

# THE CROWSNEST





# The CROWSNEST

Vol. 9 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1957

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### LADY OF THE MONTH

"Bonaventure Island, about 1½ miles eastward of White Head, has bold and precipitous cliffs of red sandstone and conglomerate all around its northeastern part; these cliffs are 250 feet high in places, and their ledges and fissures are the habitation of innumerable gannets and other sea fowl . . . it is a government bird sanctuary."

Thus the "Gulf of St. Lawrence Pilot" describes the rocky islet which towers from the sea at the tip of the Gaspé Peninsula—landfall of ships seeking the haven of Gaspé Harbour.

Now the island's name is borne by Canada's new aircraft carrier, a haven for fighting aircraft searching sea and sky far from land. The duties of the ship and her brood of aircraft recall that the name *Bonaventure* has been borne in past by an illustrious line of fighting ships in the service of the Royal Navy.

The picture on the opposite page was taken as she was about to steam down Belfast Lough last autumn to begin her contractor's sea trials.

The literal and prosaic translation of *Bonaventure* is "happy circumstance". More freely, it would seem to express "good luck" for the ship and "happy landings" for her brood of aircraft. (BN-0093)

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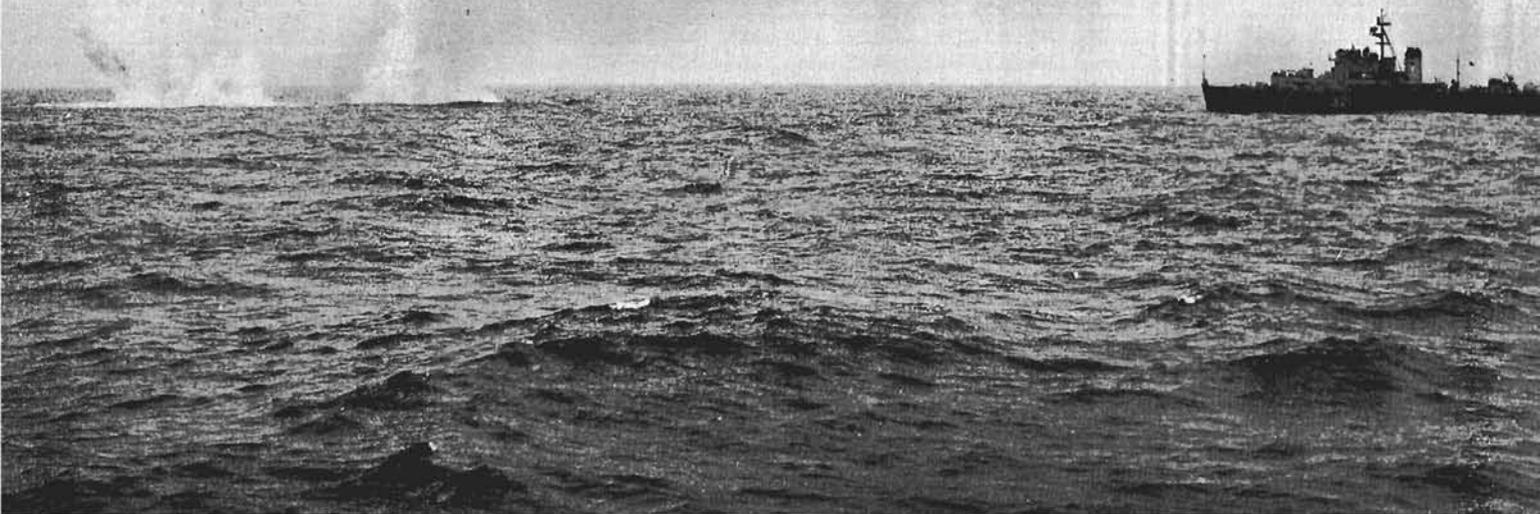
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• *The Cover*—The flight deck of HMCS *Magnificent* was almost hidden under her deck cargo of army vehicles as she steamed with troops to augment United Nations forces in the troubled Middle East in early January. In a few weeks the "*Maggie's*" duties with the Royal Canadian Navy will end and she will be succeeded by the up-to-date *Bonaventure*. (MAG-7560)

# RCN NEWS REVIEW



HMCS Lanark, modernized frigate, fires a pattern of squid. (HS-43922)

## ***Ships Pay Visits To U.S. Ports***

During December several ports along the U.S. eastern seaboard were visited by ships of the Atlantic Command. Included were visits to New York City by the *St. Laurent* and *Assiniboine*, to Philadelphia by the *Algonquin* and *Micmac*, to Boston by the *Ottawa* and to Bridgeport, Conn., by the *New Liskeard*.

Also during the month, anti-submarine exercises were carried out in the Bermuda area by the frigates *Fort Erie*, *Lanark* and *Lauzon* of the Seventh Canadian Escort Squadron. They were accompanied by the submarine *Alliance* of the Sixth Submarine Squadron, based in Halifax.

## ***Sunnier Clime For Labrador***

A rare change of scenery for the Arctic veterans of HMCS *Labrador* was promised with the sailing of the RCN northern patrol ship for the Caribbean early in the new year.

The *Labrador* was scheduled to visit Montego Bay, Jamaica and Miami, Fla., before returning to Halifax, February 12.

## ***'Maggie' Sails December 29***

The aircraft carrier *Magnificent* sailed from Halifax December 29 for Egypt carrying more than 400 Canadian Army personnel destined for service with the United Nations Emergency Force in the Middle East.

In addition to the troops, the *Magnificent* carried hundreds of tons of army equipment, including a flightdeck load of vehicles, and four Royal Canadian Air Force Otter aircraft.

On completion of her troop transport duties, the carrier was scheduled to sail to Glasgow to embark RCAF Sabre jets being returned to Canada following service in Europe.

## ***Sweepers Exercise With U.S. Navy***

The Second Canadian Minesweeping Squadron, comprising HMC Ships *Comox*, *James Bay* and *Fortune*, sailed from Esquimalt early in the new year for joint minesweeping exercises with

the U.S. Navy in the Long Beach, Calif., area.

The minesweepers were scheduled to be away for a month, returning to their west coast base on February 7.

## ***New Saguenay Commissioned***

The new anti-submarine destroyer *Saguenay* was commissioned at Halifax Shipyards Ltd., on December 15 as the fourth of her class to go into service and the first of three to be completed at the East Coast yard.

Hon. Alistair Fraser, Lieutenant Governor of Nova Scotia, and Hon. Robert Winters, federal Minister of Public Works, as guest of honour, headed a list of approximately 700 government and military officials attending the commissioning.

Early in the new year the *Saguenay* was to join her sisterships the *St. Laurent*, *Assiniboine*, and *Ottawa* in the Third Canadian Escort Squadron based on Halifax.

Commanding officer of the *Saguenay* is Cdr. G. H. Hayes, DSC, CD, RCN, of Victoria and Winnipeg.

## ***Four-Month Cruise For Venture Cadets***

A four-month training cruise for more than 120 officer cadets from HMCS *Venture* began early in the new year and will include visits to Hawaii, Guam and the Far East.

## **Search Made for Skeena Mementoes**

Many items of historical and sentimental interest, which were removed from the Second World War destroyer *Skeena* following the tragic end of her fighting career in Iceland, are believed still to be in the possession of organizations and individuals to whom they were entrusted.

This spring a new *Skeena* will begin service with the Royal Canadian Navy and the officers and men of the second *Skeena* are hoping for the return of any mementoes which will recall the stirring traditions of the first.

Trophies and relics of the Second World War ship should be addressed to the Commanding Officer Designate, HMCS *Skeena*, Fleet Mail Office, Esquimalt, B.C.

The cadets are making the cruise in the *Ontario*, *Jonquiere* and *Stettler*. Approximately 30 of the cadets are embarked in the frigates while the remainder are in the cruiser.

For the first time, all cadets enrolled at HMCS *Venture* are embarked. Most of the *Venture* training staff, including executive officers and term chief petty officers, is accompanying the cadets in the ships to assist in the training program.

The cadets, in both first and second year at *Venture*, are receiving practical training in seamanship, navigation, communications and other subjects during the cruise. In addition, they are continuing their normal classroom studies.

The ships are scheduled to return to Esquimalt on May 3.

### **Divisions Open Recruiting Drive**

Twenty-two naval divisions, from Newfoundland to British Columbia, in early January began a concentrated winter recruiting drive and were to spend eight weeks bringing young men and women in their communities into the Royal Canadian Navy (Reserve).

Each naval division is aiming at a quota of recruits based on the size of the division and the training and instructional facilities available. On an all-Canada basis it is hoped to increase the strength of the naval reserve by over 1,000 men and wrens.

The present manpower figure of the RCN(R) is approximately 6,000 officers, men and wrens, the last-named group numbering about 700.

The naval divisions are conducting their recruiting campaigns on an individual basis, promoting their own advertising and public relations programs. Overall assistance is provided by the command headquarters of the naval reserve, Hamilton, Ont., under the direction of Rear-Admiral K. F. Adams, Flag Officer Naval Divisions.

Young recruits who join the Royal Canadian Navy (Reserve) normally spend one night a week training at their local division and two weeks during the summer at the Great Lakes Training Command, Hamilton, or in other naval commands. As well as serious training, the naval reserve provides facilities for social and athletic activities and naval rates of pay proportionate to the amount of training taken.



The Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia, inspects army vehicles on the flight deck of the aircraft carrier *Magnificent* shortly before the ship sailed on her United Nations mission to the Near East. With the lieutenant-governor are Captain A. B. Fraser-Harris, left, commanding officer of the *Magnificent*, and Rear-Admiral R. E. S. Bidwell, Flag Officer of the Atlantic Coast. (HS-46127)

### **Astute Sails For England**

HMS *Astute*, the first boat of the Royal Navy's sixth Submarine Squadron to be stationed at Halifax, sailed for home in mid-December after 20 months' service with the Atlantic Command.

Thirteen Royal Canadian Navy sailors serving in the *Astute* remained with her.

On her departure, the following message was sent by the Naval Board:

"The Naval Board notes with approval the cheerful acceptance and execution by the *Astute* of a heavy program since arrival in April, 1955, as the original

unit of the Sixth Submarine Squadron. "Good luck, good hunting and well done."

While she was under RCN operational control, the *Astute* trained RCN personnel in submarine handling and operation, and exercised surface and air units of the RCN and maritime air squadrons of the Royal Canadian Air Force in anti-submarine warfare.

She visited Montreal, Quebec City, Norfolk, Bermuda, Cuba, St. Thomas in the Virgin Islands, Puerto Rico, Haiti, New London and New York, and steamed more than 45,000 miles while on this commission.

# THE STORY OF THE FIRST SAGUENAY

## *Torpedo or Collision Couldn't Sink WW II Destroyer*

**H**MCS SAGUENAY, the anti-submarine destroyer escort commissioned on December 15 at Halifax Shipyards Ltd., Halifax, is the second of her name to serve in the Royal Canadian Navy.

The first HMCS *Saguenay* was commissioned at Portsmouth, England, on May 22, 1931, as the first warship built specifically for the Royal Canadian Navy with what were, then, such ultra-modern features as refrigeration and steam heat.

She arrived at her Halifax base on July 3 where, with the *Champlain*, she formed the Eastern Destroyer Sub-Division.

At this time, there were four destroyers in RCN service and for the next few years they frequently participated in exercises together during their annual winter training cruises in the Caribbean.

In the summer of 1936, the *Saguenay* escorted First World War veterans on their pilgrimage to Vimy Ridge for the unveiling there of Canada's War Memorial by His Majesty King Edward VIII. At the monument, the *Saguenay* mounted a Royal Guard, the first mounted by the RCN for a reigning British monarch.

The following spring, the *Saguenay*, in company with the *Skeena*, again crossed the Atlantic to take part in the King George VI coronation naval review at Spithead.

Two years later, in June 1939, the *Saguenay* acted as naval escort for Their Majesties King George VI and Queen Elizabeth during their visit to Canada.

Three months later, Canada was at war.

On September 16, 1939, six days after the country's official declaration of war, the *Saguenay*, together with HMCS *St. Laurent*, escorted the first British-bound convoy out of Halifax Approaches. During October and November, the *Saguenay* operated with a Royal Navy squadron in the Caribbean.

On October 16, 1940, she shaped course for Britain where she was to join with other Canadian destroyers on anti-submarine duty in the Western Approaches. Two days out of Greenock, on October 21, she rescued 32 survivors of two torpedoed merchantmen.

Only five weeks after she began operations in an active war zone, the *Saguenay* was crippled by an enemy submarine, becoming the first Canadian warship to be torpedoed. The incident

took place in the early hours of December 1, 1940, about 300 miles west of Ireland, while she and two British destroyers were escorting a convoy of 30 merchantmen homeward bound from Gibraltar. Twenty-one men were killed and 18, many severely burned, later were admitted to hospital. Although severely damaged the *Saguenay* opened fire on a surfaced submarine at about 800 yards and forced it to dive.

Escorted by a British destroyer carrying five of her officers and 85 of her men, the *Saguenay* limped on to the United Kingdom, reaching port in tow of a tug on the afternoon of December 5.

She spent the remainder of the winter in drydock and came out of refit just in time to take part in the historic chase of the German battleship *Bismarck* until lack of fuel forced her out of the pursuit.

Shortly after, she was recalled from the United Kingdom to join the Newfoundland Escort Force and she arrived at St. John's on June 7, 1941.

One of her most memorable convoy assignments occurred the following month when she was ordered to Placentia Bay to escort the British battleship *Prince of Wales* with Prime Minister Churchill and his staff embarked for passage home following the momentous Atlantic Conference with President Roosevelt.

The *Saguenay's* next adventure was a dramatic encounter in January, 1942,

### WEDDINGS

Lieutenant Richard J. Hamilton, *Fort Erie*, to Miss Belinda McConnell of Victoria.

Lieutenant-Commander Robin B. Hayward, *Algonquin*, to Miss Patricia Ann McCurdy, of Halifax.

Leading Seaman Robert E. Hesson, *Stadacona*, to Miss Audrey Louise Dear of Dartmouth.

### BIRTHS

To Lieutenant Harold Birks, *Cornwallis*, and Mrs. Birks, a daughter.

To Leading Seaman R. M. Czop, *Naden*, and Mrs. Czop, a son.

To Leading Seaman D. E. Deane, *Naden*, and Mrs. Deane, a son.

To Lieutenant R. H. Kirby, *Cornwallis*, and Mrs. Kirby, a son.

To Able Seaman Maurice Larabee, *Naden*, and Mrs. Larabee, a daughter.

To Petty Officer H. MacAloney, *Cornwallis*, and Mrs. MacAloney, a daughter.

To Petty Officer J. Muir, *Cornwallis*, and Mrs. Muir, a son.

To Petty Officer E. J. Partridge, *Naden*, and Mrs. Partridge, a son.

To Lieutenant (S) D. B. Payne, *Cornwallis*, and Mrs. Payne, a daughter.

To Chief Petty Officer C. A. Redden, *Cornwallis*, and Mrs. Redden, a son.

To Lieutenant R. D. C. Sweeney, *Cornwallis*, and Mrs. Sweeney, a son.

with a North Atlantic storm which, for three nightmarish days, threatened to end her active career for all time. Badly battered, she reached St. John's under her own steam, but three months' work was required to make her fit for sea again.

Returning to service in the late spring of 1942 the *Saguenay* joined the Newfoundland Force now reorganized and re-named the Mid-Ocean Escort Force.

On November 15, she set out from Halifax on her last operational assignment. Escorting the passenger ship *Lady Rodney*, the *Saguenay* picked up a submarine contact about 10 miles south of Cape Race, Newfoundland, and she steamed off at full speed to investigate.

The night was dark, with frequent rain squalls and the sky was heavily overcast. Not until too late did the *Saguenay's* commanding officer sight the port bow light of the merchant ship *Azra* at two cables' distance. Seconds later, the merchant vessel struck the destroyer on the starboard quarters, slicing off her stern. Her depth charges exploded after the collision, increasing the damage to the destroyer and holling the merchant ship so badly that she later sank.

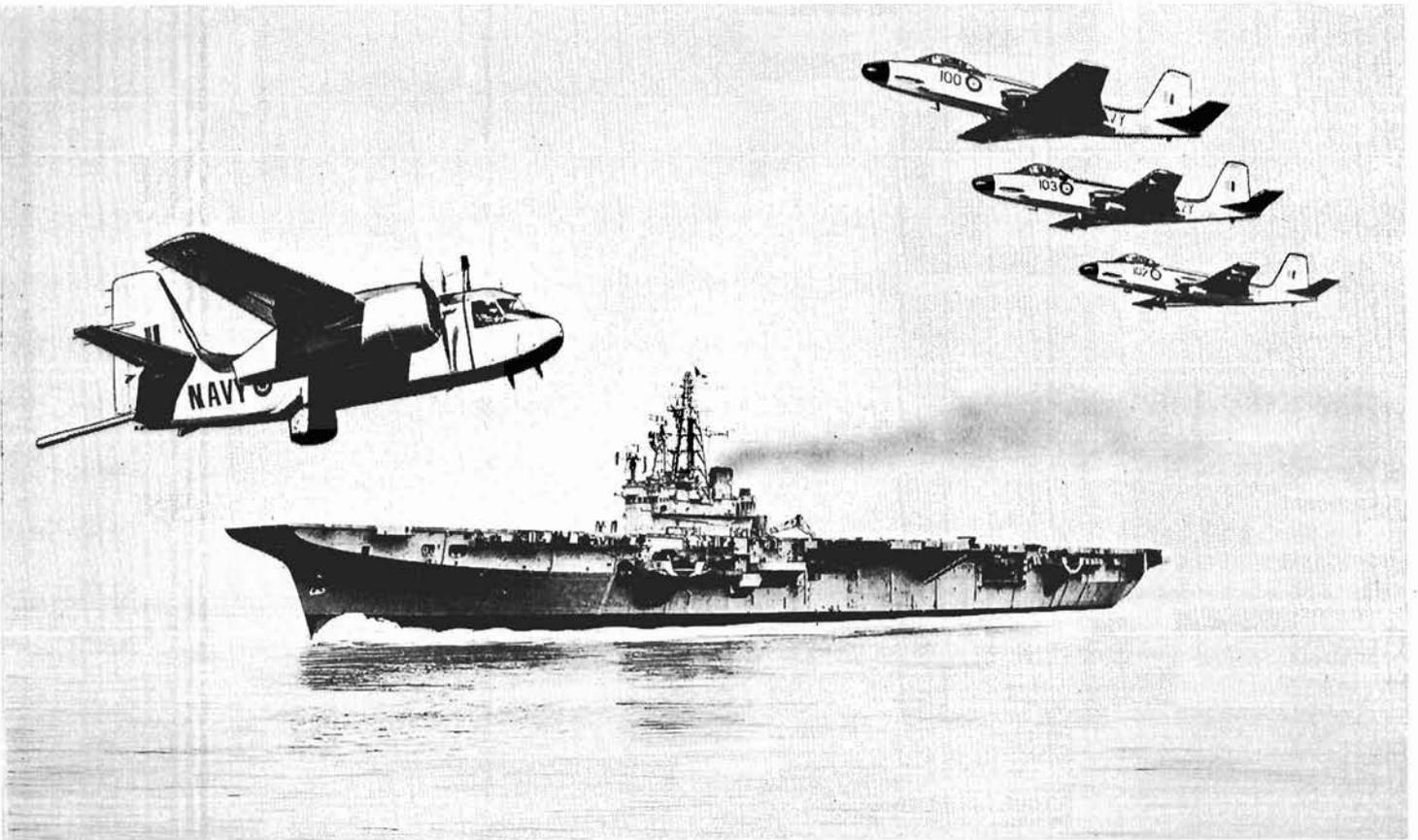
It was estimated more than a year would be required to make the *Saguenay* fit for active service again and since 80 per cent of her normal life already had passed, it was decided to convert her into a training ship. Her damaged stern was sealed off with steel plates and she was towed away to her new duties.

Fondly nicknamed HMCS *Standstill*, she spent the remainder of the war at anchor in the waters of Annapolis Basin as gunnery training ship for HMCS *Cornwallis*, the new entry training base.

When, at the close of the war, preparations were made to dispose of the *Saguenay*, the Commander-in-Chief, Canadian North West Atlantic, Rear-Admiral L. W. Murray voiced the feelings of many in his final message to the ship on June 29, 1945:

"I much regret the passing of the first destroyer built for the Royal Canadian Navy, a ship with an enviable record both in peace and war, and hope that before long another ship will bear her name and carry on her tradition".

On December 15, nearly 11 and one-half years later, Admiral Murray's hopes were realized.



In January the Royal Canadian Navy welcomed into the fleet the new aircraft carrier *Bonaventure*, shown in this montage with the Tracker anti-submarine aircraft and Banshee jet fighters which will fly from her angled flight deck. (CN-3107)

## 1956 A YEAR TO RECALL WITH PRIDE

### *Modernization Program Progresses at Sea and in Air*

**T**HE ROYAL Canadian Navy had much to be proud of in 1956.

New ships, new aircraft, visits to ports in a score of countries, and the participation of the destroyer escort *St. Laurent* in the Royal Escort of Her Majesty the Queen on the occasion of a State visit to Sweden were some of the highlights of the Navy's year.

Three anti-submarine escort vessels of the *St. Laurent* class were commissioned. New jet fighter aircraft and new anti-submarine planes were added to the naval air strength. More than \$12,500,000.00 worth of construction was completed ashore providing needed training and operational facilities. Ships of the Atlantic, Pacific and Great Lakes fleets trained officers, cadets and men of the regular and reserve forces during cruises ranging from the Arctic to South America and from Europe to Japan.

The three anti-submarine escort vessels commissioned during the year were the *Assiniboine* and the *Ottawa* at St. Lawrence shipyards, and the *Saguenay* in Halifax. The new ships joined

the *St. Laurent*, first of the class, and are now based at Halifax as the Third Escort Squadron.

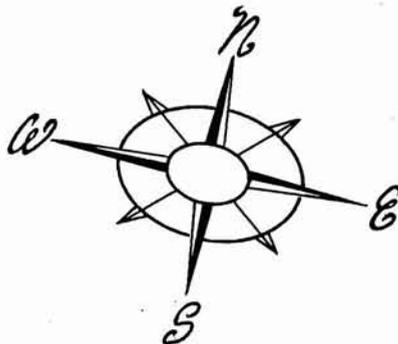
The new Canadian-designed ships won praise from naval authorities of other countries when the *St. Laurent* visited ports in the United States and the United Kingdom during the year. The ship proved impressive not only for her anti-submarine capabilities but also as a product of Canadian design and craftsmanship.

There are ten more destroyer escorts of the class on order, all in various states

of construction at shipyards at Halifax, Sorel, Montreal, Vancouver and Victoria. Several are expected to be ready to join the fleet before the end of 1957.

The largest of the ships in the new construction program, the aircraft carrier *Bonaventure*, was nearing completion at a Belfast shipyard and was to be commissioned on January 17, 1957. She has the steam catapult, angled deck, and the mirror landing aid, three new devices of British origin and adopted in all modern carriers. The *Bonaventure* is the first Canadian aircraft carrier equipped to handle jet aircraft.

Many of the aircraft which will fly from the *Bonaventure* were delivered in 1956. The Banshee jet fighters, first carrier-borne jets in the RCN, have been operating from the naval air station near Dartmouth, N.S., since early in the year. This fall the first of the new Canadian-manufactured twin-engined anti-submarine aircraft, the Tracker, were delivered to the navy and more will follow monthly. These aircraft replace the Sea Fury propeller-driven



fighter and the anti-submarine Avenger aircraft which flew from the carrier *Magnificent*.

In December there were 43 major warships in commission including an aircraft carrier, a training cruiser, an Arctic patrol ship, 15 destroyer escorts, including four of the St. Laurent class, 10 Prestonian class frigates, six coastal escorts and nine coastal minesweepers. In addition there are a large number of auxiliary craft ranging from a 10,000-ton technical apprentice training ship to small harbor craft. There were also three Royal Navy submarines based on Halifax, one with 50 per cent of her crew consisting of Canadians. One of these submarines, the *Astute*, left in early December to return to the United Kingdom and her relief, the *Amphion*, was expected early in January.

Sixteen ships of the Atlantic and Pacific fleets took part in their biggest peacetime exercises outside Canadian waters this spring. More than 5,000 officers' and men in the ships and two squadrons of RCN aircraft carried out joint exercises in the Caribbean in March.

The Arctic patrol vessel *Labrador* spent her third summer in the Arctic carrying out surveys and assisting in the sea-borne supply of DEW Line sites in the eastern Arctic. Earlier in the year she took part in Canada's first full-scale survey of ice conditions in the Gulf of St. Lawrence.

Other ships of the fleet visited more than 60 foreign ports during training cruises for officers, cadets and men, Canadian ships and sailors also cruised the Great Lakes and the Atlantic and Pacific seaboard, stopping at many Canadian and U.S. ports.

In one of the last overseas cruises of the year the aircraft carrier *Magnificent* sailed for the U.K. to transport stores and equipment to the *Bonaventure*. It had been intended that she would pick up RCAF Sabre jet fighters to return them to Montreal but she was recalled suddenly to prepare for service with the United Nations police force in the Middle East. She sailed with troops and equipment for the United Nations Police Force on December 29.

Naval air units trained with ships and submarines of the fleet, with troops of the army in ground support exercises, and assisted the RCAF in transporting personnel and supplies in the Knob Lake area of northern Quebec in support of the construction of the Mid-Canada line. Helicopters flew more than 50 missions in three days during the Springhill, N.S., mine disaster in November carrying injured miners, doctors, medical



A Banshee jet fighter from Shearwater is refuelled at Quebec City during Navy Days there in October. (ML-4976)

supplies, blood plasma, oxygen and other stores.

The RCN acquired some new shore facilities to meet the demands of the expanding fleet. More than \$12,500,000 worth of construction was completed including a supply school and stores centre at Montreal, a hangar and married quarters at the naval air station near Dartmouth, N.S., and a supply building and cadet block at Esquimalt. Another \$4,500,000 worth of construction was started during the year.

In addition to ships of the operational fleet, the Navy had nine vessels on loan to other government departments including three to the Department of Transport, two to the Department of Mines and Technical Surveys, one to the Department of Fisheries, and three to the RCMP. The RCN has three frigates on loan to the Norwegian Navy,

the transfer having been made at Halifax early in 1956.

Ships in the reserve fleet at Sydney, N.S., include one cruiser, three frigates, twenty-two coastal escorts and 12 auxiliary ships.

The Navy held its strength at a little over 19,000 officers and men, with recruits making up the loss of personnel completing service.

The first graduation from the Navy's three-year technical apprentice plan was held in the spring at Halifax. On the west coast, the first 100 midshipmen of the Venture plan, introduced two years ago to provide juniors officers, graduated and went to the next stage of their training.

At the Great Lakes training centre in Hamilton, more than 1,000 officers and men of the naval reserve took sea training in ten ships of the Great Lakes training fleet.

# OFFICERS AND MEN

## **Antarctic Explorer Dies at Corner Brook**

"One of the few remaining survivors of the great days of sailing ships, of the adventurous days of exploration, when very often courage was the most important requisite for survival, Captain Victor Campbell will long be remembered when stories of endurance and bravery are told"—Corner Brook Western Star.

Captain Victor L. A. Campbell, DSO and Bar, OBE, RN; died peacefully in November at the age of 81, at the Western Memorial Hospital in Corner Brook, Nfld.

He had lived his last years quietly and unobtrusively in Corner Brook, unknown to the majority of the local citizens. Few knew of the earlier years of his life that saw him as a soldier, sailor and explorer. Nor would they know, perhaps, that he was a friend of Sir Winston Churchill and Admiral Sir Roger Keyes, that he held the unique distinction of being presented with the DSO for doing a soldier's job and of being awarded the Bar as a sailor, or that he sailed four times around the Horn in a windjammer.

Nor would they know that the event in his life closest to his heart was when he accompanied Captain R. F. Scott on what came to be known as Scott's Last Expedition to the Antarctic and commanded one of the ships of the expedition.

Captain Campbell was born in England and educated at Eton.

Turned down by the Royal Navy for medical reasons at the age of 18, he entered the merchant marine and sailed four times around Cape Horn in a windjammer before he was accepted in the R.N.

He served in the sailing ship flagship of the North Atlantic Squadron, which plied Newfoundland waters before the turn of the century, and he carried out a naval survey there.

He remained in Newfoundland and the North Atlantic until asked by Scott in 1911 to command the *Terra Nova*, then being fitted out in Christ Church, N.Z., for the Antarctic.

During this expedition Captain Campbell and six men with only six weeks provisions were stranded for six months and lived on raw seal meat and pen-



A new world record for deep diving was established last fall in the Norwegian waters by Senior Cmd. Boatswain George Wookey, R.N., aged 34, when he descended 600 feet in Norwegian waters. The dive was made from HMS Reclaim, the Royal Navy's experimental diving ship. Mr. Wookey, who beat the previous record by 65 feet, wore a helmeted diving suit and was supplied with a breathing mixture of oxygen and helium. It is hoped the experiments will lead to greater hope of survival for men trapped in sunken submarines. (Admiralty photo from U.K. Information Services)

guins and suffered extreme hardships, but nevertheless continued with their survey work and brought out many valuable specimens of rock. Part of the story was told in the July 1955 issue of *The Crowsnest*.

In April 1915 he won the DSO while he was commanding a battalion of the Royal Naval Division at the landing in Gallipoli. He then returned to sea, and served in the North Atlantic and later participated in the Battle of Jutland.

He served under Admiral Sir Roger Keyes, his friend, on the Dover Patrol and took part in the bottling up of the German submarine base at Zeebrugge Harbour. It was at this time that he earned the Bar to his DSO.

In 1918, he commanded a military unit at Archangel, Northern Russia, at the time the Bolsheviks were taking over. In 1919 he returned to naval duty, and commanded a warship until his retirement in 1923.

On retirement, Captain Campbell, and his wife Marit, formerly lady-in-waiting to Queen Maude of Norway, settled in Black Duck, Newfoundland, where they lived until, in 1953, they went to Cornerbrook.

On the outbreak of the Second World War Captain Campbell came out of retirement to become Senior Naval Officer-in-Charge at Trinidad, but an old enemy, malaria, forced his retirement until 1942 when the submarine menace threatened Corner Brook shipping. He volunteered for the RCN but was turned down. Undaunted he wrote to Naval Headquarters pointing out that he had served in both the Arctic and Antarctic and "Chilled beef keeps indefinitely".

Ottawa was convinced and Captain Campbell became the Senior Officer-in-Charge of the Bay of Islands Patrol Force, or as it was popularly known "The Corner Brook Navy!" When the force was disbanded he remained Naval Officer-in-Charge, Corner Brook, until he retired again in 1944.

## **Five Confirmed As Commodores**

Five acting commodores of the Royal Canadian Navy were confirmed in rank on January 3, 1957.

They are:

Commodore Jeffry Vanstone Brock, Naval Member Canadian Joint Staff (London), and as Canadian Naval Member Military Agency for Standardization and as Senior Officer in Command.

Commodore Morson A. Medland, Naval Member of the Directing Staff of the National Defence College, Kingston.

Commodore Antony H. G. Storrs, Assistant Chief of the Naval Staff (Warfare) at Naval Headquarters, Ottawa.

Commodore Duncan L. Raymond, Assistant Chief of the Naval Staff (Plans) at Naval Headquarters, Ottawa.

Commodore (S) Charles J. Dillon, Supply Officer-in-Chief at Naval Headquarters, Ottawa.

## **COs of Divisions Meet in Hamilton**

The ninth annual conference of the Commanding Officers of Canada's 22 naval divisions was held in Hamilton during the week of November 19.

# HALF-YEARLY PROMOTIONS LIST

The names of 36 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 26 members and the Royal Canadian Navy (Reserve) by ten. The list of those promoted follows:

## ROYAL CANADIAN NAVY

### To be Captain (4)

Acting Captain Arthur Francis Peers, officer-in-charge of the Naval Research Establishment at Halifax.

Commander Victor Browne, Manning Commander East Coast.

Commander Marcel Joseph A. T. Jette, Base Superintendent at Sydney, N.S.

Commander Robert Waugh Murdoch, commanding officer HMCS *Sioux*.

### To be Commander (9)

Lt.-Cdr. (P) John William Roberts, Staff Officer (Air) to the Naval Member Canadian Joint Staff (Washington).

Lt.-Cdr. Ian Archibald McPhee, on the staff of the Commander-in-Chief Eastern Atlantic, HMCS *Niobe*.

Lt.-Cdr. Peter Godwin Chance, commanding officer HMCS *Outremont*.

Acting Commander Edmund James Semmens, Headquarters Supreme Allied Commander, Atlantic, Norfolk, Virginia.

Acting Commander William Hastings Howe, officer-in-charge Communications School, HMCS *Cornwallis*.

Lt.-Cdr. (O) Michael Henry Elvy Page, Assistant Director of Personnel (Officers) (Officers' Selection and Career Planning) on the Staff of the Chief of Naval Personnel at Naval Headquarters, Ottawa.

Lt.-Cdr. Donald Roy Saxon, HMCS *Niagara*, Washington, D.C., for liaison duties with the United States Navy.

Lt.-Cdr. (P) Donald William Knox, Commander (Air) HMCS *Shearwater*.

Lt.-Cdr. Andrew Laurence Collier, navigation officer HMCS *Magnificent*.

### To Be Commander (E) (2)

Lt.-Cdr. (E) Howard Douglas Mino-gue, Naval Headquarters on the staff of the Engineer-in-Chief.

Lt.-Cdr. (E) John William Hamilton, executive officer HMCS *Cape Breton*.

### To be Commander (L) (2)

Lt.-Cdr. (L) John Robertson Allen, Naval Headquarters on the staff of the Chief of Naval Technical Services.

Lt.-Cdr. (L) Ronald James Legeer, Assistant Electrical Engineer-in-Chief (Air) at Naval Headquarters.

### To be Chaplain, Class IV (RC) (1)

Chaplain (RC) Class III John Peter Farrell, HMCS *Naden*.

### To be Chaplain, Class IV (P) (1)

Chaplain (P) Class III Bruce Adolphe Peglar, HMCS *Stadacona*.

### To be Instructor Commander (1)

Instr. Lt.-Cdr. George Charles Edward Gray, HMCS *Stadacona*.

### To be Commander (S) (2)

Lt.-Cdr. (S) Donald Curtis McKinnon, Director of Personnel Stores, Naval Headquarters.

Lt.-Cdr. (S) Hugh McGregor, Executive Officer HMCS *Hochelaga*, and officer-in-charge Supply School.

### To be Constructor Captain (1)

Acting Constructor Captain Sturton Mathewin Davis, Principal Naval Overseer, Montreal area.

### To be Constructor Commander (1)

Acting Constructor Commander Earle Wylie Kimmerly, Manager Constructive Department, Pacific Coast.

### To be Commander (SB) (2)

Lt.-Cdr. (SB) Albert Edward MacDonald Morbey, Staff Officer (Security) to the Director of Naval Intelligence, Naval Headquarters.

Acting Commander (SB) Donald Sydney Kenyon Blackmore, commanding officer HMCS *Gloucester*.

## ROYAL CANADIAN NAVY

### (RESERVE)

### To be Acting Captain (2)

Cdr. Allan Ross Webster, commanding officer HMCS *Donnacona*, Montreal.

Cdr. Liston Burns McIlhagga, commanding officer HMCS *Chippawa*, Winnipeg.

### To be Commander (3)

Acting Commander William George Curry, commanding officer HMCS *Hunter*, Windsor.

Acting Commander John Henry Curtis, commanding officer HMCS *Star*, Hamilton.

Acting Commander Edward Gordon Gilbride, commanding officer HMCS *Prevost*, London.

### To be Commander (E) (1)

Lt.-Cdr. (E) Edmund Ward Airey, HMCS *Prevost*, London.

### To be Surgeon Commander (1)

Acting Surgeon Commander John Robert Moore, HMCS *Discovery*, Vancouver.

### To be Acting Surgeon Commander (1)

Surg. Lt.-Cdr. Harvey Douglas Hebb, HMCS *Nonsuch*, Edmonton.

### To be Commander (S) (1)

Lt.-Cdr. (S) Sven Arthur Takalo, HMCS *Griffon*, Port Arthur.

### To be Commander (SB) (1)

Lt.-Cdr. (SB) Cyril Alfred Gilbert, HMCS *Carleton*, Ottawa.

Principal speaker on the opening day of the conference was Vice-Admiral H. G. DeWolf, Chief of the Naval Staff. The meetings were held in the headquarters building of the Flag Officer Naval Divisions, Rear-Admiral K. F. Adams.

The commanding officers of the 22 divisions came from every province in Canada—from *Cabot*, the naval division at St. John's, Newfoundland, to *Malahat*, Victoria, B.C. The annual conferences provide an opportunity for detailed discussion of matters of common interest to naval reserve units throughout the country.

The agenda included such matters as training programs, equipment and facilities, general administration, supply and accounting, and recruiting and public relations. Following the keynote address by the Chief of the Naval Staff,

other senior officers from Naval Headquarters addressed the naval gathering.

A reception for the visiting officers was held in the *Star-Patriot* wardroom and later in the week Admiral Adams entertained the conference members at his residence at Paris, Ontario.

## Captain Hinchcliffe Soon to Retire

Following a varied and, at times, somewhat exciting naval career, Captain C. I. Hinchcliffe, OBE, CD, RCN, who, as Principal Naval Overseer, inaugurated the Royal Canadian Navy's new construction program on the West Coast, will retire in February, 1957.

A native of Cumberland, England, Captain Hinchcliffe came to Canada in 1912 and was apprenticed to Yarrows

machine shop, a Victoria shipbuilding and repair firm.

During his apprenticeship he worked on many British and Japanese warships being repaired and refitted after action in the Pacific. He also served in an engineering capacity with the Royal Flying Corps at Camp Borden, Ontario.

He started his sea-going career in the famed old *Princess Victoria*, the B.C. Services fastest ship. Later he went deep sea in the "*General Pau*", a wooden ship built in the United States for the French government.

Captain Hinchcliffe re-joined the CPR Ocean Steamships in England and served on both the Atlantic and Pacific Services.

In October, 1925, he entered the Royal Canadian Navy Reserve at *Naden* and

continued to serve in various deep sea ships until 1929 when he went to England for the Canadian National Railways to stand by construction of the S.S. *Prince Robert*.

He was appointed to HMC Dockyard Esquimalt, on the outbreak of war, as Engineer Officer in charge of Auxiliary vessels, being converted for service use. He remained in this appointment until February, 1940 when he joined the *Prince Robert*, commissioned the ship and served in her until February, 1942, as engineer officer.

Returning to HMC Dockyard, he directed work under the Emergency Repair Agreement, and was responsible for repairs and conversion work, until December, 1943.

Capt. Hinchcliffe served in the Canadian-manned escort carrier *Nabob*, for a year, and for his services when the ship was torpedoed off North Cape, Norway, on August 22, 1944, he was mentioned in despatches. Five days later the stricken ship arrived in Scapa Flow where he received a cable informing him of the birth of a daughter.

He returned to Canada and rejoined *The Prince Robert* for service with the Pacific Fleet against Japan. Arriving in Australia a few days before V-J Day, the *Prince Robert* then joined a task force and participated in the relief of Hong Kong. This task was particularly appropriate as the *Prince Robert* had escorted the *Awatea* carrying the Canadian contingent to bolster the defence of Hong Kong in 1941.

"When we went there," Captain Hinchcliffe recalls, "the *Prince Robert*

carried the overflow of troops. We had three Army officers and about one hundred soldiers aboard and, during the voyage we came to know them quite well. It was a happy and gratifying experience on returning to Hong Kong to find them among the survivors.

In November, 1945, he became Manager of the Engineering Department HMC Dockyard, Esquimalt, until June, 1947, when he was appointed to Naval Headquarters as Assistant Chief Naval Technical Services (Ships). He was promoted to Captain (E) in 1948. In June, 1951, with the vast naval construction program ahead, he was appointed principal Naval Overseer, West Coast, in charge of all new naval construction there and was responsible for supervising the construction of the destroyer-escorts as well as three Bay Class minesweepers, the construction of a gate vessel *CNAV Porte de la Reine*; the conversion of the *Algonquin* and the construction of many smaller craft.

"It was intensely interesting working on these ships", he commented, "those which have already been commissioned have more than lived up to expectations."

Captain Hinchcliffe, whose main hobbies are gardening and golfing, has two sons, Peter, a student at the University of British Columbia who is an executive branch UNTD Cadet, and Richard 16, at school in Victoria, and a 12-year old daughter, Tanis.

### **Reservists Urged To Train Hard**

Reservists were advised to take their training seriously so that in case of an air attack on the city they could work closely with the civil defence authorities.

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, said this recently when he presented the Inter-divisional Efficiency Trophy to HMCS *York*.

*York* won the trophy, along with HMCS *Chippawa*, the Winnipeg naval division for 1955-56 and will keep it for six months.

Rear-Admiral Adams told the ship's company that reservists would be called upon to perform many of the duties of civil defence workers in the case of an attack. He also said that the navy's part in any third world war would provide the backbone of the fighting forces in the initial stages and emphasized the importance of steady attendance.

The award is made annually after a complete study of the results of an inspection of the reserve ships. Judging was based on analysis of each division's training program, general appearance,

### **TV Throughout British Carrier**

First it was steam, then it was steel ships, then the elimination of sail altogether, then steam-heated and later air-conditioned ships, and cafeteria messing with good food three times a day, and motor-driven chipping hammers and paint scrapers and spray paint guns and wax polishers and vacuum cleaners.

As if that wasn't enough they brought sound reproduction equipment to the ships to keep the sailors happy in their off-hours, and followed this up with movie projection equipment.

But, as the song goes, "They've gone about as far as they can go," for one of the latest Royal Navy carriers, the *Ark Royal*, is fitted with 50 table-model television sets, serving about 60 messes.

Virtually every member of the ship's company, when not on duty can view programs in his own mess.

Programs can be from a TV station, or when out of range, can be from film shown on board or they can be "live", produced right in the ship's studio by members of the ship's company.

Incidentally, the TV circuit can also be used for instructional lectures and addresses for briefing aircrews.

standard and efficiency of the ship's company as well as the administration, public relations and community relations programs.

This is the third year the trophy has been presented. It was originally awarded to HMCS *Prevost*, London. Last year's winner was HMCS *Discovery*, Vancouver.

The trophy is a mounted sterling silver model of HMCS *St. Laurent*, Canada's new destroyer escort. It was awarded by Vice-Admiral H. T. W. Grant, former Chief of Naval Staff, and the Naval Board of Canada.

### **Cdr. W. A. Childs Leaves Service**

Nearly four years of naval service at the command headquarters, Hamilton, Ontario, of the naval reserves came to a close in early December with the retirement from the service of Cdr. Walter A. Childs, Deputy Chief of Staff to the Flag Officer Naval Divisions.

Cdr. Childs was succeeded by Cdr. Leo P. McCormack, Port Arthur and Halifax, who at the time of his transfer to Hamilton was the Reserve Training Commander at *Stadacona*.

Born in London, Ontario, April 16, 1906, Cdr. Childs has completed 18 years of reserve and active duty with the Royal Canadian Navy. He played an important part in the establishment of the command headquarters in Hamilton for all naval divisions across Canada.



Captain Hinchcliffe is shown beside a painting of the *Prince Robert*. The picture was presented to the ship when she commissioned and was given to Capt. Hinchcliffe when he left ship. (E-38875)

# THE ROYAL MARINES OF SAN JUAN ISLAND

## *Pig's Death Brought Britain, U.S. to Brink of War*

**T**ODAY, it is unthinkable that the people on each side of the 49th parallel would commence a shooting war because somebody's pig managed to get itself shot. But such was almost the case 97 years ago.

As you look up from your clam-digging on the beach of Cordova Bay near Victoria, you are at once attracted by an island some eight miles out in the Strait of Georgia. San Juan is a beautiful island (and, curiously, is capable of strange mirages such as HMC Ships in line ahead appearing to glide out of the sea up over the highlands of the island and down into the sea again). It was on this island in the early summer of 1859 that there dwelt an American settler named Cutler. Now Mr. Cutler had a garden near the sea of which he was justly proud. Not far away, the Hudson's Bay Company had a farm, it being the practice to grow food for the company's servants who lived in the trading company's stockade at what is now the foot of Fort Street in Victoria. It seems that a pig wearing the mark of the H.B. Co. was rash enough to venture into Mr. Cutler's garden, no doubt seeking lush victuals. Less fortunate than Peter Rabbit, said pig departed this life.

The upshot was that the company demanded \$100 damages and Mr. Cutler said that he would continue to use his shooting-iron. Then members of the Council of Vancouver Island arrived to remonstrate with Mr. Cutler, but to no avail. On July 27, 1859, Captain George Pickett landed his Company "D" of the 9th U.S. Infantry from Fort Bellingham on the orders of General W. S. Harney of the Military Department of Oregon. Governor James Douglas in Fort Victoria soon received the news and promptly sent a message to the senior officer then at Esquimalt, Captain John de Courcy, RN, of HMS *Pylades*, frigate.

Of course, the pig notwithstanding, the stew had been simmering for some time. As Instr. Cdr. Little's following account points out, ever since the 1846 treaty the ownership of San Juan had been in doubt. When Fort Victoria was only seven years old, the Hudson's Bay Company had established a post on San Juan (1850). Three years later, the company landed livestock there. Occasionally, an American settler or two would move in from the mainland.

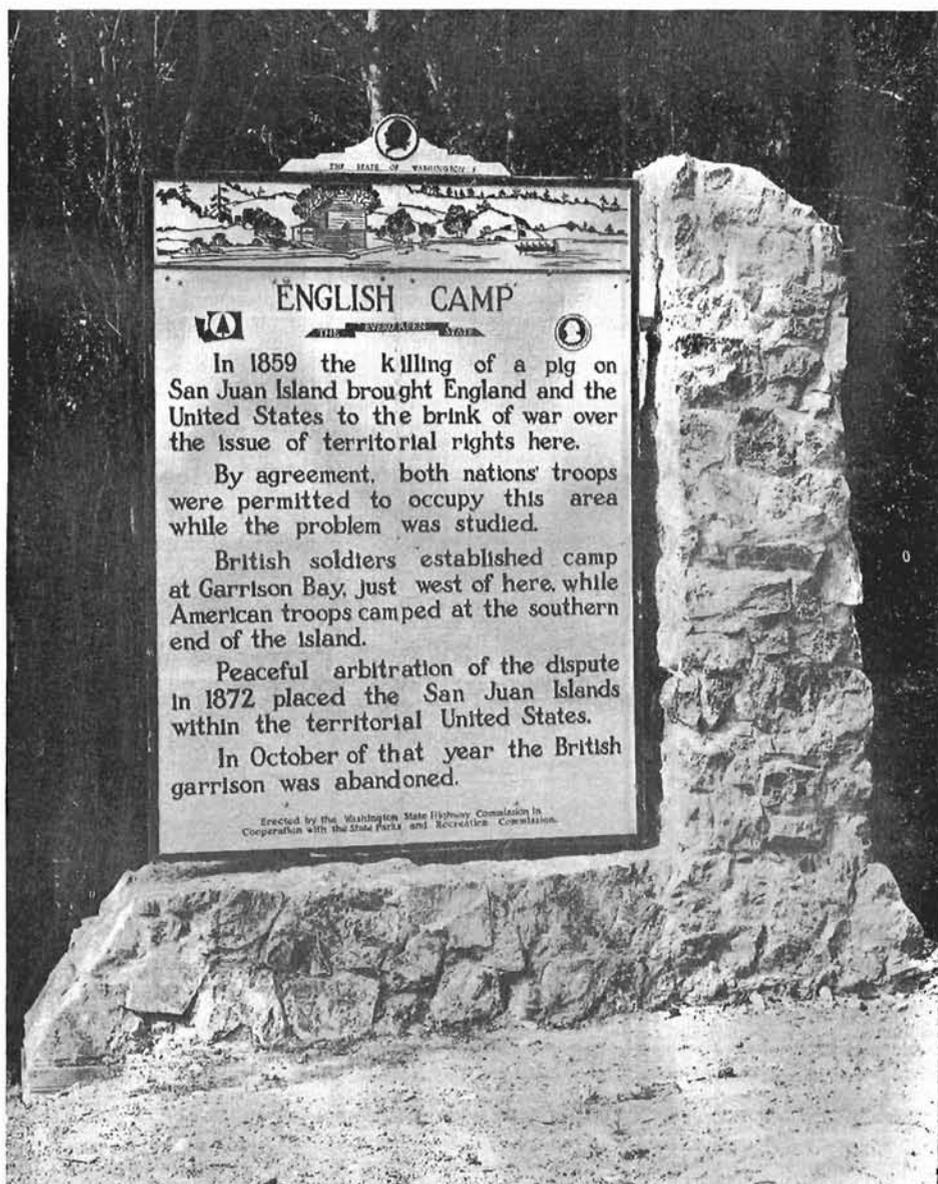
Governor Douglas' anger was justified too. He had witnessed the Union flag

being hauled down at Fort Vancouver on the Columbia and the total engulfment of the Oregon. He himself had put a stop to American encroachments in the Queen Charlotte Islands and on the Fraser River. So it was rather natural that he should see this latest development, sparked by Cutler and the pig, as yet another example of the "pressure and squeeze" technique with which he had had so much experience.

