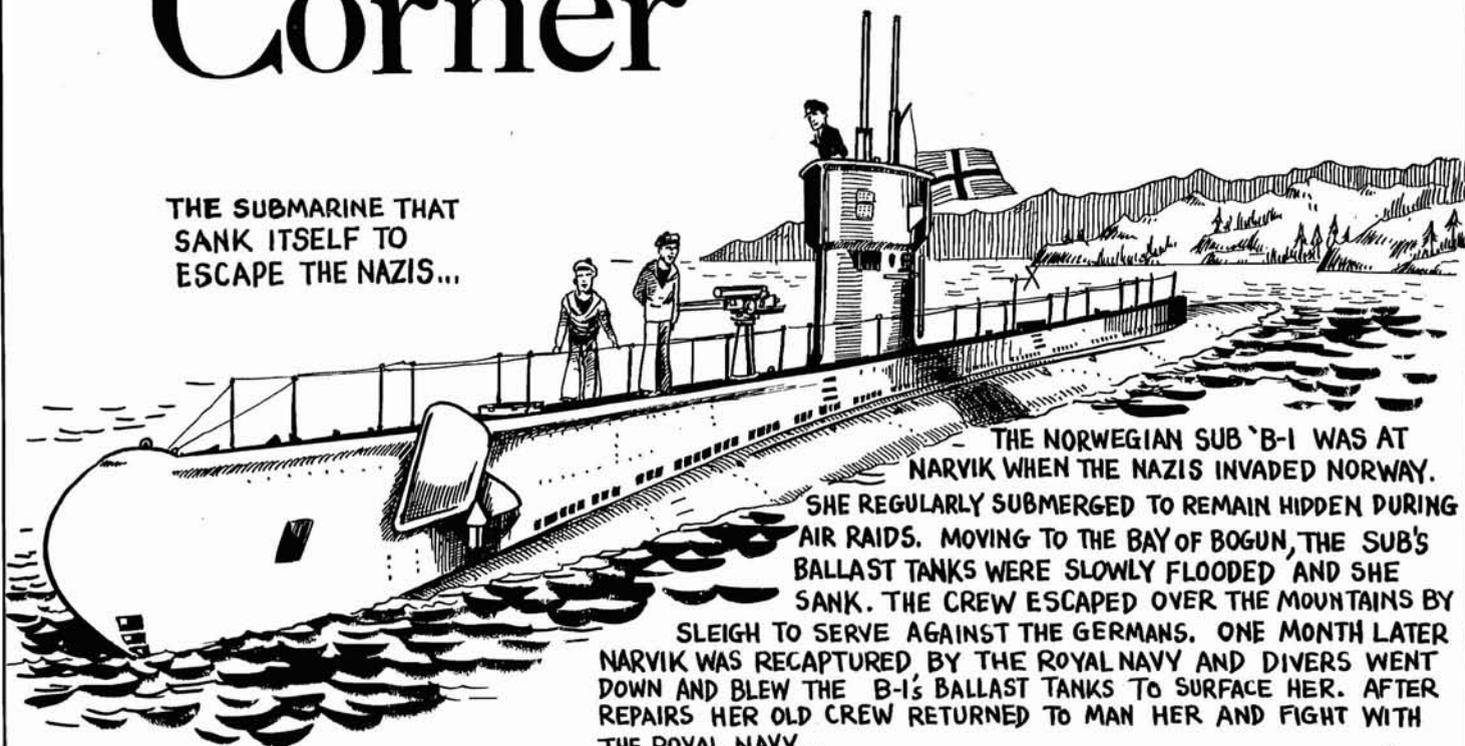
Manotick, Ontario.

*Sorry!—Ed.

Naval Lore Corner

NO. 40
SUBMARINE EPISODES

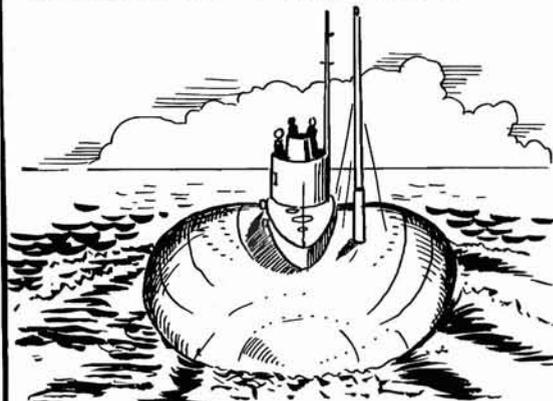
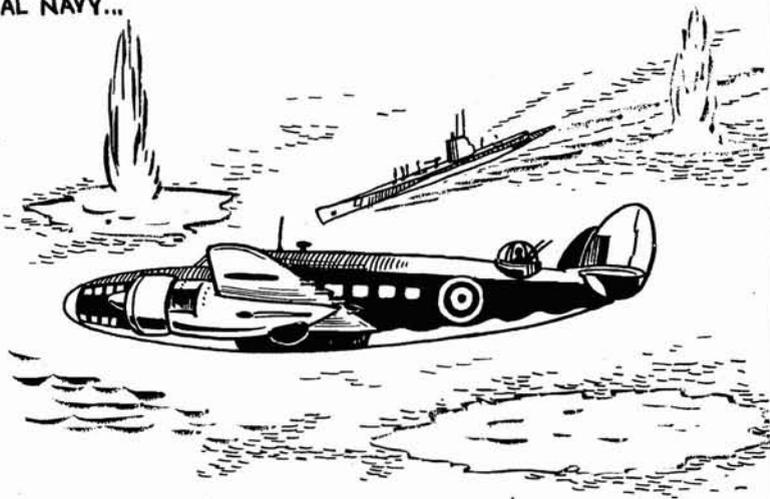
THE SUBMARINE THAT
SANK ITSELF TO
ESCAPE THE NAZIS...



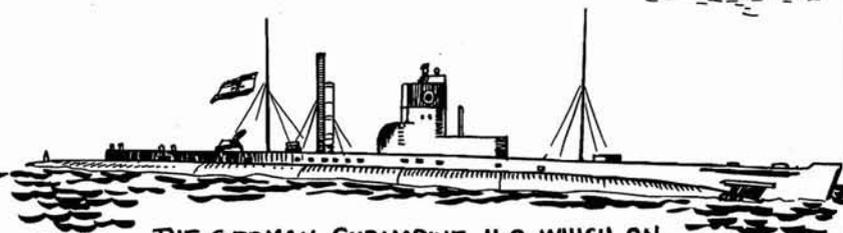
THE NORWEGIAN SUB 'B-1' WAS AT NARVIK WHEN THE NAZIS INVADED NORWAY. SHE REGULARLY SUBMERGED TO REMAIN HIDDEN DURING AIR RAIDS. MOVING TO THE BAY OF BOGUN, THE SUB'S BALLAST TANKS WERE SLOWLY FLOODED AND SHE SANK. THE CREW ESCAPED OVER THE MOUNTAINS BY SLEIGH TO SERVE AGAINST THE GERMANS. ONE MONTH LATER NARVIK WAS RECAPTURED BY THE ROYAL NAVY AND DIVERS WENT DOWN AND BLEW THE B-1'S BALLAST TANKS TO SURFACE HER. AFTER REPAIRS HER OLD CREW RETURNED TO MAN HER AND FIGHT WITH THE ROYAL NAVY...

THE AIRCRAFT THAT CAPTURED A U-BOAT!

THE U570 WAS CAUGHT SURFACED BY A HUDSON BOMBER ON HER FIRST VOYAGE. THE AIRCRAFT DROPPED DEPTH CHARGES WITH SUCH ACCURACY THAT THE U-BOAT'S CREW CAME ON DECK AND SHOWED A WHITE FLAG. THE HUDSON CIRCLED THE U-BOAT UNTIL SURFACE FORCES ARRIVED TO TOW THE U-BOAT TO ICELAND. SHE WAS THE FIRST U-BOAT CAPTURED IN WORLD WAR II AND WAS LATER REPAIRED AND RECOMMISSIONED HMS. GRAPH...



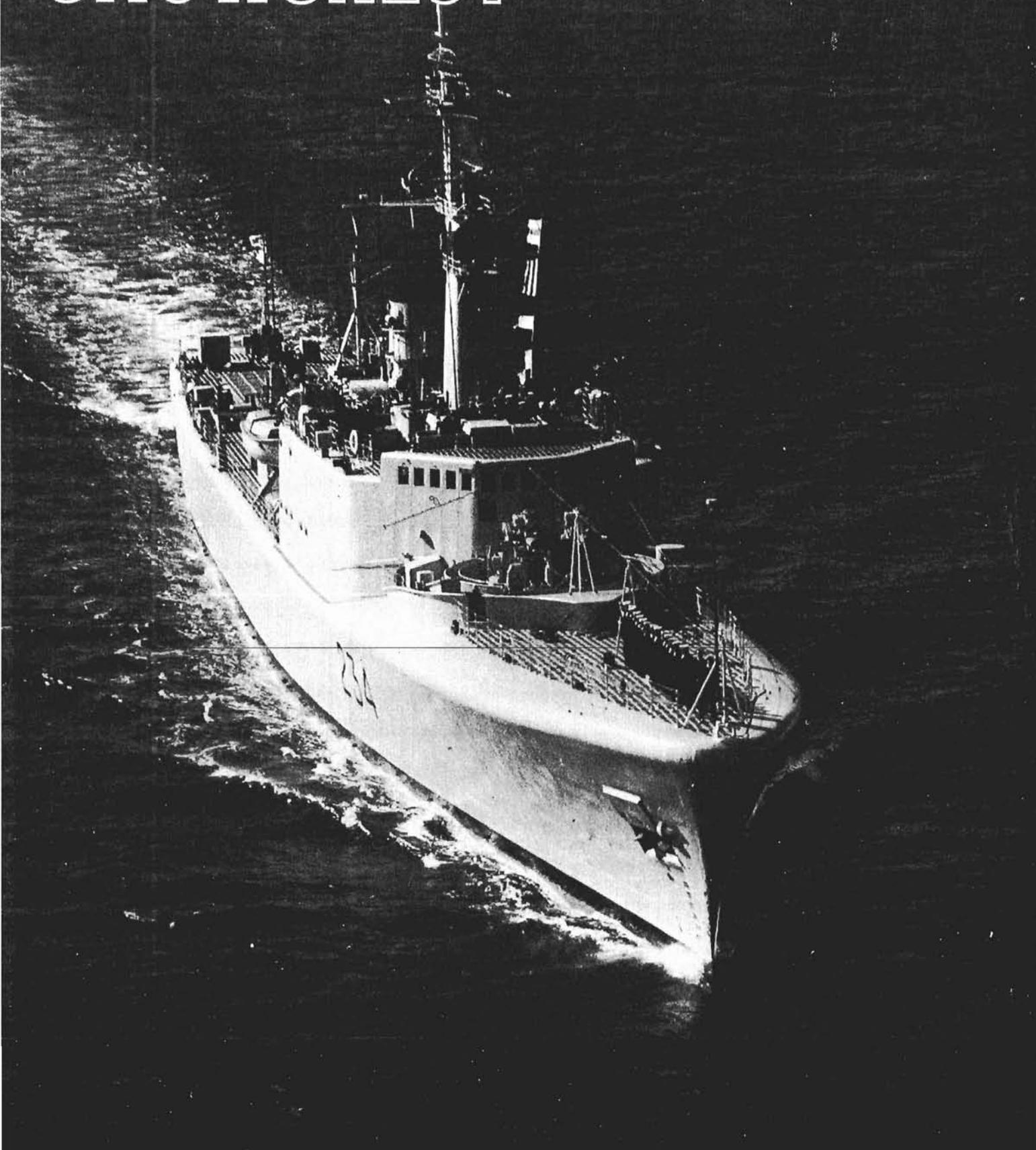
THE GERMAN SUBMARINE FREIGHTER 'DEUTSCHLAND' WAS BUILT IN WORLD WAR I AS A BLOCKADE RUNNER. ON JULY 9, 1916 SHE CROSSED TO BALTIMORE WITH A CARGO OF DYES AND RETURNED TO GERMANY WITH NICKEL AND RUBBER...



THE GERMAN SUBMARINE U-9 WHICH ON SEPTEMBER 22, 1914 SANK THREE BRITISH CRUISERS, HMS ABOUKIR, HMS CRESSY AND HMS HOGUE IN A SINGLE ACTION...

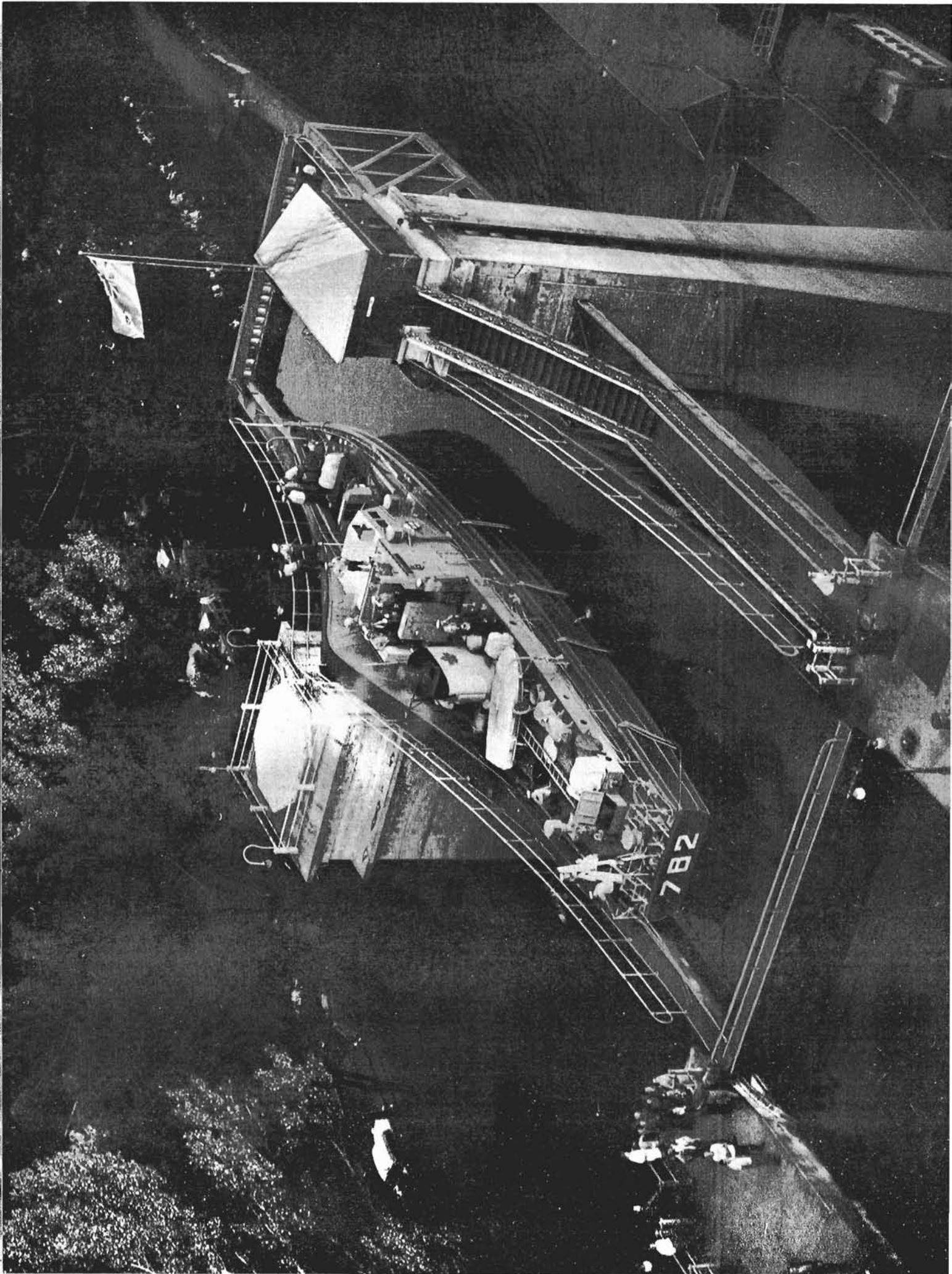


The CROWSNEST



Vol. 8, No. 12

October, 1956



The CROWNEST

Vol. 8 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1956

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LADY OF THE MONTH

Poised for flight down a lift lock at Peterborough, Ontario, is the patrol craft HMCS *Blue Heron*, traversing the Trent canal from Orillia to Lake Ontario. The spectacle of a commissioned Canadian warship making the descent of the famous locks was rare enough to attract thousands of spectators, many of whom were in the city for the annual exhibition.

The evening sun was low in the sky when the aerial photograph was taken of the *Blue Heron* in the east lock at 8.30 p.m. Some of the detail lost in the shadows has been restored by retouching to make it easier to visualize the impressive drop of 65 feet from the upper to the lower level. The height is equal to that of a six-storey building.

Peterborough's lift locks, unique on this continent, are an outstanding tourist attraction. Each of the two locks, operated by hydraulic power, is 142 feet long by 33 feet in width and can accommodate vessels of up to six feet in draught. Archimedes figured out long ago that the size of ship, providing it was afloat, would make no difference to the loaded weight of the lock — a source of comfort to those making the descent in large craft.—(Photo by H. R. Oakman, Aerial Photographer, Peterborough.)

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

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75 St. Patrick Street,
Ottawa, Ont.

The Cover — The second of Canada's atomic age anti-submarine destroyer escorts, HMCS *Assiniboine*, cleaves the waters of the approaches of Halifax harbour on the occasion of her first homecoming. She is wearing the light grey — almost white — paint which is coming into general use for HMC ships. (DNS-16384)



RCN NEWS REVIEW

Banshees of 870 Squadron on the tarmac at Lambert Field, St. Louis, Missouri, where they were flown following the Canadian International Air Show in Toronto. Pilots visited the plant of the McDonnell Aircraft Corporation, manufacturers of the jet fighters. (Photo courtesy McDonnell Aircraft Corporation.)

Bonaventure To Be Ready in January

Due to recent labour difficulties, the commissioning of the *Bonaventure*, originally planned for late this fall, has been delayed. The *Bonaventure*, a light fleet carrier, is being built for the Royal Canadian Navy by Harland and Wolff Ltd., Belfast, Northern Ireland.

The difficulties at the shipyard have now been overcome and preliminary trials will commence shortly. Commissioning should take place early in the new year and a new commissioning date will be announced as soon as it has been established.

Postponement of the commissioning date of the ship has been accepted in order to ensure that the highest possible standards of workmanship are maintained throughout the final fitting out and pre-commissioning trials period.

RCN Helicopters Fly to Labrador

Six helicopters of the anti-submarine helicopter squadron, HS-50, left *Shearwater* September 22 for the northland to assist the Royal Canadian Air Force in maintaining an air-lift of personnel and equipment to the Mid-Canada Line in the northern Quebec-Labrador area.

Because of the urgency of completing the line, the naval aircraft were withdrawn from fall and winter sea exercises in the Bermuda area.

To prepare for the operation, the helicopters were flown earlier in the month from the aircraft carrier *Magnificent* to *Shearwater* where their

sonar equipment was temporarily removed and other equipment installed to assist them in transport duties in the north.

Approximately 50 officers and men are serving with the naval helicopters which are operating out of Knob Lake.

Naval pilots, plus some ground crew to maintain the aircraft en route, flew the helicopters on the 850-mile flight from *Shearwater* to Knob Lake. The RCAF provided an air-lift to fly the remainder of the ground crew, equipment and spares.

Naval personnel are being accommodated in the RCAF barracks at Knob Lake but groups operating out of the base to the air-lift live in temporary shelters along the route.

HS-50 is the RCN's experimental helicopter anti-submarine unit and was formed on July 4, 1955. It is equipped with Sikorsky HO4S-3 aircraft.

Labrador Ends 1956 Mission

The Arctic patrol ship *Labrador* headed south in early October in the final phases of her 1956 Arctic mission.

The *Labrador* sailed from Halifax July 3 to take part for the second successive year in the seaborne supply of Distant Early Warning Line sites in the eastern Arctic area of northern Canada. Her principal duties in this connection included the exploration and charting of navigable routes, survey and selection of landing beaches and the escort of supply convoys to their destinations.

In addition, she had embarked civilian scientists who carried out a pro-

gram of studies and research planned both to provide direct support to the *Labrador's* main mission and to add further to the gradually increasing store of knowledge and data concerning Canada's Arctic region.

Already having established a number of records in the Arctic, the *Labrador* continued this year to add to her list of firsts.

This summer she became the first ship to pass through Navy Channel, 150 miles north of the Arctic Circle and between Rowley Island and North Spicer Island in Foxe Basin. Having made this passage, the *Labrador* carried on to navigate the channel five more times in the course of the hydrographic work in which she was engaged at the time.

Then on September 17 she became the first ship to make an east to west passage of Fury and Hecla Strait, between Baffin and Melville Peninsula. This passage was made in the course of a general reconnaissance and hydrographic and oceanographic surveys of the Gulf of Boothia, Prince Regent Inlet and Bellot Strait.

She was followed through the Fury and Hecla Strait eight hours later by the U.S. Navy icebreaker *Edisto* which lost her starboard propeller in heavy polar ice.

The *Labrador* immediately steamed to the *Edisto's* assistance. On arrival, the Canadian icebreaker cut in a few feet ahead of the U.S. ship and then cleared a 10-mile passage to the relatively ice-free waters of Fury and Hecla Strait.

After escorting the *Edisto* to a Foxe Basin anchorage, the *Labrador* turned north again to continue her surveys. These took her to the Gulf of Boothia, Bellot Strait, Prince Regent Inlet and through Barrows Strait to Resolute on Cornwallis Island.

From Resolute, the *Labrador* proceeded to Arctic Bay on Admiralty Inlet at the northern end of Baffin Island, thence to Craig Harbor, at the southern end of Ellesmere Island, a point nearly 700 miles north of the Arctic Circle. From here she turned southward home and completion of her 1956 duties.

Ottawa To Join Fleet in November

The third of Canada's new anti-submarine destroyer escorts, Her Majesty's Canadian Ship *Ottawa*, will be commissioned on Saturday, November 10, at Canadian Vickers Limited, Montreal.

Shortly after commissioning, the *Ottawa*, the third of her name, will sail for Halifax to join company with her sister-ships, the *St. Laurent* and *Assiniboine*, in the Third Canadian Escort Squadron. The *St. Laurent* was commissioned at Canadian Vickers on October 29, 1955, and the *Assiniboine* was commissioned at Marine Industries Limited, Sorel, Que., last August 16.

Eleven more of the anti-submarine destroyer escorts are in various stages of construction.

Alderney Goes Back to U.K.

The submarine *Alderney* sailed from HMC Dockyard on Monday, October 8, for her home port of Portsmouth, England, after 18 months' service with the Sixth Submarine Squadron of the Royal Navy based at Halifax.

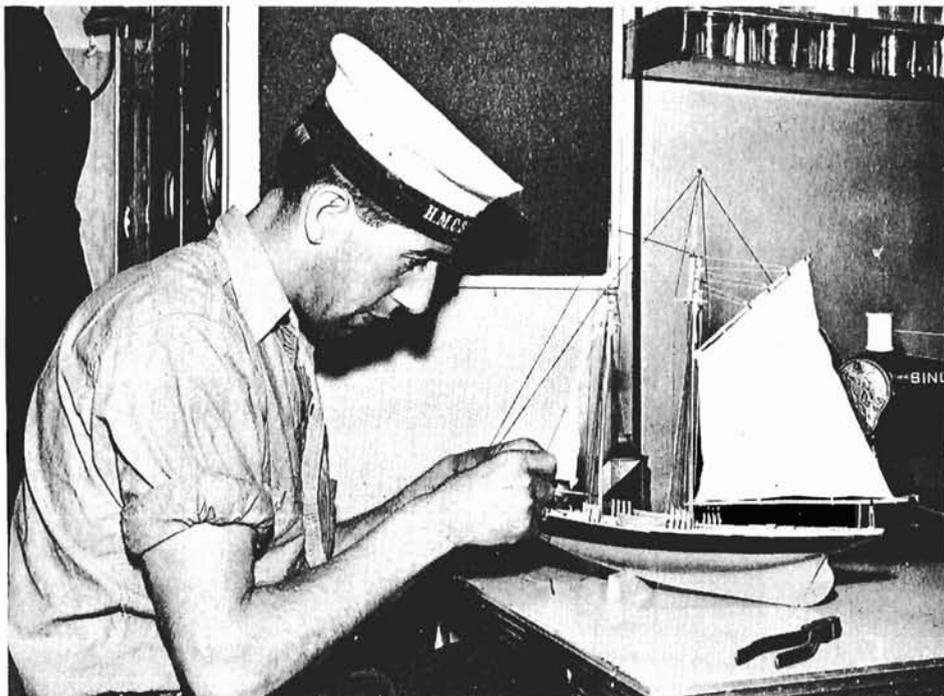
Commanding officer of the *Alderney* is Lt.-Cdr. D. E. Teare, RN.

Identity Cards To Be Changed

New type identity cards are to be issued to all service personnel, with processing or reprocessing of those entitled to them commencing in November, according to a National Defence Headquarters announcement.

Personnel at NDHQ were to be the first to have their photographs taken for the new cards. Some time after the middle of November and commencing on dates to be announced, the reprocessing of personnel serving ashore or afloat outside of Ottawa was to commence. Finger-printing will not be required for holders of the present "ID" cards.

Until distribution of the new cards is completed, both the old and new



And what could a Newfoundlander do with his spare time on board ship but build a model of a fishing schooner? The dexterous fingers of PO Reginald Rhymes, of Burgeo, Nfld., fashion just such a model on board the frigate *Lanark*. (HS-43567)

types will be valid. Since identification cards are widely used by service personnel in cashing cheques and in other circumstances where it is necessary to identify themselves to civilians, the issuance of the new cards will be widely publicized.

'Sweepers Journey To Newfoundland

Four "Bay" class coastal minesweepers out of Halifax by the end of September had completed separate cruises which took them to ports in Newfoundland, Quebec, Nova Scotia, the island of St. Pierre and the State of Maine.

Three, the *Gaspe*, *Resolute* and *Trinity*, of the First Canadian Minesweeping Squadron, made their cruises in the latter half of the month, but that of the *Quinte* took a month and a half and spread along the Atlantic seaboard from Newfoundland to Maine.

Squadron Sails For Europe

Ships of the First Canadian Escort Squadron sailed from Halifax September 19 for a two-month training cruise to the Azores, the United Kingdom and continental Europe.

Three ships sailed on schedule. They were the *Huron*, *Iroquois* and *Micmac*. The *Algonquin*, senior ship of the squadron, was damaged by Hurricane Carla earlier in the month while she was taking part in the NATO sea-ex-

ercise New Broom VI. However, with repairs completed, she sailed from Halifax September 29 to rejoin the squadron overseas.

The ships were scheduled to be joined late in October by the *Assiniboine*, destroyer escort commissioned at Sorel, August 16. She will remain in company with the squadron for the remainder of the cruise which is scheduled to end with the return of the ships to their Halifax base on November 21.

New Broom VI Proves Success

Although initially hampered by Hurricane Carla the NATO sea-air exercise New Broom VI was finally carried on to a successful conclusion early in September.

The exercise, employing both United States and Canadian ships, submarines and aircraft, was conducted by Rear-Admiral R. E. S. Bidwell, Commander, Canadian Atlantic Sub-Area.

On conclusion of the exercise, Admiral Bidwell messaged to all concerned:

"New Broom Six has been a successful anti-submarine warfare exercise and indicates that integrated NATO forces work well together.

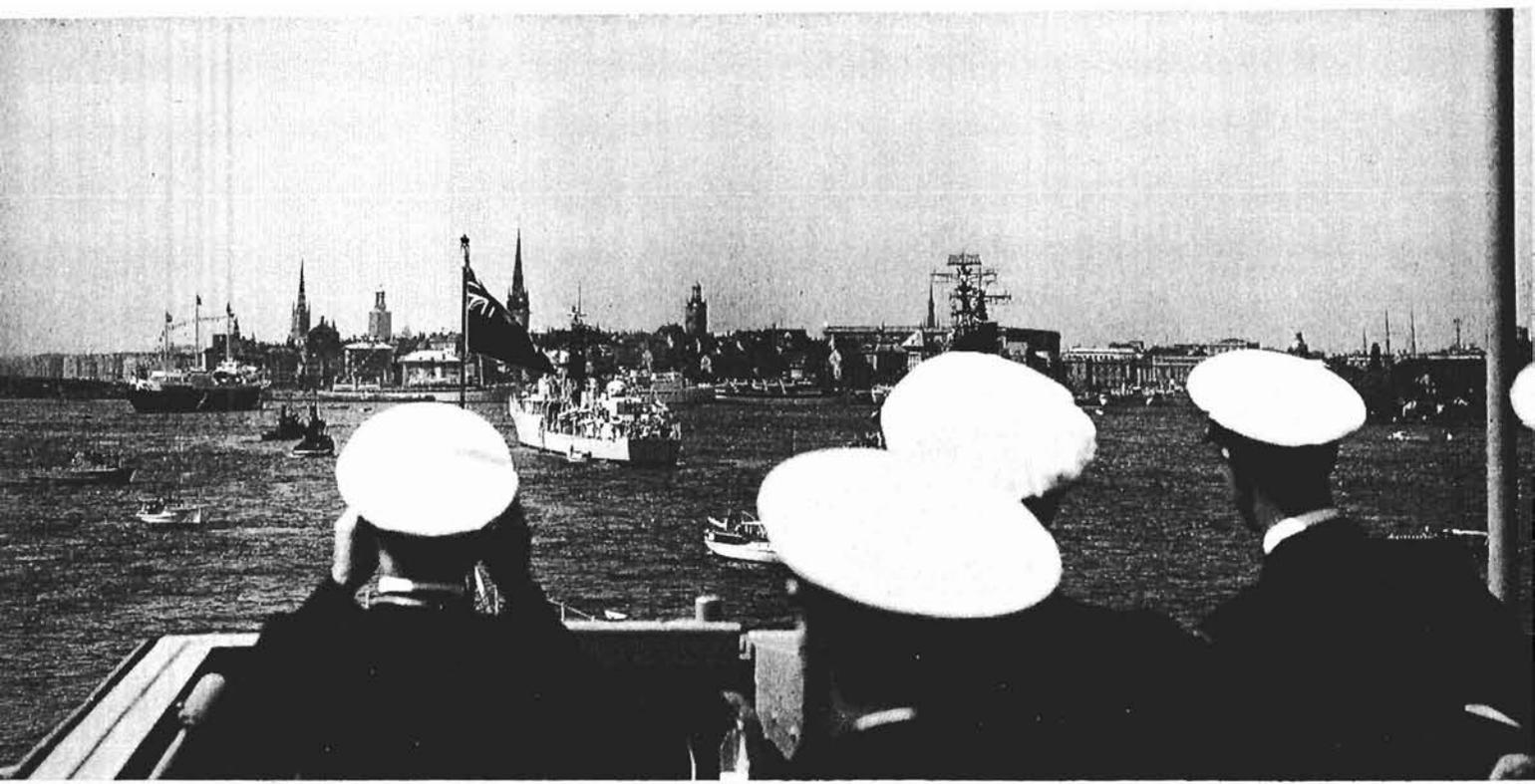
"The effort put into this exercise by the forces participating and those involved in its planning is laudable.

"All are to be complimented upon the performance given. Well done."

Family Portrait

The proudest moment in the young life of the ultra-modern escort St. Laurent occurred at Stockholm, Sweden, when officers and men assembled for a "family portrait" of the ship's company during the visit on board of Her Majesty the Queen, His Royal Highness the Duke of Edinburgh and Admiral the Earl Mountbatten of Burma, First Sea Lord. Cdr. R. W. Timbrell, commanding officer, is seated at Her Majesty's right. (SL-0126)





The St. Laurent comes to anchor in Stockholm harbour. In the left background is the Royal Yacht Britannia, while the British escorting warships are in the middle distance ahead of the St. Laurent. (SL-0116)

ST. LAURENT - - - ESCORT TO THE QUEEN

Stockholm Voyage Memorable Page in Young Ship's History

IT IS ALWAYS pleasant to reminisce, and since it is inevitable that aged sailors upon retirement will outlive their love of truth, it is essential that events be recorded as soon after their occurrence as possible. It is, then, in a spirit of modified solicitude, mindful of our responsibility to posterity, that the following brief remarks are committed to print.

HMCS *St. Laurent* sailed from Halifax on May 5, 1956, for Londonderry, Northern Ireland, which sanctuary was gained on May 12 after an uneventful passage. To dismiss the passage as uneventful is perhaps a little disparaging when one considers the ingenuity of the ship's company in converting the Limbo well into a deck tennis court, and the feverish activity of the rigger in his attempt to replace the quoits, thrown over the side with recklessly gay abandon and depressing regularity.

The object of the Londonderry visit was twofold; to exhibit the ship to the faculty of the Joint Anti-Submarine School at HMS *Sea Eagle*, and to determine the degree of integration that could be achieved by a worked-up ship of this class with established groups of British ships performing difficult exercises under a variety of conditions,

without a joint workup period. Then again Londonderry is a pleasant recreational port.

The objectives were successfully achieved, though minor difficulties were experienced, as illustrated by the following snatch of conversation overheard on the bridge.

"Yeoman, is the 'what-the-hell' pennant still flying?"

"Yes, sir."

"Then nail it to the truck!"

The exercises were held in particularly inclement weather, and after two weeks the average man felt as though he had been living in an automatic washing machine; the departure for Portsmouth was, in consequence, hailed as the best possible thing under the prevailing circumstances. There was, however, no respite for the wishful thinkers, for no sooner had they secured their warlike equipment and grease pencils than Operation Paint Ship was launched under the kindly auspices of the chief bos'n's mate.

The ship's program provided for six days in Portsmouth, during which time the ship was to be prepared in all respects for her role in the Royal Visit to Sweden. An opportunity was also afforded interested officers of the Portsmouth command to view the ship. The

ensuing events can only be compared with the descent of locusts on the land of Egypt, only the Egyptians were not painting at the time. Her Majesty's Yacht *Britannia* was also at Portsmouth, effecting last-minute preparations, and looking every inch a lady of quality. Many friendships were made with her hospitable crew, thus it was quite a family affair when the *Britannia*, wearing the flag of Vice-Admiral Sir Conolly Abel Smith, KCVO, CB, RN, and with the *St. Laurent* in company sailed for Middlesbrough.

Her Majesty the Queen had travelled to Yorkshire in order to visit several communities in that county and to open a new steel rolling mill. Middlesbrough had been selected as the embarkation port for the royal party and the rendezvous for ships of the Commonwealth escort. The *St. Laurent* berthed at Smith's Dock, the birthplace of the corvette of Second World War fame, and enjoyed warm hospitality from the residents of the town.

On June 4 the *St. Laurent* slipped and proceeded to the mouth of the River Tee to rendezvous with Her Majesty's Ships *Defender* and *Delight*, two "Daring" class ships, to form the Commonwealth escort. HM Yacht *Britannia* with the royal party, comprising HM

the Queen, HRH the Duke of Edinburgh and Admiral the Earl Mountbatten embarked, sailed from Middlesbrough. She was led, in accordance with tradition, by the Trinity House Yacht *Patricia* through pilotage waters, and escorted by MCBs of the RNVR. The *Britannia* steamed close up the starboard side of the *St. Laurent* and assumed guide for all escorting ships.

The passage to Sweden started in glorious weather and added support to the theory prevalent among Royal Yachtsmen, that the *Britannia*, assisted by her stabilizing hydroplanes, did in fact rule the waves. This speculation was short lived, however, as the weather deteriorated and the elements endeavoured to produce more typical North Sea conditions. Despite these unfavourable conditions of wind, sea, and fog, the ships were exercised by the Royal Yacht throughout the passage.

At 1800 on June 6, the *St. Laurent*—at that time tail end Charlie of a line astern formation—was ordered to close the Royal Yacht and receive mail from the First Sea Lord for distribution to the escorting ships. This evolution entailed three coston gun line transfers under tricky conditions, and was carried out so smoothly that a “well done” was received from the yacht.

The mail delivered confirmed an earlier message informing the escort of Her Majesty's desire to visit the three ships on Monday, June 11. This represented a departure from precedent since



Her Majesty the Queen raises her hand in farewell as the Royal Barge leaves the side of the *St. Laurent*. (SL-0128)

it is not customary for Her Majesty to visit escorts smaller than cruisers.

The entrance to Stockholm harbour is through the tortuous 36-mile archipelago, a maze of islands which are inundated with summer homes, large rocks and, as it appeared to the squad-

ron, hordes of cheering children. Under favourable conditions this is a most picturesque though difficult passage. The Royal Squadron navigated this hazard in thick fog, and was joined en route by two Swedish destroyers and a flotilla of fast, new MTBs. This amazing armada crept through the fog, until, as the capitol drew near, the fog lifted revealing clear blue skies and brilliant sunshine.

As the *Britannia* entered the harbour 300 jet aircraft of the Royal Swedish Air Force gave a breathtaking display of precision flying. Beneath this panoply of sunshine and spectacle, musical and gun salutes welcomed the Royal Yacht and her escort as they came to anchor in sight of the Royal Palace. The state visit of Her Majesty Queen Elizabeth II to Sweden had officially begun.

As the *Britannia* came to anchor the Swedish Royal Barge, an 18-oar, double-banked ceremonial vessel used for occasions of state, pulled out from the shore and embarked the Royal Party from the yacht. The three-day state visit to Sweden was followed by an informal naval visit of seven days, during which time the royal party, reinforced by Princess Margaret and the Duke and Duchess of Gloucester, lived on board the *Britannia*.

It was on the first day of the naval visit, Monday, June 11, that Her Majesty the Queen, the Duke of Edinburgh,



Her Majesty the Queen is piped on board the *St. Laurent* at Stockholm, Sweden. She is followed by His Royal Highness the Duke of Edinburgh and Admiral the Earl Mountbatten of Burma, First Sea Lord. (SL-0123)

and Admiral the Earl Mountbatten visited the three ships of the Commonwealth escort. The Royal Party toured each ship, talked with officers and men, and graciously posed with each ship's company for a photograph. The *St. Laurent* was further honoured when Her Majesty accepted an invitation to refreshments in the wardroom.

The entertainment of officers and men by the Swedish people was lavish and excellent. This fact, the beautiful city and an 0230 sunrise ensured that the Swedish visit was indeed a memorable one.

The *St. Laurent* slipped from her berth on a cold wet morning, Saturday, June 16, and sailed for her search and rescue station for the Queen's return flight over the North Sea. The highlight of this passage was the navigation of the famous 95-kilometer Kiel Canal.

On receipt of the "safe arrival" signal from Admiralty, the *St. Laurent* left her SAR station, set course for the Thames estuary, and on arrival proceeded up the River Thames and secured to buoys between London Bridge and Tower Bridge in the Pool of London.

The purpose of the London visit was to exhibit the ship to Admiralty officials and interested officers from the Nore. Once again the ship was host to hordes of visitors, led by the First Sea Lord and the Board of Admiralty. The ship was open to unofficial visitors, who arrived in droves by trippers boats for the modest sum of two shillings per person per trip—payable directly to the happy skippers who, as one so succinctly expressed it, "'ad never 'ad it so good".

The ship's company was royally entertained in London. Visits to industries were many and well attended. Jack Hylton, the producer, presented the ship with 120 tickets to "Kismet" (a gesture equalled only by the ship's company in issuing 120 invitations to the cast of "Kismet"), and each man was presented with a ticket to the Royal Tournament by HMCS *Niobe*; five of the ship's officers were invited to Royal Ascot, as guests of Her Majesty the Queen, for the Gold Cup, and later for tea; and every one had 48 hours well-earned leave.

On June 26, the *St. Laurent* sailed from the Pool of London, and proceeded to sea. After a brief stop in Portland to conduct trials and to show visitors around the ship, course was set for Halifax and home. At 1100 on July 5 the *St. Laurent* secured alongside in HMC Dockyard and preparations were made for both the ship and the ship's company to undergo a period of self-refit.



FROM THE NAVAL PHOTO SALON—A cat may look at a king and, by the same token, may turn its back on a revered admiral. This photograph from the Naval Photo Salon, which is on a tour of Canadian cities, was taken by Lieut. (SB) Bert Norbury, command photographic and motion picture officer at Naden.

ELECTRONIC PRANKS

DURING the last days of August and the first few in September, the Arctic reached down deep in her bag of tricks for one more stunt to upset the schedule of HMCS *Labrador*.

All during August, the work had proceeded normally and, with a good amount of surveying accomplished and the sea lift escorted without incident into the DEW line sites, there didn't appear to be any outstanding difficulties remaining. Suddenly a radio blackout began and the ship lost all contact with the outside world.

First to be affected was the weather officer, for without weather reports from a large surrounding area, forecasting is quickly relegated to the aching-corn approach and in the Arctic this is less than half the story.

The first evening, a boat and a helicopter were stranded on the beach by a snowstorm and were unable to return until the next morning. Then, with the sun smiling down and apparently settled weather approaching, two sounding boats were left to survey one of the channels. The following day, a fresh wind developed making small boat operations hazardous and forcing the cancellation of several beacon-erecting expeditions. All this difficulty could have been prevented if the reception of weather reports had made accurate forecasts possible.

Other departments of the ship remained relatively unaffected except for the communicators, who had increasing backlogs of traffic to be cleared, and at Churchill the incoming-material was bound to pile up.

Radio blackouts or magnetic storms are caused basically by flare-ups or spots on the sun and can descend on the Arctic regions without warning. They are most frequent during the spring and fall but can occur at any season of the year. This year is near the top of the sun-spot cycle and consequently the storms are more common, more lasting and more intense.

The Canadian Arctic is most affected by these storms because it is the home of the North Magnetic Pole. Sunspots are the source of a stream of particles from the sun which, in approaching the earth are concentrated by magnetic forces. The effect in the Arctic is most intense and it has been found that, as in the case with "northern lights", the band of severest disturbance runs across northern Quebec, northern Hudson Bay and the southwesternmost of the Arctic islands.

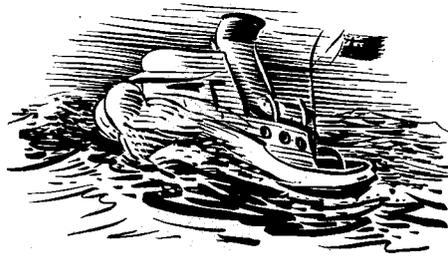
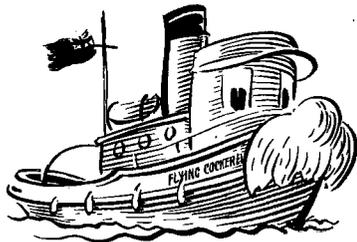
Some progress has been made in predicting these occurrences but to date no sure method of penetration has been found and it is usually a matter of waiting it out.

The Voyage of the Flying Cockerel

- - - A Ballad of the Mersey-side - - -

THE *Flying Cockerel* spent her days
Upon the Mersey-side,
A river tug with tattered flag
Which always snapped with pride.
Black, squat and ugly, draped around
With beard of old tarred rope,
As rolling in her eight-knot gait
As sailor from Cape Hope.

In years of peace she huffed and puffed
To dock the ocean ships,
The river in her painted pride,
The tramps and cargo ships.
Then, when war swept like snarling tide
Across the Mersey sand,
Her crew and skipper jumped with pride
To lend a ready hand.



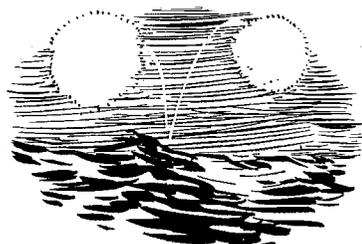
IT WAS THEN the *Flying Cockerel's*
crew
Knew it was up to them,
So, tossing Regulations out
They turned a seawards stem.
High raced the flying bow waves white,
Her ensign red flew free,
As, like a bulldog slipped from leash
She headed out to sea!

Her sturdy engines drove her on,
The wreck lay dead ahead,
And soon a heaving line snaked out,
Caught on the fo'c'sle head.
Then, breathlessly, with frantic hand
Four men were safe on board,
And still the wild wrack of the storm
To thundering heavens roared!



ONE NIGHT, a battered cargo boat,
Hit hard upon the Bar,
Her convoy safely home in port—
Hers an unlucky star.
Like jewels 'cross the throat of night,
Her rockets lit the sky,
As o'er the raging waters screamed
The sea-birds raucous cry!

A ship to help, a life to save,
No thought of danger near,
The Perch Rock lifeboat put to sea
Without a thought of fear.
But, suddenly a clawing sea
Struck heavy on her side,
And left her shattered in her tracks
Athwart a raging tide.



The Writer

A former RCAF officer with both experience and love of the sea, ex-Sqd.-Ldr. R. C. Tiplady, of Toronto, contributed the ballad of the war at sea which appears here. Mr. Tiplady this past summer became editor-in-chief of *The Veterans Advocate*, the official publication of the Army, Navy and Air Force Veterans of Canada.

Naval readers will recognize the poem as art rather than history. The German submarine mentioned here, the U-239, was in fact destroyed during an RAF raid on Kiel on July 23, 1944.

THE *Flying Cockerel* rolled a-beam,
And thought her duty done,
When suddenly, above the storm,
Cracked out a vicious gun,
"My God, a sub!" the skipper cried,
And hard upon her lee
The German U-boat 239
Rolled in a trough of sea.

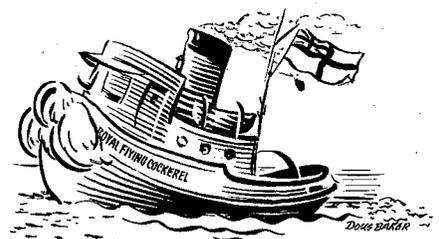
"Clear off the fenders from the bow!"
The Cockerel's skipper cried
'I'll ram the tin-can so-and-so
Or go out on the tide!"
And so the story thus is told—
They struck her rolling hull,
Ripped through her plates and sheared
her side—
High screamed the storm-tossed gull.



ON MERSEY-SIDE the brass hats
stood.
The Navy blue and gold;
And for a dignified salute
The naval drum-heads rolled.
"I name thee 'Royal'," the "brass hat"
said,
"Royal *Flying Cockerel*—
And let her fly the ensign white
Instead of ensign red!"

And if you visit Mersey-side
You'll see an old black tug,
Still puffing up the river wide
Like squat and sturdy pug.
And if you wonder why she flies
Her naval flag with pride
Don't ask her skipper or her crew—
Just ask the Mersey tide!

—R.C.T.



OFFICERS AND MEN

Half-Century With Reserves

The death on July 2, 1956, of Commander Russell Porter Ponder, RCN(R) (Ret'd), brought to a close an association with the naval reserve which predated the Royal Canadian Navy by five years.

Well-known to thousands of serving and retired officers of the regular force and reserves of two navies, Commander Ponder died at his home in Langley Prairie, B.C., at the age of 68.

The funeral was held from HMCS *Discovery*, the Vancouver naval division, with full naval honours and his ashes were consigned to the sea.

Cdr. Ponder was born in London, England, on September 8, 1888, and entered the Royal Naval Volunteer Reserve there as an ordinary seaman in 1905.

He came to Canada in 1913 and joined the British Columbia Provincial Police. At the same time he retained his connections with the naval reserve by attending parades of the old pioneer company of the newly-formed reserve at Esquimalt.

In August 1914 he entered the Royal Naval Canadian Volunteer Reserve at Esquimalt as a chief petty officer instructor. He transferred to the RNVN in 1915 and went to the UK where he was promoted to sub-lieutenant in June of that year and appointed for courses, after which he went to the gunboat *Snakefly*, then in Basra as first lieutenant.

He returned to England in 1918 and was appointed to the drifter HMS *Guide On* in command, where he remained until he was demobilized and returned to Victoria and his job with the provincial police.

Posted to northern British Columbia by the police, he organized the Prince Rupert half-company of the RNVN and was appointed company commanding officer in August 1924. In December 1927 a transfer by the police brought him to Alert Bay and he was attached to the Vancouver naval division.

In September 1939 he was called out on active service and was appointed to HMCS *Naden*, where he later became provost marshal. He became drafting

commander at Esquimalt in 1944 and took his discharge in March 1945.

From 1905, until his death, when not on active service, Cdr. Ponder remained on the active or retired lists of the naval reserve, a period of 51 years.

Cdr. Ponder is survived by his wife, Mrs. Barbara Ponder.

Fellowship for Engineer Officer

A Royal Canadian Navy officer, Sub-Lt. (E) William Norman Ower, who served for six years on the lower deck has been awarded an Athlone Fellowship and was to proceed to the United Kingdom this fall for two years of post-graduate studies in advanced practical work and research in engineering.

Sub-Lt. Ower, who was serving in HMCS *Ontario* (cruiser), completed a four-year engineering course at the University of New Brunswick this past summer. He is the second RCN officer to receive an Athlone Fellowship. The first was Lieut. (L) D. C. di Cenzo, who was awarded the Fellowship in 1953.

The Athlone Fellowships, first awarded in 1951, are offered annually to 38 young Canadian engineers. The Fellowship provides for two years' post-graduate training in industrial establishments or universities in the United Kingdom.

Increases Made In Flying Pay

Substantial increases in flying pay for aircrew in the three armed services were announced in late August. The new rates are graduated from \$75 to \$150 a month, according to duties and rank, and replace the former standard rate of \$30 a month.

The increases apply both to regular force and reserve aircrew and, in announcing them, Hon. Ralph Campney, Minister of National Defence, said:

"The increase is in recognition of the professional character and responsibilities involved in aircrew duties, and the high qualifications required today. The increasing complexity of military aviation in recent years and the obvious advances which will occur in the future make it necessary that the services attract individuals possessing the capacity to meet those challenges. Aircrew pay must be commensurate with the apti-



Retiring recently after 47 years service with the stores department of HMC Dockyard, Walter R. Grant, Halifax, was presented with a silver tray and service in recognition of his long and efficient service. Mr. Grant, left, receives the tray from Commodore (E) John MacGillivray, Commodore Superintendent Atlantic Coast. (HS-43954)

tude, skills and responsibilities required."

The increased aircrew pay rates are comparable to those in effect in the United Kingdom and the United States.

The flying pay increases apply both to officers and lower deck personnel carrying out aircrew duties in the Royal Canadian Navy.

At the present time there are 46 men serving as Observer's Mates in Avenger anti-submarine aircraft of the RCN or in related training duties at *Shearwater*. Another 12 men are specializing as air-borne sonar operators with the Navy's anti-submarine helicopter unit, HS-50. Flying pay for men in both categories has been raised to \$75 from \$30 a month.

In the Avenger, the Observer's Mate is mainly concerned with the operation of radar and radio equipment. However, the size of his branch and the scope of his duties and responsibilities are currently being expanded in preparation for the re-arming of the Navy's anti-submarine squadrons with the CS2F-1 aircraft beginning this fall.

To meet future manning and training requirements, the Observer's Mate branch is gradually building toward an authorized complement of 125.

The 12 sonar operators attached to HS-50 are members of the Seaman Branch with specialized training as Submarine Detectors. They took to the air following the formation of the anti-submarine helicopter unit and the installation of "dunking sonar" in the aircraft. "Dunking sonar" is a device which can be lowered into the water from a hovering helicopter. Its submarine detection properties are generally similar to those of shipborne sonar.

The flying pay increase affects approximately 320 RCN officers possessing aircrew qualifications. They range from cadets just beginning flight training with the U.S. Navy at Pensacola, Fla., to veterans of carrier combat duty in the Second World War who are now commanding naval air squadrons and in other important naval aviation appointments.

Supply Branch Officers Shifted

Five officers of the supply branch of the Royal Canadian Navy took up new appointments in July and August.

Cdr. (S) Beverley E. Gaynor, who had been supply officer at *Stadacona*, was appointed supply officer at *Shearwater*. He succeeded, on July 18, Cdr. (S) Harold Connor Ledsham.

Cdr. Ledsham replaced Cdr. (S) Raymond V. Bowditch as supply officer of

the *Magnificent* on July 30. The latter took up a new appointment as Director of General Stores at Naval Headquarters on August 20.

Cdr. (S) Austin B. Rivers was appointed to *Stadacona* as supply officer, effective July 30. His appointment as Officer-in-Charge of the Aviation Supply Depot at *Shearwater* was filled by Lt.-Cdr. (S) James W. Thomson, formerly Deputy Supply Officer in the *Quebec*.

Officers' Rank For Supply Men

Two former petty officers have been promoted to the rank of acting sub-lieutenant in the supply branch of the Royal Canadian Navy. They are A/Sub-Lt. (S) Harold Allan MacCullough and A/Sub-Lt. (S) Albert Arthur Allen.

In August they began a six-week divisional officer's course at *Cornwallis*, and in October went to Naval Supply

Education Credits Garnered in North

Naval education credits are an important by-product of an Arctic cruise in the *Labrador*. Many of the men take advantage of the opportunity to study courses and to write examinations. There is no shore leave and, although it is fascinating to watch the heavy ice give way under the bow of the ship, there isn't always ice present. The *Labrador* often sails through great stretches of open water and a regular "sea-routine" is the order of the day.

A seaman who shuns the usual cribbage, bridge, hobby crafts and reading can work his way through basic and intermediate courses right up to the Higher Education Tests, which are the naval equivalent of junior matriculation.

The books for the various courses are carried in the *Labrador* and the men use their off-time to good advantage. Books for 111 courses were drawn between the start of the voyage and August 16. The final examination tests are carried and as soon as a man completes a course he writes the examination. Then he draws the books for the next course and continues right on.

The chaplain is the acting education officer. He is in charge of the text books, organizes classes in basic English and Arithmetic, marks the practice tests, and arranges and monitors the final examinations. However, he does not have the responsibility of marking the final papers. These are sent to the command education office and the results come from there.

School in Montreal for a supply officer's technical course. Following these courses they will take up appointments in the fleet.

Chaplains Given New Appointments

Four Roman Catholic chaplains of the Royal Canadian Navy received new appointments this summer.

Chaplain Joseph E. Whelley has been appointed to the *Bonaventure*, at Belfast, Northern Ireland. He was succeeded as Command Chaplain (RC) on the staff of the Flag Officer Atlantic Coast, by Chaplain Joseph H. LaPorte who took up his new appointment on September 3.

Chaplain John A. Eves, Ireland, and Victoria, relieved Chaplain LaPorte at *Cornwallis* on August 27.

Replacing Chaplain Eves, on August 20, at *Naden*, was Chaplain John P. Farrell. Chaplain Farrell was formerly Roman Catholic Chaplain in the *Quebec*.

Divers Produce Live Lobster

A "practical" use for diving was demonstrated to crews attending the First Annual Lobster Carnival at Summerside, P.E.I., when two naval divers dropped into the sea from a helicopter and emerged bearing a 8½-pound live lobster, which was presented to the mayor of Summerside.

The demonstration was put on by a diving team from Halifax, headed by Lieut. E. D. Thompson, and the divers who performed the feat of legerdemain were Petty Officers V. N. Melanson and Y. J. Gingras. Needless to say they had not combed the bottom of the Atlantic for the lobster. It came from a planted lobster trap whose location was marked by a buoy.

Throughout the Lobster Carnival, held from July 18 to 21, a static display, featuring diving gear, was open to the public.

The display was arranged by CPO W. R. Morton, RCN recruiter for Prince Edward Island, and showed both deep-sea and shallow-water equipment. The equipment was brought to the island by the diving team, who put on the "live" diving display on the last day of the carnival.

Wren Officers Promoted

The promotion in rank of two wren officers was announced by Naval Headquarters.

Promoted to lieutenant-commander (W) was Lieut. Jean Crawford-Smith,

Staff Officer (Wrens) to the Flag Officer Naval Divisions in Hamilton. She is the first regular force wren officer to attain the rank of lieutenant-commander.

Promoted to lieutenant (W) (SB) was Sub-Lt. Patricia Rosemary Rennie, operations officer at HMCS *Coverdale*, naval radio station near Moncton.

Commissions for Three CPOs

Three former chief petty officers of the Royal Canadian Navy have been promoted to the rank of acting commissioned officer. They are A/Cd. Master-at-Arms James Gordon MacQuarrie, A/Cd. Commissary Off. Raymond Horace Barringer and A/Cd. Stores Off. Geoffrey Jackson Clark.

Cd. MAA MacQuarrie was to attend a divisional course at *Cornwallis* before taking up an appointment on the staff of the Area Recruiting Officer, Eastern Ontario, in October. Cd. Commissary Off. Barringer was appointed to *Hochelega*, the Naval Supply Centre at Montreal, and Cd. Stores Off. Clark took up an appointment at *Gloucester*, naval radio station near Ottawa. The latter two assumed their new duties on August 1.

Difficult Mercy Errand Performed

A cable ship, engaged in laying cable south from Alaska off the Queen Charlotte Islands and unable to slacken speed or alter course, offered a difficult rescue problem when one of her seamen was seriously injured in late August.

A seaman, Alfred Wore, suffered multiple leg fractures when he was crushed by a cable drum on board the *Albert J. Meyer*.

A Canadian fisheries vessel failed through lack of speed in an attempt to remove the injured seaman. The Algerine coastal escort HMCS *Oshawa* was diverted from a training cruise in the area and, in a late night manoeuvre, came alongside the *Albert J. Meyer* and took the accident victim on board.

Four hours of fast steaming brought the *Oshawa* to Port Hardy, on the northern end of Vancouver Island. There an RCAF Dakota was waiting to fly the injured man to Seattle.

Naval Aviation Changes Announced

Cdr. John Douglas Lowe has been appointed Deputy Director of Naval Aviation at Naval Headquarters. He succeeds Cdr. H. James Hunter, assigned to the U.S. Navy's test pilot course at

the U.S. Naval Test Centre, at Patuxent River, Maryland.

Both officers began their naval careers on the lower deck—Cdr. Lowe as a boy seaman and Cdr. Hunter as an ordinary seaman—and received their commissions early in the Second World War.

Cdr. Lowe was promoted to his present rank on July 1 of this year, while serving as Staff Officer (Helicopters) at Headquarters. Cdr. Hunter was serving as an exchange officer in the USS *Yorktown* (aircraft carrier) off Korea when promoted from lieutenant-commander in July 1954.

Officer Attends NATO Course

Cdr. Raymond Albert Green has gone overseas to attend the tenth course at the NATO Defence College, Paris, beginning on September 3.

Cdr. Green was Staff Officer (Air Personnel) at Naval Headquarters before taking up his new appointment.

Aviation Stores Post Filled

Cdr. (S) Peter Harold Sinclair became Director of Aviation Stores on the Staff of the Supply Officer-in-Chief at Naval Headquarters on September 10.

His predecessor was Lt.-Cdr. (S) J. Kevin Power who began a busi-

RCN Firemen Help In Halifax Blaze

Fire fighters from HMC Dockyard fought side by side with city firemen when a dangerous and costly fire raged on the Halifax waterfront on August 18. Small boys playing with matches started the blaze which destroyed five warehouses and storage buildings. The loss was several hundred thousands of dollars.

HMC Dockyard's Fire Tug No. 1 was on duty assisting Halifax firemen for five and a half hours and during much of that time the *Stadacona* company was on standby duty should its services be required.

A letter of gratitude for the assistance lent by naval fire fighters was addressed to Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, by Mayor L. A. Kitz, as follows:

"Many thanks for the immediate assistance of naval fire boat in fighting fire on our waterfront Friday. Chief MacGillivray found it of great help in carrying on his dangerous job. It is another of many acts that demonstrates the spirit of co-operation existing between the Navy and our city."

ness administration course at the University of Western Ontario, London, this fall. Lt.-Cdr. Power had been Director of Aviation Stores since June 1954.

"Biggest Show On Ice" Staged

Dubbed the "biggest show on ice" by the ship's newspaper, the Sunday Night Jamboree had its inaugural performance on board the *Labrador* on July 29. The show was held in the cafeteria and was attended by the Captain, the Commander, a number of other officers and most of the ship's company.

"Emceed" by PO J. E. Elliott, of Montreal and Halifax, the performance lasted just over an hour and featured members of the crew in songs that ranged from spirituals to old favourites to "Rock Island Line".

Musical accompaniment was supplied by a band composed of Ldg. Sea. R. L. Hinder of Halifax on the bass fiddle (an inverted gash can, length of rope and half a broomstick); Ldg. Sea. S. G. D. Guertin, of Halifax and Ottawa, on the harmonica; Able Seamen J. A. Adams, of Toronto, and K. Knight, of Sarnia, on electric guitars; Ldg. Sea. B. A. Chestney, of Hamilton, with the bones, and AB M. J. Legault of Montreal on drums (a cake tin borrowed from the galley). The cox'n, CPO D. B. Backman, of Halifax, strummed the ukelele with commendable zeal.

The "orchestra", calling themselves the Northern Airs, were dressed in uniform trousers and tee shirts, topped off by two-foot wide, yellow bow ties and colourful cardboard bowlers.

One item on the card, not requiring the services of the band, was a short "talk" by PO Van Northwick, USN. Using PO Elliott as stooge, he told a joke which was not only funny, but no one had heard it before. He was called back later for a second performance.

It was a rapid-fire show, informal and with no delays. The audience applauded vigorously and all are looking forward to the next program.

'Lab' Assistant Gains Promotion

A former petty officer, Robert Gregory Armstrong, has been promoted to the rank of acting commissioned officer (Medical Technician).

Cd. Off. Armstrong, formerly a laboratory assistant in the RCN Hospital at *Stadacona*, was promoted on July 1. On August 24, he went to *Cornwallis* for a divisional course and on completion he was appointed for duty as a laboratory technician at the RCN Hospital at *Naden*.

Showcases of the Royal Canadian Navy

Citizens, Sailors Make Friends at Fairs and Navy Days

AT THE CNE

A DYNAMIC display of weapons, equipment and techniques and other popular features such as military bands, "frogmen", and a 120-man precision drill team thrilled approximately 750,000 visitors to the Armed Forces Exhibit and the grandstand show at the 1956 Canadian National Exhibition in Toronto.

At the Armed Forces area, just west of the grandstand, the Navy, Army and Air Force combined to present a comprehensive picture of Canada's defence program to more than half a million persons. The tri-service drill team, trained to the ultimate in precision, was an important part of the grandstand show which played to capacity audiences nightly during the two-week exhibition.

In the centre of the main Tri-Service display area the RCN showed a 45-foot model of the first Canadian-owned aircraft carrier, HMCS *Bonaventure*, which is scheduled to be commissioned early next year. The model was complete in every detail, even to miniatures of

the ship's aircraft—Banshee twin-jet fighters and CS2F-1 anti-submarine planes. A feature of the ship—and the model—is the angled flight deck, one of the most significant developments in carrier construction in recent years.

The Army's main display in the central area was an infantry defensive position complete with weapons. Visitors were invited inside the position to see how soldiers carry out this important phase of military tactics.

The RCAF's portion of the centre section was occupied by a float-equipped Otter aircraft, a Canadian-designed and built machine whose versatility makes it adaptable to many useful roles in the Air Force.

Other naval exhibits included exact scale models of five of the RCN's latest ships and aircraft; a model in intricate detail of the propulsion machinery of a "St. Laurent" class destroyer escort, and an animated map depicting the numerous cruises carried out by ships of the Great Lakes fleet in the summer training of personnel of the RCN (Reserve).

By means of an elaborate terrain model the Army demonstrated how

modern artillery operates in the field, while an exhibit of electronic equipment depicted the highly technical nature of the work of the Royal Canadian Electrical and Mechanical Engineers. A duplicate of the standard barracks room found in all the Army's new camps illustrated the improvements made in living accommodation for the soldier in recent years.

Air defence, and how the Air Force carries out this vital role, was demonstrated in detail by the RCAF.

A centre of attention was "Corporal Electro, RCAF", a mechanical robot possessing considerable capabilities, even though his anatomical evolution need be traced back only as far as a pile of discarded aircraft parts.

The spiritual side of service life received full attention, with a model chapel manned by chaplains of various denominations from the three services.

As in past years, there was a special exhibit featuring the Bureau of Current Affairs, while films of Navy, Army and Air Force activities were shown continuously in the motion picture theatre on the north side of the area.

Band concerts were given in the area off the east of the tri-service bridge. Also in this area, the RCAF offered visitors a chance to test their basic flying ability in one of three Link trainers.

The Royal Canadian Navy Band and 120 men of the Navy, Army and Air Force took part each afternoon and evening in the CNE grandstand show. The tri-Service drill team presented a thrilling display combining precision drill, showmanship and colour. The combined pipe and drum bands of the four Canadian Army regular battalions and the 48th Highlanders of Canada (Militia)—"A Hundred Pipers and A'"—also were a part of the exciting military phase of the grandstand show.

Underwater swimmers, or "frogmen", from the Royal Canadian Navy's Operational Diving Unit at Halifax, demonstrated various aspects of their dangerous but intriguing duties on the lake-front on Friday, August 31. The frogmen put on an afternoon as well as an evening show.

A squadron of Banshee twin-jet fighter aircraft of the Royal Canadian Navy took part in the Canadian International Air Show, held this year in conjunction with the CNE. Before hundreds of thousands of people lining the



Three wrens, who won top places in a "cover girl" contest conducted by "Al Pat" Joseph, editor and publisher of "The Rovin' Pigeon", annual publication for hospitalized veterans, are pictured here as they received their prizes from Major-General J. M. Rockingham at the CNE. First place went to Wren Dawn Downey, of York, at left, and third to Wren "Jackie" Watson, of Star at right. Wren Joyce Wright, of York, was a runner-up. (COND-2946)

waterfront and jamming the exhibition grounds the sailor-flyers put on a display of low level formation flying and precision aerobatics which compared favourably with anything seen anywhere on the continent. The show took place on September 6 and 7 and was preceded by two days of rehearsals.

IN OLD QUEBEC

OCCUPYING the central area of Quebec Provincial Exhibition the armed forces exhibits and demonstrations again attracted thousands at the country's third-largest annual exhibition. Paid admissions to the exhibition grounds totalled \$395,000.

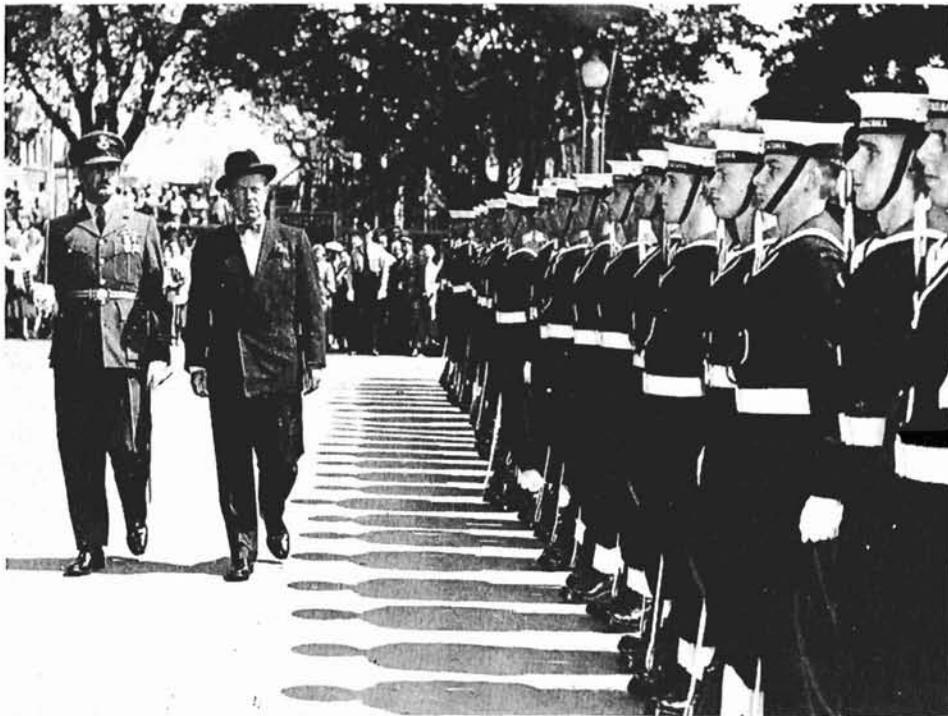
The naval exhibit featured static displays, including a 25-foot scale model of the *St. Laurent*; inside the naval booth, considerably enlarged since 1955, were shown triple-deck bunks of aluminum with locker and drawers as fitted in the new DEs, a model of the starboard side of the *St. Laurent* machinery compartments, and the builder's model of the improved Tribal class destroyer *Micmac*.

Taking part in the tri-service demonstrations was the silver trumpet band of HMCS *Carleton*, the Ottawa naval division, under the direction of Lieut. Gerald E. Heatley. It played two concerts during the Labour Day weekend visit and, with the *Carleton* guard, on three occasions performed a modified version of the Sunset Ceremony.

Major-General J. P. E. Bernatchez, General Officer Commanding Quebec Command, visiting from his headquarters in Montreal, made an informal tour of the tri-service exhibits on the morning of Armed Forces Day, Saturday, 8 September. That afternoon an official visit to the Armed Forces Area was paid by Brigadier F. J. Fleury, Commander Eastern Quebec Area, Cdr. J. M. Favreau, Commanding Officer HMCS *D'Iberville*, and Wing Commander E. A. Smith, RCAF, Officer Commanding CEPE Valcartier, Que. Heavy rain cancelled all service demonstrations except an impressive fly-past by four CF-100 jet fighters based at Bagotville, Que.

RCN recruiting personnel, under the command of Lt.-Cdr. René Gratton, of Montreal organized and carried out the naval participation at this important provincial exhibition. Senior men of HMCS *Montcalm* the Quebec City naval division with Sub-Lt. Yves Audet in charge manned the naval booth and the large *St. Laurent* model.

D'Iberville provided transportation, security guards at night, working parties and certain matériel.



Hon. L. B. Pearson, Minister of External Affairs, is seen as he concludes the inspection of the naval portion of the tri-service drill team during the Canadian National Exhibition. (COND-2943)

The following officers from the local tri-service committee were responsible for the entire organization of the armed forces exhibits and demonstrations at the Quebec Provincial Exhibition: Lt.-Cdr. J. R. Gratton, chairman and naval member; Major P. F. Gosselin, RCASC, army member; Flt. Lt. J. Demers, RCAF member and Lieut. A. D. Taylor, RCN, secretary.

Construction, installation of material, and art work were under the direction of Harold Provost of the Canadian Government Exhibition Commission.—A.D.T.

IN THE AIR

THERE WAS a great deal of activity in front of number one hangar at *Shearwater* when 870 Fighter Squadron made preparations to take off for Malton Airport, Toronto, to take part in the Canadian International Air show on September 7 and 8 during the last two days of the Canadian National Exhibition.

After the main party was aboard the RCAF airlift aircraft and well on its way, eight Banshee jet fighters took off and set course for Toronto.

Arriving at Toronto, the squadron held two days of rehearsals and found itself ready to perform.

The United States Navy had sent its "Blue Angels" aerobatic team and there was a series of aerobatics by Royal

Canadian Air Force aircraft, so there was a great deal of competition.

The first portion on the Royal Canadian Navy's show was a slow flypast by Lieut. J. V. Searle, who dropped a towed banner in front of the crowd, which had printed upon it in large letters for all to see, the word "Navy". Seconds later five aircraft flew by in "V" formation at high speed.

Immediately after this the aerobatic team led by the commanding officer Lt.-Cdr. R. H. Falls, with Lieut. J. H. Birks, and Lieut. G. L. Edwards as wingmen, swooped in for a formation barrel roll, followed by a formation loop. Between these formation stunts two other Banshees were "Johnny on the spot", with inverted flypasts, seven or eight upward rolls, and various other aerobatic manoeuvres. These aircraft were flown on alternate days by Lieut. Herrington, United States Navy exchange pilot, Lieut. W. S. Sloan, Lieut. D. A. Prout, and Lieut. F. C. Willis.

The show ended with the squadron specialty, the leader of the formation flying inverted, with an aircraft on each wing, after which all six aircraft did a low-level, high-speed flypast, and a series of "Victory" rolls.

Differing from most squadrons, VF 870 thus proved its versatility, and all squadron pilots took part, instead of following the normal practice of employing the skill of a small select group when participating in a show of this kind.

The air show was successful in all respects and credit goes to the maintenance personnel of the squadron who did the almost impossible feat of getting and keeping eight aircraft serviceable until their return to *Shearwater* ten days later. From most reports the Royal Canadian Navy's new jet fighters made their central Canadian debut in great style.

After taking part in the air show at Toronto, the eight Banshees flew down to St. Louis, Missouri, for a three-day visit to the McDonnell Aircraft Corporation, on the kind invitation of the company and the company's *Shearwater* representative, C. E. "Bud" Wright.

Arriving on a sizzling hot Sunday afternoon the pilots were royally greeted by company executives and a small convoy of company cars which were put at the disposal of the flyers while they were in St. Louis. These were led by an air-conditioned Cadillac, which was to be the property of the commanding officer, Lt.-Cdr. R. H. Falls, during the three days.

Early the next day the pilots were taken on a complete tour of the McDonnell plant, and were shown many new and interesting production methods, and assembly lines of the new McDonnell F3H Demon for the United States Navy, and the 101 Voodoo, for the United States Air Force. The plant was immaculate, the airconditioned offices



One of the most popular booths in the Armed Forces area at the CNE was "Neptune's Nautical College" where every visitor had a chance to win a "diploma" by answering four of a series of questions on nautical subjects. A bell rang to indicate the right answer had been given and the questions weren't too hard. One of the "sheepskins" is displayed by Wren Margaret S. Elke, of Saskatoon. (COND-2986)

were spotless, and the pleasant working conditions of the plant in general were extremely impressive.

Tuesday and Wednesday Lt.-Cdr. Falls and Lt. J. H. Birks were given

the opportunity of making two flights in the F3H Demon, and both were immensely impressed with its performance. During the flights they took the aircraft through the speed of sound, being two of the few RCN pilots to pass through the sonic barrier. They reported no ill affects.

The company was host at two banquets for the squadron and the pilots were introduced to a large crowd at the Mid-America Jubilee in downtown St. Louis. The Banshees truly met, and much enjoyed meeting, their "maker". —G.L.E.

NAVY DAY—EAST

ON FRIDAY, August 31, the most ambitious Navy Day program ever scheduled by the Atlantic Command took place in Halifax Harbour and the naval dockyard area.

There were parades, bands, floats, special rides for the children, spectacular water and air demonstrations, plus displays of the latest equipment the navy uses in its training and operational programs.

The day-long program was designed to give the citizens of the Halifax area an opportunity to see the navy at work and to examine at close quarters its ships and equipment.

More than 4,000 officers and men and nearly 30 ships took part in the Navy Day program.



A large model of the new aircraft carrier Bonaventure, with Banshees on its angled deck was a central item of the RCN exhibit at the CNE. The spectators here include Vice-Admiral H. N. Lay, Vice-Chief of the Naval Staff, Mrs. Lay and his son, David. (COND-2977)

The opening parade through Halifax included two bands, 300 officers and men and nine floats. Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, took the salute in front of the Camp Hill Hospital on Robie Street.

Two floats from *Shearwater* concluded the parade. The first carried a launching unit for drone target aircraft used in ship-to-air and air-to-air gunnery training. The second float contained a naval air maintenance display using both piston and jet engines.

Sharp at 2 o'clock in the afternoon the dockyard and the ships alongside were opened to the public. The display in the harbour began half an hour later when the Royal Navy submarine *Alderney* dived and made a run up the harbour using snorkel equipment. While the *Alderney* was submerged, the *Iroquois* made an attack using her anti-submarine weapons. Later the *Alderney* surfaced and another attack, this time with surface weapons, was carried out by the *Iroquois*.

The the Navy's experimental hydrofoil craft from the Naval Research Establishment made a high speed run in front of the dockyard. At the same time a unique demonstration by a helicopter from *Shearwater* and frogmen from the operational diving unit took place in the south camber of Jetty No. 5. As the helicopter hovered over the camber the frogmen dropped into the water from a height of 25 feet. The frogmen then swam back to a diving tender.

Ships of the 1st Escort Squadron, HMCS *Loon*, a patrol craft, and a helicopter from *Shearwater* combined for the next demonstration. From mid-stream the *Loon* engaged one of the ship's of the escort squadron with gunfire. During this several men carried out an abandon-ship exercise and jumped into the life rafts and one was hoisted into the hovering helicopter.

Aircraft from *Shearwater* staged a flypast over the harbour and dockyard and two jet aircraft carried out an acrobatics display.

Ships of the 1st Minesweeping Squadron conducted a minesweeping demonstration.

At 4 o'clock the frigates of the 3rd Escort Squadron steamed into the harbour on their return from a cruise to Europe. As they entered the dockyard area they were attacked by a high-speed launch and the *Loon*. This was followed at 4:15 p.m. by a gunfire exercise carried out by the ships of the 3rd Escort Squadron which proceeded to anchor in Bedford Basin. Boats of the Royal Canadian Navy Sailing Association conducted a sailpast at this time.

Shortly afterward the centre of interest shifted from the harbour to the dockyard parade square where a group of new entry seaman from *Cornwallis* presented a physical training display.

At 5 o'clock the program ended with the "Beat Retreat" ceremony performed by the guard from *Cornwallis* assisted by the *Stadacona* band.

All this time there was a highly interesting program of events going in the dockyard. From 2 to 5 p.m. all the ships alongside were open for public inspection. They had also arranged their own demonstrations and displays for visitors.

In the dockyard drill shed near the north gate a major "static display" of naval equipment was set up. The boiler plate shop and the machine shop were open to receive visitors. The naval supply depot, the fire department, the ABCD School, naval research, the life raft repair shop had all prepared displays in their own areas of the dockyard.

A special feature for young visitors was the "Dockyard Express", a special train which ran the length of the dockyard continuously giving free rides. Three refreshment centres were available in the dockyard for the convenience of the public.

NAVY DAY—WEST

NAVY DAY in the Pacific Command, Wednesday, August 15, was brought close to home for Victoria residents when the so-called static displays were set up in Beacon Hill Park,

in the heart of the city, and aerial and nautical events were run off in view of the huge crowd assembled there.

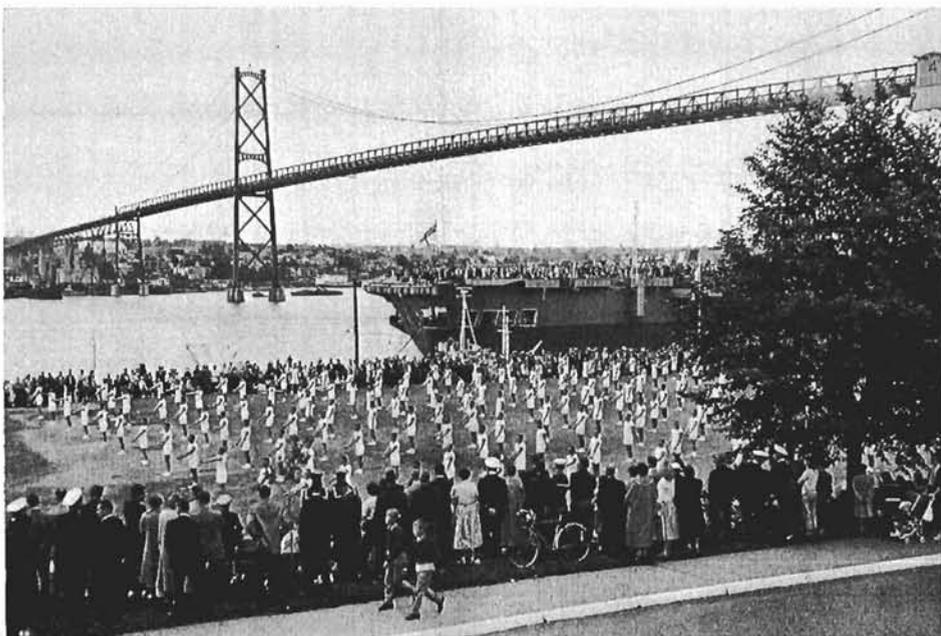
There was standing room only for the crowd of 45,000 men, women and children that jammed the Beacon Hill Park waterfront, but it appears that none wanted to sit down during what the press described as the most successful Navy Day ever held on the West Coast.

After the last rocket had died out in the evening sky, following a 20-minute fireworks display from the *Ontario* and *Crescent*, the crowd dispersed with the conviction that the display should be an annual event in perpetuity.

Excitement was continuous throughout the afternoon from the moment Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, declared the celebration officially opened.

Two thousand youngsters put to sea for a three-hour cruise in 10 warships of the Pacific Command and their enthusiasm promised well for West Coast recruiting for the Navy in years to come. Each lad had been assigned a naval guardian to show him about the ship and to assure that the inquisitive and the adventurous were kept from harm.

Ashore, the younger children attended continuous showings of movie cartoons in a large tent or rattled around a blocked-off section of Dallas Road in a model train labelled the "Cute Noiseless Rocket". The needs of the very youngest of those present were



Spectators ringed the Dockyard parade square and looked down from the flight deck of the *Magnificent* during the physical training display by new entry seamen from *Cornwallis* during the 1956 Navy Day in Halifax. (HS-45052)

taken care of by the Navy wives' organization, the Jill Tars, who, surrounded by stacks of disposable diapers, provided a changing and lost-and-found service.

The indignities of the Crossing the Line ceremony were displayed by King Neptune and his attendants at a tank set up in Beacon Hill Park and another display ribbed the general stores people with a number of exhibits which included a crate labelled: "Deliver to H. Nelson, HMS *Victory*. Deadline delivery date, Oct. 21, 1805." A cook's display — "Every meal a banquet" — offered two choices, "take it" or "leave it".

The standing of the ship's cook was redeemed by another exhibit, in the supply depot tent, of a cake icing model of HMCS *Athabaskan*, modelled by PO Carl Monech, of *Naden*. This exhibit had Victoria housewives "oh-ing" and "ah-ing", according to press accounts.

The humorous displays supplemented a wide range of exhibits of equipment and services of the navy of today. On the serious side was the chaplaincy service tent, where an altar was set up and religious music was played continuously throughout the day, while padres explained to inquirers how the service met the spiritual and personal needs of the sailor.

The Pacific Naval Laboratory had dropped a basket of minnows offshore and, by means of a microphone, the clicking sounds of voracious crabs trying to get at the trapped fish were heard on shore.

The RCAF provided a helicopter from which naval frogmen tumbled into the sea to carry out a demolitions exercise. The guns of the *Cayuga* blazed as naval Avenger aircraft from Pat Bay carried out a simulated aerial attack. The *Cayuga* was again to be the focus of



On her last day of naval service Sub-Lt. (W) V. E. (Vicky) Lavis led the Royal Canadian Sea Cadet band from Winnipeg through a rousing naval march. The Sea Cadets spent two months training in Hamilton this summer. The band was playing a noon hour concert at the Great Lakes Training Centre when, in a surprise move, the bandmaster invited Sub-Lt. Lavis to lead the group in recognition of her retirement from the service to be married. To the delight of the onlookers the wren officer conducted the young musicians with verve and surprising skill. Sub-Lt. Lavis served nearly three years on the staff of the Flag Officer Naval Divisions. Now Mrs. Edward Stewart, she resides in Toronto. (COND-2875)

Parade Prize Won By P&RT Float

The P&RT entry in the Navy Day Parade in Victoria won the best float trophy against strong, and extremely original, competition from other ships and establishments in the Pacific Command.

Keeping the theme on the physical side, and at the same time having in mind the distance-swimming craze, the winning float depicted a Juan de Fuca Strait swim.

The float was in four parts: a mobile replica of the City of Port Angeles, a model tug and, behind this a bathtub full of "Juan de Fuca Strait" complete with a Strait swimmer. There was also a "coaching" boat on roller skates.

attention when she carried out a high speed run along the waterfront in the evening and dropped a depth charge.

During one of the offshore demonstrations, the Avengers dropped five parachute flares and the *Cayuga's* guns opened up. Air Force CF-100s and Lancasters shared in the aerial show, the jets at times approaching the sound barrier in their high-speed runs.

The final event of the day found the *Ontario* and *Crescent*, both illuminated, offshore and sending up what spectators

said was the most gorgeous display of fireworks ever seen in Victoria.

Ashore, the crowds had listened to a 40-minute evening concert by the *Naden* band and bandmen were immensely pleased with the reception given them by their listeners.

The chairman of the Navy Day celebrations was Captain Robert Welland, who referred to the day's program as "Operation Shop Window". He expressed the Navy's thanks for the cooperation given by Victoria and district commercial firms.

PICTURE RECALLS RN FISHERIES PATROL

'Mystery Ship' Appears to Have Been HMS Cleopatra

OCASIONALLY an old naval photograph comes to light in Naval Headquarters that cannot readily be identified. When such a picture suggests some connection with the naval history of Canada, *The Crow'snest* gladly publishes it in the hope that one of its readers may be able to clear up the mystery. Such was the case in the April issue when the darker picture of the two on this page was published.

There were few takers. One correspondent believed the ship to be HMS *Alert* of the 1875 expedition to Canada's Arctic by Captain George Nares, RN. However, the *Alert* was known to have the typical "clipper" bow and slim stack of the sloop of that time and not the "ram" bow and fat funnel of our mystery ship.

Instructor Lt.-Cdr. L. Farrington of HMCS *Venture* provides the other picture on this page to identify the mystery ship as HMS *Cleopatra*, third-class cruiser.

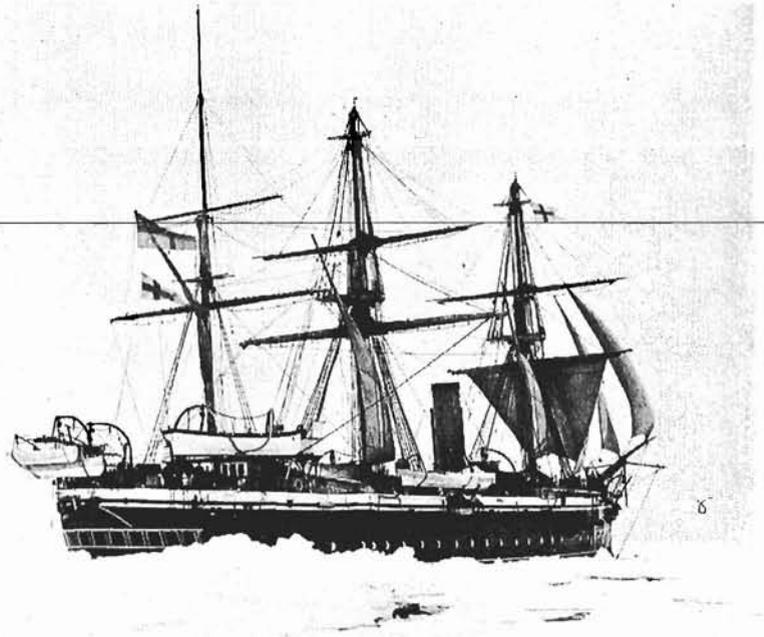
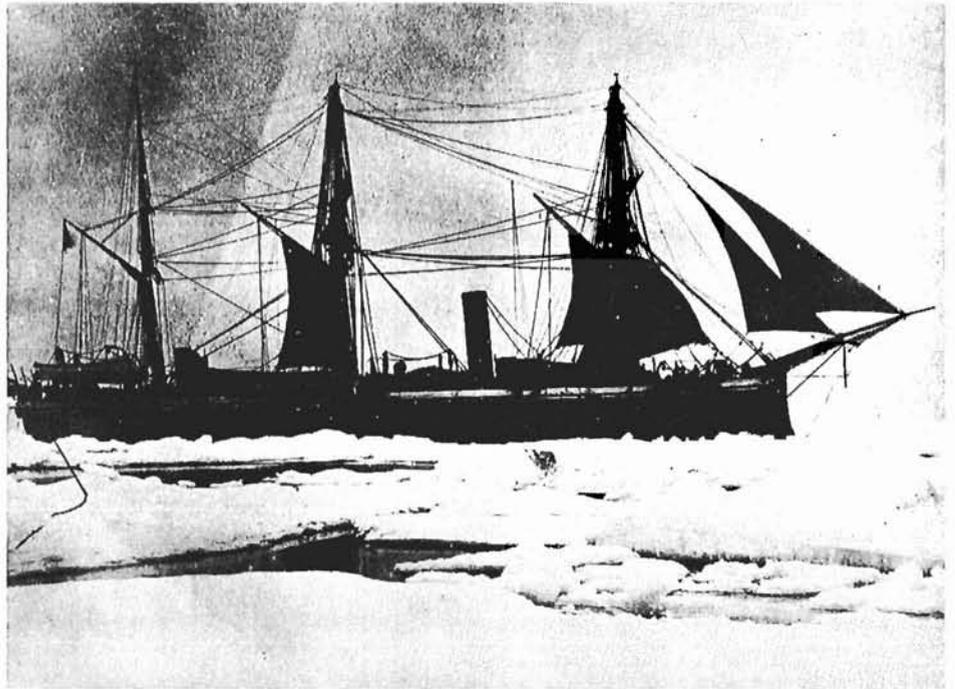
This photograph serves to point up the fact that long before there was a Royal Canadian Navy, the interests of Red Ensign ships in the fisheries off Newfoundland were at all times protected by ships of the North America and West Indies Station of the Royal Navy.

Lt.-Cdr. Farrington found this photograph of the *Cleopatra* on this particular service in the "Navy and Army Illustrated" of March 20, 1896. At the fore topmast head can be seen the broad pendant of a Commodore 2nd Class, Captain the Honourable Asheton G. Curzon-Howe, CB, RN, and at the mizzen gaff below the White Ensign, the church pennant has been hoisted.

Originally designated a corvette, the *Cleopatra* had a length of 225 feet, some 20 feet longer than the Canadian corvette *Sackville*, the only corvette left in the service today. However at 2380 tons, she more than doubled the displacement of the *Sackville*.

With a hull of steel and copper-sheathed wood construction, the *Cleopatra* shown here in the ice served for over half a century. Launched at Glasgow in 1878, she is shown in the Navy List right up to 1931, latterly as HMS *Defiance* III, a hulk tender to the torpedo school at Devonport.

At the time of her service in Canadian waters, the *Cleopatra* was a ship of 14 guns. Her deck plan as shown in



Brassey's Naval Annual indicates all of these guns as being on the upper deck, there being a broadside of six guns each side. These were 64-pounders MLR (Muzzle Loading Rifled); the upper deck gave access to four "blisters" or sponsons to which guns could be shifted to increase the arc of fire. Similarly two bow-and-stern chasers, each weighing 90 hundredweight, were positioned

one in the eyes and the other to fire over the stern. The diameter of the bore of this gun was seven inches and the maximum effective range was 5,500 yards. In addition to two light guns, the ship carried six machine-guns.

The *Cleopatra*, manned by 252 men, was of the *Comus* class; HMS *Champion*, well known on the Esquimalt Station was also of this class.—E.C.R.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Labrador

The visit of Rear-Admiral H. S. Rayner to the *Labrador* on August 18, gave him a picture of the rewards and penalties of work in the Canadian Arctic.

In flying north, Admiral Rayner underwent cancelled flight plans, indefinite delays, and middle-of-the-night departures, finally arriving on board 30 hours later than planned.

After this introduction, things took a turn for the better and it seemed as if the Arctic itself was putting on a show for his benefit. The "met" officer had been instructed to provide ice suitable for a demonstration of ice-breaking techniques and, thanks to a favourable wind, the ice appeared within a few hours of Admiral Rayner's arrival.

In quick succession the same day, both walruses and polar bears were sighted as the ship steamed through a maze of floes ranging in thickness from four to 15 feet. Even the necessity for a quick change of plans was encountered when a beacon-erecting

operation had to be cancelled because of the abundance of ice near the beach.

The admiral was entertained at a mess dinner Saturday night, visited the Chief and POs' mess on Sunday afternoon and listened to an outstanding ship's concert in the evening. This was another of the regular Sunday night jamborees featuring the "Northern Airs" with electric guitars and a variety of hand-made instruments.

On Monday the delays inherent in Arctic air travel began once more and it was not until that evening that the flight southward began.

HMCS D'Iberville

Quebec City was the port of call of five American warships and one French frigate during June and July. The usual hospitality was extended to officers and men by *D'Iberville* on each occasion.

A particularly successful smoker was held in the Chief and Petty Officers' Mess in honour of the men from the French frigate *l'Aventure*. HMCS *Buckingham* called in Quebec City on

August 4 to embark His Honour the Lieutenant Governor of Quebec to visit the lower St. Lawrence and the Gulf of St. Lawrence municipalities. While the *Buckingham* was alongside in Quebec, *D'Iberville's* new entries were given the opportunity to walk around the ship.

Group Captain J. Archambault, commanding officer of the RCAF station, St. Johns, Quebec, visited the Navy and Army counterparts in Quebec City of the school under his command.

Captain W. J. Parry, RN, U.K. Senior Naval Liaison Officer visited *D'Iberville* on August 21.

With the arrival of warm weather in June one division of new entries proceeded weekly to Lake St. Augustine, 12 miles outside Quebec City, for a day's practical instruction in seamanship, with emphasis in boat work and seaboard drill.

A supply officer changeover took place during July. Lieut. (S) R. Bonoyer assumed the duties of Supply Officer *D'Iberville* on July 23.

On Friday, August 3, the thousandth new entry completed training in *D'Iberville* since commissioning. To mark the occasion Ord. Sea. Gaston Bergeron was presented with an appropriately designed cake, baked by the ship's galley staff.

The Quebec Provincial Exhibition provided the Navy with a good opportunity to advertise the service. The Royal Canadian Navy display and the demonstrations by HMCS *Carleton* band and precision squad were a credit to the RCN.

On September 1, on his arrival in Quebec, His Excellency the Governor General inspected the guard. The young sailors rivalled the old timers of the Royal 22nd and succeeded in impressing His Excellency very favourably. His Excellency was in residence at the Citadelle in Quebec City for the month of September.

The arrival of CPO T. M. Mottershead gave a new emphasis to the Physical and Recreational training program in the establishment. Two new entry and two ship's company softball teams were entered in a double round robin softball tournament. The officers' and CPOs' team won the tournament.

An Armed Forces Softball Tournament game was played on September



A daring young man, brash enough to show his wife that he, too, knows his way around the "kitchen", AB Bill Goddard, cook on board the *Magnificent* is seen displaying his skill with a carving knife. Mrs. Goddard was among the hundreds of wives and children who took part in the Maggie's "family day" four-hour cruise on September 24. The cruise had a "See what Daddy does at sea" motif, with a view to giving families some understanding of the sailor's life afloat.

15 and 16 with two teams from the RCAF stations at St. Sylvestre and Mont Apica; a team from RCMP and a team from D'Iberville. The RCAF team from Mont Apica won the honours but it was a close fight with D'Iberville's team.

The Commanding Officer was present at the June 17 ceremony of the elevation of His Excellency the Archbishop of Quebec, Maurice Roy, to the rank of Primate of the Roman Catholic Church of Canada. His Excellency is also the Bishop Ordinary of the Canadian forces.

D'Iberville participated in the parade de la St-Jean Baptiste on June 24 in honour of the patron saint of the French-speaking Canadians.

On July 2 our sailors honoured Samuel de Champlain by attending a huge parade organized to commemorate the memory of the founder of Quebec.

July 23 marked the annual pilgrimage of D'Iberville personnel to Ste-Anne de Beaupré shrine. A favourable impression was made by our sailors on the 5,000-strong crowd of worshippers.

HMCS Outremont

When it comes to awards, CPO Charlie Collinson of the frigate *Outremont* stands alone. He is the proud bearer of the OOE. That's the Order of the Evaporator—to those who aren't in the know.

CPO Collinson won the award for distinguished service beyond the call of routine Engine Room duty. He repaired the ship's evaporator — which produces fresh water from salt water — when the ship's water supply had been reduced to one half-day. This occurred on the third day of a ten-day exercise. In grateful recognition, the ship's company created the "Order".

CPO Collinson was presented with it by the ship's captain, Lt.-Cdr. P. G. Chance, in full traditional style. The ship's officers and the chiefs and petty officers were present.

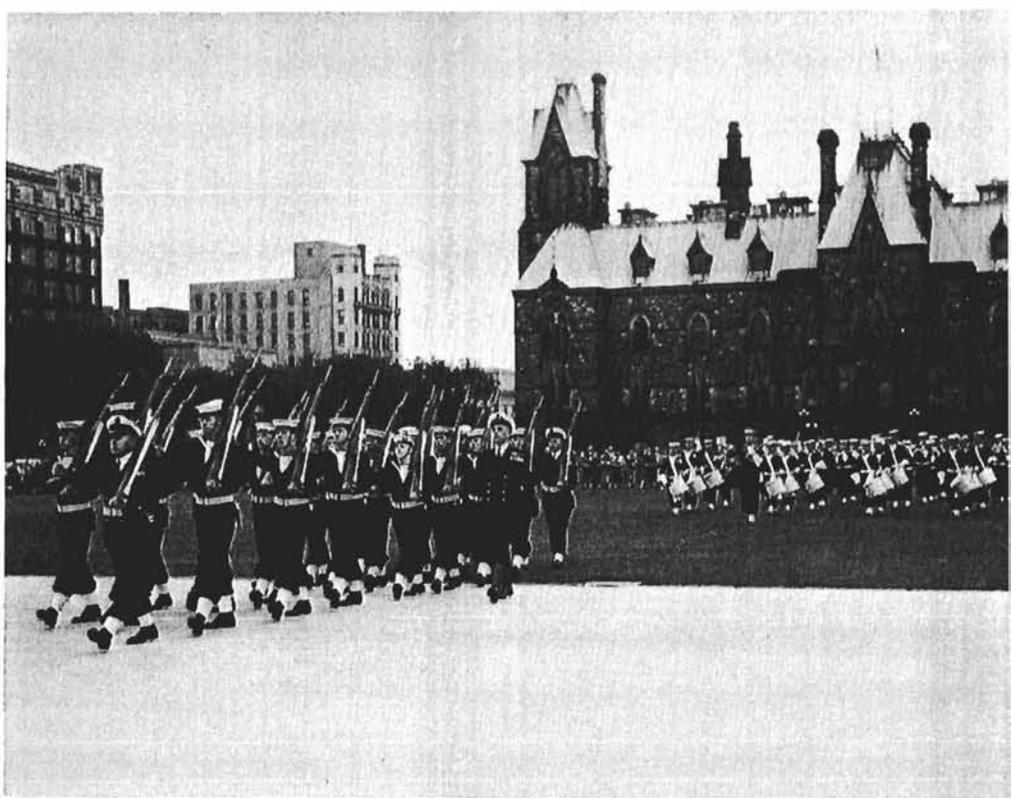
A medallion-type award, it was in the shape of a six-pointed star, about half a foot across. On the front was printed "Hero 1st class, Order of the Evaporator" and on the reverse side his name. The "Order" was hung on a green baize ribbon.

PACIFIC COMMAND

Mechanical Training Establishment

Routine has returned to normal around the School following leave, ceremonial guards, Pacific National Exhibition, etc., with 104 men under various phases of instruction at the present time.

Many changes have taken place with relief drafts for men instruction and



The crack guard and trumpet band of HMCS Carleton, Ottawa naval division, made an auspicious appearance in the capital by performing the Sunset Ceremony on Parliament Hill Sunday afternoon, September 22, before an estimated 5,000 interested citizens. Rear-Admiral H. S. Rayner, Chief of Naval Personnel, took the salute at the marchpast following the ceremony. The Ottawa citizen-sailors have appeared in many Ontario towns and cities. Lt.-Cdr. W. M. Dicks is the officer of the guard, Lieut. Gerry Heatley, the bandmaster. The former is also gunnery officer of Carleton. (O-8739)

taking courses. Among the senior men drafted are: CPOs Douglas Evans, John Drew, Norman Gustafson, Tom Bonnaeu, William Grondin, Allen Wise, Dave Naysmith and Murray Minckler.

Recent arrivals include CPOs John Haight, Frank Durkee, Joe McCall, George Fairbank, Frank Pellow and Norm Mackie. A/Sub-Lt. (E) R. D. Detwiler is leaving to join *Ontario*. CPO Eldon "Curly" Martin has recovered from his recent stay in RCNH, while CPO Robert Whalen has been admitted. Twelve engineering personnel members are commencing the Makers' Course at various cities in Canada.

CPO Thomas Dawe is counting the days of rehabilitation leave and PO James "Slim" Hay is already enjoying his leave, after 20 years' service.

TAS Training Centre

Fifty-eight officers of the RCN, RCAF and USN attended the first junior anti-submarine warfare course ever held on the West Coast by the Joint Maritime Warfare School, Halifax, during October.

Attending the course, which was held in the TAS Training Centre, *Naden*, were 25 officers from various ships in the Pacific Command, four USN officers and 29 aircrew officers from RCAF Station, Comox.

Normally, all courses in maritime warfare are held at Halifax but due to the large numbers of officers nominated from the West Coast it was decided to bring the JMWS staff officers here from the East Coast. The course lasted for three weeks, the first two in the school and third at sea in ships of the Second Canadian Escort Squadron.

Senior staff officers in charge of the school were: Cdr. A. H. Rankin, the RCN director, and Wing Commander J. E. Creeper, the RCAF director. The senior instructor was Lt.-Cdr. D. M. MacLennan, and the chief instructor, Squadron Leader G. G. Agnew.

Navigation Direction Training Centre

Things have settled down to the normal busy routine in the Navigation Direction Training Centre at *Naden* with the return of three instructors, POs Norman B. Hill, Ronald Speed and William Plant from the Pacific National Exhibition in Vancouver, where a successful display was the centre of attraction.

The thousands of spectators visiting the Armed Forces Exhibit at the PNE saw, among other things, the different types of radar, loran and plotting which were set up by the NDTC. A chart of Vancouver harbour was displayed, allowing the public to compare Vancouver on the chart with the picture

on the radar display. At the same time a continuous air plot was simulated.

At the present time an RP 3 class is completing and RP 2 class is well under way, with another RP 3 and RP 2 class to follow later in the month.

Ordnance School

The greatest number of ordnance personnel in the history of the Ordnance School at *Naden* is under instruction at the present time, a total of 53 officers and men. Following are the classes under training: 7th ordnance officers, 5th OTs "Q", 6th and 7th armourers "Q", CA conversion course and 15th armourers' mates.

Recent additions to the staff at the school were Ord. Lieut. N. T. Malcolm for pre-commissioning training before taking up his appointment in the *Skeena*, and PO Bill Wood from the *Ontario*.

Gunnery Training Centre

The Gunnery Training Centre has once again settled down to teach the fine art of gunnery after a hectic summer of ceremonial occasions. These included the visit to the West Coast of His Excellency the Governor General to unveil a cairn in Beacon Hill Park (commemorating the presentation of the Queen's Colour to the RCN), and a visit by a USN squadron.

U.S. Army 'Adopts' Canadian Warship

"You're in the army now, So don't be late for chow", is an old song that has a new, nautical application.

This came about in St. John's, Newfoundland, when the *Labrador* was made an "honorary" member of the United States Army Transportation Corps' 727th GU TTC (NEAC).

During a visit to St. John's by the *Labrador*, Captain T. C. Pullen and his crew members were honoured by the USATC unit in "recognition of the fine spirit of co-operation between the Canadian Navy vessel and the ATC during operations on the DEW line in 1955".

Colonel C. J. Rinker, Terminal Commander of the 727th GU Transportation Command (NEAC), presented Captain Pullen with an impressive scroll naming the *Labrador* and her complement to the honorary membership in the unit.

Captain Pullen accepted the suitably framed membership certificate on behalf of himself and the ship's company and expressed his pleasure at the honour that had been bestowed on the ship and the crew.

The *Labrador* had been in St. John's for discussions with the USATC in connection with the 1956 resupply of the DEW line sites.



Captain Richard P. White, OBE, VRD, RCN(R), (left) turned over command of HMCS Carleton, Ottawa naval division, to Cdr. W. Robert Inman, CD, RCN(R), at a change-over ceremony September 20 at the Dow's Lake divisional headquarters. Captain White, who commanded Carleton since January, 1951, then went on the retired list of the reserve. Cdr. Inman was formerly the executive officer and was succeeded in that appointment by Cdr. W. P. Chipman, RCN(R). (O-8933)

The American gunnery officers and men were challenged to a rifle shoot at Heal's Range, followed by a successful barbecue and an evening of entertainment which was enjoyed by all. (PS—WE won the shoot!)

In the fleet regatta, GTC made a good showing.

The Navy Day parade was a great success, thanks to all departments. This was followed by GTC's participation at the PNE with gunnery displays and the guard and band performing the Sunet Ceremony.

Last, but not least, the Pacific Command Rifle Association shoot at Heal's Range was organized and supervised by the GTC Staff. It was the most successful event of its kind ever to be held in the Command.

NAVAL DIVISIONS

HMCS York

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, on October 3 presented the Inter-divisional Efficiency Trophy, awarded annually to the best all-around naval division in Canada, to HMCS *York*, Toronto's naval division.

Rear-Admiral Adams presented the trophy to Captain Leonard Stupart, commanding officer of *York*.

In making the award, Rear-Admiral Adams congratulated the ship's com-

pany for its fine showing and training results in the competition with the 21 other naval divisions.

The award is made after a complete study of the results of annual inspections of the reserve ships. Judging was based on analysis of each division's training program, general appearance of the establishment, standard and efficiency of the ship's company as well as the administration, public relations and community relations program.

York won the honours, along with *Chippawa*, Winnipeg. This is the third year the trophy has been presented. It was first awarded to *Prevost*, London. Last year's winner was *Discovery*, Vancouver.

The trophy is a mounted sterling silver model of the *St. Laurent*, Canada's new destroyer escort. It was awarded by Vice-Admiral H. T. W. Grant, former Chief of the Naval Staff.

To You with 'Fading' Hands . .

THE ESCORT squadrons of the Atlantic Command were reorganized in September. The frigates *Lanark*, *Fort Erie* and *Lauzon* which have been the Third Escort Squadron lost their number to the *St. Laurent* and *Assiniboine*, which are now the Third Escort Squadron. The frigates were renumbered and became the Seventh Escort Squadron.

As the frigates relinquished their number they passed a little poetry and advice to the new "Third":

With steady hands
We pass to you
The title of our squadron;
We don't expect
In days to come
To have this title trod on.

Now that we
Have made the Third
A proud and well known squadron,
We wish you well
From all of us,
Fort Erie, Lanark, Lauzon.

We must admit
We're not as new
Nor did we cost as much;
You've got the speed
And glamour too,
We hope you've got our touch.

To start from scratch
And make a name
Was not exactly heaven.
So don't crap out
With number three
While we roll number seven.

AN HONORARY TAIL-HOOK PILOT IS BORN

Officer's Wife Describes Experiences in Carrier

As reported by Peggie Buchanan

ON MAY 17, 1956, I achieved what had been an 11-year ambition. In 1945, while serving at a Royal Naval Air Station as a member of the wrens, I became intensely interested in naval aviation, with a particular desire to make a trip aboard an aircraft carrier and witness deck landings. Little did I know then that the dream would come true.

The USS *Saipan*, operating out of the Naval Air Station at Pensacola, Florida, plays an important part in the U.S. naval air training program. It is upon her flight deck that close to 3,000 student pilots per year qualify with six deck landings in a light trainer.

Apart from this function, the *Saipan* performs another even more trying task: Every day except Saturday and Sunday she takes on board approximately 60 guests ranging from high government officials to, believe it or not, wives and dependents of officers and men serving in the Pensacola area. On May 17, as wife of the Canadian Liaison Officer, Lt.-Cdr. Hector Buchanan, of Vancouver, I was one of the fortunate wives.

We boarded the captain's gig at 0730 and were taken out to the ship at anchor in the stream. Oh! That first ladder, it seemed so long and shaky! I tried hard not to watch my feet but was more than gratified to reach the quarterdeck. There we were greeted by the captain, Captain Allen M. Shinn, USN, his executive officer Cdr. N. Bacon, and the ship's public information officer, Lt.-Cdr. Johnson, who was to be our main guide and "questions and answers" man.