Within a few days of the American occupation, overwhelming naval strength from Esquimalt lay at anchor before the U.S. position. The ships

were: HMS *Tribune*, screw frigate of 31 guns, Captain Geoffrey Phipps Hornby, RN, (Senior Officer); HMS *Satellite* screw corvette of 21 guns, Captain James C. Prevost, RN; and HMS *Plumper*, steam sloop of 12 guns, Captain George H. Richards, RN. Captain de Courcy in the *Pylades* had sailed for San Francisco with despatches for the Admiralty.

The Governor demanded that naval operations should take place to isolate the occupation forces from the U.S. mainland but Captain Phipps Hornby insisted that the honour of the British



The historical marker at the entrance to the homestead on San Juan Island where the remains of the Royal Marine camp are to be found. (E-35566)

flag was maintained, no weakness shown and admirable restraint displayed by having such naval power poised at the scene. He considered that, so long as the Queen's forces had the upper hand, it would be better to leave the controversy to the diplomats. The Commander-in-Chief on the station, Rear-Admiral of the Red, Robert L. Baynes, CB, arrived in Esquimalt in his 84-gun ship HMS *Ganges* and, much to the annoyance of the Governor, endorsed the actions of Captain Phipps Hornby.

In due course, commissioners were sent by both countries and eventually an interim solution to the problem was found by setting up a joint-occupation policy. On March 20, 1860, a hundred Royal Marines from Esquimalt were landed from HMS *Satellite*. The fact that for 12 years the two forces lived in amity on San Juan island is attributable to the commanders of the troops. The American, Captain Pickett (of Gettysburg fame) was succeeded by a series of commanders; Captain George Bazalgette, Royal Marines, commanded the British force.

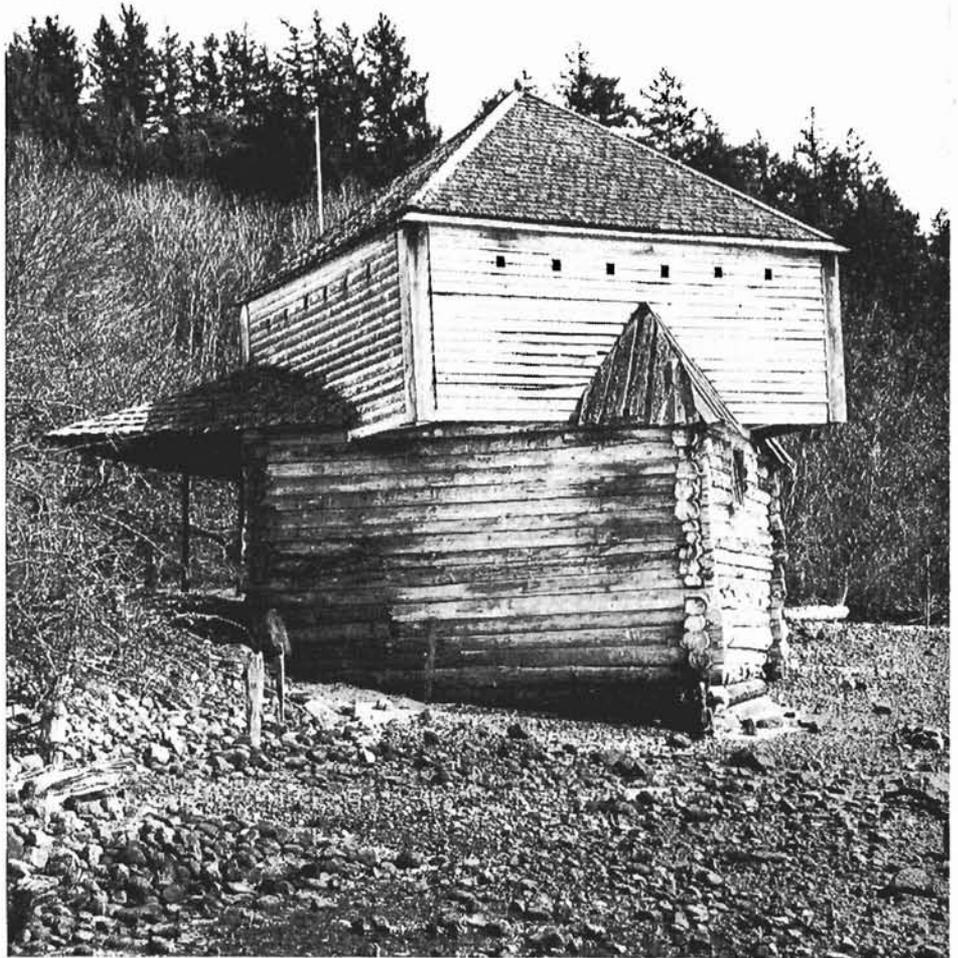
When, by arbitration, San Juan was awarded to the United States, the Marines embarked in HMS *Scout* on November 21, 1872, for Esquimalt. What remains today of this tiny outpost that might have become a part of Canada is portrayed in the photographs shown here which were taken during a visit to San Juan by the Flag Officer Pacific Coast.—E.C.R.

ON TUESDAY, April 10, 1956, a special visit was paid to San Juan Island by the Flag Officer Pacific Coast, Rear-Admiral H. F. Pullen, his Flag Lieutenant, Lieut. G. D. Pearce, the chairman of the Naval Maritime Museum, Esquimalt, Instructor Cdr. C. H. Little, and the commanding officer of the *Cedarwood*, Lt.-Cdr. J. O. Pearson.

The commandant 13th Naval District, Seattle, Washington, Rear-Admiral A. M. Bledsoe, USN, had kindly arranged for two local residents, E. M. Geneste and L. R. Errter, to meet the ship and to conduct the party by automobile around the island. These gentlemen were most helpful and informative throughout the visit.

English Camp is the local name for the site of Garrison Bay, (an arm of Westcott Bay that emerges from Mosquito Pass), occupied by the detachment of the Royal Marine Light Infantry which was sent to San Juan in 1860 to maintain British claims to the area.

The Treaty of Washington in 1846, defining the boundary between the United States and Canada, stated in part: "... the line of boundary between



Succumbing to the ravages of time, this is the Royal Marine blockhouse at English Camp on what was once the disputed territory of San Juan Island. (E-35576)

the territories of Her Britannic Majesty and those of the United States shall be continued westward along the 49th parallel of north latitude to the middle of the channel which separates the continent from Vancouver Island; and thence southerly through the middle of said channel, and of Fuca Straits, to the Pacific Ocean; provided, however, that the navigation of the said channel and straits, south of the 49th parallel of north latitude, remain free and open to both parties." (*Berlin Arbitration, American Case*, p. 24).

The interpretation of which channel was meant varied from Haro Strait, by the Americans, to Rosario Strait, by the British. San Juan is the principal island of the group which lies between the two disputed channels and has given its name to the difficulty that arose be-

tween Britain and the United States at that time. After various incidents, United States Army forces were landed on the southern part of the island in 1859 and established themselves at what is known as American Camp. In subsequent months arrangements were made for joint military occupancy until the question of ownership of the Island was settled.

On March 20, 1860, a detachment of Royal Marines, commanded by Captain Bazalgette, RM, was landed on the northern point of the Island. The detachment consisted of one captain, two lieutenants, a surgeon and 80 men. They established themselves on a good natural position looking westward over Garrison Bay. There was no conflict at any time between British and American forces, although strong British naval strength

could have been thrown into the balance, and even during the years of the American Civil War no belligerent action was initiated by the British authorities.

Eventually in 1872, the German Emperor who had been asked to act as arbiter decided that the international boundary should run down the Haro Strait. The Royal Marines were quietly withdrawn and the site of their camp passed into the hands of a local homesteader named William Crook.

About three-quarters of a mile away from the original barracks and further up the hillside is a little cemetery. Access from the main gravel road is by a footpath through the woods. The cemetery measures approximately 16 yards by six yards, is surrounded by a picket fence painted green and is entered by a stile at the south end. Inside the fence is a wide-spreading cedar tree; evergreens of various kinds are all around.

There are seven plots, five of which are single and two are double. Reading from north to south, the first plot and the sixth have no memorials and their occupants are unknown. No. 2 has a stone tablet which reads as follows:

*In Memory  
of  
109th Co Charles Wood Pte  
who died Jan, 8th 1869  
Aged 28 years*

*ALSO  
27th Co. James Wensley Pte  
who was accidentally drowned in the  
adjacent harbour April 7th, 1869  
His body was not found*

*Therefore Be Ye Also Ready*

*Erected  
As a mark of esteem by their fellow  
Comrads of the above Co. of  
R. M. L. I.*

No 3 is the grave of William Taylor, who was not a Marine. He was a resident of the island accidentally shot by his brother who mistook him for a deer. How the body of William Taylor came to be buried in the little Marine cemetery is not known.

The fourth and fifth graves have stone tablets commemorating three Marine privates who were accidentally drowned, two of them in 1863 and the third in 1868.

No. 7 has a memorial consisting of a wooden slab whose top has been carved into the likeness of a Maltese cross. The value of photography in studies of this kind is illustrated by the fact that por-



The Royal Marines' cemetery plot on San Juan Island. (E-35581)

tions of the inscription indecipherable to the naked eye can be read in the photograph of the grave marker. It was erected in memory of Corporal G. E. Stewart, of the Royal Marines, "who suddenly departed this life June 1, 1863, aged 31 years". The name of his native town in England cannot be read.

The original camp site was on the eastern shore of Garrison Bay looking westward. Near the shore was the blockhouse and not far from it the parade square. Almost directly behind the blockhouse were two buildings which served as barracks. Still further behind, a little distance up the slope was the forge. On the northern side of the blockhouse was the jetty which led to the commissary, behind which was the storekeeper's house. Leading away from the south end of the parade ground and winding up the hillside was a set of steps and the path which led to the surgeon's house, the lieutenant's house and finally on the upper level, to the captain's house.

There was another jetty to the south of the blockhouse and a number of smaller buildings were scattered about the area. It is obvious that a great effort was put into the clearing of the trees and the levelling of the land.

When the Marines moved away, the camp was acquired by the Crook family. They turned the storekeeper's house into a family residence which is still occupied by two descendants, T. Crook, and his sister, (Mrs.) Mary Davis. Both are over seventy. Fruit trees were planted on the parade ground, and the other

buildings were put to various uses. At the time of our visit, the commissary building and the second barracks building were still standing, unpainted and weather-beaten. They are being put to homely farm uses. The blockhouse also remains despite the ravages of time and weather. A small portion of the blacksmith forge is still standing.

The fruit trees on the parade square have succumbed to age and are all hung with Spanish moss; as far as the wild rabbits will permit, the forest is creeping back. There is no sign of the officers' residences except the level ground on which they stood. Again, were it not for the rabbits, the trees of the forest undoubtedly would recapture the whole area. Down on the shore a few timbers remain to indicate the site of the original jetties.

Where the side road to the camp site leaves the main gravel road, is a sign, attractively supported by stone, which was erected by the Washington State Highway Commission, in co-operation with the State Parks and Recreation Commission. This sign reads as follows:

#### ENGLISH CAMP

*In 1859. the killing of a pig  
on San Juan Island brought  
England and the United States  
to the brink of war over the  
issue of territorial rights here.*

*By agreement, both nations'  
troops were permitted to oc-  
cupy this area while the prob-  
lem was studied.*

*British soldiers established  
camp at Garrison Bay, just west*

of here, while American troops camped at the southern end of the island.

Peaceful arbitration of the dispute in 1872 placed the San Juan Islands within the territorial United States.

In October of that year the British garrison was abandoned.

Where the Captain's house once stood, the Washington University State Historical Society has erected a stone monument whose four sides read:

*British Camp*

*1860-1872*

*Erected*

*Oct. 21, 1904*

*by the*

*Washington University*

*State Historical*

*Society.*

*As Arbitrator*

*William I*

*Emperor of Germany*

*Decided the*

*San Juan Case*

*October 21, 1872*

*First Officer*

*in charge was*

*Captain George*

*Bazalgette*

*of the*

*Royal Marines.*

It is understood that various offers have been made to the present owners that, in return for financial security, they should make the homestead over to the State with the clear understanding that the camp would be restored to something of its former condition and made into a Park or Historical Site. The owners, however, prefer to remain, although they are able to do nothing to keep the property up. On the other hand, Mrs. Davis is very proud of her British connection and makes a point of preserving relics of the Marines and is delighted to show visitors what remains of the camp.

An observer is left with the melancholy conclusion that the buildings which still survive cannot last very much longer and that any effort to restore the camp should be undertaken while some of the original structures are left to form a focal point. Wood, even the best, has its term—weather and age will demand their just due; fire or the vandal may intervene unexpectedly.

In the cemetery, the stone head-pieces are reasonably time-resistant, but even they are falling victim to the type of visitor who carves his initials and chips off souvenirs. The wooden cross is definitely succumbing to age. As noted before, some words are already unreadable: it is only a question of time until the whole fabric collapses.—C.H.L.

## *The Day They Changed the Pole*

SOME scientific gentlemen, in a quest quite geological  
Were aboard the *Labrador* for a reason clear and logical.  
They were searching round the islands with some gear quite geodetic,  
For a mythical position called the Northern Pole, Magnetic.  
What's more, they had a theory, (quite a strong conviction),  
That, in days gone by, someone had made an error of prediction.  
And not content with *laissez faire*, or present *status quo*,  
They couldn't sleep at night, they really had to know,  
Just what was going on up here, what made the world go round,  
And so we came along with them, to push the ice around.  
They looked in here, they peered in there, exploring all the way,  
They didn't leave a bone unturned, in fiord or in bay.  
They beat the air, they churned the ground, with energy prolific,  
And took a thousand readings, with gadgets scientific,  
Noting them all carefully, plotting every curve,  
Experimenting all the time, with vigour and with verve.  
They went in little parties to the most forsaken spots,  
And sent each other messages, and collected earth in pots.  
What's more, they found the hidden staff, behind a lump of ice,  
It stood in lonely glory, and really looked quite nice.  
But being men of stern resolve, with iron in their hearts,  
They dug it up to examine it, in all its several parts.  
They photographed and measured it, and took X-ray pictures too,  
And found out quite a lot of things that really were quite new.  
And when everything was finished and when all the jobs were done.  
We took them back and sailed away towards the setting sun.  
Content with efforts strenuous, happy with their find,  
Not knowing just what ghastly ruin they had left behind.  
For a strange result had shewn itself, because of this great test,  
And somehow things were topsy-turvy, and the East was now the West.  
The sea-lanes of the world were full of shipping on its way,  
From far Peru to Timbuçtu, from Fiji to Cathay,  
And overnight their compasses had done a crazy swing,  
And old King Neptune's ears did burn to hear the telegraphs ring.  
The tanker out from Houston who was bound for Plymouth Sound,  
Was seen to head into the gulf, and finally run aground.  
And the skipper of a tramp ship gave his mate a lovely shiner,  
When, instead of being headed for the northern coast of China,  
He found his ship gyrating in a set of evolutions,  
Which brought him ever nearer to the farthestmost Aleutians.  
The Fleet was on manœuvres, doing this and that,  
And the Admiral was so surprised he almost shot his cat,\*  
To see his Flagship losing way, and bringing up the rear,  
While the canteen-boat destroyer was busy issuing beer.  
The International Date Line was the cause of quite a flurry,  
When Oriental gentlemen waxed heated at their curry,  
In arguing which day it was, and did it change the price of tea,  
And messengers went scurrying from Canton to Wei-hei-Wei.  
From far and wide came messages of protest and of pain,  
Requesting this, demanding that, from up and down and back again,  
And agitated gentlemen wrote letters to the papers,  
About this most unheard-of thing, these Socialist capers.  
Then finally, when all reports had been investigated,  
And all the information collected and co-related,  
The finger of suspicion pointed to the guilty party,  
And mariners all over the world raised a laugh both long and hearty,  
For, you see, the Pole was long, and the ends were just the same,  
And there wasn't any mark to show which way it came,  
And when they put it back again, they admitted with a frown,  
They must have got it wrong somehow, and put it UPSIDE DOWN.

(First published in *Bergy Bits*, 1954; Attributed to E.M.P.)

(\* ) Old salts note: to shoot the cat: to be seasick.



## THE CAPTAIN'S LADY

**H**IS WIFE always shipped with him. Her name was Paula. I don't think there was a man in the ship's company who didn't covet the captain's wife. Except the dozen varieties of scum we carried for'ard, of course: they have no sensibilities. I was farther gone than any of them, perhaps because my position as first mate brought me more into contact with her, and gave me an opportunity to discover that her charm exceeded her beauty. She had an abundance of dark hair that would have shamed a less lovely face, and a soft symmetry of feature that eludes my memory. No man could be easy in the possession of such a woman.

They always lived ashore when we were in port for any length of time, and never settled on board until a couple of hours before we sailed. You may image, then, how surprised I was two nights before we were due out of Durban, to see Mrs. Nevinson crossing the gangway at close on midnight. We were lying up at Maydon Wharf at the time. Maydon Wharf lies several miles from town, and it is the last place on earth a woman should visit alone after dark. You are abandoned half a mile away by the bus, and that half-mile lies through a region mostly of total darkness, frequented only by those of courageous heart or of evil design. More than one seaman has there received a knife in his back in exchange for the little money in his pocket.

She looked about her in a furtive sort of way and went aft. At the top of the companion she turned and beckoned me to follow.

Now in the ordinary course I'm not what you'd call a lofty-moralled man. When it comes to a struggle between conscience and inclination I usually give inclination the benefit of the doubt. But this was Nevinson's wife, and Nevinson wasn't the sort of man I'd care to part brass-rags with on those terms. From the professional point of view he was a first-rate skipper. In seamanship I have yet to meet his equal.

But as a man there was something hard and enigmatic about him. You could never tell what he was thinking, or what would be his reaction to anything you said or did. His reaction to any irregularity in my bearing toward Paula was something I didn't dare to contemplate.

**W**HEN WE GOT into the light I saw she was pale and very agitated. She had picked up an old rag doll that used to lie around in the cabin—heaven knows why—and was twisting it in her hands as though she would wring its neck. She told me to come in, and came so close to me that even my fear of Nevinson began to grow dim.

"Is everyone else turned in?" she

asked in a tremulous whisper. I told her they were.

"Carson," she said, "you—you think a lot of me, don't you?"

"If it's any satisfaction to you, mam," I said, "I think more of you than is good for either of us." She blushed like a Java sunset and moved away a pace or two.

"I'm not making advances to you, Mr. Carson," she said with quiet entreaty. "I must put my duty before my inclinations. I've come here tonight because I need your help—urgently." She gave the doll an extra savage twist, and looked full into my abashed eyes. I thought she was going to cry. I stammered something about laying down my life for her. She drew closer again, and gave my hand a momentary squeeze. It was a long time before she spoke. She began several times and stopped, as though her opening words must sway some innate prejudice of mine.

"Would you take a great risk to help someone else for my sake?" I nodded, and before I could utter a confirmatory word she poured out the whole story in an incoherent torrent of words.

"It's my brother. He's done nothing wrong. He couldn't. You won't say anything to my husband, will you? I want you to help me smuggle him aboard as a stow-away. Ralph must never know. Never. He hates my brother. He would send for the police. We can keep him out of sight and take food to him. I had to confide in someone. He's innocent, never fear. I wouldn't drag you into anything . . . He was seen with the man who did it, and he can't prove he wasn't there at the time it happened. He's got no alibi. You see he was with— with someone who musn't be implicated."

Well, the following night we established the fellow as comfortably as we could in the after hold, without anybody even suspecting that Mrs. Nevinson had been aboard. I learned from

### Editor's Note

*Last July 1 The Crownsnest lost one of its outstanding lower deck contributors, the circumstance being the promotion of CPO H. R. Percy to the rank of Acting Commissioned Engineer. It is to be hoped the magazine has gained a contributor of commissioned rank.*

*The story which appears here is a tale of the sea, presented solely for its entertainment value, and it will be entirely futile to search for any naval significance therein.*

*It could serve, however, as a reminder that a command of language is one of the most useful tools a man can have in his kit. By not hewing closely to a "party line", The Crownsnest hopes that it may give some encouragement to good writing and the clear expression of ideas among naval personnel. It welcomes stories and articles whose themes are not too remote from naval matters and the sea.*



the newspapers that there had been an audacious diamond robbery up-country, and the Natal police were anxious to interview a man very closely resembling our stowaway.

**T**HE MORNING AFTER we concealed him the skipper came aboard, and by noon we were clear of the harbour, setting a course nor'east at our usual seven knots. It was my first crossing of the Indian Ocean, a voyage which should have been full of novelty and promise, but which threatened instead to end my career.

It wasn't difficult to supply the wants of a stowaway without arousing suspicion. I had always made a practice of inspecting the holds daily. But for all that there was more in maintaining my secret passenger than ever I dreamed of. The unwelcome attention of Nevison's dog, for instance, which I had to ward off by such a variety of bribes and 'trickeries' that I have a shrinking hatred of terriers to this day. And one day the steward remarked — with undue emphasis, I thought — that the Eastern air seemed to be good for my appetite. After that I imposed a merciless fast upon myself, and invented all manner of contrivances for secreting food while the steward's back was turned. Another time I had to sneak down to the hold in the middle of the night to stop the fool snoring.

It wasn't long, loving Paula as I did, before I divined that the man down below was no more her brother than you are my maiden aunt. Don't ask me how I knew. I never saw them together from first to last—on the night he came aboard there had been no trace of a moon, and we hadn't dared show a light—but there was a sort of fervour in their behaviour as if the trifling messages they entrusted to me were to determine the future of an empire.

The moral effect of all the secrecy became almost unbearable in time. Although I kept a close watch on myself, I became obsessed with a terrifying certainty that the furtive bent of my mind was making itself apparent in my manner and in my actions. Whenever I approached the after hold, no

matter how legitimate the nature of my ostensible business there, the desire to look around to see if I were being observed was almost irresistible. Sometimes I knew moments of panic stupor in which I fancied that I really had yielded to that desire. So it went on for nearly a fortnight. I formed the habit of mentally rehearsing every word and every action.

**I** OBSERVED Nevinson pretty closely. He betrayed no hint of suspicion. Not that his face lacked expression. It was one of those firm, conventionally handsome faces with a full mouth and a barely perceptible tilt to the nose. Yet the animation of his features bore no relation to his thoughts. It was no more than a vivified mask. A puppet-show of a face. In the light of subsequent events I am inclined to think he over-acted his part. No man could live in such intimacy with two people with a secret like ours and not sense our nervous restraint. Especially a man like Nevinson. But at the time we were too relieved by his apparent ignorance to suspect him of guile.

We were all in the cabin at dinner one evening—it was, luckily for our stowaway, the only meal of the day we shared—when Sparks brought in a signal. Nevinson glanced at it, crumpled it carelessly into his pocket, and turned to me with an ingenuous smile.

"Seen any stowaways on your rounds, Mr. Carson?"

"Stowaways?" The word startled me with a dozen fearful apprehensions, and I tried to disguise my involuntary shout with a foolish, ineffectual laugh. Paula played up admirably, evincing just the right degree of curiosity.

"Stowaways?" she echoed quietly. Her gentle tone seemed somehow to atone for and render harmless the blunder I had made.

"The Natal police think we may have their diamond thief on board. The ship is to be searched before going alongside at Colombo." He dismissed the matter with a contemptuous shrug and bellowed for the coffee.

"I suppose there's no possibility of their being right?" said Paula with shocking audacity. The steward mer-

cifully interposed himself between Nevinson and me at that moment.

"You're casting a reflection on Mr. Carson's performance of his duty, my dear," said Nevinson, insinuating heaven-knows what. I took refuge in my coffee cup and said nothing.

**P**AULA SOUGHT me out on the bridge that night. She had the rag doll again.

"Carson, what are we to do? How can we get him away before the search?" She seemed suddenly very young and helpless, like a dismayed child. I took a couple of turns about, and before I could think of anything even remotely expedient Nevinson came up flourishing his cigar like an erratic meteor in the dark.

"We shall be passing Sadu Atoll tomorrow night," he said. "I shall go in close, and if there's not too much of a sea I shall put in for water. It's getting lower than I like."

That was a lie. We had enough to see us through. Not with a very wide margin, it's true, but I'd never known him to worry about it before. He always left that to me. It could mean only one thing. He knew everything, and he was playing our game. I didn't like it, and when he had gone I told Paula so. She gave a strange laugh and said: "Don't worry, Carson, I know how to handle Ralph." But all the same, the thing tormented me for the rest of the watch, and gave me a miserable night. The only logical conclusion I could reach was that the skipper wanted to avoid the possible consequences of the man's discovery on board. Yet why should he be at such trouble to feign ignorance? I abandoned myself uneasily to the decree of Providence and the stratagems of Paula.

We had arranged that as soon as the steward turned in the following night, I would muster the hands forward, while Paula conducted the stowaway to my cabin. When we got close inshore he would lower himself out of the port, drop into the sea and swim ashore. After that he would have to fend for himself. That last was my own observation, and I noticed with



ungenerous pleasure it caused Paula some alarm.

The moon was high and full as the low, coralline islet came into view on our port bow that night. Nevinson, with unusual loquacity, had told me that Sadu was a much-used watering place, and had a native population of some hundreds. We were apparently approaching the uninhabited side, for there was nothing to be seen but a few stunted palms silhouetted against the moon. We went dangerously close. Had I not been so full of other forebodings nothing would have induced me to take her over that craggy bottom, even at Nevinson's order. I prayed for a cloud, yet was terrified of the peril it would bring.

NEVINSON STOOD beside me on the bridge, peering ahead as though seeking an opening. He stood in a crouching posture, ostentatiously refraining from looking astern. The side of his face nearest to me was in shadow, but I sensed that the narrowing of his eyes was occasioned by something more than the effort of scrutiny. His sneering smile seemed to be in the air, as though he emanated contempt for the shallowness of my deception. I wanted to shout at him. Ask him if he thought I was such a fool as to think he was unaware of what was going on. It humiliated me to carry on a pretence that had no longer any purpose, to gratify his whim by withholding what was no secret.

"I think that's close enough, Mr. Carson," he said, without turning his head.

"You think so, sir?" I said, trying to imitate his insinuating tone.

"Yes, or we'll all be swimming for it," the accent on the word "all" was barely perceptible. Perhaps I imagined it.

I could spare little attention for the stowaway, but my alert ears caught the sound of at least a dozen splashes that could have been of his making. We seemed to be traversing an interminable surf-beaten coast. I lost all sense of time.

Then Paula was standing before me with two cups of coffee. I questioned her with anxious eyes. She shook her head and set the cups on the binnacle. "We're in close, aren't we?" she said in feigned alarm.

"I don't think we dare go any closer," I said with as much emphasis as I dared. She smiled and went below, whispering: "Thank you, Carson," as she passed. That was the last I ever saw of her.

IT WAS almost a year later that I passed that way again. I had been relating to my first mate how Nevinson's wife had gone overboard with the stowaway. How Nevinson, after a peremptory: "Get back on your course, Mr. Carson," had stayed out the watch with me on the bridge, striding up and down with a sort of triumphant jauntiness in his step. He came below with me. We stood facing one another at the door of my cabin, each waiting for the other to speak. I heard him start to say something as he went into his berth and stop abruptly. I turned in with a light heart, thanking God it was all over.

He came to my cabin roaring drunk in the small hours, when I was enjoying the first refreshing sleep I had

known for a week, demanding to know what had become of Paula. When it became obvious that she had gone (and I was no less shocked than Nevinson), I suggested that we should put about and send a boat ashore to look for her as soon as day broke. He simply lapsed into a fiendish, hiccupping laugh and said: "Keep on your course, you fool, it's too late to turn back now."

I could have killed him, then. One virtue I had always ascribed to him was a sincere love for Paula. I would never have believed him capable, even when drunk, of allowing a mere despicable thief to run off with his wife without giving chase. He lurched toward the door, and then turned to add with that same hateful laugh: "We don't want to be overdue at Colombo."

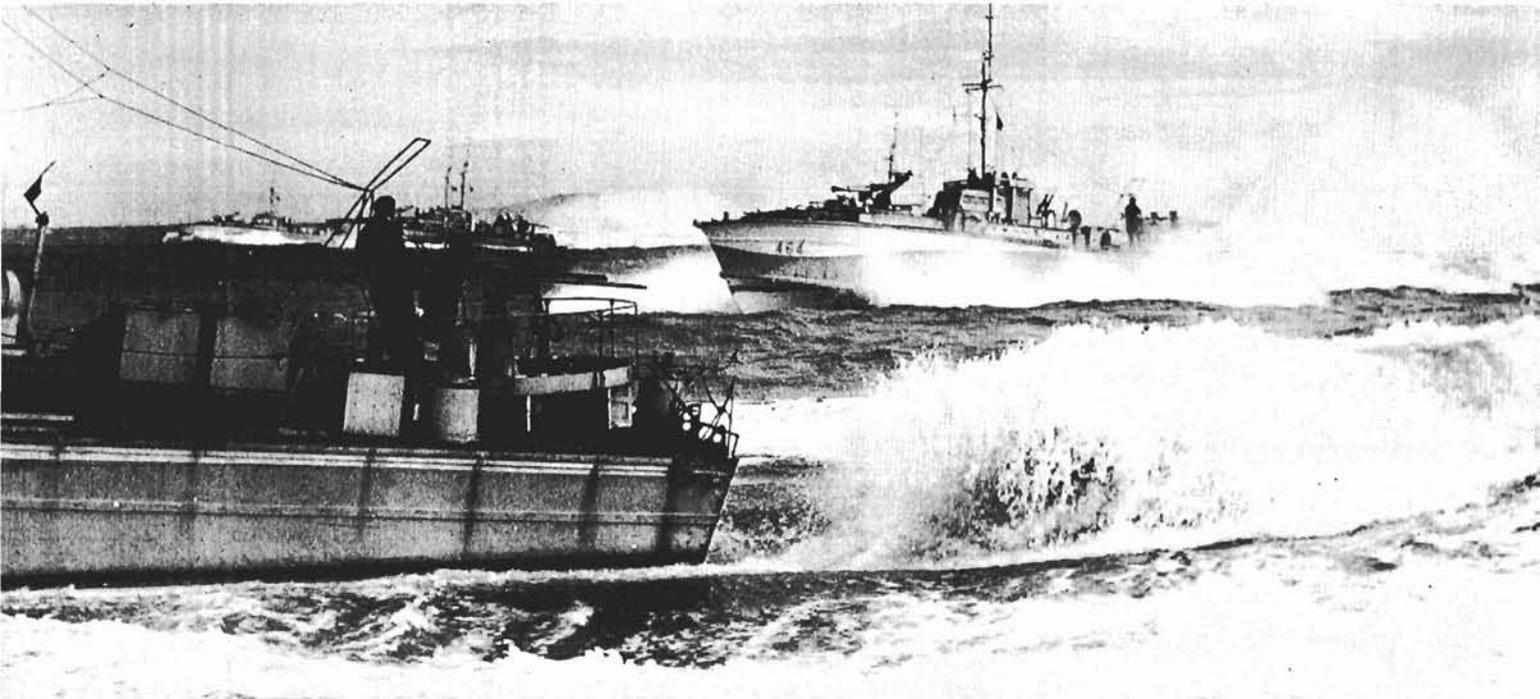
I was about to relate how, after repeated warnings, Nevinson had eventually been dismissed for inveterate drunkenness, and how, when I took over the command, Sparks had told me of the conspiracy over the mythical signal, when my listener seized my arm and pointed to Sadu, which was no more than a ragged blur on the horizon.

"If you'll take her in a little closer, sir, you'll see why Captain Nevinson didn't trouble to stop for water, and why he wouldn't put the ship about to search for his wife."

I did. And this is how I found Sadu. Barren, deserted, waterless; unsheltered, unvisited, unapproachable: sentinelled on every side by hungry fangs of coral, over which leaps incessantly a silent but impassable surf.

As we stood out to sea, a contented shark rose up beside us, turning his silver belly to the sun.





The pictures of craft of the 29th Motor Torpedo Boat Flotilla which appear here were taken by Lieut. (SB) Gilbert (Gib) Milne, RCNVR, on May 22, 1944—the very day the flotilla went into action against the enemy in the English Channel for the first time. (GM-2016; GM-1999; GM-1861)

## FIRST NIGHT OF ACTION FOR THE 29th *A Canadian MTB Flotilla Meets the Enemy*

**M**AY 22nd, 1944 was hot and sultry. The phone rang early that morning. Four boats were needed for an operation off the enemy coast and two more for a patrol. The Senior Officer detailed 460 and 462 for the patrol and 459, 464, 465, and 466 for the other business.

Everyone turned to and worked with a will to have everything on top line. Navigators drew their charts and carefully plotted the latest information about mine fields, studied tides, lights, buoys and shipping movements; gunners cleaned and checked their weapons. Ammunition had to be brought aboard and radio communications tested. Down below the motor mechanics left nothing to chance, double- and even triple-checking everything.

All hands went to supper at 1600 and then they sped over to Dover for briefing. With pennants flying and hands fallen in for leaving harbour they looked a fine sight as they moved off in neat formation. When they reached the 'Ops' room the Staff Officer (Operations) lost no time in putting them fully in the picture. Intelligence had reported a small German convoy escorted by four LCTs Mark 4 and an unknown force of "E" and "R" boats would be making up Channel and was expected to be just off Berk Buoy about 2330. The LCT Mark 4 (Landing Craft Tank) was originally designed for amphibious work in the planned, though never carried

### Exciting Pages of RCN History

*The accompanying article is an account of the first night of Channel action of the 29th Motor Torpedo Boat Flotilla following completion of the Canadian flotilla's work-ups. Manned and officered by Canadians, the flotilla had as its senior officer Lt.-Cdr. (now Commander, RCN) Anthony Law, RCNVR.*

*The account is extracted from "A Cadet's History of the 29th Motor Torpedo Boat Flotilla, Royal Canadian Navy," written by Instructor Lieut. Douglas J. Williams, of HMCS Venture, and entered in the 1955 Barry German Prize in Naval History contest, where it won second prize.*

*The object of Lieut Williams has been to present a segment of Royal Canadian Navy history in a palatable, easily assimilated form for young men.*

*What is printed here is a brief chapter from the story of a flotilla, which had an exciting, valuable and honorable career up to the moment when it was tragically destroyed by fire in Ostend Harbour in February 1954.*

out, invasion of Great Britain, "Operation Sea-Lion". The Allies had themselves to design and build many such vessels before D-day could become possible. When the idea of invading Great Britain had been abandoned by the German high command, the LCTs had been modified for convoy work in the Channel. Heavily armed with 88mm, Oerlikon and Bofors, they were called flak barges or flak lighters. Their fire power was tremendous and no one who has ever seen them or felt their sting speaks of them disrespectfully. The "E" and "R" boats were the German equivalent of our MTBs and MGBs, but very much faster.

A force of eight MTBs commanded by Lieutenant Plugge, RNVR, of the 3rd Flotilla, Royal Navy, was to intercept the convoy and engage it. Four boats were from the 3rd Flotilla, group "Able" and four from the 29th, group "Baker".

The briefing over, a few more details were discussed at the SO level and then everyone was away to his boat. There was a feeling in the air that the sparks were really going to fly that night and no one wanted to let the side down in any way. Out came the warm sea clothes—strange coloured sweaters, old pants and little woolly caps. Binoculars were placed meticulously in their correct place on the bridge so that the CO could put his hand upon them in the darkness without losing a moment. Signal lamps

checked; everything was ready. "Let go aft, Number One". They were off.

In the dying moments of the long northern dusk, the Senior Officer of the force in 354 slipped out of the concrete pen stern first. Then came his running mates right behind him. Once clear of the harbour Force 'Able' went into line ahead formation. "Baker" did the same positioning themselves to starboard of "Able" at 200 yards. The noise of the engines rose in pitch as Lieut. Plugge opened up to 25 knots. This formation was not the most suitable for this occasion, for the night was pitch black without the faintest trace of light on the horizon. In such visibility station keeping at 200 yards even with the help of radar was extremely difficult and eventually resulted in three boats becoming detached at a very crucial time.

The boats roared on in the darkness, everyone tense and standing closed up at his action station. The sea swished under their feet and the monotonous reports of bearing, distance and amplitude of friendly echoes coming up from the depths of the radar shack rang out eerily into the night. The navigator calling crisply for changes of course at the outer Lade and East Bullock buoys, the volcanic roar of the engines, the sound of feet on the bridge, this was the music of the night; at least the prelude!

The SO of the force glanced at his watch as Berk Buoy came abreast; 2330 exactly! When time permitted he must say a kind word to his navigator for this piece of work, he reminded himself. He looked slowly around. There was nothing, nothing but blackness. He was neither suprised nor disappointed at not finding the quarry there right on the dot. Already he had made plans for such a contingency.

Turning south he ran parallel to the coast for 10 miles and then swept back and forth across this strip of water. He was in an excellent position. This advantage was offset a few moments later as the three boats astern of him (group "Able") fell out of the formation as he turned at the northern end of a run. Things were embarrassing indeed for it cut the effective strength of the force from eight to five and, worse than that, should an action begin, these three lost boats could be mistaken for the enemy. They might even attack the other five boats themselves!

Before the SO could do very much about it, things began to happen. Suddenly the bright greenish light of a starshell lit up the sea dead ahead. Here was something! Was it friend or was it foe? The engine spluttered, revved madly, coughed again. Of all times for an engine to act up and in the SO's boat

too. He made a rapid decision. Calling up the Senior Officer of Group "Baker" he passed over command of the force to him and then turned about and got clear of the area at best possible speed. A broken down boat in an action such as may well develop here was likely to compromise the whole affair and as for leading!

So now the 29th group "Baker", were on their own: the team! The moment Lieutenant-Commander Law took over he changed formation to "Order 7", that is he placed his boats on his port quarter in line of bearing. The advantages of this formation should be noted. Everyone in the formation can maintain an unrestricted view of the leader and thus can follow his changes of course, speed and tactics quickly. They can all see the enemy the whole time during the approach. Station keeping is easier except in steep and rapid turns.

The boats slid into their new berths quickly and silently. More star shells burst up ahead slightly on the port bow. At the same moment news came from the radar. "Green 10, Range 3,000 yards, amplitude 3x, four echoes, several smaller ones".

When an echo is reported, the CO wants the maximum amount of information in the shortest possible time. The phrase "Green 10" tells him that the vessel beams 10 degrees on his starboard bow. "Range 3,000 yards" is self-explanatory. "Amplitude 3x" is an assessment of the size of the echo based upon a pre-arranged scale so that an experienced officer can estimate the size

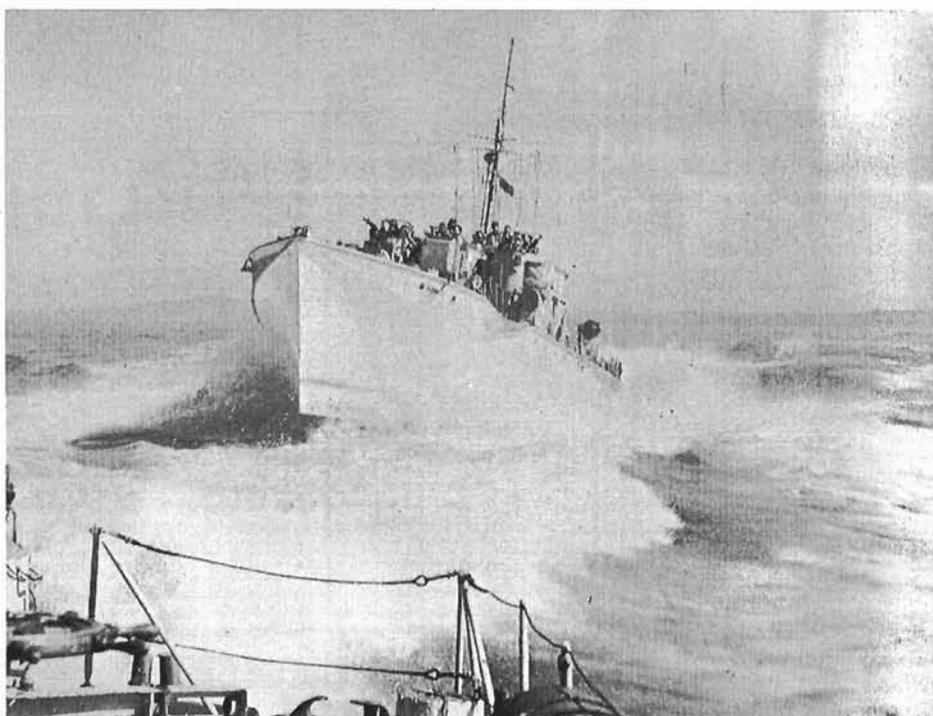
of the target and possibly identify it. Tracer started to sail in towards them now and up ahead the three lost MTBs from group "Able" could be seen trying to break off from the enemy.

This was "it", the moment all had been waiting for. Now that the three boats had been identified, the 29th was free to act. First the range had to be closed. Holding their fire, they moved in at 25 knots still holding the line of bearing formation and all the while taking everything the Germans could throw at them. Streams of tracer came hosing down upon them and black puffs of smoke marked the bursts of the 88mm anti-personnel shells.

In the midst of the rear, the ping and whine of splinters and shrapnel kept heads bobbing up and down. Dull thuds as shells struck the woodwork and heavy splashes as near-misses sent water spouts shooting up on each side became so regular as to pass unnoticed after a while. A sudden extra loud crash and away went 464's ensign, jackstaff and half the bridge.

Out of nowhere small high speed skimmers, rather like outboard racing motor boats, appeared. This was something new! They found out later that these midget craft were being used for the first time that night. Lieut. S. B. Marshall in 466 turned towards them and opened fire. The rest carried straight on into the heavy fire coming from the four flak barges.

At 300 yards the SO put his three remaining boats into "Order One" (line ahead) which brought all guns to bear.



Then they opened up with everything they had. What a broadside! Heavy and right on the target! They kept up the fire for a few seconds then turned at top speed and were off. MTBs aren't built for slugging matches. Pick your moment, dash in through whatever the enemy cares to give you, deliver a hard blow and get out fast; this is the essence of MTB work.

A few moment later they were able to reduce speed and catch their breath while the SO signalled Dover, reported the action briefly and making a rough and ready assessment of the damage. Then, turning north-east at seven knots, they moved back towards the convoy. An echo came up at 2,000 yards, but proved to be a false one. A set of star shells revealed nothing.

By now the force was approaching a section of the Channel which was



### Smiths Have It In Navy Names

If you're one of the Jones Boys the records show that you have 120 naval "brothers".

However, don't get too proud about there being 121 Joneses in the Royal Canadian Navy. The records also show that you are barely in the running namewise. The Smiths have you outnumbered by more than twice, 285 to be exact, with an additional five Smyths and three Smythes.

Jones, it develops, is on a par with Wilson, that is if you discount the four Willsons, but there are fewer Taylors, only 101, and fewer Clarks, 79, although there are more Clarks if the Clarks are added, 57, for a total of 136.

Brown is more popular than Jones, with 155, and is far and away the most popular colour in the Navy. Colourwise we have 53 Greens plus three Greenes, three Golds, 34 Grays, 28 Blacks, two Blues and 77 Whites and nine Whytes. There are no Reds in the RCN.

Back to straight, uncoloured names, it may be of interest to know, though why it's hard to say, that Thompson and Thomson number 112, and Mcs and Macs number the astounding total of 1,581, broken down to 1,005 Mcs and 576 Macs.

Had enough? No! Well it seems the clan MacDonald or Macdonald has 130 representatives sailing the briny blue and the clan McDonald only 31.

Staying with the letter M it appears that more than one sixth of all naval personnel have names starting with M, including the aforementioned Mcs and Macs. Three thousand five hundred and seventy-six qualify for this honour. The nearest runner-up is the letter B with 2,814 protagonists, followed by the letter S with about 2,400 supporters. The letter C isn't far behind with 2,324 names.

Most distinctive appears to be X with a single supporter, followed by U with 46 and Q with 52.

marked on the charts as an RAF bombing area. It was strictly forbidden for any Allied surface vessel to enter this area for the RAF had been briefed to destroy anything inside it indiscriminately. Nothing more could be done in this case, so the 29th turned for home.

The first rays of the morning sun came over the eastern horizon as the boats reach Ramsgate and secured alongside. The fourth boat which had run off after the skimmers was already

back and moored.

Once ashore everybody pieced their stories and impressions together. One thing became clear, the 29th had done well. The violent and accurate broadside they had delivered at less than 300 yards had hit the enemy hard and caused damage. Nevertheless it wasn't a great victory in terms of tangible results. It was a start. They had been blooded and every man knew that better things were to follow.

### Book Review

## PRISONERS IN HONG KONG

A factual but highly readable account of the life of Commonwealth prisoners of war at the hands of Japanese at Hong Kong is to be found in "Passport to Eternity" written by a man who was a prisoner himself.

Lt.-Cdr. R. B. Goodwin, OBE, RNZNVR, tells the story in minute detail after exhaustive checks with many others who played a role in this story. It is a story of courage and perseverance.

The second part of the book devotes itself to the intricacies of organizing escape plans which never materialized and the sufferings of those who were caught in the planning. One of the major appeals of the book is Goodwin's ability to tell his story with what appears to be a fully objective outlook.

However, the most revealing story is in the first part of the book where one reads of how desperate men were for truthful news and to what ends they

went to get it. It is a tribute not only to the ingenuity and bravery of those who worked to get that news from outside but also a tribute to the free world that made truth such a precious thing.

—R.A.V.J.

PASSPORT TO ETERNITY. By Ralph Goodwin; published by McClelland and Stewart Limited, Toronto; 192 pages; \$3.

### CAPTION NAMED WRONG PORT

A letter from Mrs. Cornelius Burke, of Ramea, Newfoundland, draws attention to the fact that a picture on page 15 of the July 1956 issue of *The Crow'snest* was incorrectly captioned.

The picture shows the Lieutenant Governor of Newfoundland, Sir Leonard Outerbridge, being greeted by a host of children at Ramea, south coast community—not at St. George's on the west coast, as stated in the caption.

# AFLOAT AND ASHORE

## PACIFIC COMMAND

### HMCS *Sioux*

Sailing from Esquimalt in early November, the *Sioux*, with the *Jonquiere* in company, spent the first night in Nanoose Harbour and proceeded the next morning to Ocean Falls where the rainfall per year is from 160 to 200 inches.

It was raining when the ship arrived. This small community houses the Crown-Zellerbach Pulp and Paper Company and has the distinction of having provided three of the five swimmers taking part in the Olympic Games.

The town had suffered five inches of rain on the Sunday before we arrived and all workers had had to be called out to run machinery, keeping the level of the dam down just enough, in spite of the fact that the full 13 flood gates were in operation. It was raining when we left . . .

The next port of call, if it can be called that, was Selwyn Inlet in the southern Queen Charlottes. This provided the first opportunity for the

would-be hunters on board to try their luck and thus, armed with enough ammunition to start a war and with rifles to match, they disappeared into the underbrush along different parts of the shoreline, to emerge cold but triumphant several hours later with a total of five deer.

On Remembrance Day we arrived in Port Alice on Northern Vancouver Island and after holding a service on board, made for the open sea as gale warnings of some proportion had been hoisted.

It was quite a relief to make Nootka Sound the next morning, as the forecast had been correct. It was one of the last Spanish possessions in the area where Captain George Vancouver signed the Nootka Convention in 1772.

The ship anchored in Head Bay, a lovely spot set in the middle of huge mountains covered with fresh snow. All avid fishermen were soon over the side in anything that would float, but rock cod and the occasional bass proved to be the only catch, as the salmon were moving up-stream to spawn.

The highlight of the two-day stay was the shooting of a four-hundred pound black bear by Ldg. Sea. Dudley Hutton. He managed to retrieve one massive leg which was duly enjoyed later, apart from a slight fishy taste.

Another rough night was spent en route to Port Alberni where local officials were later entertained on board. The Peruvian Naval ship *Callao* was in port and hospitalities were exchanged.

The *Sioux* and *Jonquiere* sailed for Esquimalt the following morning to complete an interesting trip.—D.M.