We were led to the elevator, by which we were quickly transported to the flight deck. At once we all felt we were going to be blown overboard, although there was not a cloud in the sky and not enough breeze to ruffle the most elaborate hair-do. After a few moments we felt more at ease and were ushered toward the island for a group photograph, after which we gathered forward of the raised barriers to witness "touch and go" landings by several "whirly-birds" from the Helicopter Training Unit. This kept us interested and the camera shutters clicking until we were out of Pensacola Bay and heading smartly to sea.

Our guide then invited us to go below to the wardroom where whilst we sipped coffee, Cdr. Bacon gave us a short

résumé of the ship's history, and then Captain Shinn again welcomed us aboard and proceeded to give us a very clear picture of the part the *Saipan* plays in the flying training program. He also warned us of high steps, steep ladders and numerous other hazards we might encounter and then introduced us to the ship's medical officer, who assured us of immediate attention in any emergency. The MO further advised us that he had a good supply of anti-seasick pills should they be needed!

By this time we had been divided into smaller groups, or "flights" as we were called, and an able young officer was appointed to each group as flight leader.

I had previously discovered that one of our Canadian students, Sub-Lt. Alan Hawthorne, of Peterborough, Ont., was scheduled to qualify that day and I was anxious to watch him make the grade.

Just as we were finishing our coffee we heard the roar of the first aircraft coming in for its initial approach.



Former wren, and the wife of Lt.-Cdr. Hector Buchanan, Canadian Naval Liaison Officer at the Pensacola, Florida, Naval Air Station, Mrs. Peggie Buchanan was a guest on board the aircraft carrier USS *Saipan* on the day Sub-Lt. Alan Hawthorne, of Peterborough, Ont., completed his deck-landing qualifications. She is shown congratulating him. (Photo courtesy U.S. Navy: CN-3022)

Lt.-Cdr. Johnson quickly tagged a young photographer and instructed him to "escort Mrs. Buchanan to the bridge without delay"; Sub-Lt. Hawthorne was to be in the first flight.

I don't think I have ever climbed so many ladders quite so quickly in my life. I arrived on the bridge a quivering, panting mass, and my escort was not much better. While I tried to regain breath and composure, he obtained the number of Sub-Lt. Hawthorne's aircraft and we relaxed and waited for number 110 to come around. Alan made his first landing a few moments later and I am sure I was as excited and thrilled as he was. It was more than interesting, if not a little amusing to note the changes of expression on the young students' faces as they roared down the deck on take-off. The first time off their faces were so tense, as if they couldn't believe that they could get off in so short a space; and then with each successive landing and take-off there was a gradual relaxation until with the sixth we noted confident grins as they roared by the bridge to join up with their respective flights and head back to the airfield.

By the time Alan had done four of his landings the rest of my flight had joined me and in no time were all rooting for "Canada". During the very brief spells of comparative quiet between landings our guide explained the duties of the various members of the flight deck crews, and we managed to see how quickly and thoroughly they work when one aircraft had to have a tire change. When "Canada" had completed his six, Captain Shinn asked for him to come to the bridge for his congratulations and I had the honour of shaking his hand and posing for a photograph with him.

Now it was another flight's turn to occupy the vantage point on the bridge and we were taken below for our tour. We visited the dispensary, dental surgery, laundry, barber shop, officers' and men's quarters, and in each section were impressed by the fact that no matter how busy everyone was, they took time out to explain their own particular function in this floating airdrome and answer numerous questions.

Lunch was the next item on the agenda and I was honoured to be invited to join Captain and Mrs. Shinn and their guests in the captain's suite. After an enjoyable meal and rest, Mrs. Shinn, two other lady guests and myself were escorted on still another tour of interesting places. We visited first the Combat Information Centre, or "Operations", which to me was particularly interesting as I had done an aircraft

direction course during my time in the WRNS. From there to the Communications Room, which was delightfully air conditioned, and then down below to one of the four boiler rooms, where we nearly roasted!. Then on to the galleys, bakery and butcher shop. Further aft we saw more crew's quarters and for a brief moment watched the aircraft approaching from a vantage point under the round-down—not a very healthy looking spot. Back to the hangar deck again to see the machine shops and ready rooms and to be shown one aircraft that had had a slight acquaintance with the barrier. Then to the "island" again for a look at the wheelhouse and the bridge, after which we resumed our "goofing stations" to watch more landings. In all, 180 landings were made while we were aboard, which, according to the landing signal officer, was just a fair day.

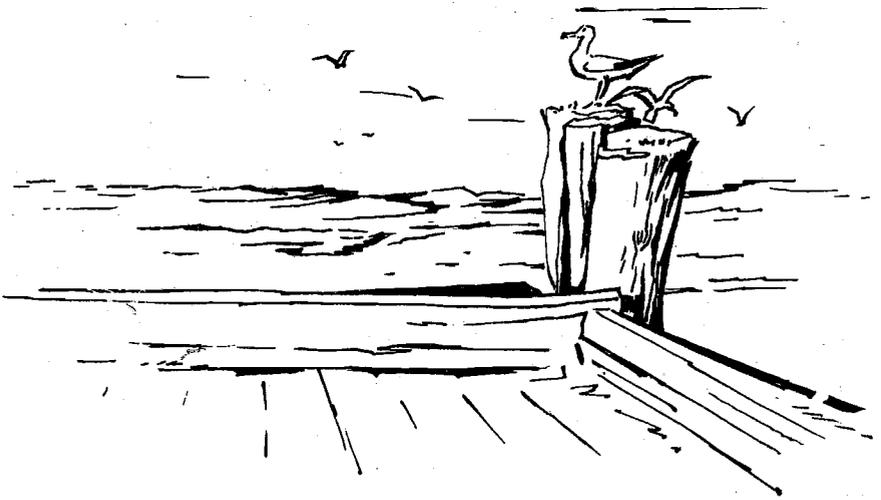
We had been told earlier that a "high line transfer" was to be demonstrated for our benefit and when the "flying flag" came down and the flight deck was cleared we all moved to the starboard after end of the deck to see the operation. The destroyer USS *Coney*, which had been sailing on our port quarter as plane guard all day, came alongside, and, to our surprise, the transfer proved to be a necessity and not just a demonstration. One of the *Coney's* crew had taken ill and, as the destroyer was not returning to Pensacola with us, her captain arranged for the sick man to be transferred to the *Saipan* and taken to the naval hospital ashore. While the lines were being

secured and the sick man was being settled in his stretcher, we were entertained by the antics of a large school of porpoises running before the bows of the destroyer.

The transfer completed without mishap, we wended our way to the wardroom for coffee or iced tea, a talk by the air officer and a demonstration of their various duties by members of the flight crews. Then Captain Shinn introduced a naval aviation cadet who had, only an hour or so earlier, completed his carrier qualification. We all felt extremely sorry for the poor boy, who claimed he did not know which was the greater ordeal—landing on for the first time or facing us! He then proceeded to outline his training up to the present phase and gave us all a remarkably clear picture of what a student pilot has to learn. A movie on flight deck hazards was then shown and it was agreed that it was better seen *after* we had watched deck landings. Another movie was scheduled but I could not resist going up top again to sit on the now peaceful flight deck and enjoy the evening sunshine as we sailed smoothly home.

As we came alongside the jetty after a very enjoyable "sea duty", it was good but also rather amusing to see several husbands, complete with babies in their arms and toddlers tugging at their free hands, searching the flight deck and gun sponsons for the familiar face of "Mommie".

It was certainly a day to remember and I am proud to be the owner of an "Honorary Tail-Hook Pilot Certificate"!



RESERVISTS GET REAL TASTE OF NAVY

Great Lakes Training Centre Puts in Busy Summer

THE GREAT LAKES Training Centre, Hamilton, Ontario, has completed one of the busiest summer training periods since the inception of reserve training on the Great Lakes five seasons ago.

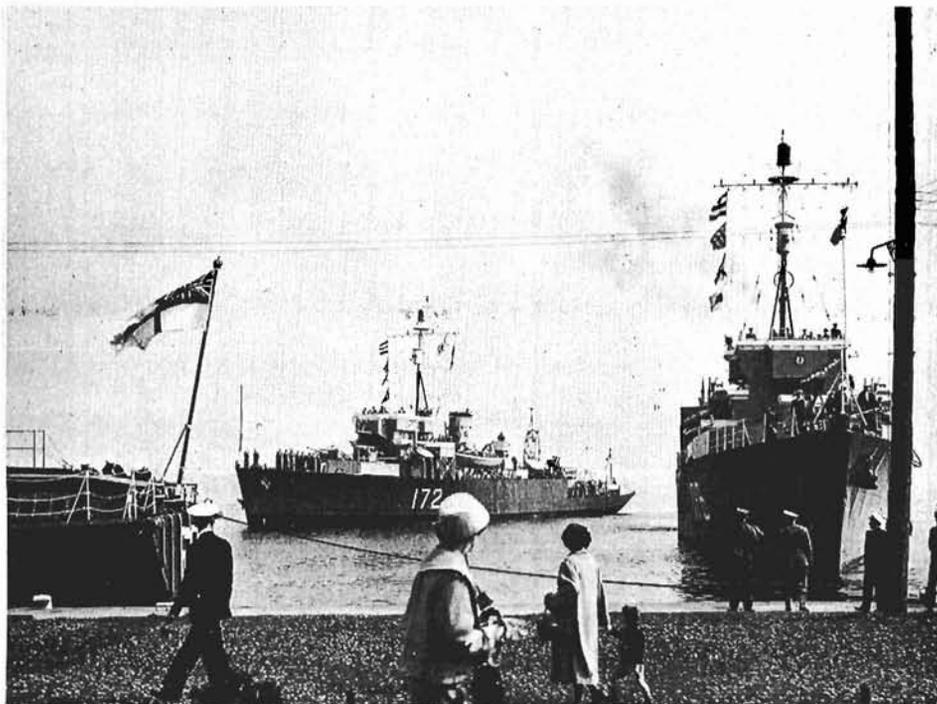
Now the ships have departed and the reservists are home again in the 22 naval divisions across Canada. But the memories and the statistics linger on, and new records are in the books

During the thriving summer months a total of nearly 1,000 men and women of the RCN(R) arrived at Hamilton's naval command for their two weeks' training. Of these, the majority were new entry seamen undertaking their first sea training in ships of the fleet. Others included wrens assigned to communications courses, petty officers doing qualifying courses and reserve officers prepping for watchkeeping certificates.

With a number of reserves completing both Part II and III of the training syllabus, an aggregate total of 1,970 officers and men attended the two-week courses.

Sea training was carried out in ships of the 11th Escort Squadron — HMC Ships *Portage*, *Sault Ste. Marie* and *Wallaceburg* — and Fairmile and Bird class patrol craft. Totalling some ten ships, the fleet, sailing independently,

Reserve wrens took communications training at the Great Lakes Training Centre during the summer months. Wren Communicators Geraldine Beaucaire and Harlene Teskey, from HMCS Carleton, Ottawa, decode a teletype message in the communications centre. (COND-2627)



Hamilton Bay was a scene of considerable naval activity when the Eleventh Escort Squadron hit port. The three ships of the squadron, *Portage*, *Sault Ste. Marie* and *Wallaceburg*, spent a busy summer training new entry reserve seamen on the Great Lakes. (COND-2595)

made over 50 different cruises to lakes Ontario, Erie, Huron, Michigan and Superior. Numerous ports on both the Canadian and U.S. sides of the lakes were visited, including such well known places as Detroit, Chicago, Toronto, Sarnia and Cleveland.

During the period July 1 to July 8, 270 new entry reserve seamen trained on the lakes, the largest number ever to do so at one time. The peak period of the training program came in the first two weeks of that month with 410 naval reserves on the GLTC rolls.

A "passing out parade" climaxed each two-week training period, with a senior officer from the command taking the salute at the march past. Another record was achieved on the "passing out parade" of July 13 when 140 new entries mustered on the parade ground for the ceremony. Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, took the salute.

All naval divisions were represented during the summer from HMCS *Cabot*, St. John's, Newfoundland to HMCS *Malahat*, Victoria, B.C., and Hamilton. Train and bus depots soon became used to the variety of cap tallies. It was suggested in the *Hamilton Spectator*

that this industrial city holds the record for visitors from other parts of Canada through the response to the Great Lakes Training program!

Cdr. F. H. Pinfold, of Winnipeg, commanded the Great Lakes Training Centre. His executive officer was Lt.-Cdr. A. M. (Curly) Hunter, Simcoe, Ontario, and the administrative staff was made up of experienced officers and men of the RCN(R) as well as permanent force personnel.

Reviewing the summer training season, Cdr. Pinfold said: "This was our most successful year. Our past experience in this training program enabled us to administer the effort smoothly and present the reserves with the most interesting courses possible."

For the hundreds of new entries who completed training this summer, their cruise on the lakes was their first experience of shipboard life in the navy. All of them — even those from the Maritimes and Pacific Coast — found a Great Lakes training cruise every bit as "salty" as an ocean voyage, and a fast-paced daily program of training combined with visits to bustling lake-ports, gave them a real feeling of going places, going navy.

THE NAVY PLAYS

Naden Team Wins Fleet Regatta

Made up of combined points for pulling and sailing, *Naden* won the Aggregate Cup in the Pacific Command Annual Fleet Regatta, held in August.

Weather conditions for the two-day event were ideal, sunny and warm with a good breeze.

For their efforts against strong competition, the ship's company of the little *Digby* received a "Well done" for placing third in the sailing events and fourth in the pulling events.

Sailing results were: *Naden*, 60 points; *Venture*, 55; *Digby*, 50; *Crescent*, 49; *Ontario*, 48; *Stettler*, 33; *Canflagpac*, 32; *Comox*, 32; *Comsuptpac*, 30; *Sioux*, 28; *Oshawa*, 27; *UNTD*, 25; *Athabaskan*, 25; *Sea Cadets*, 22; *Cayuga*, 21; *James Bay*, 15; *Sussexvale*, 14; *Fortune*, 11; *St. Therese*, 11; *Command Technical Office*, 5.

Pulling results: *Naden*, 324; *Ontario*, 264; *Venture*, 239; *Digby*, 196; *Crescent*, 189; *Athabaskan*, 185; *Sioux*, 144; *Stettler*, 139; *St. Therese*, 137; *Canminron 2*, 127; *Sussexvale*, 126; *Cayuga*, 119; *UNTD*, 109; *Oshawa*, 79; *Cordova*, 64; *Jonquiere*, 62; *Brockville*, 52; *Canflagpac*, 50; *Sea Cadets*, 22.

In the pulling regatta the various races were won as follows: cutter, *Venture*; open whaler, *Venture*; veterans, *Naden*; junior officers, *Venture*; seamen, *Naden*; miscellaneous, *Naden*; engine room, *Ontario*; wardroom, *Naden*; CPOs and POs, *Venture*; supply, *Naden*; young seamen, *Naden*; war canoe, *Ontario*.

Exchange Officer Golf Champion

Lt.-Cdr. Louis (Lou) Brozo, USN, an exchange officer serving at *Shearwater* captured the Atlantic Command Golf Championship with a net score of 143 for 36 holes at Brightwood Golf Course. He shot a gross of 147, with rounds of 71 and 76.

Second place went to Lt. Col. H. L. Harris, Command Dental Officer, with a gross of 159 and a net of 145. The first RCN golfer was PO Bruce Hutchinson who had a gross of 161 and a net of 145 for third place.

A total of 48 players took part in the tournament.



That's a *Shearwater* player standing on his ear in the accompanying picture, but actually it was the *Stadacona* players who were stood on theirs, to the tune of 70-0, in the opening game of the Canadian football season in Halifax.

Hochelaga Tops Commercial Loop

Hochelaga won the five-team Commercial Softball League in Montreal's Ville La Salle district and placed second in the Tri-Service League schedule.

The supply sailors met RCAF Station, St. Johns, in the semi-finals, downing the air boys in two straight games but had the tables turned by RCAF, St. Hubert.

The Armed Forces league included three Air Force and two Army Nines in addition to the Ville La Salle sailors.

Stadacona Takes Softball Crown

In the final match for the Atlantic Command softball championships *Stadacona* captured the crown by defeating finalist *Cornwallis* 15-1 on *Shearwater's* diamond.

It was *Stadacona's* second victory of the day. The team earlier bested the *Iroquois* in the semi-finals with a score of 20-2.

Huron Division Wins Boxing Trophy

The finals of the 40th bi-monthly New Entry Boxing Tournament were held in *Cornwallis* to coincide with the annual inspection of the establishment by the Flag Officer Atlantic Coast.

In the tournament, *Huron Division* captured the *Cornwallis* Inter-Divisional Boxing Trophy with a total of 83 points. They fought 50 bouts, winning 34 and losing 16. Their closest rival was *Kootenay Division* with 63 points.

Rear-Admiral R. E. S. Bidwell made the presentations following the tourney.

Competition Keen at Meet

A closely-contested interpart track and field meet was held at *Stadacona* in August.

Excellent weather and organization teamed up to help complete the meet in one hour and three minutes.

The outcome was in doubt throughout and it was not until the last event, when Electrical School emerged victor over MTE by a narrow margin, that any predictions could have been made.

VT 40 Tops League In Touch-Football

Touch-football, horseshoes and volleyball have been completed in *Shearwater's* interpart sports program.

In touch-football league play VT 40 won out with 12 points, two more than their nearest competitor, NAMS, in "A" section. In "B" section 880 Squadron had nine points. When the two clashed for final honours VT 40 was victor, 25-18.

Playoffs in horseshoes saw Motor Transport take the championship by defeating Tractor Section three games to one.

Trophies Return To Rochester

U.S. Navy and Marine personnel at Rochester, N.Y., made a clean sweep recently by upsetting RCN(R) personnel from HMCS *York* during the annual competitions between the two.

In the two days of sports competitions the Americans ran away in the whaler race by six boat lengths. Later the same day, and using the same crew

with the addition of one man, they pulled their way to victory in the tug-o'-war.

In rifle competition they outshot their Canadian counterparts and the following day they completed the whitewashing in baseball by downing the Yorkists 14-7.

Captain L. D. Stupart, RCN(R), *York's* commanding officer turned over all the trophies won by *York* last year which, by an earlier swing of the pendulum, Rochester had won the year before.

About 100 from *York* attended the annual event.

Trophy Taken in Straight Games

At Albro Lake Naval Radio Station the Interpart Softball League completed the season with the Third Watch in first place.

In the finals they took the honours in straight games to win the Wamboldt Trophy.

Shipyards Head Soccer League

In soccer, the Halifax and District Soccer League completed its schedule with Halifax Shipyards first and *Stadacona* second.



Winners of the first boat pulling races to be held at the Canadian National Exhibition were these crew members of the coastal escort Portage. Shown here, with the trophy presented by the CNE, are, left to right, front row: second stroke, Ldg. Sea. Donald McDougall; cox's'n, PO Donald Smith; second bow, AB David Laszewski. Rear row: stroke, AB Harold Canning; bow, Ldg. Sea. Carl McMinniman, and midship, AB Charles Cannon. (HS-45205)

Stadacona bowed out, too, in play for the Milne Cup. The *Stad* team reached the semi-finals but lost at that stage to Oland's Brewery, 4-3, after 30 minutes of overtime play.



The *Shearwater* Flyers, in the first football game of the season downed the *Stadacona* Sailors by a score of 70-0, and although *Shearwater* attributes this to rugged practice sessions, perhaps these lovely Flyers rooters had something to do with it. Left to right, they are: Shirley Kearley, Marilyn Purchase, Lynn Maher, Judy Flawn, Betty Skinner and Melaine Haggland, all of them Dartmouth High School girls. (HS-45206)

The Shrimp Boat Is Coming—Phew!

As if the life of a ship's engineer wasn't bad enough proving to stubborn machinery that he has the whip hand, he also has to contend with the cantankerous efforts of creatures of the seas.

One of the most recent efforts noted in the engineer's log originated in HMCS *Crescent* from where the commanding officer, Captain P. D. Taylor recounts, among other things, the tale of engineroom adversity.

It was in Magdalena Bay where official niceties were being observed by a number of RCN ships and advantage being taken of good weather for boat work and other normal naval things.

"It was also at this time," says Capt. Taylor, "that the ubiquitous small Mexican saltwater crayfish made his appearance in overwhelming numbers. Several ships, including HMCS *Ontario*, experienced plugged condensers.

"In HMCS *Crescent*, seven large garbage cans full were extracted and, to add insult to injury, not only were they worthless for eating purposes, but also made the ship reek like a European lobster boat."

HANDSOME BOOK TELLS STORY OF CANADA'S VCs

THE CENTENARY of the institution of the Victoria Cross has called forth many publications, but few can be as handsome or as comprehensive as "Canada's VCs". The main part of the work, "The 94 Canadian Holders of the Victoria Cross", devotes to each man two pages containing a portrait and brief biography followed by a reprint of the citation from the *London Gazette*.

The portraits are a notable feature; in the preface Lt.-Col. Machum says: "I have had particular difficulty in securing photographs and in many cases when they have been obtained they

LETTER TO EDITOR

Sir:

I read recently "A Hundred Years of the Victoria Cross" in the July edition of *The Crownsnest* which contained a paragraph about my father, the late Captain Ronald Neil Stuart VC, DSO, RD, AdC, RNR.

During the First World War my father was the recipient of the United States Navy Cross and was twice mentioned in dispatches in addition to the decoration listed in your article. Returning to Canadian Pacific Steamships after the war he eventually commanded the *Duchess of York* and was the youngest commodore-captain afloat when he assumed command of the 42,000-ton *Empress of Britain*. Subsequently he became Marine Superintendent in Montreal and General Manager of Canadian Pacific Steamships in London. He died in 1954 a few years after retiring.

Being in England at the time I had the honour of being invited by the War Office to represent my late father at the recent Victoria Cross Centenary, my elder brother Lieutenant-Commander Ronald Neil Stuart, DSC, Royal Navy (Ret'd), being unable to attend. The many Canadians who attended the Centenary Celebrations will bear witness that the parade was a most moving and splendid ceremony.

Your obedient servant

(Signed) W. J. H. STUART

Lieutenant-Commander
RCN.

HMCS *Bonaventure*,
Belfast,
Northern Ireland.

Page twenty-six

have proved unsuitable for reproduction." This trouble was overcome by having the artist, F. M. L. Barthropp, prepare pen drawings from the photographs. Thus a complete, uniform and handsome set of portraits has been produced.

The 94 VCs treated fully in the book are those listed by the Department of National Defence. "All but two originally joined the Canadian armed forces, and the two exceptions were residents of Canada when the call for service came." Eight more holders of the VC are listed in Appendix A as past or present residents in this country. The other appendices give birth-places and regiments or services (the number of holders in each).

Of particular interest to readers of *The Crownsnest* are four Canadian naval personnel, of whom three were in the British service. Our Navy has been unfortunate in its opportunities for personal distinction in both world wars; these four show that, when the opportunity presents itself, it is eagerly seized.

The first thing the reader is likely to notice as he works through the biographies is that the first four recipients won their decoration so far afield: one in the charge of the Light Brigade at Balaclava, two in the Indian Mutiny (including Able Seaman William Hall) and one at Little Andaman in the Indian Ocean. All the rest of the crosses were won in the South African War and the two World Wars.

BOOKS for the SAILOR

The other notable feature is that the only thing that the men have in common is the Victoria Cross.—P.A.C.

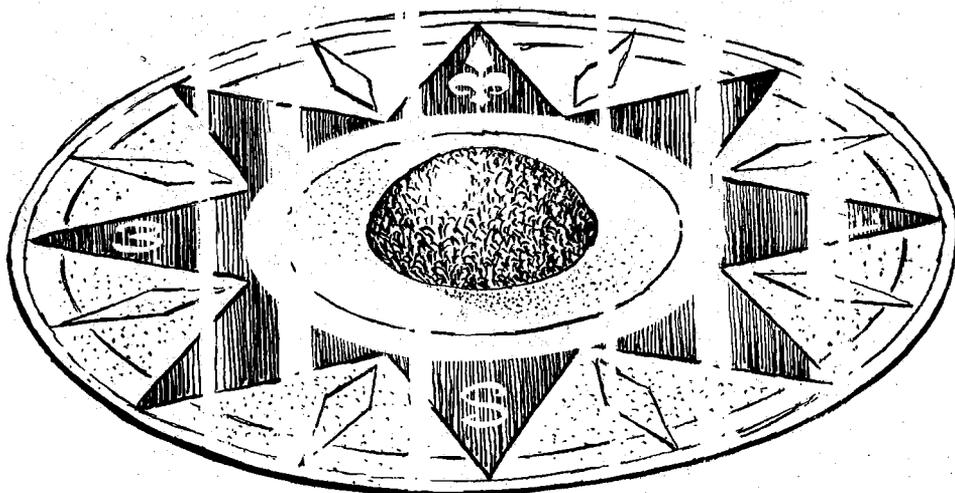
"Canada's VCs"—The story of Canadians who have been awarded the Victoria Cross, a centenary memorial 1956, compiled and with notes by Lieut.-Colonel George C. Machum, ED, with a foreword by General H. D. G. Crerar, CH, CB, DSO, CD, drawings by Francis M. L. Barthropp, Toronto, McClelland & Stewart Limited 1956; 208 pages illustrated, quarto; \$12.50.

NADEN HISTORY TO BE PRINTED

A second edition of the history of HMCS *Naden* has been set in type and an index is now being prepared. The first edition of this work was mimeographed in 50 copies in 1952 but this has been sold out for some years. The book was written by Major F. V. Longstaffe, the well-known West Coast historian, who is editing the new edition. The date of publication is not known at the present time.

Some of the contents include: a list of flag officers of the old Pacific Station, 1836-1905; history of *Naden*; history of the many *Rainbows*; 72 years of service of the ship *Cormorant*; records of pioneer naval volunteers of Canada from 1914 and eight illustrations reproduced from rare pictures never before seen in print.

Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, has contributed an introduction.



LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ACHYMICHUK, Edward W.....LSMA1
 AMENT, Henry S.....LSAR1
 AUTON, Lyle G.....P2RP2

BABINEAU, Leo J.....LSAF1
 BAIRD, Alexander.....LSRC2
 BARNES, Gregory.....P2EM2
 BECKETT, Rex D.....LSAP2
 BEDARD, Donald C.....P2LR2
 BELISLE, Donatien J.....LSSW2
 BENNETT, Donald.....LSEM1
 BERGERON, Armand J.....LSSW2
 BERGSTROM, Conrad E.....LSAM2
 BERTRAND, Jean-Guy J.....LSRP2
 BEZANT, Ronald E.....LSRD3
 BJORNDahl, Donald.....LSEM1

BRAUN, Roger J.....LSAF1

CAMPBELL, John W.....LSAR1
 CARNEY, John J.....LSQM1
 CARRIERE, Denis A.....LSRD3
 CATO, Robert A.....PIEM4
 CHAPMAN, James N.....LSTD2
 CLARK, John W.....P1AA3
 CLOUTIER, Jacques C.....LSTD1
 CONWAY, Francis P.....P1TD3
 COOLEN, Douglas C.....LSAR2
 CORMAN, James H.....P2AF2
 CRAFT, Daryl L.....P2RP2

DAWSON, Walter J.....P2QR2
 DAYTON, Arthur D.....PIEM4
 DIBNAH, Cyril R.....P1BD3
 DONNER, Charles W.....P2RC2
 DOUGHERTY, George E.....LSRP1
 DUNN, Gerald P.....LSEF3

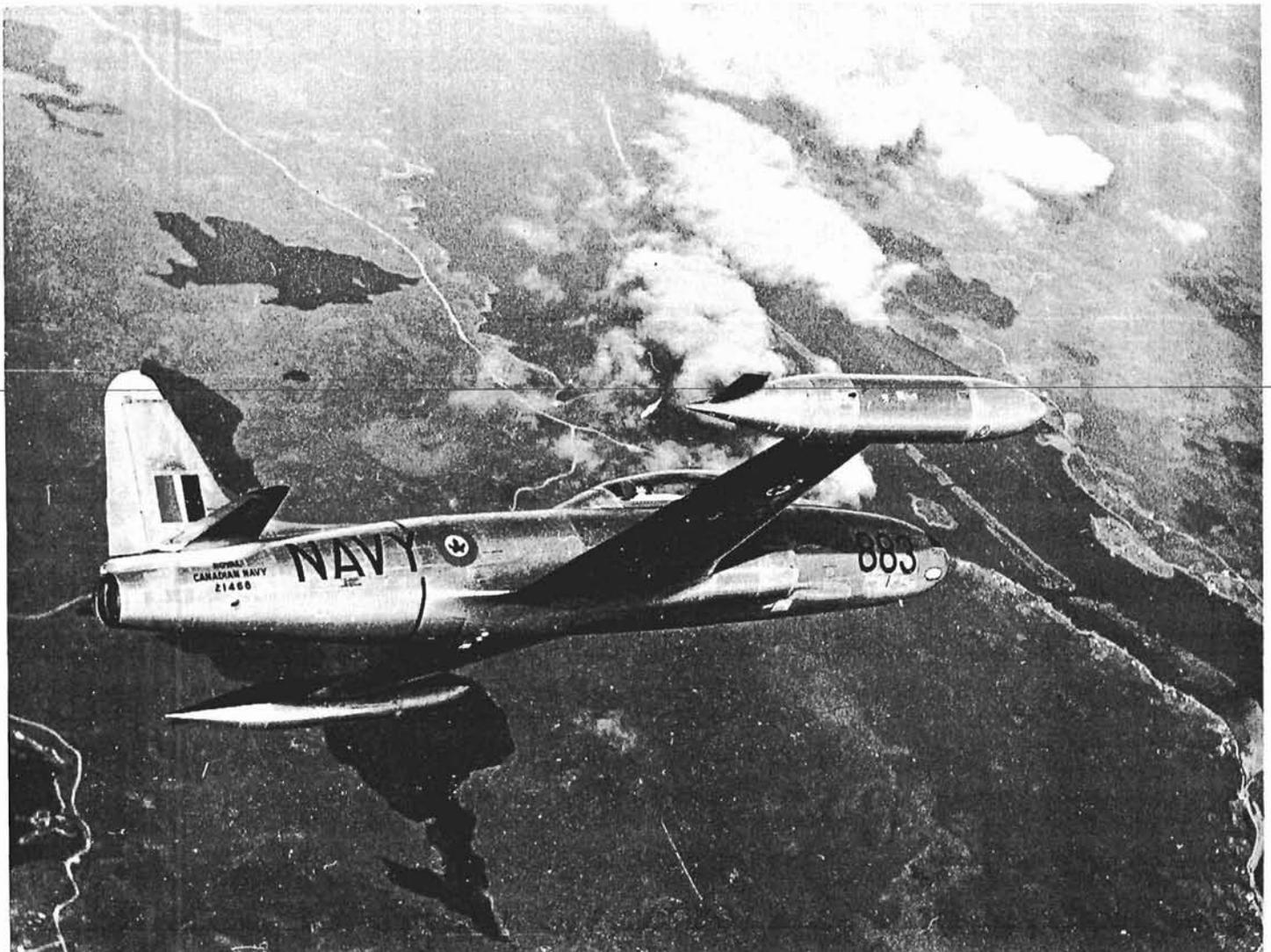
EBBELING, Leonard E.....C1MR4

ESTABROOKS, Keith M.....P2RP2
 ESTABROOKS, Thomas J.....P2RP2

FAIRFIELD, Henry R.....P1ER4
 FEATHERBY, James E.....C2MR4
 FERRIER, Donald M.....LSAA1
 FISHER, George B.....P1ER4
 FLETT, George M.....P1AW3
 FRASER, Alexander C.....LSEM1
 FRASER, Gerald F.....P1ER4
 FRAUZEL, Glendon A.....LSAA1
 FRYER, Lloyd J.....C2Q14

GAUDET, Joseph A.....P2TA3
 GORDON, William J.....P1BD4
 GOYETTE, Jean-Guy E.....LSRP1

HALL, Lloyd E.....LSAW2
 HARVIE, Robert J.....P2TD3
 HAYCOCK, Kenneth J.....P2NS2
 HEAD, Victor.....LSAF1
 HORNCastle, Robert F.....P1RP3
 HOWARD, John.....LSEM1



FROM THE NAVAL PHOTO SALON—A naval Silver Star jet trainer banking as it begins the long descent from above the clouds to earth, was the picture caught by AB Norman F. Fitzmaurice from another T-33 jet. The photo salon, designed to encourage technical and artistic skill in naval photographers, is being displayed in cities across Canada.

JACKSON, Kenneth A.....C1G14
 JACOB, John H.....P2VS2
 JEFFREY, Charles H.....P2RW3
 JENKINS, James D.....LSQM1
 JENSEN, Eric R.....LSAM2
 JESSIMAN, Harold R.....P2EM2

KEHOE, John B.....P2TA3
 KEKEWICH, Glenn A.....P1RP3
 KELLY, John P.....LSQR1
 KEY, Thomas.....LSNS1
 KREPPS, John R.....P1ER4

LANGILLE, James D.....P2AA2
 LAPOINTE, Francis J.....LSRP1
 LEBLANC, Laurie J.....P1RC3
 LEDUC, John M.....P2AF2
 LOCK, Courtney A.....LSEM1
 LUMSDEN, Alexander S.....P2AA2

MacDONALD, Glenn H.....LSEM1
 McBRIDE, Richard T.....P1ER4
 McCARTHY, Paul A.....C1MR4
 McISAAC, James G.....LSEF3
 MCKIEL, Rankin R.....LSRP1
 McMILLAN, Ronald A.....P1AA2
 MCKINNIMAN, Carl F.....LSQM1
 McNUTT, Ernest W.....C2P14
 MARGERISON, Charles A.....LSCV1
 MARSH, John E.....LSEM1
 MARTIN, Gael A.....LSQM2
 MAY, Donald F.....LSAR1
 MAYBEE, William.....LSEM1
 MELNECHUK, William.....P2PR2
 MENZIES, Donald W.....LSEM1
 MILES, George N.....LSAA1
 MILNE, John B.....P2RP2
 MORO, Louie J.....P1PR2
 MORTON, John W.....LSAW2
 MOSHER, Wilson W.....LSCK2
 MUNRO, Gordon W.....P2RP2
 MURISON, John B.....P2CS3

NAULT, Roger J.....LSSW2
 NEILL, David M.....P2TD2
 NEWBOLD, Norman G.....LSEM1
 NIXON, Alan W.....P2TD3

O'CONNOR, Murray T.....LSEF3
 O'DONNELL, Murray E.....P2AA2
 OVERTON, Kenneth A.....LSQM1

PARK, Harry A.....LSAM2
 PARK, Rowland P.....LSRD3
 PARKER, Howard.....LSSE1
 PARTNER, Robert W.....LSAR1
 PEARSON, William G.....P1ER4
 PEPPATT, Francis B.....LSRP1
 PINNOCH, Frank J.....LSRP1
 PLANT, Merle A.....P2SW2
 PRIMEAU, Joseph L.....LSQM1
 PRINGLE, Clynton N.....LSEM1
 PRISKE, Robert E.....P2TD2
 PROWSE, Charles W.....LSAP2
 RAVEN, Stuart C.....LSED3

WEDDINGS

Able Wren Margaret J. Johnson, *Stadacona*, to Chief Petty Officer Sydney R. Wallace, *Stadacona*.

Sub-Lieutenant (W) Victoria E. Lavis, *Patriot*, to Mr. Edward Stewart, Toronto, Ont.

Sub-Lieutenant (W) Irene Ross Johnson, *Prevost*, to Commissioned Engineer Leslie C. Sandells, RN, Sixth Submarine Squadron.

ROTH, Frank J.....LSNS2
 ROWBOTTOM, Gerald A.....LSEM1

SALAGA, Stephen A.....LSNS2
 SCHULZ, Charles D.....G2G14
 SCOPIE, Donald B.....LSAA1
 SELF, Robert H.....P1ER4
 SEVERNY, Paul.....P1ER4
 SHOVELLER, Roderick M.....P2TD2
 SINE, Bruce K.....P2GA3
 STEPHENSON, Michael E.....LSAR1
 STEWART, Kenneth G.....C2ER4
 SUTTON, Donald K.....LSAW2
 SWEENEY, John N.....LSRP1

TELLIER, Guy J.....LSEM1
 THORNE, Ronald E.....LSAM2
 TITCHMARSH, John H.....P2EM2
 TRAVISS, Richard B.....LSQM1
 TURNBULL, Andrew J.....P2EM2
 TURNER, Bruce A.....C2ER4

VANDER-HOEK, Harry.....P1ER4

WALKER, Robert E.....P1QM3
 WALLS, George F.....LSEM1
 WARNER, Francis H.....LSCK2
 WATSON, James.....C2QR3
 WAY, Fraser.....LSAA1
 WEAVER, Ronald F.....LSRP1
 WEBB, Bruce A.....LSEM1
 WESSEL, Anthony J.....P2AF2
 WILE, Philip O.....P1AA3
 WILLIAMS, William E.....P2AR2
 WILSON, Wilbert C.....P1QM3

YAKUBOWICH, Nicholas.....P1ER4

ZOBATAR, John A.....LSTD2

RCN (R)

ANDREW, Joel H.....ABNS1

BAUDER, Larry R.....LSAW1
 BETHUNE, Janet.....WLQMS
 BOLTER, William G.....ABLMS
 BOUCHER, Richard F. J.....ABCR1

CAMPBELL, Kenneth A.....P2CV2
 CAVE, Beverly J.....WACO(T)1
 CHISTIE, Charles S.....LSAAS
 CHITOURAS, Arthur J.....LSNS1

**Governor General
 Extends Thanks**

Vice-regal thanks were a part of the reward of four RCN ships which had embarked His Excellency the Governor General for brief visits to two Saguenay River ports.

The *Wallaceburg*, *Cormorant*, *Blue Heron* and *Mallard* were hosts to the Governor General while en route to Halifax following completion of the 1956 Great Lakes Training.

On his return to Quebec City, after visiting Tadoussac and Port Alfred with the ships, His Excellency messaged:

"Again I want to thank the ship's company of HMCS *Wallaceburg* and the ships' companies of *Blue Heron*, *Mallard* and *Cormorant* for all the kindness they showed me during my passage up the Saguenay. God bless you all."

CLARK, Gordon M.....CICV3
 CRAWFORD, Allan B.....ABCR1
 CROSS, Marilyn R.....WAME(X)1

DAW, Mary P.....WAWA1

FORD, Larry R.....ABMA1

GAGNON, Frances I.....WLSS(X)1
 GAMBEE, Peter G.....P2QMS
 GARRECK, Harley.....LSQMS
 GOODFELLOW, James B.....P2BD3

HALTER, Florandena.....WACO(T)1
 HOLMES, John F.....C2CV3
 HUGES, David E.....LSBD2
 HUNT, Holman R. C.....LSCR2

KENNEDY, Albert L.....ABMA1
 KENNEDY, Robert J.....LSQMS
 KILPATRICK, Norman L.....P2EM2
 KILPATRICK, Ross S.....LSBD2
 KINDREE, Denise R.....WLSS(X)1
 KOZIEL, Bernice K.....WAME(X)1

LITVAX, Marlene F. M...WAME(X)1

MARSHALL, Frederick.....P2PW2
 MESTON, Gordon E.....C1ER4
 MITCHIE, Charlotte.....WACO(T)1
 MONTIETH, Mildred A....WASS(X)1
 MOORE, Lyman E.....LSRPS
 MORRISON, Theodore W.....P2CK2

NEEDLES, Marjorie J.....WA(NQ)

O'LEARY, Charles A.....P1ED4
 OVERWATER, Wilhelmus T...ABBD1

PARKER, Robert H.....C2SH4
 PASH, Charles A.....LSMA1
 PEACOCK, Julia J.....WLSDS
 PEDDLE, Clarence A.....LSMA1
 PRICE, Howard G.....ABLMS
 PROCEVIAT, Jean T....WP2CO(T)2

ROSE, Angus G.....LSEM1
 ROPER, Joseph M.....P1QMS

SAMBELL, Keith S.....P1SHS
 SMALLWOOD, Charles W....LSAW1
 SMALLWOOD, David M.....ABAW1
 SPEED, Harry E.....C2CR3
 STEVENSON, Heber J.....C1MA3

TESKEY, Harlene M.....WACO(T)1
 THOMAS, Barbara N.....WASS(X)1
 TIMMONS, Bruce L.....PIPW3

VICKERS, Gordon S.....ABBD1
 VINNICK, Mary.....WLCO(R)1

WAKEHAM, Earle C.....ABSW1
 WEST, George W.....LSLM1
 WRIGHT, William G.....P2EM2
 WYLIE, Roy M.....P2CV2

BIRTHS

To Commander K. H. Boggild, *Stadacona*, and Mrs. Boggild, a son.

To Able Seaman John W. Milligan, *Stadacona*, and Mrs. Milligan, a daughter.

To Lieutenant (SB) Ray Wormald, Naval Headquarters, and Mrs. Wormald, a son.

To Lieutenant (SB) E. C. Russell, *Carleton*, and Mrs. Russell, a daughter.

To Lieutenant (SB) P. A. C. Chaplin, *Carleton*, and Mrs. Chaplin, a son.

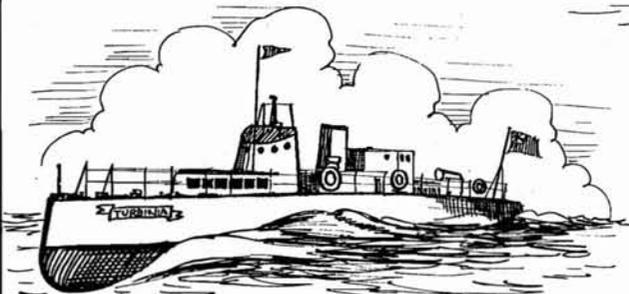
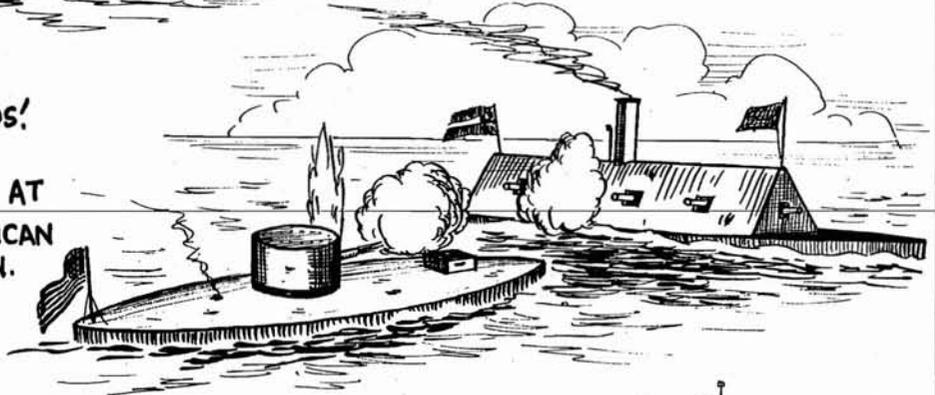
Naval Lore Corner

NO. 41
SHIPS THAT ALTERED
NAVAL CONCEPTS



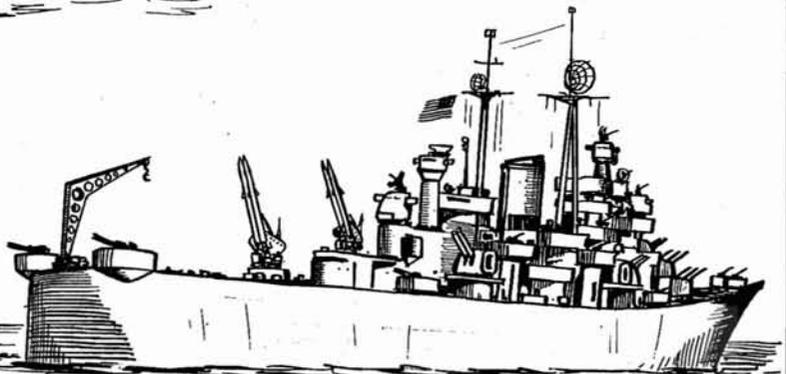
H.M.S. DREADNOUGHT- THE FIRST 'ALL-BIG-GUN' BATTLESHIP. PRIOR TO WORLD WAR I, GREAT BRITAIN AND GERMANY WERE ENGAGED IN A NAVAL ARMAMENT RACE IN WHICH GREAT BRITAIN LED BY A LARGE MARGIN... HOWEVER, WHEN H.M.S. DREADNOUGHT WAS COMMISSIONED SHE RENDERED EVERY BATTLESHIP AFLOAT OBSOLETE, THUS REDUCING BRITAIN'S LEAD IN THE NAVAL RACE TO THE NUMBER OF SIMILAR SHIPS SHE COULD LAUNCH BEFORE GERMANY FOLLOWED SUIT...

THE FIRST CLASH OF THE 'IRONCLADS' THE 'MONITOR' AND THE 'MERRIMAC' WHICH FOUGHT AT CLOSE QUARTERS AT HAMPTON ROADS, VA. DURING THE AMERICAN CIVIL WAR. THE MONITOR (LEFT) WON. THESE SHIPS GAVE BIRTH TO MODERN ARMoured NAVIES..



'TURBINIA'-1894

THIS TINY VESSEL INTRODUCED THE STEAM TURBINE TO THE SEAS WHEN SHE DEMONSTRATED HER PROWESS AT THE 1897 NAVAL REVIEW BY STEAMING UP AND DOWN THE LINES OF WARSHIPS AT THE THEN ASTOUNDING SPEED OF 34½ KNOTS.



U.S.S. BOSTON

AMERICAN HEAVY CRUISER. THE FIRST OPERATIONAL NAVAL VESSEL TO BE ARMED WITH GUIDED MISSILES. (ORIGINALLY DESIGNED FOR CONVENTIONAL ARMAMENT, LATER CONVERTED.)



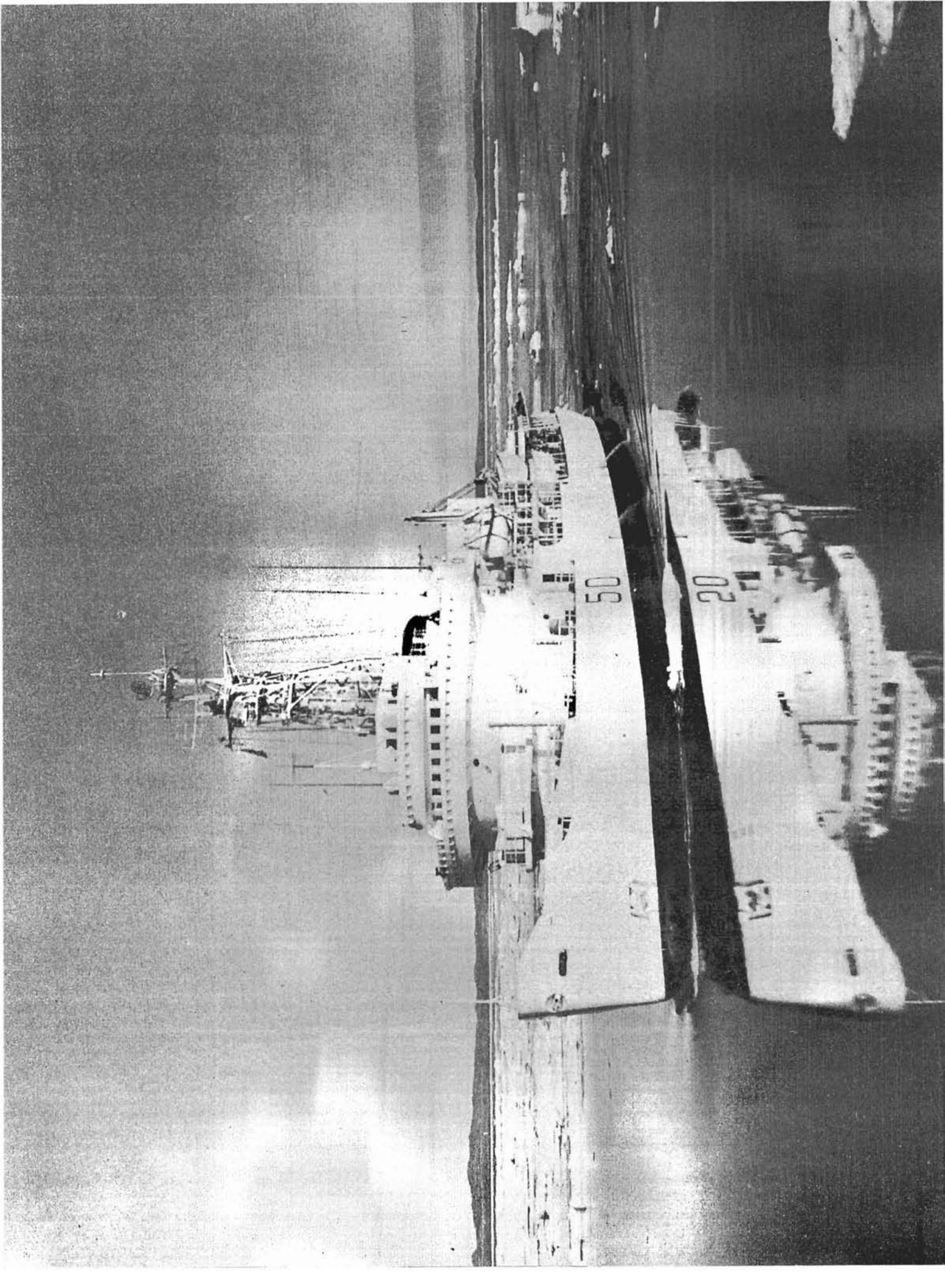
The CROWSNEST



RW BRADEN

Vol. 9, No. 1

November, 1956



The CROWSNEST

Vol. 9 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1956

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The Cover — The "Tracker" — otherwise the CS2F-1 — has joined the Fleet. This painting of the Royal Canadian Navy's new anti-submarine aircraft is the work of R. W. Bradford, who is in charge of technical illustration at the de Havilland Aircraft of Canada Ltd., and is from a portfolio of paintings of Canadian aircraft published in *Aircraft* magazine, Toronto, last March. It appears here through the courtesy of R. G. (Bob) Halford, editor of *Aircraft*.

LADY OF THE MONTH

*"We were the first that ever burst
Into that silent sea."*

The words of Coleridge's ancient mariner are applicable to the scene on the opposite page only in a limited degree. The *Labrador* is pictured as she made the first passage of a ship from east to west through Fury and Hecla Strait during her survey to determine the usefulness of the strait as an entrance from Hudson Bay to the Northwest Passage. Eight years earlier the U.S. icebreakers *Edisto* and *Eastwind* had passed through the narrow waterway from west to east.

The calm and uneventful passage of the *Labrador*, so well exemplified in the serenity of the picture, was scarcely typical. The *Edisto*, attempting to follow the *Labrador* through, was trapped in the ice, lost a propeller and had to be assisted back to Foxe Basin—thus providing two additional unscheduled passages through the strait for the *Labrador*. Alone, the *Labrador* continued deep into the Arctic on her mission of research and discovery.

Now "the great white bathtub", as crew members have lovingly dubbed her, has completed another useful season in the Far North—her third since her commissioning in 1954 and her successful navigation that year of the Northwest Passage. (LAB-1857)

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

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

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

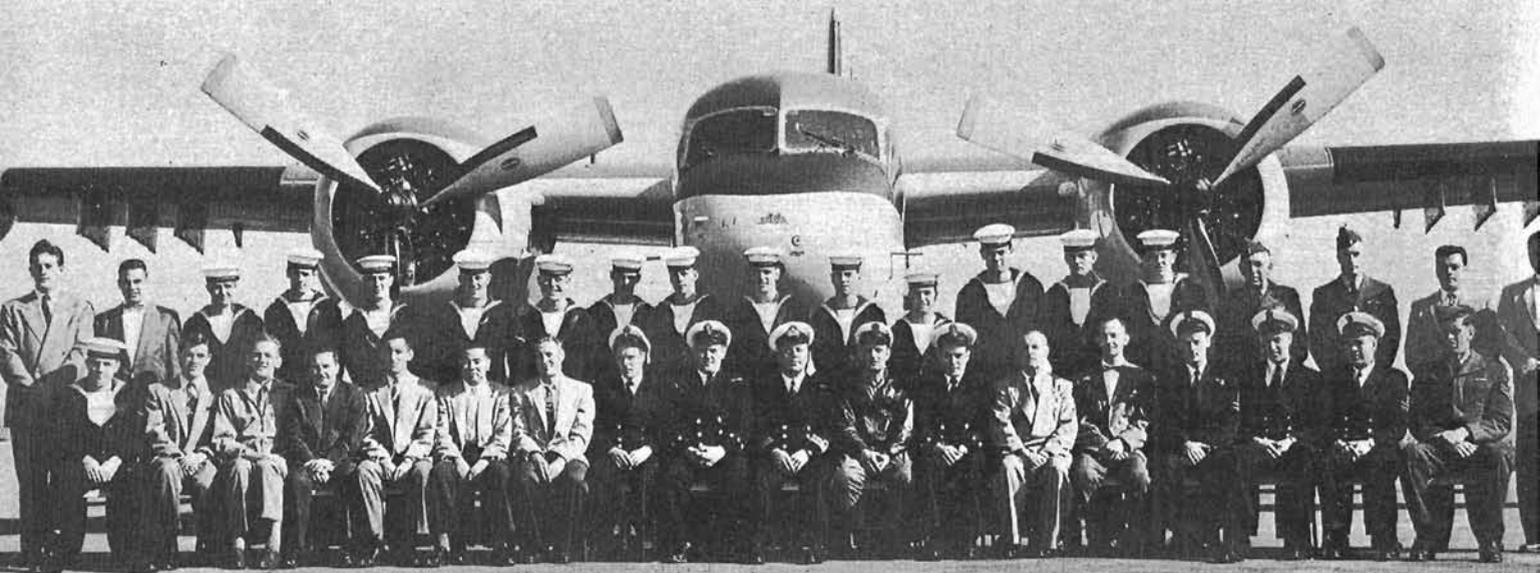
4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

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THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.