## Ordnance School

Ord.-Cdr. Martin Beardmore, officer-in-charge of the School for the past two-and-a-half years, has left to take up a new appointment as ordnance officer in *Niobe*. Ord.-Lt.-Cdr. H. E. Lukey was temporarily in command until Ord. Cdr. A. L. Wells arrived in November from Sweden and *Niobe*.

Before his departure, a farewell get-together was held in the CPO's mess, *Naden*, for Cdr. Beardmore, at which time CPO Jack Anslow awarded him the Order of the Mobile Hotel "Station Wagon" and the "PNE and TRO Bar" (Cdr. Beardmore was closely associated with the Pacific Exhibition during his period on the West Coast.)

Personnel moves included the following: CPO Ronald Street was in the school for four weeks, on his way from the *Sioux* to *Griffon* to relieve CPO Tom Angus; Ldg. Sea. Harold Hopkinson came to the school from the *Athabaskan*; CPO Bob Bracken and PO R. C. McCallum, two reservists from York were at the School in September for a two-week course; AB Herbert Carol returned from *Chippawa* in September, while PO Norman Blais left the School to join the *Ontario*, and Ldg. Sea. Charles Nowell and AB Ronald Simpson were drafted to the *Athabaskan*.

## ATLANTIC COMMAND

### Operational Diving Unit

East Coast HMCS *Granby* and the Operational Diving Unit are now functioning under a unified command, with Lt.-Cdr. C. S. Smedley as commander of the unit and commanding officer of the *Granby* and Lieut. Ross Dickinson as executive officer. The staff is further augmented by Lieut. Alan Sagar



Commodore (E) J. B. Caldwell, Commodore Superintendent, HMC Dockyard, Esquimalt, congratulates Gordon V. Smith, the naval transport driver who took a national championship award in the Roadeo run by the Automotive Transport Association in Toronto in November. Mr. Smith won the single-axle semi-trailer class. Two other civilian drivers from the Pacific Command, Aldo Duz and Dave Buttrey, each took fifth place in the Toronto Roadeo. Before going to Toronto, Mr. Duz took first award in the tandem-axle semi-trailer class at London, Ont., and Mr. Buttrey took first place in the straight truck class there also. (E-38796)

and a later message appointed Lieut. J. D. Vincent and Lieut. R. V. Busby here for duty.

The *Granby* has become the parent ship for the diving world of the East Coast and all operational divers operate from her. There are still vacancies for divers in the unit and the training section, under Sub-Lt. L. M. Lafontaine, is recruiting for diver candidates. For those interested Clearance Diver (Ships) courses are also being conducted.

It is pointed out that these courses are not just pleasant interludes in a service career but involve rigorous training and a desire to be of assistance to the Fleet. All CD (Ships) can be exercised by the unit or the school whenever they can be spared from their ships and these exercises are most necessary to keep in shape for CD (Ships) duties.

Despite rather chilly conditions a fair amount of diving is being done, there being a total for November of 110 hours in the water. Work is of the normal type from the recovery of bodies to the search for lost articles and underwater examinations of ships.

Following the visit of Lt.-Cdr.-at-Arms Wilfred Pember, who addressed the ship's company on the merits of the RCN Benevolent Fund, a total of 50 individual subscriptions have been made. This reflects favourably the feeling that is held concerning the fund. Lt.-Cdr. Pember clarified a number of "beefs" previously held by individuals.

#### HMC Communication School

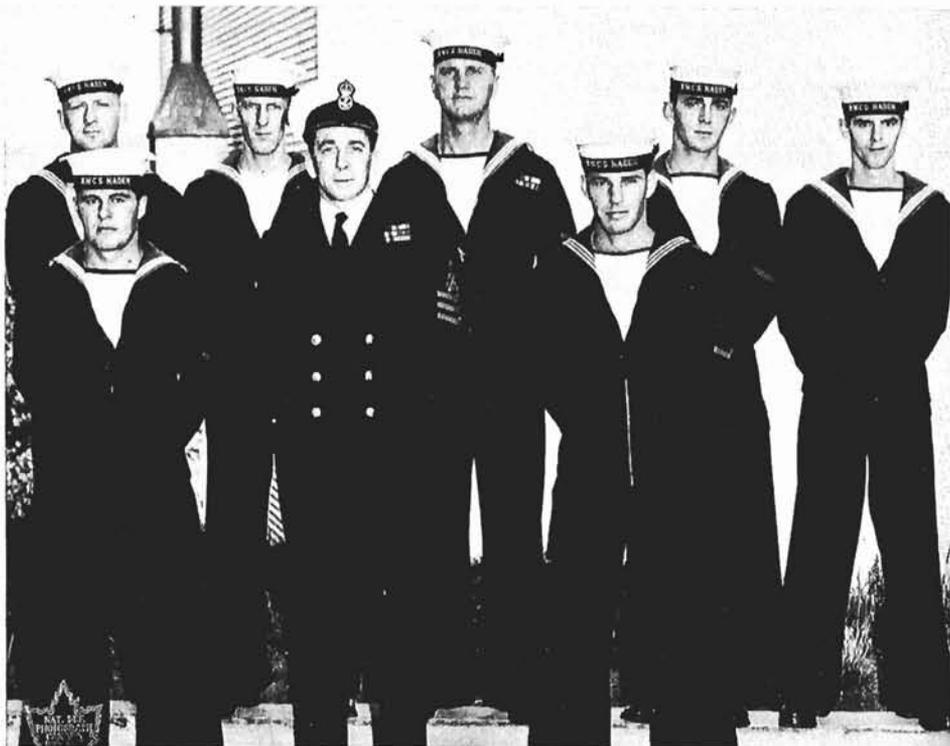
Cd. Comm. Off. A. E. Young, joined the staff of the Communication School at Cornwallis from the *Magnificent* in September.

Two Communication Trade Group 3 courses commenced in September. Both the visual course, 3V5, and the radio course 3R6, are 12 weeks in length and both are comprised of 14 petty officers first and second class.

On October 8 the 7th Commissioned Communication Officers' course commenced their 20 weeks in the Communication School. The course is comprised of six Chief Petty Officers: Charles Bourgeois, Ralph Davies, Richard Johnson, Robert Palmer, Sam Iscoe and Wilfred Henderson.

Cdr. W. H. Howe, officer-in-charge, HMC Communication School, visited the Royal Canadian Sea Cadet Corps *Chebogue*, of Yarmouth, Nova Scotia, and presented the Corps with a cup for qualifying the greatest number of Sea Cadets in communications in 1956.

The cup was instituted by the Communication School and is presented an-



The highest average mark ever achieved in a TD2 qualifying course at the TAS Training Centre, Naden, in recent years was that set by the TD2 "T" class which completed training on August 10. Outstanding in the course was PO H. J. Wyatt who completed the course with an average of 90.4 per cent, the highest percentage ever gained by a TD2 on the West Coast. Members of the class are, back row, left to right: Ldg. Sea. K. A. Jeffries, Ldg. Sea. C. R. Kniert, PO H. J. Wyatt, AB D. A. Clackson and Ldg. Sea. F. C. White. Front row, left to right: Ldg. Sea. H. J. Ferguson, PO R. S. avis (course instructor), and AB J. L. Dolphin (E-37908)

nually to the Nova Scotia Corps qualifying the most in communications. It was previously won by: RCSCC *Sydney* at *Sydney*, 1953; RCSCC *Neptune* at Lunenburg, 1954; RCSCC *Chebogue* at Yarmouth, 1955.

During September and October two classes of Air Midshipmen, the first to graduate from *Venture*, were given a three-week communication indoctrination course in the Communication School. From here they went on to flying training with the RCAF or USN. In January their term mates were to take their Communication "Subs" Course in the School.

## NAVAL DIVISIONS

### HMCS York

*York* reservists may have shared the spotlight with the RCMP Musical Ride and Arthur Godfrey, but to many attending the Royal Agricultural Winter Fair on November 9, the tars were the stars of the Horse Show.

*York* provided a guard for the Minister of Agriculture, Hon. W. A. Goodfellow, at the official opening ceremonies of the Winter Fair. Lt.-Cdr. Peter J. Wilch, ship's gunnery officer, was in charge of the guard.

Members of the York brass band under the direction of Lieut. (S) R. H. Plunkett, paraded with the guard.

The "Nelson tradition" was the keynote at the Chiefs' and Petty Officers' second annual mess dinner held on the drill deck of *York* recently.

Commodore R. I. Hendy, Senior Naval Officer, Toronto area, guest speaker for the evening, spoke of the Nelson tradition as something which every sailor should be proud. "Nelson is an inspiration to others", he said. "The famous Admiral was obedient to his superiors, considerate of others and had a high regard for his officers and men."

Later in the program, CPO H. Catley, in his response to the toast to the navy spoke further on the "Nelson tradition" and highlighted the achievements of other British naval officers of the period.

CPO F. Hopkins, president of the Chief and POs' Mess, who chaired the mess dinner, extended a vote of thanks to the members of the mess who assisted with the dinner. He also thanked the wrens who helped in arrangements.

Other members of the mess committee included PO A. S. Tippett, vice-president, CPO W. R. Rees, secretary and CPO J. Hawthorne, treasurer.

# Totem Poles Recall Vanished Seafarers

## *Brockville Takes Scientists to Indian Village Site*

THE WEEK of October 14-20, 1956, was an eventful one for the crew of HMCS *Brockville* and her civilian passengers, including myself and three other members of the scientific staff of the Provincial Museum.

Tuesday and Friday of that week produced two of the sharpest October storms to hit the coast in a number of years. Winds over the open waters reached 85 miles an hour. Thursday morning, however, found the *Brockville* a dozen miles northwest of Cape St. James on the west coast of the Queen Charlotte Islands, edging inshore on the lee side of Anthony Island, a mile-long wooded islet sitting in the open Pacific.

Riding the swells in the lull between the storms, the ship moved carefully through the imperfectly-charted waters. All eyes scanned the shore. Then, half-hidden behind a sheltering rocky knoll, our objective came in sight: the totem poles of the long-deserted Haida Indian village known to the early traders as Chief Ninstints' village, or simply, Ninstints.

There had been real doubt whether we would be able to land. However, the whaler was lowered into the rise and fall of the swell, and a mixed crew of sailors and civilians scrambled aboard and (after a fashion) manned the sweeps. Soon we gained the calm waters of the tiny bay and stepped ashore.

This is a view of the beach on tiny Anthony Island in the Queen Charlottes where the Indian village of Ninstints once stood. Thirty-six totem poles remain. Some of them are decayed beyond hope of restoration, but 16 will be salvaged this coming summer and placed in B.C. museums. (E-38217)

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By Wilson Duff  
Curator of Anthropology, Provincial  
Museum of British Columbia

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For me, and for my fellow anthropologist Michael Kew, the landing was something of a personal triumph. I had spent three years trying to get to this village. Other deserted Haida villages on the Queen Charlottes had been more accessible, and I had already been able to study and photograph their remaining totem poles, and to return and salvage those that were sound enough to move.

This had been done as part of a large scale programme, undertaken jointly by the Museum and the University of British Columbia, with the support of private industry. Its purpose is to preserve the last of these magnificent native sculptures while there is still time. The poles from these villages are now safe in storage. They form part of our stock of "old masters", to be displayed indoors in museums, and (for outdoor display) to be copied in new, sound cedar by Mungo Martin and his fellow Indian carvers in Thunderbird Park. Now, finally, we could examine the poles of Ninstints, and find out how many of them we would be able to add to our all-too-meagre stock.

As the whaler pulled through the narrow entrance into the curving, shel-

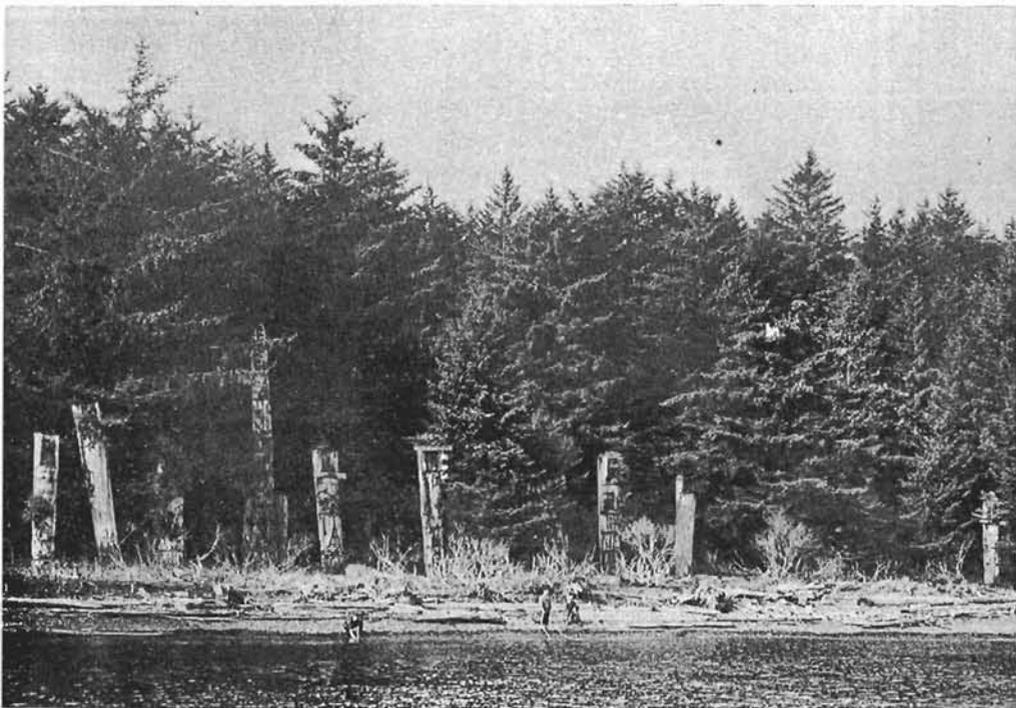
tered bay, the sight before us far exceeded my expectations. Three dozen weather-bleached totems, crowded close together around the rim of the bay, faced us as we entered. In a way it was a depressing scene. Here were the bleached bones of a proud way of life that was dead. Many of the carvings were decayed beyond recognition, the frames of the old houses had fallen askew and lay rotting on the ground, moist vegetation had overrun the village.

But it was also an awesome and stirring scene. There was a strength and strange beauty in the boldly carved figures of grizzlies, beavers, and whales staring from the poles. This art had been developed on this rugged and tempestuous coast, by a hardy and vigorous people attuned to its harsh rhythms, and like all great arts, it reflected the spirit of its time and its makers. At any rate, I was awed by the sight, and so were the others who came ashore.

We could imagine the same scene a century ago, with the men of Ninstints guiding their seagoing dugout canoes into the sheltered bay. They didn't fear the sea, and purposely built their village on this rocky exposed island to be close to their halibut fishing banks, and to be within easy reach of the early traders who came in sailing vessels to trade for furs. Great seamen and fighters, they set out from here on trips of commerce or war which took them to all parts of the Queen Charlottes, and to the mainland as far south as Vancouver Island and as far north as the Nass River.

In later years they voyaged to Fort Victoria in search of new forms of wealth. But in Victoria in the summer of 1862 (along with thousands of other visiting northern Indians) they were infected with the dreaded smallpox, to which they had no natural immunity. Their flotilla of canoes streamed homeward, then faltered to a trickle as the occupants died of the disease. Enough reached home to infect the village, and perhaps half of the villagers were quickly killed.

This blow was the beginning of the end for the proud village of Chief Ninstints. By 1890 the white man's gifts of smallpox, alcohol, syphilis and gunpowder had reduced the population to a sad remnant, who left their village and





Wilson Duff, curator of anthropology at the Provincial Museum of British Columbia, Victoria, and assistant anthropologist Michael Kew, right, study carvings on totem poles still standing on the site of a long-abandoned Haida Indian village on Anthony Island. An expedition to this lonely islet at the southwest tip of the Queen Charlottes was carried out by scientists in the coastal escort *Brockville* in mid-October. (E-38220)

moved north to Skidegate with the survivors of other southern Haida villages. Today it is difficult to find anyone who can trace any relationship to the old village of Ninstantis.

We spent the whole afternoon ashore, examining and photographing the fine old totems. We were not surprised to find that most were beyond salvage. But some, sheltered by the invading growth of spruces, were still sound, and revealed with clarity the bold, firm lines of the Haida carver's knife and adze. In all, 16 of the poles were wholly or partially salvageable. This was more than we had dared hope to find, more than remained in all the other Haida villages together. We could now plan a salvage expedition for next summer, to remove the poles and swell our stock of "old masters" in storage. With these, we will have a very respectable sample of the art of the Haidas. The first part of the *Brockville's* mission was a heartening success.

Although we had been drawn to Anthony Island by the totem poles, there were other important things to be investigated as well. Dr. Clifford Carl, the museum director, and Charles Guiguet, curator of birds and mammals, began immediately to collect samples of the island's animal life, from millipedes to mice.

Two hundred mouse traps, baited with walnuts, were carefully set out by Mr. Guiguet, to be left overnight in the hope of catching a number of these tiny nocturnal mammals. *Peromyscus*, the

white-footed mouse, is a common animal, but an important one to science. It is a "plastic species"; that is, its colour, size, and proportions change readily in response to changes in environment. To biologists, these minor variations are the steps of evolution in progress. Small islands are natural laboratories for studying the effects of isolation and environment on such mammals. Accordingly, the museum biologists have spent several years investigating many of the islands off our coast. But Anthony Island had never been investigated, and represented a glaring gap in their knowledge.

Friday's storm prevented a landing to pick up the traps, and forced the *Brockville* to remain at anchor in the shelter of nearby Lousconne Inlet. On Saturday morning, however, Lt.-Cdr. Cassels edged her in close to Anthony Island once more, and Mr. Guiguet retrieved his traps. The "bag" was an impressive 22 mice, which were soon lying frozen in the ship's refrigerator.

The second part of our job was done. The *Brockville* was able to signal Pacific Command headquarters that one of the most unusual missions in her long and closing career, the search for totem poles and white-footed mice, had been successfully accomplished.



## Navy Thanked for Springhill Aid

The prompt response of the Royal Canadian Navy to the Springhill mine disaster last fall was the subject of a letter of appreciation from H. C. M. Gordon, vice-president and general manager of the Dominion Coal Company.

The letter, addressed to Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, read:

"You will, I am sure, understand how it is that I have not been able to find an earlier opportunity to write to express my personal thanks and those of The Cumberland Railway and Coal Company for the very real assistance given by various members of the Royal Canadian Navy under your command on the occasion of the explosion at No. 4 Colliery, Springhill.

"It is most difficult for find words to properly express our thanks for the great help received from the Royal Canadian Navy. Your generosity in sending supplies and medical personnel, the untiring efforts of the latter and your making available a helicopter for transferring patients to hospital in Halifax, are all greatly to be admired. Contributing in no small degree were the portable oxygen supplies made available by the Armed Forces.

"Much appreciation was expressed on all sides at the time and now that the strain of the fateful happening is receding somewhat, it is being realized that the kindly thought which prompted your help as well as the spontaneity and willingness with which that help was forthcoming does much to strengthen faith in one's fellow man.

"The individuals who participated are unknown to me personally but I should much appreciate it if you could find it possible to express to each, as I now do to you, our very sincere thanks. I am sure that memories of their unselfish kindness and goodwill will long remain with the townspeople of Springhill."

## Promotion to Acting Captain

Commander (E) Erik Revfrem, 43, of Victoria, Manager Engineering, Pacific Coast, and Manager Engineering Department HMC Dockyard, Esquimalt, was granted the acting rank of captain (E) on December 15.

Captain Revfrem was born in Norway and came to Canada in 1941. He entered the Royal Canadian Naval Reserve the same year and has since held engineering appointments in minesweepers, corvettes, a frigate and the auxiliary cruiser *Prince Henry*, during the Second World War. Since the war he has served in the destroyer *Athabaskan* in Korean waters and in the aircraft carrier *Magnificent* as well as ashore on both coasts and at Naval Headquarters.

# THE NAVY PLAYS

## **Naval Bonspiel For Hamilton**

The Ottawa Naval Curling Club has completed arrangements for the first annual Naval Curling Association Bonspiel to be held in Hamilton, Ontario, on Monday and Tuesday, March 11 and 12.

Entry forms have been sent to all establishments which have indicated an intention of sending rinks to this competition. There will be a truly cross-country representation since establishments from both coasts, and many intermediate shops, have expressed a desire to participate and carry away the loot.

Curling will start 0830 on both days and complete by 1900. Monday evening will start off with a reception followed by a curling banquet.

Following the finals on Tuesday there will be the distribution of prizes, early enough for those who must catch trains home.

There have been so many offers of trophies and prizes that the match committee is hard put to decide who should get them.

First prize is a handsome trophy from Canadian Westinghouse Co., Ltd., for the grand winner of the annual bonspiel, with individual prizes for members of the winning rink.

The second prize will be the Naval Curling Association Trophy, and includes individual prizes. This is also for annual competition.

The President's Prize, this year from Rear-Admiral H. N. Lay, consists of individual prizes to members of the third-place rink.

Tumblers for all participants, and some prizes yet to come, will also be distributed.

So for a modest entrance fee, each curler will get two days of good curling with a minimum of five eight-end games, a chance at the many trophies, two receptions and a dinner.

## **PO Steadman Wins Pistol Trophy**

PO W. A. Steadman of the Ordnance School at Naden won the Ordnance Officers' Trophy in the annual pistol meet held last year.

After holding the Harry Hodges Trophy for two years a four-man pistol team from the Ordnance School lost it to the Ontario.

In football the *Venture* team took the Victoria Junior Canadian football league title. In league play they won six and lost one in the series. In addition to the Tommy Douglas Trophy, signifying the championship, they also hold the Admiral Hibbard Trophy for defeating Royal Roads in the annual classic.

Royal Victoria Yacht Club, in the first of the winter's interclub home-and-home team races, outsailed the RCNSA 178 points to 133.

## **Coverdale Does Well in Softball**

Coverdale's summer activity featured an impressive softball record and the first annual play for the Coverdale Golf Trophy.

In softball, the team played in the Moncton City League and gave the best showing in Coverdale's history. They defeated the Salisbury Flyers, Maritime Intermediate "A" champions of 1955, in the quarter-finals, but lost out in the semi-finals.

The golfing season ended with a handicap tournament in which the commanding officer, Lt.-Cdr. Joseph McMullen, became the first winner of the Coverdale Golf Trophy. PO Stanley Darowski took the consolation award.

## **Buckingham Drops Basketball Tussle**

Home-32, Visitors-22, was the outcome of a basketball game between the *Buckingham* and USCGC *Bararity* when the former visited Portland, Maine, in October.

The *Buckingham's* team was drawn equally from the ship's company and Saguenay XVII division of new entries. It was a clean fast game with the American showing good team co-ordination. The new entries led the RCN, scoring in all the quarters.

## **Ontario Takes Soccer Crown**

Ontario took the Pacific Command Soccer championship in October after defeating *Naden* MTE 2 to 0 in a hard-fought final game.



Interest in curling in the Pacific Command is extremely high as the roarin' game gets another season with interest focussed on the Command Bonspiel and its outcome. Here, surrounded by representatives of ships and establishments, Captain Paul D. Taylor, commanding officer, HMCS Crescent, and Senior Officer, Second Canadian Escort Squadron, curls the first "rock" to officially open the 'spiel. (E-38397)

This was the second game of the day for the *Ontario*. In a previous game the team eliminated the *Oshawa* 3 to 0 in the semi-finals.

Formed on the Japanese cruise early in the year, the eleven played local teams in Yokohama, Barbados, San Juan and San Diego. They were also active against many Victoria district teams.

The half-backs were perhaps the mainstay of the team, and possessed the ability to play a charging game on both offence and defence.

The team was coached by Ldg. Sea. H. G. Cossey, and managed by Ldg. Sea. B. J. Verner and Ldg. Sea. L. N. Bjola.

### Four-Way Tie In Barracks Play

In the Pacific Command touch football and volleyball were the principal sports played during October and four teams tied for the Cock o' the Barracks with a maximum of 24 points. In the playoffs Naden Writers emerged the winners.

In mid-October, 14 representatives of the Pacific Command took part in the Victoria invitational squash tournament. Players participating came from Seattle, San Francisco, Portland, Vancouver and Victoria. Ldg. Sea. Jim McClelland won the beginners' class, CPO John Stoddart was a finalist in



Navy saved the day when the soccer team from Canadian Services College, Royal Roads, travelled to Denver, Colorado, last year to play the United States Air Force Academy. The game ended in a tie, 2-2, each of the Royal Roads goals being scored by the only two RCN cadets in the team, Cadets I. G. A. Fletcher and N. H. J. Browne. Royal Roads scored the only goal in the first half but the Academy cadets rallied in the second to lead 2-1 towards the close of the game when Royal Roads scored the equalizer. During their visit, the Canadian team members were guests of the Academy and were entertained at a picnic and an Academy ceremonial parade. Cadets of the Royal Roads team are, rear row, left to right: C. G. G. Bristow (Army), M. G. Corbett (Army), N. H. J. Browne (RCN), I. G. A. Fletcher (RCN), B. F. Dawson (Army), W. L. Claggett (Army); Centre row, K. R. Foster (Army), M. G. Plagemen (Army), W. J. Sharkey (RCAF), D. K. Woodsie (Army); front row, O. G. Kuntz (Army), M. L. Witherow, (RCAF) and G. H. Haritt (RCAF).



Lieut. (E) Frank Hindle, Vancouver, was awarded the Charles McDonald Memorial Trophy for contributing the most to sports in the Pacific Command. For the past three years Lieut. Hindle has coached the Navy team in the Victoria Intermediate Canadian Football League. Lieut. Hindle is also well known in Canadian Football circles on the East Coast having played and coached Maritime championship teams for Stadacona, from 1947 to 1950. (E-38759)

the "C" class and CPO Jack Waldron reached the semi-finals in the "A" class.

In boxing circles, the Command team, coached by PO Wally Rowan, was in training for the winter season.

The annual Command soccer championships were held during the last week in October and the first week of November. Ten ships entered teams in round-robin play and in the finals *Ontario* defeated *Naden* by a 2-0 score to take the championship.

### Supply to Fore In Pacific Shoot

The Supply Branch in *Naden* took its share of honours in the Pacific Command Rifle Association shoot held at Heals Range.

They won the team-run-down-shoot for a mounted silver plaque which they retain for a year. Team members, CPO F. W. Noyes, PO L. C. Skinner, PO J. E. Woods and AB G. C. Andrews were presented with silver spoons. The team-run-down shoot was the only event in the three-day competition requiring physical exertion. The marksmen sprinted 300 yards before opening fire.

CPO Noyes and AB Andrews also won individual competition matches, gaining trophies and cash awards.

### Mixed Bowling At D'Iberville

A mixed bowling club has been organized at *D'Iberville*, with CPO J. L. Gagnon as club president.

The club is comprised of four teams of naval personnel and their wives and lady friends.

In curling, *D'Iberville* has entered four rinks in the Eastern Quebec Curling Club which consists of 24 rinks from the Armed Forces (Active). Regular games started early in November.

### Ordnance Wins Interpart Trophy

Twelve teams competed in the interpart sports league in September at *Naden*. Softball was the game played and volleyball was the alternate sport.

The Ordnance team walked away with the summer Cock o' the Barracks Trophy, nine points ahead of the runners-up, *Naden* Cooks.

The monthly competition was also won by Ordnance.

## **Navy Captures Softball Title**

The Navy won the annual West Coast Tri-Service Softball tournament last year.

They defeated RCAF Station, Comox, by 4-3, and then went on to down Army by 10-0. Following this they beat the mainland champions, the RCSME from Chilliwack, by 5-4 and 1-0.

## **Team Moves to First Division**

The Navy rugby team in the Pacific Command last fall was playing in the First Division due to its exceptional record in the Second Division League in 1955 where it finished first with a total of 10 points. The closest competitor had only four points.

The team was coached by Instr. Lt. D. J. Williams.

## **12 Alleys Busy At Cornwallis**

Heads-up—watch for flying pins—is the order of the day in *Cornwallis* with 12 alleys at work for the Interpart League, Officer's Mixed League and the New Entry League. The keen competition results from trying to make the Eastern Command Championships.

Twelve teams made up the Interpart League, drawn from the Communications School, Civil Service Personnel, Naval Fire Service, Supply branch and officers.

The Officer's Mixed League includes six teams made up of officers, wives and Medical Nurses.

The New Entry League is also in competition for the coveted Interdivisional Bowling Trophy awarded each month by the commanding officer.

## **Navy Whalers Win Regatta**

Five Navy whalers won the annual Inter-service Sailing Regatta, sponsored by the Garrison Sailing Association of Halifax, when they outsailed the Army contenders 33½ points to 23 points.

The Navy took first, second, fourth, seventh and eighth positions in the regatta, which was held from the Royal Nova Scotia Yacht Squadron's facilities.

Winning skipper was Cdr. Dennis J. O'Hagen, RCN(R), of Scotian.

## **Varied Program At P&RT Centre**

As the year drew to a close the staff at *Naden's* Physical and Recreational training Centre continued to cope with many and varied activities.

A sports familiarization course of two weeks' duration for officers and men of the Pacific Command started early in December. During the previous month the departmental program covered volleyball, basketball, swimming and bowling, while instruction was also given in apparatus, squash and badminton.

Fourteen teams competed in the interpart sports league during November with volleyball and basketball being played. Four teams tied for the monthly Cock o' the Barracks competition and the play-offs were to be held at the end of December with the resulting winner taking the honours for the two months.

In hockey, the Gunnery entry took an early lead in the eight-team league with five wins and one tie in the first six games played. Ordnance was in second place with three wins, one tie and two defeats.

The pool in the Centre was used by 2,851 persons during November for recreational swimming. Family swimming periods continue to be as popular as ever with the pool being filled to capacity during these periods.

There has been wide participation in many sporting activities. The Command

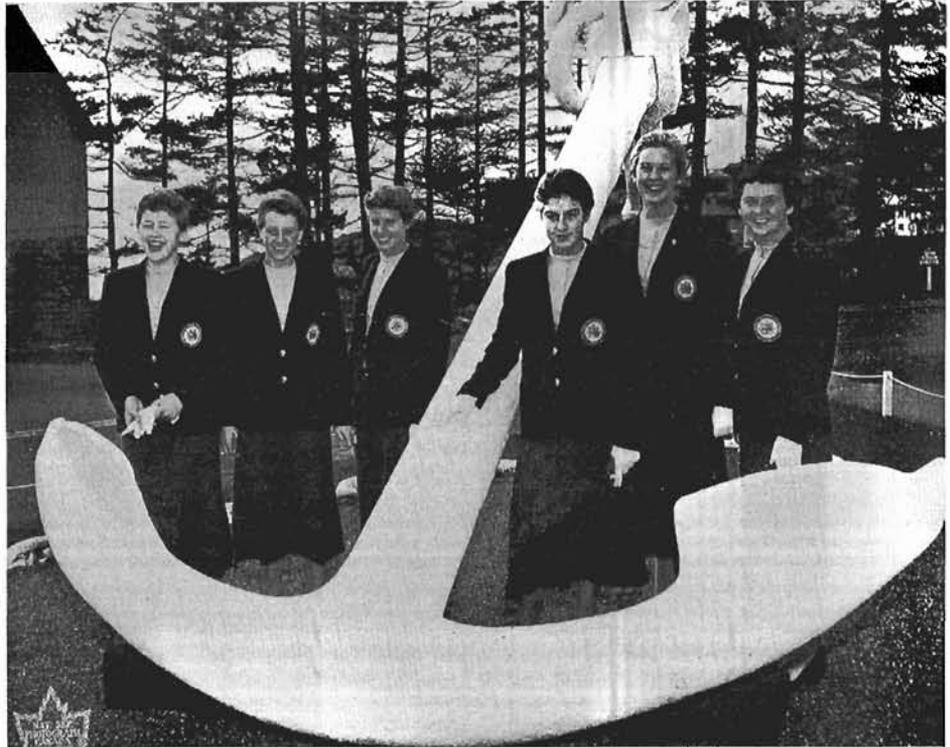
Wrestling Club continues its weekly workouts; the 16-team Command Bowling League plays two nights a week, with Medical "A" taking an early lead; there is an average attendance of 40 at the weekly Command Badminton Club meets; RCN boxers trained five nights a week for fights at Salt Spring Island and Ladysmith and three of the boxers came up with two wins and one defeat by a split decision at Sidney, B.C.

The 42-rink Command Curling Club continues its Sunday night play and at present it is in the last half of its first draw. A 34-rink sweep is organized into a Fleet Bonspiel and is operating very successfully.

In two hockey games played by the RCN representative team, Navy was defeated 8-5 by Nanaimo and 8-3 by Vancouver.

During November, an elimination tournament was started at Memorial Arena for all ships and establishments. Thirteen teams are participating and Pat Bay and Naden were playing off for the semi-final game early in December.

A command basketball tournament which began late in November saw *Stettler* defeat *Sussexvale* 59-26, *Sioux* defeat *Crescent* 50-35 and *Jonquiere* defeat *St. Therese* 33-32.



Early in November, the Canadian Olympic swimming team gave an exhibition of speed swimming and training at the pool in the P & RT Centre, Naden, before their departure for the Olympic Games in Australia. Highlight of their visit came when four of the girls, swimming the 400-yard relay, established a new unofficial world's record of 2 mins. 56 secs., six-tenths of a second faster than the existing mark. During their brief visit the team members were shown around Dockyard and Naden. Above are, left to right: Sarah Barber, Brantford, Ont.; Leona Fisher, Ocean Falls, B.C.; Beth Whittall, Montreal; Helen Stewart, Vancouver; Virginia Grant, Toronto, and Gladys Priestloy, Montreal. (E-38441)

# 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.

ACHESON, Thomas N.....LSCR1  
 ARSENAULT, Paul J.....LSCS2  
 ATKINSON, Walter A.....LSEM1  
 AYRES, Robert W.....P2AA2

BAINES, Raymond.....LSCR1  
 BANWELL, Richard J.....P2EF3  
 BARNABY, Eugene J.....P1EM3  
 BAXTER, William E.....P1MA3  
 BEATON, Leonard K.....P2MA2  
 BEATTY, Lawrence E.....C2CR3  
 BEAUDRY, Roger J.....P2MA2  
 BELL, Harvey C.....LSAM1  
 BENNETT, Myron L.....P1EM4  
 BENSON, Joshua J.....LSCR1  
 BIGNEY, Howard E.....LSCR1  
 BONTER, George M.....LSEM1  
 BOOMER, Royce B.....LSEG3  
 BOS, Johan.....P2RD3  
 BOTTARA, Jack A.....LSOM2  
 BOUSQUET, Paul J.....LSMA2  
 BRITTON, Robert C.....LSCS2  
 BROUSSEAU, Rene G.....LSEF3  
 BROWN, George R.....P1EM2  
 BULL, William F.....P2QM2  
 BUTLER, Frederick E.....LSOM2  
 BUTLER, Robert J.....P2AA2

CARDIFF, William E.....LSRP1  
 CARROLL, Raymond M.....P2EM2  
 CHARBONNEAU, Joseph L.....LSAO2  
 CLARK, James L.....P2TD2  
 COLTON, Everett D.....LSRP1  
 COSBY, Donald E.....P1CV2  
 COTTRELL, Thomas M.....LSTD2  
 COURVETTE, Denis J.....LSCR1  
 COX, Allan R.....P2CV2  
 CROWE, Donald E.....P1RR3  
 CRUDDAS, James J.....P2CR2  
 CURRIE, Doral M.....LSTD2  
 CUTFORTH, Donald.....LSCR1

D'ABREAU, Peter K.....LSCR1  
 DAVIS, Archibald S.....LSEM1  
 DAVIS, Jerome M.....LSTD1  
 DAVIS, Kenneth G.....LSAM2  
 DECK, Kenneth L.....LSTD1  
 DENNIS, Ronald G.....P1CR3  
 DOHERTY, Robert L.....LSAR1  
 D'ORSAY, Albert H.....P1MA3  
 DUNBAR, John A.....C1CS4

EAST, Raymond A.....LSRP2  
 EVANS, Allen W.....P2OM3  
 EXLEY, Earle W.....P1CR2

FANCOURT, Charles A.....LSTD2  
 FERRISS, Donald M.....LSEM1  
 FLEMMING, Frederick J.....LSCR1  
 FOGARTY, Patrick M.....LSTD2  
 FOREST, Paul.....LSCV1  
 FRENETTE, Henri J.....LSEM1  
 FROWLEY, Robert H.....P2CR2

GAGNON, Camille J.....LSTD1  
 GAMBLE, Melvyn A.....P2MA3

GEARY, Gerald A.....LSRP1  
 GIBSON, Frederick W.....LSAA1  
 GIBSON, Howard R.....P2EF3  
 GILLIES, Hugh M.....LSCV1  
 GOLDSTRAND, Douglas M.....P2EM2  
 GRIFFITHS, Gwilym.....LSAM1

HALE, David R.....LSEM1  
 HANCHARD, Charles R.....P2AF2  
 HARNETT, William N.....P2EM2  
 HARRINGTON, John W.....P1EA4  
 HARRISON, John C.....LSRP2  
 HARTNETT, Morgan G.....LSEM1  
 HENDERSON, Lloyd L.....LSAA1  
 HERMISTON, Jack S.....C2LR3  
 HONEYBORNE, Alan L.....LSEF3  
 HUDSON, Norman R.....P1CS3  
 HUGGINS, Robert P.....LSTD1

JANES, Donald M.....P1EA4  
 JERMY, Norman B.....P1CR3



JOHNSON, James R.....LSEM1  
 JOHNSON, Lawrence R.....LSTD1  
 JOHNSON, Maynard V.....P1EM2  
 JORDAN, Robert L.....LSCR1  
 JULIEN, Clifford A.....LSTD1

KELENY, Elmer C.....LSEM1  
 KELLY, Ronald I.....LSRC2  
 KENNEDY, John A.....LSRP1  
 KENT, Cyril.....C2CS4  
 KIFF, George R.....LSCS2  
 KIRKPATRICK, Lloyd G.....C2CV3  
 KNAPP, Richard B.....LSOM2  
 KOSMYNKO, John.....LSRC1

LALLIER, Johnny J.....LSMA2  
 LANCASTER, Ross F.....LSRP1  
 LAWRENCE, Kenneth R.....LSEF3  
 LEBRUN, Roger E.....LSCS2

LECLERC, Robert M.....P2PR2  
 LEGARD, Leonard A.....LSEM1  
 LEVECK, Stanley J.....P2AA2

MacNEILL, Donald E.....LSEM1  
 McAGY, Wilbert J.....LSEM1  
 McBRIDE, Gerald J.....LSRP1  
 McBRIDE, William J.....LSTD1  
 McGIBBON, Roy E.....LSMA2  
 McGUIGAN, Gerald J.....P2ED3  
 McHUGH, William.....LSCR1  
 McKELLAR, Mansell G.....P2CR2  
 McKEOWN, Douglas H.....P1CV2  
 McKNIGHT, John M.....LSLR1  
 McLEAN, Alan M.....P1CS3  
 McLEAN, Robert M.....P2CV2  
 McLEOD, Charles E.....P1HA3  
 MAIDMENT, Arthur H.....LSAA1  
 MARLATT, George H.....LSLR1  
 MARSH, Donald J.....P2CV2  
 MATTHEWS, John J.....LSTD1  
 MAYNARD, Walter C.....LSQM1  
 MICHAUD, Joseph A.....LSCV1  
 MINGO, Wyman S.....LSAA2  
 MISEFERI, Joseph.....P2AC2  
 MITCHELL, Alexander F.....P1GA4  
 MITCHELL, William E.....LSQM1  
 MITRO, Ernest D.....LSEM1  
 MORGAN, Edwin A.....LSEM1  
 MORRIS, Samuel S.....LSCR1  
 MOSER, Harold L.....LSCV1  
 MOSHER, Stanley B.....P2EA3  
 MOSLEY, Michael D.....P1EM4  
 MUISE, Alexander C.....P2CV2  
 MURTON, Hedley A.....P2CR2

NICHOLSON, Peter J.....C2C14

O'NEIL, William E.....LSAA1  
 OSLAND, Leslie M.....P1AA3  
 OWEN, William D.....LSRP1

PAINÉ, Norman A.....LSCS2  
 PALA, Eden A.....LSRP2  
 PALMERSTON, Douglas L.....C2CR3  
 PARSONS, Herbert N.....LSOM2  
 PAYANT, Joseph R.....LSAA1  
 PELLERINE, Andrew L.....LSAA1  
 PELLETIER, Roger I.....LSCR1  
 POIRIER, Aurele J.....LSAR1  
 PORTER, William R.....LSM1  
 PRESTON, William E.....LSQM2  
 PUSHIE, Archibal M.....LSRP2

RANDLE, Gideon D.....P1EM4  
 RAU, Lawrence J.....LSSE1  
 REA, Bawne R.....P2RS3  
 REDMAN, Kenneth L.....P2CR2  
 ROBERTSON, George.....LSAA1  
 ROGERS, Ivan E.....P1CV3  
 RUTHERFORD, Theodore J.....LSEM1

SALADUK, John M.....LSCR1  
 SAUNDERS, Ross F.....LSTD2  
 SAVAGE, Bryan C.....LSEM1  
 SCHERMERHORN, Norman C.....P2TD2  
 SCULTHORP, Leonard G.....P2CV2  
 SELTZER, Frederick A.....P1ER4  
 SHANNON, William G.....LSQR1  
 SMITH, Owen L.....P2RP2  
 SMYTH, James A.....C2CR3  
 SNOW, Gordon K.....LSEM1

STEVENS, William L.....P2CR2  
 STEVENSON, Alfred J.....PIEM4  
 STONG, Earl A.....C1V14  
 STRACHAN, James A.....LSTD1  
 STRUM, Gordon E.....P2EM2

TALBOT, William F.....LSCV1  
 THOMPSON, Fenwick R.....PIEM4  
 TINNION, John S.....LSCR1  
 TROW, Arthur.....LSEM1  
 TURCOTTE, William J.....LSTD1

VAN EE, Henry.....LSRP1  
 VENATOR, William J.....LSTD1

WALTER, John R.....LSCV1  
 WATT, George T.....P2RC2  
 WHITE, Charles J.....P2EM2  
 WHYTE, James C.....LSEM1  
 WICKSON, William F.....P1CV3  
 WILKINSON, Ronald J.....P2AA2  
 WILSON, John C.....C2CS4  
 WILSON, Keith G.....P1CR3  
 WILSON, William E.....LSCS2  
 WITT, Eugene R.....LSRP1  
 WOODS, Gordon H.....LSEM1  
 WRIGHT, Frederick H.....LSCS2  
 WYMAN, Harold L.....P1CS3

YOUNG, Glenn H.....LSEM1

### RCN (R)

BAICSH, Gerald.....LSBD2  
 BARRETT, Ronald P.....P1SH2  
 BODNARCHUCK, Carol A..WANP(X)S  
 BOOTH, Alfred J.....ABRPS  
 BUDZAK, Alexander.....ABEMS  
 BURNS, James M.....ABLRS  
 BURTCH, Thomas K.....ABCR1  
 BUXTON, Helen June.....WPSS(X)2  
 BEAUCAIRE, Geraldine R..WACO(T)1

CARIOU, Joan Ann....WANP(X)S  
 CHATER, Ruby Mary.....WA(NQ)  
 COLLINS, Thomas J.....ABEMS

DARGAVEL, James R.....ABCR1  
 DAVIDSON, Jean M.....WLNS1  
 DUERKSEN, Arthur.....P2PR1  
 DUNNISON, Edward A.....P1RPS  
 DUQUETTE, Eugene A.....P2CK2

FOLLETT, John P.....ABEMS  
 FOWLER, Kenneth W.....ABCR1  
 FRANK, Walter.....ABEMS

GALBRAITH, James E.....ABEMS  
 GALLANT, Ronald Palmer...ABAW1  
 GALLOWAY, Thelma D...WASS(X)1  
 GARA, Leo Leonard.....LSRPS  
 GEDDES, Lorne C.....P2CK2

HARRIS, James E.....ABEMS  
 HOUSTON, John Hale.....C2EG4

KNIGHT, Christine W.....WP2QM1  
 KNUDSEN, Donald G.....AB(NQ)

LEWIS, Albert Murray.....P2CR2

LEWIS, Keri L.....C1ER4

MARWICK, Donald A.....AB(NQ)  
 MASON, Murray F.....LSBD2  
 McKENZIE, Donald W.....ABEMS  
 MERCIER, John R.....C2SW3  
 MORRIS, Edythe W.....WLCO(T)1  
 MUNCEY, Claude R.....PICV2

NAKASHIMA, Rosalie....WANP(X)S  
 NOBLE, Maragret H.....WANP(X)S

O'CONNELL, Thomas J.....C2QR1  
 OLLSON, Donald C.....LSNS1

PARKER, Howard C.....P1RD3  
 PARNELL, Frederick R.....LSSW1  
 PLAYER, Donna M.....WAWA1  
 PRESCOTT, Joy E.....WA(NQ)  
 PRUDHOMME, Warren G.....PICV2

RICHARDS, Wayne L.....LSQMS  
 ROLSTON, Leslie E.....LSVS1  
 ROURKE, Marion E.....WAME(X)1  
 RYAN, Stephens V.....ABCR1

SCHWALM, William G.....LSPW1  
 SHEEDY, John A.....P2RPS  
 SMITH, Gerald W.....ABEMS  
 SMITH, Robert G.....ABMM1  
 STRELAEFF, Carroll.....WLSDS

THACKERAY, Gordon E.....ABMMS  
 TODD, Sally M.....WANP(X)S

VANDERLAAN, James G.....LSSW1  
 VANWISSEN, John A.....P2BD3

WAWRYK, Eugene S.....ABNS1  
 WILKES, Norman L.....C2QR2



The White Ensign is hauled down on December 12 as the coastal escort HMCS Brockville (Lt.-Cdr. E. S. Cassels) is paid off into the Reserve Fleet at Esquimalt. Before becoming a unit of the Twelfth Canadian Escort Squadron, the Brockville was senior ship of the Second Reserve Training Squadron. (E-38879)

# Naval Lore Corner

No. 43

RIVER GUNBOATS & MONITORS.



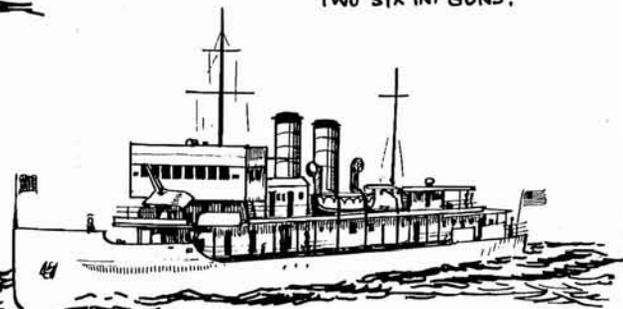
HMS SULTAN - ONE OF THE RIVER GUNBOATS EMPLOYED BY THE ANGLO-EGYPTIAN FORCES ON THE NILE. SHE HELPED IN THE VICTORY AT OMDURMAN IN 1898. HER HULL WAS MADE IN ELEVEN SECTIONS SO THAT SHE COULD BE TRANSPORTED OVERLAND.

(2 12 PDR.s, 2 MAXIM GUNS).

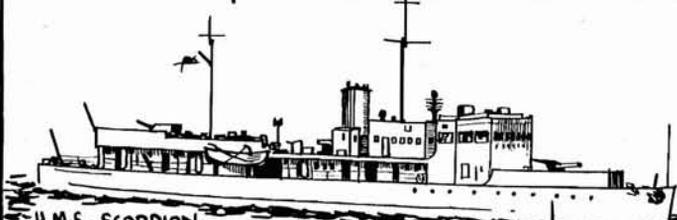
BRITISH INSECT CLASS, BUILT IN 1915-16 FOR SERVICE AGAINST THE AUSTRO-HUNGARIAN MONITORS ON THE DANUBE. TWIN SCREWS WERE SITED IN TUNNELS AND THEY HAD 3 RUDDERS. ALL SERVED ON THE YANGTSE RIVER IN THE TWENTIES AND SOME SERVED IN THE MEDITERRANEAN DURING THE WAR. H.M.S LADYBIRD OF THIS CLASS WAS SUNK AT TOBRUK IN 1941. HALF SUBMERGED, THE ARMY CONTINUED TO MAN HER GUNS AS PART OF THE A.A. DEFENSE OF THE HARBOUR. THEY MOUNTED TWO SIX IN. GUNS.



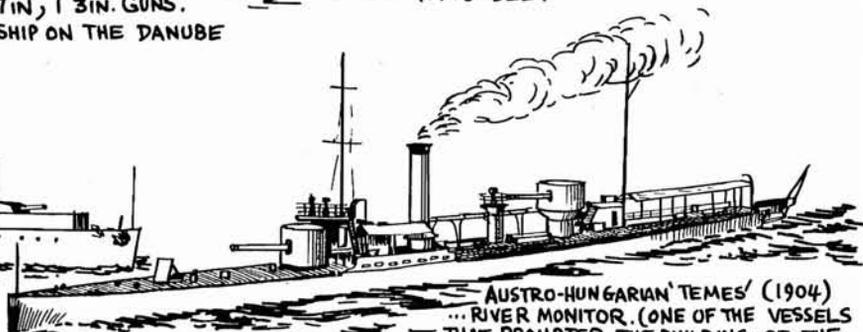
ION C BRĂȚIANU (1907)  
ROUMANIAN RIVER MONITOR (670 TONS) 3 4.7 IN., 1 3 IN. GUNS.  
BUILT IN ITALY... THE HEAVIEST ARMOURD SHIP ON THE DANUBE



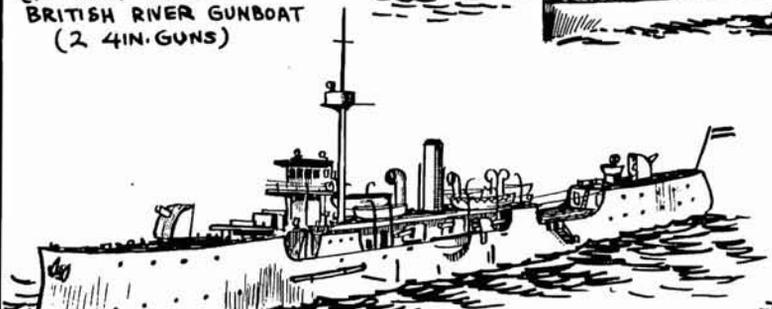
USS PANAY - RIVER GUNBOAT (385 TONS) BOMBED AND SUNK BY JAPANESE IN THE YANGTSE IN DECEMBER, 1937 - AN INCIDENT THAT NEARLY TRIGGERED A WAR. HER CREW WAS RESCUED BY THE BRITISH GUNBOAT H.M.S BEE.



H.M.S. SCORPION  
(700 TONS). LARGEST  
BRITISH RIVER GUNBOAT  
(2 4 IN. GUNS)



AUSTRO-HUNGARIAN 'TEMES' (1904)  
... RIVER MONITOR. (ONE OF THE VESSELS THAT PROMPTED THE BUILDING OF THE BRITISH 'INSECT' CLASS. SUNK IN 1914. RAISED IN 1916 AND REBUILT, INTERNED IN YUGOSLAVIA AFTER WORLD WAR ONE AND ENTERED THE ROUMANIAN SERVICE IN 1921. (2 4.7 IN. GUNS).



ARGENTINE RIVER MONITORS PARANÁ & ROSARIO (1908)  
... 2 6 IN. HOWITZERS, 6 3 IN. GUNS  
(MAIN ARMAMENT CONSISTS OF HOWITZERS)



FRENCH 'MYTHO' (95 TONS) COMPLEMENT 16  
CHINA RIVER GUNBOAT. - 1 3 IN. HOWITZER.

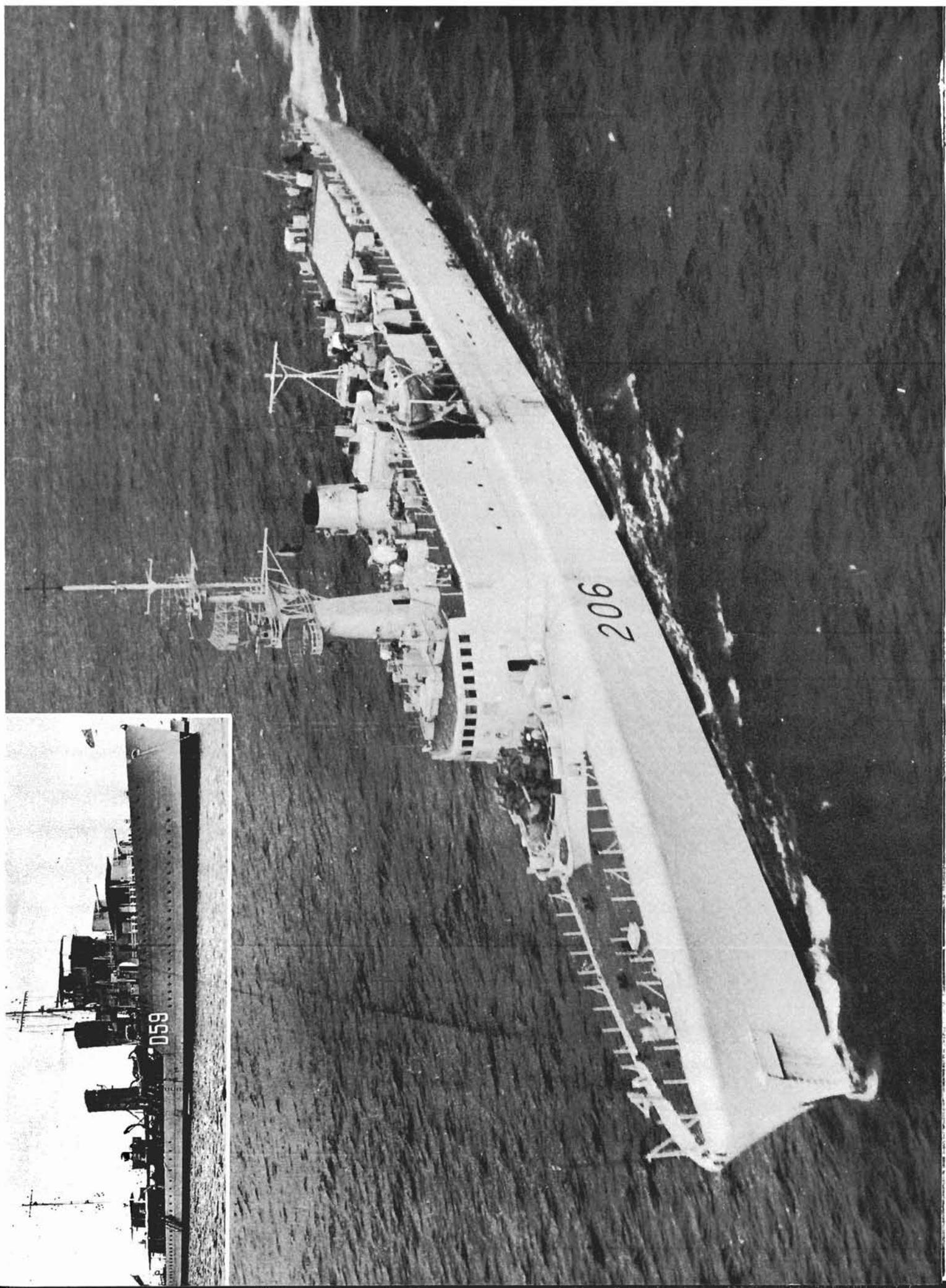


# *The* CROW'S NEST



Vol. 9, No. 4

February, 1957



# The CROWSNEST

Vol. 9 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY, 1957

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*The Cover*—Irresistibly attracted by the presence of three handsome sailors on the steps of St. Paul's Church, Toronto, Anne Myers, aged three, appeared to realize at the moment the picture was taken that she should not have got into the act. Out of sight of the camera, Anne's daddy, Lieut. Norman Myers, RCSC, was saying a silent prayer while the guard, CPO J. Henry, Lieut. H. C. Wilson and CPO R. Levnes, all of HMCS *York*, stood fast. (COND-3062)

### LADY OF THE MONTH

An honorable name and a fighting tradition were inherited by the new destroyer escort HMCS *Saguenay* when she was commissioned in Halifax in December. The old River class destroyer *Saguenay*, which after years of peacetime training put on war paint and joined the Battle of the Atlantic, had another highly desirable virtue. In two major disasters on the high seas—a torpedoing and a collision and explosion—she proved to be unsinkable.

On the opposite page appears a picture of the new *Saguenay*, wearing the light grey of today's Royal Canadian Navy. Inset is a picture of the first *Saguenay*, by pre-war standards as handsome and as up-to-date as the ultra-modern destroyer escort which has inherited her name.

Of all the visible features of the two ships, perhaps the difference in the foremasts is most symbolic of the technological advances that have been made in the years since the first *Saguenay* put to sea in 1931. (CN-3070; DNS-16625.)

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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20 x 24 " " " .....	4.00
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Department of Public Printing  
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Ottawa, Ont.

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

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



## RCN NEWS REVIEW

Canadian soldiers gaze upon the Rock from the flight deck of the Magnificent as the carrier's helicopter makes a trip ashore for mail. (MAG-7596)

### 'Maggie' Returns From Far East

The aircraft carrier *Magnificent* was scheduled to arrive at Halifax in mid-February following the most unusual voyage of her eight-year career in the Royal Canadian Navy.

The *Magnificent* sailed for Halifax from Glasgow on February 7 with approximately 50 RCAF Sabre jet aircraft being returned to Canada following service in Europe.

It was the final leg of a voyage which began from Halifax on December 28. Her first duty on this voyage was to deliver to Port Said 406 Canadian Army personnel, 240 vehicles, 400 tons of stores and four RCAF Otter aircraft for the United Nations Emergency Force in the Middle East.

Her second task was to sail to Glasgow to pick up the Sabre jets that have been replaced by more modern aircraft in the RCAF squadrons in Europe. These were the same Sabres the *Magnificent* was scheduled to take aboard when she was recalled at short notice to Canada in November for duty with the United Nations.

At Glasgow, the *Magnificent* parted with her helicopter which had served the ship so well during the earlier part of the trip. The helicopter was transferred to HMCS *Bonaventure*, now carrying out trials in United Kingdom waters. To the new carrier also went four officers and 32 men.

A crew of two officers and 18 men of the RCAF joined the ship in Glasgow to help look after the Sabres during the crossing to Halifax.

Following her arrival, preparations were scheduled to begin for her return to the Royal Navy in the spring.

### Launching Set For February

The last two launchings of ships for the Royal Canadian Navy on the West Coast under the current shipbuilding program were to take place late in February.

On February 22, at Victoria Machinery Depot, the minesweeper *Miramichi*

was to slide down the ways and on February 26 a similar ship, the *Cowichan*, was to be launched at Yarrows, Ltd.

The two minesweepers are similar to those in service at the present time in the Second Canadian Minesweeping Squadron, HMC Ships *Comox*, *James Bay* and *Fortune*, but improvements have been embodied in their design and performance.

The *Cowichan* and *Miramichi* are two of an additional six new minesweepers built to replace a similar number transferred by 'Canada to France under the Mutual Aid Agreement of the North Atlantic Treaty.

Sponsor of the *Miramichi* is Mrs. Harold Husband, wife of the managing director of the Victoria Machinery Depot while Mrs. F. T. Fairey, wife of Dr. F. T. Fairey, Member of Parliament for Victoria, is sponsor of the *Cowichan*.

### 16 East Coast Ships Exercise

Sixteen units of the Atlantic Command fleet at sea early in February were to take part in the large-scale U.S. Navy winter training exercise, "Operation Springboard", in the Caribbean.

First Canadian ships to join in the operation were to be those of the First Canadian Minesweeping Squadron (HMC Ships *Gaspe*, *Trinity*, *Ungava*, *Resolute*, *Fundy* and *Quinte*) which

### Long Sea-Lift Short Air-Lift

While carrying out the recent long sea-lift, the aircraft carrier *Magnificent* was herself the scene of one of the shortest air-lifts ever undertaken anywhere.

An Army portable power unit stored aft on the flight deck had to be moved forward. In between the two locations was lashed a bewildering array of army vehicles.

The ship's helicopter, piloted by Lt.-Cdr. William Frayn, took to the air, flew aft, hoisted the heavy power unit, carried it forward and deposited it exactly where it was required.

The sea-lift, Halifax to Port Said, measured 6,500 miles; the air-lift 400 feet.

sailed for southern waters in the latter part of January. After participating from February 9 to 17, the *Fundy* and *Quinte* were to detach and proceed to Miami for Canada Week (February 17-23) while the remainder sailed for Halifax.

Nine destroyer escorts of the First and Third Canadian Escort Squadrons sailed from Halifax early in February to participate in the operation from February 19 to March 20. They were to be joined by HMS *Alliance* of the Sixth Submarine Squadron. She had sailed earlier for trials off Cuba.

The destroyer escorts are:

First Canadian Escort Squadron: *Algonquin*, *Huron*, *Haida*, *Iroquois* and *Micmac*.

Third Canadian Escort Squadron: *St. Laurent*, *Assiniboine*, *Ottawa* and *Saguenay*.

They were to be joined later by the *Crusader*, sailing from Halifax March 6 with the Flag Officer Atlantic Coast embarked.

Nearly 100 USN ships are in Operation Springboard which began early in the new year and will continue until April 1. They include two aircraft carriers, one battleship, four cruisers, and a number of destroyers, submarines, minesweepers, logistic support ships, as well as anti-submarine and patrol aircraft squadrons.

Following the exercise, all but the *Crusader* and the minesweeping squadron are to remain in the Caribbean area to carry out fleet training and visit several ports in the West Indies, after which they will take part in a spring exercise with units of other NATO countries before returning to Halifax about mid-May.

### Labrador Visits

#### Sunny South

The Navy's Arctic patrol ship *Labrador* returned to Halifax February 10 after a brief respite from the rigors of winter.

Faced with a life of Arctic summers and Maritime winters, she was sent to the Caribbean for a month's training cruise, an opportunity to get warm and a chance to paint ship. Sailing from Halifax January 7, she visited Montego Bay in Jamaica and Port Everglades in Florida before returning home.

### Six-Week Cruise Off California

Four ships of the Second Canadian Escort Squadron sailed from Esquimalt in the latter part of January for a six-week training cruise in California waters and joint exercises with units of the U.S. Navy.



A boat leaves the *Magnificent* during unloading operations at Port Said. At the tiller is Midshipman N. H. Frawley, and beside him is Ldg. Sea. Frank Edwards. The other three crew members are, left to right, AB Kenneth Scott, AB Alan McPhie and AB Donald Fisher. The Canadian soldier is unidentified. During the *Magnificent's* stay in the Egyptian harbour, her boats flew the United Nations flag and their crews wore the unusual rig of the day of UN flashes, armbands and the light blue beret of the UN Emergency Force. (MAG-7661)

They were HMC Ships *Crescent*, *Sioux*, *Athabaskan* and *Cayuga*. The destroyer *Sioux* was to detach from the exercises in the Long Beach area to return to Esquimalt early in February. The remaining three ships were to visit San Francisco and then continue exercises in the San Diego area returning to Esquimalt on March 7.

### Captain Boulton Commands St. Laurent

Cdr. Robert Walter Timbrell has been appointed executive officer of *Shearwater*, the RCN Air Station.

He succeeds Cdr. George Montague Wadds, who has been appointed senior naval officer at Sydney, N.S., and base superintendent of the Point Edward, N.S. naval base.

Captain Angus George Boulton has succeeded Cdr. Timbrell as Commander

Third Canadian Escort Squadron and commanding officer of the *St. Laurent*.

### Oshawa Sails On Survey Duties

The coastal escort *Oshawa*, recently converted for Pacific Naval Laboratory duties to replace the research vessel *Cedarwood*, sailed from Esquimalt in the latter part of January to conduct an oceanographic survey in North Pacific waters.

Carrying a wide variety of scientific equipment, the ship was scheduled to be at sea until March 8 on Operation Norpac, an oceanographic data-gathering mission.

Embarked in the *Oshawa* for the operation were a group of scientists from the Pacific Oceanographic Group Pacific Biological Station, Nanaimo, B.C.



Mrs. Ralph Campney, right centre, has just unveiled the Bonaventure's Battle Honours at the commissioning ceremony. Among others, the picture shows Lady Wakehurst, wife of the Governor of Northern Ireland, and Commodore Paul Earl, Senior Naval Officer Montreal area. (BN-221)

## HMCS BONAVENTURE JOINS THE FLEET

### *First Canadian-Owned Carrier Commissioned*

**H**MCS BONAVENTURE was commissioned as a unit of the Royal Canadian Navy at the Queen's Island yard of Harland and Wolff Ltd., Belfast, shortly after noon on January 17.

Approximately 900 guests attended the solemn ceremony, including the Hon. Ralph Campney, Minister of National Defence, and Mrs. Campney, who named the ship and unveiled the carrier's battle honours.

Others among the official guests were Lady Wakehurst, wife of His Excellency the Governor of Northern Ireland; Lord Hailsham, former First Lord of the Admiralty and now Minister of Educa-

tion for Britain; Lord Brookeborough, Prime Minister of Northern Ireland and Lady Brookeborough, Norman A. Robertson, High Commissioner for Canada in the United Kingdom and Mrs. Robertson and Lord John Hope, Parliamentary Under-Secretary for Commonwealth Relations.

Three admirals represented the Royal Canadian Navy: Vice-Admiral H. G. DeWolf, Chief of the Naval Staff; Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast and Rear-Admiral H. S. Rayner, Chief of Naval Personnel. Commodore J. V. Brock, Naval Member Canadian Joint Staff, London, introduced Mr. Campney, who was the principal speaker.

Also numbered among the guests were Mrs. Brock; Mrs. H. V. W. Groos, wife of the commanding officer; Sir John Lang, secretary, Board of Admiralty; Sir Frederick Rebbeck, chairman of the board, Harland & Wolff, and his daughter, Mrs. Hoskins; Rear-Admiral R. A. Ewing, Board of Admiralty; Commodore (E) B. R. Spencer, Engineer-in-Chief, RCN; Commodore W. P. Carne, superintendent of control-built ships, RN; Captain (L) John Deane, Assistant Chief of Naval Technical Services, RCN, and H. B. Armstrong, Canadian Treasury.

Mr. Campney said that the commissioning had great significance for Canada. It was the third aircraft car-

rier the RCN had operated, but the first it actually owned.

"Her two predecessors, the *Warrior*, and *Magnificent*, both built in this shipyard, were loaned to us by the United Kingdom.

"This kind of arrangement, so valuable and helpful in the Commonwealth, has now been extended by both of us to our NATO partners, emphasizing the unity of the underlying aim of us all, to preserve the peace," he said.

With the acquisition of the *Bonaventure* a great forward step was being taken. Aviation in the Royal Canadian Navy would, so to speak, come of age.

"The most important advances incorporated in this ship are all British developments, and they constitute continuing evidence that the progressive spirit of the United Kingdom remains ingeniously active and intelligently determined as ever," he said.

Mr. Campney's address followed Protestant and Roman Catholic services. The Protestant service, held in the main hangar, was conducted by Chaplain (P) W. H. Thompson of the *Bonaventure*. The Roman Catholic service was held in the forward lift-well and conducted by the Rev. Hugh Murphy, RNVR. Chaplain (RC) L. A. Dougan, the *Bonaventure's* Roman Catholic chaplain, who accompanied the *Magnificent* to the Suez, was unable to reach Belfast in time for the commissioning.

Admiral DeWolf, in introducing Mrs. Campney, said that the hospitality extended to the officers and men of the

## HMCS Bonaventure

### LIGHT FLEET CARRIER

Displacement	19,900 tons
Length	700 feet
Beam	80 feet, not including sponsons
Speed	Approximately 24 knots
Aircraft	Tracker anti-submarine aircraft Banshee all-weather jet fighter Helicopters
Main engines	Twin-shaft steam turbines
Complement	About 1,200 (wartime)
Builders	Harland & Wolff Ltd., Belfast

Royal Canadian Navy in Belfast during and since the last war had been such that outside Canada there were no more popular ports of call than those in Northern Ireland.

Mrs. Campney then named the ship: "I name this ship *Bonaventure*, and may God bless all those who sail in her".

Following the naming, Mrs. Campney unveiled the *Bonaventure's* scroll of battle honours, which date back to the seventeenth century.

Captain H. V. W. Groos, commanding officer of the ship, read his personal appointment as captain and ordered the commissioning of the ship. While the National Anthem was being played the White Ensign was slowly hoisted and the Naval Board and Admiralty flags were broken.

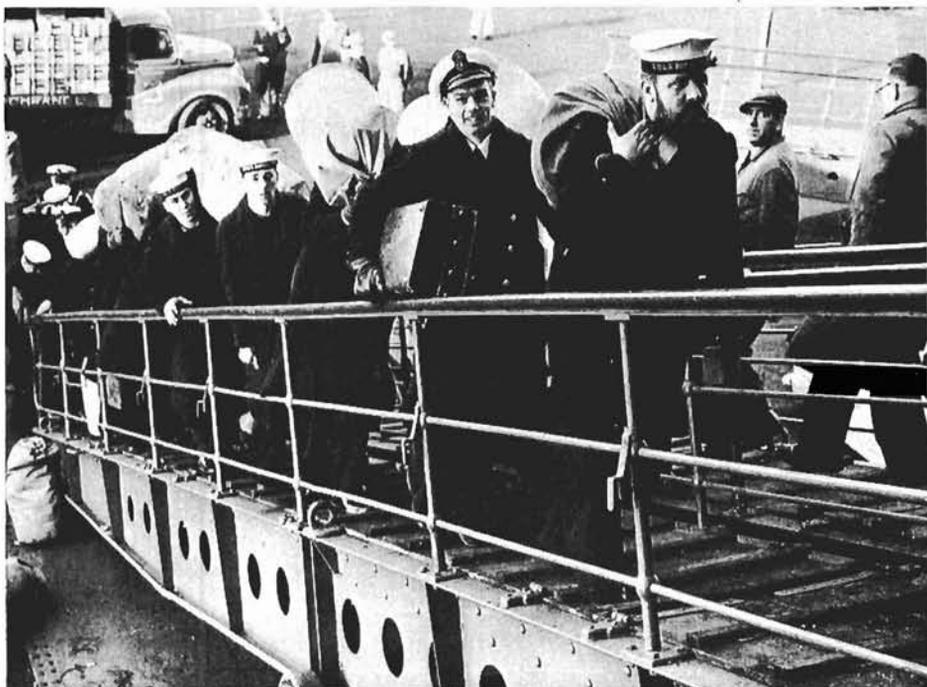
Below, in the hangar, before the assembled ship's company and guests, a White Ensign was hoisted before the dais, symbolic of the commissioning.

Speaking to his ship's company Captain Groos said: "We have the means to deliver mighty hard knocks against any threats to shipping, whether the threats come from the air, on the sea, or from under the sea."

Following the ceremony, luncheons were held on board the ship and at Harland and Wolff Ltd.

Speaking at the company luncheon, Lord Hailsham said that as far as the mind could see ahead the aircraft carrier would play a vital—if not an indispensable—part in maintaining peace and, if necessary, in carrying on war.

At the luncheon, Lord Brookeborough proposed the toast to the *Bonaventure* and said that Northern Ireland had the proudest memories of the association



A draft of personnel arrives on board HMCS Bonaventure from Bishops Court, Northern Ireland, where the men were quartered on arrival by air from Canada (BN-205)

#### Impressed by Rites

The following appeared on the editorial page of the Belfast News-Letter:

A correspondent who attended the commissioning of the *Bonaventure* yesterday sends me the following note:

"To me the most moving part of the launching or commissioning of a ship-of-war is the religious service, which by order and tradition, is an integral part of the ceremony.

"To watch the ship's company, with their caps off, singing the sailors' hymns and taking part in the prayers for safety at sea is most impressive, proving that 'those who go down to the sea in ships and see His wonders on the deep' have a very present faith in God."

with the Royal Canadian Navy during the long years of the Battle of the Atlantic. Belfast was therefore particularly proud that the first Canadian-owned carrier should have been built there. He described the ship as a miracle of modern ingenuity.

In his address at the commissioning ceremony Mr. Campney said it was fitting that the *Bonaventure* should have been built in a world famous shipyard, from which so many proud ships had steamed into the great oceans and, indeed, into history.

"We have been most fortunate," he said, "in having with us in this venture the tried and true experience, and the helpful co-operation for which the name 'Harland & Wolff' has stood so long.

"I wish to express thanks and gratitude to all who have helped to bring this ship to life, from the most senior officials of the company to the last man and woman on the job. And these thanks must extend to the sub-contractors, to those who have built and supplied the complex and ultra-modern equipment which she carries and without which she might still be good to look at, but less effective as a fighting ship.



The day after she had bestowed the name "HMCS Bonaventure" on Canada's new aircraft carrier, Mrs. Ralph Campney accompanied her husband, the Minister of National Defence, on a visit to the ship's company. Mrs. Campney is seen chatting with, left to right, Ldg. Sea. Douglas Pennell, AB Kenneth Anthony, AB Joseph Gubbins, AB Andre Granger, AB James Kilburn and Ldg. Sea. Ivan Smith. (BN-232)

### Future of Carriers

*A look at the future of aircraft carriers was taken by Lord Hailsham, former First Lord of the Admiralty, during the commissioning ceremonies of the Bonaventure. This is what he saw:*

*"So far as the mind can see ahead, I believe that the aircraft carrier will play a vital—it may be an indispensable—part in maintaining peace and, should it be necessary, in carrying on war.*

*"The aircraft carrier requires no long runways on land which are so apt to involve their owners in political troubles. She can be moved to any part of the world suitably surrounded by escorts. Her arrester gear will enable aircraft of the most modern design to be landed on her angled deck; her catapults will send off pure jet aircraft of suitable design and of the most modern type, fighter or bomber or anti-submarine; helicopters, of course, can land on and off her flight deck with the greatest of ease; and after any given carrier has been superseded by a more modern type, she can still be used to carry either a helicopter lift or a Royal Marine Commando or an army formation complete with vehicles."*

"In the production of this ship, much credit must go to the British Admiralty which over the years has accumulated great skill and experience in the design and development of ships of war. All the benefit of this rich store of knowledge has been most readily and freely given us. We owe the Admiralty a great debt of gratitude for its guidance and assistance.

"On the other hand, we have brought to bear some Canadian thinking and Canadian experience in the construction of this ship which we hope will contribute to her efficiency and to her usefulness.

"In this connection it may well be remembered that the Royal Navy was the first in the world to take to the air. The world's first aircraft carrier was a British ship. The first naval aviators were officers of the Royal Navy, and it was from a British flight-deck that a jet-propelled aircraft was first flown.

"On behalf of the Government of Canada and of myself, I wish to express the warmest thanks for the un-failing and invaluable assistance that has been given at all stages of the project by so many, and at all levels of activity. This ship would not be here today without that. It is tangible evidence of the strong bonds that hold us together in the Commonwealth, and of the basic brotherhood of the two navies.

"For various reasons, including nearness to the source of supply and common manufacturing practices, the aircraft which will fly from this vessel will be of United States design, many of them of Canadian manufacture.

"This fact once again draws attention to the co-operative measures in defence that exist between nations of the North Atlantic Treaty Organization. The happy combination of the products and skills of three countries in this ship and its equipment may be regarded as symbolic of the enduring friendship that Canada enjoys with NATO's two greatest members. It is my hope and belief that for this ship this combination will prove an omen of 'good fortune'. That is the meaning of the name that she is to receive today.

"I would like to say something about that name. Off the Gaspé Peninsula, on the east Canadian coast, there lies a small island known as Bonaventure Island. It is rich in history and legend, and many believe that it was named by the French explorer, Jacques Cartier, who first sighted it on the 14th of July in 1534—the day of the Feast of St. Bonaventure. It was known then, and perhaps before, to fishermen from Brittany and Portugal, who always had good luck there and called it "Ile de Bonne Aventure".

"Throughout all known time, it has been a nesting-place and haven of sea birds of many types, and is today an official bird sanctuary.

"It was in compliment to the great French-speaking and early Canadian explorer-seamen on whose charts this island is shown, and in view of her especial function, that it was decided to name this ship *Bonaventure*.

"*Bonaventure* is also an honoured name of Her Majesty's Ships, going back to the time of the first Queen Elizabeth, and before. There was a *Bonaventure* in the fleet that fought the Spanish Armada, another that served most actively from the time of Charles II to that of Queen Anne, and another that served in the Second World War, to mention but three. This might be held to be coincidence. Let us today count it rather as a further accident of fortune—good fortune.

"It remains for me now to express but one more thought. I can introduce it best by quoting the translation of the old French motto which has been chosen for this ship. Its meaning in English is: 'Not for us, all alone'.

"None of Canada's many defence measures, of which the acquisition of

this important ship is one, is taken 'for us, all alone'. No defence measure has full moral justification today unless it be designed to defend the cause of freedom of all men, and to reinforce the mighty and continuous efforts which must be carried forward to bring peace to mankind and to maintain it for the benefit of us all.

"We in Canada remain convinced, as we have for so long been convinced, that real hope for the future lies in the long-term preservation of those deep friendships between the nations of the North Atlantic Treaty Organization which have accomplished so much in the past, and which through unity and joint strength can accomplish yet more in the future.

"To those who will be taking this ship to sea, 'not for us all alone' but as a Canadian contribution to the cause of freedom and of peace, I wish the greatest of good fortune wherever they may go."

In his remarks, Admiral DeWolf spoke of the battle honours, won by former ships of the same name.

"They extend back over centuries, and again forward to the Malta Convoys of 1941," he said.

"Their historic significance is great,

and they will be a perpetual reminder to us of the heritage which belongs to all ships sailing under the White Ensign.

"To the sailor they have an additional significance, more immediate and more intimate. They are not lightly given, and no ship should bear them lightly. They represent many things, from the hardships imposed by the dirty weather in which battles often have to be fought, to the cheerful acceptance of the obvious hazards arising from the action of the enemy.

"Most important of all, they represent the attainment, within the ship herself, of that combination of high morale and fighting capability that alone can win battles. It is the duty of every ship's company, in peace as well as war, to achieve and maintain this morale and capability. The finest of equipment cannot do this. It can only be done by men.

"As this ship is commissioned, and comes to life, these hard-won honours of the past will be confided for the first time to the care of a Canadian ship's company. I confidently expect that every officer and man will do his utmost to meet the challenge they present."

### The Big Cheese Deal

*Captain H. V. W. Groos, commanding officer of the Bonaventure, brought smiles by telling this story during his address at the carrier's commissioning:*

*"In 1952 we were engaged in delicate negotiations about buying an aircraft carrier. We were trying to discover what a carrier hull would cost, who would undertake its completion, and at what cost.*

*"To our astonishment one day we read in the London press that Canada had bought a carrier from Britain, and would pay for it with a vast but unknown quantity of cheese.*

*"The prospect of becoming concerned in any equation involving a modern aircraft carrier and a huge quantity of cheese was unique. Evidently the Board of Admiralty felt the same way, and they took action to remove the matter of cheese from our negotiations."*

*Captain Groos used his story about cheese to illustrate effectively that the world is dependent upon seaborne trade, not only for cheese, but other foods and essential supplies, both in peace and war.*

## THE SHORT BUT USEFUL LIFE OF HMCS NIOBE II

THE APPROACH of the commissioning of HMCS *Bonaventure* in January meant that the days of two naval establishments in Belfast, Northern Ireland, were numbered and that the 46 officers and 151 men attached to them would soon be on the move.

The establishments, HMCS *Niobe II* and that of the Principal RCN Technical Representative's staff, existed only for the purpose of bringing the *Bonaventure* to completion in the sprawling yards of Messrs. Harland and Wolff, the birthplace of three other large units of the RCN, the *Ontario*, *Warrior* and *Magnificent*.

The organization of the Principal RCN Technical Representative (PRC-NTR) was the older of the two establishments, having been originally set up at Bath in October 1952 and transferred to Belfast in September 1953.

The purpose of the organization was to interpret Canadian requirements and viewpoints to the Admiralty, who were building the ship, and in addition to act as the overseeing authority in installation of equipment of Canadian and American origin.

Many PRCNTR personnel have been in Ireland for a considerable time. Lt.-Cdr. (L) W. B. Christie held the record

### The Friendly RAF

*About 350 of Bonaventure's ship's company are still talking about RAF's hospitality in Ulster.*

*The 350 were those of the 600 Canadian sailors airlifted from Halifax to Belfast who were accommodated for about five days at the RAF station at Bishop's Court, about 30 miles from Belfast.*

*The Canadians were housed, fed and entertained royally at the station—miles from any sizeable community.*

*Each sailor had an airman as a chum, who showed him the station and even ate with him. A varied sports program was topped off by a dance, for which the RAF scoured the countryside for young ladies, and came up with enough of them to make the dance a rousing success.*

for length of service on this staff, having joined when the organization was first established. Cdr. (E) John Doherty had been the Principal RCN Technical Representative since June 1955.

The function of *Niobe II*, on the other hand, following its establishment in April 1956, was to form an administrative headquarters for stand-by personnel destined to form part of the ship's company of the *Bonaventure*. It was commanded by Cdr. A. D. McPhee, executive officer designate of the ship. All the heads of departments and various other key personnel were busy in setting up the organization for their respective departments to ensure the smooth, efficient functioning of the complex modern aircraft carrier.

What did the fairly large number of officers and men attached to the two establishments think of being in Belfast? It would be safe to say that to a man they found their stay most enjoyable, and probably the largest single



explanation for this would be the friendliness of the Belfast people. It would indeed be difficult to find people anywhere who were more helpful, friendly, and willing to accept strangers into their midst.

Of the total number of Canadians in Belfast 42 officers and 97 men had their families there and although some have found it difficult and rather expensive to obtain accommodation with the facilities to which one is accustomed in Canada this did not present an insurmountable problem. An added difficulty for housewives arose when doing the family shopping. It was not pos-

sible to go (in modern North American style) to one supermarket and buy the weekly grocery supplies. Instead various articles such as vegetables, meat, fish, etc., all have to be purchased at different shops and this entailed extra time and effort.

The children adapted themselves to the Irish scene well. Those of sufficient age attended local schools, and although it was agreed that schooling was more advanced and difficult in Northern Ireland than in Canada, this was balanced by the fact that they would probably be ahead of other children of their own age when they got home.

Although it may be safely said that the staffs of *Niobe II* and PRCNTR will be happy and proud on the day the *Bonaventure* sails into Halifax and they return to their own land, it can equally well be said that they leave Belfast with regret, and will look back with satisfaction on their association with the construction of the newest addition to Canada's fleet.—(Contrib.)



During the latter part of January and for much of February, the Arctic patrol ship Labrador was on a training cruise in tropical waters. This picture of the "Great White Bathtub" was taken in her more familiar habitat, the Arctic, and shows her traversing Fury and Hecla Strait. (LAB-1858)

# OFFICERS AND MEN

## 2 POs Become Sub-Lieutenants

Two former petty officers of the Royal Canadian Navy have been promoted to the rank of acting sub-lieutenant.

They are A/Sub-Lt. (L) Real Joseph Leon Langlois and A/Sub-Lt. Leonard Joseph Cavan.

Sub-Lt. Langlois was born in Warren, Ont., on November 16, 1927, and entered the Royal Canadian Navy as an air mechanic in June, 1946. He has served in naval establishments on both coasts, at *Shearwater* and in the United Kingdom, as well as at sea in the *Magnificent*. An electrical specialist, he is now undergoing technical courses at *Stadacona*.

Sub-Lt. Cavan was born in Detroit, Mich., on November 6, 1929, and entered the Royal Canadian Navy at the Ottawa naval division in September, 1949. He has served in establishments on both coasts, and at sea in the cruis-



Mrs. Emilie Corscadden, of Toronto, holds the Albert Medal she received at the Governor General's investiture in Ottawa, January 10, on behalf of her late son, Sub-Lt. Arthur L. Corscadden, late of RCSCC Ark Royal, Toronto, was awarded the medal posthumously after attempting to rescue a Sea Cadet from drowning in Lake Ontario in June, 1954. He died in the attempt. The Albert Medal is one of the highest decorations in the Commonwealth for life-saving. (09129)

ers Ontario and Quebec, the Algerine coastal escort *Portage* and the *Magnificent*. He recently completed courses in the United Kingdom leading to his promotion and on his return to Canada was to take up an appointment in the destroyer escort *Haida*.

## AB 'Phones Home From Mid-Ocean

When Able Seaman Robert Bentley of Sarnia, Ont., got a call in his mess on board the *Magnificent*, saying his mother wanted to speak to him on the telephone, his first reaction was to tell the caller to go peddle his jokes elsewhere.



The "*Maggie*" was 400 miles off Halifax, steaming eastward through rough seas, Mrs. Bentley was in Sarnia, and it took a lot of talking to convince her 20-year-old sailor son that he actually could speak to her by telephone.

And speak to her he did, exchanging New Year's greetings and telling her about the weather and the ship's future plans.

It all came about when Commissioned Communications Officer Don McGee, operating the "*Maggie's*" amateur radio station, VE-Zero-ND, made contact with a "ham" operator in Sarnia. The latter happened to know Bentley's parents, Mr. and Mrs. R. A. J. Bentley, 196 Evergreen Drive, and got Mrs. Bentley to the phone at his end while Mr. McGee called her son to the ship's "ham" station.

Reception was good, said AB Bentley afterwards, "and it sure was great to be able to talk to my mother and hear her so clearly. That was the biggest surprise and thrill of my life".

A meteorologist's mate, AB Bentley, has been in the Navy 3½ years and in the *Magnificent* five months. He was drafted off the ship in Halifax last



AB Richard Metcalf, 21, has received a commendation from the Chief of the Naval Staff for his action in saving the life of a shipmate on board the coastal minesweeper *Cordova*. AB Metcalf, a cook in the *Cordova*, rescued AB William Skypetz when he fell into the water from a jetty at Port Hardy, B.C., on July 23, 1956, during a visit there by his ship. AB Metcalf had to battle a strong outgoing tide to bring his colleague back to the ship's side. In his commendation, the Chief of Naval Staff, Vice-Admiral H. G. DeWolf, referred to Metcalf's "alert presence of mind and quick action" in saving his shipmate from drowning. In going to the aid of a shipmate with no regard for his own safety AB Metcalf had acted in the best traditions of the service. AB Metcalf is shown here receiving the commendation from the commanding officer of the *Cordova*, Lieut. Russell Freeman. (E-39504)

November but rejoined her December 27, two days before she sailed for the Middle East with troops, stores and vehicles for Canada's United Nations Emergency Force.

## Commissions for Chief Petty Officers

Three former chief petty officers of the Royal Canadian Navy have been promoted to commissioned rank.

They are Commissioned Gunner Walter Raymond Brain, Commissioned Master-at-Arms Brian Desmond Seager and Commissioned Gunner (TAS) John Blythe Bing.

Commissioned Gunners Bing and Brain have been in the United Kingdom undergoing courses and will take up appointments in the destroyer escorts *Crusader* and *Nootka*, respectively,

while Cd. MAA Seager has been serving at the Naval Air Station, *Shearwater*, and will be attached to the staff of the Area Recruiting Officer in Calgary.

All three will take a six-week Divisional Officer's Course at *Cornwallis* commencing in April.

### **Sailor Flown To Malta Home**

It is far from an unknown experience among sailors to come within sight of the spires and hills of home only to have the vision fade into the mists as the ship steams relentlessly along the path of duty.

So there was neither hope nor joy in the heart of AB Johnny Micallef, 23, as the *Magnificent* sped through the Mediterranean on her way to Port Said. He had been born and raised on the island of Malta, the "unsinkable aircraft carrier", had seen his home and school destroyed by bombs during the Second World War and had sheltered in a crowded cave. He had come to Canada after the war and two-and-a-half years ago joined the RCN.

The "*Maggie's*" sailing orders would take her past Malta. However, Captain A. B. Fraser-Harris, commanding officer, was aware of the presence of the Maltese sailor on board, summoned him and told him he could go ashore in the ship's helicopter when it flew to Malta to pick up and land mail, the visit would be charged up to the unused portion of his annual leave and he would be picked up when the carrier made her return voyage.

When AB Micallef landed on the island his parents, brothers, sisters and friends, advised by ship's radio of his coming, swarmed around him and bore him off home. It was a homecoming as happy as it was unexpected.

### **50 Learn to Fly At Pensacola**

Not all the Canadians in Florida have gone south, like the birds, to escape the northern winter. A fair number of them—far from the fashionable wintering spots of Miami and Palm Beach—are in the Deep South for what even the birds would regard as a strange reason. They are learning to fly.

Half a hundred sub-lieutenants and midshipmen are stationed at the U.S. Naval Air Station, Pensacola, Florida, for training courses with the USN, and have completed their initial flight training. When they have put in 18 months at what the USN calls its "Annapolis of the Air" they will return to Canada as fully-trained naval aviators, ready to join operational squadrons.



A U.S. Navy instructor gives a last-minute briefing to three RCN flight students at the U.S. Naval Air Station, Pensacola, Florida. The fledglings are Sub-Lt. N. W. Judge; Sub-Lt. S. E. Murray and Midshipman G. B. Montgomery.

Also stationed there are two RCN photographers, PO K. E. Martin and PO E. H. Hovey. The latter is specializing in motion picture photography, while PO Martin is concentrating on still photography, both ground and aerial.

Close watch on the progress of the 52 students is kept by Lt.-Cdr. (P) H. D. Buchanan, who also acts as liaison officer between Canadian naval personnel and the U.S. Navy.

The flying training at Pensacola is just one aspect of the close co-operation between the U.S. Navy and the Royal Canadian Navy, as members of the North Atlantic Treaty Organization and as representatives of two friendly nations with a common goal of maintaining freedom.

### **Ship's Fund Helped By Christmas Shop**

The canteen at *York*, the Toronto naval division, contributed \$80 to the ship's fund as a result of a Christmas shop conducted the week before Christmas.

Offering a variety of goods from kitchen appliances to toys, the shop was well attended by members of the ship's company of *York*.

Run entirely by the regular navy personnel stationed at *York*, the shop attracted many favourable comments.

Set up in the rifle range, the shop displayed its wares in an attractive form.

It is expected that the canteen will conduct a similar store next Christmas.

### **Victoria NOA Names Officers**

At the election of officers of the Naval Officers' Association of Victoria, NOAC, H. P. R. Brown was elected president for 1957.

A. L. Bristowe was named vice-president and B. W. Fairweather, secretary-treasurer, with the following chosen as members of the executive committee, D. H. S. Craven, T. Hyslop, V. G. Pinhorn, Ian Simpson and J. H. Wade.

### **Huron Commanded By Cdr. Cogdon**

Appointments for three senior officers of the Royal Canadian Navy have been announced.

Cdr. Noel Cogdon has been appointed in command of the Halifax-based destroyer escort *Huron*. He succeeds Cdr. Reginald A. Webber who has been appointed for a course at the NATO Defence College, Paris, France.

Cdr. Cogdon's former appointment as Assistant Chief of Staff (Air) to the Flag Officer Atlantic Coast, has been filled by Cdr. Raymond A. B. Creery.

# OFF TO SEA IN A BLACK BERET

## *Cadet Cruise Turns Army Officer into Seasoned Sailor*

ON JUNE 9, 1956, in the company of ships from the Second Escort Squadron, the cruiser HMCS *Ontario* left Esquimalt, B.C. On board each ship were naval cadets from the three Canadian Services Colleges — Royal Military College of Canada, Kingston, Ontario; Royal Roads, Victoria, British Columbia, and Collège Militaire Royal de St. Jean at St. Jean, Quebec. The next two months would be spent at sea, training these cadets in their practical phase of the Regular Officer Training Plan.

Divided among the four destroyers and three frigates of the squadron were second year cadets from the three colleges. In the *Ontario* were 68 first-year and certain third- and fourth-year specialist cadets. In addition, the "Big O", as she is affectionately known, was dubiously blessed with the presence of a member of the Royal Canadian Dragoons, myself.

Captain John A. Charles, CD, RCN, the present Commandant of Royal Roads, had suggested I join this cruise to observe the training of naval cadets in the flesh, so to speak, and, having no sea experience, I was quick to accept.

I arrived at precisely 0800 hours\* as directed and crossed the gangway onto the quarterdeck. There a smart salute is customary and up to this point I progressed with little difficulty, but I had considerable to learn. Lt.-Cdr. Joe Marston, with a rather sadistic look in his eye, shook hands and directed me to my new home, "Cabin 420, aft on the port side, on the cadet study flat". Thus instructed I proceeded forward, which I later discovered is not the way to get aft.

With the jaunty air of a true sailor I toured the ship, asking foolish questions and getting sensible answers, such as "up two decks over the boat deck, down two decks, past the heads and by the ship's office". Later, thanks to one cook and two stokers, I eventually returned to the quarterdeck, where I was led, by the hand, down a flight of stairs (ladder) to my room (cabin). It was a pleasant spot, the lack of a window (scuttle) would only help to keep the place cool. But I was soon to know of the gleam in Lt.-Cdr. Marston's eye.

I unpacked my clothes (gear) and headed for the obvious spot, the mess

by  
CAPT. E. L. WISEMAN,  
*Royal Canadian Dragoons,  
Staff Adjutant,  
Royal Roads.*

(wardroom). There I was rapidly introduced to the officers of the ship and in short order presented with a cup of strong coffee to settle my nerves.

At this point the newly-joined officers were introduced to Captain David W. Groos, who commanded the *Ontario*. The mere sight of a khaki uniform failed to shake visibly the captain, as he welcomed each officer aboard. The fact that Captain Groos left the ship shortly after, I hope, had no bearing on this last cruise.

At exactly 1000 hours we were underway. A guard was mounted on the quarterdeck, the ship's company was at its stations and the ship's band played a stirring march. It was a most impressive sight. Unfortunately the weather closed in, the jetty vanished and we were off to sea.

It is difficult to decide on the immediate feeling a "landlubber" has when first confronted with miles of

ocean and the slight roll which progressively seems to gain in momentum. It was determined the slight greenish tinge was from lack of sleep and from time spent packing the night before. A bit of fresh air worked miracles and the continuous "How do you feel?" only helped to aid the determination not to give in. However a good dinner and a rather dubious night's sleep solved the situation. The fact it was perfectly calm had little to do with it, but by morning I had my sea legs.

Although the manoeuvring of the ships at first was slightly confusing to a "pongo" (with 25 miles of sea, could one degree really make that much difference?) the necessity of accuracy was made obvious, thanks to the patience of the navigating officer, Lt.-Cdr. Bryan Judd.

Our arrival at San Diego was announced with the firing of a salute by the ship. The sight of land was indeed pleasant, although, as I was soon to learn, uncomfortable. The ship was docked quickly and efficiently, and shortly we were ashore.

As I walked down the main street, I had the uneasy feeling of still being

Before sailing on the current winter-spring Venture cadet training cruise Captain Robert P. Welland, commanding officer of the *Ontario*, enlisted the aid of the Victoria Art Gallery to help dispel a few illusions people in other parts of the world may have about Canada. Fifteen paintings and prints—the work of six Victorian artists—will hang on the walls of Captain Welland's day cabin for visitors of foreign lands to see. Captain Welland is shown hanging a painting of an Indian Chief in full regalia, for he does not want to disappoint any visitor with the impression that Canada is a country populated by Indians. "I don't want to dispel their illusion entirely . . . that would spoil their fun . . . but a little ray of light certainly will do no harm," Captain Welland remarked (E-39012)



\* Army time.—Ed.

at sea. A quick swim in the pool at the Coronada Air Base did not help matters in the least and brought knowing glances from my companions, Lt.-Cdr. Bernard Thillaye, of CMR, and Lieut. Harry Frost, RSO at Queen's

When visiting San Diego a trip to the zoo is a must. It is well rated as one of the world's finest. The zoo's 200 acres are planted with rare trees and plants as a natural setting for the more than 3,200 animals exhibited. In addition, a fine art gallery displaying \$4 million worth of art treasures, is located in the area known as Balboa Park. I spent a most interesting afternoon in the company of Lieutenants Ross Murray and Les Jackson, although the remarks about "the long-legged goony adjutant birds" were not well received, in view of my present appointment.

During our stay an excellent sand table exercise was conducted for our cadets by members of the Marine Corps base. The exercise simulated an assault on an enemy-held beach and depicted the various phases from build-up to the final consolidation. The roles of the sea, land and air forces were well portrayed by the use of scale models of the equipment used. Although very basic, it was a most informative day.

In addition, cadets were allowed to visit a USN submarine based at San Diego, which is part of the 11th Naval District.

No trip to San Diego is complete without a side visit to Tijuana, Mexico. The character of this city is doubtful but interesting, and for the sport fan jai alai games are played nightly. It is wise to leave the city by midnight, as the local jails are most uncomfortable. This last informative point is not from personal experience.

Leaving San Diego we proceeded south to Magdalena Bay. During this period towing and refuelling exercises were carried out by the *Ontario* and ships of the squadron. Both difficult exercises were successfully carried out, with cadets assisting in both.