RCN NEWS REVIEW

This is the first group of graduates from a familiarization program conducted by de Havilland Aircraft to familiarize naval flying personnel and technicians with the new anti-submarine aircraft, the CS2F-1 Tracker. (Photo courtesy The de Havilland Aircraft of Canada Limited.)

Aviation Personnel Study 'Tracker'

In preparation for the mid-October delivery to the RCN of three CS2F-1 Trackers, de Havilland Aircraft of Canada Ltd., undertook an extensive program for the training of naval aviation personnel in the operation and maintenance of these aircraft. The course was also designed to familiarize the students with the electronic installation, radio and armaments.

On Friday, September 14, a group of 20 officers and technical personnel successfully completed the first three-week course of the program. On September 17 a second group of 25 started on the second three-week course. In addition to naval personnel, RCAF officers and technicians from the joint RCN-RCAF Arctic experimental group participated on the courses.

Organized on the pattern of the U1-A Otter familiarization courses for U.S. Army aviation personnel held earlier this year, the de Havilland Grumman CS2F-1 courses combined intensive lecture-room instruction on theory with practical shop application. The instructional staff, de Havilland technical representatives and service personnel, brought to the courses, in addition to a more than a hundred years' pool of practical aircraft experience, expert knowledge of the specific requirements of the American-designed CS2F-1. This knowledge was gained through intensive study of Grumman methods and shop practices in the plants of the American Company.

Flying instruction is not an item on the Grumman familiarization course, but instrumentation, electronics and radio come in for considerable attention.

In addition to the de Havilland staff of instructors, technical representatives from Pratt & Whitney, Wright aeronautical and Enamel Heat Products lectured at the school.

Squadron Visits Ireland, Continent

At the end of October, ships of the First Canadian Escort Squadron had completed visits to Ireland and the United Kingdom and were scheduled to call at ports in France, Portugal and the Azores before returning to Halifax November 21.

They were to be accompanied by the new destroyer escort, HMCS *Assiniboine*, which joined them in the U.K. following work-ups in Bermuda. Earlier the *Algonquin* had rejoined the

squadron following a delay at Halifax for repairs to damage suffered in Hurricane Carla early in September.

The other three ships of the squadron are the *Iroquois*, *Micmac* and *Huron*.

Three ships, the *Algonquin*, *Huron* and *Assiniboine*, were scheduled to visit Brest from November 1 to November 6, while the *Iroquois* and *Micmac* were to call at Lorient during the same period.

On departure from the French ports, the ships were to join company again to sail for Lisbon and Ponta Delgada before shaping course for home.

Thunder Launched At Port Arthur

HMCS *Thunder*, a Bay class coastal minesweeper, was launched on October 27 at Port Arthur Shipbuilding Co., Port Arthur, Ont.

She was the second to be launched of six minesweepers being built for the Navy to replace those turned over to France in 1954 under the NATO Mutual Aid agreement.

The first launching under the program was that of the *Fundy*, scheduled to commission at Lauzon, P.Q., on November 20. At present eight Bay class minesweepers are in service with the RCN and six are with the French Navy.

Sponsor at the launching of the *Thunder* was Mrs. G. F. McDougall, wife of the general manager of the firm building the minesweeper.

The *Thunder* is the third ship to bear the name in the RCN. The first *Thunder* was a Bangor class mine-

Saguenay Seeks Return of Trophies

Scattered across Canada are numerous trophies, gifts and relics which belonged to the destroyer *Saguenay* during the Second World War.

The new *Saguenay* is commissioning in December and it is greatly desired that any objects which have a bearing on the ship's traditions be returned.

They should be addressed to the Commanding Officer, HMCS *Saguenay*, Fleet Mail Office, Halifax, N.S.

sweeper constructed in 1940-41. The second was one of the six Bay class minesweepers turned over to France in 1954. She was renamed *La Paimpolaise*.

The first *Thunder* was commissioned in October 1941. During the next two and one-half years she steamed nearly 125,000 miles on minesweeping, escort and patrol duties in the western Atlantic.

In early 1944 she proceeded to the United Kingdom in preparation for the invasion of Europe. Subsequently, as a member of the Royal Navy's 4th Minesweeping Flotilla, she carried out minesweeping operations in English and French coastal waters. These included the pre-invasion sweep of the channel to the Normandy beachhead.

She went to Canada in August 1944 for refit, returning overseas in November to join the all-Canadian 31st Minesweeping Flotilla.

In April 1945 the *Thunder* helped clear the mouth of the Gironde River, to allow Free French warships to bombard Bordeaux.

In company with the British destroyer *Bulldog*, the *Thunder* had the honour of being the first Canadian ship to put in to the Channel Islands and aid in their repatriation.

Prior to returning to Canada, the *Thunder*, along with other ships of the 31st Minesweeping Flotilla, helped clear a path for the *Queen Elizabeth* and the *Queen Mary* when they returned to their home port of Southampton for the first time since the beginning of the war.

The *Thunder* was paid off in October 1945 and turned over to War Assets Corporation for disposal.

Churchill Defies Poor Reception

Poor radio conditions, attributed to sunspot activity, dogged the *Labrador* during her 1956 mission in the waters of the Canadian Eastern Arctic.

Not only did the *Labrador* and the U.S. ships serving with her find it hard to read the signals from other ships and shore stations, but the shore stations also found it hard to untangle ships' messages from the atmospherics.

One shore station which stolidly settled down and dealt with this tangled traffic was HMCS *Churchill*, the naval radio station at Churchill, Manitoba.

Churchill, among all the shore stations handling traffic to Task Force 6 in the eastern Arctic, was singled out for praise by Rear-Admiral R. Mason, USN, commander of the task force, who said *Churchill* had always shown a readiness to put forth the extra effort required to receive and relay weak signals.

Admiral Mason said task group commanders had praised "most highly" the services rendered by *Churchill*.

Jonquiere Destroys Drifting Mine

A barnacle-covered Second World War Japanese mine was hunted down and destroyed off the west coast of Vancouver Island by ships of the Sec-

BCA CONTEST

THE THIRD annual essay contest of the Bureau of Current Affairs has as its subject "What NATO Means to Canada". Prizes will total \$175, made up of a first prize of \$100, second of \$50 and third of \$25.

The contest closes February 28, 1957. The rules are as follows:

All men and women of the three service up to and including Chief Petty Officer and Warrant Officer (Regular Force) are eligible.

Put your name, rank and service number at the top of the page. Make your copy legible. It may be typewritten or written in ink. Your essay may be written in English or in French. Write on one side of the paper only.

All entries become the property of the Crown. Judge's decision will be final. You accept these rules when you enter the contest.

Send your essay to the nearest Current Affairs Adviser at one of the following addresses:

Headquarters, Quebec Command,
2530 Atwater Avenue,
Montreal.

Headquarters, Central Command,
Ortona Barracks,
Oakville, Ontario.

Headquarters, Western Command,
Kingsway Avenue,
Edmonton, Alberta.

Headquarters, B.C. Area,
4050 West 4th Avenue,
Vancouver, B.C.

HMCS *Stadacona*,
Halifax, N.S.

14 Group Headquarters,
RCAF Station Winnipeg,
Stevenson Field,
Winnipeg, Manitoba.

Personnel serving in Europe should send their essays to Current Affairs Adviser, HQ, 2 Cdn. Inf. Brigade Group, Soest, Westfalen Germany, CAPO 5050. Those serving in other countries should send their essays direct to the Bureau of Current Affairs, NDHQ, Ottawa.

ond Canadian Escort Squadron in early October.

First report of a floating mine some four miles southeast of Carmanah Point was received by naval intelligence at Esquimalt at 11.25 a.m. from the Department of Transport. The mine had been reported by the fishing vessel *Bounty One*.

Naval operations passed the report to the Second Canadian Escort Squadron and the frigates *Jonquiere*, *New Glasgow*, *Ste. Therese*, *Stettler* and *Sussexvale* were detached from exercises to search for the mine and destroy it. At 3 p.m. the frigate *Jonquiere* informed the Esquimalt naval base that the mine had been detected and destroyed.

The ships carried on with their scheduled exercises.

Naval authorities believe the mine to have been a wartime moored mine which after years of corrosion had broken away from its anchorage, bobbed to the surface and drifted with the ocean currents to the west coast of Vancouver Island where it was finally noticed and destroyed.

Convoy 1956

A Personal Impression

It was 0415. They appeared as small points of light on the face of the radar display. Bearing 135°, range 14 miles—six ships. They would have been picked up earlier, but the radar had been out of service. Almost at the same time, they were sighted visually, as smudges on a dark horizon. "Signalman, make the challenge." (Down the voice pipe to the Captain: "Six ships in sight, sir. Bearing 135—14 miles.")

As I said these words my mind could not help but flash back to yester-years, and wartime convoys.

There was a difference, of course; the ships approaching our rendezvous turned on their navigation lights. No guns' crews closed up at dawn action stations. No asdic pinging in search of an unseen enemy. This was 1956 not 1944. The ships were, however, to form a convoy, though the escorts were neither frigates or destroyers, but icebreakers. The enemy was not the U-boat, but ice.

This was a convoy forming at the northern end of Hudson Strait to be escorted into Foxe Basin, where it would land supplies for the DEW Line. It was the *Labrador's* responsibility, together with the USN's icebreaker *Edisto*, to escort the ships through any ice which might be encountered.

As we set about our task of forming up the ships into two columns, and getting them under way I could not help thinking as I looked at the collection of LSDs, merchant ships and solitary tanker, how familiar the sight seemed although the circumstances were somewhat different from those twelve years ago.—W.B.H.

Joint Exercise Held Off West Coast

A three-day combined fleet exercise involving units of the Royal Canadian Navy, the United States Navy and the Royal Canadian Air Force took place off the coast of British Columbia in early October.

The exercise included the training cruiser *Ontario*; ships of the Second Canadian Escort Squadron and the USN destroyer *Charles E. Brannon* from Seattle. Participating aircraft included RCN Avengers from 33 Squadron, Patricia Bay; RCAF Lancasters from 407 (M) Squadron, Comox, and USN aircraft from Whidby Island.

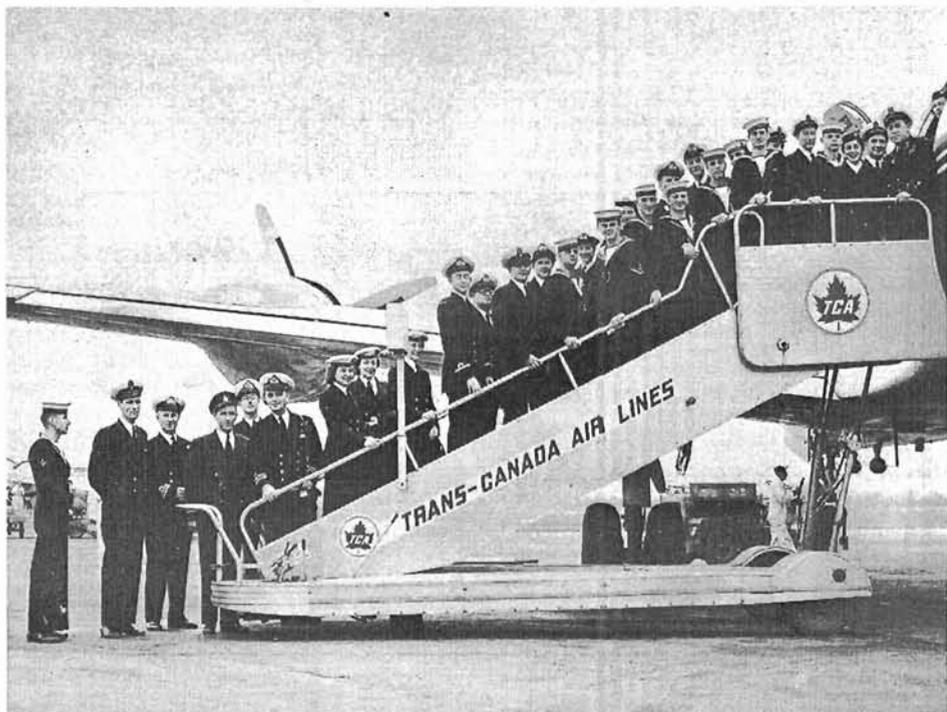
During the exercise the *Ontario* played the role of an enemy ship while the remainder of sea and air forces searched for her.

New Columbia Launched in B.C.

Launching of the anti-submarine destroyer escort *Columbia* took place at Burrard Dry Dock Co. Ltd., North Vancouver, on November 1. The *Columbia* was the 11th to go down the ways of 14 destroyer escorts ordered for the Navy.

Two of the warships, the *St. Laurent* and *Assiniboine*, are in commission and a third, HMCS *Ottawa*, was scheduled to commission at Montreal November 10.

Sponsor of the *Columbia* was Mrs. K. L. Dyer, wife of Commodore K. L.



Members of HMCS *Donnacona*'s ship's company are seen boarding an airliner before an aerial sightseeing tour of the St. Lawrence Seaway. The flight was arranged by TCA to show them the seaway, which will be so important to the Navy in future years, making it possible for large warships to cruise and exercise in the Great Lakes. (ML-5024)

Dyer, who now is attending the National Defence College at Kingston.

The new *Columbia* will be the second of that name to serve in the RCN. The first (ex-USS *Haraden*) was one of seven destroyers turned over to Canada early in the Second World War.

An eighth was turned over later by the British as a training ship.

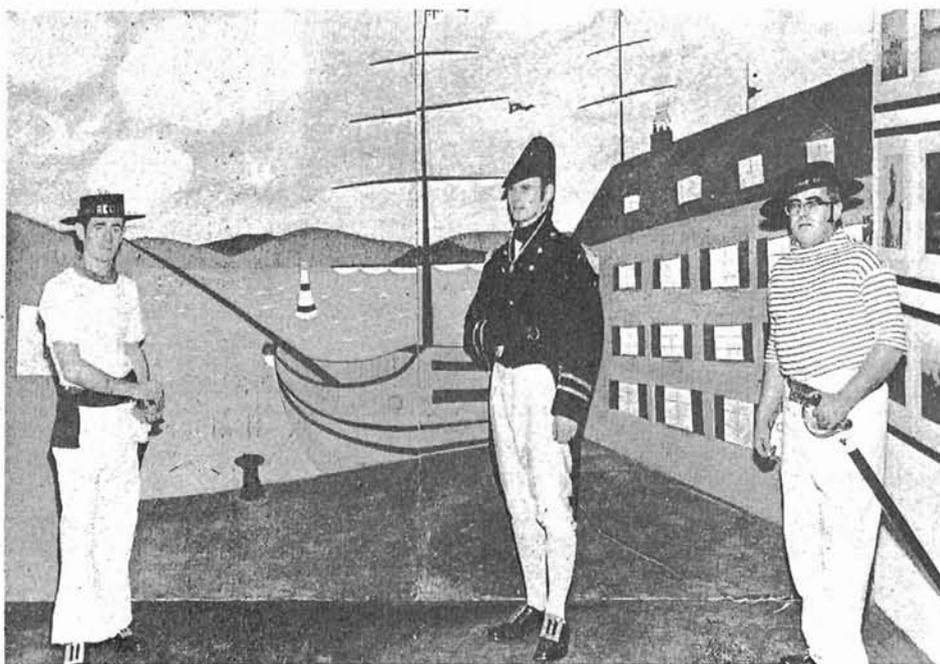
Taken over on September 24, 1940, by the RCN, the *Columbia* served through most of the war on Atlantic convoy duties. In 1943, she was one of two Canadian naval vessels which rescued the gale-battered and helpless British destroyer *Caldwell*. The *Caldwell*, another ex-American destroyer, got into trouble when a tow-line parted as she was being towed from Newfoundland to Boston for repairs to damage suffered in an earlier gale.

The *Columbia* herself was damaged early in 1944 off Newfoundland. Following repairs she was finally allocated to Liverpool, N.S., for magazine and fuel storage duties. She was turned over to War Assets Corporation for disposal on August 7, 1945.

Darker Work Uniforms Chosen

Blue denim will be replaced by midnight blue drill for the working garb of men of the Royal Canadian Navy, according to an announcement from Naval Headquarters.

The announcement observed that in the transition period a certain lack of uniformity in dress will have to be accepted. Midnight blue (the colour of officers' uniforms) is almost black and a decided contrast to blue denim, which, after a few washings, is considerably lighter in colour than seamen's rig.



Uniforms of 1800, which in those days had a surprising lack of uniformity, were featured by the staff of the RCN recruiting office during Navy Days, October 6 and 7, in Quebec City. Left to right are PO Patrick Pichette, Lieut. Allen D. Taylor, recruiting officer for the RCN, and CPO Joseph R. Poirier. Other displays included a Banshee jet fighter, large models of the *St. Laurent* and *Labrador*, and old-time gun drill, carried out on one of the six muzzle-loading cannon in Place Georges V, fronting on Grande Allee. (ML-4986)



Five Tracker (otherwise CS2F-1) aircraft, their wings folded in the strange criss-cross fashion of their kind, warm up on the tarmac at Downsview airport near Toronto. (COND-3046)

FIRST 'TRACKER' ACCEPTED FOR SERVICE

A/S Aircraft Rolling off de Havilland Assembly Line

THE FIRST anti-submarine aircraft to be built in Canada for the Royal Canadian Navy was formally accepted by Defence Minister Ralph Campney on October 12.

The ceremony took place at the Downsview, Ont., plant of The de Havilland Aircraft of Canada, Ltd., prime contractors for the new aircraft, which has been named the "Tracker".

Making the official presentation was P. C. Garratt, vice-president and managing director of the Canadian aircraft company, who handed over the aircraft's log books to mark the transfer.

Present at the ceremony were federal, provincial and civic government officials, leaders of the aircraft industry of both Canada and the United States and senior officers of the armed forces of both countries.

Among those from Ottawa attending the ceremony were D. A. Golden, deputy minister of the Department of Defence Production; Vice-Admiral H. G. DeWolf, Chief of the Naval Staff; Commodore H. P. Sears, Assistant Chief of the Naval Staff (Air); Commodore (S) C. J. Dillon, Supply Officer-in-Chief; Captain G. C. Edwards, Director of Naval Aviation, and Captain Paul B. Ryan, U.S. Naval Attaché.

Following the ceremony three of the new aircraft, also completed and await-

ing acceptance, carried out a low-level formation flying demonstration.

In his acceptance speech, Mr. Campney referred to the continuing seriousness of the threat posed by the modern submarine.

"Let us not forget," he said, "that in two great wars the submarine has come within an ace of bringing about our defeat."

He warned also against discounting the possibility of the submarine being



During acceptance ceremonies for the RCN's new anti-submarine aircraft, the Tracker, the log books for the first plane off the assembly line were presented by Hon. Ralph Campney, Minister of National Defence, to Vice-Admiral H. G. DeWolf, Chief of the Naval Staff. (COND-3045)

used as a bombardment instrument, "launching missiles of tremendous destructive power over great distances."

"No man today can say with any certainty that the nations of the world will never again resort to war—that we will not be forced to defend our liberty, our dearly bought freedom, our homes and our families. And this notwithstanding the terrifying—the appalling—potentiality of the atomic and thermonuclear weapons which now confront us.

"One thing we do know," Mr. Campney continued, "and that is that Canada will never be the aggressor in any war. We covet no nation's territory, no nation's wealth, no nation's people. All we desire is to live our lives in peace and to improve our lot and that of our fellow men.

"And so the military effort of this country is purely a defensive effort—not made with any thought of aggressiveness or a desire to harm our fellows but solely in fulfilment of our desire to play our defensive part in the effort—the joint effort—of the free world to make itself so strong that no nation will ever dare to attack.

"The airplane which, on behalf of the Department of National Defence and of the Royal Canadian Navy, I am accepting here today, together with those to follow, constitutes a very real contribution to that defensive effort. These planes have been specifically designed, constructed and equipped for one purpose and one purpose only, to locate and destroy hostile submarines approaching our shores or haunting our seaways."

Mr. Campney pointed out that the CS2F-1 had been chosen only after careful study and consideration and following severe tests.

"It is the best plane for its appointed task which we know of," he said.

Potential new tactical uses of the submarine "constitutes one of the new threats which ordinary prudence demands that we must seek to meet," Mr. Campney said. "Therefore all possible measures designed to counter it must be considered and developed and incorporated into our defence system.

"These aircraft are a part of that defence system and that is one of the reasons why we are all here this afternoon, and why this is an important and significant occasion.

"It marks, too, another step forward in the development of our Royal Canadian Navy."

The Defence Minister compared the CS2F-1 acceptance ceremony with the commissioning of the destroyer escort *St. Laurent*, "the first ship in the

Navy's current and most important shipbuilding program".

In both these occasions Mr. Campney saw "tangible expression of our determination that the Navy shall be kept in a position to maintain its great traditions and its glorious record and to carry out our full obligations to our own people and to our NATO partners".

Mr. Campney concluded by expressing the thanks and appreciation of the Navy and the Defence Department for the efforts of the de Havilland company and other elements of the Canadian aircraft industry in the establishment and smooth running of the CS2F-1 production program.

The capabilities of the aircraft to carry out its anti-submarine role were lauded also by Mr. Garratt, who stated that it was one of the most complex machines ever constructed by his firm. He paid tribute, too, to the work done and assistance given by the sub-contractors on the construction program.

The Tracker is an all-weather, twin-engined, high wing monoplane. Designed for carrier-borne anti-submarine service, it will be operated from the RCN's new aircraft carrier, the *Bonaventure*, which will commission in Belfast, Northern Ireland, in mid-January, 1957.

Successor of the Grumman Avenger, which has been in service in the anti-submarine role in the RCN since 1950, the new aircraft is being built in Canada by the de Havilland Aircraft of Canada Ltd., under licence from the Grumman Aircraft Engineering Corporation, Beth-Page, N.Y., which originally designed the machine for the United States Navy.

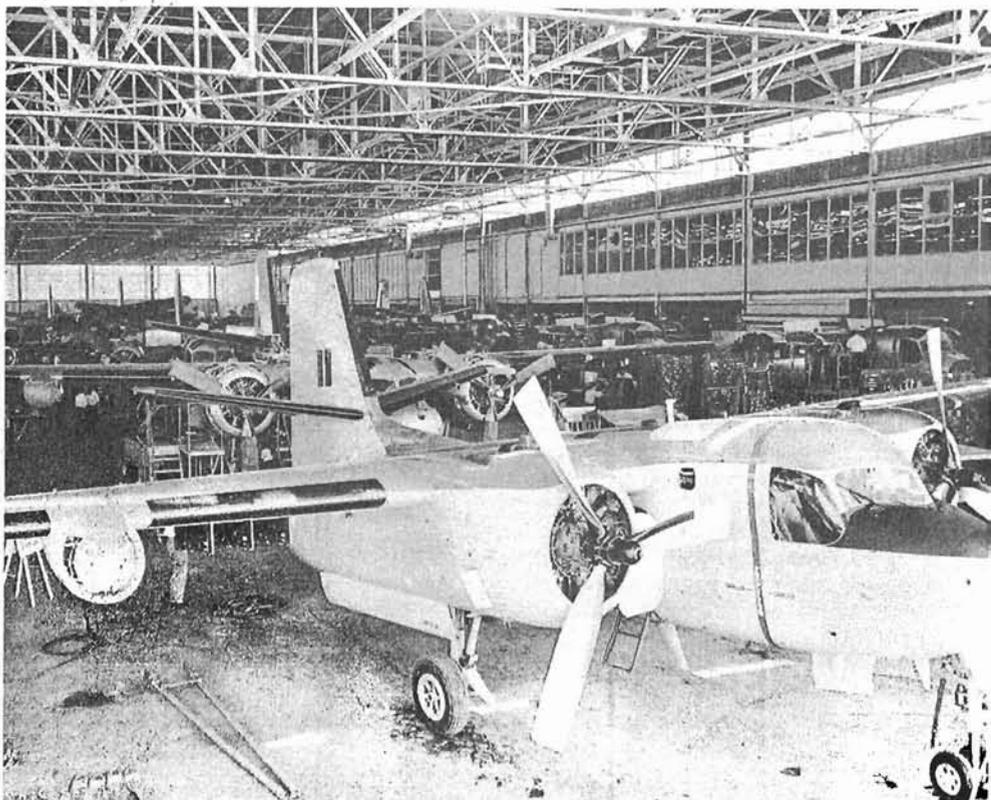
The Tracker is both a search and strike aircraft, combining in the one machine the full capabilities of hunter and killer. It is designed and equipped to search out, identify, attack and destroy enemy submarines, whether surfaced or submerged. It is highly manoeuvrable, has a short take-off run and low landing speed, making it admirably suited for operation from an aircraft carrier. Its versatility permits its use in a number of roles in addition to its primary anti-submarine duties. It may be used for deck landing training, target towing, aircrew training, instrument flying training and carrier-to-shore transport. The initial order of aircraft for the RCN, however, will be fitted and equipped only for anti-submarine operations.

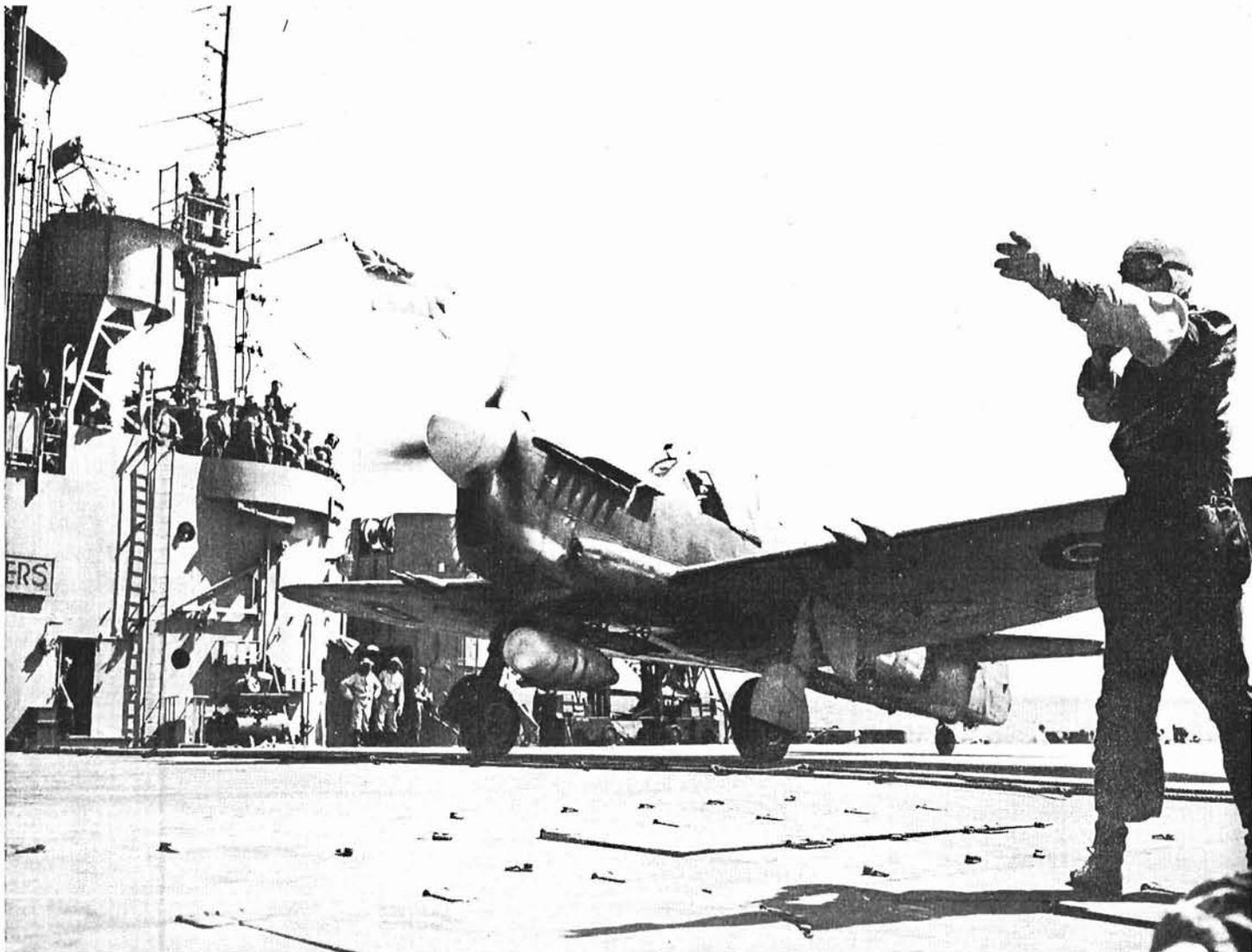
The CS2F-1 was chosen after careful consideration of all the factors involved. Because of the relatively small number of aircraft required, it was considered uneconomical to design and build in a Canadian aircraft to meet the RCN's requirements. Of aircraft already in production, the Grumman S2F best met all specifications.

The Canadian version has undergone only minor airframe modifications, although Royal Canadian Navy requirements have resulted in installation of some equipment different from that of its United States counterpart.

Some features of the new aircraft follow:

Cockpit—To carry out its hunter-killer function the "Tracker" has accommodation for a crew of four. The pilot and co-pilot have a wide range of vision. The radio and radar men are seated aft of the cockpit which





FROM THE NAVAL PHOTO SALON—This photograph has not only action of its own but a certain historic interest. It shows a Firefly which has landed on the Magnificent being directed forward to the parking position. The Firefly has been succeeded by the Avenger, which is in turn giving way to the Tracker, or CS2F-1. Some of the Fireflies have been sold to Ethiopia where, it is presumed, they need no longer come to rest with folded wings. The picture, entitled "Aircraft Director", is the work of CPO Jan Salter, who is also known as an expert movie photographer, now at Naval Headquarters.

features a folding control console giving ready accessibility to the seats. Each member of the crew has an escape hatch fitted directly above his seat. A control lock has been provided. When this is in operation the engines cannot be "revved" up sufficiently to raise the aircraft into the air. Also included is the new hydraulic "rudder boost", which eliminates strain on the pilot during single engine flying. It is one of the first production aircraft to incorporate this new feature.

Instruments—Included in the standard instrument layout is a "safe speed indicator", the first military installation of the device in Canada. The indicator incorporates a dial and coloured lights which shows the pilot and the landing safety officer the approximate approach speed of the aircraft on land-

ing, whether it is too fast, too slow or just right. Autopilot is fitted.

Anti-Submarine Equipment and Weapons—The latest equipment for the detection of submarines and the most modern anti-submarine weapons are carried. This has been achieved without any sacrifice of speed or endurance. The aircraft is equipped with sonobuoys housed in a special compartment aft of each engine, rockets, homing type torpedoes released through fast opening and closing bomb bay doors, and a powerful searchlight controlled from the cockpit.

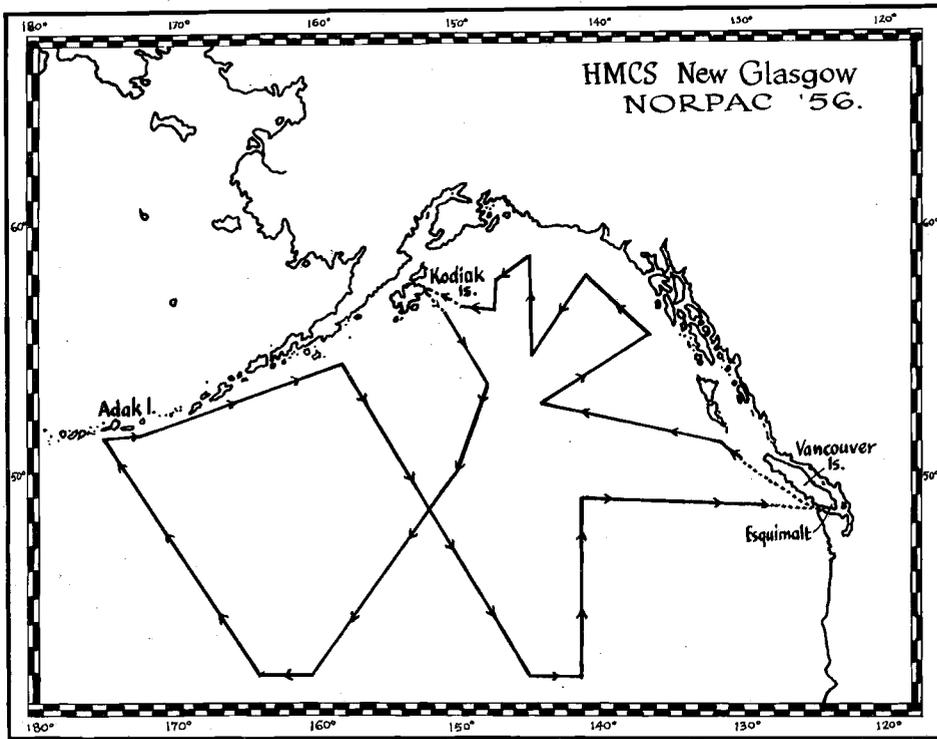
During anti-submarine operations the spun glass radar dome is telescoped down from the inside automatically. The magnetic airborne detection boom is fitted below the tail. The sonobuoys, listening devices which are dropped into the water in the area of

a submarine and by radio transmissions reveal the submarine's position to the aircraft, are released by controls located at the pilot's and co-pilot's seats.

Performance — The aircraft has a range of approximately 1,000 miles and can remain airborne for about eight hours. Its maximum speed is more than 300 miles per hour. Landing speed is 86 miles per hour.

Dimensions—Wing span is 69 feet, eight inches, and length 42 feet. The all-up weight is more than 23,000 pounds.

One of the most interesting features of the Tracker is the method of folding the wings. A cross fold system is used with one wing folding in front of the other, for close stowage of the aircraft on the flight deck, in the hangar and on the elevators.



NEW GLASGOW CONDUCTS NORTH PACIFIC SURVEY

DURING August, the frigate *New Glasgow* acted as survey ship for Norpac '56, the annual oceanographic survey of the North Pacific between 40° N. and 56° N. and 130° W. and 175° W., almost two-thirds of the way across the ocean.

The Department of Fisheries, through the Pacific Oceanographic Group at Nanaimo, B.C., originates these cruises to determine, among other things, the Pacific areas frequented by various fish species. To carry out the necessary tests, involving casts into the sea, the *New Glasgow* was fitted with a two-drum winch, each drum carrying 3,000 fathoms of wire.

Seven scientists from Nanaimo were on board, headed by A. J. Dodimead. The ship was stopped for casts about every six hours or 80 miles, with the scientists on each occasion taking two water bottle casts to 500 and 1,200 fathoms, for water and temperature samples. A plankton net was also streamed for marine life at the surface. In between stops the ship's speed was reduced for bathythermograph casts for the sea's temperature gradient.

The ship's only ports of call were Kodiak in the Gulf of Alaska, and Adak in the Aleutian Islands. The United States Navy displayed its usual hospitality to the ship's company in both bases. The main attractions at the

ports proved to be fishing, and in this fisherman's paradise very few of the anglers were disappointed. Humpback salmon and sea trout were most plentiful.

On the final leg of the cruise a member of the ship's company, Ord. Sea. Neil Grill, developed acute appendicitis and required immediate surgery. Attempts were made to obtain an air evacuation but this was not possible.

The U.S. Coast Guard arranged a rendezvous with the USNS *General Hugh J. Gaffey*, a large transport with ample medical facilities. The rendezvous was effected and Ordinary Seaman Grill was transferred to the *General Gaffey* in a Neil Robertson stretcher via the *Gaffey's* motor cutter. Word was later received that Ord. Sea. Grill was successfully operated on and enjoying the trip to San Francisco.

The *New Glasgow* returned to station. A few pumper and salmon were caught at stops and provided ample excitement. A sockeye salmon was caught by the supply officer, Lieut. (S) C. P. Ilsley. This species is rarely caught by hook and is normally taken by seine or gill nets.

On Sunday, September 2, the *New Glasgow*, after having steamed 8,141 miles, entered Esquimalt, her mission completed. Although certain jocular terms have been bandied about such

as "survey boat" and "fish packer", there can be no doubt as to the usefulness of the *New Glasgow's* part in the survey of the Northern Pacific.

CAPT. CROSS JOINS VETERANS' BOARD

Captain Paul B. Cross, OBE, RCN(R) (Ret'd), of Halifax has been appointed a member of the War Veteran's Allowance Board at Ottawa. He succeeds Thomas Fenton, also of Halifax, who has retired.

Capt. Cross, a native of Saint John, N.B., went on active service with the RCNVR in August, 1939, in the rank lieutenant-commander. He first became associated with the Navy in 1923 when he entered the RCNVR, in the Saint John division as an acting sub-lieutenant.

His first appointment at the outbreak of the Second World War was as staff officer to the Naval Control Service Officer at Saint John and later he was in command of the naval division, which he commanded before the war.

In 1941 he was appointed to HMS *Rajputana* and was among the survivors when the armed merchant cruiser was torpedoed off Iceland in April of that year. Shortly after this he was assigned to HMS *Ramillies* (battleship) and then, following courses with the Royal Navy, went to HMCS *Rosthern* (corvette) in command.

While in the *Rosthern*, Captain Cross was senior officer of the escort group in several convoys and took part in several actions against submarines. His ship also played a prominent part in rescue work and on one occasion he was mentioned-in-despatches for "courage, skill, and whole-hearted devotion to duty while under conditions of great hardship."

Experiences while in the *Rosthern* led Captain Cross to devise what came to be known as the "Rosthern Rescue Net", an oversized net swung from a boom, which reduced the time required to take exhausted and oil-covered survivors from sub-infested waters.

In late 1943 he was appointed Assistant Naval Officer-in-Charge and King's Harbour Master at St. John's, Nfld., and in January, 1944, he was appointed to Naval Headquarters as Chief Staff Officer Reserves and a member of the Naval Board.

Following the war Captain Cross returned to Saint John, N.B., first as Eastern Regional Administrator and later as Regional Administrator (Maritimes) with the Department of Veterans Affairs.

OFFICERS AND MEN

NATO Journalists Visit West Coast

Seventeen European journalists from eleven different NATO countries were guests of the Royal Canadian Navy in the Pacific Command September 13-14 during a three-week visit to Canada under arrangement by the Department of External Affairs.

After arriving from Banff, Alta., the journalists were taken to *Naden* where they were received by the commodore. Their tour of *Naden* included a visit to Nelles Block, the School of Music and the gymnasium.

At HMC Dockyard the visitors were given a close look at the electrical workshops and a bus tour of the remainder of the yard.

A reception was held for the NATO journalists in the *Naden* wardroom the evening of September 13 with members of the local press and radio also in attendance. The following morning the group paid a brief visit to the Canadian Services College, Royal Roads, prior to going to Nanaimo for a look at a MacMillan & Bloedel mill. At Nanaimo the journalists boarded ships of the Second Canadian Minesweeping Squadron for transport to Vancouver.

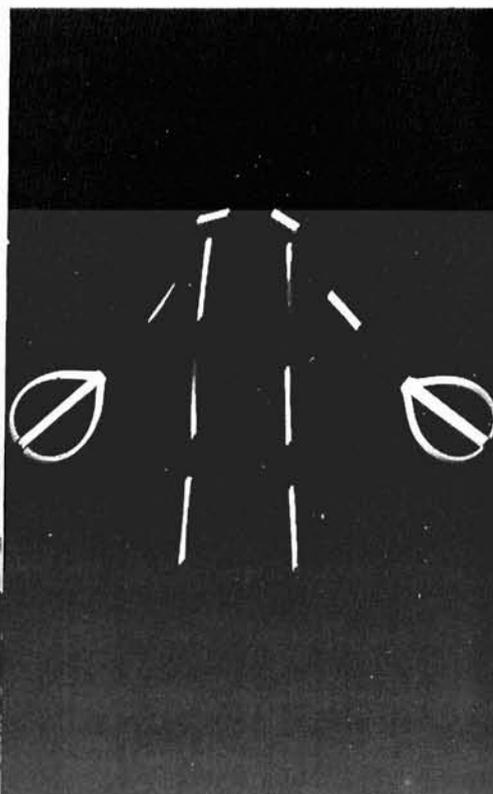
Officer Designs Illuminated Suit

A \$200 cheque from the Department of National Defence and a letter of commendation from the Chief of the Naval Staff have been awarded to a naval pilot for inventing an illuminated suit used successfully by landing signals officers when guiding aircraft landing on the carrier *Magnificent* by night.

The awards were presented to the inventor, Lt.-Cdr. Stuart Edward Soward, at a ceremony September 7, at *Shearwater*.

Lt.-Cdr. Soward, who now serves at *Shearwater*, developed the suit in 1954 when he was a landing signals officer in the *Magnificent*.

The LSO or "batsman", guides aircraft safely onto the flight deck of the carrier from a position near the stern and to one side of the deck. This is necessary since the angle of approach for landing on prevents the pilot from obtaining a clear view of the flight deck on the final stage of his approach.



Lt.-Cdr. Stuart Soward models the illuminated suit he devised for use by "batsmen" guiding aircraft making night landings on the deck of the *Magnificent*. In the picture at the right only illuminated lucite rods are visible.

Lt.-Cdr. Soward attached several lengths of half-inch lucite rods to service coveralls and designed paddle shaped bats to accompany the costume. When light from small bulbs is shone along the rods, a neon-like illumination results which is clearly visible to an aircraft pilot more than 1,000 feet away.

Termed by appraising authorities as "the best available in any navy", the Soward suit has "probably resulted in a saving of lives and equipment through its increased efficiency" over old methods.

His invention overcame a major problem in illuminated suits. Hitherto less success was realized in devising a lighting system bright enough for pilots to detect at adequate ranges but not so bright as to mar the vision of the batsman.

Lt.-Cdr. Soward, a native of Vancouver, took pilot training and served as an instructor with the RCAF from 1943 to 1945, then transferred to the Royal Naval Volunteer Reserve for service in the Fleet Air Arm.

He was among the first pilots to enter the RCN when Canadian naval aviation was officially constituted after the war. Since then he has served in the *Warrior*, Canada's first aircraft carrier; as a recruiting officer in Edmonton, a flying control officer at the naval air station and as a landing signals officer in the *Magnificent*. He is now in Experimental Squadron 10 at *Shearwater*.

Lieut. Saper Wins Mackay Award

The Mackay Award was presented to Lieut. B. M. Saper by Captain M. G. Stirling during ceremonial divisions at *Cornwallis* on August 14.

The award, which consists of a telescope, is presented annually to the officer who obtains the highest mark in the ten-month Communication Officers Qualifying course at HMC Communication School, during which the officers are introduced into the realm of communication theory ranging from semaphore to radio-teletype.

The presentation was initiated by the communication officers of the RCN in memory of Lt.-Cdr. T. C. Mackay, who was tragically killed in an automobile accident in 1951 while on his way to take an appointment on the West Coast, thereby ending a distinguished career in naval communications.

The other members of the course who qualified as specialist "C" officers at the same time were: Lieut. L. T. Blair, Lieut. R. J. K. Hamilton, Lieut. C. A. Stewart, and Lieut. P. E. Robinson.

PMO Appointed For Bonaventure

New appointments for two senior officers of the medical branch of the Royal Canadian Navy have been announced.

Surgeon Cdr. Walter J. Elliot will become Principal Medical Officer of the *Bonaventure* when the new aircraft carrier commissions at Belfast, Northern Ireland. He went to Belfast to organize the ship's medical department during the final stages of construction.

Succeeding Cdr. Elliot as Principal Medical Officer of *Stadacona*, and of the RCN hospital there, is Surgeon Cdr. Richard A. G. Lane.

Navy Wives Aid Hospital Bazaar

A few years ago "kermesse" was relatively unknown in the Atlantic Command. Today it is an annual event which comes in for a good deal of attention by the officers and men and their families.

Kermesse is an annual bazaar sponsored by the women's auxiliary of the Children's Hospital of Halifax to raise funds for the provisions of special equipment and facilities for the hospital which otherwise would not be available. Incidentally the word "kermesse" also spelled "kermis", is from the Dutch and means "village fair".

A few years ago some of the wives of the officers and men of the command felt they could contribute to this worthwhile cause and from a rather small beginning the Navy's contribution now adds no little part to the festivities. *Stadacona's* band is always a highlight and the merry-go-round and hobby horses provide great amusement for all the children. Three stalls are set up and offer for sale all articles that have been made and donated by the wives in the command.

Naval wives have proved themselves to be capable saleswomen as few articles are left unsold. In addition to these activities the naval wives also

sponsor a raffle of a painting, kindly donated by Cdr. Anthony Law.

The Kermesse this year was held on June 20 and drew a record attendance of over 2,000, netting the auxiliary approximately \$5,200. The naval wives were responsible for \$1,450 of this amount.

The money will be used to endow two beds in the newly enlarged hospital.

The active effort of navy men and their wives in a community project such as this is an excellent example of the spirit of co-operation which makes service personnel a part of any community.

Commendation For Communicator

Commendation by Vice-Admiral F. C. Denebrink, USN, Commander of the Military Sea Transport Service, and endorsed by Admiral Arleigh Burke, USN, Chief of US Naval Operations, and by the Naval Board of Canada, has been awarded to CPO Gerald J. Dufour, *Cornwallis*, for his communications work while in the *Labrador* during the 1955 Arctic operations.

CPO Dufour was paid tribute for the outstanding services he performed in keeping the communications of the Arctic Task Group working efficiently under extremely adverse conditions.

In particular, the commendation stated, "His technical skill and willingness to devote his time and talent unceasingly, enabled all traffic to be passed with a minimum of time lag."

FRIGATES REPAIR COOK MONUMENT

The memory of a humble English farm boy, who became one of the world's great navigators and contributed greatly to the opening up of the Pacific coast of North America, was honoured recently by two frigates of the Royal Canadian Navy which landed a party to restore the monument erected to him on the shores of Hawaii.

The man who rose from lowly beginnings to greatness as both a scientist and naval officer was Captain James Cook, who was slain when the natives tragically misinterpreted his intentions at Kealakekua Bay, Hawaii, in 1779. During their recent training cruise to the Hawaiian Islands, the frigates *Ste. Therese* and *Stettler* landed work parties to restore the monument which stands near the spot where Captain Cook was slain.

The monument itself was in fairly good condition, but its surroundings required attention. The vegetation around the plot was weeded and trimmed and a new concrete walk was laid. Badges

Born in Windsor, Ont., 36 years ago, CPO Dufour entered the RCNVR as an ordinary seaman in September 1940. He served during the war in a number of ships and establishments, among them the corvettes *Sorel*, *Napanee* and *Summerside*.

Demobilized in July 1945 he re-entered the navy, this time in the regular force, in December 1946. He has since served in the destroyers *Iroquois* and *Haida*, at Albro Lake Naval Radio Station, and in the coastal escort *Portage*, as well as in *Cornwallis* and the *Labrador*.

The presentation of the commendation was made at *Cornwallis* recently by Cdr. W. H. Howe, Officer-in-Charge Communications School, where CPO Dufour is now serving.

227 Wrens Take Summer Training

The wrens are back in the Navy, it was obvious at *Cornwallis* this past summer. There were five classes of reserve new entry wrens with an average of 40 a class, plus 19 reserve wrens on branch training in the Communication School and seven doing on-the-job training in their respective branches.

This gave a total of approximately 227 wrens, with the last one completing her training on August 31.

The girls came from naval divisions across Canada, including *Chippawa*, *York*, *Discovery*, *Cabot* and many more. For some of the wrens it was their first trip away from home and, after a

from each ship were imbedded in the concrete to commemorate the visit of the Canadian frigates.

On completion of the repair work a guard was paraded and the commanding officer of the *Stettler*, Lt.-Cdr. G. R. MacFarlane, of Edmonton and Victoria, laid a wreath at the base of the monument.

The *Ste. Therese*, whose personnel shared in the renovation of the monument and the ceremony, is commanded by Lt.-Cdr. P. J. Pratley, of Westmount, Que.

Their respects paid to an honoured sailor of old, the frigates weighed anchor and proceeded to Pearl Harbour to resume their exercises.

Captain Cook discovered the Hawaiian Islands, which he named the "Sandwich Islands", on January 18, 1778, and was slain there during a return voyage 13 months later. A bronze plate below high tide marks the exact spot where he fell.

couple of lonesome days, they settled down to navy routine and really enjoyed themselves.

While in new entry training the wrens were instructed in parade training, had lectures on naval history, customs and traditions, seamanship, and branches of the service along with many other useful and interesting subjects. They made use of the recreational facilities provided in *Cornwallis* and entered into many of the competitive sports.

All phases of wren training, supervision and welfare were in the capable hands of Lieut. (W) Grace Lyons, wren divisional officer. As in the past years, the reserve wrens proved to be of the highest calibre and, there is no doubt about it, the wrens are back and here to stay.—E.M.H.

Banshees Seen At Quebec City

Five Banshee jets from the Naval Air Station at *Shearwater* flew to Quebec City in early October to participate in week-end Navy Day ceremonies there.

Seven pilots and seven maintenance men made the flight. The pilots were Lt.-Cdr. (P) R. H. Falls, commanding officer of 870 Squadron; and Lieutenants (P) J. H. Birks, G. L. Edwards, D. A. Prout, J. V. Searle, and W. S. Sloan; Lieut. K. F. Herrington, of Tifton, Georgia, USN exchange pilot stationed at *Shearwater*, and the air engineer

officer of the squadron, Lieut. (AE) G. M. Cummings, also participated in the fly-past.

This was the first time that Banshee jets, described by the Navy as "among the finest single-seat all-weather, ship-borne fighters in the world", had been seen in Quebec City.

Summer Ball Held at Cornwallis

The fourth annual ball, held Saturday, August 18, was the outstanding social event of the Chief and POs' mess at *Cornwallis* during the summer.

Following the draft of CPO Lipton, mess president, to HMC Dockyard, Halifax, CPO George Coles was elected on August 15 to succeed him.

Order Honours Two Officers

Two members of the Royal Canadian Navy were honoured in the July 3 list of appointments issued by the Venerable Order of St. John of Jerusalem—the oldest order of chivalry in the world.

Commodore Paul Earl, Naval Officer-in-Charge, Montreal Area, was elevated from the rank of Officer Brother to Commander Brother. He is entitled to the initials "C. St.J" after his name.

Surgeon Cdr. G. W. Chapman was appointed a Serving Brother. He is Deputy Medical Director-General of the RCN. His initials will be "S.B., St.J".

The posts are in recognition of services to the St. John Ambulance Association. More than 75 people were included in the honours list. The order dates back to 1099 and the seed of the world organization was sewn during the First Crusade with the founding of a Hostel of the Poor Brethren of St. John in Jerusalem. The English history of the order dates back to 1105.

Promotion Comes With Appointments

Captain Antony H. G. Storrs, whose appointment to Naval Headquarters as Assistant Chief of the Naval Staff (Warfare) and member of the Naval Board was announced in June, was promoted to the acting rank of commodore on taking up the new appointment August 15.

Captain (L) Herbert George Burchell took up the appointment of Deputy Chief of Naval Technical Services on August 14. In the appointment he holds the acting rank of commodore (L). Commodore Burchell had been Assistant Chief of Naval Technical Services (Plans) since July 1953.

Constructor Captain Frank Freeborn, was promoted to the rank of constructor commodore concurrently with his taking up the appointment of Naval Constructor-in-Chief at Naval Headquarters on July 16.

Constructor Cdr. Sturton M. Davis, who succeeded Commodore Freeborn as Principal Naval Overseer, Montreal area, on July 7, was promoted to the acting rank of constructor captain for the appointment.

Medical Assistants Are Commended

Two medical assistants of the Royal Canadian Navy have been officially commended by the Chief of the Naval Staff, Vice-Admiral H. G. DeWolf, and have been awarded Commendation Certificates for outstanding services.

PO Sterling L. Grant, serving in the *St. Laurent*, was awarded the commendation for "prompt action and sound judgment which probably resulted in saving a life".

PO Leslie M. Osland, serving in the *Jonquiere*, was commended for "devotion to duty and skilful application of his training which did much to prevent the spread of an epidemic in the ship".

Neither ship was carrying a medical officer at the time.

PO Grant, medical assistant in the *St. Laurent*, was called to assist a seaman lying on the deck with undeter-



York tied with Chippawa this year for the Inter-Divisional Efficiency Trophy, which is shown being presented to Captain Leonard Stupart, commanding officer of York, by Rear-Admiral K. F. Adams, Flag Officer Naval Divisions. (COND-3031)

mined injuries suffered from being hit by a heavy hatch cover.

The ship was at sea at the time and PO Grant administered emergency treatment to the stricken sailor and continued this for seven hours. Medical officers ashore advised him by radio to continue this treatment until arrival at Halifax, where the patient was transferred to the RCN Hospital at *Stadacona*.

PO Grant's sound judgment and discretion in handling this emergency were said by a medical officer to have probably resulted in saving the man's life.

PO Osland, medical assistant in the *Jonquiere*, was faced with a serious, sudden epidemic of streptococcal sore throat in the ship. Sick himself, PO Osland displayed his devotion to duty and initiative by setting up emergency isolation quarters to prevent further spreading of the disease. He then worked untiringly to treat those already affected. In this way he kept the epidemic to minimum proportions.

2 Promoted After Courses in U.K.

The promotion of two chief petty officers of the Royal Canadian Navy to the rank of acting commissioned boat-swain has been announced. They are A/Cd. Bos'n Dennis Edward Ashton Hall, and A/Cd. Bos'n Gerald Halikowski.

Both officers graduated from the 1955 term of the RCN Preparatory School at the Educational Training Centre *Naden*, and were drafted to the United Kingdom for courses for commissioned bos'n.

New Naval Aide For Governor General

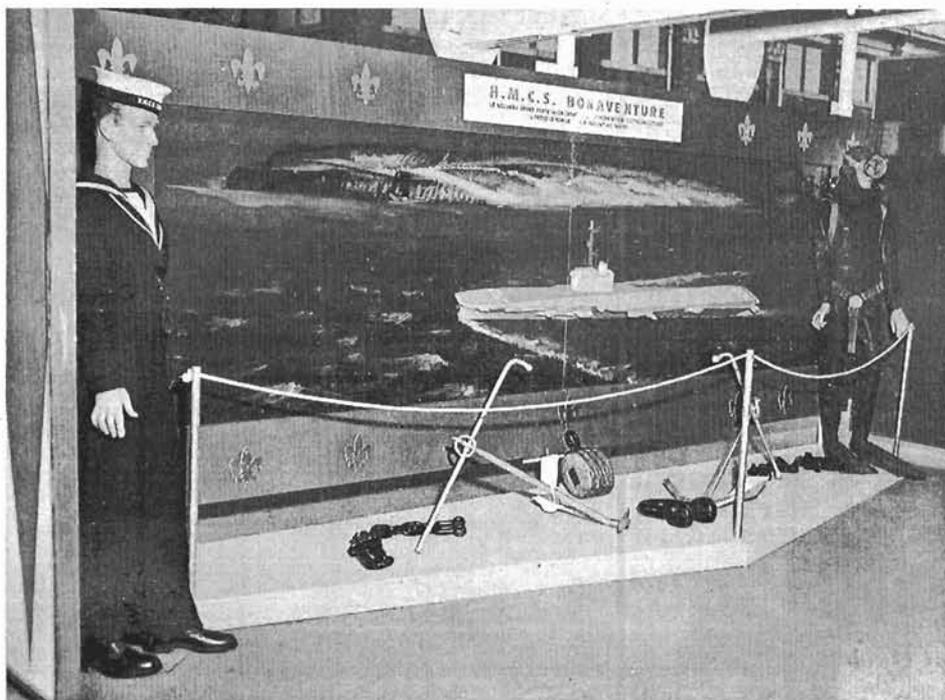
Lieut. Ian Fraser McKee, has been appointed Naval Aide-de-Camp to His Excellency, the Governor General of Canada. He succeeded Lieut. Hamish D. W. Bridgman, on October 16.

Lieut. Bridgman was appointed to pre-commissioning courses at *Stadacona*, before assuming an appointment in one of the new "St. Laurent" class destroyer-escorts scheduled for completion later in the year.

Scholarships For Sea Cadets

Twenty Royal Canadian Sea Cadets from many corps across Canada were awarded scholarships by the Navy League of Canada for the current term, bringing to 44 the number of scholarships awarded by the League this year.

Six scholarships are for Xavier Junior College, Sydney, N.S.; three for Dal-



A mural relating the new aircraft carrier *Bonaventure* to the Gaspé island of the same name was an attractive feature of the naval display at the Quebec Provincial Exhibition. Other displays showed the latest in RCN shipboard accommodation, equipment used in the modern navy and a large model of the *St. Laurent*. Personnel from Montcalm, the Quebec City naval division, manned the naval portion of the tri-service exhibit. (ML-4872)

housie University, Halifax; two for the University of Alberta; two for the University of Toronto, and one each for the University of Western Ontario; Memorial University, St. John's Nfld.; Acadia University, Wolfville; St. Mary's University, Halifax; Assumption College, Windsor, and the University of British Columbia.

Ordnance Officers Hold Conference

Senior officers of the Ordnance branch of the Royal Canadian Navy held their biennial conference in the Metcalfe Building, Ottawa, September 10 to 14. The five-day conference was attended by officers from Naval Headquarters, London, Washington and the east and west coasts.

One of the highlights of the conference was a visit to the Naval Supply Depot at Ville La Salle and the Naval Armament Depot, Longueuil, both near Montreal. These visits enabled many of the officers to see for the first time the latest and largest supply facilities of the RCN.

Among those attending the conference were:

From Naval Headquarters: Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, Ord. Commodore W. G. Ross, Ord. Captain E. H. Russell, Ord. Commanders G. B. MacLeod, J. A. M. Arcand, F. S. Ward, O. W. Bennett, R. V. Henning, Ord.-Lieu-

tenant-Commanders C. A. Stirling, G. M. Fyffe, W. J. Reynolds and R. J. F. Donnithorne and Mr. J. D. Milne and Mr. L. S. Rolland.

From London: Ord. Cdr. A. G. Freeman.

From Washington: Ord. Cdr. H. A. Leonard.

From the East Coast: Ord. Cdr. M. H. Walker, Ord. Lt.-Cdr. J. F. Beveridge, Ord. Lt.-Cdr. A. J. Young and Mr. W. G. Dixon.

From the West Coast: Ord. Cdr. R. H. Chicken, Ord. Cdr. Martin Beardmore and Mr. T. K. L. Rowe.

PO Commissioned In Medical Branch

A former petty officer of the medical branch of the Royal Canadian Navy, Eric Alexander Crump, has been promoted to the rank of acting commissioned officer (Medical Administration).

In October he commenced a six-week officer's divisional course at *Cornwallis*, following which he will serve at Naval Headquarters on the staff of the Medical Director-General.

PO Becomes Writer Officer

Petty Officer Philip Joseph Obendorf has been promoted to the rank of acting commissioned writer officer.

Cd. Off. Obendorf, following his promotion, began an Officer's Divisional Course at *Cornwallis*.

THROUGH Fury and Hecla STRAIT

THE ONLY warship or large ship of any kind to have completed the Northwest Passage, HMCS *Labrador* during the past summer investigated the usefulness of another entrance to the long sought route between Atlantic and Pacific over the roof of the world.

This was Fury and Hecla Strait, between Baffin Island and the mainland which, if ice permitted, would offer a more southerly route via Hudson Strait and Foxe Basin to Barrow Strait, Viscount Melville Sound and beyond.

There is disputed evidence that the northland is becoming warmer and this conjecture is based on the shrinkage of glaciers in Greenland and elsewhere. It may be that the retreat of the ice is due to lower precipitation rather than an increase in temperature. Thus, it will take many years of careful study of weather records to determine a general trend to a warmer climate in the Far North and the possibility of a day when ships will navigate freely among the lush green islands of the Canadian Archipelago.

Those happy days are still remote (for scientists who speculate on such things deal in terms of hundreds and thousands of years) and this was borne out by the experience of USS *Edisto*, which tried to follow the *Labrador* through Fury and Hecla Strait. The *Edisto* lost her starboard propeller and had to be escorted to open water by the *Labrador*. This, however, did not dissuade the *Labrador* from turning back and traversing the strait once again that she might continue her explorations in the north.

The story of the *Labrador's* initial east-west passage through the strait is told here in the words of Ldg. Sea. J. L. Hebgin, meteorologist's mate:

FURY and Hecla. The name means little to most Canadians, but it was significant as another "first" for the personnel of the Royal Canadian Navy's Arctic patrol vessel, HMCS *Labrador*, on the afternoon of Sunday, September 16. Escorted by half a dozen seagulls and observed only by a startled seal and the crew of a United States Navy ice reconnaissance aircraft, the big, white icebreaker became the first ship in history to make the passage of the strait from east to west.



A highly illuminated scroll ("writ by hand", as Li'l Abner would say), bound with a tattered ribbon of canvas, was presented to Captain T. C. Pullen, commanding officer of the *Labrador*, on the occasion of his ship's passage from east to west through Fury and Hecla Strait—a "first" in northern navigation. (LAB-1839)

Fury and Hecla Strait is a 65-mile waterway which is only one and a half miles across at its narrowest, a three-mile stretch near the eastern entrance. It separates Melville Peninsula, on Canada's mainland to the south, from the northwestern end of Baffin Island and links Foxe Basin to the Gulf of Boothia. A bottleneck for the great ice floes which drift south during the short summer the narrow strait is often blocked by heavy ice, but this year there were only scattered patches which the ship pushed through with ease.

In spite of overcast skies, a bitter northwest wind and a temperature of 25 degrees, cameras and binoculars were in evidence on all sides as the sailors recorded the passage. The ship's executive officer, Cdr. C. A. Law, a painter of note, sketched the rugged coastline from the port bridge wing.

The ship's two Bell helicopters were busy too, skirting the tops of the 1,200-foot cliffs, hovering inches above the water, darting to and fro as the official photographers took pictures from every angle.

The warship entered the strait shortly after dinner and as she did so signal flags were run up on the halyards. From starboard to port they read "WELCOME FURY AND HECLA". After passing through the narrowest portion Captain T. C. Pullen, commanding officer, was presented with a commemorative scroll on behalf of the ship's company.

Although the first ship to make the passage from east to west, the *Labrador* cannot lay sole claim to navigating the strait. On September 18, 1948, the United States icebreakers *Eastwind* and *Edisto* passed through from west to east.



The manner in which naval divers from the Labrador were towed below water in their search for underwater obstructions in Arctic harbours is described below. The hand of one of the hitch-hiking divers can be seen emerging from the sea. (LAB-1703)

LABRADOR'S DIVERS SPEND BUSY SUMMER

Frogmen Towed Beneath Sea in Harbour Surveys

THE LABRADOR'S diving party, consisting of Lt.-Cdr. B. F. Ackerman, of Peterborough, Ont., Petty Officer N. H. Mitts, Trenton, Ont., Petty Officer H. R. Thomson, Quebec City, and Able Seamen A. Green, of Ottawa; R. Fogalini, Kingston, and S. Stephenson, of Windsor, Ont., hopped around the Arctic by air last summer surveying beaches for the sealift operation.

Their biggest problem was ice: some of the beaches are ice-filled most of the time, so when they are free of it the divers must move fast to get the job done.

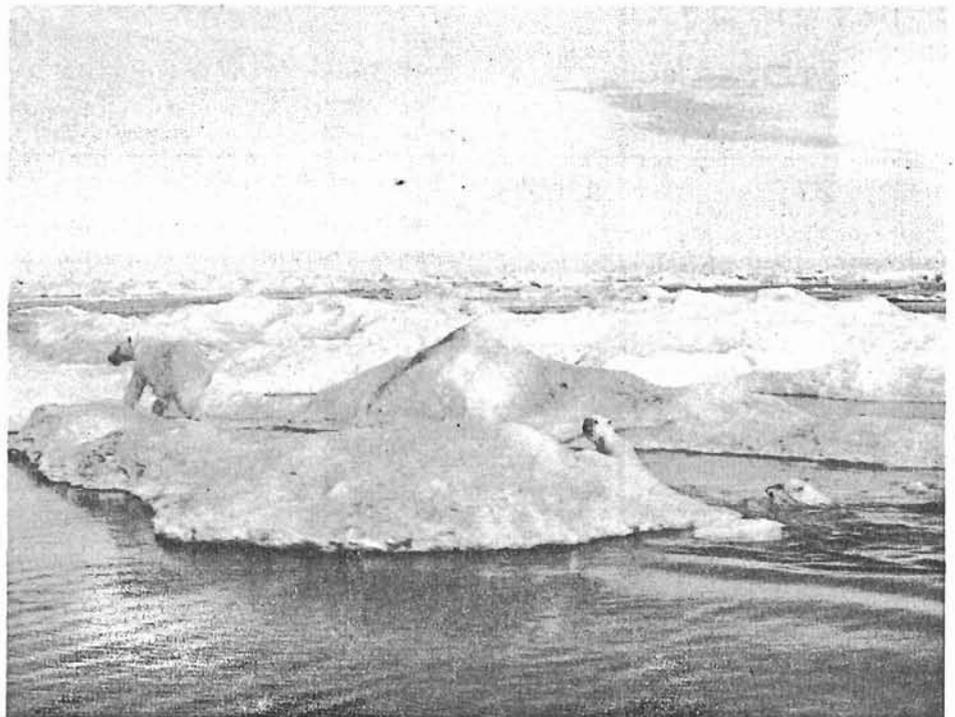
On a typical occasion, they arrived at a lonely island by air, complete with inflatable outboard motor boat, camping equipment and underwater swim equipment. Moving all this equipment around is the big job—once they get to the beach, everyone looks forward to the swimming. At the beach, most of the ice had gone out, but a few chunks each as big as a two-storey house were left on the beach at low tide. Unless a strong offshore wind occurs at high tide, these large pieces stay, and it takes more explosives than the divers carry to get rid of them; so they must work around them.

A pole is tied across the boat with a lead weight attached to a six-foot piece of rope at each end. A swimmer hangs on to each weight and the ten horsepower outboard pulls them through the water at about five knots. When one sees a large boulder or pinnacle of rock he planes to the surface and

waves. A man in the boat heaves over a lead weight with a yellow float attached to mark the spot. This way the diving party can search a large area quickly in the clear Arctic water.

The next job is to place the charge of nitro. The charges are ingeniously made up in tin cans, threaded at each end so they will screw together to form

a charge of the size needed for the job. The diver now decides how big a charge he will require for each job, has it made up to order and put over the side for him to place in position. Each charge has a detonator connected up by fuse to a small cork float on the surface. After the swimmer is out of the water, one man in the boat goes around to



Members of the Labrador's diving party had good reason to feel uneasy on several occasions when it was known polar bears were prowling about the area in which they were working. The divers were safe on board the ship when this picture of a mother bear and two cubs was taken. (LAB-1736)

each cork float and ties in an electric circuit. The explosive is then set off from shore electrically.

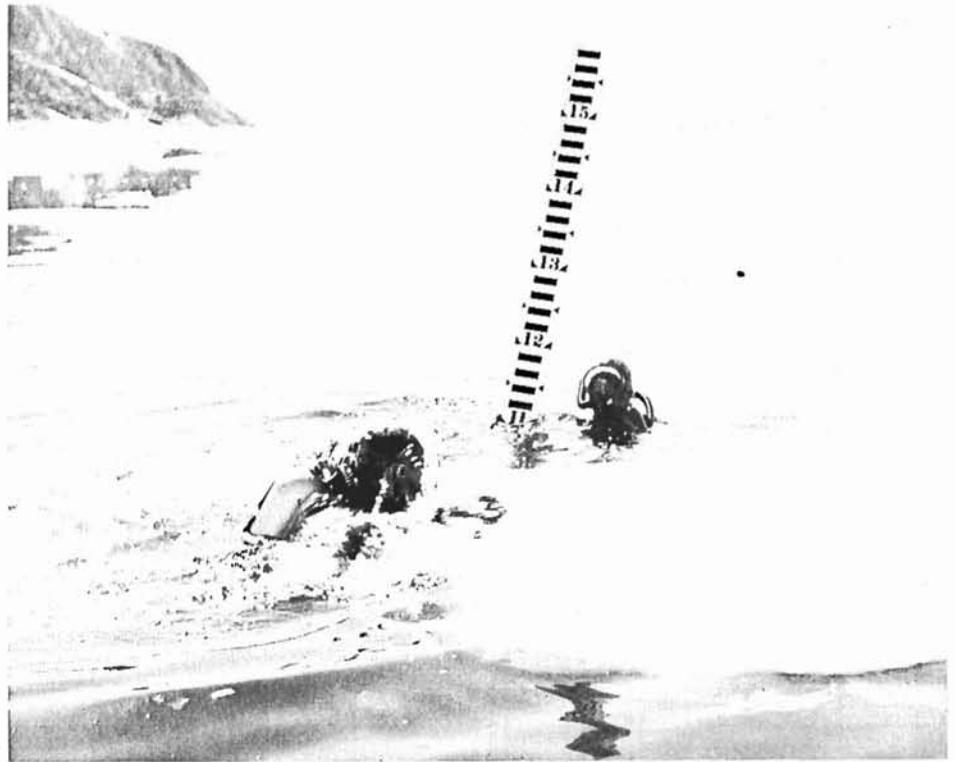
While setting up a marker for the landing craft on this remote beach, (the writer continues), our attention was attracted momentarily by a strange noise out on the ice across a sand spit. Some jokes were passed about polar bears and the work continued.

Minutes later, while working in a higher point than the rest, I saw an ever-widening circle in a patch of open water and recognized a swimming polar bear. He disappeared around the point, presumably by walking up on the beach. Now the best course of action if approached by a polar bear, I had often thought, was to stand still while he investigates, especially if you happen to be downwind. With this in mind, I approached the boys with the suggestion that if we saw one, we should all stand perfectly still and let him go away. My suggestion went over like a lead balloon! And I am thankful to say, they did not see the bear or I might have been left alone.

There are many fresh water lakes on the island, teeming with Arctic char, which is considered to be a great sporting fish. Some of the boys spent their evenings swimming in their suits after these fish, and one of them actually scooped one up on the land. The island's only permanent land residents are many almost-tame Arctic foxes and their prey, the lemmings.

We are often asked how we stand the cold water—even by Eskimos. This has been a problem but it is by no means a new one. Swim divers or, as they are more popularly known, "frogmen", carried on operations during the Second World War in icy waters and, since the war, our swim divers have been trained the year round on both coasts. The harbour in Halifax, for instance, where the divers do much of their training, is partly frozen over during the winter. The secret of our present equipment lies in special angora wool underwear, styled in one piece with sewn-in feet and turtle-neck collar. It was developed for us by the Defence Research Board and is manufactured by a Canadian knitting mill.

Dressing starts with a suit of ordinary combination underwear and a pair of woollen socks. over this goes the angora underwear; then a very thin rubber suit that fits very tightly and is completely waterproof. Our hands are covered with woollen gloves inside rubber gloves. A compressed air breathing apparatus face-piece and flippers complete the outfit except for a weight-belt, with up to 27 pounds of lead to compensate for the buoyancy caused by



Not a burlesque of the rodmen in a survey gang, but a picture of two of the Labrador's divers setting up a tide marker in ice-strewn Arctic waters. Their work did much to assure the safety of DEW Line supply ships entering northern harbours. (LAB-1588)



PO Harry R. Thompson gets a helping hand from AB Stanley J. Stephenson. The Labrador's divers found the angora "long Johns" quite effective in keeping out the chill of Arctic sea temperatures which were often around 30 degrees Fahrenheit. (LAB-1695)

the air trapped in the suit. The weights give the swimmer neutral buoyancy so that he can swim downwards and upwards with equal ease.

We all feel sure that we are warmer in this outfit with a water temperature

of 30 degrees than Marilyn Bell was in her bathing suit at a temperature of 49 degrees. When we heard of her conquest of Juan de Fuca at this temperature, we, as professional swimmers, were filled with admiration.—B.F.A.

PACIFIC COMMAND FIRE CHIEF RETIRES

Lt.-Cdr. J. D. Crowther Helped Set Up West Coast Service

A CHANCE remark in a barber shop in Earby, Yorkshire, England, in 1911 made a young man decide to come out to Canada to see what this country had to offer.

Fortunately, for the Royal Canadian Navy, the young immigrant, John Dawson Crowther, travelled out to the West Coast where he was later to organize the Naval Fire Service in the Pacific Command, developing it from a unit comprising two hand-drawn reels and ten sailors to the up-to-date organization it is today, composed of six fire stations, thousands of dollars worth of the latest equipment and a total complement of 128 men.

Following years of outstanding service, Lt.-Cdr. (SB) Crowther retired as Command Fire Chief on August 2, 1956, at which time he was awarded honorary life membership in the International Association of Fire Fighters. His age—73.

Back in Yorkshire just at the end of the Edwardian era, Lt.-Cdr. Crowther was working in a cotton manufacturing mill.

"I never had any thought about going abroad," he explained, "until one Saturday morning when I was having my hair cut. The barber was talking about a couple of young girls from the mill who had left just the week before for Australia. For some reason he turned round to me and asked me why I didn't go abroad. I asked him where I would go and he suggested Canada would be a good place, according to what he had heard.

"Believe it or not, by the time I had left the barber shop and returned home for dinner I had made up my mind I was going to Canada!"

Only a few weeks later, on April 6, 1911, the passenger line *Astoria* sailed from Liverpool to Montreal, with the young Yorkshire emigrant on board.

Knowing no one in this country, Lt.-Cdr. Crowther started moving west. The only place he had heard about was Saskatoon and that was where he made for.

"I'll never forget that day when I arrived there," he commented. "I was never so fed up in my life. I didn't know anyone and I kept thinking about Yorkshire and the football matches that I used to go to every Saturday when I was back there. I was really homesick."



On the occasion of his retirement as Command Fire Chief, Lt.-Cdr. (SB) John Dawson Crowther, the man who established the Naval Fire Service in the Pacific Command, was presented with a certificate of honorary life membership in the International Association of Fire Fighters. He is seen here receiving the framed certificate from one of the members of the NFS in HMC Dockyard, Fireman 1st Class Alfred Nelson. (E-37137)

Discouraged, the young man went back to the hotel where he had intended to stay until he could find a job. He picked up his baggage and was walking down towards the railway station to leave the town when a farmer stopped him.

"He asked me what I was doing and I told him I had come out to Saskatoon to find work," Lt.-Cdr. Crowther said. "That was how I got my first job in Canada."

The farm he went to was about 100 miles southeast of Saskatoon, at Duval. His wages were \$35 a month and he stayed there for three months before

moving to another farm for the same length of time. From there he travelled to Hudson Bay Junction to a lumber camp and there he worked as a logger. His clearest recollection of those days in the camp was that the temperature on one particular day dropped to 62 degrees below zero.

"I worked there during the winter and then one day the sun came out and I started to think again about those football matches back in the Old Country," he added.

At that time the railway company was running excursion trips west from Winnipeg for \$25. Travellers could go

to Portland, Ore., Seattle, Wash., Nelson, B.C., Vancouver or Victoria. With logic, more commonly attributed to his neighbours north of the border in the Old Country, Lt.-Cdr. Crowther decided he would go as far as he could for the money—Victoria.

"Saturdays seem to have played an important part of my life," he recalled, "and it was on one of these that I finally reached Victoria. The next day, Sunday, I went for a walk around Beacon Hill Park. That was March 1912 and the scenery there was lovely. I knew then, as I walked around, that this was where I would stay in Canada."

However, work was hard to find in the capital city, even with the street-paving and ditch-digging gangs.

Looking for work one day in Victoria he happened to pass by the fire station and, on the spur of the moment, went in and applied for a job. The fact that he knew nothing about the work did not deter him in the slightest. However, his application was turned down because he had not been able to have three responsible people to countersign it for him as to his character and capability.

"I didn't know three people, I didn't even know one other person," he chuckled, as he recalled his first attempt to get into the service in which he was later to achieve distinction. As he left the fire station, he noticed another building nearby, the police station. With nothing to lose, he went in there and applied for a job as a policeman. This time he had more luck. He was taken on the force as special constable. The job lasted for three months. He was not tall enough for the regular force.

"I don't know why," he said, "but even when I spent those three months with the police force the idea of the fire service had kept running around in my head. When I knew I was not able to stay with the police, I went and saw the police chief and the inspector and asked them if they would give me a character reference so that I could try again for the fire department. I was able to get another responsible person to add his name to my application and as soon as I had those three names I put in for a post with the fire department."

This time his application was accepted and he was notified to report for duty on September 2, 1912, with the Victoria City Fire Department.

For \$75 a month, he worked as an ordinary fireman. In those days the firemen were allowed one day off a week. The remainder of the time they were on standby duty 24 hours a day.

And so the years went by until 1916 when he joined up for service with the Coast Brigade, Field Artillery, in Victoria. Shortly after this he was drafted overseas where he was attached to the 9th Battery of the Canadian Expeditionary Force. Although he took part in many of the bitter campaigns in France and Belgium and was in the "Big Push", he considered himself lucky only to be gassed three times.

"It could have been much worse," he recalled. "I remember one day we were having our gas masks checked to see that they were in good working order. I pulled my mask out and there, lodged inside of it was a chunk of shrapnel which had torn its way through the container but had been stopped by the mask. That was a close call. Another time, a piece of shrapnel tore a pocket right off my bandolier. My guardian angel was working overtime in those days!"

With the war ended, Lt.-Cdr. Crowther returned to Victoria and went back to the fire department, where he stayed until 1941 reaching the rank of fire lieutenant. It was at that time that the head of the city fire department had been asked by the Naval Service authorities if they could recommend someone to assist them in setting up their own organization in HMC Dockyard.

Messages Tell Of Broken Dream

*Tell me not, in mournful numbers,
Life is but an empty dream!
For the soul is dead that slumbers,
And things are not what they seem.*

—Longfellow

And they aren't, darn it, as is made fully plain in a couple of messages that passed through the communications centre at Naval Headquarters not so long ago.

The first message, addressed to Naval Headquarters, Ottawa, by Admiralty, said:

"Complaint alleging non-delivery has been received concerning a radio telegram originated 1545 20th February addressed Ord. Sea., Morecambe Bay, and transmitted to Halifax under serial 5/4819/29th February.

"Request investigation".

This message, dated August 23, was replied to the following day, not by Canavhed, but by HMS Morecambe Bay, and explained all:

"Radio telegram was received on 21st February and signed for by addressee on that day.

"Letter from home enquiring about receipt of above used the word 'radio-gram'. This was taken at face value by recipient who was thus expecting a record player."

Lt.-Cdr. Crowther was the man selected and in October 1941 he was given leave of absence by the city to assist the RCN in establishing their own fire service. He served for two and a half years in a civilian capacity and then was given the rank of lieutenant in the RCNVR in May 1944. He carried on until September 1946, when he was "demobbed". However, he remained in Dockyard to carry on with his duties, again in a civilian capacity. Then in 1949 Lt.-Cdr. Crowther went back into naval uniform, on continuous naval duty.

When he took over in Dockyard, the fire equipment consisted of two hand-drawn reels and he had ten sailors to man these. Up until his appointment the fire-fighting responsibility for the dockyard had come under the jurisdiction of the RCMP, who were serving there at the time.

"My first job when I went to Dockyard," Lt.-Cdr. Crowther explained, "was to carry out an inspection of all the establishments in Esquimalt. Then we would use any available boiler-room for holding fire drills. Soon I was able to build up a fire-fighting group composed of civilians and then we were able to have all our hydrants and couplings changed and brought up-to-date.

"The most important thing, however, was that we had a fire station built in 1942, the same building that is now in use," he added. "From that point on it was a case of gradual expansion. We acquired a pumper for Naden and then had a fire station built there. Next we got a truck and a building we could house it in at Royal Roads. This was followed by the construction of a fire station at Belmont in 1954 and then we put equipment and fire-fighters into Pat Bay for our naval air organization there. A fire station was set up at Rocky Point, the RCN's ammunition storage magazine, and another at the naval ammunition depot at Kamloops."

In addition to serving the naval needs in the Pacific Command the Naval Fire Service provides the same service for military establishments in the area and assists the Municipality of Esquimalt on request.

Before retiring, Lt.-Cdr. Crowther was a guest of honour at a special party held by the Naval Fire Service. In recognition of his excellent record, fire chiefs from a number of municipalities were present to pay tribute to him.

Lt.-Cdr. Crowther, who is married and has three daughters, was succeeded by Lieut. (SB) N. A. Duval, who before this appointment was serving at Naval Headquarters.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Labrador

Henry Hudson would have fared much better in the Canadian Arctic had he had at his disposal the convenient aids to navigation carried by the *Labrador*, Arctic patrol ship, while surveying little-known waterways of the Eastern Arctic during her support of DEW Line operations.

One of these aids is a microwave position fixing system developed for hydrographic work by the National Research Council. It has been simplified for use in the *Labrador* as a homing device for the ship's boats, which often find themselves out of sight of the ship, either because of ice or dense fog.

Apparatus on board ship consists of a microwave transmitter erected on the helicopter deck and radiating continuously over a wide sector. Each boat has a portable receiver which, when pointed in the direction of the ship's transmitter, emits a clearly audible buzz. This immediately discloses the bearing of the unseen ship to the boat's crew, who are then able to steer back with confidence.

The system has proved extremely valuable in the Arctic where fog, drifting ice and unreliable magnetic compasses often prevent boats from maintaining a sure course back to the ship.

-HMCS Iroquois

After taking part in exercise New Broom VI, where she had the distinction of being the only escort to make a submarine "kill", the *Iroquois* sailed on a two-month cruise to Europe. With her were the destroyer escorts *Huron* and *Micmac*, and on September 24 the squadron passed between several of the picturesque Azores islands and stopped at Ponta Delgada to refuel.

The ships were on the move again the same day, however, towards Dublin, capital of the Republic of Eire. This was to be the first visit to this Irish metropolis by any Canadian warship, and it was a memorable one. True to form the Irish Sea turned its fury of wind and sea on the ships the day before the arrival. Nevertheless, there was



For outstanding qualities of leadership, Cadet Paul Michel Renaud, RCN, Quebec City, received the President's Trophy, presented to him by Miss Marlene Stewart, Canadian and United States Women's Amateur Golf Champion, on the occasion of the annual dinner of the Navy League of Canada, at the Royal York Hotel, Toronto. Cadet Renaud is serving at Venture. He was previously a member of the sea cadet corps at Quebec, RCSCC Champlain. (COND-3076)

no delay and as the *Iroquois* sailed up Dublin harbour a few more faces than usual appeared at harbour-entering stations, the Yeoman hoisted his patent Irish Republican flag to the mast head, and a running commentary on nearby land marks came from the direction of the navigator's very Irish Yeoman.

The citizens of Dublin were most hospitable to their Canadian visitors. Basketball and soccer games were arranged and many tours to points of interest were organized, besides the numerous private invitations to play golf, sail, or drive around the green and rolling country side. Indeed so interested were they in Canadians that capacity crowds were on board the ships every minute they were open to the public. When on October 4 the squadron sailed, an Irish military band played a wide assortment of tunes on the jetty before finishing with "The Maple Leaf" and "O Canada".

The *Iroquois* now turned her bows towards Londonderry, a place well

known to Canadian sailors during the Second World War. There the ship spent two weeks working with the Joint Anti-Submarine School, alternately going to sea to exercise, and coming into harbour so that some of her officers and men could attend lectures at the school.

PACIFIC COMMAND

HMCS Naden

With the assistance of local business firms, civic representatives and individuals, the Pacific Command arranged a full program of entertainment for around 2,300 USN officers and men when a squadron of seven USN ships visited Esquimalt in August.

The heavy cruiser USS *Bremerton* wore the flag of Rear-Admiral H. L. Collins, Commander Cruiser Division One. Captain F. E. Sellars, Commander Destroyer Division Twelve, was embarked in the destroyer USS *Bausell*.

The squadron was composed of: USS *Bremerton* (Capt. C. C. Kirkpatrick); the destroyers USS *Bausell* (Cdr. D. F. Welch), USS *Richard B. Anderson* (Cdr. G. A. Sullivan), USS *Agerholme* (Cdr. E. F. Porter), USS *Rogers* (Cdr. H. F. Fischer), and radar picket vessels USS *Lowe* (Lt.-Cdr. J. R. Bohlken) and USS *Wilhoite* (Lt.-Cdr. L. V. Forde).

A total of 68 guns was fired when the ships arrived at Esquimalt—a national salute of 21 guns fired by the *Bremerton*, which was returned, and two further salutes of 13 guns each for Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, and for Rear-Admiral Collins.

Through the courtesy of a number of local theatres, special reduced rates for all naval personnel, USN and RCN, were in force during the squadron's visit.

The visitors also received reduced rates for various other types of entertainment and were taken by service transport to visit Butchart's Gardens and to Elk Lake for swimming on two days of their visit. In addition, a number of sporting events, softball, hardball and golf, were arranged by the RCN.

The Canadian Legion branches extended their facilities to the visitors and

sailing facilities were made available by the RCN Sailing Association and the Royal Victoria Yacht Club. Dances were arranged by the CPOs and PO Messes in *Naden* and at the Fleet Club. Gunnery officers from the GTC, *Naden*, challenged their American counterparts to a rifle shoot at Heal's Range—which the RCN won—and this was followed by an excellent barbecue supper. Many individuals entertained officers and men from the different ships during their four-day stay.

Official praise for the "warm and generous" hospitality extended by the citizens of Victoria was expressed by Rear-Admiral Collins before the squadron sailed: "From the commanding officers of the ships under my command," he said, "I have received nothing but glowing reports of the many kindnesses which have been extended to them, their officers and men."

HMC Ships Brockville and Digby

Early in October the *Brockville* and *Digby* sailed from Esquimalt with 70 members of the British Columbia Division of the Canadian Medical Association on a two-hour familiarization cruise in the Strait of Juan de Fuca.

The doctors and their wives who embarked in the two ships were some of the delegates attending the B.C. Division Convention in Victoria.

During the cruise the two ships carried out a number of evolutions and performed a jackstay transfer and man-overboard drill.

NAVAL DIVISIONS

VC 920

VC 920, reserve air squadron attached to *York*, paraded en masse as the escort at the funeral in August of Petty Officer John Frederick Therrien in Kingston.

PO Therrien, once attached to *York* at Downsview, died August 14 in the *Magnificent* while *York's* air squadron was serving on board.

Rev. W. E. L. Smith, Protestant chaplain at HMCS *Cataraqui*, officiated.

HMCS Discovery

Surgeon Captain David L. Johnstone, former principal medical officer at *Discovery*, the Vancouver naval division, and currently welfare officer, recently received what has become a rare award in Canadian naval circles: the Volunteer Reserve Decoration. The medal was presented by Cdr. Jack Stevenson, commanding officer of the Vancouver division.



Tactics in anti-submarine warfare were studied during a three-week warfare course commencing Tuesday, October 9, at the Torpedo Anti-Submarine Training Centre at HMCS *Naden*. Permanent staff of the Joint Maritime Warfare School at Halifax was brought to the West Coast to conduct the course for some 58 naval and air force officers of the RCN, RCAF and USN. In the photo four senior staff officers of the Halifax School's instructional staff are shown looking over a tactical plot. They are, left to right: Squadron Leader G. G. Agnew, chief instructor; Lt.-Cdr. D. M. MacLennan; Cdr. A. H. Rankin, RCN director, and Wing Commander J. E. Creeper, the RCAF director. (E-37999)

Captain Johnstone recently completed 20 years service as an officer in the RCNVR and RCN(R) and at the presentation it was disclosed that it was actually a 30-year anniversary. He had joined the reserve as an ordinary seaman at Regina in 1926 and had worked his way to commissioned rank.

In civilian life Surg. Captain Johnstone is with the Department of Veterans Affairs in British Columbia.

HMCS York

For the third straight year, an officers' forum has been held at *York*.

Starting Sunday, October 14, the forums were held in the wardroom on two successive Sundays to acquaint officers with service methods and returns and to give officers an opportunity to ask questions pertaining to training problems.

In announcing the forum, Captain L. D. Stupart said: "In an establishment the size of *York*, the necessity for accurate and informed methods of dealing with the various administrative matters which come up from time to time cannot be overemphasized. This is especially true in the case of personnel records involving advancement, promotion, etc."

Prompt action on the part of a duty petty officer in reporting an oil slick on *York's* waterfront prevented a serious fire and damage to naval craft.

PO Edward Colebourne was making night rounds recently when he noticed heavy oil on the water surface next to *York's* jetty. The slick extended to the breakwater and beyond the naval division's waterfront area. PO Colebourne immediately reported the sighting to the staff officer, Lt.-Cdr. Lloyd Davies, who had gone ashore for the evening. *York* notified the Toronto harbour police and the fire department and set up an all night patrol to prevent smoking on the jetty. Samples of the oil were taken and found to be highly inflammable.

A short time later it was learned that the oil slick had been swept in from the lake by a southwesterly wind early that night. While it had been noticed by a yachtsman previously, it had not been reported to proper authorities. At the time, *York* had a Fairmile, a harbour craft and three whalers in the water. The jetty is immediately adjacent to the National Yacht Club anchorage.

On duty at the time with PO Colebourne were Ldg. Sea. J. C. Taggart and Sergeant W. Niven, Commissionaire.

CHIPPAWA LEARNS ABOUT SELF-HELP

Seamen's Mess, New Canteen Product of Co-operation

A YEAR of operating has proven decisively in HMCS Chippawa, the Winnipeg naval division, that a program of self-help in providing pleasant amenities for the ship's company has paid off in terms of increased use of the ship's facilities and, incidentally, has become a source of major revenue for the ship's fund.

The two areas which have been affected by this scheme are the men's mess and the dry canteen. Before the autumn of 1955, the men's mess could not, by any stretch of the imagination, be considered a place designed to attract both men and their guests to a pleasant social evening. The result was a decided lack of support.

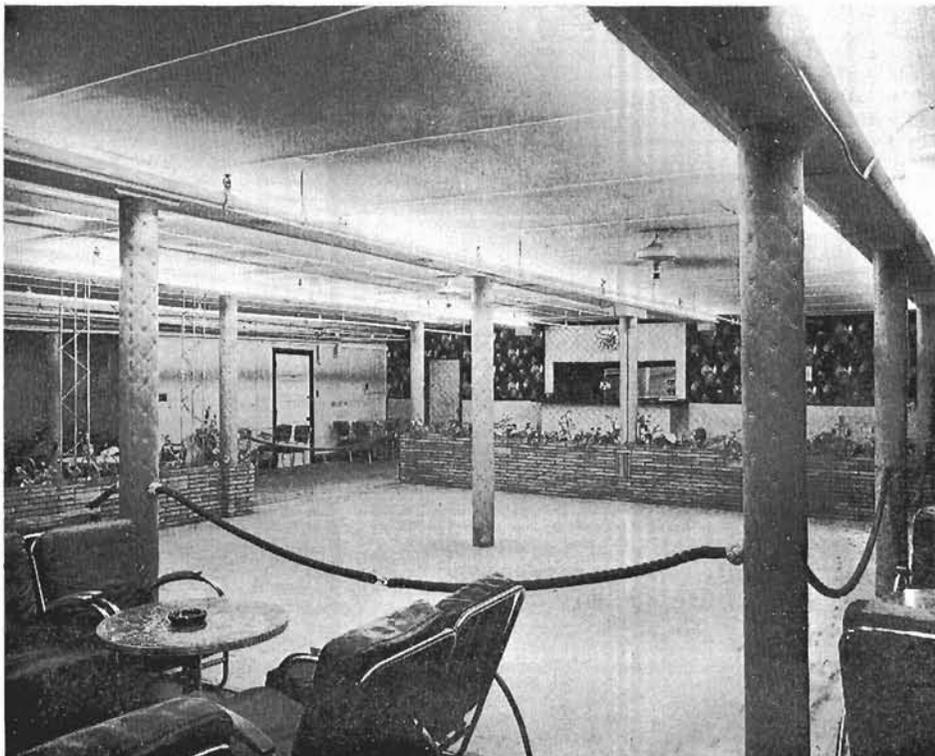
A new mess committee, headed by Ord. Sea. P. W. Peters, RCN(R) and assisted by Lt.-Cdr. (S) C. E. Chapple, RCN, supply officer, determined to produce a change. In late September, 1955, a meeting was held by a dozen mess members, including a member's wife, who provided feminine opinion on colour scheme, decoration, etc. At this meeting, general plans were drawn up for the layout of the new mess. Money, labour and materials were the initial problems to be tackled by the committee. It was gratifying to see just what could be accomplished by members themselves and by their friends in various trades.

In many instances attractive additions to the mess were provided at no cost. In other cases, the cost was extremely low and the work was done in the most part by members themselves. The needed money came from a mess levy and from dances and entertainments held to provide financial support for the mess.

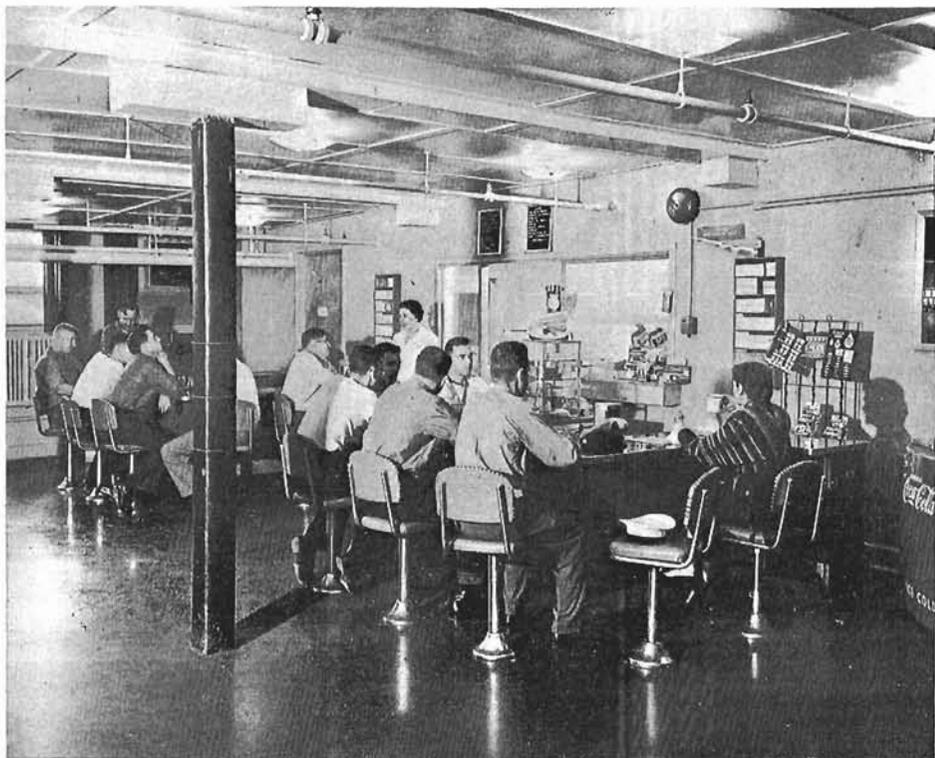
From the time of the commanding officer's concurrence with the project, in mid-September, it was considered that two months would be needed to complete the new mess. However, due to the initiative and energy of all hands, working evenings, weekends and holidays, the entire project was finished only six weeks after permission was given to go ahead.

On November 5, 1955, Mrs. L. B. McIlhagga, wife of the commanding officer, opened a men's mess which has few, if any, equals in the service.

Since the gala opening, complete with orchestra, buffet supper and entertainment, the mess has never looked back. Attractive and gay, it is the



Industry, co-operation and, it is suspected, some adept scrounging provided HMCS Chippawa, the Winnipeg naval division, with a handsome seamen's mess without adding a cent to the burdens of the taxpayer. A similar outburst of energy and ambition produced the modern canteen shown here. Dances and other special projects raised the funds for the two ambitious undertakings. (Photos by Frederic Perry, Winnipeg.)



centre for social activities for the men, their wives and friends. The mess has drawn the admiration of many visitors to the division.

The second project was the establishment of a canteen which would amply fill the needs of sailors and wrens and would provide a place for the permanent staff to have their meals on board.

For some time a part-time operation had been carried on by the Ex-Wrens' Association, but with the growth of the entire division, this proved to be too big an undertaking for voluntary help. In September, 1955, the staff supply officer opened a new canteen, operated by and for the ship's company and staff with civilian help. Starting off with the former smaller canteen, the serving hatch was enlarged and fitted with an arborite counter. Within the canteen itself, the grill, soup kitchen, toaster, coffee maker and other equipment were installed, and the canteen was wired to naval specifications without incurring any charge to public funds.

Gradually the canteen was redecorated and was equipped with a lunch counter and proper snack bar type stools. Finding a restaurant out of the city about to be modernized, the staff supply officer was able to purchase 12 restaurant booths at a nominal sum. Colourful redecoration was carried out and the whole area became an attractive place where all hands may enjoy hot lunches and sandwiches at reasonable prices.

Signals Just Part Of Merry Din

The only thing they didn't have to worry about was pedestrians, according to Lt.-Cdr. D. P. Brownlow, reporting on activities at Yarmouth when his command, HMCS *Quinte*, aided in escort duties for MV *Bluenose* on the occasion of Bluenose Day celebrations this year.

"Traffic in the harbour was uncontrolled," noted Lt.-Cdr. Brownlow. "A number of trawlers gaily decorated both with flags and people milled about in company with other craft.

"These water 'hot-rods' with sirens screaming proceeded to carry out their own version of the game of 'chicken' with MV *Bluenose* and HMCS *Quinte*.

"The situation began to assume the proportions of an old time movie. Among the din and the roar of sirens, horns, bands and plain old-fashioned yelling, I strongly suspect our attempts to make proper sound signals in compliance with The Rules branded us as good sports for getting in the spirit of things.

"As one local fisherman put it: 'You know how it is, sir, we're having a bit of a celebration today.'"



This photograph is proof that history can or will repeat itself. The Second World War scene at Jetty 5, HMC Dockyard, Halifax, shows the first HMCS *Ottawa* alongside with the first HMCS *Assiniboine* outboard. It is a scene likely to repeat, for two more ships of the same names in service with the RCN will be based at Halifax. They are the second *Assiniboine*, an anti-submarine destroyer escort commissioned at Sorel, P.Q., on August 16 this year, and her sister ship, the third *Ottawa*, to be commissioned at Montreal on November 10.

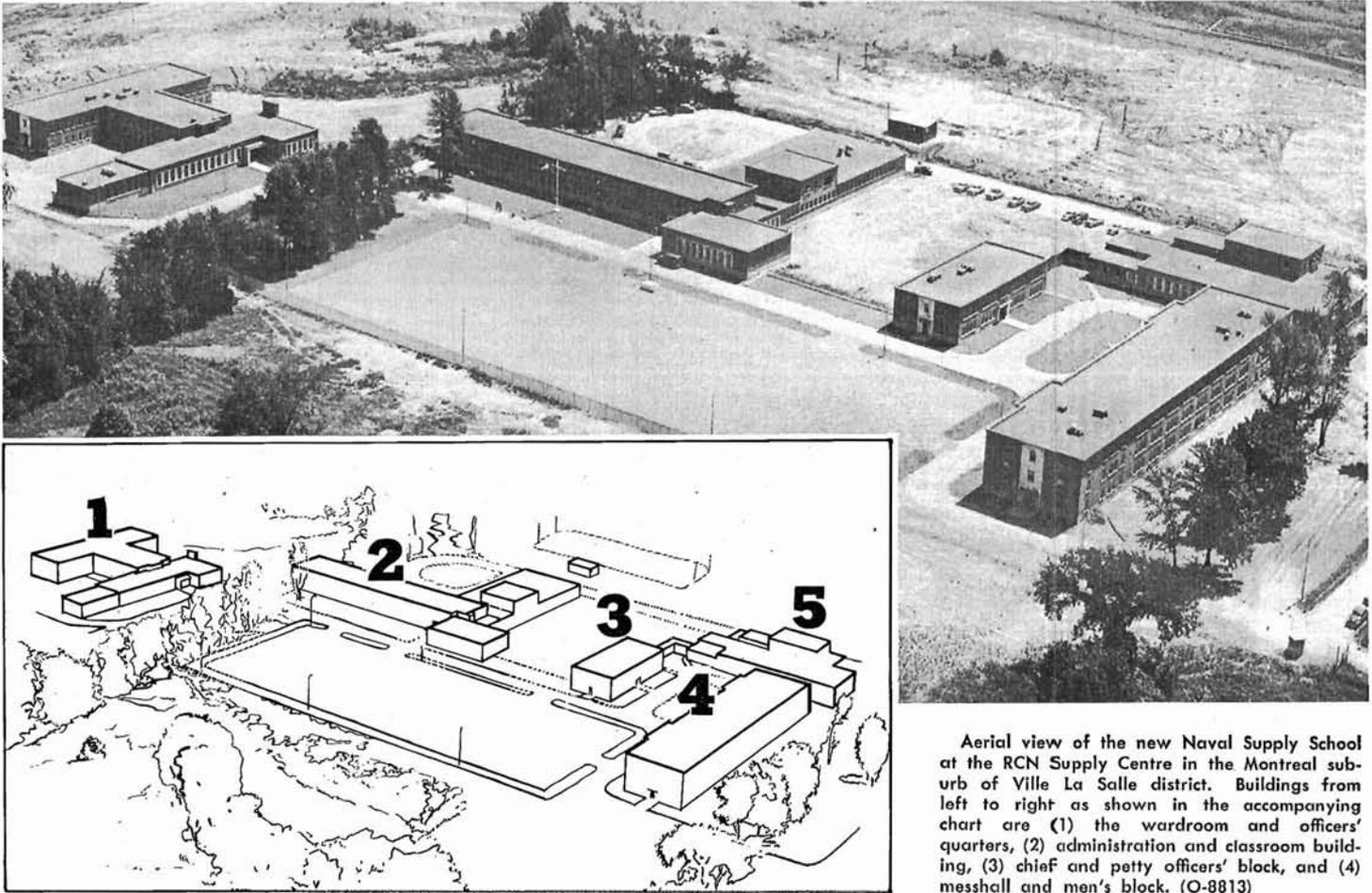
On Thursdays, for example, there is normally a busy trade as this is steak day, and an excellent T-bone steak, french-fried potatoes, vegetables, rolls and coffee are served for 65 cents. The canteen is open for lunch, during the evenings and weekends, and has received the fullest support from all re-

service and permanent force personnel. In one summer month, a usually quiet period, the gross profit ran into four figures.

All in all, these two fine examples of self-help within the division, involving no expense to the Crown, have proven happy and profitable ventures.

The expressions "four-engine ice" and "six-engine ice" have become familiar ones on board the Arctic patrol ship *Labrador*, indicating as they do the amount of power that has to be summoned up to crash through an icefield. In this particular instance the *Labrador* had to put to use her more than 10,000 horsepower to break a path through eight-foot-thick floes—"six-engine" ice. (LAB-1574)





Aerial view of the new Naval Supply School at the RCN Supply Centre in the Montreal suburb of Ville La Salle district. Buildings from left to right as shown in the accompanying chart are (1) the wardroom and officers' quarters, (2) administration and classroom building, (3) chief and petty officers' block, and (4) messhall and men's block. (O-8813)

A NEW HOME FOR THE SUPPLY SCHOOL

Surroundings Keep Step with Progress of Branch

WITH APPROPRIATE fanfare, the Naval Supply School in Montreal was formally opened on September 28. Since it forms a significant portion of the 96-acre multi-million dollar Naval Supply Centre in Montreal's Ville La Salle district, the opening ceremonies evoked a justifiable number of superlatives.

Civic dignitaries, senior members of the Armed Forces, associated architects, engineers, contractors and their wives attended the formalities, which included ceremonial divisions of 225 officers and men of HMCS *Hochelaga*, the "ship" that administers the naval component of the Centre.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, attending from Halifax as guest of honour, representing the Chief of the Naval Staff, said that "the Supply Branch has come along as no other branch of the Navy" and praised its members, the facilities of the modern centre and the development of the new school. He was introduced by

Rear-Admiral (S) M. J. R. Oscar Cossette, now retired in Ottawa, the first and only RCN supply officer to have attained flag rank.

Distinguished guests included Edgar Leduc, MP; Dr. Charles Kirkland, MLA; Mayor Maurice Lacharite, MD; and council of Ville La Salle. Representatives from Naval Headquarters included Commodore James Plomer, Deputy Chief of Naval Personnel; Commodore (S) C. J. Dillon, Supply Officer-in-Chief, and Commodore (S) R. A. Wright, new Naval Comptroller. There were others representing the Armed Forces and RCMP in the Quebec Area.

The ceremonies began at 10.30 a.m. A smart guard was mounted for Admiral Bidwell, composed of supply personnel with Instructor Lt.-Cdr. Raymond Cole in command. Following the inspection of the guard and ship's company, prayers were offered by Rev. Dr. E. G. B. Foote, Protestant Chaplain of the Fleet and by Rev. James A. MacLean, Assistant Chaplain of the Fleet

(RC), who spoke in English and French. The *Stadacona* band provided parade music.

Captain (S) Murray A. Davidson, welcomed the guests in both languages, saying: "We now have the very finest facilities and accommodation to carry out our training mission . . . we are proud and pleased to be members of (this) community". He is commanding officer of the Naval Supply Centre of *Hochelaga*, the latter making him the first supply officer in the Navy to command a ship.

The officer-in-charge of the school, Cdr. (S) John W. Maxwell, was on the parade square throughout in his other role as executive officer of *Hochelaga*.

Following the march past of the divisions, the guests walked around the six brick and concrete buildings then attended a reception and buffet luncheon in the wardroom. A ship's company dance was held that evening on the base with musical accompaniment by members of the *Stad* band.

Although classes had begun last January, the formal opening was delayed until all the facilities had been completed and the grounds squared away. On September 28 the school had about 195 trainees. It can handily accommodate up to 275 but, in an emergency, this could be increased to 420.

The school (then HMC Supply School) was formerly situated on the West Coast and, in the nine years of its existence there, some 6,000 naval personnel, including reserves, passed through its portals on a variety of courses connected with stores, victualling, accounting and secretarial activity of the Navy.

It was shifted to the Supply Centre in view of the benefits to be derived from instruction imparted in an area of concentrated supply activity to which the various curricula are related. Classes began in January.

The new school embodies six buildings of brick and steel construction and as nearly fireproof as human ingenuity can devise. It is situated adjacent to the Naval Supply and Aviation Supply depots that are the other components of the centre and is a stone's throw from the Lachine Canal.

A two-storey structure contains offices administering to *Hochelaga* and the school and is often termed the "pulse" of the establishment. It also holds 21 classrooms, a conference room and an assembly hall. The other buildings include quarters for the men, a mess hall, a block for chief and petty officers and another for officers.

All technical training for administrative and pay writers, naval and victual-

ling storemen, cooks and stewards is carried out at the School except at the trade group two level. Candidates write examinations for the latter in their own ships with the School marking the papers.

RCN officers qualify for lieutenant (S) here and take advanced courses

as senior lieutenants or junior lieutenant-commanders. There are a variety of short courses in all supply subjects for officers and cadets of the reserve and for men and wrens in all supply trades and levels. Civil servants at the junior administrative level in various supply depots also take courses here.

As well as trade subjects, all senior courses include such things as supervision service management, instructional technique and accounting. Last, but not least, all classes have regular parade training and PT.