Our arrival at Magdalena Bay was calmly taken, other than by the millions of shrimp that clogged the ship's condensers. The population of 150 stirred slightly, but didn't move, as it was siesta time and the mere sight of eight foreign warships steaming into the bay—well, they would still be there in the evening.

To designate Magdalena Bay as desolate would be polite. The village was the only sign of humanity in sight, the country was hilly and I'm told much like Korea. For the most part, cactus covered the area.

Swimming was prohibited due to an abundance of sting-ray, sharks and numerous other denizens of the deep. The hillsides apparently were lively with rattlesnakes, but my courage waned and I didn't personally inspect them to confirm this fact.

Although the place was not interesting, it afforded a good training area, and cadets from the *Ontario* spent a day with those from the other ships on a "Cook's Tour". I joined the *Cayuga*, commanded by Cdr. G. H. Davidson, and was treated to a noble experience and learned first-hand the complex workings of a destroyer.

Later I visited the *Ste. Therese*, but would prefer not to discuss my experience on board this frigate, as I was



accused first of pushing their engineer officer into the water and later of hitting him on the head with an oar. Neither was correct but he had his revenge, as did Lieut. Dick Smythe, of RMC.

It was also about this time I began to notice the rapidly rising temperature in my cabin.

To entertain the ship's company a "banyan" or beach party was held ashore. I was amazed and impressed with the organization which produced this entertainment. Booths were constructed, games were built, the band played and each evening a fireworks display was held. It was extremely well done and gratifying to know the profits were distributed to the local inhabitants.

Under the capable guidance of Chaplain (RC) Regis Pelletier a collection of funds and clothing was made from all ships. These were presented to the community which will undoubtedly long remember our week's visit.

Leaving Magdalena Bay an exercise was conducted to familiarize the cadets with the various command appointments. Cadets were appointed captain, executive officer, navigation officer, and took the ships to sea. A few anxious moments occurred, but all went quite well.

Also an exercise was held during which the destroyers "torpedoed" the *Ontario*. I was a little edgy, as the trail of each torpedo approached, but was assured by the ordnance officer, Lt.-Cdr. Denis Perrins, that everything was in hand. Captain Groos seemed indeed happy as he determined each strike. As it was his ship, if he didn't worry, why should I?

Later the Escort Squadron left and we were on our own. A hearty farewell and three cheers were given HMCS *Sioux* as she passed alongside. The *Ontario* and *Sioux* had operated together on many a cruise and the whole ship's company paid their respects.

Cadet training started now with a vengeance. Navigation, communications, boatwork were taught and practised. Cadets stood watch at various stations and received seamanship training (I thought they were chipping and painting, but was assured by Lt.-Cdr. George Hudson that this was seamanship training and would do the cadets a world of good).

This training continued until Santa Barbara and Long Beach, when we rejoined the ships of the 2nd Escort Squadron, so I won't deal further with it until that time.

Balboa, Canal Zone, was a most welcome change from Magdalena Bay. The day was bright and the sight of land with its lush jungle growth was intriguing.

We docked and were shortly ashore. A quick run to PX for souvenirs followed and then off sight-seeing.

The city of new Panama is extremely interesting; modern buildings and parks are abundant. Of course, there are some slums, but efforts are at present being made to correct this fault.

We visited the old city of Panama, sacked both by Drake and Henry Morgan. The old ruins still stand and we drove over a bridge still in good repair, although over 400 years old. Unfortunately the tropical growth is closing in and will soon envelop the sight, as little is done to preserve this monument to history.

The El Panama Hotel, which is one of the city's finest hotels, offers a fine pool, dance floor and gambling casino. I toured all three moderately, losing a total of 30 cents to the "one-armed bandits".

During this period 60 cadets travelled the length of the canal as guests of a luxury liner. Unfortunately space was at a premium and I had to satisfy myself with a quick tour of the locks. This is truly an amazing feat of engineering. In a small building at the Pacific end of the canal above the Miraflores locks is a complete working replica of the canal. A ship's passage is plotted on the model, complete to the flow of water and the opening and closing of locks.

Ships from all parts of the world journey through the canal and this was a busy day. Seven ships passed through the Miraflores locks in 45 minutes, including one German and one South Korean vessel.

Once we were again at sea, I shall long remember the second day, for it was there I was introduced to the Ruler of the Deep, King Neptune. My introduction was under rather trying circumstances, as I had been accused of killing "abalone shells" and was to suffer the punishment of King Neptune's Court.

This ceremony finally performed, it was time to clean and prepare to enter the southern hemisphere and the harbour of Salinas.

During our five-day visit 30 cadets journeyed into the interior to the city of Quito, which is located about 9,800-foot level in the Andes. They were regally entertained and spent an enjoyable two days. Special trains were made available, accommodation and entertainment were provided.

Through the combined effort of the Anglo-Ecuadorian Oil Company and its staff, the ship's company were treated to no end of entertainment. Tours of the oil wells were arranged, tennis, swimming, golf and movies were followed by free refreshments. Long hours were spent entertaining and making our visit pleasant.

22-26 July: On our way north we put in at Acapulco, Mexico. This is indeed the Riviera of North America—a most fabulous holiday resort. The climate is ideal, swimming and water skiing are most popular. Shopping is convenient and most economical.

At the Mirador Hotel here, for excitement, one may watch divers drop 134 feet to the boiling surf. Life never stops here, but is a 24-hour day and one can find continued excitement if one has the stamina.

We next visited Santa Barbara and Long Beach, California. I consider both places at once, as travelling between either is only a matter of hours. Santa Barbara is a charming old Spanish city

and, of course, Long Beach and Los Angeles are the home of the night club, movie stars and hair-raising free-ways. We were well entertained in both cities, but somehow the hustle and bustle seemed uninteresting after our other ports of call.

During our stay at Santa Barbara a Sunset Ceremony was conducted by the ship's company. It was extremely well done and was well received by the residents.

At Long Beach we rejoined our sister ships and prepared to return home.

We were now heading home and were most impatient. Exercises were held, but were curtailed due to bad weather—the first of our trip. Cadets had written their exams, and were preparing

the finishing touches to the logs which were maintained throughout the cruise.

These two months had passed amazingly fast, I discovered. I could find a section of the ship with little difficulty. Port was left and starboard right. Walls were bulkheads; ceilings deckheads; and scuttles, ladders, galleys and cabins were part of my normal conversation. I even found myself picking up bits of scrap off the quarterdeck to help Lt.-Cdr. Peter Morgan keep it clean and away from the ever watching eye of the executive officer.

I knew as I returned to the college I should long remember my trip to sea, the shiny grey ship and, in particular, the friendliness and hospitality of the ship's company to the "seagoing pongo".

## MYSTERY SHIP APPEARS TO BE BIRD-CLASS SLOOP

Another mystery ship needs identifying; and in this case the photograph is from Esquimalt.

Unfortunately, it is not a clear picture but at least the White Ensign is clear enough and so is the Union Flag above the dolphin-striker.

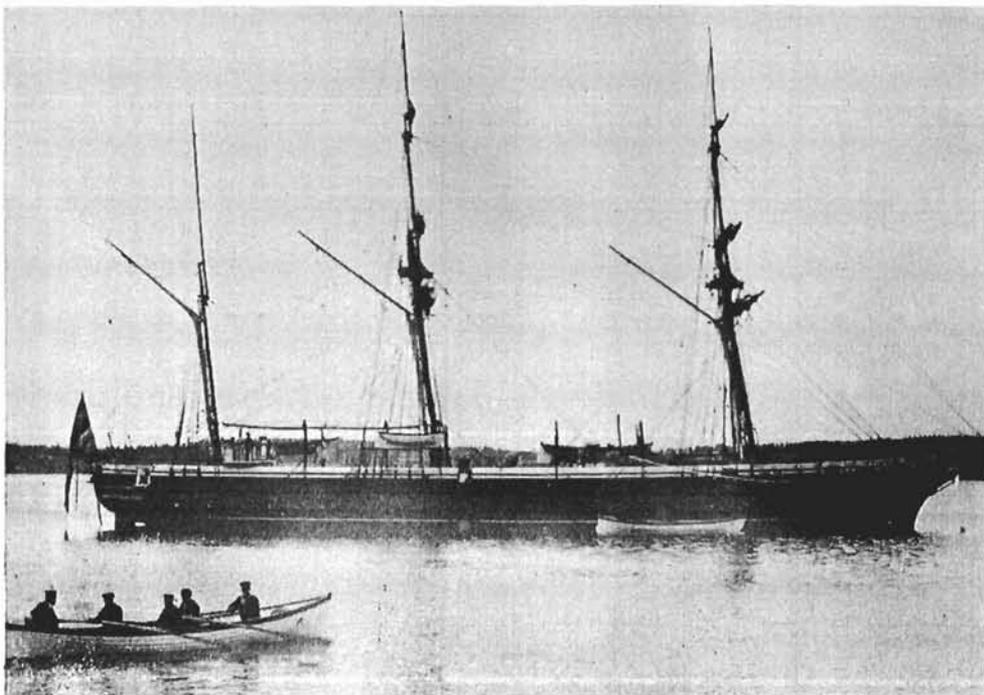
With that rig and low freeboard the ship must be a sloop. In fact her conning position aft is not unlike that of HMC Sloop *Shearwater* or HMS *Condor*, the sloop that was lost with all hands off Cape Flattery in December, 1901. But then there is no funnel between the fore and the main, or is she one of those craft so aptly described by that interesting book "Up Funnel, Down Screw"?

At any rate, the ship very definitely has a carved bird for a figurehead—

so here is a list of ships having bird names that served on the Pacific Station during the nineteenth century:

<i>Albatross</i>	1875-78
<i>Cormorant</i>	1846
<i>Cormorant</i>	1886-89
<i>Gannet</i>	1879-83
<i>Kingfisher</i>	1881-84
<i>Osprey</i>	1877-80
<i>Pelican</i>	1879-81 and 1884-87
<i>Penguin</i>	1877-80
<i>Petrel</i>	1872-76
<i>Pheasant</i>	1890-1901
<i>Ringdove</i>	1870
<i>Shearwater</i>	1867
<i>Sparrowhawk</i>	1866-72 and 1897-1903
<i>Swift</i>	1852
<i>Wild Swan</i>	1885-88 and 1895-97

(Negative No. E-34796)



# A DOG THAT LEADS A SAILOR'S LIFE

## "Buffer" Shares in Ceremonial Occasions at Venture

UNDOUBTEDLY one of the best-groomed and cared-for dogs in Canada is "Buffer", the two-year-old bulldog mascot of the cadets at HMCS *Venture*, the RCN's junior officer training establishment at Esquimalt, B.C.

Buffer, who in canine genealogy, goes under the more impressive-sounding title of Ogden Guinea Gold, was presented to the cadets by Mrs. Groos, the wife of Captain D. W. Groos, commanding officer of *Venture*.

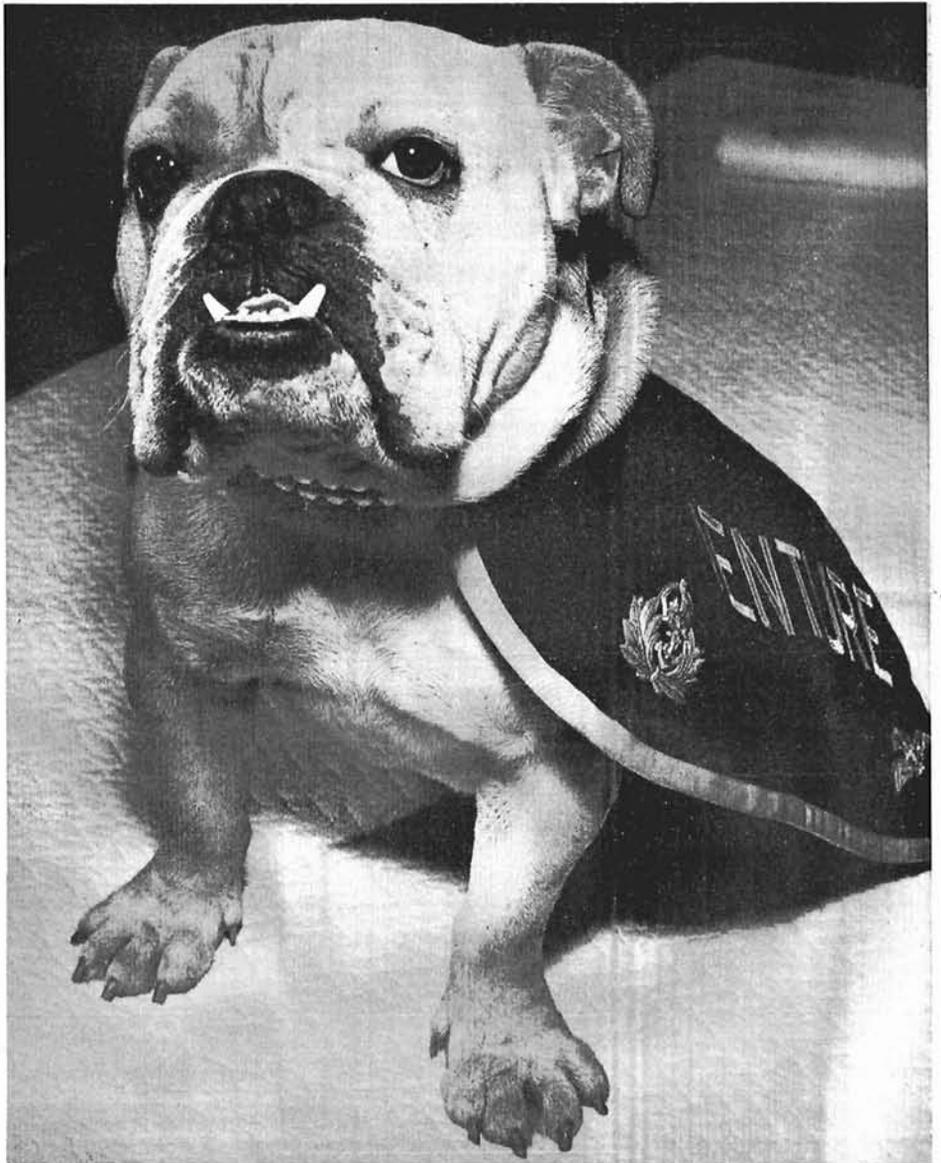
A provincial dog show champion, Buffer came to *Venture* shortly after the establishment entered its third year of operation, in September 1956.

In keeping with his new station in life, he was immediately, and appropriately, "documented" as a member of the training establishment. This, in turn, brought up the question of suitable naval dress, accommodation and discipline.

His clothing kit is maintained, as are the other accessories necessary for his grooming, from the cadets' own canteen fund. The exception to this, however, was his number one uniform, which was provided by Captain Groos. A doeskin boat-cloak, it is piped with gold lace and bears the word "Venture" on either side. In naval terms, it could be additionally described as having affixed to it, port and starboard sides, for'ard, two naval officer's cap badges and, on either side, aft, two naval air wings.

The wings are associated with the initial flying training program which is carried out at *Venture*. With this cloak, Buffer wears a thick leather collar with a heavy white lead. His number two uniform, or workday clothing, consists of a green blanket piped with red, a thinner leather collar and a leather lead. Buffer wears his number one uniform on ceremonial occasions, such as leading the cadets when they carry out their march-past following divisions or when the captain is carrying out his inspection following Sunday divisions.

Buffer, who has his own dog-basket and bedding, shares a cabin with the Mascot Divisional Officer, Cadet Jim Spalding, of Ottawa and Whiterock, B.C. It was decided, when Buffer joined the ship's complement, that two cadets, one a senior and the other a junior, should be detailed to look after him, supervising his activities to ensure that they were, at all times, in accordance with naval custom. By hav-



"Buffer", mascot of the officer cadets in training at *Venture* posed for his portrait with an amiability that was in sharp contrast with his ferocious visage. He was photographed by Jim Ryan, former naval photographer, now on the staff of the Victoria "Colonist".

ing two such cadets, his training program is unbroken. When the senior cadet graduates each year the junior moves up as a senior to take his place, in turn being assisted by a new junior.

Cadet Spalding, who is assisted by Junior Cadet John Scattergood, of Toronto, explains: "We were both delighted to have been selected to look after Buffer. He is very friendly and is a great favourite with all the cadets here."

Some idea of how much Buffer already means to his young masters can be gauged from one Autumn event.

When the *Venture* football players met their rivals, the cadets from the Canadian Services College, Royal Roads, their mascot was responsible for initiating a near riot on the field. The game was the annual classic for the Admiral Hibbard Trophy. Previously, in two years of competition, it had been won by Royal Roads. However, in 1956, with Buffer present for the first time and resplendent in his uniform, *Venture* trounced their opponents by a score of 38 points to 15.

Sensing the morale-boosting effect that the *Venture* mascot was having on

his team, about 20 Royal Roads cadets made an attempt to kidnap him. Immediately their intention became clear, the entire *Venture* football team ceased their activities on the field and took off after the "kidnappers" to avert such a dastardly deed!

For the indignity suffered, Buffer made his appearance shortly after this at another game between the two cadet organizations and gained something of a rather sweet revenge by spurring the *Venture* team on to victory to win the Vancouver Island junior football championship.

Supervised by his two cadet masters, Buffer is given plenty of exercise and leads what is undoubtedly a very full life.

However, even in the life of a dog who is shown the care that Buffer receives, there would appear to be the odd occasion when it becomes imperative to "get away from it all".

At least this must have been the way Buffer was feeling recently when he attempted to "jump" ship and go off on his own. Apprehended before he

could carry out his escape attempt, he was brought before the Master-at-Arms and a charge sheet was drawn up. The following morning Buffer appeared at commander's defaulters but the charge was dismissed due to the fact that it was a first offence. The incident, however, was noted in his records.

Suitably chastised for his dereliction, Buffer was a wiser, if somewhat sadder, "sea-dog" as he returned to his cabin where, undoubtedly, he realized that in the RCN the "life of a dog" can be a pretty happy existence.

## GUNBOAT ACTION ON THE PRAIRIE

### *General's Maritime Foray Hardly a Success*

MANY amusing stories are told about steamboating on Western Canada rivers, but the most hilarious—in retrospect, of course—concerns the sad fate of the first and probably the only gunboat to engage in warfare on the prairies.

That wild affair occurred in Saskatchewan during the Riel Rebellion of 1885, but some other humorous voyages were also made on the Oldman River out of Lethbridge and on the Kootenay River into the Wild Horse country of the East Kootenay area of British Columbia during the gold rush days of the seventies.

When the CPR was building across the prairie its engines needed fuel, of course. Preferably coal. Coal was available at Lethbridge, then known as Coalbanks, and a fleet of three steamers and barges was built to haul coal from there to end of steel at Medicine Hat.

Obviously that would not be an enterprise to have sunk any great amount of capital, but in time the railway engines would put the coal-burning boats out of business.

But it was not lack of capital that bothered the operation. The boats and barges operated best at high water, a period of about seven weeks in early summer.

The barges gallantly carried the coal to Medicine Hat, but then problems appeared. The Oldman River when running high had such current the boats required more coal to get back to Lethbridge from Medicine Hat than they hauled from Lethbridge to Medicine Hat in the first place.

One of the best stories about steamers on the Kootenay River concerns some miners coming up from Idaho to Fort Steele. Their vessel became stranded on a sandbar. But the miners did not abandon ship. They stayed on

board to drink all the whisky in the cargo and when that was gone they sent one of their number on horseback to the nearest landing to replenish the supply.

The trial run of the Canadian prairie navy in the controversial Riel skirm-

ishes of 1885 was the idea of General Middleton, who led the Northwest Field Force.

Middleton requisitioned the *Northcote*, a 100-foot stern-wheel vessel used to supply Hudson's Bay posts. The *Northcote*, built in 1873, was no stranger to the South Saskatchewan River, although the two did not get along too well. The broad river at times ran only 30 inches of water. The *Northcote* drew 34 inches of water.

The result was the vessel spent much of its time on sandbars. It got off these bars by what was known as "sparring". The spars were placed before the vessel and by aid of a tackle block, cable and steam-powered winch the vessel was lifted, while the stern wheel turned, and thrust forward a few feet at a time. Eventually it got off the sandbar. Probably merely to get on another.

The grotesque appearance of the boat gave this operation the nickname of "grasshoppering".

Middleton decided to arm the *Northcote* with a cannon, a Gatling gun (an early machine gun much like a pepper box) and the rifles of 50 troops.

To protect the men on board they "armour-plated" the vessel—to use a term—with two-inch planks and bags of oats. The idea was the *Northcote* would sail from Gabriel's Crossing and attack Batoche, six miles distant, from the river while other troops attacked from the land.

The scheme fell apart because the enemy did not stand still. The Metis fired on the *Northcote* from both sides of the river before it reached Batoche. The helmsman was dropped and the boat crashed on a sandbar. This admirable opportunity for the enemy to board her was lost because the Gatling gun was brought into play.

Under cover of that and the rifle fire,

#### *The Author*

*This piece about a prairie gunboat action is from the typewriter of a prairie newspaperman, Ken Liddell, of the Calgary Herald. It appears here with his permission and with that of the editor of the Free Press Weekly Prairie Farmer, in which it was first printed last fall.*

*Mr. Liddell says that his reference to the event described as the "trial run of the Canadian prairie navy" was written without malice. On the contrary, he had in mind the thousands of prairie youths who joined the Navy during the Second World War and in a matter of weeks had become accomplished sailors.*

*A note on Saskatchewan River ferries might help to clarify some details of the story for those not familiar with the prairie scene: The ferries were usually flat-bottomed scows, whose sole means of propulsion was the swift-flowing current of the river. The craft was attached by pulleys to an overhead cable stretched from shore to shore. By means of a windlass on board, the ferry could be turned at a 45-degree angle to the current, which would propel it across the stream. For the return trip it was simply a matter of changing the angle.*

the crew managed to free the vessel and sailed toward the battle ground only to be defeated by uncanny strategy of the enemy.

The enemy cut two cables of a ferry. One cable dropped into the river behind the *Northcote*, but cutting of the other was exceptionally well timed. When the second cable dropped it tore off the *Northcote's* two stacks and her

tall spars with the result the upper deck caught fire.

The troops under fire, formed a bucket brigade to save the man o' war. The vessel sailed around a bend in the river where she anchored in midstream in comparative safety.

And there the prairie's first gunboat sat out her first battle, plaintively tooting her whistle.

## Memorial to Admiral Horton

*The following communication has been received from Vice-Admiral G. O. Stephenson, president of the Western Approaches Command Reunion Committee:*

### MEMORIAL TO ADMIRAL SIR MAX HORTON

It is intended to erect in Liverpool Cathedral a memorial to the late Admiral Sir Max Horton, GCB, DSO, who served as Commander-in-Chief, Western Approaches, from November 1942 to August 1945 with his headquarters in Derby House, Liverpool, whence he directed, inspired and led to victory the forces under his command engaged in the vital Battle of the Atlantic.

In 1946 Sir Max Horton received the Honorary Freedom of the City of Liverpool. He died on July 30, 1951, and, after a funeral service in Liverpool Cathedral, his ashes were buried there.

Sir Max Horton served for many years in the Submarine Branch of the Royal Navy, gaining the DSO and two bars for his services in the First World War and finally holding the post of Admiral (Submarines) from January 1940 to November 1942. The proposal to erect a memorial in Liverpool Cathedral has the full support of the present Flag Officer, Submarines.

Sir Max Horton's brother, the late Mr. D'Arcy Horton, who died in April 1956, left a sum of money towards the provision of a memorial and approved a design which had been prepared by Mr. Carter Preston and had received the approval of Sir Giles Gilbert Scott, the architect of Liverpool Cathedral. Mr. Horton expressed the wish that those who were associated with Sir Max, both in the Navy and as personal friends should be given the opportunity of subscribing to the memorial; a fund has been opened accordingly.

The Bursar of Liverpool Cathedral has kindly agreed to receive contributions to this fund and I would ask those who wish to be associated with the memorial to send subscriptions direct to him at 5, Fenwick Street, Liverpool 2, cheques and postal orders being made payable to "The Bursar, Liverpool Cathedral Appeal Account".

Those who served in the Western Approaches Command may like to know that a memorial in Liverpool Cathedral to the late Admiral Sir Percy Noble, GBE, KCB, CVO, LLD, who was Sir Max Horton's predecessor as Commander-in-Chief, is being erected privately by his family.



An informal get-together was held in the Chief and POs' Mess at Venture late in October for members of the first RCN class to enlist after the outbreak of the Second World War. The class, one of the largest during the early part of the war, trained in Naden and was billeted in what is now the Naden Theatre. Sixty-five men from all parts of Canada were in the class and, of the original number, approximately ten are still serving on the West Coast and 15 to 20 on the East Coast. This was the first event of its kind for the group since it was split up after leaving Naden in 1940. Seen here (left to right) back row: CPO Chester Padget, PO Bob Bradley, CPO Charles Scott, PO Dave McAlpine, Mrs. McAlpine, CPO Ed Carter, Mrs. Carter, CPO Jack Stoddard, Bob Madsen, Mrs. Norm Carter, Norman Carter, Elwood Macdonald, and Bill Mantle; front row: Mrs. Padget, Mrs. Bradley, Miss Olive Ivy, Mrs. Stoddard, Mrs. Madsen, Mrs. MacDonald and Mrs. Mantle.



Navy frogmen, called from Halifax, recovered the body of a 36-year-old Army staff sergeant on January 5 from beneath the ice at the Montreal aqueduct, near Ville La Salle. S/Sgt. Eric Verdon, 36, had been missing since December 21. Ldg. Sea. Allan J. Heywood, assisted by Ldg. Sea. H. R. Finlay, prepares to submerge. On the left is Lt.-Cdr. Ross Dickinson, in charge of the naval divers. (ML-5342)

# AM I STILL STEERING FOR YOU?

## *Skeena Recorded Poignant Messages from Drifting Boat*

**B**OUND FOR ICELAND with naval fuel, the 11,000-ton motor tanker *Esso Williamsburg*, call sign WTKJ, was torpedoed on September 24, 1942, and her survivors took to her lifeboat, in approximate position 53° 30' N. 41° W.

About 400 miles to the northeast the Canadian destroyers *Saguenay* and *Skeena* and the corvette *Sackville* were escorting convoy ON 131 from the United Kingdom to the Western Ocean Meeting Place. That day the *Skeena* and *Sackville* carried out an unsuccessful attack on a U-boat which had been sighted on the surface.

During the night hours that followed the Canadian escorts got a radio bearing on another U-boat which was shadowing the convoy. It was sighted at dawn and the *Saguenay* and *Skeena* attacked. A pattern of depth charges let go by the *Skeena* brought the submarine to the surface, but it dived again before the destroyers could close in. By an unfortunate coincidence both destroyers were having sonar difficulty and it had to be assumed that the U-boat escaped.

The *Skeena* was having other troubles. One of her fuel tanks was contaminated with sea water and it was obvious that she could not remain much

longer with the convoy. *Saguenay* (senior ship) ordered her to detach and proceed to St. John's Newfoundland, for fuel.

Steaming along at an easy 13 and a half knots to conserve fuel, the *Skeena*, nevertheless, was well ahead of the eight-knot convoy when a general message came over the air from the Commanding Officer Atlantic Coast at Halifax which caused her to alter course and begin the writing of a poignant chapter of the war at sea.

The message reported a distress signal from the *Esso Williamsburg's* lifeboat and the *Skeena*, the nearest known ship to the lifeboat's position, responded without giving a thought to her own difficulties. The tragic story that unfolded minute by minute and hour by hour is told in the messages from the *Skeena's* signal log:

TO: AIG 302 (R) CTU 24,1,13

From: *Skeena*

Proceeding to St. John's, Newfoundland, course and speed 237° 13.5 knots for refuelling and immediate return to O.N. 131 in accordance with CTU 24,1,13's orders. Shortness of endurance caused by sea water leak into one fuel tank.

Position course and speed ON 131 at 1800Z was 053° 31' N 037° 11' W 236° 8 knots.

=1830Z/25

To: GENERAL From: COAC  
Distress signal from lifeboat 053° 10' N. 041° 02' W. at 1251Z/24

=1854Z/25

To: *Saguenay* From: *Skeena*  
Am steering course to pass through reported position of lifeboat reference COAC's 1854Z/25

=1900/25

To: COAC From: *Skeena*  
immediate

Your 1926Z/24 Ask lifeboat WTKJ to transmit on 500 Kilocycles as I am in vicinity

=2222Z/25

To: *Saguenay* From: *Skeena*  
Received lifeboat signals. Fuel situation improved. In view of FONF's 0029Z/26 intend searching to limit.

=0850/26

To: AIG 302 From: *Skeena*  
My 1830Z/25 am searching in vicinity of 53° N 41° W for lifeboat am now able to use contaminated fuel and will search until dark.

=1146Z/26

FOLLOWING IS AN EXTRACT OF SIGNALS RECEIVED AND MADE TO LIFEBOAT FROM WTKJ ON 500 KILOCYCLES.

0730 Heard Lifeboat signals

To: Lifeboat From: *Skeena*  
Keep transmitting we are trying to take a bearing

=0745/26

From: Lifeboat

SOS We were carrying Navy fuel to Iceland when struck approx. position 53 30 N 41 W. SOS.

=0745/26

From: Lifeboat

In God's name send help quickly. We were swamped yesterday and could not send other messages SOS SOS.

=0758/26

To: Lifeboat From: *Skeena*  
Received your signals. Make Z and long dashes if you can hear us

=0810/26

SOS from WTKJ

Have receiver generator still working please take bearing 30 minutes past each hour.

=0838/26

SOS from WTKJ

Our approximate position 52 30 N 41 W we will send 30 minutes after each hour

Circumstances such as those described in the accompanying article may have inspired this painting by Cdr. Harold Beament, RCN(R) (Ret'd), to which he gave the title "Passing". This picture has appeared once before in *The Crowsnest*, in the January 1951 issue.



so you can get a D/F bearing on us please hurry and get us in God's name.  
=0930/26

To: Lifeboat From: *Skeena*  
Can you hear me please go ahead now; if you can hear me call me with call sign Abner  
=1059/26

SOS lifeboat WTKJ *Williamsburg*  
Badly in need of water and medical assistance  
=1200/26

To: Lifeboat From: *Skeena*  
We are coming to your aid; keep sending. Our call sign is Abner. Can you hear me now?  
=1355/26

To: Abner From: Lifeboat  
Yes and thanks to God old man to you we will send from here on the hour and 30 minutes after the hour as the men get very tired of cranking the generator.  
=1400/26

To: Lifeboat WTKJ From: Abner  
I am going to drop a depth charge in five minutes. Let me know if you hear it.  
=1425/26

To: Abner From: Lifeboat  
We did not hear your depth charge.  
=1435/26

Lifeboat to WTKJ ESSO *Williamsburg*  
Will send again in 10 minutes.  
=1545/26

SOS from lifeboat WTKJ  
Need medical aid and water immediately will send again in 15 minutes  
=1617/26

To: Abner From: WTKJ Lifeboat  
The sun has just broken through to the west of us. We have a bright orange flag up from a 20-foot mast. We did not hear your gun fired or depth charge.  
=1633/26

From: Lifeboat WTKJ  
The sun is shining and the sea is very slightly choppy. We have to use oars to be kept from being swamped. The wind is blowing us outter (sic) to sea.  
=1718/26

To: Abner From: Lifeboat  
We just sighted you northeast of us and coming closer. We are firing a flare in a few minutes.  
=1730/26

To: Abner From: Lifeboat  
Flare pistol won't work but you appear to be steering towards us.  
=1735/26

To: Abner From: Lifeboat  
The ship that we sighted was 2 to 3 miles away. Is that you?  
=1740/26

To: Lifeboat From: Abner  
Am going to fire a rocket. Report if you can see it.  
=1742/26

To: Abner From: Lifeboat  
We are between you and the sun.  
=1800/26

To: Abner From: Lifeboat  
The ship we see has one stack.  
=1810/26

To: Lifeboat From: Abner  
Did you see my rocket or hear my charge?  
=1815/26

To: Lifeboat From: Abner  
Am I still steering for you?  
=1828/26

The chapter closed in mystery and tragedy. The last message from the lifeboat's transmitter, cranked by weary, numbed arms was: "The ship that we see has one stack." The *Skeena*, a River class destroyer, had two.

However, the *Skeena* saw no other ship in the general area. Her after-stack was short and, sighted fine on the bow, she could have appeared to be one-funnel vessel.

But why did the transmissions cease? Did the transmitter break down? Had

## FRIENDSHIP WITH QORs SYMBOLIZED BY BUTTONS

WHEN the First Battalion of the Queen's Own Rifles of Canada left Halifax in mid-December to return, via leave, to Calgary, each of the unit's officers wore on his battledress tunic a small gold button inscribed with a fouled anchor topped by a crown and with CANADA superimposed.

The buttons, of the type worn on naval mess jackets, were presented to the QOR officers by Captain A. B. F. Fraser-Harris, commanding officer of

### Ship Entitled To One-Mile Pennant

A paying-off pennant 360 feet long flew from HMAS *Platypus* during her last voyage down Sydney Harbour on November 1.

This was merely holding a candle to the sun, for the ancient Australian depot ship had been in commission for 36 years and was entitled to a paying-off pennant more than a mile long.

At the end of a two-year commission a ship, on paying off, wears a pennant whose length equals the length of the ship and it is proportionately extended according to the duration of the commission. Thus, after four years, the pennant would be twice as long as the ship.

The *Platypus* had been in commission with the Royal Australian Navy since 1920. During the Second World War she was used as repair ship in Darwin Harbour where she survived the heavy Japanese air raids made on that base.

the sailors in the boat reached and passed the limits of physical endurance? Or did the little craft, her weakened crew unable to manage her, founder in the choppy seas?

The *Skeena* had been unable to pinpoint the source of the radio transmissions. She searched the general area but found only tossing, empty seas. Hope of effecting the rescue gone, she set course at last for St. John's.

Believing herself to be dangerously low in fuel, she had nevertheless turned aside on a mission of mercy. Although she was in an area thronged by U-boats, she took the calculated risk of exposing her position by depth charges, gunfire and rockets.

The answer to the mystery is not provided in any records of merchant shipping losses at Naval Headquarters. There is merely the unadorned information that the *Esso Williamsburg*, routed independently had been torpedoed and sunk on the date and in the position given earlier in this article.

HMCS *Magnificent*, to serve as a reminder of the close comradeship established between the battalion and the Navy—and particularly the "*Maggie*"—during the month the unit was in Halifax.

The Queen's Own and the carrier arrived in Halifax almost simultaneously in November, the former from Calgary and the latter from the U.K. During the hectic five days of Operation Rapid Step, the battalion was quartered ashore, mostly in *Stadacona*. When the sailing date was postponed, Lt.-Col. C. P. McPherson, commanding officer of the battalion, suggested that perhaps the "*Maggie*" could employ some of his men.

Captain Fraser-Harris readily fell in with the idea and, from November 19 on, 30 or more QORs worked alongside their naval comrades in the carrier. Others stood picquet duty in the ship, and, on weekends, still others visited on board. Before long a remarkably close association had been formed.

In *Stadacona*, the same thing occurred. All facilities were made available to the visitors and, to help add variety to the schedule, groups of soldiers were given "short courses" in the seamanship school. There they learned bends and hitches, knots and splices and other basic arts of the sailor, and also did boat-pulling in the harbour.

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS *Bonaventure*

Canadian cheer was brought to Belfast in December when the petty officers of the *Bonaventure* entertained 40 orphans at the Bawnmore Children's Home. The children were boys and girls of all religions from the ages of five to fifteen years.

A magician and ventriloquist performed for the children and then ice cream, pop, and cakes were served. Then Santa Claus arrived and distributed to each child a lovely gift plus a bag of candy and a picture of HMCS *Bonaventure*.—J.M.

### Utility Helicopter Squadron 21

The familiar whirr of "Angel's" wings always presages the first flying operations of the day and signals the last aircraft safely aboard. It is a comforting thought to fliers in the fixed-wing aircraft to realize that, in case of any landing accident resulting in a "ditching", their rescue is underway almost before they require it.

Detachment One of HU 21, commanded by Lt.-Cdr. (P) E. A. Fallen, was employed in plane guard duties during the carrier operations of VS 880 from August 7 to October 15, running up a score of 118.4 total hours in the air, 141 ship landings and two successful plane guard rescues after aircraft had ditched while landing on.

Living up to its role of "utility" helicopter, "Angel" also made 85 shore landings during the same period and carried out 52 transfers of personnel between ships. These activities included everything from transporting equipment between ships operating in the same area, to carrying injured personnel from ships at sea to the Naval Hospital at Halifax.

The importance of these services cannot be over-emphasized, since, besides the speed and efficiency with which an emergency can be dealt with, the use of the helicopter often makes unnecessary the diversion of an important unit of the fleet from vital operations.

### HMCS *Cornwallis*

The new entries under training at HMCS *Cornwallis* have a home away from home, thanks to the initiative of the Women's Auxiliary to the Clemens-



At a curry dinner for officers of HMCS *Magnificent*, the UNEF base commander, Col. M. R. Dare, of Ottawa and Camp Borden, presented the ship's officers with just what they needed—a camel saddle. It was accepted on behalf of the ship's captain by Cdr. F. C. Frewer, executive officer. The plaque on the saddle reads: "Presented to the officers of HMCS *Magnificent* by the officers of Canadian Base Unit, Middle East in appreciation of their support to a successful joint operation. Abu Suweir, Egypt. January, 1957." (ME-274)

port, N.S., branch of the Canadian Legion.

The Clemensport ladies were given the use of a room at the *Cornwallis* Recreation Centre and they have transformed this into a sitting room with a homey atmosphere where young sailors may foregather during off-duty evenings.

There are easy chairs for lounging, tables for games or writing letters home, flowered curtains on the windows, pictures on the walls.

If there are gifts to be sent home, the ladies of the auxiliary help in the wrapping. If a new entry is discouraged or homesick, there are words of comfort and advice.

Once a month the auxiliary sponsors a dance for the new entries and these events are second in popularity only to the periodic homecooking sales.

During the Christmas season the facilities of the Legion women's "Hospitality Corner", as it is known, are particularly appreciated by men who are unable to go to their homes.

### HMCS *Shearwater*

*Shearwater* recently held its 18th Red Cross Blood Clinic since the transfusion service started in 1948.

In the eight years since its inception the Air Station personnel have donated 5,215 bottles of blood.

## PACIFIC COMMAND

About 50 oceanographers and student oceanographers of Canada and the United States attended the sixth annual conference of Pacific Northwest Oceanographers held January 18 and 19 at the Pacific Naval Laboratory in HMC Dockyard, Esquimalt.

Dr. W. L. Ford, superintendent of the PNL, and members of his staff, as hosts, had arranged a full itinerary for the two-day meeting. The visiting scientists reviewed the progress in the field of oceanography during the past year and compared notes on the future program.

The itinerary also included a visit to HMCS *Oshawa*, equipped and as-

signed by the Royal Canadian Navy to succeed the *Cedarwood* in carrying out research duties for the PNL.

Oceanographers and students came from the University of Washington, University of British Columbia and from the Pacific Oceanographic Group at Nanaimo, B.C. They included: Dr. Thomas Thompson, Professor of Oceanography, noted authority in this field, and Dr. Richard Fleming, (formerly of Victoria) Director of the Department of Oceanography, from the University of Washington; Professor W. A. Clements, Director of the Institute of Oceanography, University of British Columbia and Dr. J. P. Tully, Oceanographer - in - Charge, Pacific Oceanographic Group, Nanaimo.

The University of Washington delegates arrived in the research vessel *Brown Bear*, from Seattle.

#### HMCS Ontario

The Hon. Frank Mackenzie Ross, Lieutenant-Governor of British Columbia, was the guest of honour at a luncheon on board the cruiser *Ontario* early in January following an official call he made on Captain R. P. Welland, commanding officer of the ship.

The *Ontario's* guard and band was paraded for the formal call.

The Lieutenant - Governor was accompanied by his wife at the luncheon and other guests were: Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, and Mrs. Pullen; Commodore P. D. Budge, Commodore, RCN Barracks, Esquimalt, and Mrs. Budge and Captain Paul D. Taylor, commanding officer of HMCS *Crescent* and Senior Officer, Second Canadian Escort Squadron, and Mrs. Taylor.

## NAVAL DIVISIONS

#### HMCS Malahat

The naval reserve air squadron—VC 922—of HMCS *Malahat*, the Victoria naval division, has been named winner of the Annual Safe Flying Award, Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, has announced.

The award is presented annually to the naval reserve air squadron with the best flight safety record. VC 922 completed 1956 without a single flying accident.

Five naval reserve air squadrons are in operation across Canada, attached to naval divisions in Quebec, Kingston, Toronto, Calgary and Victoria. Last year's holder of the Safe Flying Award was VC 924 of HMCS *Tecumseh*, Calgary.

Commanding officer of this year's award winning air squadron is Lt.-Cdr.



Lt.-Cdr. J. R. L. Cassidy, USN, was presented with a replica of the badge of HMCS *Stadacona* in recognition of three and a half years' service with the Royal Canadian Navy in Halifax. The presentation took place January 18. Lt.-Cdr. Cassidy (left), staff officer NATO Plans, on the staff of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, has returned to the U.S. Navy. Frederick E. Farnsworth, U.S. Consul General, is shown at centre, while at right is Commodore E. W. Finch-Noyes, Commodore RCN Barracks, Halifax.

(P) A. M. Davidson, RCN(R). The resident flying instructor is Lt.-Cdr. (P) G. D. Westwood.

Presentation of the award to VC 922 will be made this spring at *Malahat* by Rear-Admiral Adams during his visit to western naval divisions.

The Safe Flying Award was donated by Admiral Adams three years ago to promote flying safety in the naval reserve air squadrons. The award is based on each squadron's accident free record related to the number of flying hours done by the officers of the group.

#### HMCS York

*York*, Toronto's naval division, had one of its busiest Remembrance Days in history in November.

Representatives from the ship attended many types of services conducted at cenotaphs and elsewhere, and naval personnel performed their duties from sunrise to sunset.

The first service was held by the Pre-War Royal Canadian Naval Volunteer Reserve Club of Toronto on Wednesday, November 7. This was attended by some 30 members of the club—including two commodores—and several members of the ship's company. This was held on *York's* quarterdeck.

At the city hall service, Saturday, November 10, Captain L. D. Stupart and Lt.-Cdr. Lloyd Davies represented *York* along with a guard of honor.

At sunrise, Sunday, some 30 members of the ship's company gathered at Prospect cemetery to pay their respects to the memory of fallen comrades.

Other services attended included cenotaph ceremonies at North York township, Scarborough township and Silverthorne; at St. Paul's Runnymede church, at Bathurst Heights Collegiate, a naval veterans' service at *York* and the Service of Remembrance at the Odeon Carlton theatre.

#### HMCS Unicorn

HMCS *Unicorn*, the Saskatoon naval division, late in December played host to the first group of Hungarian refugees to arrive in the city.

Twenty-seven Hungarians, tired, and a little confused after the events of recent weeks that took them from their revolt-torn homeland to a new life on Canada's prairies, were taken from their train to *Unicorn*. There they were fed breakfast, were given a welcome from Mayor John McAskill, and allotted to their new homes.

The commanding officer of the division, Lt.-Cdr. C. L. McLeod, had earlier offered its facilities to help get the Hungarians settled in Saskatoon. The group included five children who took great pleasure in playing in a whaler on the main deck.

# THE CONTINUING NEED FOR A NAVY

## *Conventional Weapons Still Vital to Defence*

WHEN I SAY "I believe in the Navy", this confession of faith has two distinct meanings: it means that I believe there is a continuing necessity for the existence of the Navy as a part of the country's armed forces; it also means that I have confidence in the ability of the Navy to play its proper part in the defence of Canada. It is my task now to examine why I hold these beliefs.

There is always a tendency between wars, even in countries whose existence largely depends on overseas trade, to regard the Navy as a rather expensive and not very essential part of the national economy and to neglect it accordingly. This tendency, though always proved wrong in the past, is as strong as ever today. There is no reason to be unduly surprised at this; it results naturally from the great attention which must be paid to the tremendous importance of airpower with its terrifying accompaniment of atomic bombs. Small wonder that navies tend to be regarded as outdated and virtually useless in face of the picture presented to us of the appalling destruction which can be wrought by nuclear attack. With attention concentrated on this new threat from the skies, it begins to be taken almost for granted that any future war between the great powers will be decided within the first few days by knock-out blows delivered from aircraft armed with nuclear weapons.

This assumption, though it may appear to be based on predictable facts, is probably somewhat out of proportion. One of the lessons taught by the Second World War is that it was the defeat of their armies in the field which made the Germans ask for peace rather than the massive series of bombings they had experienced. Undoubtedly atomic bombing is far more devastating even than raids of a thousand bombers equipped with high-explosive block-busters—nevertheless it is open to question whether air attacks with nuclear weapons, unsupported by any other enemy activity, would bring a great power to the point of unconditional surrender. It is certainly arguable that some follow-up in the shape of invasion and occupation by enemy troops is still essential for complete domination of one power by another. In other circumstances a bombed country would recover; slowly and painfully no doubt, but still with sufficient spirit to resist complete sur-

*The purpose and importance of the Navy in this atomic era are discussed here in two essays submitted in last year's "Canadian Shipping and Marine Engineering News" on the subject "Why I Believe in the Navy".*

render to an ideology which would involve the abandonment of its most cherished principles.

If we accept this argument, the necessity for retaining conventional forces in the shape of an army and a navy is obvious even in a global and atomic war. The only conceivable enemy who might attack the North American continent (and here we must think in terms of continental rather than of national defence) must cross the oceans to occupy and rule it. Without the shield of naval forces, capable by virtue of their mobility of surviving the atomic attack, complete domination of North America might be a possibility. But so long as the Western powers exercise sovereignty over the seas utter defeat

will not be our fate. It will still be possible to concentrate against the invader at sea, to attack him on the surface, under the surface and from the air until all hope of a successful landing has faded into impossibility.

Now supposing that possession of nuclear weapons by both sides involved in a dispute were to create a situation in which neither dared to use the atomic bomb for fear of retaliation, the need for the Navy becomes even more apparent. In the circumstances of what Field Marshal Montgomery has called the "pax atomica", it might become necessary to save Western Europe from being overrun by the conventional forces of the Communist bloc. For the West to be successful it would be essential to establish and maintain complete control of the sea communications across the Atlantic in the face of any maritime threat, for only so could the forces and the supplies needed for its salvation be poured into Europe.

Similarly in the case of the limited war which does not involve a direct clash between major powers, control of the seas will still exercise as important



an influence on the outcome as it has in the past. The fact that the Navy was the first of the Canadian Armed Forces to arrive on the scene in Korea not only demonstrated the mobility of naval units and the speed with which they can be switched from peacetime employment to a war footing, but also underlined the importance attached by the United Nations high command to ensuring the protection of the South Korean coastline and the domination of the sea approaches to the peninsula at once and throughout the war.