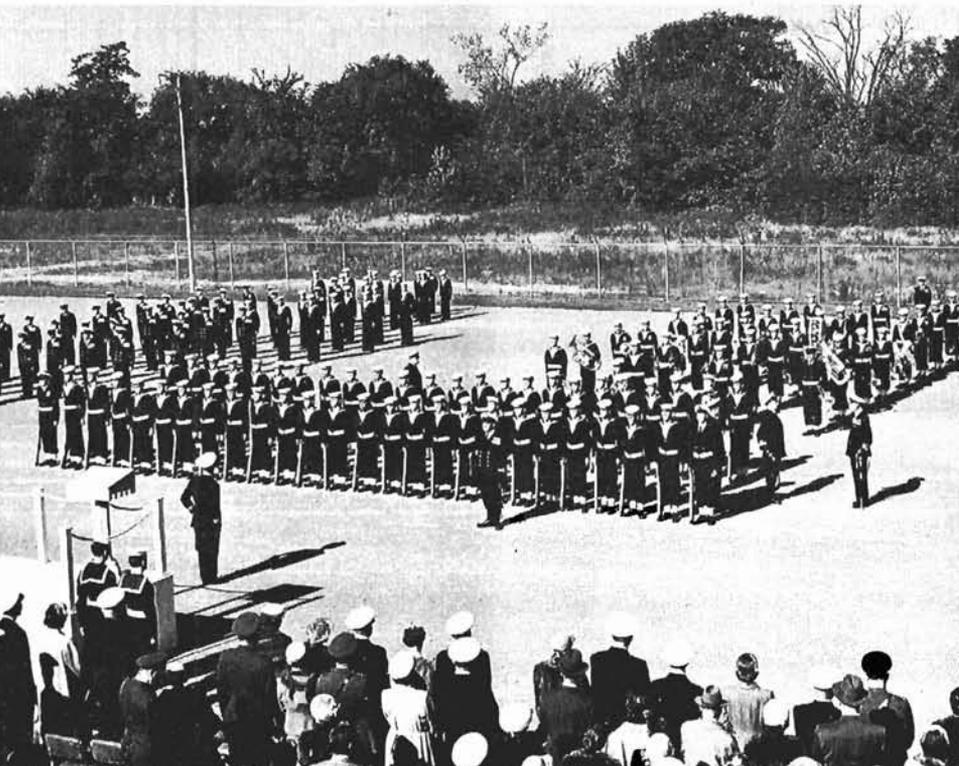
Of the 21 classrooms, four have folding partitions which can divide them to make a total of 25 classrooms. Four are fully equipped for cookery, bakery and butchery training and seven have blackout screens for training aid projections.

Nine officers are devoted to administration of *Hochelaga* and 10 involve instructional activity. Other facilities include a conference room, a sick bay and an assembly hall, with projection booth, whose seating capacity is more than 300.

The accommodation offered men of *Hochelaga* is a far cry from that of pre-war days. The men's block consists of three decks, each with its own laundry room, fully equipped, and two washrooms where terrazzo tiling has been widely used. There are two large foyers on the first deck done in red tile



Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, tastes soup prepared in the main galley at HMCS Hochelaga and finds verification of his words of praise for naval cookery today. He was guest of honour at the formal opening of the Naval Supply School in the RCN Supply Centre, Montreal, on September 28. Captain (S) Murray A. Davidson, who commands the Centre, is on the left, and PO E. J. Leclair on the right. (ML-4967)



Ceremonial divisions formed part of the formalities at the opening of the Naval Supply School in Montreal on September 28. The admiral's guard, part of the ship's company of *Hochelaga* and Stadacona band are shown on the square. In the foreground are some of the 150 service and local guests who witnessed the ceremony. (ML-4958)

and a large lounge which is primarily used as a TV room. The building will accommodate 212 men and double that by installing two-tier bunks in the cabins.

In addition to the single beds there now, for which clean linen is provided twice weekly, each cabin is equipped with reading lamps, writing desk and chair, a leather-upholstered occasional chair and clothes closet, complete with mirror. Canteens and a reference and recreational library are located elsewhere.

The quarters for chief and petty officers are a small replica of the men's block, accommodating 40 but capable of taking 80 in double bunks.

There is a parade square and Hoche-lagas have noted that, with morning and ceremonial divisions, age-old Colours and Sunset and freighters churning up the Lachine Canal close by, blowing plaintively for the drawbridge, "it is difficult to realize that HMCS *Hochelaga* is in the heartland of Canada—1,500 miles from the nearest ocean".

Supply activity in the Navy in pre-war years is in extreme contrast to that of the present day. Until the war,

Admiral Has Kind Words for Cooks

Warm praise for the way the Supply Branch is turning out good cooks came from the guest of honour during ceremonies formally opening the Naval Supply School in Montreal September 28.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, attending the opening from Halifax, said present day training given Navy cooks makes them "actually 'chefs'".

He said, moreover, that "the Navy, in a way, is doing a good turn to the nation as a whole" through its cookery training. The country has benefited from naval cooks who, when their time is up, are hired by "all the best hotels and restaurants". This is having a good effect in the tourist business, since Canada has for long been criticized on the lack of good food proffered visitors from outside.

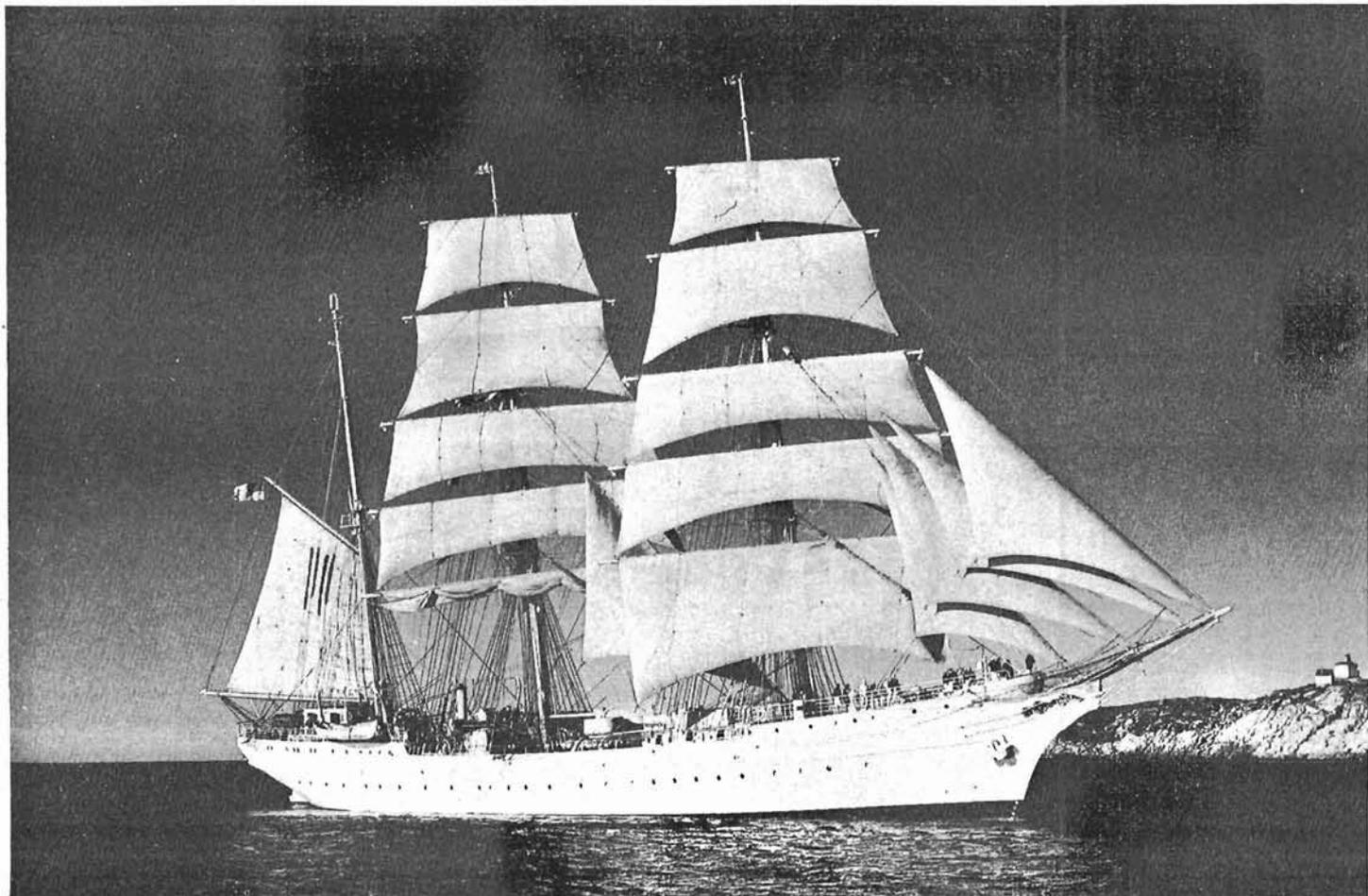
Admiral Bidwell told the 150 dignitaries at the ceremony that the cookery school facilities in the Naval Supply School were "perhaps the best on the continent". He recalled the days when the Navy had expanded in the Second World War from a couple of thousands to more than 90,000 with the resultant lag in the provision of enough good cooks to cope with the enormous expansion.

all supply officers and just five or six men were trained by the Royal Navy and the rest got their knowledge on the job.

Formal training was not begun in Canada until 1940 and then only on a small scale on each coast. In *Stadacona*, training of cooks and victualling assistants began at this time, followed later that year and early in 1941 by classes for writers, supply assistants and accountant officers. Classes were held in messdecks, in various nooks and crannies of *Stadacona* and in the basement of the United Memorial Church on Kaye Street nearby.

The first accountant officers graduated in late March, 1941. A report from the Commanding Officer, RCN barracks, to the Commanding Officer Atlantic Coast contained the observational gem: "A second course was commenced and rumours of a third continued to startle all branches of the Service."

So, within the service experience of many supply personnel, facilities have grown from a church basement in 1940 to the present efficient centre in Montreal.



The thrilling beauty of the square-rigger will soon be gone forever from the face of the seas. This member of a vanishing class of ships is the U.S. Coast Guard's training vessel *Eagle*, photographed off Chebucto Head, at the entrance to Halifax harbour, by Ldg. Sea. James Oakes, of *Stadacona*. (HS-43940)

THE NAVY PLAYS

Cornwallis Keeps Soccer Title

HMCS *Cornwallis* retained the Nova Scotia soccer championship and the Halifax *Chronicle-Herald* trophy when they defeated Sydney's Broadway Ramblers recently.

The game, played at Wanderer's Grounds in Halifax, ended in a score of 4-2. The smooth-working Ramblers held a 2-0 lead at half-time but *Cornwallis* made a terrific comeback in the last 45 minutes over the short-handed Sydney team.

Trophies and individual medals were presented after the game by the Hon. Alistair Fraser, Lieutenant Governor of Nova Scotia.

Summer Sports Schedule Ends

With the interpart summer sports schedule completed the fall and winter program is now underway at *Stadacona*.

The interpart softball league wound up with a three-way tie for first place, Electrical "A", Electrical "B" and TAS sharing the honours. In sudden-death playoffs, Electrical "A" defeated the

other two to become the 1956 Interpart Softball Champions.

The interpart soccer league saw the Sixth Submarine Squadron win over TAS and MTE, who tied for second place.

Stadacona reached the semi-final of the Nova Scotia Soccer Championship only to be beaten by *Cornwallis* by a score of 4-0.

In the Tri-Service Soccer Championships, held in *Cornwallis*, *Stadacona* was beaten in the finals by *Shearwater*, with a score of 2-1.

In the outdoor tabloid of sports ten teams of 20 men competed. ND School topped the field with the TAS School a close second.

After a near disastrous start (losing 70-0 to *Shearwater*), the representative football team began showing strength. The second game, played away against RCAF Greenwood, was a closer one, although a loss of 35-20, but morale was vastly improved. Later at Antigonish, the *Stadacona* team took its first victory by defeating St. Francis Xavier University. Early indications show that gate receipts will roughly

cover the expenses involved in producing a team.

During the visit to Halifax of the USS *Iowa* several contests were arranged. *Stadacona* played golf, softball and basketball against the visitors, and after each match, the visitors were entertained with refreshments.

Two men from *Stadacona* were on the Navy team which took part in the Olympic Boxing Trials in Montreal. They were: AB M. R. Lewis, who was beaten in his opening fight, and Ldg. Sea. R. F. Shanks, 1955 holder of the Canadian amateur lightweight title, who lost out in the finals of his weight.

Sailor Wins Spot In Olympic Trials

AB Rodger Klamie, *Sioux*, won the B.C. light-heavyweight wrestling title at the British Columbia Olympic trials at Quesnel, B.C., and CPO Jim Goodman, well-known for his wrestling prowess, was runner-up in the heavy-weight division.

These positions gave the two Navy grapplers a chance to represent the RCN as well as British Columbia at the Canadian Olympic trials and Canadian Championships in Winnipeg.

CPO Goodman has been coaching AB Klamie since he took up wrestling this year, making his provincial victory a spectacular achievement.

PO Tory Wins Rifle Trophy

PO George Tory, *Crescent*, won the Lieutenant-Governor's Trophy in the eighth annual Pacific Command Rifle Association shoot, held at Heal's Range.

The meet proved to be an outstanding success, with personnel from the Gunnery Training Centre and *Naden* doing fine work on target marking and other duties.

At the conclusion of the three-day shoot, prizes were presented by Commodore P. D. Budge, Commodore RCN Barracks.

The prize list was as follows: First day: 9mm Lanchester match, Lieut. L. J. Parry, *Ste. Therese*; the Lt.-Cdr. H. D. Cuthbert Trophy, AB J. E. Chalk, *Ste. Therese*; The Commodore K. L. Dyer Trophy, PO J. O. Stark; *Naden* POs' match, Ldg. Sea. J. A. Elliott, *Ontario*; the Captain H. Collings match, CPO G. W. Grotke, *Cayuga*; services



PO George Tory, serving in the *Crescent*, won the Lieutenant Governor's Trophy in the eighth annual Pacific Command Rifle Association shoot, held at Heal's Range in September. Commodore P. D. Budge, Commodore RCN Barracks, who presented the prizes at the end of the three-day meet, is seen here giving the Lieutenant Governor's Trophy to PO Tory. (E-37620)

condition shoot, Sgt. F. Drysdale, 16th Scottish Regiment; Major E. A. Evans service condition aggregate for PCRA Tyros and Greenshot, CPO Grotke, *Cayuga*.

The Bren gun match was won by a team from *Ontario*, which also had the winning team for the Services VI team match. The Manufacturers' Life Shield Team Shoot went to *Naden Supply*.

Second day: Little and Taylor Trophy, Con. Lieut. G. E. Churchill; Little match, PO Frank Ball; greenshot match, CPO F. W. Noyes, *Naden*; Lieutenant Governor's Trophy, PO George Tory; Montague Bridgman Award, Pt. W. Lightburn, *Seaforth Highlanders*; Greenshot Aggregate, PO Tory (for which he received a new award, the Lieut. W. D. Johnson Trophy and miniature); BCRA Tyro Aggregate, PO John Pringle, *Naden*; Cadet aggregate, L/Cpl. Charles Erith Smith, 16th Scottish Cadets.

Third day: the Lieutenant Governor's Trophy, second stage, PO George Tory; the Malahat Trophy Match, Mrs. Eileen Learoyd; All-Comers Aggregate, PO Frank Ball, *Naden*; Grand Aggregate, PO George Tory; Service Rifle Championship, Sgt. F. Drysdale, 16th Scottish Regiment.

A three-man team, consisting of BCRA senior shots, challenged three BCRA tyros in a 30-minute coached match at 500 yards. The results were 141-150 to 135-150 for the seniors.

Swim Meet Won By Cornwallis

Cornwallis swimmers led the field all the way when they represented the RCN at the Nova Scotia Senior Outdoor Swimming and Diving Championships held at Hantsport, N.S.

Out of 13 events the Navy swimmers took first place in eight of them, placed second in four and held a third place in one, for a total of 69 points. They also had wins in both the Medley and the Free-Style Relays.

Navy's points were more than double those of the next contenders, Halifax YMCA, who had 26. Waegwoltic Club of Halifax had 25 points, Lake Banook swimmers made nine points and Middleton had eight.

Shearwater Soccer Champ

Shearwater won the tri-service soccer championship of Nova Scotia defeating *Stadacona*, (1955 champions) 2-1 at *Cornwallis* in the final. Seven service teams took part in the tournament.

Shearwater got into the final by winning 5-4 over the First Battalion Black Watch, and 1-0 over Halifax Garrison.

Page twenty-six



A. F. Eisnor, of Edmonds Grounds, rigs a model of an 1890 Nova Scotia trading schooner, which he is building for the Maritime Museum at Halifax. The model will be presented to the Marine Museum of the Seamen's Church Institute of New York as a gift from Canada. The New York museum has about 250 ship models from all over the world. (HS-45688)

The other finalist, *Stadacona*, defeated Greenwood RCAF 4-2. Other teams taking part were *Cornwallis* and Second Battalion Black Watch.

Softball Game Closes Season

Albro Lake wound up its summer sports activities with an exhibition softball game against Newport Corner, Naval Radio Station.

After the game a buffet supper was served and a social evening was held in the Chief and Petty Officers' Mess at Newport Corner, with players, spectators and wives attending.

500 Children Learn to Swim

Swarms of naval children attended the opening of the children's classes in swimming at the P&RT Centre, *Naden*. The cancellation of the intermediate and senior swimmer groups failed to

decrease the numbers. Instead, there has been a substantial increase in the number of youngsters attending, so much so that two new periods have been added to accommodate them.

There are now in excess of 500 children registered in the three groups: non-swimmers, beginners and juniors (those who have not passed the intermediate test).

Cornwallis Wins Two Out of Three

The *Cornwallis* Cricketers proved their mettle in September when they took two games out of three in exhibition cricket matches.

They lost the first match to HMS *Ambrose*, 120-71, on St. Mary's University grounds at Halifax, but took the second game from *Shearwater*, 140-38, on the same pitch.

Later at *Cornwallis* they again defeated *Shearwater* by a score of 123-106.

OPERATIONAL HISTORY OF MEDICAL SERVICES

VOLUME I of "The Official History of the Canadian Medical Services 1939-1945", dealing with the organization of the Canadian Medical Services and the campaigns in which they were represented, has just appeared. Volume II, covering clinical subjects and presenting statistics for all services, appeared in 1953.

In Canada, medical services were placed on an organizational basis in 1885. The Riel Rebellion and South African War found them active. The Canadian Army Medical Corps itself may be said to date from 1909. At the outbreak of the First World War, it was comparatively small in numbers but was probably as well prepared as any other corps. The years following the war again cut down its strength. Medical mobilization plans were fragmentary at the outbreak of the Second World War.

Letter to Editor

Sir:

Further to the remarks on the left-handed commander on page 11 of the August number of *The Crownsnest*: Leftenant is the traditional pronunciation of the word, and Chaucer spelled it just as I have here. Pronunciations without the "f" are influenced by the spelling which was altered to conform with the French at a later period. On the subject of peculiar naval pronunciations *Punch* published this poem in 1939 or 1940. I don't remember the title.

*A number of RNVR jokes'll
Be based on the fallacy that we
can't pronounce forecastle,
And other examples by tons'll
Occur to you, for example there's
studdingsail;
A number of us know how to say
leeward,
Having picked it up from some old
seadog of a stoard.
But I think our only mistake'll
Be about the pronunciation of
tackle:
Not a one, not a single man jack'll
Forgive us for calling it tackle.*

The verse is at least a good mnemonic for new hands.

Yours truly,

PHILIP CHAPLIN

Manotick, Ont.

These early years are touched on briefly. The rest of the volume presents a comprehensive and closely-detailed history of organization, administration and campaigns of the army medical services during the Second World War.

Medical services of the Royal Canadian Air Force are considered, while a brief section (pp. 327-337) touches on those in the Royal Canadian Navy. Before 1939, an extremely small nucleus of practising physicians, who held commissions in the Royal Canadian Naval Volunteer Reserve, examined recruits for the reserve divisions. The result was that at the outbreak of war, there were few medical officers in the Royal Canadian Navy who were familiar with the standards of physical fitness the service required of its recruits. That the newly entered doctors in the recruiting centres learned quickly was shown, however, when the recruits reached the coast. Of these men, only 10.1 per cent were rejected upon medical grounds, and of those accepted only 3.5 per cent were later eliminated for medical reasons. These were the lowest rates for any service.

In September 1939 there were no naval hospitals. But improvised wards quickly appeared and ultimately nine naval hospitals were built. Laboratories and specialists were added so

that each base was eventually equipped to meet all its needs.

While in these few pages, the history and organization of the Naval Medical Services and the opportunity made available to them of enjoying the research facilities of the Banting-Best Institute, are covered reasonably well, some picture of the services in action is disappointingly wanting. Better use of available source material might have been made.

Several accounts contributed by medical officers who were in action might have been utilized to give an idea of the particular type of conditions under which war time medical attention at sea was frequently given. We have in mind reports such as those of the Canadian surgeon lieutenant in the armed merchant cruiser *Voltaire*, who has related his experiences both during the sinking of the ship and his later confinement in a prison camp, or of those describing the agonizing conditions under which treatment was applied to the broken bodies salvaged from the mined *Weyburn*.

This volume, like the first, is thorough and definitive in the field of military medicine. The solid binding and attractive presentation leave nothing to be desired.—C.H.B.

OFFICIAL HISTORY OF THE CANADIAN MEDICAL SERVICES, 1939-1945. Vol. 1. Organization and Campaigns; 1956. 568 pp. Edited by W. R. Feasby, BA, MD, illustrated with paintings and photographs by Canadian war artists and photographers; maps drawn by Captain C. C. J. Bond; published by Superintendent of Government Publications, Department of Public Printing and Stationery, Ottawa; \$5.

SIX RETIREMENTS ANNOUNCED

CPO DONALD CURRIE, 37, C2ET4, Wadena, Sask., joined September 23, 1936; served in *Stadacona*, *St. Laurent*, *Skeena*, *Reindeer*, *Snowberry*, *Spikenard*, *Avalon*, *Ottawa*, *Cornwallis*, *Niobe*, *Peregrine*, *Crescent*, *Scotian*, *Nootka*, *La Hullose*, *Llewellyn*, *Magnificent*, *Bytown*, *Iroquois*; awarded Long Service and Good Conduct Medal; retired October 10, 1956.

CPO GUY ATTWOOD CROSS, 37, C2RP2, of Mosher River, N.S., joined June 6, 1936; served in *Stadacona*, *Saguenay*, *St. Laurent*, *Skeena*, *Ottawa*, *Lynx*, *Avalon II*, *Avalon*, *Bittersweet*, *Fredericton*, *Georgian*, *Cornwallis*, *RCNAS*, *Iroquois*, *Nootka*, *Haida*, *Magnificent*, *La Hullose*, *Portage*, *York*; awarded Canadian Forces Decoration; retired June 5, 1956.

CPO THOMAS DAVIS, 38, C1EM3, Guelph, Ontario, joined September 23, 1936; served in *Stadacona*, *Saguenay*, *Gaspe*, *Skeena*, *Restigouche*, *Niobe*, *HMS Buxton*, *Cornwallis*, *Warrior*, *New Waterford*, *Royal Mount*, *Peregrine*, *Peterborough*, *Magnificent*, *Micmac*; awarded Canadian Forces Decoration; retired September 22, 1956.

CPO JOHN LESLIE MATTHEWS, 44, C1CS4, Lachute, P.Q., joined October 20, 1930; served in *Naden*, *HMS Victory*, *HMS Hood*, *Armentieres*, *Vancouver*, *Fraser*, *Comox*, *St. Hyacinthe*, *Prince David*, *Niobe*, *Fortune*, *Saskatchewan*, *Prince Rupert*, *Naval Radio Station Chimo*, *Avalon*, *Gloucester*, *Bytown*, *Coverdale*, *Discovery*; awarded Canadian Forces Decoration; retired November 6, 1956.

CPO ROBERT KIRBY PARRY, 41, C1NS3, joined September 2, 1935; served in *Stadacona*, *Saguenay*, *Pundy*, *Venture*, *Prince David*, *Ambler*, *Gaspe*, *Restigouche*, *Bytown*, *Conestoga*, *Star*, *Puncher*, *Naden*, *Uganda*, *Peregrine*, *Fort Ramsay*, *York*, *Wallaceburg*, *Scotian Queen Charlotte*, *Shearwater*, *Cornwallis*, *Haida*, *Huron*; awarded Canadian Forces Decoration; retired October 30, 1956.

CPO JOHN JOSEPH TAYLOR, 38, C2RT4, of Halifax, joined June 8, 1936, served in *Stadacona*, *Saguenay*, *Skeena*, *Naden*, *Osprey*, *Victory*, *Dominion*, *Niobe*, *Nimrod*, *Hepatica*, *Cornwallis*, *Peregrine*, *Scotian*, *Iroquois*, *Magnificent*, *Newport Corners*, *Quebec*; awarded Long Service and Good Conduct Medal; retired July 13, 1956.

LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

ABNEY, Ernest T.....LSPW2
 ADAMS, Paul-Emile J.....LSAA1
 ALGATE, Charles D.....LSQR1
 ALLARD, Marcel J.....LSTD2
 ANDERSON, Boyd.....LSEM1
 ANDERSON, Murray M.....LSNS1
 ARMSTRONG, Gerald A.....LSRP1
 ARSENAULT, Alyre J.....P2RP3
 AYRES, Stanley T.....LSAW1

BAINBRIDGE, John R.....LSRP1
 BARNES, James L.....LSQM2
 BEACH, Harry C.....P2EF3
 BEATON, Hayward H.....LSAA1
 BERENDS, Robert.....LSAA1
 BERGERON, Roger J.....LSCK1
 BERTIN, Reginald J.....LSCS2
 BOWNESS, Kendrick W.....P1RP3
 BRISDON, John H.....C2ET4
 BROOKS, Gordon D.....P2PW2
 BROWN, Allen R.....LSQM1
 BROWN, Kenneth F.....P2QR2
 BRYNILDSEN, Sidney W.....P1ET4
 BUOTE, Raymond J.....P2QM2
 BURKE, Gerald A.....P2TD2
 BURNS, Patrick J.....LSRP1

CADIEUX, Gaston J.....LSQM1
 CHAINE, Real.....LSEM1
 CHALMERS, Thomas.....LSEM1
 CHAPMAN, Howard K.....P1RA4
 CHAPMAN, Ronald L.....LSRN3
 CLARK, Kingsley W.....LSEM1
 COKER, Roy T.....LSAF1
 COLE, George S.....LSRP2
 COLWELL, Harvey W.....LSPW1
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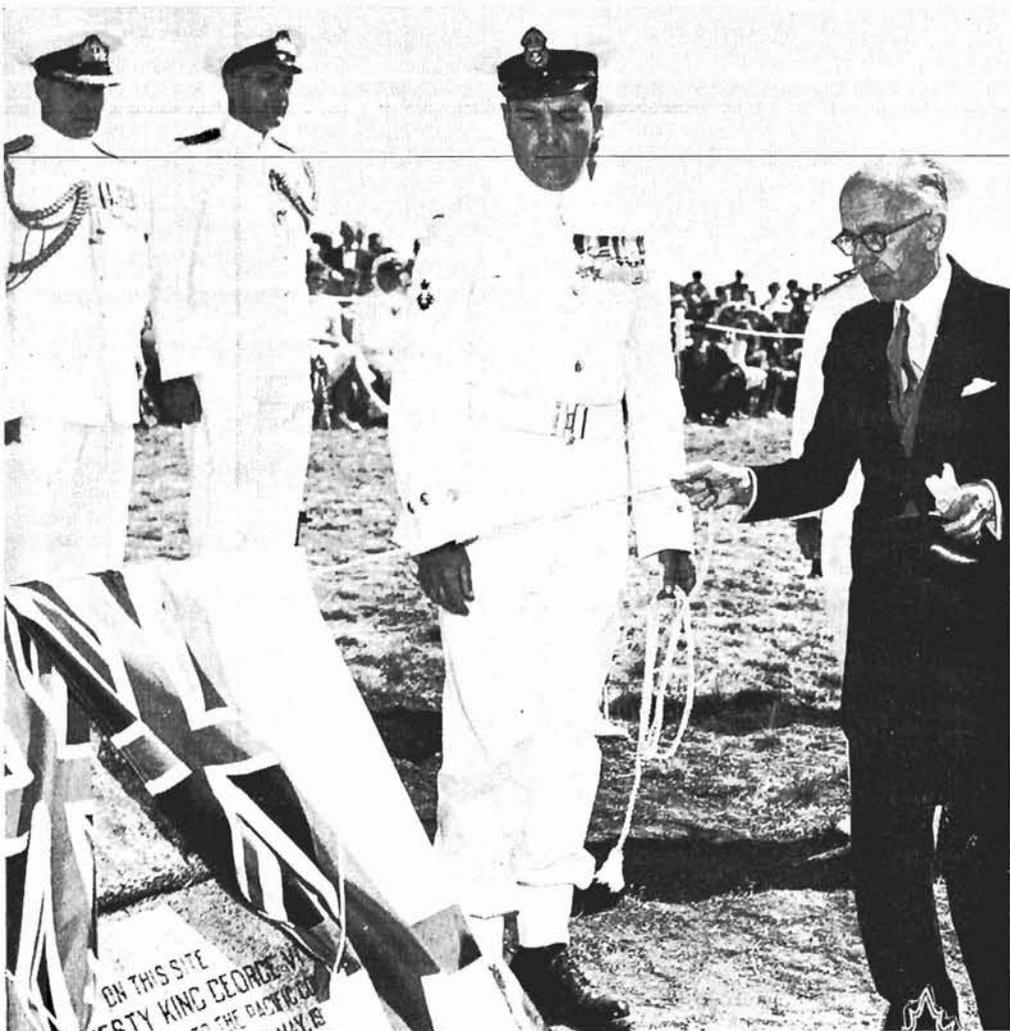
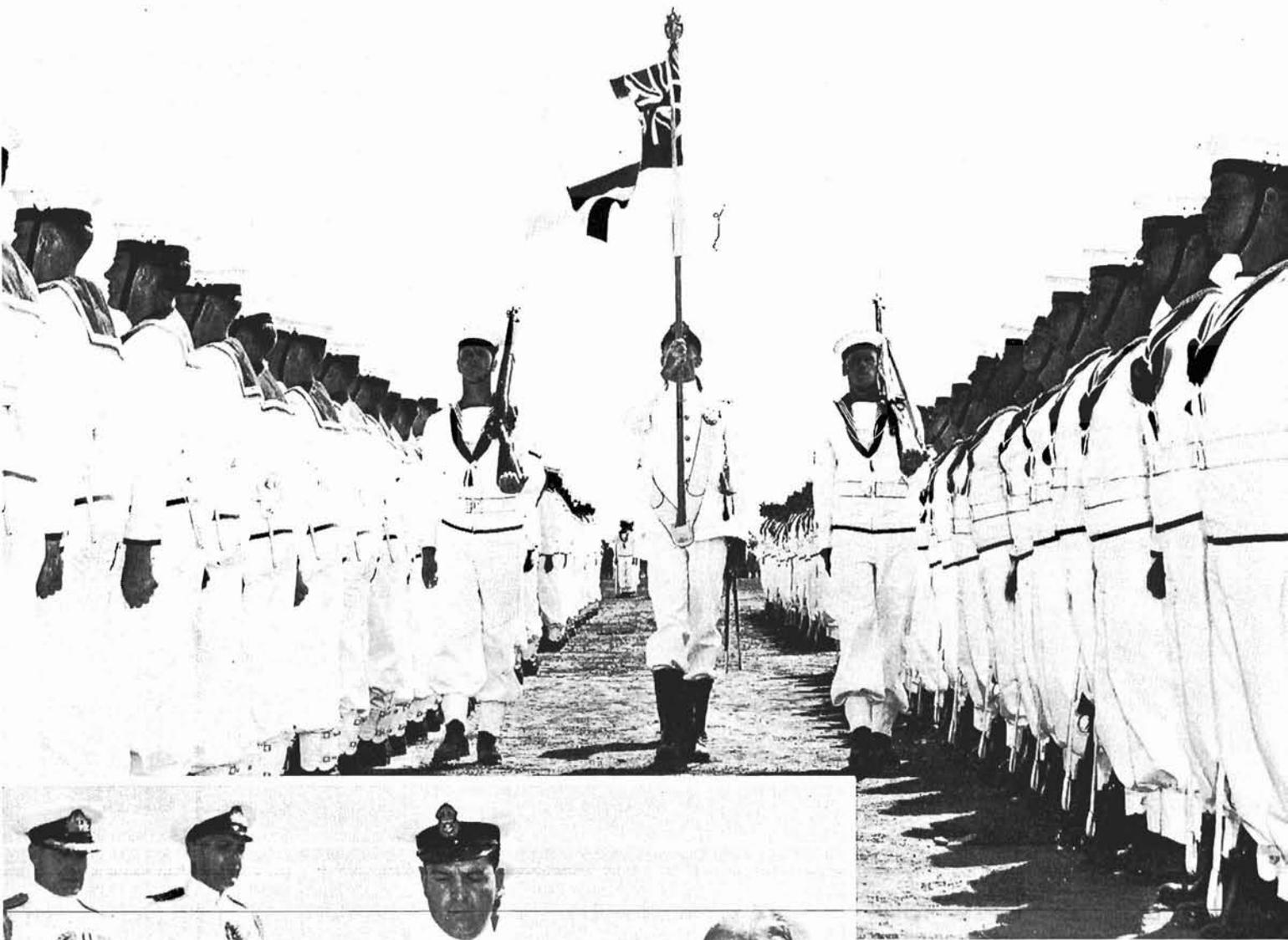
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The Queen's Colour—a silken White Ensign bearing the Royal cypher—was paraded in Victoria's Beacon Hill park in July on the occasion of the unveiling of a cairn commemorating the presentation of the colour there on May 30, 1939.

The King's Colour, as it was then known, was presented on that day for the first time outside the United Kingdom by his late Majesty King George VI during the across-Canada Royal Tour. Now, two wars later and under the reign of another Sovereign, an unpretentious monument was unveiled by His Excellency, the Governor-General, in proud recollection of the ceremony of 17 years ago.

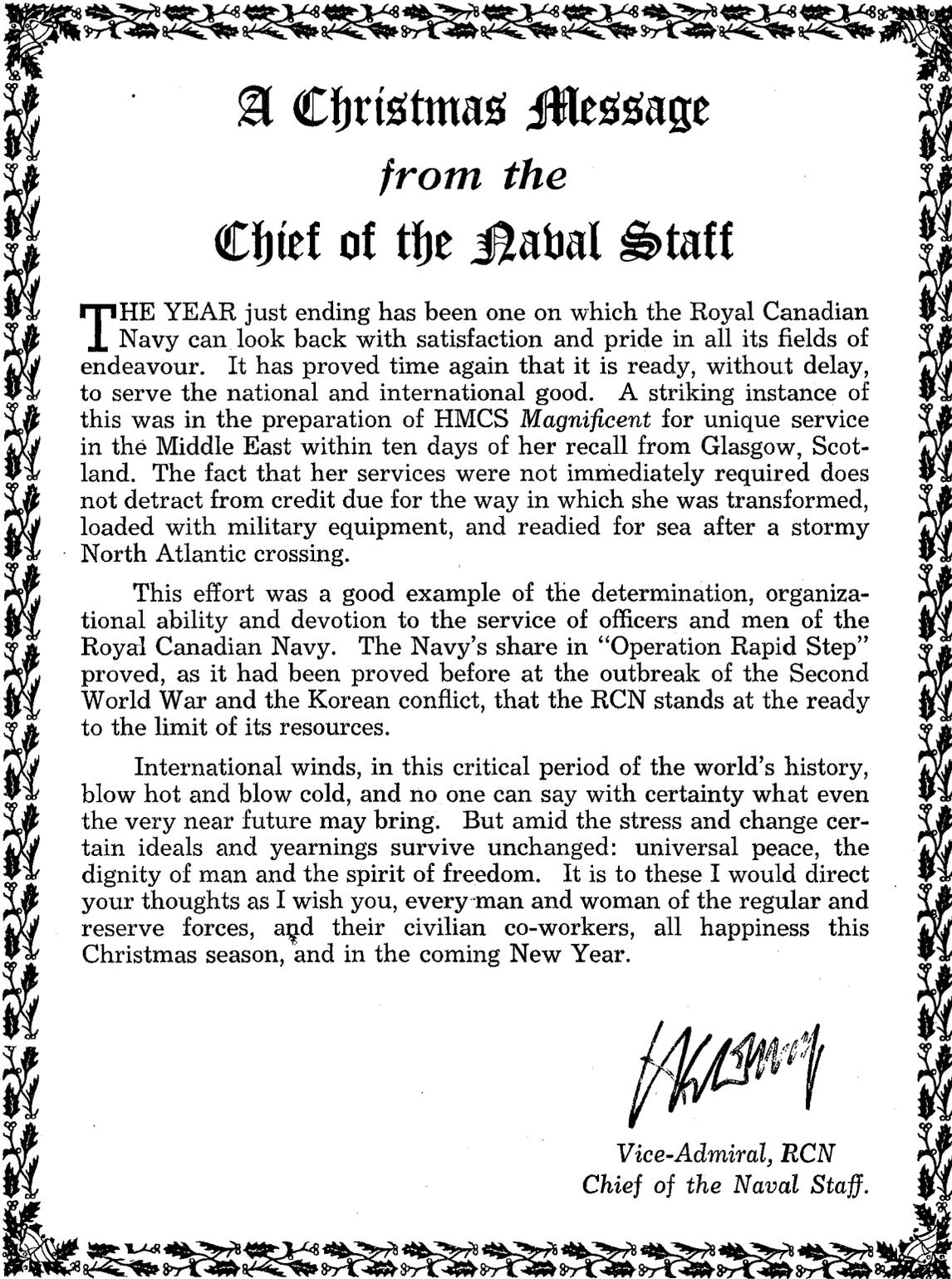
In the upper picture Lieut. (G) J. H. Wilkes, the Colour Officer, is seen parading the colour. In the lower, the Governor General unveils the cairn as CPO Gordon Fraser, cairn sentry, stands by. In the left background are Commodore P. D. Budge, honorary AdC, and Lieut. Hamish Bridgman, aide-in-waiting. Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, is hidden by His Excellency.

The cairn is inscribed: "On this site His Majesty King George VI presented the King's Colour to the Pacific Command of the Royal Canadian Navy on the 30th May, 1939, the first time the Sovereign presented his colour outside the United Kingdom. This memorial was unveiled on 21st September, 1956, by the Right Honourable Vincent Massey, Governor-General and Commander-in-Chief". (E-37015; E-37024)



The CROWSNEST





A Christmas Message

from the

Chief of the Naval Staff

THE YEAR just ending has been one on which the Royal Canadian Navy can look back with satisfaction and pride in all its fields of endeavour. It has proved time again that it is ready, without delay, to serve the national and international good. A striking instance of this was in the preparation of HMCS *Magnificent* for unique service in the Middle East within ten days of her recall from Glasgow, Scotland. The fact that her services were not immediately required does not detract from credit due for the way in which she was transformed, loaded with military equipment, and readied for sea after a stormy North Atlantic crossing.

This effort was a good example of the determination, organizational ability and devotion to the service of officers and men of the Royal Canadian Navy. The Navy's share in "Operation Rapid Step" proved, as it had been proved before at the outbreak of the Second World War and the Korean conflict, that the RCN stands at the ready to the limit of its resources.

International winds, in this critical period of the world's history, blow hot and blow cold, and no one can say with certainty what even the very near future may bring. But amid the stress and change certain ideals and yearnings survive unchanged: universal peace, the dignity of man and the spirit of freedom. It is to these I would direct your thoughts as I wish you, every man and woman of the regular and reserve forces, and their civilian co-workers, all happiness this Christmas season, and in the coming New Year.



Vice-Admiral, RCN
Chief of the Naval Staff.

The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1956

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The Cover—The years and the centuries pass and ever find Christmas the festival that is dearest to the heart of the sailor. The artist has sought to convey the Yuletide spirit as it must have existed on board a British man-of-war two hundred years ago.

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

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

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

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RCN NEWS REVIEW

A prefabricated helicopter platform has been fitted above the quarterdeck of the frigate HMCS Buckingham to test the feasibility of operating helicopters from anti-submarine escort vessels of this size. (DNS-16734)

Ship Converted In Record Time

It took only four and a half days in mid-November to convert the aircraft carrier *Magnificent* into a troop transport and supply ship. The whirlwind operation, appropriately named "Rapid Step", prepared the carrier for service with the United Nations police force in the Middle East.

The *Magnificent* was at Greenock to load RCAF Sabre jets aboard for return to Canada, when she was recalled on Thursday, November 8. Despite heavy seas which did minor damage to her bow, the ship arrived at Halifax Tuesday night November 13 to be greeted by relatives and friends, and gangs of naval and civilian workers.

Within a half-hour of her arrival the ship was alive with workmen and sailors removing ammunition and guns, (the *Magnificent* had been designated a non-combatant ship) and other equipment and stores not needed. This was the beginning of a four-day round-the-clock program to reduce her complement to less than 600 officers and men, to secure the necessary army equipment on the flight deck, to convert one of the hangars into a dormitory with triple deck bunks, and to load food, spare parts and stores for the trip.

Among the supplies put on board were 3,600 dozen eggs, 27 tons of meat, 9,000 pounds of butter and innumerable lesser items as spare wrenches, nuts and bolts of all sizes and length, mops and buckets.

The work was done by sailors from *Stadacona*, *Shearwater* and other ships who had volunteered for the job so that the *Magnificent's* ship's company could have as much time at home as possible. The carrier kept only a duty watch in each department to supervise the activities. Dockyard workers also pitched in to ready the carrier.

The "Rapid Step" planners had hoped to get the job done by Sunday night—five days after it started. But by the end of the third day it was evident the job was ahead of schedule and the ship, although sailing orders were delayed, was ready to sail Sunday afternoon at 3 o'clock.

Three Launchings During November

Three war vessels were launched for the Royal Canadian Navy during the month of November. They were two destroyer escorts, the *Columbia* and the *St. Croix*, and one Bay class coastal minesweeper, the *Chignecto*.

First launching of the month was that of the *Columbia* at Burrard Dry Dock Co., Ltd., North Vancouver, on November 1. Mrs. K. L. Dyer, wife of Commodore Dyer, was sponsor of the ship, 11th of the 14 anti-submarine vessels on order to go down the ways.

Next came the *St. Croix*, launched at Marine Industries Ltd., Sorel, Quebec, on November 17. She was the 12th of the new ships launched. There was no ceremony for the launching owing to the launching process used at Marine

Industries. Instead the christening will take place just before the commissioning. The Sorel shipbuilders, in launching a ship, move it from the ways to a marine railway on which she is gradually transported to the water.

The *Chignecto* was launched on the same day, November 17, at Geo. T. Davie and Sons Ltd., Lauzon. Sponsor of the minesweeper was Mrs. John Deane, wife of Captain (L) John Deane, Assistant Chief of Naval Technical Services (Ships). The *Chignecto* was the third launched of six ordered to replace the six turned over to France in 1954 under the NATO Mutual Aid Agreement.

CO Appointed To Saguenay

Cdr. Godfrey Harry Hayes has been appointed to take command of the new destroyer escort, HMCS *Saguenay* on commissioning at Halifax Shipyards, Ltd., on December 15. He had served for two years preceding his new appointment as Deputy Director of Personnel (Officers) at Headquarters.

Ships Return From Europe

Four ships of the First Canadian Escort Squadron and one of the Third Canadian Escort Squadron returned to Halifax November 21 following an extended training cruise to the United Kingdom and Europe.

They were HMC Ships *Algonquin*, *Micmac*, *Huron* and *Iroquois*, and HMCS

Assiniboine which joined the other four in the United Kingdom for the European portion of the cruise.

Three, the *Huron*, *Iroquois* and *Micmac*, sailed from Halifax in mid-September and were joined later by the *Algonquin* which was delayed at Halifax for repairs to hurricane damage suffered during the NATO Exercise New Broom VI.

The *Assiniboine* sailed from Bermuda to join the First Escort Squadron at Portsmouth at the end of October. Previous to sailing she had been carrying out work-ups in the Bermuda area following her commissioning at Sorel on August 16.

The Halifax stay was only a brief one for the majority of the ships. On Nov-

ember 28, the *Algonquin*, *Huron*, and *Micmac*, in company with the *Assiniboine* and *St. Laurent*, sailed for the Bermuda area. Following exercises there they were scheduled to sail for the United States eastern seaboard with HMC Ships *St. Laurent* and *Assiniboine* visiting New York City from December 7 to 12, while the other three visited Philadelphia for the same period.

The New York visit was to be the first time any ships of the new class had visited the United States port.

Squadron's Work on Radar Line Praised

Royal Canadian Air Force praise for the work of the Navy's experimental anti-submarine helicopter unit HS-50,

on the Mid-Canada Line this fall has been voiced by Air Marshal C. Roy Slemmon, Chief of the Air Staff.

HS-50 in November completed nearly two months of work assisting the RCAF in the airlift of personnel and supplies on the Mid-Canada Line. The squadron turned over its northland duties on the 12th to HU-21, RCN utility helicopter squadron from Shearwater.

"The participation of HS-50 in the Mid-Canada airlift over the past two months is most sincerely appreciated", Air Marshal Slemmon said in a message to the Flag Officer Atlantic Coast, in whose command the squadron is based.

"The readiness of the RCN to assist in this vital project, coupled with the keen spirit and resourcefulness dis-

A HELPING HAND IN THE SPRINGHILL DISASTER

THE Royal Canadian Navy joined the Red Cross, the army, and other organizations to provide aid in the mine disaster at Springhill, N.S., in early November. Thirteen men died shortly after an explosion in Number 4 Cumberland colliery at Springhill about 140 miles from Halifax.

Another 113 miners were trapped for more than three days when the blast blocked passages and sent poisonous gas through the mine. After three days of heroic work by draegermen, miners, and volunteer groups, 88 of the 113 trapped miners were brought to safety.

Shortly after the explosion at 5 p.m. on Thursday November 1, offers of help came into disaster committee headquarters of the Red Cross in Halifax. The Navy put helicopters at the disposal of the committee to transport needed men, supplies and equipment. The naval hospital sent two doctors and an ambulance to the scene of the disaster on Thursday night. Later other medical officers and medical assistants joined them. The Sixth Submarine Squadron at Halifax provided 24 sets of Davis escape gear and sent a qualified officer to instruct the miners in their use, if they were required.

Two helicopters from HU-21, the helicopter utility squadron at *Shearwater*, left Halifax Thursday night carrying doctors, medical supplies and blood plasma. They landed at about midnight in the Springhill ball park where cars had been parked to light the landing area. From that time until Monday morning, when the last of the surviving miners came to the surface, the helicopters operated a shuttle service between Springhill and various points in Prince Edward Island, New Brunswick and Nova Scotia.

They flew trips to Halifax, Amherst, Moncton, Sydney, Stellarton, Trenton, Summerside, and Scoudouc. They made 45 separate flights and logged 63.6 pilot hours as they moved seriously injured miners to hospital in Halifax, quantities of sorely needed medical supplies, blood, oxygen, blankets, sheets, stretchers and many other items. There were two helicopters in operation at all times, sometimes both were at Springhill and at other times one was in Springhill and the other at some other point. Later a third helicopter joined them for the last day of the operation, one chopper stood by at the Halifax end of the shuttle service.

The ability of the helicopter to land in a confined area proved a blessing in the rescue operations. The aircraft were able to land very close to the scene where the personnel or supplies were to be delivered and thus save valuable time and work. For example, two seriously injured miners were flown to the Victoria General Hospital in Halifax for specialist care and the helicopter was able to land on the North Common where a waiting ambulance took the men to the nearby hospital.

Taking part in the HU-21 operations were, pilots Lieutenant-Commanders Rodney Bays, John C. Laurie, John Renciman, William R. Frayn and Lieutenants Robert T. Murray, John A. MacNeil, John D. Hewer, W. J. (Bill) Cody, Robert C. Brown and maintenance men AB Lorne R. Woods, AB Arthur Bouchard, Ldg. Sea. Donald Cassidy, and AB Douglas Beamish.

Surgeon Lieut. Charles Henry Whittle, with Captain J. A. Moffatt, of the Army Medical Corps, who is serving at the

Naval Hospital, left Halifax with an ambulance of medical supplies shortly after the explosion entombed the men. They were joined on Saturday by Surgeon Lt.-Cdr. Abraham L. Halpern, and Surgeon Lieut. Bertram W. Spilsbury. On Sunday Surgeon Cdr. Richard A. G. Lane went to the scene of the rescue operations. Six medical assistants also went to Springhill on Sunday. All medical doctors and men remained at Springhill until after the rescue operations were completed. Surg. Lieut. Whittle was one of the first doctors to enter the mine when the rescuers got through to the first group of survivors on Saturday morning.

The news of the explosion was hardly more than one hour old when the Sixth Submarine Squadron at Halifax offered Davis escape gear to aid the miners in descending into the mine. Lieut. A. E. Johnson-Newell arrived at Springhill Thursday night with 24 sets of the gear and remained until the rescue was over. The ABCD School of the Atlantic Command made ten sets of Comox breathing equipment available as well as arranging to ship oxygen bottles to Springhill.

There were other evidences of the Navy's keen interest and desire to help. Several officers and men answered appeals by radio stations and made their private automobiles available to transport men and supplies. In short order, six ships had voluntarily contributed more than \$600 to the Springhill disaster fund. Their names will not be recorded here as there will probably be many more names by the time this is set in type. However, the destroyer *Nootka* had the honour of being the first one with a donation of \$120.

played by all RCN personnel connected with the operation is an outstanding example interservice cooperation", the air marshal's message continued.

"Although much work still remains to be done, HS-50 in lifting more than 850 tons of urgently required material made a most significant contribution to the task."

From September 24, until withdrawal from the Mid-Canada Line on November 12, HS-50 put in a total of 1,066.4 hours' flying time. The squadron's helicopters reached a total in ton miles of 17,675.93. A total of 1,018 passengers was carried, while freight weight totalled 1,875,212 pounds and baggage weight 75,965.

Lt.-Cdr. George Marlow commands the unit, which received a week's special leave on return to Dartmouth to recover from the arduous assignment during which its Sikorsky HO4S-3s were flown 49 straight days for a daily average of eight hours in the air.

The naval commitment, on a slightly reduced scale, continues into the New Year, under the command of Lt.-Cdr. John Laurie.

Promotion for Air Branch CPO

Former Chief Petty Officer Harry Carter has been promoted to the rank of Acting Commissioned Airman (Air Ordnance).

A/Cmd. Amn. Carter completed an officer's divisional course late in November and was appointed to *Shearwater* for duty in the School of Naval Aircraft Maintenance.

Cash Award Made For Gunnery Idea

A suggestion by PO George J. Obee has won him a cash award of \$45 and a letter from the office of the Deputy Minister of National Defence.

PO Obee, a gunnery armourer, submitted to the Deputy Officer's Office a suggestion for promoting greater efficiency and safety in the servicing of certain 4-inch guns used by the RCN.

The suggestion was turned over to the Suggestion Award Board of the Public Service of Canada for study and trial by technical experts and has since been adopted for use by the Navy.

A cheque of \$35 and a letter from the office of the Deputy Minister of National Defence have been awarded to Clyde P. Strum, 36, an ammunition worker at the Royal Canadian Navy Magazine at Bedford, N.S., for a suggestion judged to be of benefit to the service.

Mr. Strum, whose job includes proving fuzes for various types of shells and explosives, developed an idea which results in a saving of time and in increased safety when proving certain types of fuses.

Lanark Has New Commanding Officer

Lt.-Cdr. P. H. Cayley has been appointed in command of HMCS *Lanark* (frigate).

He succeeds Cdr. William M. Kidd, who has been appointed to *Venture*, junior officers' training establishment at Esquimalt, as executive officer.

Eight West Coast Ships Exercise

Eight ships of the Second Canadian Escort Squadron sailed from Esquimalt on November 5, for training exercises in British Columbia waters.

The aim of the training program, which lasted 12 days, was to provide pilotage experience in B.C. coastal waters and, for this purpose, the participating ships sailed in pairs to various ports and anchorages. They were open to visitors at ports where alongside berths are provided.

The ships included the *Crescent*, *Sioux*, *Athabaskan*, *Stettler*, *Jonquiere*, *Ste. Therese*, *New Glasgow* and *Sussexvale*.

Cdr. Benson to Command Cayuga

Cdr. Patrick Campbell Benson has been appointed in command of the *Cayuga* based at Esquimalt.

He succeeds Cdr. Geoffrey Huntley Davidson, who was to take up the appointment of Staff Officer Shipping Control on the staff of the Flag Officer Atlantic Coast in December.

Supply Officers In New Posts

Three senior officers of the Supply Branch have received new appointments.

Cdr. (S) Martin E. Doyle, who has been Secretary to the Chief of Naval Staff and Deputy Naval Secretary at Naval Headquarters, has been appointed Manager Supply, Pacific Coast, and officer-in-charge of the Naval Supply Depot, Esquimalt, B.C.

He succeeds Cdr. (S) Denzil Thomas R. Dawson who will become Deputy Director of Naval Organization (Management and Methods) on the staff of the Naval Comptroller at Headquarters in early January.

Cdr. (S) Sterling R. Hanright, who was formerly Staff Officer (Supply Liaison and Logistics) to the Naval Member Canadian Joint Staff (Washington), succeeded Cdr. Doyle in mid-November at Headquarters.

Sweepers on Training Cruise

Four minesweepers of the First Minesweeping Squadron, left November 5 on a five-week training cruise to the southern Atlantic to exercise with minesweepers of the United States Navy.

The minesweepers *Gaspé*, *Ungava*, *Trinity* and *Resolute*, operated with units of the United States Navy's Atlantic minesweeping fleet out of Yorktown, Va. The combined USN and RCN squadrons visited Charlestown, S.C., during the exercises and the Canadian ships also called in at Jacksonville, Fla., and Boston, Mass., before returning to Halifax on December 11.

The First Canadian Minesweeping Squadron is commanded by Cdr. William S. T. McCully, commanding officer of the *Gaspé*.

Two Ships Join Fleet in November

Two commissionings of warships for the Royal Canadian Navy took place during the month of November.

The first was that of HMCS *Ottawa*, the third anti-submarine destroyer escort to enter RCN service. She was commissioned on November 10, Canadian Vickers Ltd., Montreal.