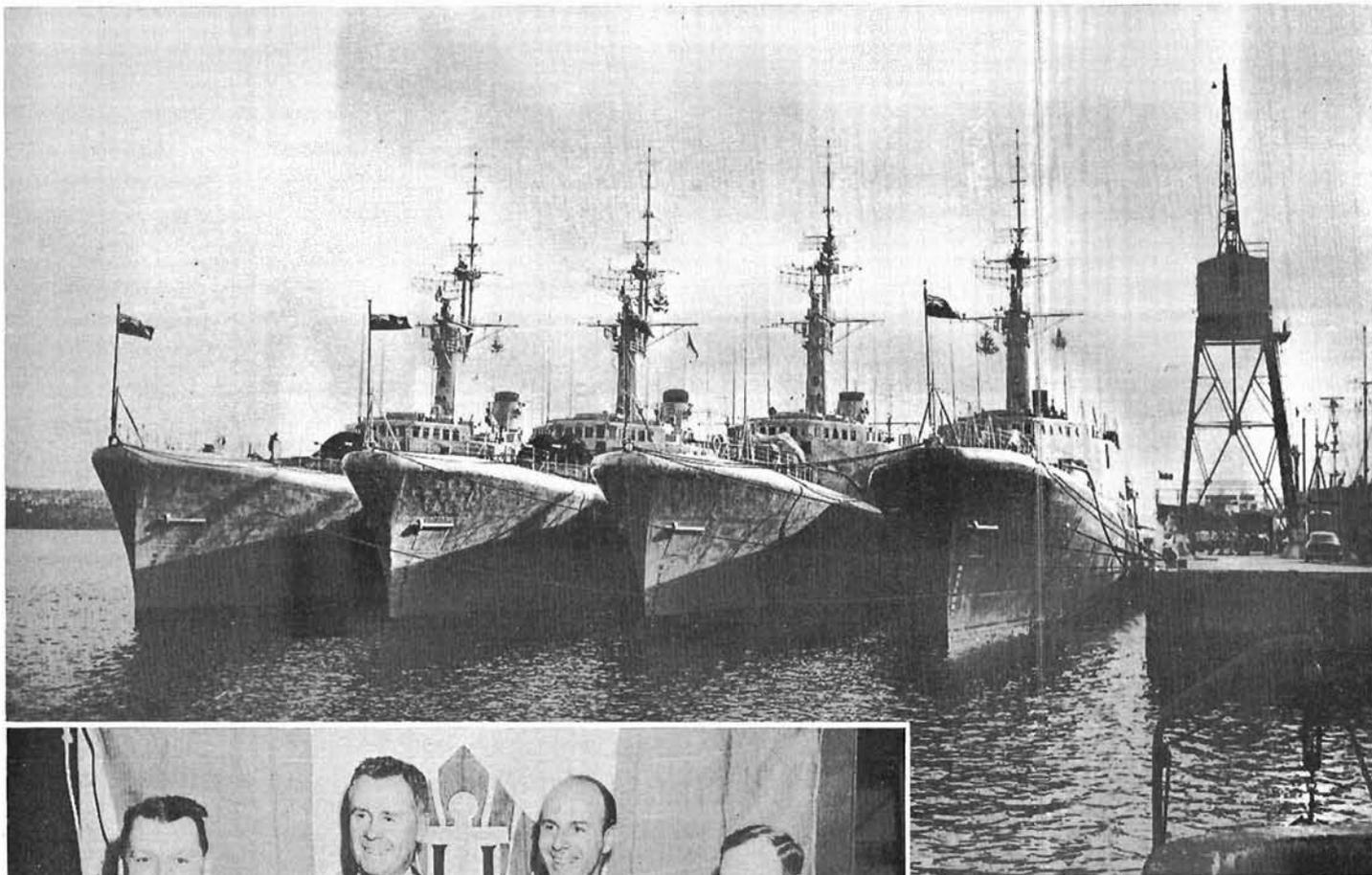
There is no need to labour this point further. Belief in the continuing necessity for the Navy is based on the conviction that without its contribution we

are that much further from being able to guarantee the integrity of an allied country in a limited war or, in the worst case, from being able to save ourselves from final defeat.

The complement to a belief in the necessity for the continued existence of the Navy is confidence in its ability to play its proper part among the defence forces of Canada. To simplify the task of examining whether the Navy deserves this confidence let us consider in turn the two essential elements which make it up—ships and men.

As regards the ship, we can have confidence in them if they and their weapons are of the right design to enable them to fulfil their mission in all weath-

ers and against all assaults of the enemy. A great responsibility rests on those who are charged with the creation, maintenance and renewal of the fleet. It takes clear foresight and careful planning to look into the future, assess the potential of the enemy five years or ten years from now and then to design, build and equip ships which will be capable of dealing with the enemy not only when fresh from the builder's yard but throughout a normal life span of, say, 15 years. It is no doubt of advantage to our naval planners and designers that the major threat which the Royal Canadian Navy must face appears still to be the submarine. But, though we can be confident that the Navy acquired



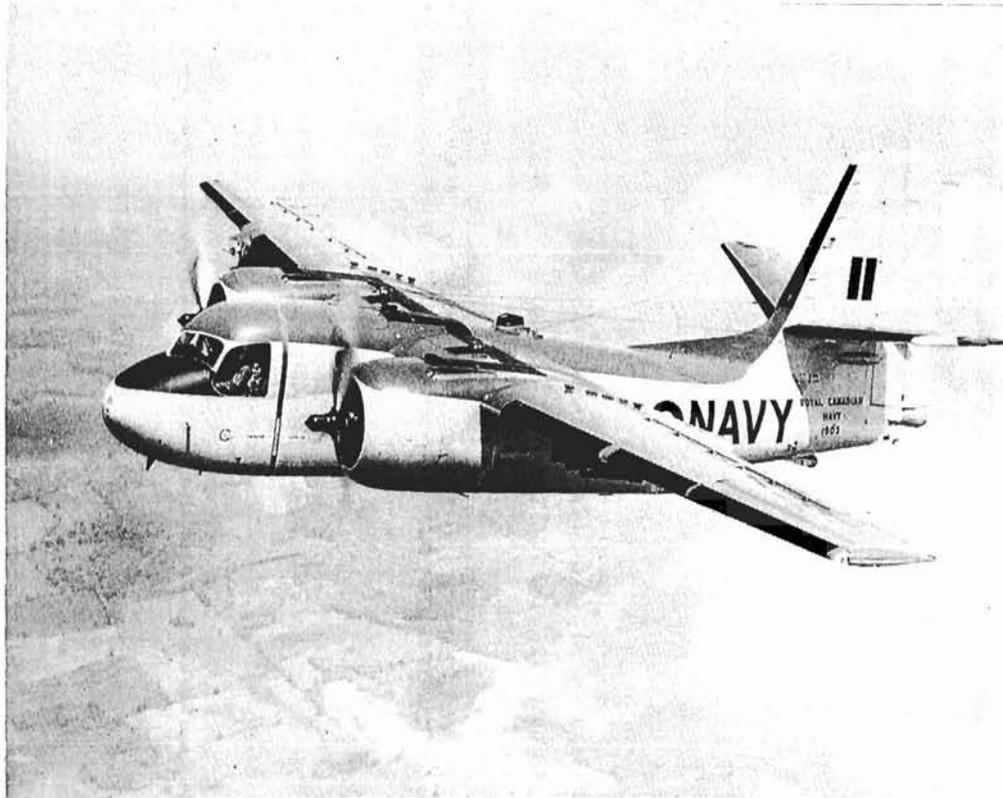
Here are two historical photographs of more than passing interest. One is the Third Canadian Escort Squadron, with its new destroyer escorts, all alongside the same jetty at Halifax. They are from outboard, the Saguenay, Ottawa, Assiniboine and St. Laurent. (HS-46618). The commanding officers of the four ships are shown after calling on Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast. Left to right are: Cdr. G. H. Hayes (Saguenay), Cdr. E. P. Earnshaw (Assiniboine), Cdr. R. W. Timbrell (St. Laurent) and Cdr. C. R. Parker (Ottawa). Cdr. Timbrell subsequently left his ship to become executive officer of Shearwater, the RCN Air Station near Dartmouth. He was succeeded by Captain A. G. Boulton in command of the St. Laurent and as Commander Third Canadian Escort Squadron.

a great deal of experience in anti-submarine warfare during the last war, we can also be certain that the next war will not be fought with the weapons of the last. It is therefore reassuring to see in the Navy a constant striving after greater efficiency through the modernization of existing ships and aircraft and through the acquisition of radically new types.

The appearance of the *St. Laurent* class of destroyer escorts, designed in Canada, built in Canadian shipyards and acclaimed as the most advanced anti-submarine vessels afloat, reaffirms our confidence that the Navy is in fact forward-looking and forward-thinking. It is a satisfactory reflection that in these days of uneasy tension there has been produced for the first time a purely Canadian concept of the type of ship needed to carry out the Navy's primary mission. It is surely not being overconfident to believe that the *St. Laurents* are only the forerunners of future classes of Canadian ships, equally competent to deal with whatever form of enemy attack they may be called upon to face.

If there is reason for sober confidence in the ships, what about the men whose duty it is to sail and fight them? No one who has had the experience of going to sea in Her Majesty's Canadian Ships, either in peace or in war, can have failed to be impressed by the men who serve in them. Cheerfulness in long periods of monotony, constancy in times of adversity, courage and hardihood in action have been the attributes of these men wherever their ships have sailed; from North Atlantic to South Pacific; from the Northwest Passage to the Yellow Sea. Among the navies of the world they have built up a reputation of which Canada should be proud. We need not hesitate to have confidence in the skill and in the spirit of the men of the Navy: and this is of first-class importance because, in spite of the increasing complexity of modern fighting ships, MAN is still the first weapon of war.

A final and compelling reason for having confidence in the Navy as a whole is that this confidence is so widely shared by the officers and men themselves: it has its roots in the fine record of the Navy in the past and it flourishes because the structural timbers of the Navy are sound today. There is no space here to trace the origins of the traditions from which our Navy draws its inspiration: it is enough to note that much of its system of organization, administration and discipline has been derived from the unique experience over many years of the Royal Navy, but the



original has been so altered as to give it a shape suited to the Canadian environment and the Canadian temperament. The conditions under which the Navy now lives and works: the cheerful, wholesome atmosphere which characterizes its ships and establishments; the instinctively high standard of behaviour

which it displays in foreign ports; all these go to prove that the Service has been wisely organized and is being sanely administered—for such things can only be the fruits of a system in which discipline walks hand in hand with pride of service and respect for one's fellow men—M.E.

## WE MUST CONTROL THE SEAS

ALL WAR, with respect to the participants is now total war, though it may be geographically limited or global. The geographical limits, once imposed chiefly by the oceans of the world, are now set politically and these same oceans have become military highways rather than moats. To secure the use of these highways for ourselves and to deny them to the enemy is the definition of sea power and it is the Navy as the instrument of sea power with which we are concerned.

Once command of the seas is obtained we are enabled to employ our forces at the place best suited for our own defence, i.e., adjacent to or on the territory of the enemy. Napoleon's Egyptian campaign withered on the vine because Nelson at the Nile denied him the same sea power that made Wellington's Peninsular wars possible. Similarly German control of the English Channel and the North Atlantic would have made it impossible for British and North American armies to fight in Europe in either World War. We are further able to support our allies, to procure our raw materials and to maintain the trade without which our econ-

omy would waste and shrivel. The normal trade of peace sees 58 million tons of goods pass through Canada's ports each year. The enemy in turn can attack us only from the air, for those "far distant, storm beaten ships" still stand between any Grand Army and dominion of the world. He is also denied all material assistance from outside his own boundaries. Though the hardships of close blockade that killed Collingwood off Brest 19 years after Trafalgar are no longer part of the technique, the principle is still the same.

It is the Navy with maritime air forces that secures this command of the sea and it is the mobility of the Navy that allows us to exploit this sovereignty. The enemy cannot concentrate aggressive forces within miles of his coastlines without risking their destruction by naval surface and air strikes. Those who doubt that carrier forces can operate close to hostile shores, should remember that out of 224 carriers commissioned by the Allies in the Second World War only 39 were sunk and of these only four by shore-based aircraft. It should also be taken

# VETERANS' ASSOCIATIONS MAINTAIN LINK WITH NAVY

into consideration that the destruction of more than 2,000 aircraft during the operations off Japan, Okinawa and Formosa bears ample witness to the ability of carrier forces, when required, to slug it out with land-based air. Furthermore, the enemy is unable to relieve the excess load imposed upon his railway and canal systems when his coastal shipping is everywhere destroyed, and the threat upon his whole coastline, posed by strategically mobile assault forces, will require him to make costly outlays in men and materials for its defence. There were still 300,000 Germans in Norway long after the Rhine was crossed. With these and many lesser benefits accruing to those who rule the seas it has yet to be suggested that such supremacy is not the first prerequisite of victory.

Command of the seas, from Salamis to Matapan and Midway has never been easily obtained and though we gain surface and air superiority we are still threatened by the almost undetectable submarine. First and Second World War submersibles, in the face of superior naval forces, sank 11 million and 21 million tons of shipping respectively. The advent of the true submarine which will operate in conjunction with surface raiders and co-operating aircraft confronts us with an even greater threat to our supply lines and a new nuclear threat to our cities and harbours. Thus it is apparent that superiority must be obtained in all three dimensions of the ocean areas.

The Navy, as the martial element of sea power, is one of the instruments of force by which we hope to compel our enemies to fulfil our will. To be worthy of the nation's trust the Navy must be capable of accomplishing its part of this task. It is by faith in the Navy's ability to so do that belief in the necessity for a strong navy is supported. Names like Cadiz, Quiberon, Trafalgar, Falkland Islands and the Battle of the Atlantic which illuminate the record of past achievements and names like Campbell, Cooper, Caporelli, Christensen and Kalinowski that belong to the men who fight the ships and aircraft of today's Navy, are, in themselves, almost sufficient basis for that faith. When augmented by knowledge of the effectiveness of the equipment produced by our industries they fully justify it.

It is because I recognize the need for a nation or group of nations to be capable of executing the functions of sea power and because I have faith in the ability of naval personnel dedicated to the service of the Queen and fellow citizens, to carry out this assigned role, that I believe in the Navy.—R.W.J.C.

**R**ETIREMENT from active service with the Navy need not necessarily mean a complete break with the associations formed within the service in war or peace.

Thousands of former naval personnel across Canada have retained a pleasant and rewarding link with the RCN and continued to enjoy the comradeship of others who have served in navy blue and have returned to "civvy street".

They have done this by becoming members of the numerous naval associated clubs which spread across the country from coast to coast. Membership in these organizations continues to grow, and former naval personnel are welcomed in all.

For the information of those who would like to retain their links with the service, a list is provided here of naval clubs and associations whose existence has come to the attention of Naval Headquarters. It would be appreciated if any omissions or corrections in addresses were drawn to the attention of the editor of *The Crow'snest*.

Mr. Hugh Spence,  
Chairman,  
Central Alberta Naval Veterans,  
Red Deer, Alta.

Mr. Fred Sygrove,  
President,  
Naval Veterans' Association,  
498 Indian Road,  
Sarnia, Ont.

Combined Operations Naval Service  
Ass'n,  
Montreal Branch,  
2035 Trenholme Avenue,

(Apartment 2),  
Montreal.  
(Att'n: F. J. Turnbull.)

Mr. James W. Evans,  
720 Dickens Street,  
Trail, B.C.

Mr. Kenneth A. J. Hussey,  
Secretary,  
Bathurst Branch No. 6,  
Main Brace Naval Veterans' Ass'n of  
Canada,  
Bathurst, New Brunswick.

Montreal Ex-Naval Men's Ass'n,  
1173 Drummond St.,  
Montreal, Que.

White Ensign Branch No. 129,  
Canadian Legion,  
1572 Barrington Street,  
Halifax, N.S.

Mr. Herman S. Boyle,  
National President,  
Main Brace Naval Veterans,  
Moose Head Breweries,  
Lancaster, N.B.

Royal Canadian Naval Veterans'  
Ass'n,  
North Bay, Ont.

Mr. Earl Goyne,  
Secretary,  
Oshawa & District Naval Veterans'  
Club,  
147 Cadillac Avenue S.,  
Oshawa, Ont.

Mr. A. M. Ross, president,  
Oxford County Naval Ass'n,  
68 Railway Street,  
Woodstock, Ont.

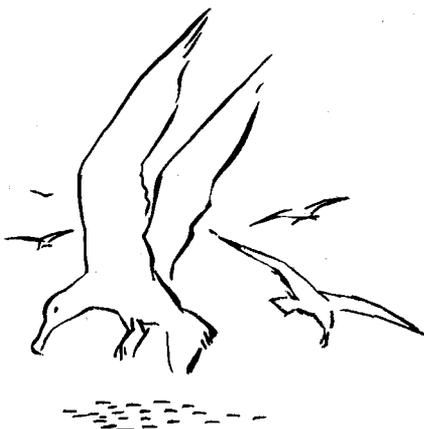
Hamilton Naval Club,  
444 Sherman Avenue S.,  
Hamilton, Ont.

Mr. C. 'Pete' Meridew,  
Secretary,  
Peterborough Naval Veterans' Ass'n,  
469 Cameron Street,  
Peterborough, Ont.

Mr. J. R. Gaudet,  
Secretary-treasurer,  
Main Brace Naval Veterans' Club,  
102 St. George Street,  
Moncton, N.B.

Belleville Naval Veterans' Ass'n,  
24 Sixth Street,  
Belleville, Ont.

Brant County Naval Veterans' Ass'n,  
P.O. Box 135,  
Brantford, Ont.



# THE NAVY PLAYS

## Griffon Defeats Railway Team

In an exhibition intermediate hockey match, HMCS *Griffon*, the Lakehead naval division, downed a CNR team 13-7 in Port Arthur.

The Navy team jumped into an early lead and were never threatened as they continued to pepper the CNR goal. Coached by Ken Haggarty, the sailors saw two of their men fire hat-tricks during the game.

## Volley Ball Main Sport in 'Maggie'

A comprehensive recreational program, involving both Navy and Army, was run off during the *Magnificent's* 13-day voyage from Halifax to the Middle East. Organized by the ship's sports officer, Lieut. Colin Bird, and the senior PTI, PO Bernard (Spud) Hughes, the program was launched shortly after the departure from Halifax and continued almost until the arrival at Port Said.

In the organized events, interest centred mainly on the volley ball tournament, and on whether the Officers' "A" team or the R.C. Signals could wrest the championship from the aircraft controlmen of M-15 Mess.

Army Sigs were triumphant over Officers' "A" in the semi-finals, but couldn't match the superior team play of M-15 in the final and bowed out in three straight games. Members of the winning team were Leading Seamen Peter Davidson, William Renaud and Jim Amyotte and Able Seamen George Sly, Donald Noyes, John Nichol and Robert Casement.

Sgt. Gerry Humphries of the RCEME put the Army on the score sheet when he defeated Sub-Lt. (E) W. L. Bamford in five games in the cribbage singles final.

The cribbage doubles title went to Cdr. (S) H. C. Ledsham and Lieut. (S) Hugh Richardson after a closely-fought match with Petty Officers Edmond Poirier and W. Lamoureux.

The bridge championship went forward, with Petty Officers Ronald Pearson and Ted Corbett outscoring Lt.-Cdr. R. V. Bays and Lt.-Cdr. W. H. Frayn.

Whist winners were Able Seamen William McLay and Vivian Manning.



HMCS Bytown wrens fought a hard two-game, total-goal series with a team of airwomen from RCAF Station, Rockcliffe, in January, losing by a dozen points. The RCAF went on to take the championship of the six-team Ottawa league. In the action shot, Jenny Robertson, Navy import, scores. The inset shows wren captain Jane Takeoff, left, with Joan Thomas, acting captain of the airwomen. (O-9222, O-9217)

The combined Regulating and P & RT Staff team finished first in the enclosed mess dart league but were upset in the final by the Supply Petty Officers of M-35 Mess.

Awards to the winning teams and competitors were presented by Captain A. B. Fraser-Harris at a ship's concert held the night the *Magnificent* arrived in Port Said.

## Perfect Cribbage Hand Turns Up

That cribbage rarity, a perfect 29, was scored by Sub-Lt. (S) York Brace,

captain's secretary in the *Magnificent*, during the ship's voyage from Halifax to the Mediterranean.

Sub-Lt. Brace dealt himself the fives of hearts, diamonds and clubs and the jack of spades. Then his opponent, Chaplain (P) Woodrow Levatte, cut the five of spades to give him a perfect hand.

## Curling Takes Hold in Navy

In Victoria two Navy rinks and an entry from the Dockyard League shared

honours in the Third Annual Commercial Bonsel held at the Victoria Curling Club.

Winner of the Victoria Curling Club Trophy was an RCN quartet skipped by John Adams. Meanwhile, Vern Bowes skipped the Dockyard League team to victory in "B" event and Bob Oswald, in "C" event headed the other Navy team in its win.

In Ottawa, the Chief of the Naval Staff, Vice-Admiral H. G. DeWolf, curled the first stone in November to start officially the second season for the RCN Curling Club in Ottawa.

## Letter to Editor

Dear Sir:

Your mystery ship carried me back over 55 years to 1901. I was finishing senior boys' training in HMS *Calliope*, a sister of *Cleopatra*, when both ships made port at Gibraltar. Both were barque rigged and did three-month cruises, finishing off boys' training before rated Ord. Seaman.

Another older vessel was also moored at "Gib", which was on this Pacific station many years ago. She was HMS *Cormorant*, cut down to her lower masts and used as a hulk and depot ship at the Rock. The *Calliope* was also in the Samoan Islands in the 1880s and was the only vessel of an international fleet to fight her way out of the harbour at Apia, Samoa, the others were all blown ashore and wrecked. She was known in the RN as the "hurricane jumper" after that, and I believe she was being used as a RNR drill ship in NE England up till some years ago. She must have been in service well over 65 years.

These ships were a wonderful pair with the to'gallants and royals set and were tall ships.

Your picture shows *Cleopatra* with her yards down and top and to'gallant mast struck down, which would be the safe position for them with ship in ice.

This drill was carried out in harbour every evening and masts were boosted to their sailing positions in the morning. *Cleopatra* was manned from Devonport; the *Calliope* from Portsmouth.

I served 10 years in RN including time in HMS *Speedy* 1902-4, chasing slave and gun runners in the Red Sea and Gulf of Aden and the Mediterranean. Home and Channel fleets, and bought my discharge out of HMS *Argus*. I'll sign off with a few numbers. I am yours truly,

JAMES H. RIPPON, Ex-CPO  
Victoria, B.C.

RN 216217  
RNCVR 837, WW I  
RCN (Temp) X41137, WW II.

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The Dockyard fire department at Esquimalt last year won second place in the National Fire Protection Association's Fire Prevention Week contest. Commodore P. D. Budge, Acting Flag Officer Pacific Coast, is shown presenting the safety award to Commodore (E) J. B. Caldwell, superintendent of the Dockyard, who accepts the scroll on behalf of his fire fighters. The presentation was made at the Dockyard firehall during Fire Prevention Week activities.



Two Niagara Falls seamen were in town after five months of training at Cornwallis and when they heard the mobile recruiting team was back again, they dropped in to pay their respects. At the right, Ord. Sea. Joseph Dekker looks on as Ord. Sea. David White shakes hands with CPO H. A. Leitch. Standing are two members of the recruiting team, AB Don Schultz and PO William Anderson. (Photo by McWilliams, courtesy Niagara Falls Evening Review)

# 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.

ADAMS, John W.....C2SW3  
 ALDERSON, Clifford H.....P1VS3  
 ALDERSON, Douglas H.....C2PW3  
 ALLAN, Herbert J.....LSSE1  
 ANDERSON, John W.....LSCV1  
 AYLING, Robert.....LSRP1

BACHYNSKI, John V.....LSCK2  
 BANDOIAN, John.....P2NS2  
 BARR, Robert J.....LSAW2  
 BAYLEY, Allan F.....P2CK2  
 BEAUCHEMIN, Joseph B.....LSCK2  
 BLAIR, Donald D.....LSRC1  
 BLAKESTON, William H.....LSCR1  
 BOUTILIER, Raymond W.....P2SLR1  
 BRANSFIELD, Gerald T.....LSSW1  
 BROCKLEY, Robert.....LSAW1  
 BREADMAN, Donald L.....LSAR2  
 BROWN, Robert D.....LSAO2  
 BURTON, Richard E.....P1AW3

CAVE, Albert W.....LSQM1  
 CHAISSON John B.....LSQM1  
 CHRISTIANSON, LeRoy E.....LSQM1  
 CIRTWELL, Allan E.....LSRP2  
 CLEAVER, Wesley T.....LSCR1  
 CLOUTIER, George J.....LSAW2  
 COSGROVE, Denis.....LSVS2  
 CURRIE, Robert R.....LSNS2

DAFOE, George A.....P2RD3  
 DAVIS, Frederick W.....P1AW3  
 DESLAURIERS, John J.....LSTD1  
 DEVEAU, Gerald R.....P2OR2  
 DOUGLAS, William E.....LSPW1  
 DUNKERLEY, George W.....P2CK2

EDDY, William D.....P2NS2  
 EDGECOMBE, Percy C.....LSVS1  
 ELLIS, Robert T.....LSQM1  
 ENSLEV, Roy S.....LSQM1

FIELDS, Denis A.....LSSE1

GAUTHIER, Ronald J.....LSEM1  
 GHANAM, John D.....P2AW2  
 GIBBS, Gerald S.....P2AW2  
 GILBERT William L.....P1PW3  
 GOGUEN, Charles J.....LSQM1  
 GRANT, Douglas M.....LSEA3  
 GUILBAULT, Louis A.....LSSW1

HALFYARD, Albert M.....LSTD2  
 HALL, Charles W.....P1CK3  
 HAMPSON, John L.....P2RD3  
 HECIMOVICH, Joseph S.....P2RW3  
 HERDER, Douglas W.....LSAW2  
 HERNDEN, Glenn R.....LSQM1  
 HESS, John K.....LSRT3  
 HIGHFIELD, Bruce W.....LSTD1  
 HOWARD, John W.....P1CK3

IRWIN, Ernest H.....P2EF3

JESSO, Douglas Y.....LSRP1

JOHNSON, Carl G.....LSAO1  
 JOHNSON, Robert W.....LSTD2

KENNEDY, Maurice.....LSCR1  
 KEYES, Leslie E.....LSEA3  
 KINGSBURY, Lucien J.....LSQM2  
 KNOX, George H.....LSNS2

LASHMORE, Thomas C.....LSCK2  
 LAVOIE, John M.....LSNS2  
 LEBOEUF, Hubert J.....LSPW1  
 LAVIGUEUR, Laurier J.....LSCS2  
 LAYE, Ronald B.....LSMO1  
 LIGHTFOOT, Arthur T.....LSAR1  
 LOVE, Max I.....P2VS2  
 LERETTE, Chester C.....P2RW3

MacCORMAC, Bernard B.....LSAW1  
 MacCORQUODALE, Ian J.....LSNS2  
 MacDONALD, Gerald A.....LSRT3  
 McCLOSKEY, Robert P.....LSQR1  
 McKINNON, James R.....LSCV1  
 MAILLOUX, Gerard J.....P2NS2  
 MANN, John D.....LSRT3  
 MATYCHUK, Stanley M.....PINS3  
 MILLER, Lawrence W. (3).....P2VS2  
 MILLER, Francis E. (2).....LSAA1  
 MILLER, Colin L. (1).....LSCK1  
 MOFFAT, George W.....LSSW1  
 MONTGOMERY, Barry R.....LSCR2  
 MUNICH, Karl.....LSVS2

NEILL, Francis G.....P2PW2  
 NEWTON, Douglas F.....C2PW3

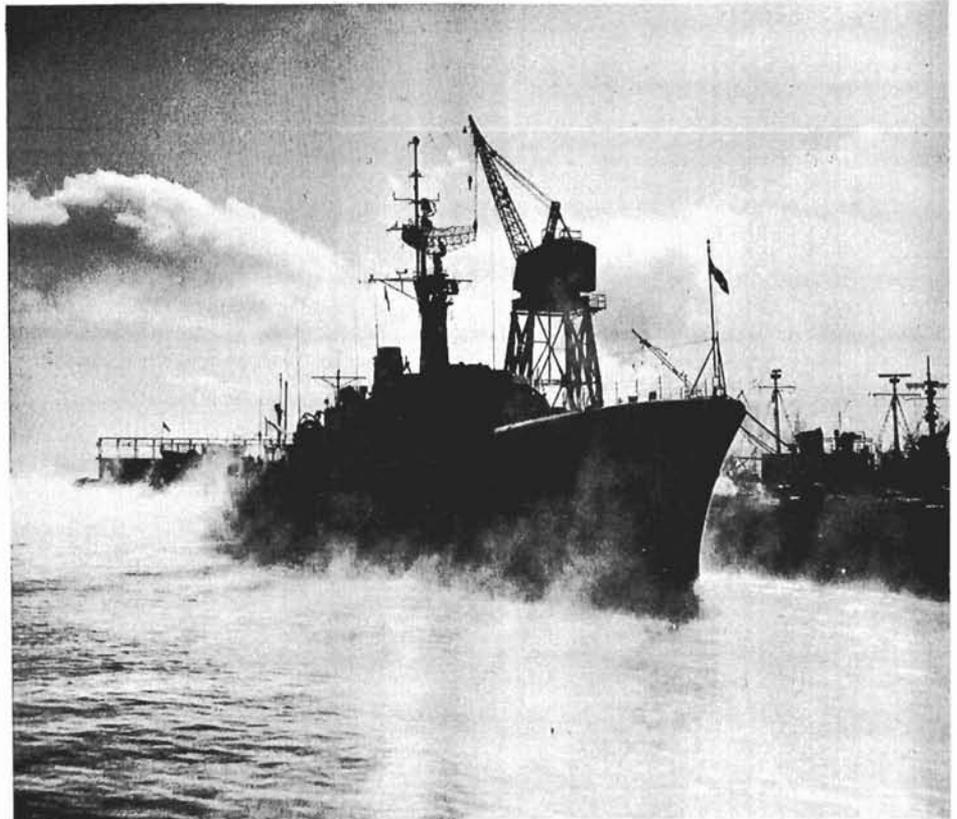
OLSVIK, Alvin R.....PINS3

PACE, Lorne E.....P2CK2  
 PARTRIDGE, Harry E.....LSVS1  
 PETERS, Raymond.....LSRT3  
 PETERSON, Walter J.....LSTD1  
 POPE, Gordon H.....LSNS2

RANDALL, Frederick C.....C2AW3  
 RHODES, George W.....P2PW2  
 RIVEST, Rosaire G.....LSCK2  
 ROBINSON, George A.....LSNS2  
 ROBINSON, Paul A.....LSRT2  
 ROBITAILLE, Roland J.....LSQM1  
 ROLLS, Donald W.....LSMO1  
 ROSE, George.....P2SW2  
 ROSE, Huntley R.....LSQM2  
 RUSSELL, Gilbert T.....LSNS2

SAUNDERS, William L.....LSNS2  
 SIMMONS, Donald C.....LSRT3  
 SIMPSON, Lloyd W.....P2EA3  
 SMITH, Oscar M.....LSSW2  
 SPICER, Robert.....C2PC4  
 STILES, Gary J.....LSSE1  
 STRINGER, Lewis J.....P2NS2

TAGGART, Roderick A.....P2VS2



They really put these new DEs through some rugged tests: full ahead, full astern, port 40, starboard 65, fire both, drop pilot—you know the kind of stuff. And then, friends, they boil her in oil! The accompanying picture was taken during the winter when a cold wave descended on Halifax and warmer air rising from the water turned the harbour into a steaming cauldron. The ship with her hull shrouded in the "Arctic smoke" is HMCS St. Laurent. (HS-46912)



A substantial portion of the Royal Canadian Navy's Atlantic fleet formed a backdrop to the commissioning ceremonies of HMCS Saguenay in Halifax on December 15. (HS-46502)

THOMPSON, Randy J.....LSCV1  
 TREMBLAY, Raymond.....LSAF2  
 TURRIS, Robert W.....LSSW2

VOISARD, Leland A.....LSAW1

WADE, Barry J.....LSNS1  
 WASELENCHUK, John.....LSSW2  
 WELCH, John.....C2NS3  
 WHITE, Karl L.....P2HA2  
 WOODHOUSE, William.....LSCS2

YEOMANS, Hovort.....LSCV1

### RCN (R)

ARTHURS, Donald James.....LSCR1

BAKER, Kenneth H.....C2QM1  
 BLISS, Colleen E.....WP2SS(X)2  
 BUDD, William C.....C2QR1

CHRISTENSEN, Eric.....ABNS1

DAVID, Roy S.....P1SH3  
 DESMARIS, Orval J.....LSQRS  
 DOHERTY, Charles J.....LSBD2  
 DORT, James G.....ABEMS  
 DRABBLE, Raymond S.....ABBD1  
 DUNCAN, Dathleen M.....WA(NQ)

EATON, Frederick.....LSCV1  
 EBERSOLE, John Arthur.....ABLM1

FERGUS, Robert W.....ABEMS  
 FREEZE, Ronald C.....LSBD2

GOTCH, Barbara G.....WLSS(X)2  
 GRAYGROFT, Nellie M..WAME(X)1  
 GREGORY, Nick.....P1PB3  
 GRIFFITH, Edward J.....P1BD3  
 GUSTAFSON, Thomas.....P2LR1

HUBBARD, Dennis W.....AB(NQ)  
 HUCULAK, Ralph.....ABEMS

IRWIN, William B.....C2CV3

KEDDY, Terrence L.....AB(NQ)  
 KNIGHT, Milton C.....LSBD2  
 KOPSTEIN, Jack J.....P2BD3

LAIRD, Martin H.....C2ER4  
 LEE, John A.....LSVS1  
 LOWE, Derek C.....P1MN2

MALLON, Paul J.....P2CR2  
 MANNINGS, David W.....LSQMS  
 MCGOWAN, Robert W.....ABMNS  
 McLEAN, Bruce H.....ABTDS  
 MELLISH, Mary E.....WP2SD1  
 MILNE, Donald K.....ABTDS  
 MOAR, Dorothy.....WP2SS(X)2

OLIVER, Orval C.....LSQMS

PECK, Kenneth G.....P1AW2  
 PICHETTE, Patrick J.....P1CV2

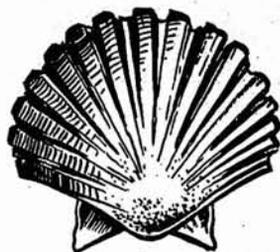
RICHARDS, Wayne L.....LSQMS  
 ROBB, Jean J.....WLSS(X)1  
 RORKE, John H.....LSBD2  
 RUSSELL, John T.....C2ET4

SEAL, Walter W.....P2CR2  
 SHEPPARD, Frederick A.....ABTDS  
 STINSON, Iris D.....WP2CO(R)2  
 STUART, John T.....ABRPS

TABATA, Mari.....WACO(T)1  
 TOWNSEND, Frederick.....P1VS2

VIPOND, George E.....ABLMS  
 VOLPI, Giuseppe.....ABBD1

WALLACE, Mathew G.....P2AAS  
 WHITE, Wilfred R.....LSQMS  
 WILSON, Doreen J..WP2CO(R)2(NQ)  
 WITHERS, Kenneth R.....P2AAS

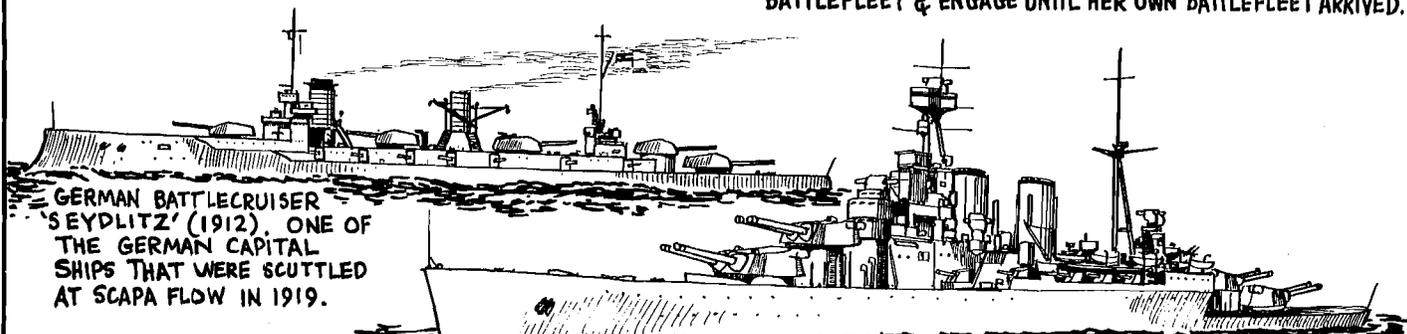


# Naval Lore Corner

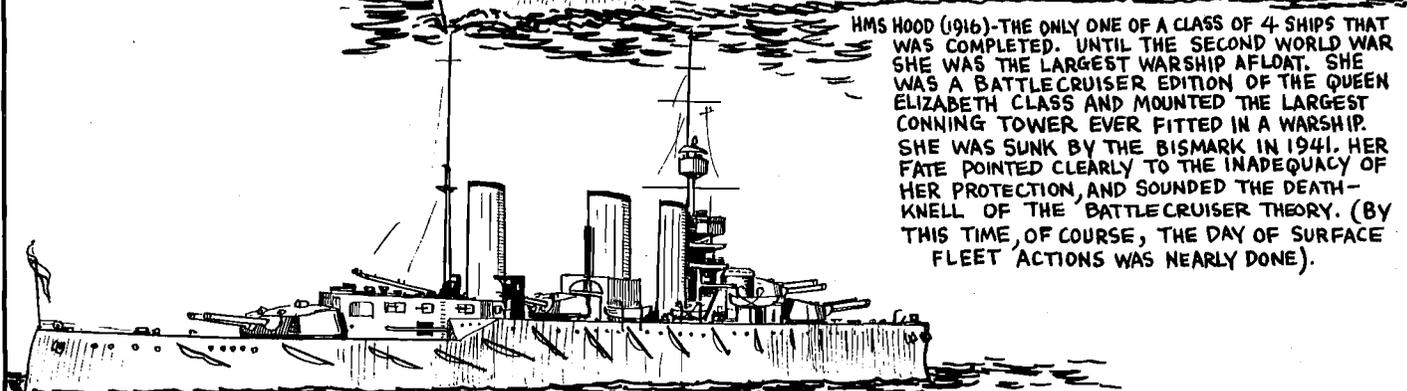
NO. 44

THE RISE & FALL OF THE BATTLECRUISER

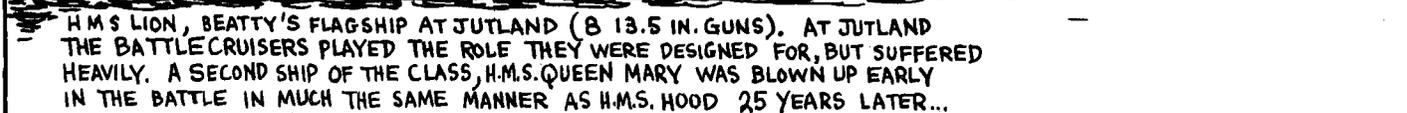
CONCEIVED AT THE TURN OF THE CENTURY, THE BATTLECRUISER WAS TO BE A CAPITAL SHIP, EQUAL IN POWER TO A BATTLESHIP, BUT SACRIFICING ARMOUR FOR SPEED. HER FUNCTION IN A FLEET ACTION WAS, BY VIRTUE OF HER SUPERIOR SPEED, TO OVERTAKE THE ENEMY BATTLEFLEET & ENGAGE UNTIL HER OWN BATTLEFLEET ARRIVED.



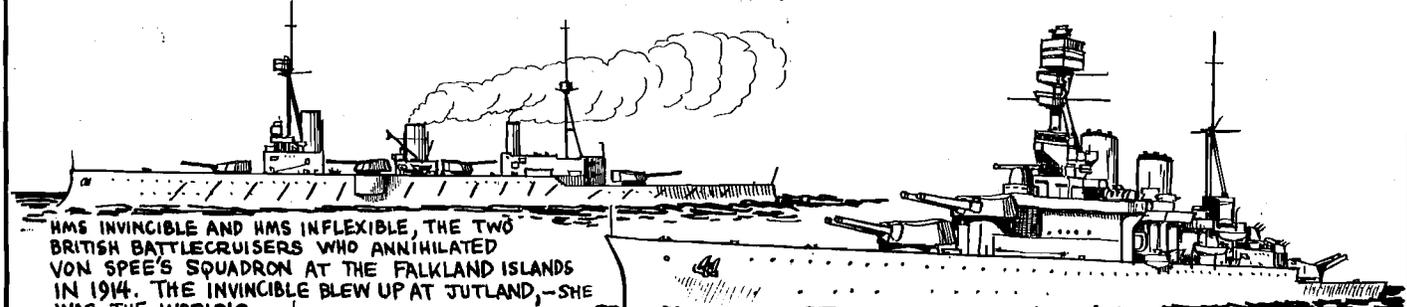
GERMAN BATTLECRUISER 'SEYDLITZ' (1912). ONE OF THE GERMAN CAPITAL SHIPS THAT WERE SCUTTLED AT SCAPA FLOW IN 1919.



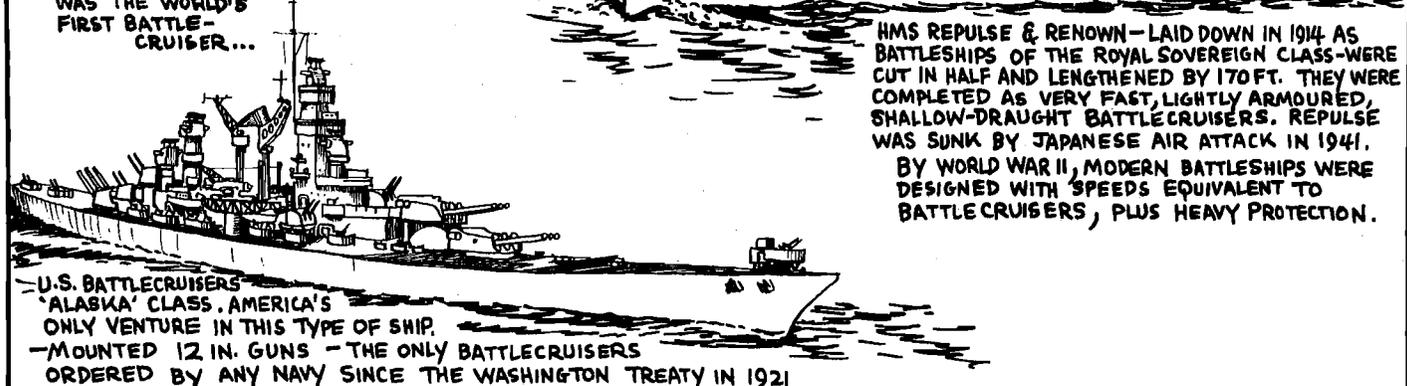
HMS HOOD (1916)-THE ONLY ONE OF A CLASS OF 4 SHIPS THAT WAS COMPLETED. UNTIL THE SECOND WORLD WAR SHE WAS THE LARGEST WARSHIP AFOAT. SHE WAS A BATTLECRUISER EDITION OF THE QUEEN ELIZABETH CLASS AND MOUNTED THE LARGEST CONNING TOWER EVER FITTED IN A WARSHIP. SHE WAS SUNK BY THE BISMARCK IN 1941. HER FATE POINTED CLEARLY TO THE INADEQUACY OF HER PROTECTION, AND SOUNDED THE DEATH-KNELL OF THE BATTLECRUISER THEORY. (BY THIS TIME, OF COURSE, THE DAY OF SURFACE FLEET ACTIONS WAS NEARLY DONE).



HMS LION, BEATTY'S FLAGSHIP AT JUTLAND (8 13.5 IN. GUNS). AT JUTLAND THE BATTLECRUISERS PLAYED THE ROLE THEY WERE DESIGNED FOR, BUT SUFFERED HEAVILY. A SECOND SHIP OF THE CLASS, H.M.S. QUEEN MARY WAS BLOWN UP EARLY IN THE BATTLE IN MUCH THE SAME MANNER AS H.M.S. HOOD 25 YEARS LATER...



HMS INVINCIBLE AND HMS INFLEXIBLE, THE TWO BRITISH BATTLECRUISERS WHO ANNIHILATED VON SPEE'S SQUADRON AT THE FALKLAND ISLANDS IN 1914. THE INVINCIBLE BLEW UP AT JUTLAND, - SHE WAS THE WORLD'S FIRST BATTLE-CRUISER...

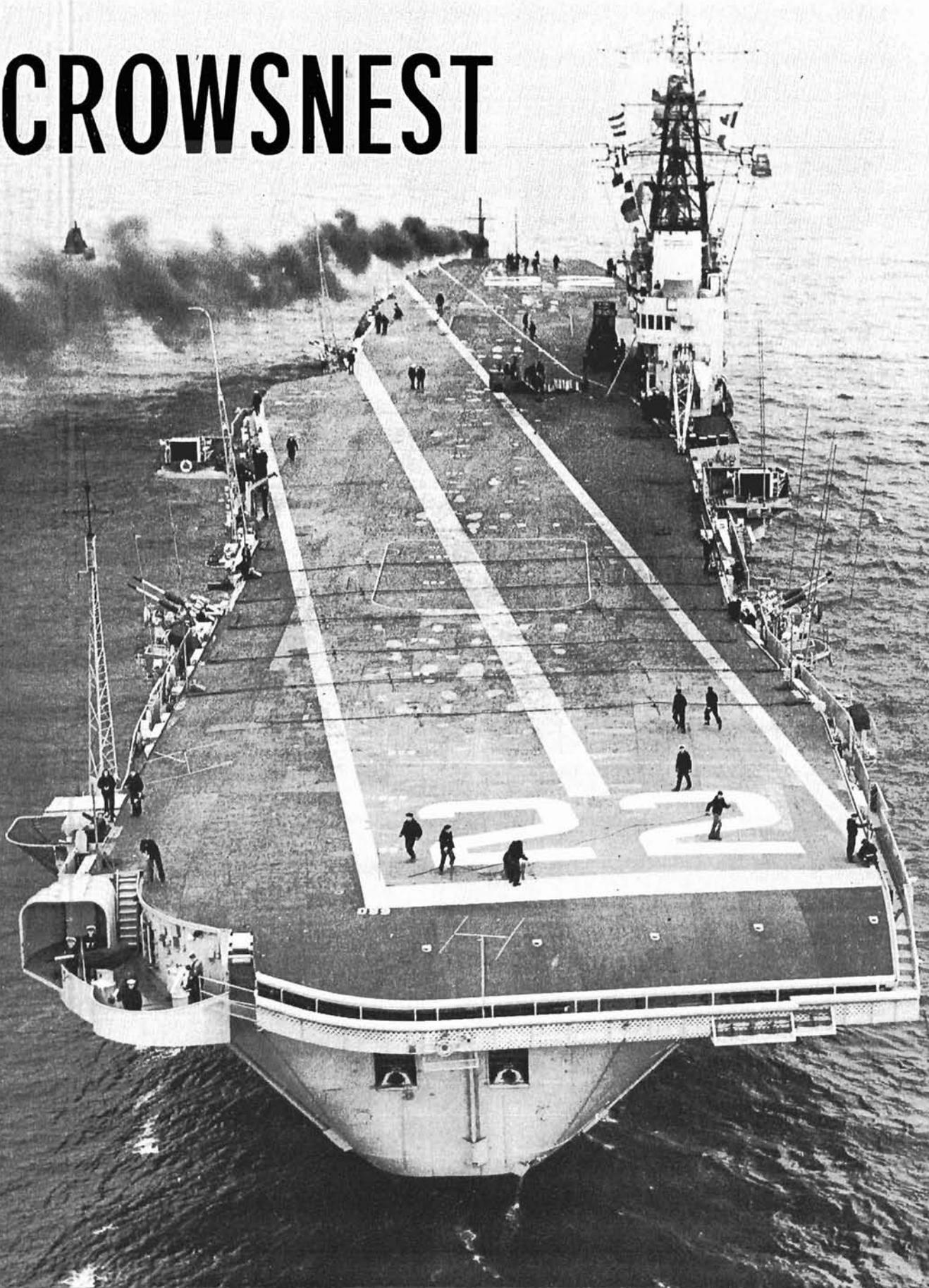


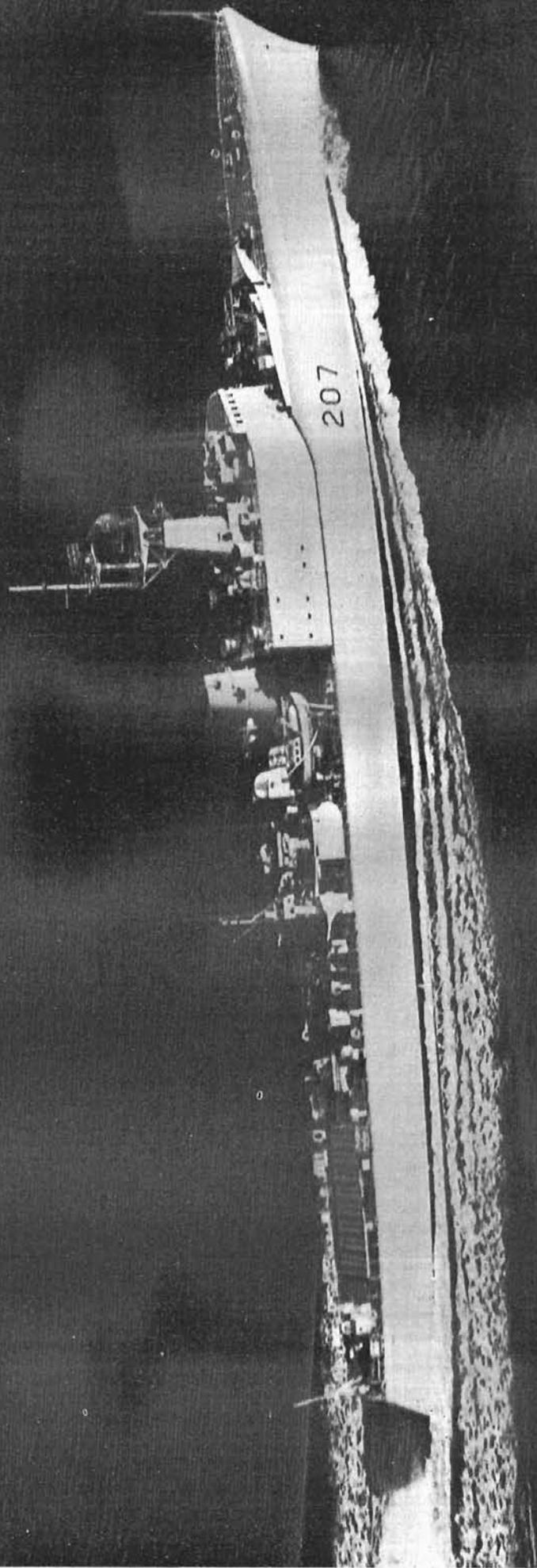
U.S. BATTLECRUISERS 'ALASKA' CLASS. AMERICA'S ONLY VENTURE IN THIS TYPE OF SHIP. - MOUNTED 12 IN. GUNS - THE ONLY BATTLECRUISERS ORDERED BY ANY NAVY SINCE THE WASHINGTON TREATY IN 1921

HMS REPULSE & RENOWN - LAID DOWN IN 1914 AS BATTLESHIPS OF THE ROYAL SOVEREIGN CLASS - WERE CUT IN HALF AND LENGTHENED BY 170 FT. THEY WERE COMPLETED AS VERY FAST, LIGHTLY ARMoured, SHALLOW-DRAUGHT BATTLECRUISERS. REPULSE WAS SUNK BY JAPANESE AIR ATTACK IN 1941. BY WORLD WAR II, MODERN BATTLESHIPS WERE DESIGNED WITH SPEEDS EQUIVALENT TO BATTLECRUISERS, PLUS HEAVY PROTECTION.



# CROWSNEST





# The CROWSNEST

Vol. 9 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1957

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### LADY OF THE MONTH

The fifth of the new destroyer escorts to join the fleet and the first to emerge from a West Coast shipyard, HMCS *Skeena* is shown on the opposite page during trials preceding her commissioning, scheduled for March 30.

As is true of her atomic age sister ships, the *Skeena* has inherited a proud and honourable name — one that carries with it memories of hard-fought battles and the utmost devotion to duty during the Second World War.

The first *Skeena* was commissioned at Portsmouth, England, more than a quarter of a century ago on June 10, 1931. The name bestowed on her and to which she was to add new lustre was derived from the Skeena River, which flows through northern British Columbia down to the Pacific Ocean near Prince Rupert. It is an Indian name, said to have evolved from a phrase meaning "out of the clouds", which is a natural description of a river arising in the mysterious cloud-crowned mountains of the interior.

There is another historic link between the new and old *Skeenas*. From the shipyard of the Burrard Dry Dock Company, Limited, during the Second World War came the corvette *Wetaskiwin* which teamed with the first *Skeena* in a U-boat sinking which has been called one of the war's finest examples of co-ordinated anti-submarine action—right out of the textbook. (E-39265)

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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Department of Public Printing  
and Stationery,  
Ottawa, Ont.

*The Cover*—The angled deck of the Royal Canadian Navy's new aircraft carrier *Bonaventure* is shown as it appears from the air. Other modern features to be seen in the picture are the mirror landing aids to port and starboard and the steam catapult forward. The smoke is from a tug which has not yet cast off her lines after assisting in moving the carrier into the stream at Belfast. (BN-479)



Goodbyes are waved as HMCS Ottawa steams down Halifax harbour to join 15 other East Coast ships in spring training exercises in the Caribbean. (HS-47190)

### **Admiral Bidwell To Retire in Fall**

Three senior officers of the Royal Canadian Navy will take up new appointment in mid-summer, and a fourth will proceed on retirement leave, it was announced by Hon. Ralph Campney, Minister of National Defence, in March.

Rear-Admiral R. E. S. Bidwell will begin retirement leave on September 20, after 42 years of service with the Royal Canadian Navy. He has been the Flag Officer Atlantic Coast since November, 1951, and has held the additional appointment of Commander Canadian Atlantic Sub-Area in the North Atlantic Treaty Organization since April, 1952.

Succeeding Rear-Admiral Bidwell in these appointments will be Rear-Admiral H. F. Pullen, the present Flag Officer Pacific Coast.

Rear-Admiral H. S. Rayner, now Chief of Naval Personnel and member of the Naval Board at Naval Headquarters, Ottawa, will become Flag Officer Pacific Coast on August 17.

He will be succeeded as Chief of Naval Personnel and member of the Naval Board by Commodore K. L. Dyer who will be promoted to the rank of rear-admiral when he takes up his appointment on July 30.

### **Aircraft Fly Ocean To Join Bonaventure**

Four naval aircraft left Canada early in March on the first trans-Atlantic flight ever carried out by the Royal Canadian Navy.

The aircraft, two Banshee jet fighters and two Tracker anti-submarine aircraft, were flown to the United Kingdom

for flight trials with the new carrier *Bonaventure*.

They made the trans-ocean trip with a Royal Canadian Air Force flight of Sabre Six jet aircraft going overseas for service with NATO forces in Europe.

In addition to the naval aircraft and their pilots and copilots, a ground crew of nearly 20 naval personnel made the flight in an RCAF North Star, assisting in refuelling and maintenance en route.

The flight departed from the RCAF Station at St. Hubert, P.Q., and the aircraft flew via Labrador, Greenland, Iceland and Scotland where the naval aircraft detached to fly to Royal Naval Air Station *Ford* near Portsmouth on the south coast of England.

The Banshees and Trackers were scheduled to start flight trials in the *Bonaventure* in April, flying out from the naval air station to join the carrier.

### **Three Cruise Ships Cross Equator**

On February 26, by kind permission of King Neptune, three of Her Majesty's Canadian Ships crossed the Equator and observed appropriate ceremonies while en route to Singapore from Manila.

They were the cruiser *Ontario* and the frigates *Jonquiere* and *Stettler*, now on a four-month training cruise to the Far East with 117 officer cadets of HMCS *Venture*.

Crossing the line meant a weird but wonderful experience for several hundred "tadpoles" who attended King Neptune's court to be initiated into the "Ancient Order of the Mysteries of the Deep" by the "shellbacks" on board.

The following day, February 27, the ships arrived at Singapore to mark another event, the third anniversary of the *Stettler* in her present commission. Since her recommissioning at Halifax on February 27, 1954, the *Stettler* had steamed 80,000 miles, much of it on training cruises similar to the one on which she is now employed.

The last port of call of the ships before Singapore was Manila where they visited from February 15 to February 22. Previously they had called at Hilo and Pearl Harbour in Hawaii, and Guam.

During the week-long visit to Manila, tours in the Philippines for the officers and men of the three ships were organized by the Armed Forces of the Philippines, the resident Canadian consular representatives and the Canadian com-

### **General Burns Thanks 'Maggie'**

Of all the messages and missives received by HMCS *Magnificent* in the course of her United Nations service, none was more appreciated than a letter from Major-General E. L. M. Burns, Commander of the United Nations Expeditionary Force, to Captain A. B. Fraser-Harris, commanding officer of the carrier. Subsequently published in the ship's daily orders, the letter said, in part:

"I take the present opportunity of thanking you and all the crew of the *Magnificent* for the big contribution you made to UNEF.

"I think that apart from the actual 'hardware' and personnel that you brought along, you gave the force a big lift in morale and that extended to all members of the Force, not only the Canadians in it.

"Again with thanks, not only for official services, but also for the many personal courtesies you extended to me . . ."

munity in Manila. In addition to the battle-scarred city, claimed to be the second-worst bombed city of the Second World War, next only to Warsaw, the Canadians toured the famous battlefields of Bataan and Corregidor.

As a farewell gesture of good will, the officers and men of the three ships were voluntary blood donors to the Philippines National Red Cross community blood bank.

During the visit to Singapore the ships companies of the three ships were given a royal reception.

For the six days they spent there, the officers and men enjoyed tours of the city, the island and neighbouring Johore Bahru in the State of Johore. They were also taken on a most interesting up-country trip to a rubber plantation and a factory. Sailors are enthusiastic photographers and movie cameras whirred, while cameras clicked everywhere.

Social activities were many and varied. Junior officers and cadets were entertained at a dance given by the Flag Officer, Malayan Area, and RCN "Jaycees" were shown the town by their counterparts in Singapore. Chinese food was extremely popular with the visiting Canadians.

Games between the sailors and local groups included soccer, golf and squash against teams from the Royal Navy base and softball against a representative team from the American Consulate.

The highlight of the visit was the day 3,700 Singapore residents visited the *Ontario* as she lay at anchor in Man-o'-war Bay. They came to the ship in every conceivable type of craft, sampans, fishing boats and ship's boats. Climbing everywhere, they closely examined the Canadian cruiser and enjoyed every minute of their time on board.

As the Canadian ships sailed from Singapore, a destroyer of the Royal Navy towed a target at high speed for the *Ontario's* six-inch guns and Royal Air Force jet aircraft made high speed passes at the ships.

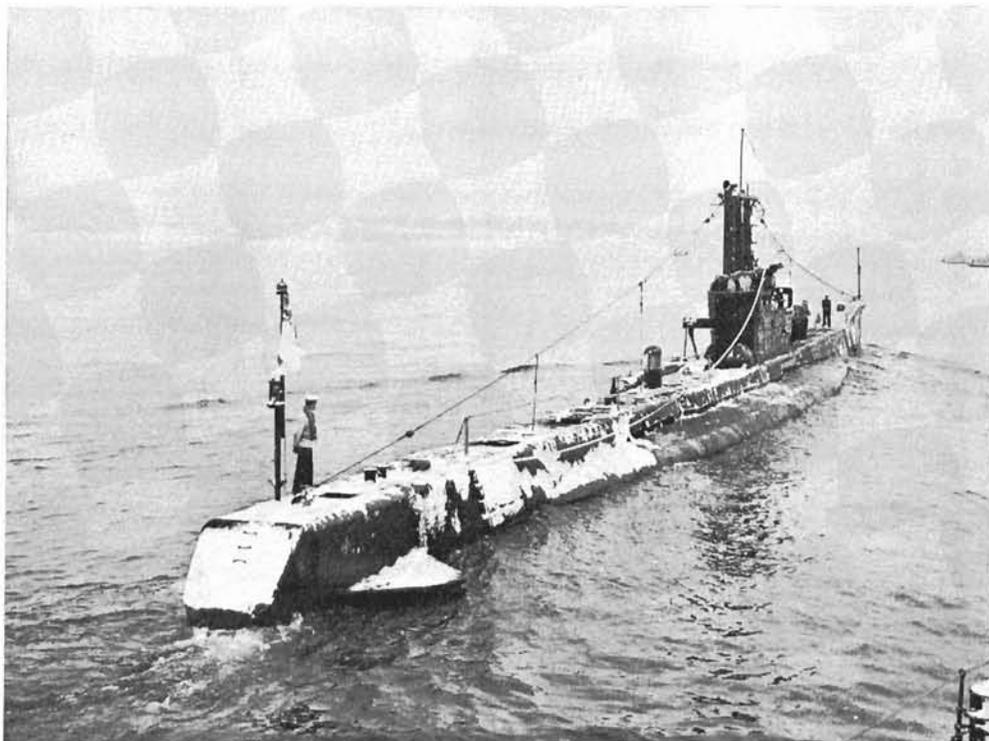
From the obvious enjoyment they experienced during their visit, the Canadian sailors will retain fond memories of Singapore for a long time to come.

The three ships sailed March 5 for Hong Kong and were to be there from March 11 to 18.

### **Atlantic Command's Warships on Go**

The month of February was a busy one for ships of the Atlantic Command.

Among the highlights was the return of the *Magnificent* in mid-February following her voyage to the Middle East



A snowy mantle, soon to be washed away by the waves of the North Atlantic, was worn by HM Submarine *Astute* when she departed for Portsmouth, England, after 18 months' duty with the Sixth Submarine Squadron at Halifax. (HS-45342)

with Canadian Army personnel and equipment for the United Nations Emergency Force in Egypt. With her she brought 59 RCAF Sabre jets being returned to Canada following service with NATO forces in Europe.

Nine ships sailed for a cruise to the Caribbean and subsequent operations with U.S. Navy units in operation Springboard, the USN's annual winter training exercises. Included were four St. Laurent class destroyer escorts operating together for the first time.

The Canadian ships scheduled to participate in the exercise from February 19 to March 20 were:

First Canadian Escort Squadron—*Algonquin*, *Huron*, *Iroquois* and *Micmac*;

Third Canadian Escort Squadron—*St. Laurent*, *Assiniboine*, *Ottawa* and *Saguenay*;

HMS *Alliance* of the Halifax-based Sixth Submarine Squadron.

Returning to Halifax during the month were units of the First Canadian Minesweeping Squadron which had taken part earlier in Operation Springboard.

They were the *Gaspé*, *Trinity*, *Un-gava*, *Resolute*, *Quinte* and *Fundy*. The latter two detached from the squadron following their participation in the exercises and sailed for Miami, Florida, for Canada Week there before returning to their base.

The *Crusader* sailed early in March with Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, embarked

to observe a portion of the exercise and to carry out a number of visits to Caribbean ports.

The other Canadian units are scheduled to remain in the Caribbean area following completion of their portion of Operation Springboard to carry out fleet training and visit several ports in the West Indies, after which they will take part in a spring exercise with units of other NATO countries before returning to Halifax about mid-May.

### **Labrador Leaves for U.K., Baltic**

The Arctic patrol ship *Labrador* sailed from Halifax early in March for a seven-week cruise to the United Kingdom and Baltic Sea.

After calling at Portsmouth, she was scheduled to pay informal visits to Oslo, Norway, and Copenhagen, Denmark, before returning to her Halifax base on April 30.

### **Ships Offer Cruise For Naval Division**

Two ships of the Pacific Command, the *Cordova* (minesweeper) and the *Porte Quebec* (gate vessel) sailed from Esquimalt March 8 for a weekend training cruise in the Vancouver and Strait of Georgia areas.

The two ships embarked reserve naval personnel from *Discovery*, the Vancouver naval division.

## The Little Foxes

The accompanying story is robbed of its element of suspense for anyone who knows of the proclivities of PO T. E. (Ted) Dalglish for acquiring unusual pets.

When PO Dalglish, acting as a medical assistant, went to Padloping Island in the Arctic in 1945 he took along "Willie", a de-odorized skunk. Willie lies in a lonely grave in the frozen North as a consequence of tiring of canned beef and turning to live sailor to vary his diet.

The Arctic foxes, which PO Dalglish encountered as a member of the ship's company of the Labrador, took eagerly to civilized diet, without taking the same unreasonable advantage of human hospitality.

ON THE LAST day of August, 1956, a small white sound-boat, affectionately known as "Pogo", accompanied by a motor cutter, chugged to a stop about 100 yards from the shore of an island in Northern Foxe Basin.

There ensued a period of bustling activity ashore and presently two tents were silhouetted against the darkening Arctic sky; supplies were stowed, and a gauge for recording the rise and fall of the tide levels was installed. The gauge was referred to as the "tide-pole" but I was to call it many other names of less complimentary nature during the next two weeks. The evening's work done, the sound-boat's crew returned to Pogo while the cutter's crew and I crawled into our sleeping bags and settled down for the night.



The following morning both boats set off to take soundings while I remained ashore. Snow had fallen during the night and fox tracks were plentiful around the camp area, but little did I realize at the time how friendly and downright pesky the owners were going to be. Pogo returned in the evening and I was informed that one of her crew would stay ashore with me. (The cutter proved difficult to manage in rough seas and ice so was subsequently taken back on board the Labrador.)

The second night was more interesting than the first, by far. Sharp whines, snarls and weird, muffled cries sounded about the tent. There was repeated scratching and chewing on the canvas and the gravel, which we had piled industriously around the tent perimeter, was just as industriously dug away. I grinned weakly, assuring myself they were indeed foxes and not polar bears, meanwhile submerging further into my sleeping bag. Morning revealed a hole in the tent-flap but no damage otherwise. Outside, where I had carefully buried our garbage, was a small crater surrounded by cleanly-licked tins.

Up to that morning we hadn't actually seen our noisy visitors, but later on we noticed a fox close by. Our first efforts to photograph it were laughable.



We snaked painfully across the pebbles toward the subject, cameras "at the ready". My companion had mounted a telephoto lens. As the shutters clicked in unison, the fox looked up, then unconcernedly returned to his meal. We soon learned that the only trouble in focussing on these foxes was keeping them at a distance. Whenever a camera was extended toward them, they rushed over to see if it was edible. In fact, they did eat the leather casing for the telephoto lens.

The following days were enlivened by their presence about camp. They readily took food from our hands and one, especially, would come into the tent during meals and place both forepaws on the table in anticipation of a "hand-out". This same animal would come to me if I called quietly, place its forepaws on my knee, and stand on its hind legs to be fed. If they were at a distance, a low whistle would bring them running. They were never teased or molested and consequently remained quite tame.

The only disadvantages in having foxes about are the necessity of tightly closing and barricading the tent entrance whenever leaving it for extended periods and the difficulty of keeping garbage or empty tins covered over, as the foxes promptly dig them up again for a more thorough inspection. They proved, otherwise, to be excellent company.

After a week we struck camp and moved to another island where other foxes soon made an appearance. Only one of these became friendly, however, usually sleeping quite comfortably on a rolled-up tent after his meals. While there we were visited by a jet black fox, but as it was very nervous and timid compared to the others we were unable to get photographs of it.

We returned to HMCS Labrador after approximately two weeks, to our world of noise, machinery and schedules, leaving the foxes to their lonely world of cold and silence.—T.E.D.

# 'MAGGIE'S' LAST AND GREATEST MISSION

*Historic Role Played as RCN Career Draws to Close*

LIKE A GREAT stage star in her farewell performance, HMCS *Magnificent* took her last role as an operational unit of the Royal Canadian Navy and made it into the most notable of her career.

It was not a role designed for stardom. The transformation from an aircraft carrier into a toothless troop and cargo transport was something like John Wayne having to give up his six-shooters and being cast as an obscure mule-skinner.

But the *Maggie* played the part with the same flair that has characterized the whole of her nine-year career with the RCN, and there is no doubt that in the time she was on stage she stole the show.

To summarize briefly:

On the night of November 7 last, as the *Magnificent* was anchored off Greenock, waiting to go up to Glasgow to collect 50-odd RCAF Sabres for delivery in Canada, she received an urgent message to proceed to Halifax, at best speed, for United Nations duties.

The ship arrived in Halifax on the evening of November 13. Five days later she was ready to sail for Egypt, carrying an infantry battalion, 223 vehicles, a hangar full of stores and a peak load of provisions.

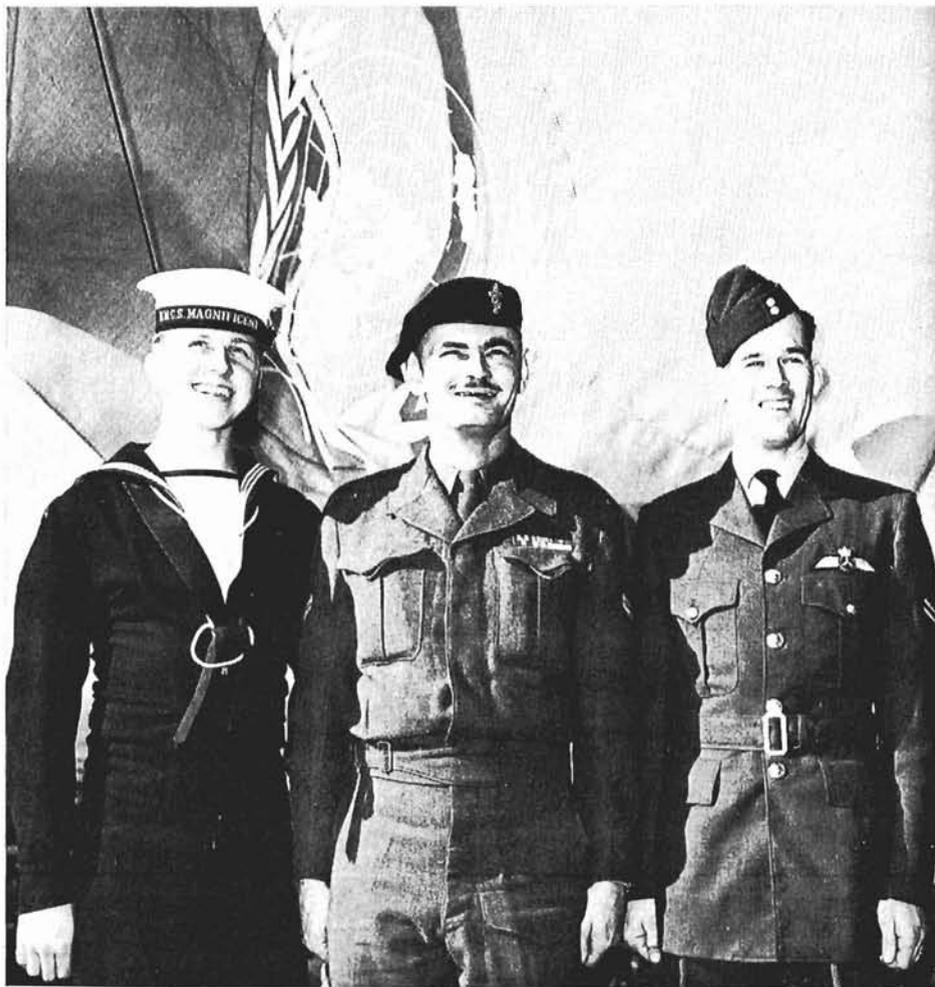
There came, however, at first a postponement, then a drastic change in plans. Vehicles and stores were unloaded and a fresh lot were taken on board. The infantry battalion went back west and in its place came administrative troops.

On December 29 the ship sailed from Halifax and on January 11 she entered the wreck-cluttered harbour of Port Said.

Given 20 days to unload, she did it in eight. And on January 20 she pulled out of Port Said, bound for Naples and four days of relaxation.

Naples, and the Isle of Capri, were left astern on Sunday, the 27th, and six days later the *Magnificent* steamed up the Clyde and berthed at the King George V Dock. On board came the Sabres—59 of them—and at 1300 on Wednesday, February 6, the carrier slipped and proceeded downstream to the Tail of the Bank to fuel.

Early the next morning she put to sea on the final leg of her voyage. And quite a leg it was. For one day she had reasonable weather. Then it began to get rough, and for the better part of



Men of the three Canadian services stand beneath the United Nations flag under which they were serving as members of Canada's contribution to the United Nations Emergency Force in the Middle East. Left to right are Ord. Sea. Paul D. Delaney, RCN; Cpl. Ernie S. Simpson, RCEME, and Cpl. George Lewis, RCAF. The photo was taken on the flagdeck of the *Magnificent*. (MAG-7592)

five days the *Maggie* found herself involved in a real old-fashioned North Atlantic slugging match.

It was a battered but triumphant carrier that emerged, with all of her cargo intact, into calmer weather on Wednesday, the 13th. From then on it was all downhill and, clipping along at an average 21 knots, the *Magnificent* made up almost all the time lost in mid-Atlantic. At 1124 on Friday, the 15th, she was secured alongside at Jetty 4 in HMC Dockyard, Halifax.

It was regrettable indeed that the only mishap of the entire voyage should occur at the very end, when, as the *Magnificent* was being berthed, the naval tug *Glendyne* capsized. One of her company was drowned, another died later, and five survived. It was a tragic occurrence and cast an air of sadness

over what was to have been a most happy homecoming.

THERE WAS an interval of three months and two days between the time the *Magnificent* arrived in Halifax in response to last November's recall message and the day she steamed into her home port for the last time.

November's crossing was a fast one and a busy one. It took just five days and 11 hours, and in that time a major start was made in getting the ship ready for her new role. In many departments, and particularly Supply, officers and men worked practically around the clock as they carried out instructions contained in the hundreds of messages that came streaming on board from Headquarters and the Command. The communications department itself had

to go on double and triple duty in order to cope with the traffic.

On arrival in Halifax the ship's company got something of a respite as personnel from *Stadacona*, *Shearwater* and elsewhere in the Atlantic command were organized in a temporary crew so the *Maggie's* men could have a little time with their families.

From the moment she berthed, the ship was like a beehive, with dockyard workmen and naval personnel swarming through her as Operation Rapid Step rocketed into high gear.

First her guns, ammunition, ready-use lockers and a quantity of avgas were removed. Then into the ship went all the equipment, paraphernalia and fittings needed to provide for 500 more than her normal complement. "A" hangar was converted into a vast dormitory filled with double-decker bunks; the sonobuoy flat became a 40-bed sick bay annex; additional washplaces and sanitary facilities were installed in the most ingenious places; extra galley equipment was fitted.

While all this was taking place, "B" hangar—94,770 cubic feet of it—was filling up with Army stores of all descriptions, and refrigerators and other storage places were being crammed to capacity with food and supplies.

The next task was to embark 203 vehicles and the Army's ammunition, and for this the *Magnificent* was shifted to Pier 9B. The trucks were all on board and firmly secured on the flight deck by 0330 Sunday, the 18th, and the ship moved back to Jetty 4 to take on

14 of the heaviest vehicles. By 0800 Operation Rapid Step was finished, except for the actual embarkation of the 950 officers and men of the First Battalion of the Queen's Own Rifles of Canada, who had been flown from Calgary to Halifax by RCAF transport to be taken to the Middle East by RCN carrier.

However, the Queen's Own were not destined to sail in the *Maggie*. While the UN took another look at the requirements of its newly-formed Emergency Force, the embarkation and departure were postponed. Then came orders sending the Queen's Own back west and replacing them with Army Signals (140), RCEME (140), Service Corps (91) and a Headquarters detachment (34). Total: 405.

This meant, too, that the stores in "B" hangar would have to be removed and the ammunition and vehicles unloaded. It was Operation Rapid Step in reverse.

**T**HE NEXT PHASE was Rapid Step II—the reloading of stores, vehicles and equipment required by the new Army contingent. The stores again went into "B" hangar and most of the 240 vehicles on the flight deck. The ship also embarked four RCAF Otter aircraft and, separately, their mainplanes.

The original intention had been that the *Magnificent* serve as a headquarters ship for the UNEF, but this, too, was changed, and reduction to purely transport duties caused considerable reorganization within the ship. Communications, medical and other staffs were reduced and the helicopter unit was cut from two to one.

Operation Rapid Step II was completed and all troops were on board by the evening of December 28. At 1000 on the morning of the 29th the *Magnificent* slipped from Jetty 4 and proceeded to sea. It was an exciting occasion for all concerned, and particularly for the troops, who massed on the flight deck and sponsons for their last look at Canada in quite a while.

The soldiers didn't get too good a chance to acquire their sea legs, for on the first night out the ship found herself on the fringe of the same storm that played havoc in the Maritimes that weekend. It remained rough through Sunday but by New Year's Eve the weather had improved and for the next 10 days gave no cause for complaint.

After their initial siege of strangeness and discomfort, the troops settled in with amazing rapidity and, with a large helping hand from their naval shipmates, had little trouble picking up the routines. They were, in fact, fully integrated into the ship's company and, as



A popular feature during HMCS *Magnificent's* passage from Halifax to Port Said was the daily news broadcast delivered by Jack Brayley, Maritime Bureau Chief of the Canadian Press, who covered the operation for CP and remained in the Middle East when the carrier sailed for home. Mr. Brayley is well-known in the Maritimes through his weekly radio broadcast, "Neighborhood News". (MAG-7590)

much as possible, duties were shared by sailors and soldiers. Since many of the Army personnel were skilled tradesmen, the technical departments in particular were able to capitalize on their presence.

The trip was not all work, by any means. A lively program of sports and recreation, supplemented by movies, helped to fill the off-duty hours and make the time pass swiftly.

Daybreak on Thursday, January 4, found the ship off the lush, green island of Terceira, in the Azores, where a mail drop was made by helicopter. Three mornings later she steamed into the Straits of Gibraltar and those who had not been that way before marvelled at the rugged Spanish coast on the one hand and that of North Africa on the other.

While the helicopter winged ashore with mail, Captain A. B. Fraser-Harris took the ship in close to the famous Rock so all could have a good look at it and those with cameras could get their fill of pictures. Then the ship's company, Navy, and Army, mustered on the flight deck for Sunday divisions. This was accomplished by forming the Army into two groups, on the after and forward lifts, and the Navy in one body on the heliport right forward.

**O**N TUESDAY, January 8, rendezvous was made with the USS *Mississinewa* (oiler) and USS *Hyades* (supply ship), of the U.S. Sixth Fleet,



PO William Sopko, plane captain, paints the UN emblem on the *Maggie's* helicopter. (MAG-7563)

to replenish with fuel, fresh water and provisions. For five hours the three ships steamed in line abreast as the *Magnificent* took on oil and water from the tanker and provisions were passed, via the tanker, from the *Hyades*. It was a routine evolution for the Navy but for the Army it was a pretty spectacular show, and more than one soldier admitted to nervousness at the sight of three ships surging along at 12 knots, seemingly almost at arm's reach of one another and with the seas piling and pounding between them.

At this point the *Magnificent* was well ahead of schedule and it was decided to anchor for a few hours in Marsaxlokk Bay, Malta, to renew the paint on the ship's side and make her look more presentable. However, a message received on the night of the 8th indicated Major General E. L. M. Burns, Com-

mander of the UN Emergency Force, was anxious that the carrier arrive as soon as possible, so speed was increased to 17 knots and the ETA at Port Said was advanced 17 hours, to 1300 on the 11th. Contact with Malta was limited to a helicopter landing with mail and an able seaman going on leave to his family home in Valetta.

The spell of tranquil weather that had prevailed for more than a week broke suddenly on the night of January 9, when one of those short, severe storms for which the Mediterranean is notorious struck the ship almost without warning. A motor cutter was badly smashed, another boat was damaged—and some of the soldiers who had begun to get pretty salty retreated to their bunks. Speed had to be reduced, but the weather moderated sufficiently the next day for the *Magnificent* to make

up lost time and hit her ETA at Port Said on the nose.

Long before their destination came in sight, the Canadians began gathering in curious groups on the flight deck and other vantage points, anxious to see the city which had figured so prominently in the news over the past two months. It was not the kind of day to stir enthusiasm (it was damp and chilly), but the atmosphere in the ship was electric with interest as the low-lying coast came in sight and the ship steamed past the breakwaters and into the harbour.

The *Magnificent* moored with two anchors forward and lines to two buoys aft, and even before she was secure the Canadian Ambassador, E. H. Norman; General Burns and Brigadier Amin Helmy, Chief of Staff, Egyptian Eastern Army Command, came on board, together with several staff officers.

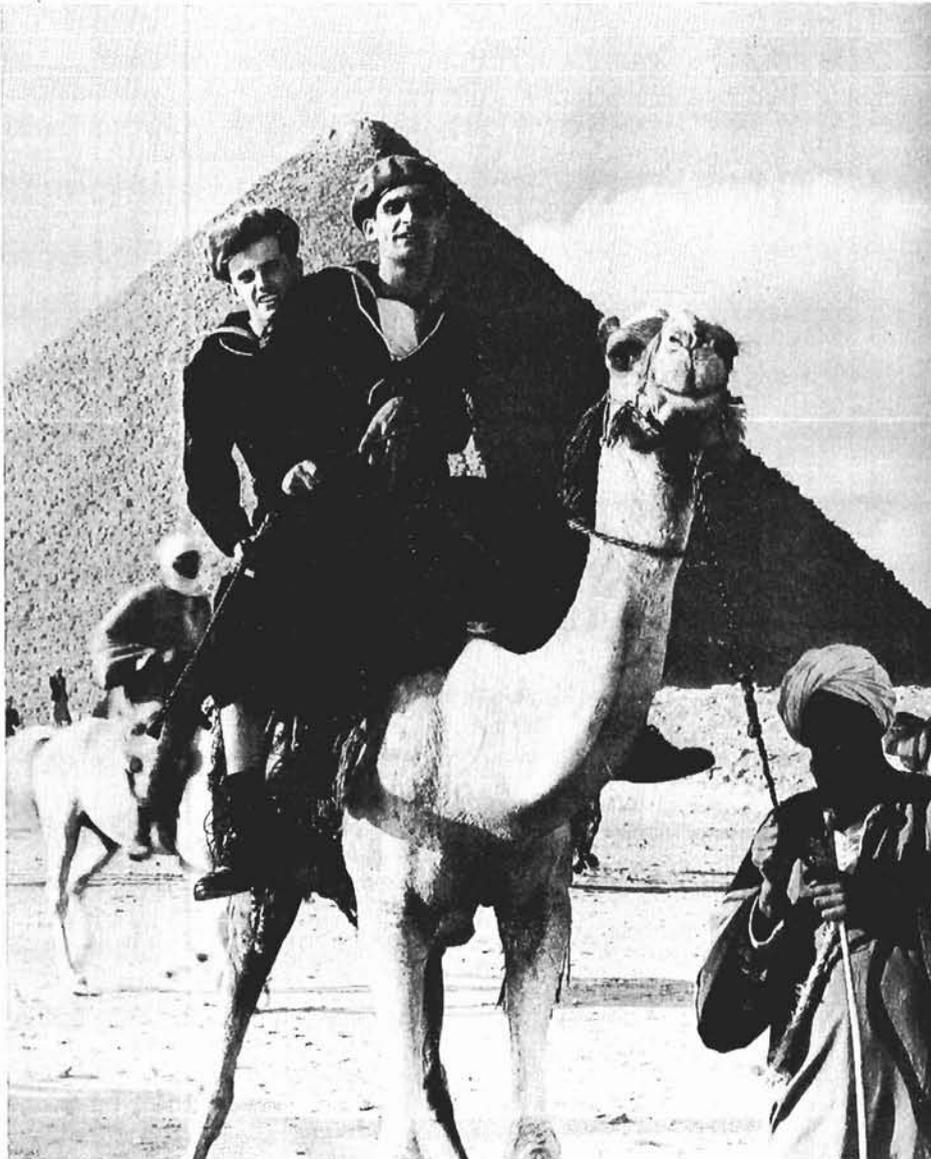
There came, too, a small swarm of press correspondents and photographers and, close astern, a gang of Egyptian stevedores hired by the firm that had the unloading contract. With tradesmen and peddlers trying to gain access to the ship, as well, either legitimately or through the scuttles, things were hectic for a time. Eventually, however, the situation settled down and the *Maggie* regained her usual composure.

**U**NLOADING began on the morning of Saturday, January 12, with the vehicles being the first items to be removed. Two floating cranes, provided by the contractor, and the ship's crane, at the after end of the island, lifted the trucks and lowered them on barges, which were towed to shore by tugs. The ship's crane distinguished itself in this operation, handling more than 150 of the 240 vehicles.

By 0230 on Wednesday all the vehicles and all the "B" hangar stores had been discharged. On Wednesday and Thursday some 160 tons of ship's stores—provisions, stationery, cigarettes, sports gear, canteen stores and other useful items—were landed. And on Saturday, after a 24-hour postponement because of wind conditions, the four Otters were flown off by RCAF pilots.

The next day, January 20, having fulfilled her duties to the United Nations Emergency Force, HMCS *Magnificent* sailed out of Port Said, bound for Naples.

With them her officers and men took a multitude of memories and impressions gained during the short stay in Egypt. It is probably safe to say, too, that the *Maggie* left quite a few memories—not to speak of a quantity of more tangible items—with the soldiers and airmen staying behind in the desert.



Egypt is the place where a camel will walk a mile for you, providing you pay the fellahaen. Able Seamen Raymond Baillergeron (astern) and Gaston Beaulieu were among the 360 sailors from the *Magnificent* who took part in UN-sponsored tours of Cairo and the pyramids. (MAG-7688)



Major-General E. L. M. Burns, commander of the United Nations Emergency Force in the Middle East, wears the uniform he designed for his role in the Suez mission. The uniform is light blue-grey, with flap pockets, gold rank insignia, UN flashes and a large UN cap badge. His staff tabs are light blue and the cap band is dark blue. Gone is the traditional Sam Browne belt, but General Burns wears several rows of decorations earned during his career in the Canadian Army. The picture was taken while the *Magnificent* was at Port Said. Captain A. B. F. Fraser-Harris, right, commanding officer of the carrier, wears the UN flash and armband that were made a part of the uniform of those going ashore from the carrier. (MAG-7650)

Following a visit to the UN bases at El Ballah and Abu Suweir, Jack Brayley, correspondent for *The Canadian Press*, quoted UN authorities as describing the *Magnificent's* arrival in Port Said as "tantamount to the lifting of a siege—The Relief of the UNEF". As was to be expected in a force so quickly created and drawn from so many different countries, many essential items and services were either in short supply or totalling lacking in the initial stages of the UNEF's formation.

Whenever something was needed and could not be got, the stock comment was, "Oh, well, never mind, it'll be in the *Maggie*". Some didn't even know who or what *Maggie* was but they trusted in her just the same.

Whether the *Maggie* provided all that was expected of her is uncertain, but sure it is that she eased considerably the logistical strain under which the UNEF had been operating, furnished food and supplies to make life more comfortable

for the men in the desert, and boosted Canada's prestige in the international force to a new high.

The ship herself was thoroughly UN-fied during the stay in Port Said, what with Finnish, Swedish and Indian troops serving on board as security guards, and officers and men of those and other countries coming and going either on duty or as guests.

To the Canadian soldiers it was like a bit of home, and as many as possible were given an opportunity to visit the ship, spend at least a few hours in her and enjoy the amenities she was able to offer.

For all who came on board there was a warm welcome and a choice of services and comforts, from dental treatment to hot showers and cold beer.

To illustrate the international aspect the *Magnificent* assumed, the Captain himself was host at lunch or dinner to 42 senior officers and important civilians of 11 different nationalities. The wardroom resembled the lounge of a central London hotel in wartime, and it was normal to see a variety of uniforms in the men's cafeteria and the canteen lineup.

**I**N A MESSAGE received prior to arrival, the Army Staff already in Egypt advised that shore leave in Port Said was not practical, and for a time it looked as though the men of the *Magnificent* would not see any more of the country than they could sight from their ship. However, General Burns took the matter in hand and succeeded in arranging for three groups of 120 each to be taken on organized trips to Cairo and the pyramids, as guests of the Egyptian government. These trips were made on the 16th, 17th and 19th and were greatly enjoyed by all who went.

Limited leave (0900 to 1300) in Port Said was granted on the 18th and 19th, after the governor of the city had given his assurance the situation there had settled down and there would be no trouble. Nor was there any.

All those who did go ashore wore the blue UN beret and armband and most had the red Canadian patch on one shoulder and blue UN patch on the other. Never were sailors so colorfully dressed.

To compensate for the limited opportunities to go ashore, entertainments of various kinds were conducted on board. On the night of arrival in Port Said a ship's company concert, organized during the passage, was held in the after hangar space. So popular was the show that it was repeated the following night.

In the wardroom, on the 11th, a guest night was held in honour of the Army officers who had made the crossing and of Father Louis Dougan, who was leaving to become Chaplain (RC) in HMCS *Bonaventure*. Guests included the Canadian Ambassador, the United States Consul in Port Said and the U.S. Naval Attaché. It was a most successful affair.

On Thursday evening, January 17, Dr. Ahmed Fakhry, professor of ancient history at Cairo University, gave an extremely interesting talk on ancient Egypt to the ship's company, supplementing his talk with colour slides.

On Friday and Saturday evenings the entertainment tempo changed again. This time it was provided by a troupe of dancers, acrobats and jugglers brought especially from Cairo. The performers, and especially the dancers, got a rousing reception.

Throughout its stay in the ship the helicopter proved to be invaluable. From the men's standpoint, its mail drops alone justified its presence. But the machine proved its versatility and usefulness in many other ways. One small instance was when a power unit had to be moved from the after to the forward sections of the ship. Normally, it would have been a simple matter but now both the hangar and flight deck were blocked. So the unit was raised on the after lift, hoisted aloft by the "chopper", carried forward and lowered on the designated spot.

In Egypt, the helicopter distinguished itself. On Monday the 14th, General Burns was picked up at El Ballah, flown on an inspection flight over the canal,

It was a dull January day in Malta, but there was sunshine over the whole Royal Naval Air Station there when AB John Micallef landed by helicopter from the *Magnificent* to be greeted by his parents, three brothers and his young sister. AB Micallef was granted leave until the "*Maggie*" returned from Port Said. (MAG-7618)



and brought on board the *Magnificent* for lunch.

The next day the UNEF commander was flown from El Ballah to El Arish, which only that morning had been evacuated by the Israelis and was to be occupied by noon by a force of Yugoslavs. No sooner did the helicopter touch down than it was surrounded by an hysterically happy crowd of Arabs, who, in their enthusiasm, literally overwhelmed the Captain, who was the first person to step from the machine. They also endangered the aircraft, and themselves, until the pilot, Lt.-Cdr. William Frayn, was able to get it in the air again.

Subsequently a quieter landing spot was found and General Burns made his way into the town, carried out the formalities required of the occasion, then was flown back to El Ballah.

The helicopter made several other trips to and from the UN bases and on Wednesday the Captain and the Executive Officer, Cdr. F. C. Frewer, were flown to Cairo to call on and dine with the Canadian Ambassador.

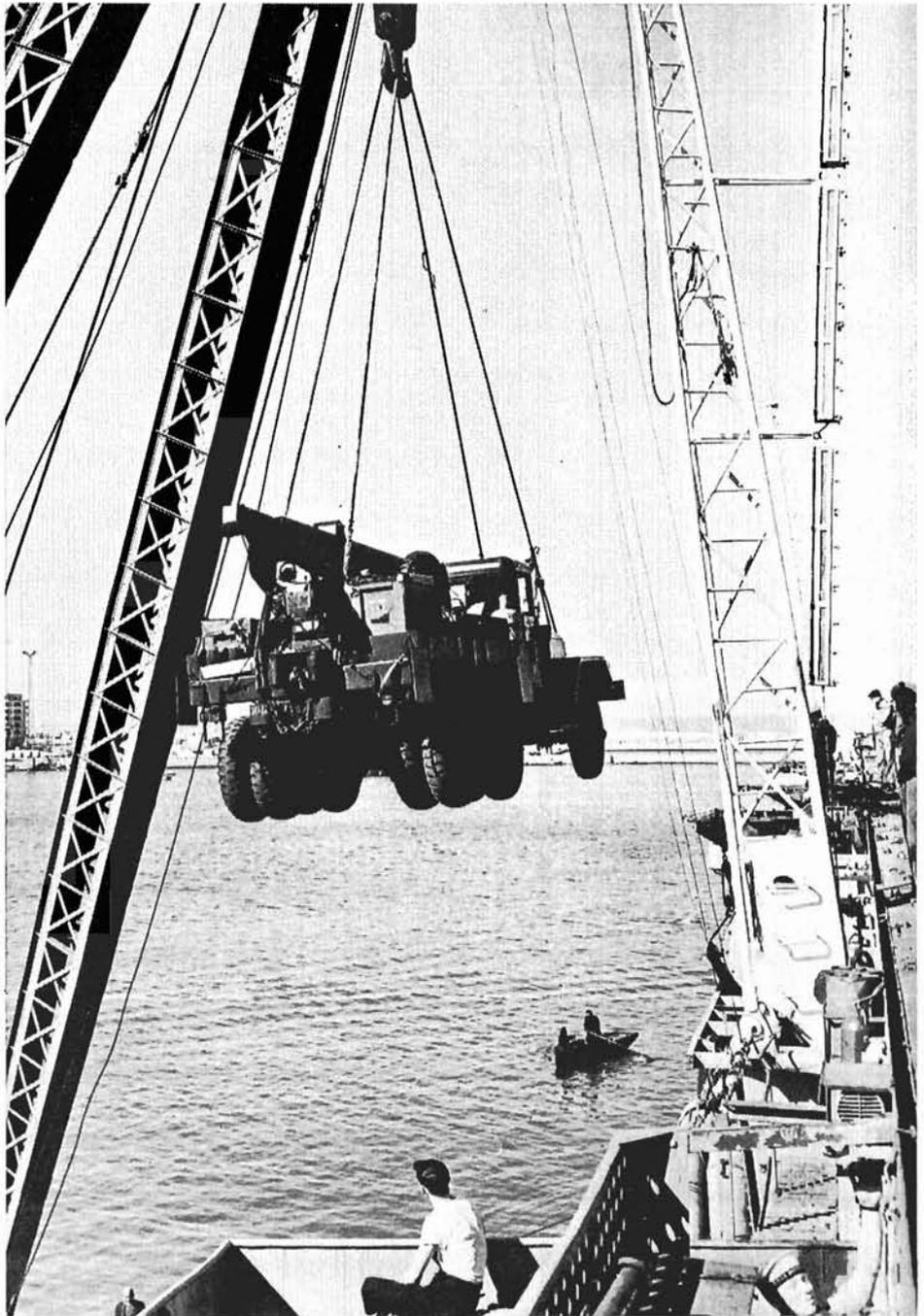
**A**FTER THE first day, the weather left little to be desired and advantage was taken of it to give the ship's side and superstructure a much-needed painting. There was also a big clean-up job to be done, once the unloading was finished, plus a considerable amount of interior painting. Despite a reduced crew and the further losses of 100-odd men on three days, painting and cleaning were speedily completed, and it was a most respectable looking carrier that sailed out of Port Said on Sunday, January 20.

Spectacular scenery—the mountainous coast of Crete, the Straits of Messina and sombre Stromboli—made the three-day trip to Naples an interesting one.

Interesting, too, was the four-day stay in the famous Italian port city. Since it was to be a rest and recreational visit, the sports officer, Lieut. Colin Bird, had been sent ahead by air from Egypt to arrange as attractive a program as possible for the ship's company. He was most successful, organizing two all-day trips to Rome, with 15-minute audiences being granted by the Pope on both occasions; three half-day trips to Pompeii; an all-day trip to Pompeii and Mount Vesuvius, and a performance, on board, by an outstanding variety troupe.

The *Magnificent* left Naples on January 27 and on the evening of the 29th, having made a helicopter mail drop at Gibraltar, sailed out of the Mediterranean and into the Atlantic.

Except for a stiff blow in the Bay of Biscay, the next four days were un-



The last of the 240 vehicles which had been marshalled on the *Magnificent's* flight deck is swung over the side at Port Said. It was one of the most important of the lot—the only wrecker assigned to UNEF service. (MAG-7652)

eventful, and on the morning of February 2 the *Maggie* entered the Firth of Clyde. Fingers were crossed as she came abreast of Greenock, remembering what happened last November. This time, however, there was no recall, and at 1300 the ship berthed at the King George V Dock, in Glasgow.

It felt, in a way, like coming home, and the hospitable Scots did nothing to dispel that impression. Organized entertainment was provided by the Overseas League, Victoria League and the RN Air Station at Abbotsinch, and many

officers and men were invited to private homes as well.

Loading of the Sabres began on Monday morning, February 4, and by 1420 all 59 were on board, 11 in the hangars and 48 on the flight deck. And the *Magnificent* looked like an aircraft carrier once again.

In Glasgow the ship parted, regretfully, with "Angel", the helicopter that had served her so well in the preceding five weeks. The "chopper" flew to Belfast to join the *Bonaventure*. All told, four officers and 32 men went from the

old carrier to the new, while among those added to the *Magnificent's* ship's company were two officers and 18 men of the RCAF, to assist in tending the Sabres.

At 1300 on February 6 the *Maggie* slipped from King George V Dock and at 0100 the next morning, after having fuelled at the Tail of the Bank, proceeded to sea.

For the first day the weather was reasonable and hopes were expressed that the ship might get to Halifax as much as two days ahead of schedule. But on Friday it began kicking up and by Saturday evening it was rough. Having been through three bouts of bad weather already on the voyage, the ship's company took this latest one as a matter of course. But when it persisted through the better part of five days, and kept getting worse instead of better, it began to get a bit tiresome.