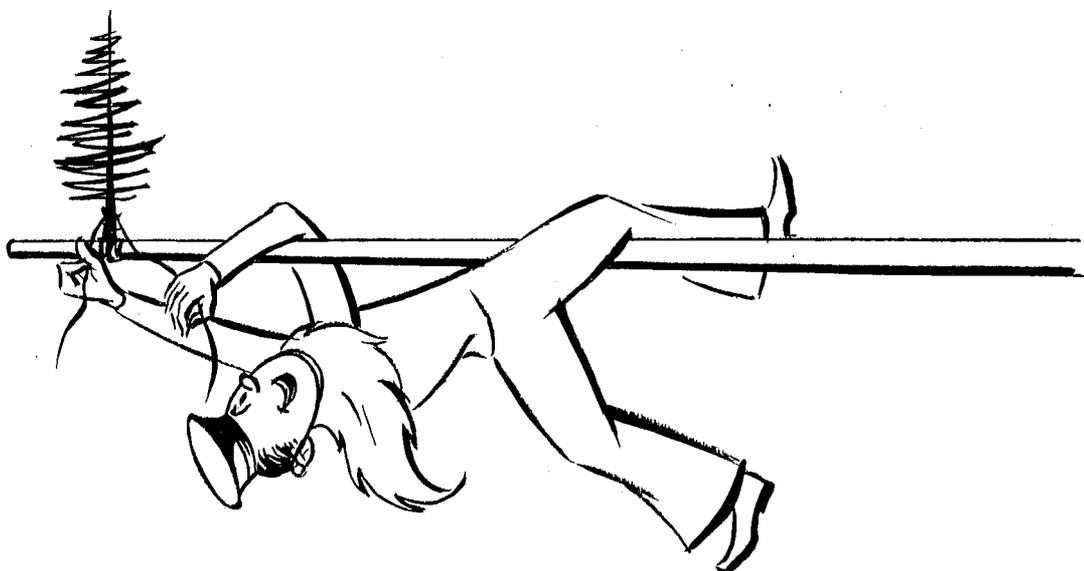
After joining the Third Canadian Escort Squadron at Halifax, she sailed November 28 for work-ups in the Bermuda area. There now are three sister-ships in the squadron, the *St. Laurent*, *Assiniboine* and *Ottawa*.

The second ship to commission was HMCS *Fundy*, a Bay class minesweeper, commissioned on November 27 at Davie Shipbuilding and Repair Company, Ltd., Lauzon. She was the first to commission of six minesweepers being built to replace six turned over to France in 1956 under the NATO Mutual Aid agreement.

CPO Becomes Engineer Officer

A former chief petty officer, Thomas William Kenny, has been promoted to the rank of acting commissioned engineer officer.

A/Cmd. Eng. Kenny completed an officers' divisional course at *Cornwallis*, in November and has been appointed to the staff of Flag Officer Atlantic Coast for duty with the Command Technical Officer.



Christmas in the Navy—Sixty Years Ago

Jack Made the Best of It, Wherever He Might Be

WHATEVER may be the circumstances under which Jack is called upon to celebrate the festivities of Christmas, we may rest assured that, with characteristic energy and good humour, he makes the most of the occasion. He is, indeed occasionally very handicapped; the exigencies of the service may require that his ship has to sail a day or two before Christmas; or it may be deemed necessary—though Jack has his own ideas sometimes as to the necessity—that, though on the “Home” Station, the squadron may be relegated to the wilds of a comparatively unknown and cheerless bay on the coast of Spain, where, with the land close aboard, he is as effectually isolated from the means of adequately providing for the occasion as though he were in “blue water”.

In attempting to give an idea of the manner in which Christmas Day is passed on board a man-of-war, it will be better to ignore the case of a ship stationed, either temporarily or otherwise, in a home port, as not affording a typical example; every man who can be spared, and whose conduct entitles him to privilege, being granted leave and the ship’s company being reduced in consequence to something less than half the usual complement.

Let us, therefore, imagine ourselves on board a British man-of-war on a foreign station, on Christmas Eve. Already the crowds of native boatment have supplied forests of greenery for the decoration of the messes and, should it happen to be a tropical station, this will naturally be of a delightful profusion and variety. Rather a trial, of course,

*By Commander E. P. Statham, RN,
in Army & Navy Illustrated—1896*

to the stern and methodical commanding officer, whose joy and pride it is to contemplate the spotless cleanliness and order of the mess deck, with an uninterrupted view from end to end.

If he is as wise as he is smart, however, he will not begrudge Jack the unwonted enjoyment of a little relaxation from routine, especially in view of the pride which he takes as a rule in keeping his mess clean and tidy, and which finds a different outlet today in the effort to outshine his shipmates in the matter of decorations. The decks have all been cleaned early in the day, and the brass-work etc., polished up to the last perfection of lustre, and the men are left as free as possible in the afternoon and evening to complete their festive preparations, of which the evergreens form by no means the most important part. Boats are arriving hourly loaded with all the local luxuries which are within the means subscribed by each mess; and not unfrequently these may be supplemented by a present of a few sheep, or a quarter or two of prime beef, from an English resident or colonist, with whom the Navy is ever in favour,

as officers and men could testify through generations.

THE MESS DECK presents a busy and cheerful aspect, and much lively and often very humorous chaff is being exchanged between adjacent Messes, striving each to out-do the latest effort of its neighbour. Here are some few hands, representing the artistic element in the Mess, constructing a veritable bower of greenery to go over the table, relieved by sundry devices cut out in coloured paper, and sometimes including very cleverly executed silhouette portraits of favourite Petty Officers, or even of their superiors, with appropriate and complementary mottoes attached. There are usually to be found in every ship a few men who are wonderfully skilful in this respect, while others, who have a knack with the pencil, will exhibit their skill and give expression to their feelings through this medium. The Mess in which is included the painter or his “mate” is usually distinguished by some bold and highly coloured illuminations, on pieces of board, with humorous or laudatory mottoes emblazoned among the elaborate scrolls, while glittering tinsel ornaments, ships and landscape worked in wool, festoons of many coloured paper





roses, and a hundred other odds and ends, are utilized to complete the show, with a very pretty and pleasing effect.

Others, less skilled in such delicate matters, are occupied with the more commonplace but not less important task of preparing tomorrow's dinner; and very well it promises, if only there does not turn out to be a dangerous surfeit of good things. The ship's cook, though usually ready, with his assistants, to slave on such an occasion for the benefit of all to an unlimited extent, and with the prospect of an "all night sitting" before him, obviously cannot be expected to undertake the mixing of "plum-duffs" the thousand other minor details involved, for the whole ship's company; and consequently these necessary and interesting operations are in various stages all over the deck, and executed with varying degrees of skill, to be tested in the practical result on the morrow: for the proof of a "plum-duff" on board ship is most emphatically "in the eating". When it is understood that the large mess deck may contain some 16 or 18 messes, numbering from 18 to two or three and 20 men in each, the life and bustle of the scene may be imagined; and a great pleasure it is, to one who is in sympathy with the men, to contemplate the busy hands and jolly countenances of the gallant fellows, who, ready at any moment to face battle or possible shipwreck with unflinching courage, take such a simple and child-like interest in their Christmas decorations.

The inexorable voice of the boatswain's mate causes a very sudden transformation scene at half-past eight: brooms are produced, litter swept up and put as straight as possible for the Commander's "round"; and by half-past nine everyone is in his hammock, with

the exception of the cook and his mates; the galley fire is allowed to be kept alight on this occasion, and they are busy there until past midnight, and have to be up again at four o'clock.

AT HALF-PAST SIX in the morning the "hands are "turned up" and hammocks stowed; and at seven o'clock comes breakfast; not the ordinary one of cocoa and biscuits or cocoa, "canned" milk is to the fore; "soused" fish, fruit, sardines, and other unaccustomed luxuries grace the board; and all is good humour and glee. After breakfast the decks undergo a short supplementary



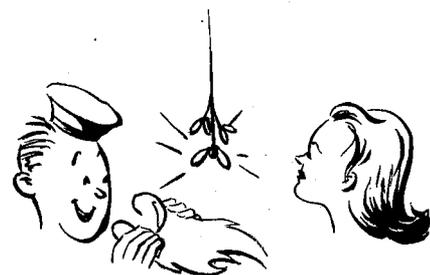
"scrub up" and then the men are mustered at the guns, to polish them up—if possible to a still higher state of perfection; every bit of metal about them flashes again, and the huge weapons themselves are rubbed up to a mirror-like surface with some cunning composition of boiled oil, turpentine, and what not, until you can very literally "see your face in them."

Every man is soon arrayed in spotless duck, with blue collar, and paraded for the morning inspection followed by Divine Service, for the religious observance of the day is by no means neglected; and a fine thing it is to hear "Hark the herald angels sing", or "Christians awake", sung in unison by some three or four hundred manly voices sustained by the harmonium, or a selection of instruments from the band. The chaplain, however, wisely tempers religion with discretion, and abstains from the infliction of a sermon, being well aware that the thoughts of most of his congregation would be directed rather to the finishing touches of their decorations than to admirable words of advice and admonition

with which no doubt his discourse would abound.

Service being over, the whole energies of the ship's company are devoted to the completion of their preparations, both as regards the pleasure of the eye and of the inner man, for the great event of the day: dinner, preceded by the captain's inspection of the messes. As regards the pleasure which his visit will produce, much of course depends upon the personality of the captain. It is safe to assert, however, that in the great majority of instances it will be hailed with immense satisfaction, and that any minor causes of complaint, imaginary or otherwise, entertained by individuals, will be forgotten in the goodwill and friendly feeling so heartily evoked on the occasion; while, if he is a prime favourite, manly and seaman-like, just and capable, the kind word as ready on his lips as the stern reprimand, he will be received with a perfect ovation, as gratifying as it is spontaneous.

While the busy scene of final embellishment is proceeding on the mess deck, a comical little farce is being enacted on the upper deck, the places of petty officers—the quartermaster, boatswain's mate, and other officials who keep their regular watch at the gangway—being taken for the time, according to immemorial custom, by some of the smallest and most chubby-faced boys in the ship, and very amusing it is to watch these little fellows strutting about in their borrowed plumes, petty officers' badges, boatswain's whistle and all, and gravely responding to the orders of the lieutenant of the watch; the miniature boatswain's mate blowing a very amateur call on his pipe, and communicating instructions in his almost equally shrill treble down the hatchway, which, however, receive a prompt response, which





he certainly would not evoke on any other occasion.

At noon, the band assembles, and a comical figure, got up in some fantastic fashion, as a clown, or an elaborately-dressed flunkey, appears on deck to announce to the officer of the watch that all is ready. Very frequently some young ne'er-do-well, blessed with a handsome face and much assurance of manner, is selected for this role, and executes it with imperturbable gravity and importance. The officer of the watch goes down to report twelve o'clock to the captain, while a midshipman informs the commander and officers, most of whom will elect to accompany their chief round the deck.

AS THE STROKE of "eight bells" resounds through the ship, the band strikes up a cheering strain of "The Roast Beef of Old England"; the captain accompanied by a little crowd of officers, appears at the after end of the mess deck, and every man spring to attention and faces in towards the centre of the deck; a couple of men in each mess stand at the end of the mess table with samples of their Christmas cheer.

What a wonderful transformation the deck has undergone since yesterday afternoon! The captain, as he walks slowly along, has to peer at each mess through a curtain of green leaves and glittering knick-knacks; he is greeted on all hands with smiling and deferential glances, and invited by each plate-bearer in turn to put the excellence of the "duff" to a practical test, which he and the officers frequently do, exercising their good nature at the expense of their good digestions.

Our captain is a deservedly popular man, and his progress is a pleasing sight, enlivened by jokes, words of commendation for some ingenious device, and an

occasional hearty laugh at a grotesque representation of the peculiarities of a shipmate or an officer; nor are there wanting such mottoes as "God bless our Captain" "The old *Tartar* is a happy ship", and so on. When the round of inspection is completed, the captain takes his stand in the centre of the deck, and in a few hearty sailor-like words wishes them a Merry Christmas. His greeting is responded to by a roar of "Same to you, sir," followed by a shout from the Senior Petty Officer: "Three cheers for the Captain".

The thundering response seems to lift the very deck overhead; and, unless we are greatly mistaken in our captain, affords him a thrill of satisfaction which is in itself a rich reward for his strict and considerable discharge of his difficult duties for there is no mistaking the spontaneous ring in those voices; it is no "duty" cheer, but one which will ensure in future a yet more cordial understanding between the captain and his



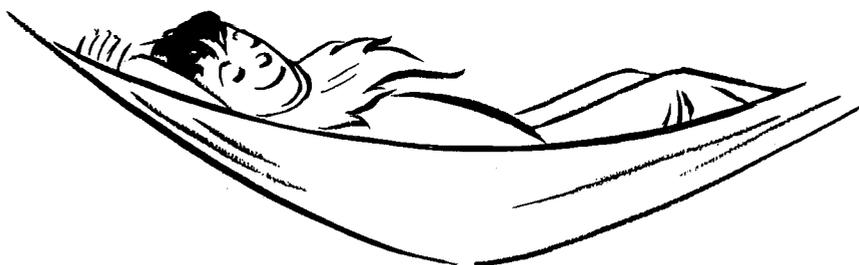
crew, even though he may have to be down on some of them tomorrow for undue excess in their festive zeal.

The afternoon and evening are spent in singing, dancing and such impromptu entertainments as can be managed, all the available talent, vocal and instrumental, being enlisted for the occasion. Sometimes the practice is permitted, or winked at, of "carrying round" favoured individuals among the officers and crew. A party of some half-dozen stalwart bluejackets will present themselves at the door of one of the officer's messes, and request that Mr. So-and-So will consent to be "chaired" round the mess-deck. It is usually a mark of high favour, and he is received with vociferous cheers; but in some not very strictly



disciplined ships it has occasionally been used as a means of displaying a very different feeling, and the officer who has been unfortunate enough to "get himself disliked", will find that his head comes occasionally into "accidental" contact with the beams, while he will be assailed with hoots and hisses, and pelted with orange peels, etc.; but as this kind of demonstration is of course very subversive of discipline, it is not permitted in any well-regulated ship. The captain, too, may come in for a hostile demonstration, if he deserves it, but not otherwise, for Jack is very discriminating. An instance occurred a good many years ago, where the ship's company gently conveyed to the captain that if he appeared on the mess-deck they would turn the mess tables upside down. Such cases are happily most rare, and then they occur, as has already been remarked, the captain has only himself to thank for it.

In the officer's messes there is, of course a corresponding amount of conviviality and the captain is frequently a guest in the wardroom. A certain latitude is permitted as regards the smoking hours, both for officers and men, so that Christmas Day, which commenced early, terminates late, and with a certain sense, perhaps of a surfeit of festivity, which, however, is not unknown under similar circumstances on shore; and when on the following morning the uncompromising voices of the boatswain and his mates are heard at an early hour, bawling "All hands lash up and stow hammocks", though some may experience an unusual reluctance to respond to the summons, they do so, nevertheless, with a satisfying conviction that they have made the most of their opportunities, and have thoroughly enjoyed another Merry Christmas.



OFFICERS AND MEN

Chiefs in Charge Of Patrol Craft

Two chief petty officers of the Royal Canadian Navy have been placed in charge of HMC Ships in commission, a responsibility usually reserved for commissioned officers.

The first to be drafted to this position of high responsibility was CPO Alexander Burns, 37, of Hamilton, Ont., and Halifax, who took charge, early this summer, of HMCS *Loon*, one of four "Bird" class patrol vessels now attached to the Atlantic Command.

Late in September a second CPO, Morton Harry Keeler, 35, of Halifax, was drafted in charge of HMCS *Cormorant*.

Before taking over their new duties both men took special courses arranged by the Navigation-Direction School at Stadacona.

A chief petty officer will also be placed in charge of the *Mallard*. The fourth ship of the class, the *Blue Heron*, is being loaned to the RCMP. The ships were all built in the Great Lakes area.

The "Bird" class patrol vessels displace 65 tons, have a speed of about 14 knots and a length of 92 feet. Fitted with sonar, and anti-submarine and

WEDDINGS

Wren Arlene Aitken, *Stadacona*, to Leading Seaman G. A. Faulkner, *Assiniboine*.

Able Seaman G. W. Baxter, *Buckingham*, to Miss Marie Lorgere, of Yarmouth, N.S.

Sub-Lieutenant York Brace, *Magnificent*, to Miss Dorothy Vawden of Nanaimo, B.C.

Wren Norma Clark, *Coverdale*, to Able Seaman Joseph Kent, *Coverdale*.

Lieutenant (S) L. A. Clarkin, *D'Iberville*, to Miss Mary Sullivan, of Montague, P.E.I.

Able Seaman Frederick Dickenson, *Assiniboine*, to Miss Helen Aucoin, of Windsor Junction, N.S.

Able Seaman Kevin Farrell, *Assiniboine*, to Miss Marie Elizabeth Shea, of Pictou, N.S.

Lieutenant David J. Fry, *York*, to Miss Ursula Hanes, of London, England.

Leading Seaman Ross Grigsby, *Assiniboine*, to Miss Margot Elizabeth Cordes, of Toronto.

Able Seaman William Grose, *Coverdale*, to Miss Shirley Miller, of Middlesex, N.B.

Leading Seaman Eugene Mercer, *Assiniboine*, to Miss Alice Keenan of Montreal.

Able Seaman R. B. Nixon, *Buckingham*, to Miss Laura Harvey, of Detroit, Michigan, U.S.A.

Able Seaman J. O. Ross, *Buckingham*, to Miss Barbara Anne Vidito of Digby, N.S.

Lieutenant Christopher M. Seymour, *St. Laurent*, to Miss Shirley Anne Hales, of Devonshire, England.

Leading Seaman Herbert Thorne, *Cabot*, to Miss Marguerite Mitchell of Portugal Cove, Newfoundland.

Midshipman J. C. Wood, *Assiniboine*, to Miss Joan Fay Cameron, of Charlottetown, P.E.I.



When Irish eyes are smiling it's difficult to avoid buying a poppy, as the ship's company of the *Magnificent* learned during a brief visit to Belfast in early November. Here, Mrs. I. Wilkinson, of Whiteabbey, County Antrim, has just completed a sale to AB D. G. Horne.

anti-aircraft weapons, they also carry modern navigational equipment.

CPO Burns was born in Hamilton on November 18, 1919, and entered the RCN as a boy seaman in January, 1937.

He served principally in destroyers and a cruiser, during and since the war. Before taking charge of the *Loon* he had served in HMCS *Labrador* (Arctic patrol vessel) from the time of her commissioning in July, 1954, until the spring of 1956, as the coxswain, or senior executive chief petty officer in the ship.

CPO Keeler was born in Halifax on November 29, 1921, and entered the Royal Canadian Naval Volunteer Reserve as an ordinary seaman in December, 1938. He transferred to the regular force in April, 1941.

During the war he served on the North Atlantic Convoy routes in destroyers and corvettes. He was mentioned in despatches in 1945 for "his cheerfulness, efficiency and devotion to duty" after more than three years on the North Atlantic.

Following the war he served in destroyers and in the *Quebec*, as well as ashore on the East Coast. He was selected for the Coronation Contingent in 1953 and on his return was drafted to

the *Iroquois* in which he did a tour of duty in the Korean war theatre.

Both men are chief petty officers first class, and hold non-substantive ratings of quartermaster instructors.

Four Courses at Leadership School

During October the Leadership School at *Cornwallis* had four courses under instruction.

They were the normal Divisional Officers' Course, Chief and Petty Officers' First Class Leadership Course, and the

BIRTHS

To Leading Seaman D. A. Allan, *Assiniboine*, and Mrs. Allan, a son.

To Lieutenant Cavan Atkinson, *York*, and Mrs. Atkinson, a son.

To Leading Seaman G. A. Barkhouse, *Coverdale*, and Mrs. Barkhouse, twins, a son and daughter.

To Leading Seaman J. G. Bertrand, *Assiniboine*, and Mrs. Bertrand, a daughter.

To Leading Seaman G. W. Burke, *Coverdale*, and Mrs. Burke, a daughter.

To Petty Officer H. I. Chapman, *Stadacona*, and Mrs. Chapman, a daughter.

To Petty Officer T. G. Ewen, *Coverdale*, and Mrs. Ewen, a son.

To Petty Officer Reginald Finchfield, *Naden*, and Mrs. Finchfield, a son.

To Lieutenant-Commander (SB) B. J. Gillespie, *Naden*, and Mrs. Gillespie, a daughter.

To Lieutenant-Commander W. F. Harris, *Assiniboine*, and Mrs. Harris, a daughter.

To Petty Officer R. J. Harvie, *Assiniboine*, and Mrs. Harvie, a son.

To Able Seaman Vincent Haywood, *D'Iberville*, and Mrs. Haywood, a daughter.

To Lieutenant Gerald Hill, *Buckingham*, and Mrs. Hill, a daughter.

To Petty Officer N. R. Hudson, *Coverdale*, and Mrs. Hudson, a son.

To Petty Officer L. D. Kay, *Assiniboine*, and Mrs. Kay, a son.

To Leading Seaman Donald Langevin, *D'Iberville*, and Mrs. Langevin, a son.

To Leading Seaman R. T. Lynch, *Coverdale*, and Mrs. Lynch, a daughter.

To Petty Officer N. R. Marsaw, *Coverdale*, and Mrs. Marsaw, a son.

To Leading Seaman R. C. McIntosh, *Buckingham*, and Mrs. McIntosh, a son.

To Sub-Lieutenant Gordon MacPherson, *York*, and Mrs. MacPherson, a son.

To Leading Seaman W. D. Moores, *Assiniboine*, and Mrs. Moores, a daughter.

To Leading Seaman M. T. O'Connor, *Assiniboine*, and Mrs. O'Connor, a daughter.

To Petty Officer Terry O'Dowd, *Naden*, and Mrs. O'Dowd, a daughter.

To Petty Officer Emilian Paradis, *D'Iberville*, and Mrs. Paradis, a son.

To Lieutenant (L) R. A. Pearman, *Stadacona*, and Mrs. Pearman, a son.

To Lieutenant (L) D. H. Pratt, *Stadacona*, and Mrs. Pratt, a son.

To Able Seaman Richard M. Stokes, *Helicopter Squadron 50*, and Mrs. Stokes, a son.

To Lieutenant-Commander Derek Tissington, *York*, and Mrs. Tissington, a daughter.

To Able Seaman Francis Tessier, *D'Iberville*, and Mrs. Tessier, a son.

To Petty Officer Frank Voegeli, *Stadacona*, and Mrs. Voegeli, a son.

To Leading Seaman William A. Wright, *Shearwater*, and Mrs. Wright, a son.



Petty Officers' (Second Class) Leadership Course plus the first Midshipmen's Divisional Course.

The last group included 25 ex-Venture executive cadets, one sub-lieutenant and three Belgian ensigns. The course was one of the technical courses undergone in qualifying for the rank of lieutenant.

International Shoot Approved

Admiral of all Commonwealth Sea Cadets, His Royal Highness the Duke of Edinburgh has advised C. K. McLeod, national president of the Navy League of Canada, of his approval of the establishment of an annual international small bore rifle championship for Sea Cadets, sponsored by the Navy League of Canada.

His Royal Highness has also approved the use of his name for the challenge trophy to be donated by the Navy League of Canada for this competition.

The new International Rifle Competition, believed to be the first of its kind in the world, will be open to teams of eight Sea Cadets, from 14 to 18 years of age inclusive, from any Sea Cadet unit or corps in the world, regardless of nationality.

The first competition for the new international challenge trophy is being held in 1956 and it is hoped to announce results in February 1957. Nine countries, including Canada, have entered teams. They are Australia, New Zealand,

These are members of the first Midshipmen's Divisional Course held in the Leadership School at Cornwallis in October, 1956. Front row, left to right: Midshipmen D. G. Thomson, J. M. Chouinard, G. Jakabowski, M. A. Marquis, Instructor Lt.-Cdr. D. J. Hamilton (Course Officer), PO D. Adair (Course Petty Officer), Midshipmen J. C. St.-Pierre, F. Delisle, J. G. Morrison and F. J. Mifflin. Second row: Midshipmen B. Derible, L. P. Farrell, J. G. Carruthers, Ensigns (Belgium) C. D. C. Jacobs and P. M. Segers, Acting Sub-Lt. D. B. MacLeod, Midshipmen D. H. Gurr, E. Falstrem, G. J. Turner and J. M. Bishop. Rear row: Midshipmen J. W. MacIntosh and D. C. Briggs, Ensign (Belgium) J. E. Dewilde, Midshipmen N. J. Harrington, W. Matiachuk, B. A. Wells, G. E. Johnstone, M. J. Wilhelm, G. Boucher, H. R. Peden and H. B. Kieran. (DB-7985)



These are members of the No. 71 Chief and Petty Officers' Leadership Course held at HMCS Cornwallis in October, 1956. Front row, left to right: CPO J. C. Bugslag, CPO C. R. Pattison, CPO R. N. Langton, Lieut. (E) J. F. MacIntosh (Course Officer), CPO I. M. McKellar (Course Chief Petty Officer), CPO A. M. Muse, PO J. H. Bell and CPO R. J. McDonald. Second row: Petty Officers J. D. Cragg, H. L. Symington, E. W. Hillyer, E. W. Catral, P. T. Fitzsimmond and CPO A. R. Grainger. Rear row: Petty Officers P. Palmer, H. H. Haupthoff, D. Atkinson, R. J. Langlois, J. F. Hughes and C. E. Moench. (DB-7875)

and, England, Wales, Northern Ireland, Scotland, Union of South Africa and Rhodesia. Indications are that India, Cuba, Sweden and the Virgin Islands will be additional entrants next year.

Standard .22 calibre short-range targets supplied to all contestants are designed by the Dominion of Canada Rifle Association, the official judges of the competition. Each participating country submits the target of its top three teams.

The Challenge Trophy, which is being designed and donated by The Navy League of Canada, will not only be uniquely commemorative of Canada's part in the founding of this new worldwide youth competition but will also be especially appropriate of the sailor Duke whose name it will bear.

It will be in the form of a ship's bell, specially cast of native-mined metal in a Canadian foundry. This will be mounted on a small hand-carved teakwood table, the top of which will be inlaid with the heraldic arms of Canada and the Duke of Edinburgh centered among the arms of all other countries participating.

The teakwood of which it is made comes from salvage recovered in the harbour of Sydney, Nova Scotia, in 1953, from the wreck of HMS *Pelican*, one of the Royal Navy's famous old "first-raters" of 17th century design which was sunk there.

There will be a drawer in the table with a metal base plate on which will be etched the history of the founding of the International Rifle Competition for Sea Cadets. It will also contain a log book which will be used to enter the names of the winners each year.

The name of the challenge trophy will be "The Duke of Edinburgh's Ship's Bell".

Sword Awarded To Midshipman

Midshipman J. C. Wood, now serving in the *Assiniboine*, has been awarded the Queen's Canadian Sword, on completion of the RCN cadet's summer training, 1956.

The terms of the award as follows:

"To be awarded to the best all-round cadet on completion of two years professional training, considering officer-like-qualities, academic standing, athletic ability, and sportsmanship in equal proportions".

'Godmother' Sees Recruits on Way

"There's nothing like the Navy!"

That is the opinion of Maud Leslie, 71, of Hamilton, Ontario, who for over 12 years has cheered the young men of the area on their way to a naval career.

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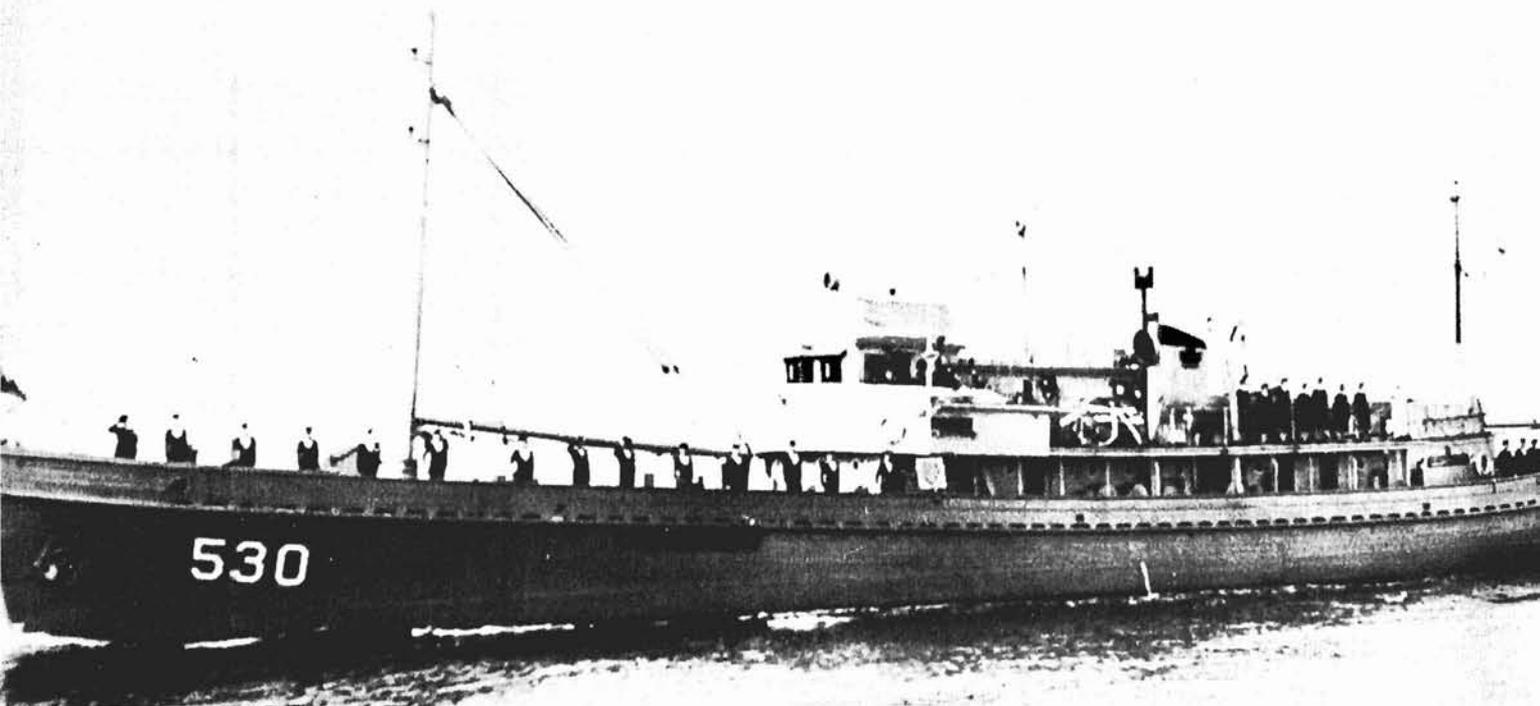
Friend to hundreds of young men from Hamilton and Southern Ontario communities who join the navy, Miss Maud Leslie, 71, is shown with a group of recent recruits bound for HMCS Cornwallis and their new entry training. From left to right they are: Dale Jack Thornton, Scotland, Ont.; Jack M. Heitz, Oakville; Malcolm J. Moore, Fort Erie; Leon L. Smith, St. Catharines; Robert L. Parlardge, Waterloo; Ewart Partridge, Mount Forest, and John S. Campbell, Hamilton. (COND-3095)

Miss Leslie, whose heart is as warm and twinkling as her eyes, has had affection for the service ever since she was a small child. Her father was a seafaring man and other kin had naval backgrounds. She feels it was inevitable that she should grow up to consider the lads in sailors' suits the best.

But Miss Leslie does more than pay lip service to her belief. One day a week, rain or shine, she makes her way to HMCS *Star*, the Hamilton naval division, and distributes comforts to the young recruits before they leave for *Cornwallis* and their new entry training. It is a job that makes inroads on her energy and time, and she doesn't begrudge one minute of it.

Born in the United States, Maud Leslie came to Hamilton 48 years ago and it was during the Second World War that she first took an active interest in the RCN. Then, as a member of the Hamilton Volunteer Naval Aid Corps, she commenced her weekly pilgrimage to the naval division. After the war, when the Corps disbanded, she continued to be "godmother" to young naval recruits through the Women's Naval Auxiliary.

Her friendly spirit and charm is contagious and there must be many a sailor in the RCN to-day who remembers the cigarettes, the candy and the smile Miss Leslie gave him before he caught the train for *Cornwallis*.



CEDARWOOD'S ACTIVE CAREER AT END

Eight Useful Years Spent in RCN by Wooden Ship

AT SUNSET on Thursday, October 18, the White Ensign came down for the last time on board HMCS *Cedarwood* as the little wooden-hulled ship paid off with a record of noteworthy achievement spanning eight years behind her.

The simple ceremony which took place on her quarterdeck was a fitting close to a career which had been, generally, unspectacular but quietly efficient.

From the time she was commissioned, September 22, 1948, the *Cedarwood* undertook hundreds of tasks which were of great importance to the Pacific Naval Laboratory, a branch of the Defence Research Board.

On the occasion of her paying off, Dr. W. N. English, head of the marine physics department at the PNL, commented: "A lot of us at the Pacific Naval Laboratory have sentimental and professional regrets that she is now being retired in the name of progress".

The *Cedarwood* was built in Lunenburg, N.S., in 1941 and named *General Schmidlin*. She was operated by the Royal Canadian Army Service Corps for supply and target-towing duties. After the war, she was brought round to the West Coast in 1946 and the following year, in May, became a Canadian Naval Auxiliary Vessel, and acquired her name, *Cedarwood*.

She was turned over to the RCN in September 1948 and sailed on her first operation for the Pacific Naval Laboratory the following month. Since that time she has been employed on a variety



Lt.-Cdr. Pearson, commanding officer of HMCS *Cedarwood*, is seen with Dr. W. N. English, head of the marine physics department of the Pacific Naval Laboratory, after he had presented the ship's bell and crest to the PNL. During the eight years and 27 days in which she served with the RCN, the *Cedarwood* was engaged principally on research duties for the Laboratory. (E-38083)

of operations for the PNL, the Pacific Oceanographic Group of the Joint Committee on Oceanography and the Institute of Oceanography, University of British Columbia. Much of this work for the PNL was concerned with underwater research and testing of various types of equipment.

During 1949 the *Cedarwood* sailed to the Arctic on a joint operation with the United States Naval Electronics Laboratory, *San Diego*. Valuable work in making a survey of British Columbia inlets had been carried out during recent summers by the ship, under the direction of Dr. G. L. Pickard, of the Institute of Oceanography, UBC. The ship also assisted the Department of Fisheries in studying problems connected with currents and fish food distribution. Sonar research for the PNL (the study of propagation of sound in water) and the carrying out of equipment trials were some of the other phases of the work carried out by the *Cedarwood* during her career. Her actual time in the service was eight years and 27 days.

Although her career was largely uneventful, there was one dramatic highlight which splashed the ship's name across newspaper headlines—when she came close to foundering during a gale in Hecate Strait in December 1954.

The first indication of her perilous situation came in the morning of December 3 when the ship, commanded by Lt.-Cdr. J. E. Wolfenden, radioed that she was taking water in rough seas.

Aboard the *Cedarwood* at the time were four officers, 30 men and five scientists. She was carrying out routine oceanographic and hydrographic surveys for the PNL at the time.

Immediately ordered to her aid were the destroyer HMCS *Athabaskan*, the frigate HMCS *Stettler* and the sea-going Canadian Naval Auxiliary tug *Clifton*. The Hecate Strait, about 350 miles north of Esquimalt, is notorious in winter with almost-constant gale conditions. The U.S. Coast Guard cutter *Sorrel*, which was en route from Alaska to Seattle when the *Cedarwood* message came in, was also despatched to the aid of the stricken ship.

Buffeting by heavy seas and battering by 80-mile-an-hour winds damaged the ship's hull. Emergency measures were taken by the ship's company during that day and just before midnight the message came in that "the situation is no longer considered dangerous". After having been hove to for several hours she finally got under way, first at one knot, later at three, with her own pumps containing the water, which had risen above the flywheel in the engine-room, knocking the electrical system out of commission.

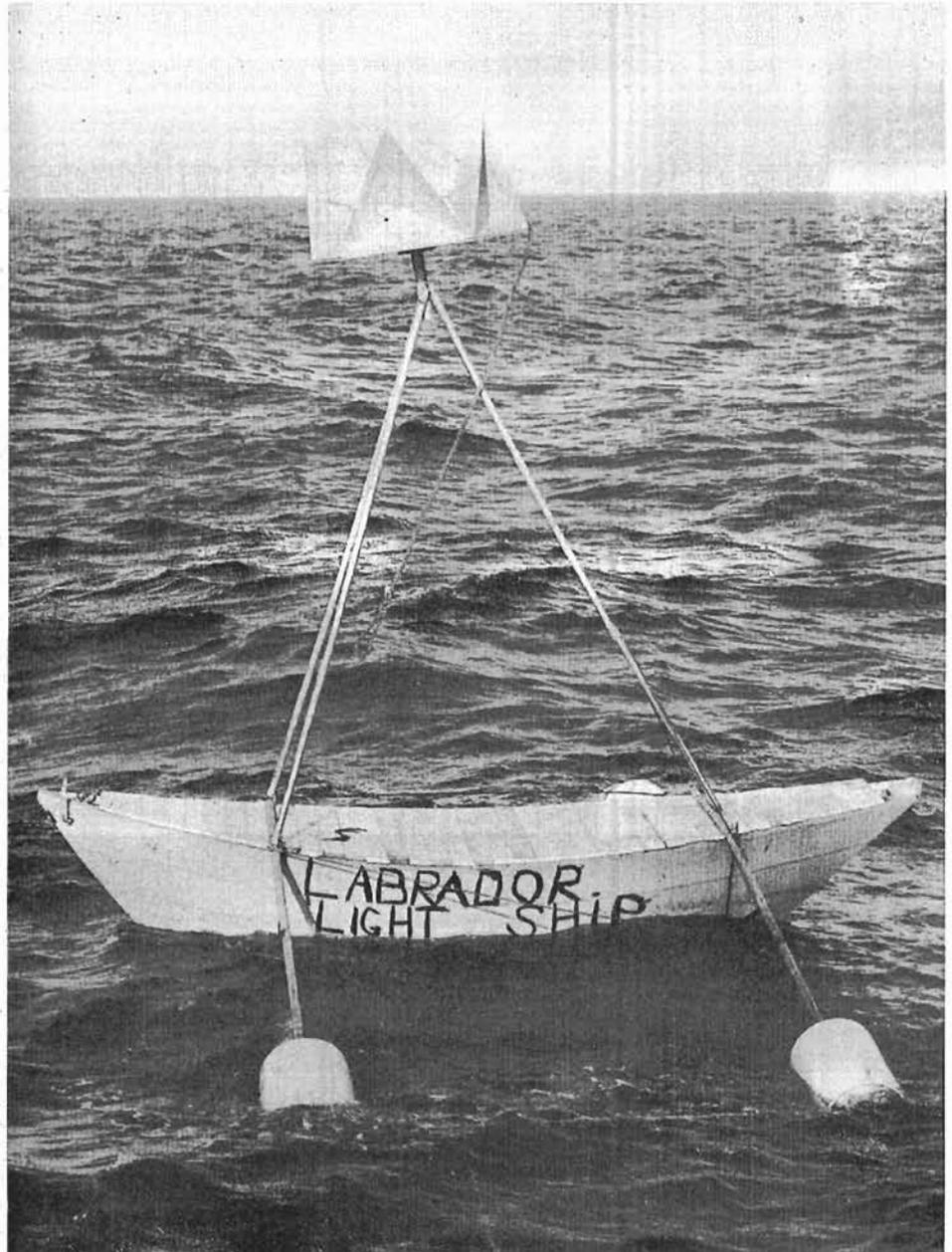
To augment the pumps, members of the ship's company formed a bucket

brigade, a human chain extending from the engine-room through the mess-deck, up the companionway to the ship's side.

Slowly, the *Cedarwood* made her way back to Esquimalt, her salute being personally returned by Rear-Admiral J. C. Hibbard, the then Flag Officer Pacific Coast, as she passed Duntze Head to enter the harbour.

From Rear-Admiral Hibbard also came the message: "Well done, *Cedarwood*".

At the time of her paying off the ship was commanded by Lt.-Cdr. J. O. Pearson, of Victoria.



Water looks pretty much the same everywhere and it was just as well steps were taken to distinguish this particular patch of heaving "aqua frigida" from similar patches occupied by, say, the Sambro, Lurcher or Goodwin Sands light ships. The danger of error was further minimized by locating HMCS Labrador's private "light ship" in Foxe Basin, where it proudly wore the shining crown that served as a radar beacon in shoreline surveys off an Arctic island. (LAB-1818)



Christmas Album - 1956

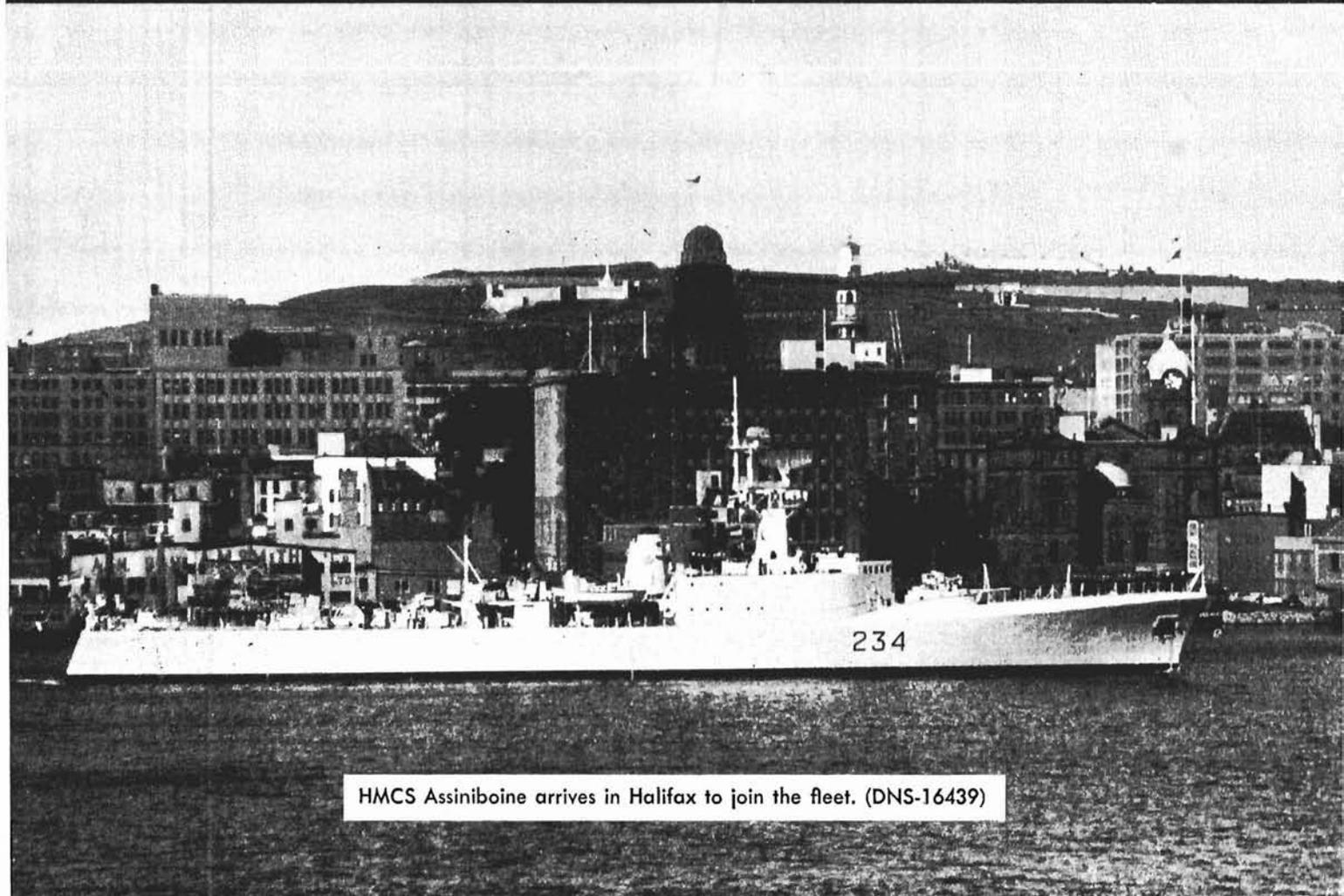


HMCS Lanark passing under Tower Bridge to the Pool of London. (HS-43026)

HMCS St. Laurent, proud escort to Her Majesty the Queen. (SL-0111)



Helicopters of HS 50 take off at dawn for northern Quebec. (HS-45354)



HMCS Assiniboine arrives in Halifax to join the fleet. (DNS-16439)



Divers from HMCS Labrador prepare for Arctic plunge. (LAB-1587)

and 20 swine, and for what little plowing he did, he used horses.

But his riches come mostly from the tribute that the Finns pay him. This tribute is in rich furs, birds' feathers, walrus ivory, and cordage made from the hides of whales and seals. Each paid according to his condition. The richest must pay 15 marten skins, five reindeer, and a bear skin, ten measures of feathers, a kirtle [fur coat] of bear or otter, and two ropes, each 60 ells long and made either of whale or seal hide.

He said that the Northmen's land was very long and narrow. All that his men could graze cattle on, or plow, lay by the sea, and is very stony in some places.

Wild moors lie to the east alongside the tilled land. On the moors dwell the Finns. The tilled land is broadest in the south, and grows narrower to the north. In the south it might be 60 miles wide or a little more, and in the middle 30, and to the north, where it was narrowest, it might be three miles wide or a little more. The moors in the south in some places are so wide that a man might take two weeks to travel across them, but in some places he might do it in six days.

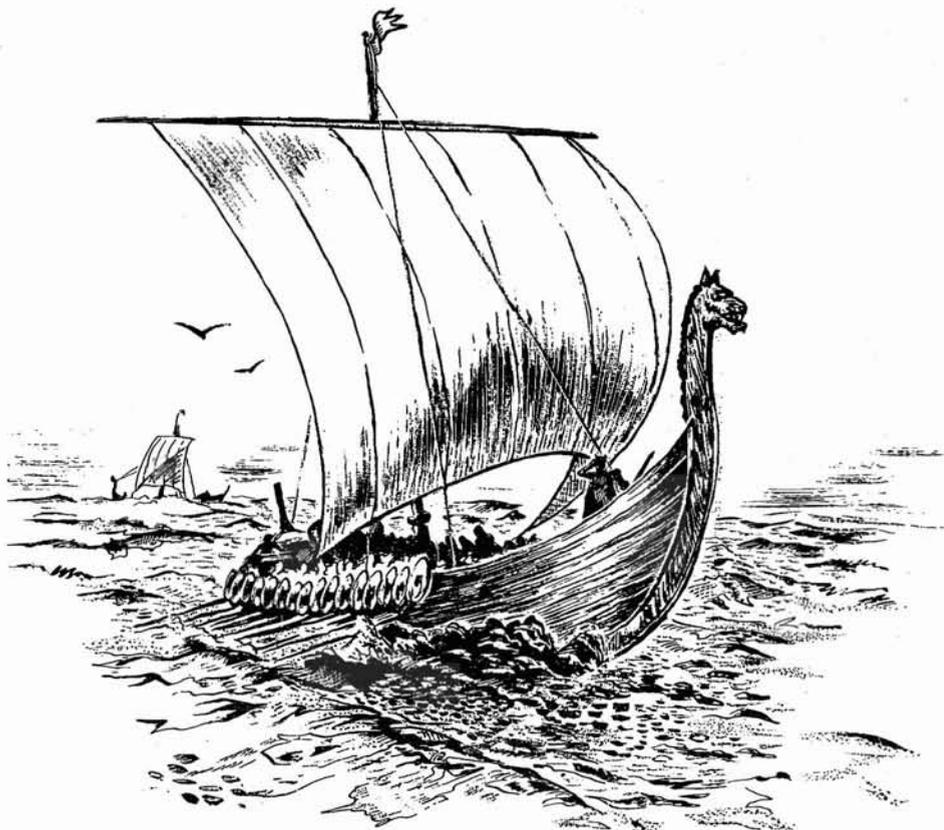
Mystery Badge Found in 'Derry

When the *Iroquois* was in Londonderry during October her captain was invited to call on the Londonderry Sea Cadet Corps, there to be presented with a memento in the form of a hand carved corps' badge. There was, however, special reason for this ceremony, for in the corps' possession is a large brass badge of the *Iroquois*. The odd circumstance, is that it is not the same as any known badge that the *Iroquois* ever had, and there is no record that the *Iroquois* ever presented her badge to the Sea Cadet Corps.

The badge depicts an Indian's head wearing hair in braids and a large flowing war bonnet. The head is brown, the hair black, and the feathers of the war bonnet are white with red and black trim. The whole is set off in a light blue background; it is diamond-shaped, and is surmounted by a Tudor crown under which is the name "Iroquois".

The commanding officer of the corps first remembers it when the corps moved into the building formerly used by the RCN as a canteen. Should, by any chance, a former member of the *Iroquois*' ship's company know the circumstances of its presentation to the corps, the present ship's company would like to know, too.

The wartime badge of the *Iroquois* was almost identical with the official badge now displayed by the ship. Unofficial badges of unique design were not at all uncommon.



Alongside Norway to the south on the other side of the moors is Sweden, and to the north is Cwen Land. The Cwens raid them. There are large fresh lakes on the moors, and the Cwens carry their ships, which are small and

light, overland to the lakes and thence raid the Northmen.

Oththere said that the shire where he lived was called Halgoland, and that no man dwelt to the north of him.—Ph. Ch.

Cumberland Ends Fruitful Season

The final evaluation of new naval equipment is in the hands of Royal Navy analysts now that the trials cruiser HMS *Cumberland* has completed another busy summer of tests.

The results of some of the trials, notably of new metal folding bunks, folding tables and of new kit lockers, designed to fit into the limited living space on board ship, did not need to await analysis. The equipment met with general approval during operations.

The major trials carried out by the *Cumberland* in 1956 involved the testing of two new gun-control systems, both of which can automatically track and aim at a target by radar. These were carried out in the Mediterranean during early summer. So accurate were the new methods of gun control that many of the targets, towed by jet aircraft from Malta, were destroyed or shot down, despite the fact that non-explosive shells were used.

Toward the end of the trials period, the *Cumberland* went to the Atlantic and northern waters to test her stabilizer and to find out how well new equipment stood up in rough weather.

Numerous items of equipment, ranging from a six-inch turret for "Tiger" class cruisers to a 25-foot fibre-glass motor boat, were also subjected to tests. The *Cumberland* left on her trials cruise in May and returned to Devonport late in September.

Like a Sailor On Horseback?

Nautical lore is where you find it. The following little gem appeared in a newspaper account of the successful Trafalgar Day ball at HMCS *Griffon*, the Port Arthur naval division: "On the opposite wall to the 'gentlemen of the navy', high above the cabaret-style tables, were beautifully executed rope knots, work of Captain Ormsby, among these were the sheepshank, reef knot, bollen-on-a-bike and the garrick bend."

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Buckingham*

The *Buckingham* is completing an active season of coastwise excursions. During August, the *Buckingham* was the floating mansion of His Honour Gaspard Fauteux, Lieutenant Governor of Quebec, during his tour of the eastern shores of that province.

With the addition of the flight deck aft, the *Buckingham* has been the centre of interest during sea-going trials with *Shearwater's* helicopter. Most of the ship's company, and officers, as well as new entry seamen of Haida XVII Division were taken up for short flips during the landing and taking off evolutions. Everyone was impressed by this new form of transport and much admiration was expressed as to the deft handling of the aircraft, and its extreme manoeuvrability.

The ship's bell was first put into service as a baptismal font on the occasion of the christening on board, by Chaplain R. Shannon, of Geoffrey Hill, son of Lieut. and Mrs. G. H. Hill. It is hoped that this will be the first of many such happy and traditional ceremonies in the ship.

HMCS *Cornwallis*

The second of a series of Christmas pantomimes was to be produced by HMCS *Cornwallis* on December 13, 14, and 15. It was based on Frank Baum's fairy story "The Wizard of Oz", from which the pantomime's title has been shamelessly adapted to "The Wonderful Wiz of Cornwoz".

Last year's performance, "Snow White and The Seven ODs", was *Cornwallis'* first venture at reproducing the traditional English pantomime. The success of this production encouraged the group to try again this year, allowing more time for preparation. The script for this year's endeavour was written by Lieutenant Douglas B. Payne.

A few of the scenes and characters could be identified with the original story, whereas a great many others were recognizable only by their marked resemblance to well-known personalities or activities of *Cornwallis*. This loose interpretation of the term pantomime affords unlimited scope to the author and director.



A presentation of andirons appropriate to the furnishings of the establishment has been made to the Stadacona Wardroom Officers' Mess by the officers of the Ordnance Branch. Commander M. H. Walker, Superintendent Naval Armament Depot (right) made the presentation on behalf of the Ordnance Branch to Commander E. S. MacDermid, Mess President, who accepted on behalf of the Wardroom officers. Embodying the revised pattern of the fouled anchor, the andirons are a particularly fine example of ironwork craftsmanship, designed and produced by Canadian industry.

The cast, including chorus, numbered about 30, and some 17 songs, varying from negro spirituals to "Rock 'n Roll", are liberally interspersed throughout the show. The musical director was Chief Petty Officer William Stitt, who also conducted the orchestra, while Mrs. C. E. Bandy was in charge of choreography in addition to playing the part of the "Wicked Witch".

Lieut. James Gates, USN, accepted the onerous task of producing the necessary bedlam of flashes, thunder, smoke and flame when the heroine Dorothy was brought before the Wizard.

The pantomime, which went into rehearsal in early November, was produced and directed by Lt.-Cdr. George Bower, with Lieut. D. B. Steel as stage manager in control of a group of some 30 helpers.

HMCS *D'Iberville*

Navy Days for the Quebec City area were held on Saturday and Sunday, October 6 and 7. Once again the high

light of this year's celebration was the presence of a naval aviation unit. VF 870 Squadron provided a most creditable performance over the city and the static display of Banshee aircraft on George V Square proved to be a great attraction.

The Maritime Exhibition was composed this year of exhibits furnished by George T. Davie Shipbuilding Co., Davie Shipbuilding Company, RCA Victor Company and Canadian Westinghouse Company.

The new entries under training carried out a physical training demonstration on both days and a church parade of all naval units in the Quebec area took place on Sunday following religious services held on board. The salute was taken by Cdr. Achille Pettigrew, RCN(R) (Ret'd), now a judge, who was commanding officer of the Quebec City RCNVR Half-Company from 1925 to 1935.

Navy Days were considered a success and provided the general public of the

area with an opportunity to know their Navy. A total of 6,500 persons visited *D'Iberville* and the Quebec City Airport over the Navy Days week-end.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, carried out his annual inspection of *D'Iberville* on Monday, October 22. A guard was paraded on this occasion.

Captain J. C. O'Brien, Director of Naval Training, visited *D'Iberville* on Friday, October 26.

Saturday, October 27, the chief and petty officers, *D'Iberville* and *Montcalm*, held their annual Hallowe'en dinner dance at Grande-Allee Armouries, Quebec City. An eight-piece band from the Royal 22nd Regiment was in attendance. Guests of honour, Cdr. and Mrs. Favreau and Lt.-Cdr. and Mrs. Lemay were officially welcomed by CPO M. G. Girard. A turkey dinner was served and an enjoyable time was had.

Meanwhile a Hallowe'en dance was held in the *D'Iberville-Montcalm* men's mess. A three-piece band was on board for the occasion and everyone in attendance enjoyed themselves fully. Guests of honour were the commanding officer and the executive officer with their wives.

November 11 was the occasion of a Remembrance Day parade and service at La Croix du Sacrifice. The parade was composed of all the available forces in the area with a contingent of veterans and Canadian Legion members also attending. The guest of honour was the Right Hon. Louis St. Laurent, Prime Minister of Canada, who took the salute at a march past following the ceremony. On November 12 a Remembrance Day ceremony was held on board SS Arosa Sun. Personnel from *D'Iberville* joined a guard and a wreath was laid on the waters of the St. Lawrence River to commemorate the Merchant Navy sailors who lost their lives during the two World Wars.

D'Iberville provided 50 men for the royal guard on the occasion of the opening of the provincial parliament on November 14. The composite guard under the command of Lt.-Cdr. N. Strouts was composed of *D'Iberville* with the 3rd Battalion of Canadian Guards.

On November 6 a group of new entries appeared on TV for the benefit of the Red Feather campaign.

Lieut. G. S. Schober was appointed to the *Buckingham* in September. On October 9 Lt.-Cdr. N. Stouts joined *D'Iberville* from the *Iroquois*. He assumed the duties of training officer.

CPO M. Darveau joined *D'Iberville* on September 27.



Commodore E. W. Finch-Noyes, Commodore RCN barracks; places a wreath on the Sailor's Memorial atop Citadel Hill as part of Remembrance Day observances in Halifax. (HS-46039)

HMCS Coverdale

Recent visitors to *Coverdale* included Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, who paid an informal call and Cdr. D. S. Blackmore, Senior Officer Supplementary Radio Stations, on his semi-annual tour of inspection.

Personnel at the station were invited by Mayor Leblanc to take part in the Lobster Festival celebrated at Shediac, N.B., in August. A tri-service honour guard was formed for the attendants at the crowning of the festival's queen, after which the traditional lobster dinner was served.

NAVAL DIVISIONS

HMCS Unicorn

Unicorn, the naval division in Saskatoon, has a new Staff Officer (Administration) Lt.-Cdr. J. R. Strachan is retiring from active service, and his place is being taken by Lt.-Cdr. J. L. MacLean.

Lt.-Cdr. Strachan has been in the RCN for 15 years, the last six as staff officer at *Unicorn*. He is going into private business in Saskatoon.

Lt.-Cdr. MacLean comes to *Unicorn* from service afloat and ashore on the East and West Coasts.

HMCS Hunter

A parade of *Hunter's* ship's company through downtown Windsor on Sunday, September 16 preceded open house at the Windsor naval division.

From 1400 to 1700 over 2,000 persons passed over the quarterdeck and saw the Reserve Navy in action. A model of the new destroyer escort, the *St. Laurent*, drew special attention from the guests and visitors. Cdr. W. G. Curry, commanding officer, later stated that it was one of the best open houses ever held at *Hunter*.

The 1956 commemoration of the Battle of Trafalgar was held Saturday, October 20, at *Hunter*. This year's Trafalgar Ball lived up to all traditions and expectations. Rear-Admiral Walter Hose unveiled a portrait of Lord Nelson as a reminder to everyone of a great man who converted consideration, thoughtfulness and efficiency into discipline and teamwork.

Many guests were present, among them Rear Admiral Leon J. Jacoby, USN(R), of Broadhead Naval Armouries, Detroit, Michigan, and Mrs. Jacoby; Lt.-Col. D. D. Irwin, USMC; Lt.-Col. Robert Mysham, Commanding Officer Windsor Regiment RCAC and Mrs. Mysham; Wing Commander D. U. Hutton, RCAF and Mrs. Hutton; and E. H. Moss, British consul in Detroit, and Mrs. Moss.

OFFICER AND GENTLEMAN OF OLD SPAIN

Captain Quadra's Memory Honoured by B.C. Place Names

NAMES REDOLENT of a romantic past, of Spanish galleons and gentlemen adventurers from the court of Spain dot the navigation charts of the British Columbia coast—more particularly the waters and islands in the vicinity of Vancouver Island, by repute the most solidly British portion of the whole of Canada.

Among the names which will come immediately to mind are Juan de Fuca Strait, Quadra Island, Cordova Bay, San Juan Islands, and such English references to the presence of Spaniards on the coast long ago as Spanish Banks. Many other geographical features bear names which would appear to be Spanish adaptations of Indian names.

Spain's interest in and influence along what is now the British Columbia coast lasted until late in the 18th century, brought her to the verge of war with Britain and then vanished with the arrival of Captain George Vancouver.

The last days of Spanish rule, however, left enduring memories of a Spanish naval officer and gentleman of sterling qualities, Captain Juan Francisco de la Bodega y Quadra—a man so highly esteemed by Captain Vancouver that he named the land where they met "the Island of Quadra and Vancouver". The name was progressively shortened to "Vancouver's Island" and then to its present form "Vancouver Island".

Ninety-nine years after his departure from what is now Canadian soil, Captain Quadra's name was given a ship which gave many years of valuable service in West Coast waters.

The Canadian Government Ship *Quadra* was a steam vessel of 265 tons net (573 GRT) built in Paisley, Scotland, in 1891. She was of steel construction, 174.5 feet in length with a beam of 31.1 feet. Her quadruple engines developed 120 horsepower, giving her a maximum speed of 11 knots. Her official number in Lloyd's Register was 96,899 and her Canadian port of registry was Ottawa, Ontario.

On October 15, 1891, CGS *Quadra* sailed from Greenock for Esquimalt by way of Magellan Strait. She arrived 69 days later on January 5, 1892.

Her captain from 1891-1908 was John T. Walbran, Master Mariner. Captain Walbran was one of the great maritime figures of the Pacific Coast. Born in Yorkshire in 1848, he passed through *Conway* and secured his master's certificate at the astonishing age of 22. In 1888, he joined the Canadian Pacific Navigation Company and was in command of *SS Islander* and *SS Danube*.

In 1891 he joined the Dominion Government Department of Marine and Fisheries to supervise the building of the *Quadra*. He knew the West Coast better than anyone and published that remarkable book "British Columbia

Coast Names 1592-1906", which remains the authoritative work on the subject. He died widely mourned and highly respected in 1913.

The *Quadra* was employed as a Dominion lighthouse tender, attended to buoys when required and assisted in the maintenance of the fishing regulations. On February 26, 1916, she was sunk at Gallows Point at the entrance to Nanaimo in a collision with *SS Charmer*. The wreck was purchased by Captain A. L. Bissett, associated with the Vancouver Dredging and Salvage Company, for a few thousand dollars. She was raised, repaired and altered.

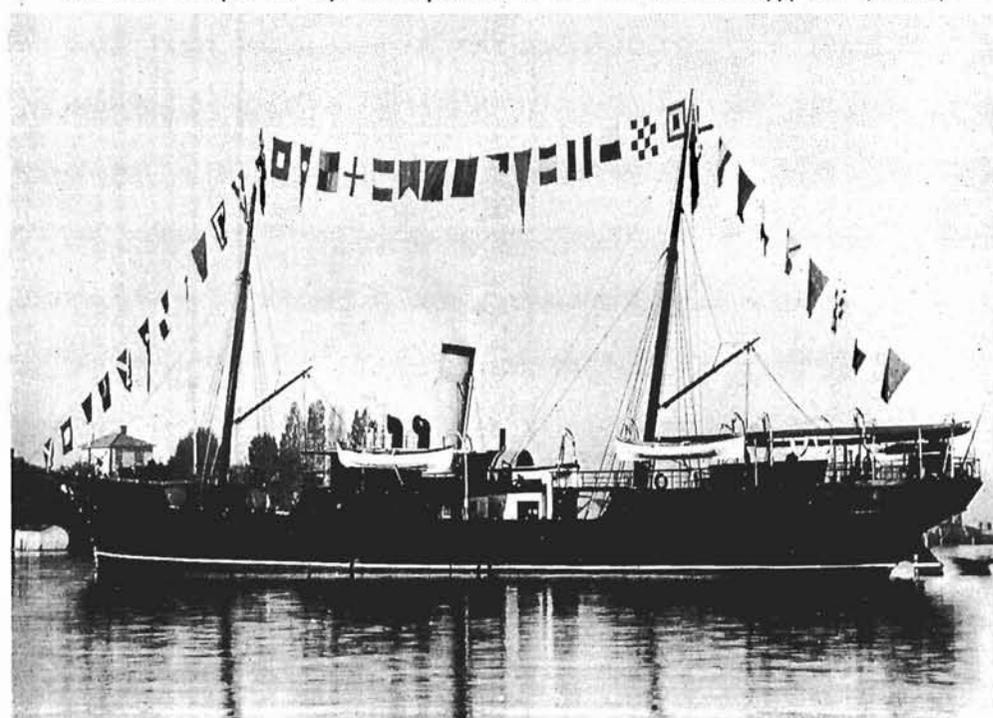
Early in 1917 she was put into service as an ore-carrier under Captain Cutler. She operated between Britannia Beach and Tacoma carrying copper concentrates for the Britannia Mining and Smelting Company. Her captain stated that in the first 45 months of service she had made 450 trips, totalling 144,000 miles and had carried 270,000 tons of ore. This would appear to have given a very handsome return on the original investment!

The *Quadra* fell upon evil days. In 1925 she was the centre of a charge of conspiracy to violate the prohibition laws of the United States, after being seized by the Coast Guard Cutter *Shawnee* and brought into San Francisco. She was reported to be in a similar predicament in 1930. Her end is not known to the writer and all efforts to establish it have been inconclusive so far. There is small hope that it was a good one.

Without such tarnish is the memory of the ship's namesake, Juan Francisco de la Bodega y Quadra, who was born in Lima, Peru, about 1744. His father was Don Tomas de la Bodega, whose family was of the Spanish nobility; his mother was Francisca Mollinedo, whose family came from Galicia. The name "Quadra" was adopted by Don Tomas at the request of a relative who resided in Lima: Don Antonio de la Quadra. It is also a matter of record that Captain Quadra's paternal great-grandmother was Dona Isabel de la Quadra. Hence the addition of the name was more than a whim—it formed a link with the family's past.

Quadra's connection with the coast of British Columbia began when he was a lieutenant in the Spanish Navy

The Canadian Government Ship *Quadra*, which after many years of valuable service on the West Coast fell upon evil days and is presumed to have come to an unhappy end. (E-35629)



(teniente de navio). In 1775, he was given command of the schooner *Sonora* and sent on a voyage of exploration which took him from the naval base of San Blas, Mexico, as far as 58° North. Port Bucareli was discovered and named after the Viceroy of Mexico, but nothing was recorded between the Queen Charlotte Islands and the Strait of Juan de Fuca.

In 1779 Quadra, then in command of the *Favorita*, sailed northward under the orders of Commander Arteaga in the *Princesa* as far as Prince William Sound, which was named *Ensenada de Regla* by the Spanish explorers, and within view of Mount St. Elias, in Alaska. Because of the war which involved Britain and Spain, the latter's explorations in the area ceased until Nootka was occupied by Martinez in 1789.

By 1791, Quadra had risen to the rank of post captain (capitan de navio), was a Knight of the Order of Santiago and was in command of the Spanish naval establishment at San Blas. Because of his rank and ability, but doubtless also because of his two previous voyages to the North Pacific, the Viceroy appointed him Governor of Nootka in that year. His principal task was to negotiate with Captain George Vancouver, RN, in the negotiations concerning the restoration of British ships and property at Nootka.

In 1778, Captain James Cook, RN, landed at Nootka Sound to claim the territory for Britain and commenced to trade with the natives. When merchants in the east and in Britain discovered the value of this trade—particularly in sea otter skins—they originated commercial expeditions to Nootka and thus insured that the island and the coast would continue to be of importance to the British flag.

In 1785, the first commercial expedition to Nootka was organized and several other expeditions followed in subsequent years. In 1789, the Spanish authorities in Central America became alarmed at this intrusion into what they considered their sphere of influence and sent a naval expedition under Lieut. Martinez to stop British trade in the North Pacific.

Martinez seized British ships and British subjects and dispossessed Captain John Meares of a tract of land which he had acquired from a local chief and on which he had erected certain buildings, including a slip from which was launched in 1788 the *North-west America*, the first ship built in this area.

When the Spanish action was reported to the British government, there was great indignation and Britain prepared to declare war on Spain over the

"Nootka incident". The Spanish government offered to restore the seized ships and property and war was averted. Captain Quadra and Captain Vancouver were sent by their respective countries to Nootka to settle the matter.

Vancouver and Quadra varied in their interpretation of the instructions given them by their respective countries where Nootka was concerned, but despite their official differences, they became warm friends.

Vancouver said: "The politeness, hospitality, and friendship, shown on all occasions by Senor Quadra, induced Mr. Broughton and myself, with several of the officers and gentlemen of both vessels, to dine at his table almost every day, which was not less pleasant than salubrious, as it was constantly furnished with a variety of refreshments to most of which we had long been entire strangers."

On one occasion Captain Quadra observed to Captain Vancouver that it was a matter of regret that there was no memorial to their friendship.

"In our conversation whilst on this little excursion, Senor Quadra had very earnestly requested that I would name some port of island after us both, to commemorate our meeting and the very friendly intercourse that had taken place and subsisted between us. Conceiving no spot so proper for this denomination as the place where we had first met, which was nearly in the centre of a tract of land that had first been circumnavigated by us, forming the south-western sides of the gulph of Georgia, and the southern sides of Johnstone's Straits and Queen Charlotte's sound, I named that country the Island of Quadra and Vancouver; with

which compliment he seemed highly pleased."

With the loss of Spanish influence in the area after the Nootka Convention of 1795, the island was called Vancouver's Island and eventually by its present simpler name.

On September 22, 1792, Quadra sailed in the sloop *Activa* for Monterey after completing his negotiations with Vancouver. When Vancouver sailed later from Nootka, he proceeded to Monterey for a happy reunion with his friend. They sailed together on January 15, 1793, and on the 18th, Vancouver entertained Quadra on board the *Discovery* to a farewell dinner. In his journal Vancouver records that it was a "painful consideration" to think that they might not meet again.

In March 1794 Captain Quadra died in or near San Blas. He is remembered in British Columbia not only because of the references to him in Vancouver's *Voyage* and in the various histories of the Nootka incident, but also because of the following geographical names:

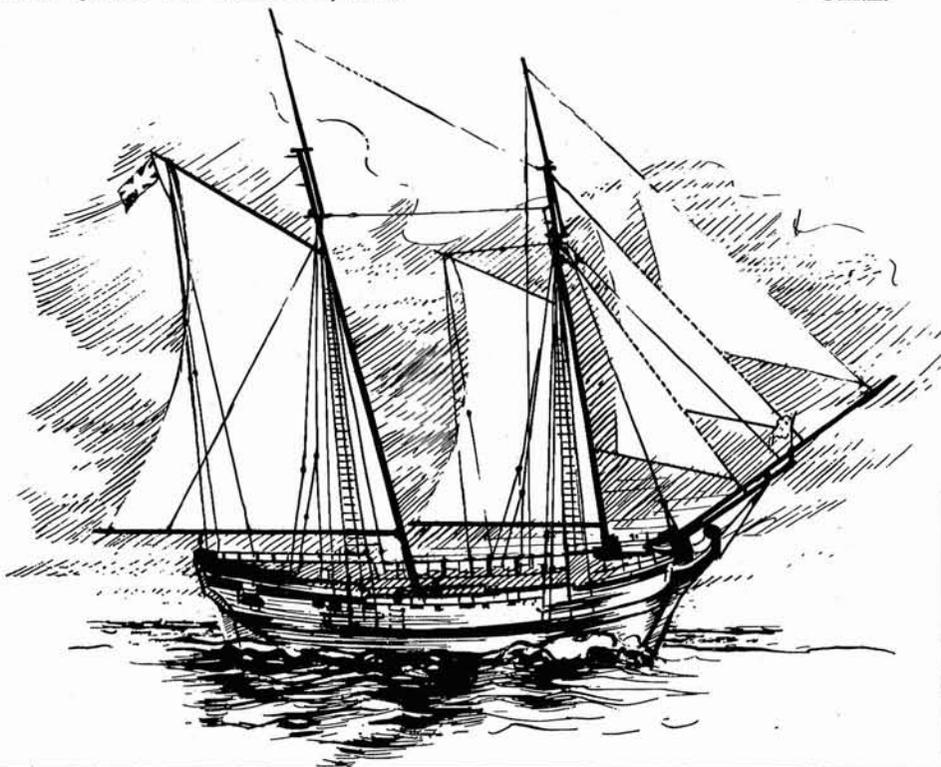
Quadra Island: The largest of the northern Valdes group was so named by the Geographic Board of Canada in 1903.

Quadra Hill: A hill of 748 feet on Galiano Island.

Quadra Rocks: Houston Stewart Channel, Queen Charlotte Islands, which were named after the CGS *Quadra* (in turn named after Captain Quadra) which struck these uncharted rocks May 1892.

Quadra Street: One of the main thoroughfares in Victoria.

—C.H.L.



SCHOLARS AFLOAT IN '56

DURING the past summer some 825 university students from every province in Canada went to sea as cadet officers in the Royal Canadian Navy (Reserve). Serving in the University Naval Training Divisions, they spent three and one-half months training on the east or west coasts. The cadets began arriving at *Stadacona* and *Naden* in the first week of May.

Operational cruises on the West Coast took cadets to Prince Rupert, Vancouver, Port Alberni and Nanoose Bay on Vancouver Island, to Ketchikan in the Alaskan Panhandle, Seattle, Washington, and Portland, Oregon. On the East Coast UNTD cadets visited ports in the United Kingdom, Belgium and France in a sea training program of three trans-Atlantic cruises for 450 of the cadets.

The University Naval Training Divisions had their beginning in 1942, when the wartime shortage of officers was acute. Captain A. W. Baker, RCN(R), a professor at the Ontario Agricultural College in Guelph, Ontario, proposed the scheme. A trial division was set up at the Agricultural College. The value of the plan soon became evident, and the University Naval Training Divisions moved eastward and westward to other universities and colleges.

At the end of the war the universities

Bonds Go Fast In Labrador

Officers and men in the Arctic patrol vessel *Labrador* exceeded their quota for the sale of 11th Series Canada Savings Bonds in just 75 minutes.

The *Labrador* was informed by naval message while in the Arctic that bonds were to be sold in RCN ships. Lieut. Peter Robinson passed the word on to the ship's company in the *Labrador's* newspaper, "Bergy Bits".

When the *Labrador* arrived at Stephenville, Newfoundland, bond application forms were waiting. At sea, on the way to Halifax, a bond headquarters was set up in the ship, and at 1930 Lieut. Robinson, assisted by Arthur Collins, a civilian oceanographer, started the sale.

As it progressed, bulletins announcing the running total were broadcast over the ship's public address system. The ship's quota of \$15,700 was reached in exactly 75 minutes, and before the evening's sale concluded the *Labrador* sales stood at \$21,100.



"Look and learn" is the prelude to "do and learn" for University Naval Training Division cadets during summer training afloat and ashore. Experienced seamen pass on their knowledge and skill, something that Ldg. Sea. Real Gosselin illustrates in the top picture as he gives Cadets Thomas Turner and Gerry Teahan a short course in bends and hitches. Below, Ldg. Sea. Robert Boyle shows Cadet Bernard Currie how to form eye splice in a wire. The pictures were taken on board the frigate *Lauzion*. (HS-45093) (HS-45095)

expressed an interest in military training for the students, and the Navy wished to continue the UNTD to train undergraduates for commissioned rank in the Royal Canadian Navy (Reserve). In 1947, the National Conference of Canadian Universities approved naval training in peacetime.

In the next few years the program expanded, until today there are 22 UNT

Divisions reaching 35 universities and colleges from coast to coast.

Administered by Rear-Admiral Kenneth F. Adams, the Flag Officer Naval Divisions in HMCS *Patriot*, Hamilton, Ont., the UNTD has trained more than 1,500 officers in the RCN(R).

Cadet James McCullum of Kingston, Ontario, second year executive branch cadet, is typical of the 240 cadets

trained in *Naden* this summer. Cadet McCullum entered Junior Arts at Queen's University in September. Upon arrival at *Naden* in May he took a six-week course in celestial navigation. He then joined HMCS *Oshawa*, senior ship of the 12th Canadian Escort Squadron. With the *Oshawa* were HMC Ships *Brockville* and *Digby*, also coastal escorts, and HMCS *Cordova*, a coastal minesweeper. Sixty cadets were borne in the four ships.

After a few days spent in evolutions in a practice area near Vancouver Island, UNTD Cruise Bravo continued to Port Alberni—70 miles north of Victoria. Two days later the squadron slipped and proceeded to Prince Rupert to fuel.

While at sea, Cadet McCullum stood watch on the bridge of the *Oshawa* as second officer of the watch. In this capacity he assumed command of the ship under the supervision of the officer of the watch. With cadets in command of the four ships in the squadron, officer of the watch manoeuvres—changing formation, carrying out man over-

board procedure, coming to a buoy—were conducted.

In Prince Rupert, the ships' companies took part in a parade through the city. The ships arrived in Ketchikan in the Alaskan Panhandle on July 3. On the American Independence Day cadets participated in another parade. After a two-day stay the ships sailed for home, carrying out officer of the watch manoeuvres en route.

The cadets were well received in ports of call on other UNTD cruises on the West Coast this summer. In Portland, the British consul entertained the visitors at a private club. Cruise Charlie arrived in Seattle on the first day of the annual Sea Fair in the American city. A band greeted the ships as they tied up. That evening members of the English Speaking Union honoured the cadets with a dance at a Seattle home. The following day the UNTD participated in the Sea Fair parade.

Back in *Naden*, Cadet McCullum took a two-week course in atomic, biological, chemical protection and damage control. From lectures and films he learned of

the latest developments in these types of warfare. Two weeks of communications followed; this included training in flashing, semaphore and flag signalling, fleet manoeuvres, and voice procedure used in radio communication.

Cadet McCullum had then completed the courses required for his commission as a sub-lieutenant in the RCN(R). For the next four weeks, Jim took instruction in torpedo-anti-submarine warfare, towards qualifying for promotion to lieutenant.

During his third winter of training at HMCS *Catarqui* in Kingston, he will go before a board which will review his records and personal assessments by his divisional officers. Upon passing the board, Cadet McCullum will receive a commission as an acting sub-lieutenant, confirmed when he graduates with a Bachelor of Arts degree from Queen's University.

He intends to continue training in the active reserve, attending drills one night a week in the winter, and receiving training on the coast during the summer, between semesters as a teacher.—G.P.

HAMILTON CARRIER BOY SPENDS DAY AFLOAT

A HAMILTON SPECTATOR carrier boy had the treat of his life one August day last summer when he was the special guest of the Royal Canadian Navy and HMCS *Wallaceburg*.

To Howard Lane, 13, of Dundas, Ontario, it was unexpected and exciting, and like all good stories it had a simple beginning.

The *Hamilton Spectator* runs a daily column, "Your Carrier Boy", featuring the youngsters who tote the "Spec" from house to house in Hamilton and nearby communities. The column devotes itself to giving a brief thumbnail sketch of each paper carrier and usually states their future hopes and ambitions. When it came the turn of Howard the story in the paper said . . . "he hopes to join the Royal Canadian Navy when he is old enough."

Those plain words started a chain reaction. Two naval officers, stationed in Hamilton, read the column and next morning got their heads together. The upshot of their informal conference was this:

- (a) approval was obtained from the Chief of Staff to invite Howard to be the Navy's guest;
- (b) arrangements were made to have Howard sail with HMCS *Wallaceburg* for Toronto the following day;
- (c) Howard's mother was phoned

and she gave her blessing to the whole idea, and

- (d) a very excited young man could hardly believe his ears!

At 0800, on the *Wallaceburg's* sailing day, Howard accompanied by Mel Jaggard circulation representative for the *Spectator* in Dundas arrived at the Great Lakes Training Centre to join the ship. It was a keyed-up boy who



Taking a trick at the wheel, Howard Lane is intent on his quartermaster assignment. Coaching him is none other than the commanding officer of HMCS *Wallaceburg*, Lt.-Cdr. D. S. Bethune.

scampered over the gangway and Howard confessed that he had been too thrilled to sleep a wink. But sleep or no sleep he was ready for a full day of activity.

The *Wallaceburg* sailing in company with other ships of the Great Lakes Training fleet steamed to Toronto for "Lakefair" a water day feature at the Canadian National Exhibition. The ships anchored off the CNE lakefront and as well as having the run of the ship, Howard had a choice "seat" to view the multi-water events taking place. Another thrill for Howard was lunch on board in the wardroom.

Later in the day Howard and Mr. Jaggard were taken ashore by motor boat, given a tour of the Armed Forces Display at the CNE and then driven back to Hamilton.

One final surprise was in store for the carrier boy. At the day's end he was presented with a large mounted photograph of a Tribal class destroyer.

Howard's interest in the navy isn't entirely by chance. His father served in the Royal Navy and his older brother is attending Royal Military College, Kingston.

On the day of his lake cruise, when Howard was being interviewed by the *Spectator*, the reporter asked him who was his naval hero. Howard replied: "My father, sir."

THE NAVY PLAYS

The Roarin' Game Has Early Start

Even before winter was on the way curling rinks had long been echoing the shouts of skips and the bass undertones of leads mumbling "the skip is clueless".

Last year a Naval Curling Club was organized in Ottawa and managed to get in about a dozen games. Before the schedule was finished those members most interested in the sport decided something tangible should be done about it.

The enthusiastic response to the initial inquiry prompted the establishment of the Royal Canadian Naval Curling Association, and all establishments will have received by now a draft constitution to establish an annual naval curling bonspiel.

Time "fugits", hence it has been necessary to act quickly to arrange this year's (1956-1957) 'spiel without waiting for formal adoption of the Association constitution.

The Ottawa club will sponsor and arrange this year's contest and it has been decided to hold the first RCN Curling Association Annual Bonspiel in Hamilton. At least ten rinks will be guaranteed nine games each over a two-day period.

All divisions and establishments have been invited to send rinks. Prizes, both rink and individual, will be presented and, of course, there will be entertainment with pipers, dinner and the good companionship with the endless arguments so common among those who love this sport.

Unicorn Enters Basketball League

The Navy's colours again will be carried in the Saskatoon Men's Basketball League.

HMCS *Unicorn*, the Saskatoon naval division, is once more sponsoring a team in the league, with veteran coach PO Norman K. Jones at the helm and Sub-Lt. Tom McClocklin managing.

The presence of an RCAF team in the league has given added incentive to the sailors to produce the best navy team ever in Hub City.



Beginner's luck with no need to resort to an angler's mendacity, was the fate of Lt.-Cdr. George Marlow, commanding officer of Helicopter Unit HS 50, when he went fishing in northern Quebec while his machines were engaged in Mid-Canada Line airlift duties out of Knob Lake, Quebec. He displays the three speckled beauties he caught on his first attempt at angling, using a spinning reel and four-pound test line. (O-8995)

Navy basketball teams in the city have left a proud record and the last of the line—two years ago—was beaten by only two points.

Volleyball Top Sport at Hunter

Sports activities at HMCS *Hunter*, Windsor naval division, are well under way. Lieut. (S) J. O. Duffy, supply and sports officer, has a full volleyball schedule in operation.

A *Hunter* hockey team has been organized and entered in a local area league, and if team spirit is any criterion, it should prove a contender for first place.

RCNSA Officers Named at Esquimalt

The following officers have been elected by the Royal Canadian Navy Sailing Association (Esquimalt Squadron).

Honorary commodore is Rear-Admiral H. F. Pullen and honorary vice-commo-

dores are Commodore P. D. Budge, Commodore (E) J. B. Caldwell and Captain D. W. Groos.

The squadron commodore is Lt.-Cdr. Roy Smith; vice-commodore, Frank Piddington; rear-commodore, Chaplain G. L. Gillard; fleet captain, Lieut. Harold Moist; service boat captain, Fred Rainsford; Snipe fleet captain, W. J. Kirk; secretary, Dick Sharpe, and the treasurer Sub-Lt. (W) Margaret Spratt.

Cooks Active in Sports Program

Naden cooks showed tremendous enthusiasm in sports last summer, illustrating that they could handle a bat as easily as a ladle.

For a time it seemed their efforts would pay off but in the final week they were beaten by Ordnance for the summer "Cock o' the Barracks" Trophy.

However, the cooks maintained their reputation in boat-pulling in the Fleet Regatta by beating 15 other Supply crews to win the cup. The winning crew was composed of Leading Seamen Douglas Hooper, Lars Nichollson, Alex Skiba, George Miller, Harold Donnelly, and Lorne Gibbs.

The cooks are now going all out to win the winter "Cock o' the Barracks" Trophy and are busy learning the fundamentals of six-man touch-football. Although not too successful to date, they hope to become more proficient. Their fondest wish is that softball, where they excel, were a year-round sport.

Shearwater Keeps Football Trophy

Shearwater retained the Purdy Cup, emblematic of Nova Scotia Canadian football supremacy, by walloping the powerful Greenwood Bombers 30-13 at Halifax in November. The Flyers and Bombers met once before this season in the opening game of the year and Bombers won 34-19.

Half-back Bob Hayes with three touchdowns, led the Don Loney-coached team to victory.

Shearwater defeated *Stadacona* Sailors in a two-game total-point series to enter the finals.

THE UNDERWATER SAGA OF COMMANDER CRABB

BOOKS for the SAILOR

LAST YEAR I was privileged to be asked by Commander Crabb to check over the manuscript of a book to be entitled "The Watch Below" by Marshall Pugh. The book dealt with the underwater activities and careers of Crabb and his immediate associates. It was an excellent and most interesting book. Unfortunately before it could be published Crabb disappeared under exceedingly mysterious circumstances which need no enlarging here. In the light of this situation the author had to revise certain chapters and the book now published under the title "Commander Crabb" is the result.

Very few of the older diving fraternity could help but know and respect "Crabbie", as he was most widely known—he was "Buster" to his intimates—and I can say confidently that he was one of the most beloved characters in the diving world. He was liked and respected by both officers and men and was always a most welcome guest in either company.

"Crabbie" was born in January 1909 and served in the Merchant Navy from 1923 to 1928. He rejoined again in 1939

but transferred to the RNVR in 1940 and joined up with the Bomb and Mine Disposal Organization. He was sent to Gibraltar in 1942 where through his outstanding underwater exploits he saved countless tons of allied shipping. With great ingenuity the Italians managed to establish a human torpedo and limpet mine base in an interned tanker at Algeciras just across the bay from Gibraltar. Access to and from the tanker was achieved under water through doors leading into one of the tank compartments and, such was their ability, that it is extremely doubtful whether the Spanish authorities were aware of what was going on. The Italians met with some initial success in their attacks but had not reckoned with the audacity, daring and ingenuity of "Crabbie" and his underwater team.

"Crabbie" remained in the Mediterranean Station throughout the war and when Italy capitulated he took over his old enemy's establishments and turned their abilities to helping the Allies' cause. This surely was a Gilbertian situation.



This drawing of Cdr. Crabb was dashed off by Lieut. Alan Sagar during a five-minute sitting at the RN diving school, Deepwater. Lieut. Sagar was at that time editor of "The RN Diving Magazine" and now is with the Operational Diving Unit in HMCS Granby at Halifax. "Crabbie was 'one of nature's gentlemen'—a gentle lion," says Lieut. Sagar.

Briefly toying with the thought of transferring to the Royal Canadian Navy, Commander Lionel Crabb jotted down these notes and handed them to an officer who had taken such a step. The ominous words "APRIL 1945 FINIS" were merely intended to indicate that he had reached the end of his service with the Royal Navy. "FINIS" was not written to his diving career until two years later.

CRABB. LIONEL KIEMMIETH. PHILIP.
BORN: JAN. 28th 1909.
COMMANDER (CSP) R.N.V.R. SENIORITY. JUNE 1952.
DECORATIONS. O.B.E. G.M.
CADET. H.M.S. CONWAY. 1923-25.
LAMPART + HOLT LINE. CADET. 1925-28.
MERCHANT NAVY SEPT. 1929 - JUNE 1940.
ROYAL NAVAL PATROL SERVICE AUG. 1940 - JULY 1941.
SUB-LIEUT. RNVR AUG. 1941.
APPOINTED LT & joined Bomb DISPOSAL NOV. 1941.
" MINE + Bomb DISPOSAL OFFICER GIBRALTAR
LT. CDR MARCH 1944. NOV. 1942.
Italian underwater attacks on shipping at
Fubleria started diving experience. For the next
5 years retained on the Med: Station, (Italy,
South of France, Haifa), counter measures against
U.W. attack & clearing ports. During this time

had 14 months with the leading divers on
the Island of St. ANDREA Venice, where I
created the Allied Navies Experimental Station.
& carried out many experiments with BILLONI
upon Membrane Breathing Apparatus, & worked
with the San Bartolomeo Torpedo Spheres.

Demobilised APRIL 1948.

Experimental work on Underwater Photography
with Admiralty Research Laboratory Plymouth, until
MAY 1951 when as division officer for that Establishment
introduced T.V. to H.M.S. RECLAIM & served in
capacity of LT. CDR USV RNVR until Oct 1951
when appointed on 18 months recalled service to
Underwater Centre museum & Weapons Establishment
to take charge of the Experimental Clearance
Diving Team. APRIL 1954 FINIS.

After hostilities ceased "Crabbie" continued on underwater anti-sabotage work and mine clearance in various Middle East parts, principally Haifa. He was demobilized in 1948, with the rank of lieutenant-commander. His exploits had earned him the OBE and George Medal.

Even after demob., "Crabbie" could not leave his beloved underwater work alone and joined up with the Admiralty Research Laboratories for experimental work in underwater photography. He was the first diver to reach the sunken submarine *Truculent* under extremely hazardous conditions and also served in HMS *Reclaim* throughout the operations on the sunken submarine *Affray*. "Crabbie" also worked on the sunken galleon in Tobermory Bay.

"Crabbie" was a great personal friend of mine and many are the stories that could be told of amusing situations that arose from time to time. On one occasion "Crabbie" was asleep on the ward-room settee in HMS *Reclaim*. The ship was moved over the sunken submarine *Affray*, miles from land and the time two o'clock in the morning.

A very tired puffin, a bird with a face only a puffin of the opposite sex could love, had found its way into the ward-room and sought refuge under "Crabbie's" settee. A senior naval officer with a very kind heart was down on his hands and knees trying to feed a sardine to the puffin and calling to it by saying "Puff, Puff, Puff." "Crabbie" woke up rather bleary-eyed and said "Where in the . . . do you think you are? Paddington Station?" He refused to believe there was a bird under the settee and put his hand down the back. There were immediate yells from "Crabbie" as he hastily withdrew a bleeding and well-pecked hand.

The bird was captured but "Crabbie" had to let it loose in the diving flat, much to the concern of the diving watch who, only half awake, had just turned out to start diving on the 3 a.m. slack water. The effect on the drowsy men of a flapping puffin rushing around the flat was extremely amusing—to the onlookers.

Reproduced on these pages are some notes which "Crabbie" jotted down one

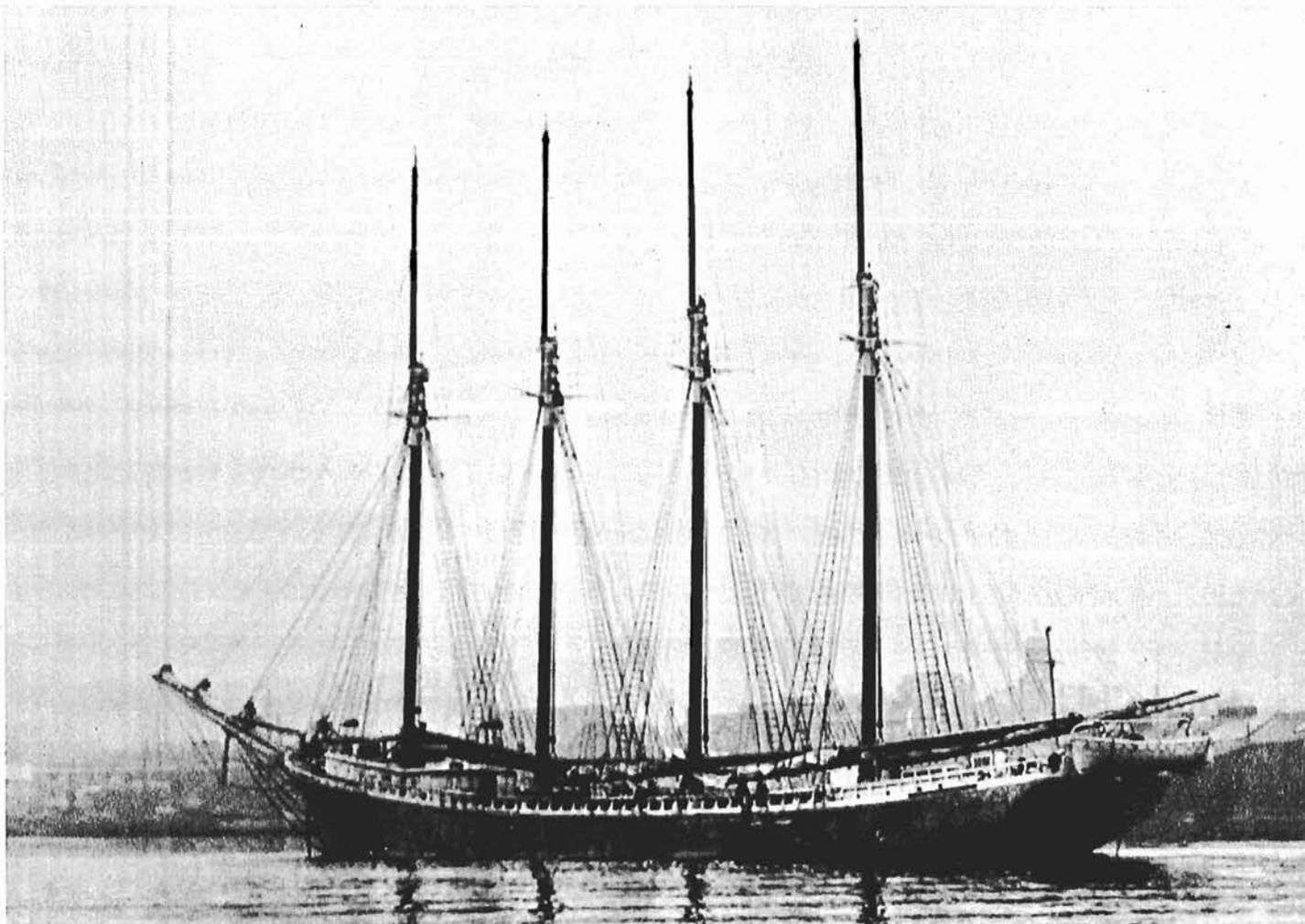
memorable evening which came to be known as "The Night of the 'Three-Point Landing'."

I had thrown in my lot with the Royal Canadian Navy and, as our party in a London flat mellowed, "Crabbie", too, was seized with the thought that he might try his luck in Canada. He handed me the notes of his service career and that was about as far as he got. He was over-age for transfer.

As the party broke up and started homeward "Crabbie" tripped on the top step of a flight of six leading to the street, soared through the air and made a perfect three-point landing—on his rather prominent nose and his elbows.

"Crabbie" embodied everything that goes to make up "an officer and a gentleman"—in its fullest sense. He was a brilliant diver and an extremely brave man. Marshall Pugh's book is a very timely memorial and is excellent reading.—J.N.B.

"Commander Crabb", by Marshall Pugh; The Macmillan Company of Canada, Limited, Toronto; 166 pages, illustrated \$2.50.



FROM THE NAVAL PHOTO SALON—This study of the Herbert L. Rawding, one of the few remaining four-masted schooners, is the work of Lieut. (SB) John Turner, until recently photographic officer at Shearwater and now at Naval Headquarters.

LOWER DECK PROMOTIONS

Following is a further list of promotions of men on the lower deck. The list is arranged in alphabetical order, with each man's new rating, branch and trade group shown opposite his name.

AGGETT, Roger G.....P2CV2
 AITKEN, Bob A.....P1ER4
 ANDERSON, John A.....LSCD1
 ANDREWS, Gerald.....LSCV1
 ANKERSEN, Donald E.....LSEM1
 ARDERN, Alan K.....P2AR2
 ARNESON, Rudolph W.....LSEM1
 ASTIKA, Henry V.....P2RN3
 AUGER, Roger S.....LSEM1

BACKEWICH, William S.....PIEM4
 BAILEY, Clifford J.....P2RD3
 BARNES, James L.....LSQM2
 BELISLE, Joseph I.....LSRP2
 BENNETT, Michael J.....LSSE1
 BERDAN, Harvey E.....LSEM1
 BLYTH, Larrington P.....LSRT3
 BORK, Patrick P.....LSRW3
 BOUCHARD, Bertrand J.....LSRP1
 BRIOUX, Robert G.....LSAA1
 BURNETT, Gerald C.....LSAA1
 BUTTERWORTH, Clifford W...PIEM4

CAFFERTY, Lawrence A.....LSQM1
 CAIRNS, Lawrence K.....PIRA4
 CAMERSON, Cleyon C.....LSEM1
 CHAFE, Charles W.....P2EA3
 CHALLINOR, Anthony.....LSAR2
 CHAPMAN, Lorne R.....LSEM1
 CHIPMAN, Waldon G.....LSRP1
 CLEMENS, Willis G.....LSTD2
 COLLIS, Anthony B.....LSEA3
 COOK, Leonard V.....PIAC3
 CORDER, Edward J.....P2RW3
 CORMIER, Paul A.....LSEA3
 COTTENDEN, Harry R.....LSQM1
 COURTRIGHT, Lois M.....WLCY2
 COX, Douglas G.....P2RP2

DARK, Donald B.....LSEF3
 DAVIES, Marion J.....WLCY2
 DELISLE, Albert O.....P2QM2
 DEMERS, Laurier J.....LSAA1
 DENT, John A.....LSRP1
 DICKENS, Richard C.....LSEA3
 DINE, Donald L.....P1SE3
 DION, Julien F.....LSRP2
 DOAK, Keith W.....LSTD2
 DONCASTER, William A.....P1EM3
 DUNBAR, Ronald J.....PIEM4

EAKIN, Martin N.....P2AR2
 EDWARDS, Gordon C.....P1ET4
 EGERTON, Alfred W.....P2RW3
 EISNER, Andrew N.....LSCD1
 ELKE, Margaret S.....WLCY2
 ELLIS, William G.....LSQM1

FARRISH, Elmer J.....LSQM1
 FEHR, Jacob.....P1CR3
 FERGUSON, George A.....P2QM2
 FOSTER, Albert B.....LSRP1
 FOSTER, Robert.....P1ER4

GAGNON, Emery J.....P2AR2
 GARNEAU, Robert A.....LSRN3

GASKIN, Robert E.....LSRP1
 GIBSON, Russell.....LSEM1
 GOURLEY, Edward W.....LSTD1
 GRANT, Kenneth A.....P2RD3
 GRANT, William G.....P2RS3
 GROSETH, Robert B.....P2EF3
 GRAVELLE, Roger J.....P1EM4

HAGUE, John R.....C2PC4
 HAMILTON, Robert R.....LSQM1
 HAWKINS, Donald K.....LSTD1
 HAYNES, John E.....LSRP2
 HENRY, Walter G.....P2OM2
 HINSPERGER, George A.....LSRC1
 HOBBS, Ervin.....LSAA1
 HOWARD, Lorne A.....P2RS3
 HYRNICK, Andrew.....LSTD1

JODOIN, Joseph C.....P2RP2
 JONES, Thomas J.....P1RA4
 JOYCE, Kenneth J.....P2CV2



KIERAN, Gerald F.....LSQM2

LAWSON, John T.....P2RW3
 LECLAIR, David J.....P2AR2
 LEIGH, Frederick O.....P2ED3
 LEVANDIER, Douglas J.....LSQM2
 LOGAN, Everett R.....LSRP2
 LOISELLE, Guy J.....LSQM1
 LONG, William.....LSCK1
 LUNDRIGAN, Patrick A.....P2QM2

MacDONALD, John L.....P2AC2
 MacDONALD, John R.....LSEF3
 MacEACHERN, Roland E.....LSMO2
 MACINTOSH, Francis T.....LSEM1
 MacNEIL, Stephen F.....P2AA2
 McCOMB, Francis H.....LSRN3
 McDONALD, John F.....LSAA1
 McGAW, Ralph T.....LSTD1
 McKELLAR, Donald T.....LSEM1
 McMASTER, Glen E.....LSRT3
 McMILLAN, John C.....LSQR1
 McNAIR, William H.....P2EM2
 MADSEN, Frederick C.....LSQM2
 MASON, David E.....P2EA3
 MEKLE, William E.....LSEM1
 MERCER, Curtis E.....P2EA3
 MILLETT, William E.....LSQM2

MOONEY, Gerald D.....C2AC3
 MOORE, John E.....P2EA3
 MULLAN, James P.....LSRP1
 MURRAY, Leonard W.....C1RI4

NASBY, William L.....LSTD1
 NEWHOOK, Dennis H.....LSRW3
 NOBLE, Wallace J.....LSEM1

O'REILLY, Joseph J.....P2RC2

PAGE, Victor G.....P2RN3
 PARENT, Rene A.....P1CR2
 PARKER, Gordon.....LSTD1
 PASSMORE, Robert F.....P1RT4
 PATTENDEN, John P.....P2EF3
 PAYNE, Russell A.....P1ER4
 PEDEN, Alexander G.....LSED3
 PENNELL, Leo C.....LSTD1
 PENNINGTON, Jack E.....P2ED3
 PHILLIPPE, Fernand J.....P2SE2
 PHILLIPPS, Edward C.....P2EM2
 POPE, William J.....LSEM1
 POZDNEKOFF, Peter.....P1RT4
 PURSE, David C.....P1ET4

RAFTER, Edmund L.....LSEM1
 REID, Morrison R.....LSRW3
 REILLY, Walter J.....LSRC1
 RIGUSE, Russell M.....C2RT4
 RONALD, Edward G.....LSVS1
 ROSS, John L.....P2RN3

SAVAGE, Bryan C.....LSEM1
 SCHULTE, Frank J.....LSRT3
 SEWERS, David C.....LSEM1
 SJOBLAD, Boris J.....LSEM1
 SNIDER, Alexander J.....LSTD1
 SPALLIN, Frederick A.....P2AR2
 SPEIGHT, Thomas S.....LSRP1
 SPICER, Daniel C.....P1ET4
 STEELE, Ronald T.....LSAA1
 STEELE, Vernon L.....P2QM3
 STOHL, Ormie W.....P2EM2
 SUTHERLAND, Clarence W.....P2EF3

TARRANT, Vance L.....LSEM1
 THOMPSON, Harold A.....C2PC4
 THOMSON, Ross P.....LSRA3

TOLMIE, Donald G.....P2SW2

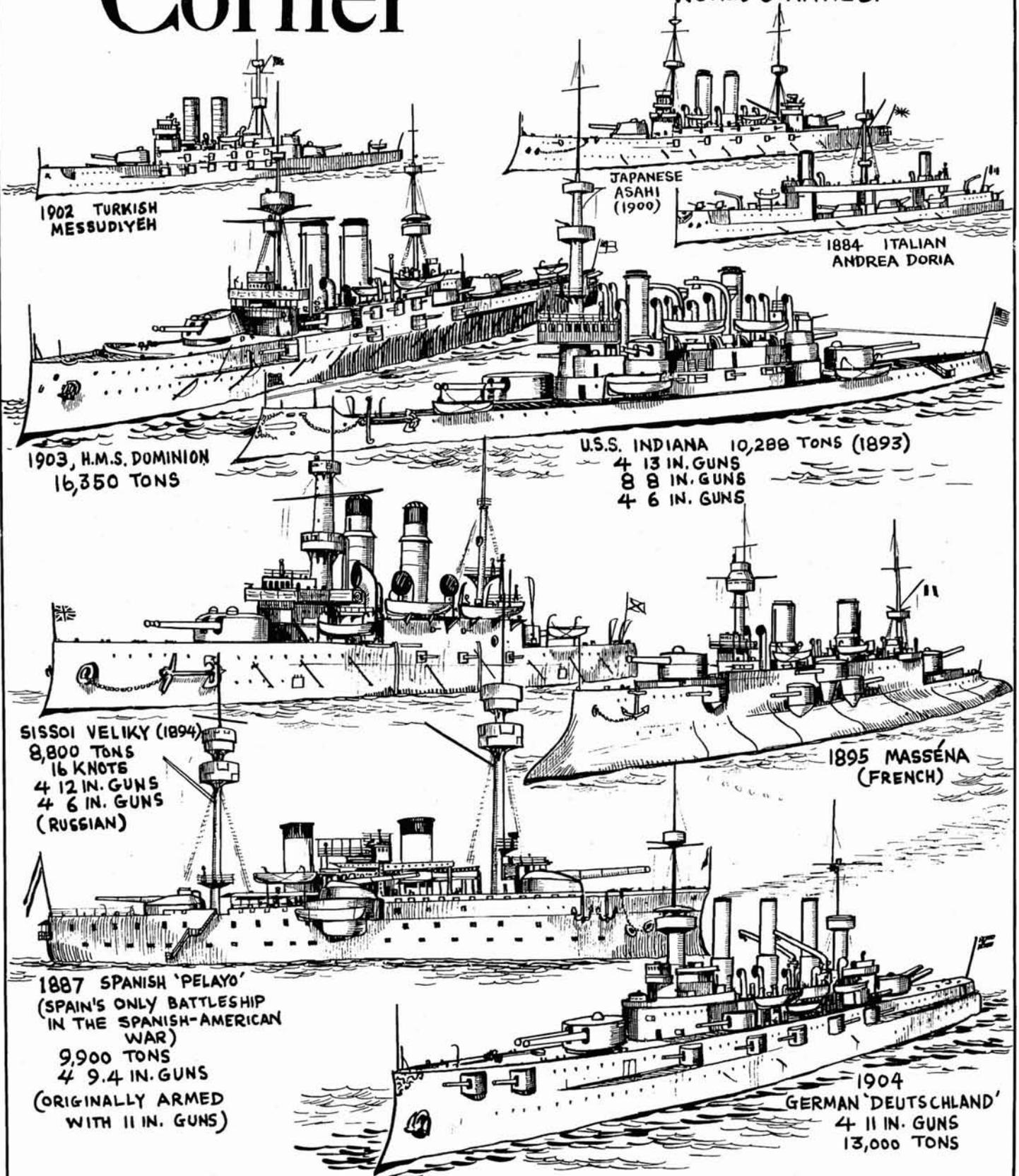
VILLENEUVE, Ralph.....P2TD2
 VINCENT, John J.....P2RN3

WALKER, Donald E.....LSPW1
 WALLACE, Edwin R.....LSED3
 WALLACE, Ian.....P2CV2
 WALSH, Wayne E.....LSEM1
 WELLS, John R.....LSEM1
 WESTCOTT, William R.....LSEM1
 WIERIKKO, James O.....LSEM1
 WILLIAMS, Hubert O.....LSEM1
 WILLIAMS, Neil D.....P2RP2
 WILSON, Carl F.....P2EG3
 WILSON, Lawrence M.....LSTD1
 WOOD, Douglas T.....LSLR1
 WOODSIDE, Donald H.....LSEM1
 WORTHINGTON, Donald E.....C2CV3

YELLAND, Murray A.....LSNS2

Naval Lore Corner

NO. 42
PRE-DREADNOUGHTS
of the
WORLD'S NAVIES.



1902 TURKISH
MESSUDIYEH

JAPANESE
ASAHI
(1900)

1884 ITALIAN
ANDREA DORIA

1903, H.M.S. DOMINION
16,350 TONS

U.S.S. INDIANA 10,288 TONS (1893)
4 13 IN. GUNS
8 8 IN. GUNS
4 6 IN. GUNS

SISSOI VELIKY (1894)
8,800 TONS
16 KNOTS
4 12 IN. GUNS
4 6 IN. GUNS
(RUSSIAN)

1895 MASSÉNA
(FRENCH)

1887 SPANISH 'PELAYO'
(SPAIN'S ONLY BATTLESHIP
IN THE SPANISH-AMERICAN
WAR)

9,900 TONS
4 9.4 IN. GUNS
(ORIGINALLY ARMED
WITH 11 IN. GUNS)

1904
GERMAN 'DEUTSCHLAND'
4 11 IN. GUNS
13,000 TONS

2