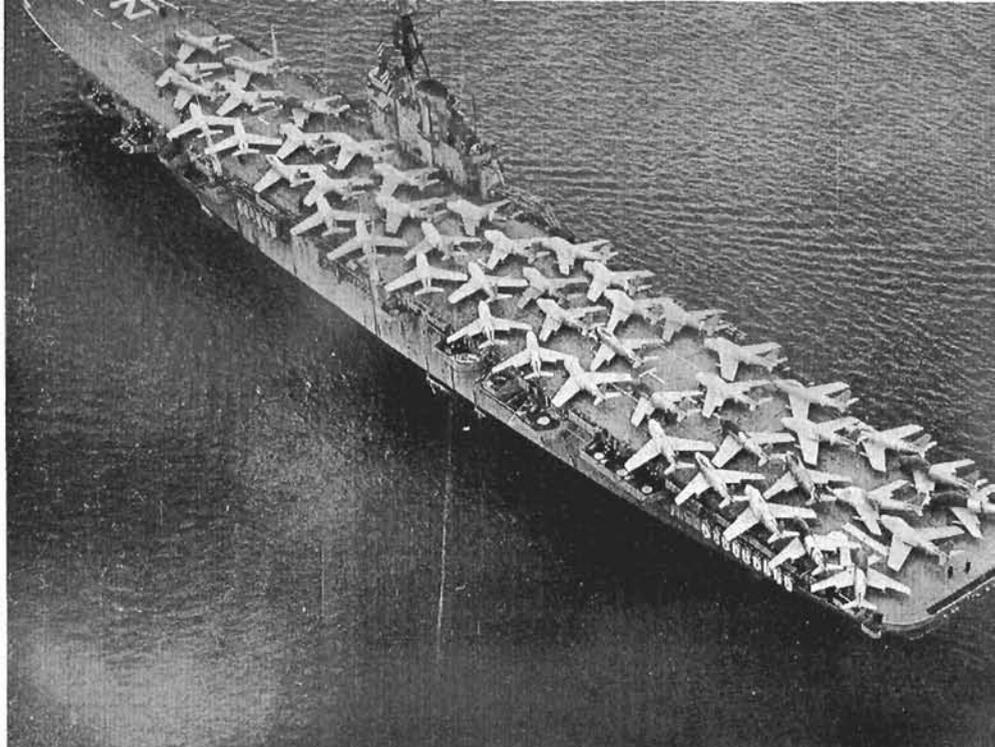
The unceasing motion and noise—the rolling, pitching, twisting, bucking and shuddering; the banging, slamming, rattling and pounding—made sleep, and even rest, almost impossible. In many compartments salt water that sloshed in through air intakes and other openings added to the discomfort.

For three nights the ship was hove to with the third night, Monday, being the worst. Estimated average height of the seas was over 40 feet, with some towering as high as 60 above the trough; wind speed was 50 to 60 knots, gusting to 85, and rolls up to 33 degrees were recorded.

This carried over into Tuesday and there was real concern over the safety of the aircraft on the flight deck. Two of the Sabres right forward had worked loose at their moorings and in the conditions that then prevailed it was considered too risky to send a securing party that far forward. Toward late afternoon, however, the weather abated sufficiently for the job to be tackled and the flight deck party quickly secured those two and some other aircraft whose lashings had become loose.

During the night, ship and storm parted company, and as the seas and wind subsided the *Maggie's* speed was increased, until by morning she was cracking along at 18 knots.

As souvenirs of the encounter, the storm left the *Magnificent* with a badly damaged starboard bow; four damaged plates on the port bow; a buckled sponson; multiple damage to safety nets, carley float racks, flight deck wind screens and drain pipes; one wrecked motor cutter and damage to two motor cutters and a barge. With it the storm took 13 carley floats, an accommodation



Unaccustomed deck cargoes were carried by the *Magnificent* during her journeys to and from the Middle East. Pictured are the cocooned RCAF Sabre jets which she brought safely through violent seas from Glasgow to Halifax. (DNS-17345)

ladder, a lower boom and the quarter-deck gratings and benches. The quarter-deck trophy cases also went over the side.

On Wednesday, as the ship's company turned to cleaning up after the storm, the Captain congratulated all hands, in all departments, on the manner in which they had carried on their duties and maintained the ship's efficiency during the bad weather. He did not wish, he said, to single out any group, but he did feel that the flight deck crew of 24 RCN and 16 RCAF personnel deserved special mention. That the aircraft had come through without loss was mostly due to their efforts.

With fair weather continuing on Thursday, it was possible to set a firm ETA at Halifax, and all on board were delighted to hear that it would be 1100 on Friday. There had been a time, in mid-Atlantic, when it looked as though Sunday was the best they could expect.

Just before 1000 on Friday Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and Mayor L. A. Kitz of Halifax landed on board by helicopter, and with the Admiral's flag flying from the peak, the *Magnificent* steamed proudly up the harbour.



There was an air of happy excitement in the ship and on the jetty as the carrier moved slowly toward her berth. Then there occurred the tragic accident that was to take the lives of two of the tug *Glendyne's* seven-man crew.

That the operation, or series of operations, should end on a note of tragedy was indeed unfortunate, but this did not detract in any way from the outstanding record of service, to both Canada and the United Nations, which HMCS *Magnificent* had achieved within a period of 100 days. The *Maggie* did all that was asked of her, and more. Except for the one instance when the elements intervened, she was invariably ahead of schedule, whether loading, unloading or on passage. In the face of a bewildering variety of new and challenging circumstances, the spirit of her ship's company remained remarkably high.

*Maggie* rose, as was said at the beginning, to the occasion.

And while this has been mainly her story, the same applies to all those who were involved: The naval personnel who organized and worked in support of the venture from ashore; the Halifax Dockyard, whose efficiency and ability to meet an emergency were thoroughly tested and just as thoroughly proven, and the Army and RCAF, whose contributions were equally as important and who, working in complete harmony with one another and with the Navy, made an outstanding success of this national effort in the cause of world peace.—R.C.H.

# OFFICERS AND MEN

## Officers Chosen By Jill Tars

The Jill Tars Association in Halifax elected their 1957 executive in February.

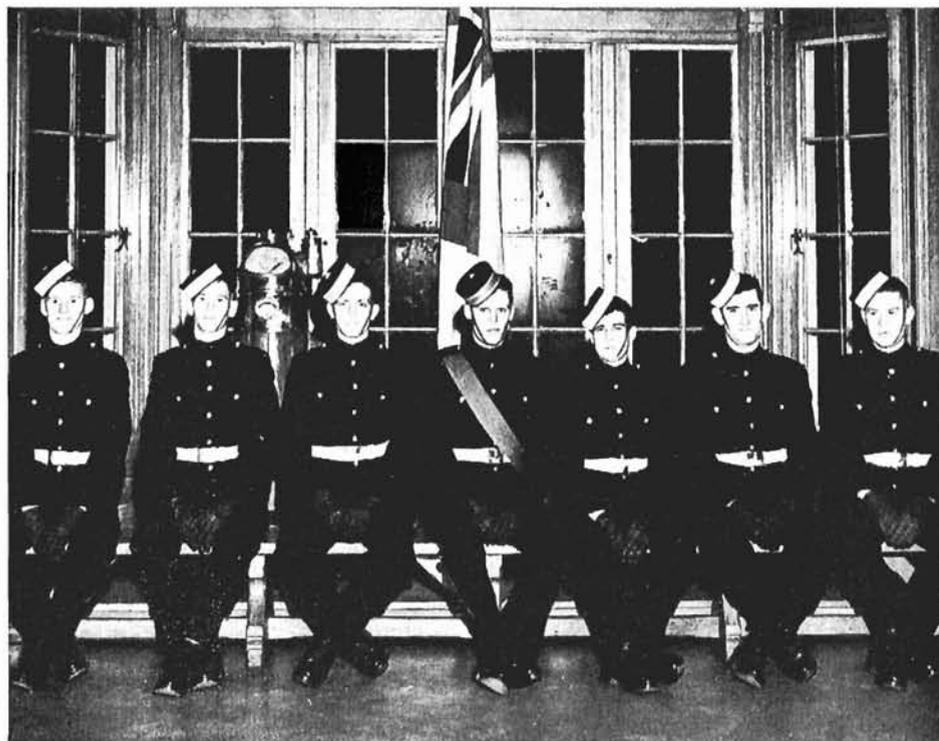
Elected to office were: Mrs. C. S. Koley, president; Mrs. John Gibb, first vice-president; Mrs. Robert MacDonald, second vice-president; Mrs. S. Smith, secretary; Mrs. F. Walford, treasurer; Mrs. S. Simmons, program; Mrs. Arthur Geizer, telephone; Mrs. George McCue, hospitality, and Mrs. John Handley, press.

## Montreal NOA Has Good Year

The busy, entertaining and successful program held during 1956 was reported on by the retiring president, C. Denys Heward, at the annual meeting of the Naval Officers' Association of Montreal, held in HMCS *Donnacona* in January.

The officers for 1957 are: David S. Jones, president; Peter M. MacCallum, vice-president; Jacques Mallet, second vice-president; J. M. Richardson, secretary; W. Charles Harrison, treasurer, and C. Denys Heward, past president. Directors are Jesse Cohen, Edward R. Burns, R. Barry Graham and E. H. S. Piper.

The association has provided a trophy for squadron drill at the Collège Militaire Royal de St-Jean. It is a magnifi-



Seven of the 172 Regular Officer Training Plan officer cadets undergoing training at the Canadian Services College, Royal Roads, are former Sea Cadets from various corps across Canada. From left to right, they are Cadet C. D. Evans, of Calgary; Cadet G. L. Taylor and Cadet W. H. Davidson, both of Wainwright, Alberta; Senior Cadet M. H. D. Taylor, of Red Deer, Alberta; Cadet D. W. Burningham, of Wainwright, Cadet M. Hodgson, of Toronto, and Cadet W. J. Roberts, of Vancouver.

cent sterling silver punch bowl, supported on dolphins and silver anchors, with winners' plaques in the shape of Tudor crowns mounted on the base. Presentation is planned at the spring graduation exercises.

## Underwater Expert Retires from Navy

Following three years' service in the Royal Canadian Navy, Lt.-Cdr. Jack N. Bathurst retired in February to begin a new career as an "underwater consultant".

During most of his service with the RCN, Lt.-Cdr. Bathurst was Staff Officer (Clearance Diving) at Naval Headquarters, Ottawa, the clearance diving branch having been established in 1953.

Lt.-Cdr. Bathurst brought from the Royal Navy, in which he had served throughout the Second World War and subsequently a wealth of experience in underwater operations. For nearly two years he commanded HMS *Reclaim*, deep-diving and submarine rescue vessel, and pioneered in the use of under-

water television during the search for the sunken submarine *Affray*.

During the war, while serving in HMS *Pelican* and, in the third instance, while in command of that RN sloop, he took part in the destruction of three U-boats.

His first employment as an underwater consultant is with the United Nations. He left early in February for Montevideo, where he will advise the Uruguayan government on the reorganization of its marine salvage operations.

## Submarine Crew 40 Per Cent RCN

When the Royal Navy submarine *Amphion* arrived here January 15 to join the Sixth Submarine Squadron, 40 per cent of her ship's company were home. The *Amphion's* officers are all from the Royal Navy, but 22 of her men are submariners of the Royal Canadian Navy, some of whom are returning after as much as 2½ years in the United Kingdom for training and service in RN submarines.



Captain M. J. A. T. Jette, left, the new commanding officer at HMCS Cornwallis, goes over the syllabi at the new entry training establishment with his predecessor, Captain M. G. Stirling. (DB-8443)

The *Amphion*, seventh Royal Navy warship to bear her name, is the first of 15 "A" class submarines, all completed between 1945 and 1948, displacing 1,600 tons and 279 feet long. Like her sister-sub, she is armed with six torpedo tubes.

The *Amphion's* commanding officer is Lt.-Cdr. K. Vause, RN, a veteran of 13 years submarine service.

### Cdr. F. C. Frewer Going to Niagara

Cdr. Frederick C. Frewer, 37, of Toronto and Halifax, formerly the executive officer of the aircraft carrier *Magnificent*, has been appointed to HMCS *Niagara*, RCN establishment in Washington, as joint secretary and executive assistant to the Chairman of the Canadian Joint Staff (Washington). His appointment was effective April 1.

### Carillon Given to Shannon Park Church

A memorial carillon, donated by officers and men of HMCS *Magnificent* in anticipation of the aircraft carrier's return to the Royal Navy, was dedicated at divine service at the Church of the Redeemer, Shannon Park, Sunday evening, February 24.

A comparable cash donation has been made by the *Magnificent's* ship's company to Our Lady of Fatima Church, Shannon Park. The gifts to the two churches amounted to \$3,500 each.

The executive officer, of the *Magnificent*, Cdr. F. C. Frewer, unveiled the memorial plaque. The inscription reads:

"In memory of the personnel in the Royal Canadian Navy who gave their

## WEDDINGS

Petty Officer Eldon J. Ash, *Outremont*, to Miss Audrey Lorna Chafe, of St. John's, Nfld.  
Sub-Lieutenant Eric S. Bolli, *Naden*, to Miss Sharon Elizabeth Ruth Gilmore, of Toronto.

Able Seaman D. J. Boisjoli, *Assiniboine*, to Miss Doris Stuart, Halifax.

Able Seaman R. M. Bourquin, *Churchill*, to Miss Granton, of Port le Herbert, N.S.

Able Seaman Frederick Dickenson, *Stadacona*, to Miss Helen Aucoin, Newfoundland.

Able Seaman B. L. Hamilton, *Churchill*, to Miss Betty Ann Jessiman, Ottawa.

Able Seaman R. J. Hiltz, *Churchill*, to Miss Ola Larocque, Ottawa.

Petty Officer H. J. Johns, *Churchill*, to Miss Evelyn Trotter, of Redwood City, California.

Able Seaman Gerard C. Laliberte, *Outremont*, to Miss Genevieve Praught, of Charlottetown, P.E.I.

Lieutenant (P) John A. MacKay, *Shearwater*, to Miss Elizabeth Anne Miller, Bedford, N.S.

Able Seaman M. J. O'Donnell, *Churchill*, to Miss Beverley Quinn, Toronto.

Leading Seaman T. J. Tischart, *Churchill*, to Miss Shirley Hagan, of Ottawa.

Leading Seaman Dennis M. Vincent, *Athabaskan*, to Miss Barbara Ann Cathcart, of Regina.

lives to maintain the liberty of free men upon the seas of the world".

The prayer of dedication was offered by Chaplain (P) W. W. LeVatte, Protestant chaplain in the ship. Chaplain (P) A. G. Faraday, chaplain at Shannon Park and rector of the Church of the Redeemer, delivered the sermon "Glad Hymns of Praise from Land and Sea."

### Re-Entry 'Happiest Man in Town'

"Happiest man in town" is the way a reporter for The *Vancouver Sun* describes the feeling of Ldg. Sea. Ralph E. Lehan, shortly after re-enrolment in the RCN after being on "civvy street" for 18 months.



The picture above seems to bear this out and shows Ldg. Sea. Lehan shortly after being re-attested by Lt.-Cdr. (S) F. J. Heatley, Area Recruiting Officer for British Columbia. CPO E. W. Clark looks on with the expression "it must be good if you can make a chief stoker smile like that".

Following is the article in *The Vancouver Sun* of February 18, 1957:

Happiest man in town this week is Ralph Lehan, 27, of 1828 Alberni. After a year 'on the beach', he's bound back for the navy which he says "will be just like going home".

Mr. Lehan ought to know about that. He spent five years in the service, half the time as a stoker, half as a steward.

("Stewards," he says for the information of anyone thinking of joining, "have the best deal of all branches under the White Ensign.")

Since leaving the service a year ago he's put in time in a shipyard as a house-to-house brush salesman, and as a department store clerk. But he never found "the contented, purposeful life" he had experienced in the navy.

"I've kicked myself for leaving" he told me. "I only wish I were a recruiting officer—just to tell the boys what they're missing."—*Photo courtesy Graphic Industries Ltd., Vancouver.*

### Stratford Players At Cornwallis

The Welfare Committee at *Cornwallis*, in conjunction with the Annapolis Drama Group, Annapolis Royal, Nova Scotia, sponsored Shakespeare's "Hamlet" as performed by the Canadian Players of Stratford, Ontario, on Monday January 21.

### Cdr. Cogdon New CO of Huron

Cdr. Noel Cogdon has been appointed in command of the Halifax-based destroyer escort *Huron*. He succeeds Cdr. Reginald A. Webber, who has been appointed for a course at the NATO Defence College, Paris, France.

Cdr. Cogdon's former appointment as Assistant Chief of Staff (Air) to the Flag Officer Atlantic Coast, has been filled by Cdr. Raymond A. B. Creery.

### Recruiting Drive Given Air Time

During this year's recruiting campaign at HMCS *York*, the Navy received valuable air time over station CFRB.

The program was the popular "Youth in Action", a two-hour radio program in which teenagers spin the discs, conduct interviews and discuss current topics. It is sponsored by CFRB and *The Telegram* of Toronto.

Lieut. (E) W. H. (Harry) Lang was interviewed by Miss Joey Ayers of Branksome Hall, and Ian MacDonald, of the University of Toronto.

## BIRTHS

To Leading Seaman D. A. J. Allan, *Assiniboine*, and Mrs. Allan, a son.

To Petty Officer M. J. Arbique, *Outremont*, and Mrs. Arbique, a son.

To Able Seaman R. G. Beaulieu, *Assiniboine*, and Mrs. Beaulieu, a son.

To Leading Seaman J. R. Breux, *D'Iberville*, and Mrs. Breux, a son.

To Leading Seaman R. R. Carriere, *D'Iberville*, and Mrs. Carriere, a son.

To Petty Officer J. F. Cavanaugh, *Assiniboine*, and Mrs. Cavanaugh, a daughter.

To Leading Seaman A. E. Derpentigny, *D'Iberville*, and Mrs. Derpentigny, a son.

To Leading Seaman T. H. Earl, Naval Radio Station, Massett, B.C., and Mrs. Earl, a daughter.

To Able Seaman R. A. Freeman, *Assiniboine*, and Mrs. Freeman, a son.

To Petty Officer R. J. Harvie, *Assiniboine*, and Mrs. Harvie, a son.

To Able Seaman A. G. LeBossier, *Churchill*, and Mrs. LeBossier, a daughter.

To Able Seaman R. J. LeClair, *Churchill*, and Mrs. LeClair, a daughter.

To Able Seaman D. G. Lee, *Churchill*, and Mrs. Lee, a daughter.

To Petty Officer J. D. R. Lepage, *Outremont*, and Mrs. Lepage, a son.

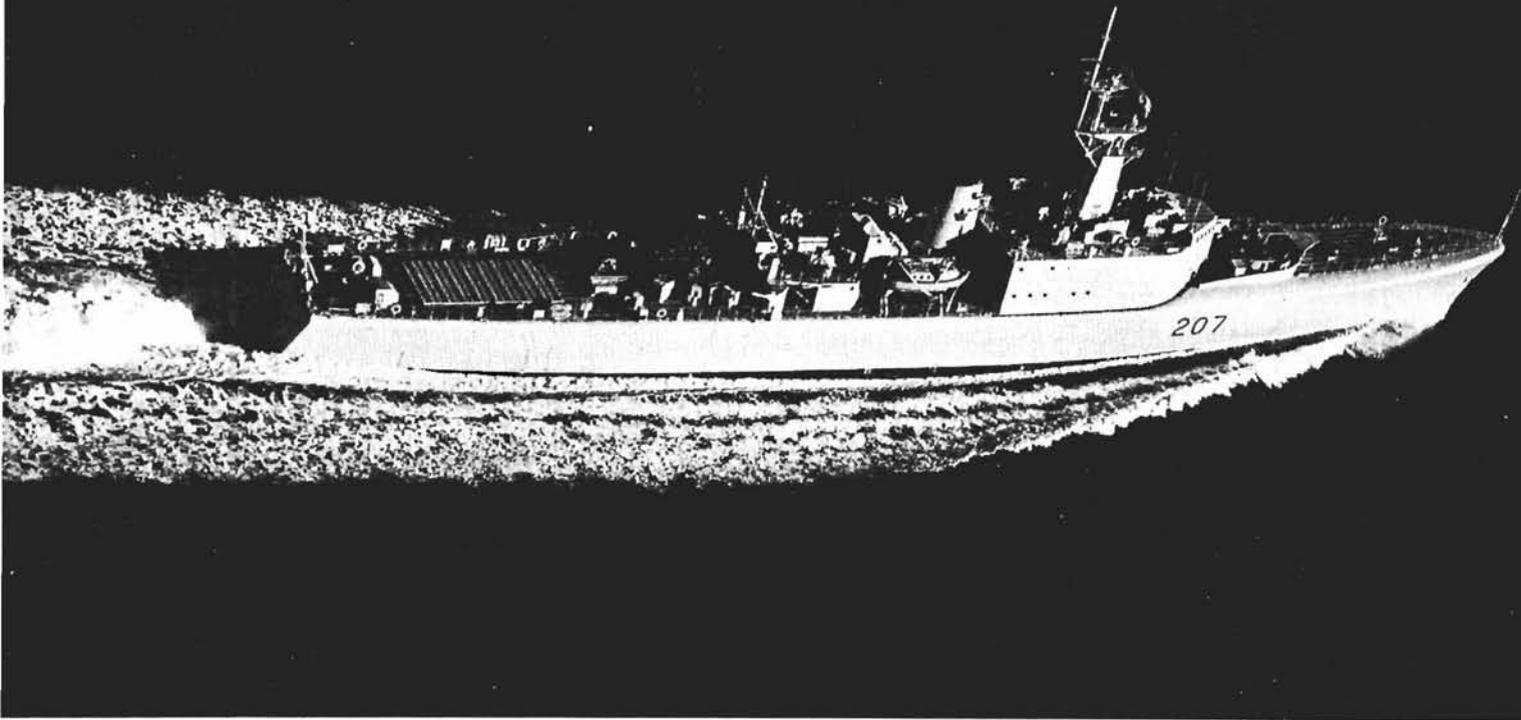
To Able Seaman T. R. Morgan, *Assiniboine*, and Mrs. Morgan, a daughter.

To Leading Seaman W. D. Moores, *Assiniboine*, and Mrs. Moores, a daughter.

To Commissioned Gunner (TAS) Frank E. Rushton, *Outremont*, and Mrs. Rushton, a daughter.

To Able Seaman R. E. Shier, *Churchill*, and Mrs. Shier, a son.

To Leading Seaman J. C. Wilson, *Churchill*, and Mrs. Wilson, a daughter.



The new anti-submarine destroyer escorts of the Royal Canadian Navy are designed to operate away from base facilities for as long as two months—nearly twice the length of time a Second World War destroyer could go without dockyard attention. With shore bases knocked out in an atomic war, the ability of warships to continue the fight at sea might spell the difference between defeat and victory, according to some military experts.

# ENDURANCE

*With the passing of sail, ships lost much of their freedom. Now the pendulum begins to swing back.*

**I**N 1802 the first practical steamboat, the *Charlotte Dundas*, began to ply the Clyde and Forth canal in Scotland. The following year Lord Nelson proposed to Admiralty that warships be powered by steam—a proposal that did not bear fruit for more than 20 years.

During the Burmese War, 1824-26, the *Diana*, a small steel paddle vessel owned by the East India Company was assigned to the British fleet, at the suggestion of Captain Frederick Marryat. It was intended that the *Diana* be used for what would today be regarded as tugboat duties. She was to steam among the tall men-of-war and nudge them into position so they could bring the full weight of their broadsides on the enemy. This humble fask was not wholly to the taste of the midshipman who commanded the little steamboat and on one occasion he approached the Burmese shore, hammered an enemy stockade into silence with his small guns and churned his way out to sea almost unscathed.

More than a century after steam had first gone to sea many warships of the world's navies were still provided with

sail, steam serving as an auxiliary source of power or the chief means of propulsion, according to the ship's duties.

Looking from the lofty electronic heights of the latter half of the 20th Century, this reluctance to convert to steam can readily be put down to lack of vision and to brassbound stubbornness in high places. In fact, the real motives went deeper than adherence to tradition and the love of tall masts and great spreads of canvas.

Coal and engines cost money; the winds of heaven, though coquettish, are free. But above all, the reliance on steam as the only source of power meant the sacrifice of something of extreme importance in naval operations—*endurance*.

Engines, boiler rooms and fuel bunkers deprived ships of valuable space for the storage of food and ammunition, although these handicaps weighed less heavily as ships increased in size and steel came into general use for their construction. But new and strict limits had been put on the time a ship could remain at sea before she had to put into port to fill her yawning bunkers.

This was why the smaller warships of the Royal Navy, gunboats and sloops, assigned to duty in the far reaches of the Pacific Ocean or in the Arctic, continued to carry sail despite the iron machinery in their bowels. It was the age of "up funnel—down screw"—a phrase which has become the title of a book about this transitional period in maritime history.

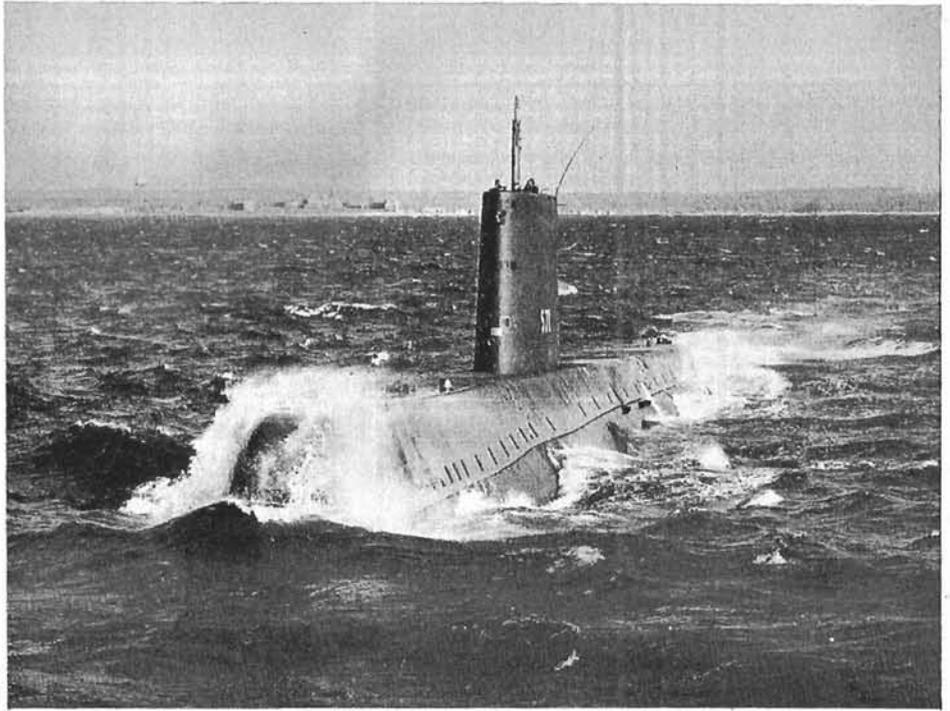
The voyages of Drake and Magellan took years to accomplish, their ships never once in that period going into dockyard hands. In those ancient days of sail, crews were decimated by scurvy, bottoms became foul in tropic seas, sails rotted in the sun and rain, masts tottered and snapped before hurricanes. But at last it was learned that fresh food or the juice of lemons or limes could halt scurvy, that ships could be careened on beaches and their bottoms scraped and restored. Sailmakers on board ship plied skilful needles to replace the canvas which had been whipped away by gales and a jury-rigged ship could hope to reach a forested land where broken masts might be replaced.

The age of sail was one in which endurance was limited only by disease, mutiny, starvation and, above all, thirst.

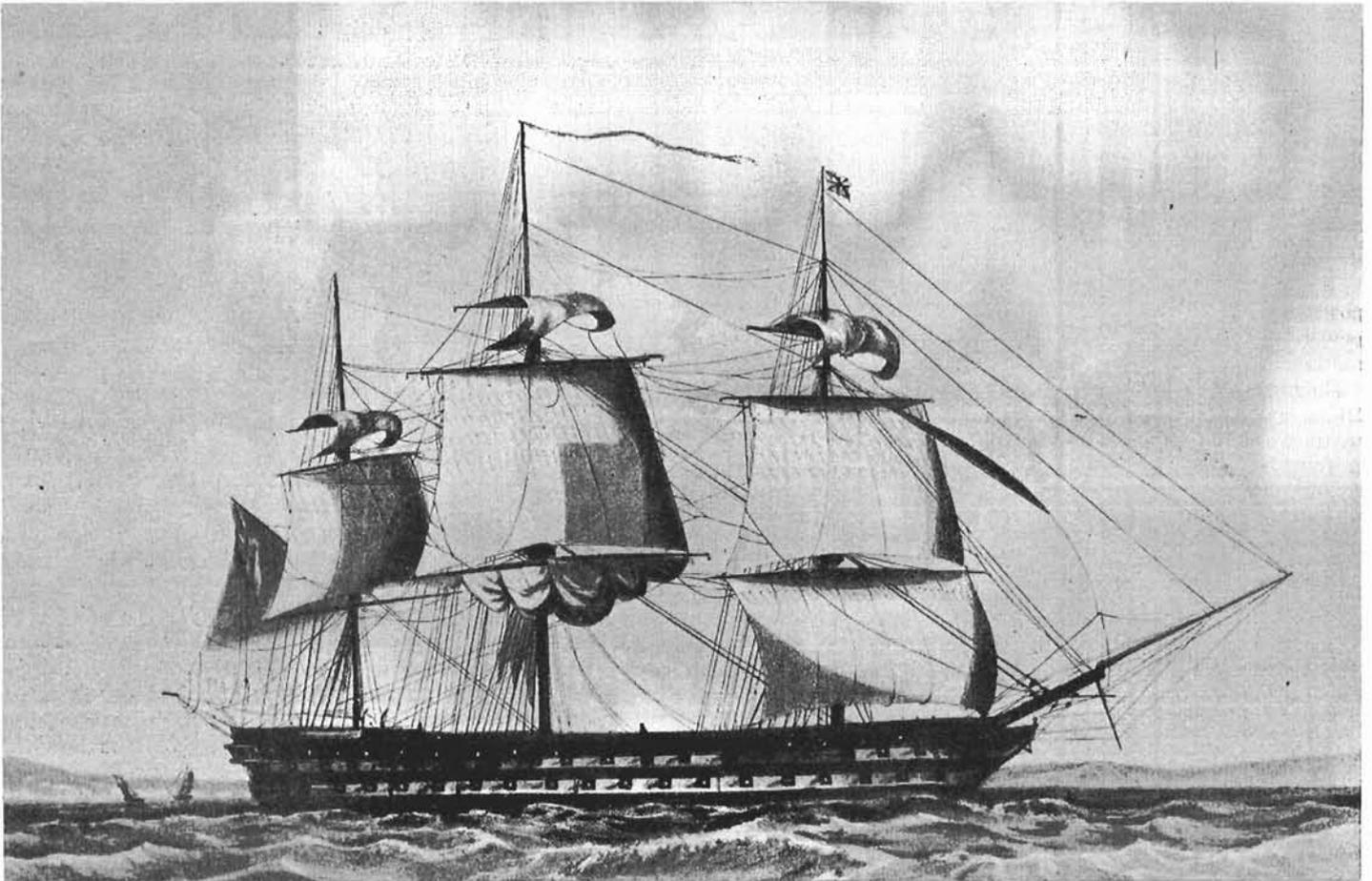
There is no intention to argue that the world ought to return to sail for, as legend has Galileo saying in a voice his inquisitors could not hear, the world does move. Proponents of sail are still with us—those who maintain that a yacht-rigged clipper ship, her sails hoisted and lowered by electric winch, could more than compete in shipping costs with modern ships consuming expensive fuels. Logic and statistics may be on their side, but they overlook the modern demand for speed.

**W**HEN STEAMERS began to venture on the world's trade routes, it was essential that coaling stations be established along their routes. Under this impetus, economic and political colonialism attained its full flowering two generations ago. Friction developed over the control of steamer routes and coaling stations, and actual clashes between shipping powers resulted.

From the standpoint of the navies of the world, reluctant as they were to adopt it wholeheartedly, steam had many and obvious advantages. Increased



During the first year of service the nuclear-powered U.S. Submarine Nautilus steamed 60,120 miles without replenishing her fuel. The New York Times estimated that if the Nautilus had been diesel-powered she would have consumed 720,000 gallons of oil during her journeying. Once again warships have attained the freedom from reliance on fuelling bases enjoyed during the great days of sail. (Official United States Navy Photograph)



Fine seamanship, bad water and worse food attended the Age of Sail. Navies were reluctant to adopt steam power because it meant ships would become dependent on coaling stations. Here is HMS Rodney, second rate line-of-battle ship as she appeared in 1844. (CN-1930)

speed meant that warships could more quickly reach a trouble spot; heavier armour tended to offset the development of more powerful and more accurate guns, and there was a marked improvement in living conditions on board.

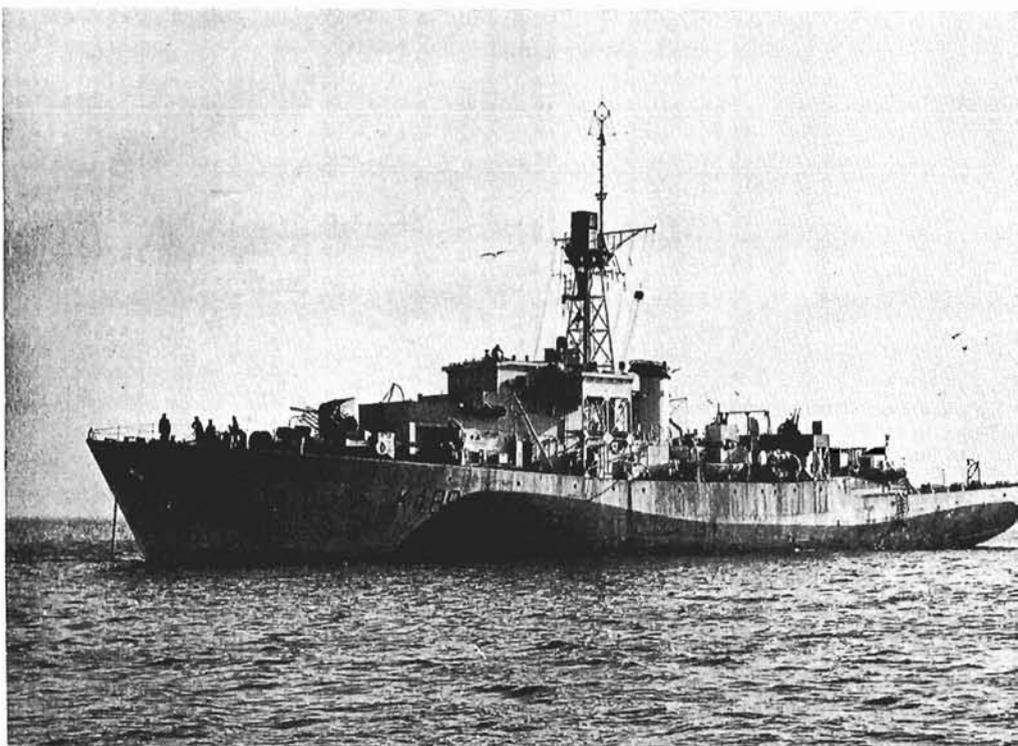
A dark cloud developed on the horizon, however—a lot darker for Germany, say, than for Britain with her far-flung Empire and naval bases—and that was the shadow of endurance. As the years passed the endurance of ships was increased by the introduction of oil instead of coal, by improved engine design, by the use, in suitable cases, of diesel engines instead of steam. At the same time there was the need for even higher speeds to defeat the accuracy of new weapons and an inexorable equation wrote itself on the ship designer's plans: more speed equals less endurance.

The equation was a completely reversible one, exemplified by the corvettes of the Second World War: more endurance equals less speed. In the final years of the war, the corvette had the staying power but lacked the speed to successfully close with the enemy. The destroyers had enough speed and to spare, but all too often they had to break off the search for a U-boat because fuel tanks were nearly empty.

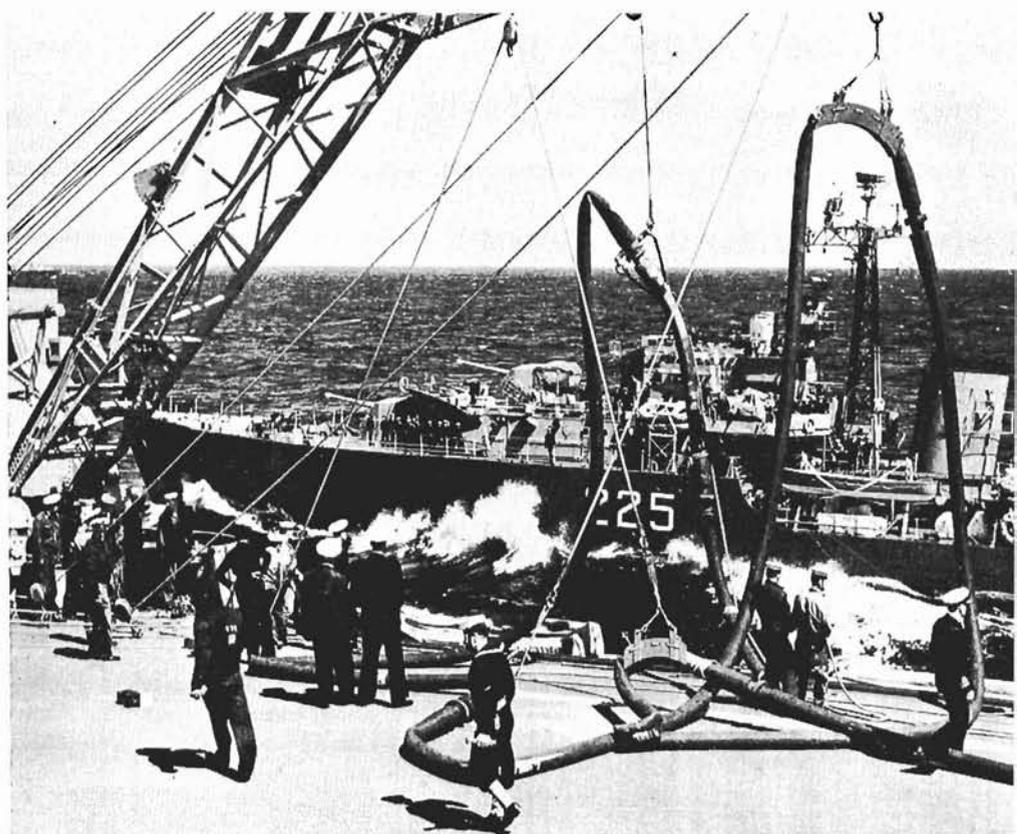
Lack of endurance can often mean the difference between victory and defeat. The breakdown of fuelling arrangements was an important factor in the defeat of the Russian navy at the hands of Japan half a century ago. If the German commerce raiders of two World Wars had not been so dependent on supply ships they might have wreaked far more havoc on Allied trade than they did.

The Germans, a people whose mechanical genius is legendary, were fully aware of the endurance obstacle. The all-diesel pocket battleships of the Second World War had a cruising radius of 20,000 miles—still not enough to keep the *Graf Spee* from being hunted down and hounded to her doom by three comparatively lightly-armed cruisers. The medium battleships, the *Scharnhorst* and *Gneisenau* were powered by steam, supplemented by diesels to increase their endurance.

The diesel engine has the advantage of doing away with a boiler room, which means that larger fuel bunkers can be installed. However, it lacks the flexibility of the steam turbine, contains many more moving parts and its noise and vibration are particularly objectionable in small ships. It is not denied that it is economical and that models are coming on the market which operate



As the Second World War progressed, the urgency of building staying-power into warships was realized. The Revised Single-Screw (Increased Endurance) corvette was one answer. Others were the frigate (originally styled "super-corvette") and the Castle class corvette, such as HMCS Hespeler, shown above, which was armed with squid. (A-389)



Oiling at sea, developed into an art during the Second World War and subsequently, can be carried out smoothly and efficiently with oiler and warship travelling parallel courses at moderate speed. Although replenishment at sea has greatly increased the endurance of warships, it is a manoeuvre not to be lightly undertaken in the suspected presence of the enemy. The *Sioux* is seen approaching the *Magnificent* to top up her bunkers from the larger ship. (CN-3017)

efficiently and smoothly over a wide range of speeds. The arrangement whereby diesel generators drive a ship through motors geared to the propellers is particularly admired for the instantaneous control which can be exerted directly from the bridge, without resort to voice pipe or telegraph.

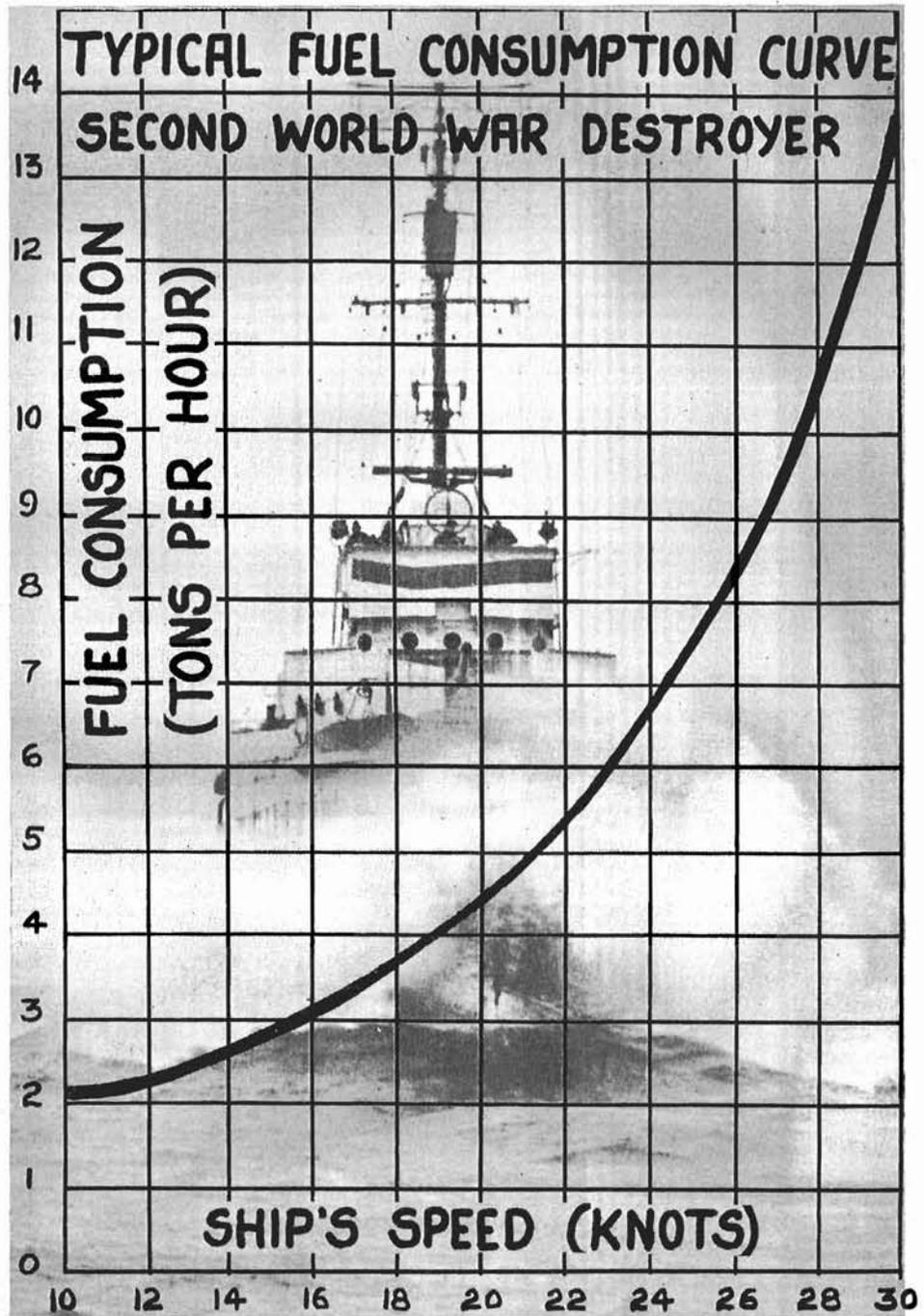
Refuelling at sea has been one answer to the endurance problem. This practice was highly developed during the closing years of the Second World War and subsequently. It is, however, a hazardous operation in heavy seas and extremely dangerous in the presence of the enemy. It could spell the doom both of the ship which is taking on fuel and the supply ship.

**F**UEL CONSUMPTION mounts rapidly with the increase in velocity. If a ship travelling at 15 knots steps up her speed to 30 knots, her rate of fuel consumption will increase not twice but many times. Extra fuel is required not only to counter the inertia of the ship (which may amount to thousands of tons) but also to overcome the resistance of wind and water. (A rough formula says that the resistance of a fluid to a moving object increases as the cube of the velocity, but this is complicated by factors such as hull design and the fact that ships other than submarines are not fully submerged when they are under way).

Under some circumstances it is neither important nor desirable to build long endurance into a warship. The efficiency of a minesweeper, for example, is not particularly affected by the fact that she has to return to port for fuel and water every few days. At the other extreme are Arctic patrol ships, which may be away from port four to six months at a stretch.

The needs of the submarine for endurance lie somewhere in between. The menace of the German U-boat fleet was greatly inflated by the seizure of the Norwegian and French Atlantic bases, which increased the length of time a U-boat could operate in mid-ocean or the Western Atlantic by many days. For a time, also, Allied reckonings of the fighting strength of the U-boat fleet were upset by the fact that the Allies were unaware that the U-boats were being replenished in mid-ocean from "milch cow" submarines.

Life in a submarine imposes considerable physical and mental strain on the crew and it would not seem desirable for them to remain on operational duty away from their base for more than a few weeks at a time. At the same time it is obvious that a submarine capable of remaining at sea for several months without refuelling would represent a

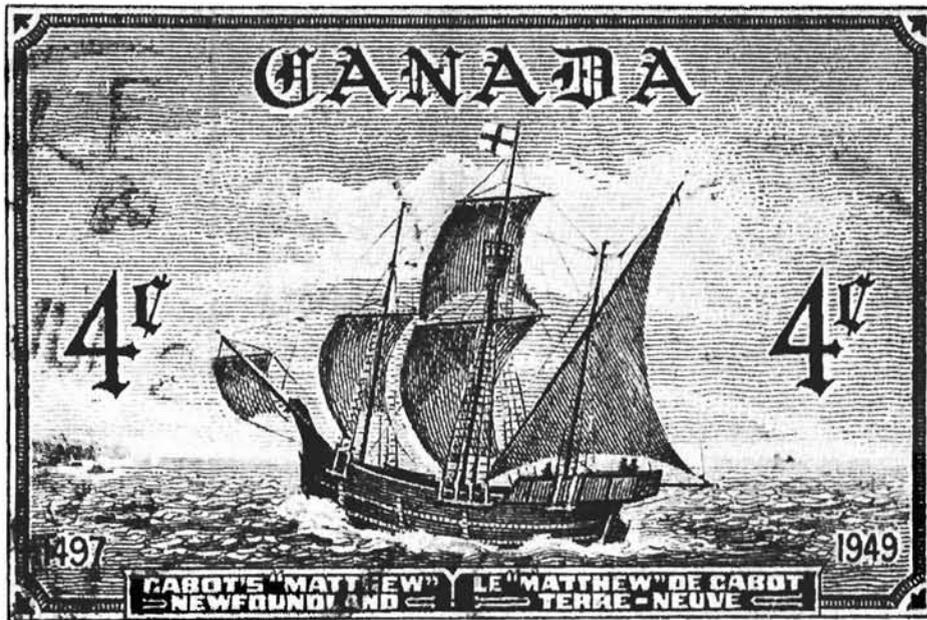


formidable danger to merchant shipping. It could select unpatrolled shipping lanes in any part of the world to carry out its attacks.

This degree of endurance has already been attained in the U.S. Navy's nuclear-powered submarines, which represent in their freedom from reliance on fuelling bases, either afloat or ashore, a return to the freedom of the old sailing ship. Oddly enough, they also represent a return to the first form of mechanical power ever used to drive a submarine—steam—since their atomic reactors merely supply the heat which fires the boilers.

The U.S. Submarine *Nautilus* not long ago completed a year of operations with her original supply of atomic fuel not yet exhausted. It is fortunate for the world that expense and technical considerations may put a firm limit on the number of atomic submarines which may be built in the coming years.

Whether or not nuclear propulsion is likely to be generally applied to shipping was discussed more than a year ago in *The Nautical Magazine*, published in Glasgow, Scotland. The article referred to the attention which is being given the problem in the United Kingdom, the United States and elsewhere.



Dependent only on the wind for their power, the ships of the early explorers were capable of undertaking voyages which lasted for months and years. Even the three-month voyage of John Cabot's little Matthew in 1497 would be beyond the capabilities of most coal- or oil-powered ships of today.

It reported wide divergence of opinion about the possible appearance of the atomic ship within the next 50 years.

"There is no secret about the difficulties to be overcome," the article concluded. "First there is cost of enriched nuclear fuel, estimated by different British authorities as anything between six and over 12 times per BHP-hour that of an up-to-date motorship. Others are the amount of cargo space which will have to be sacrificed for the protective shield around the reactor, the disposal of the products of nuclear fission and heat transfer".

**T**HE INTRODUCTION of nuclear energy is the spectacular way of solving the endurance problem. The navies of the world, at the same time that atomic submarines are coming into existence, have been quietly working on other answers. These have involved designing more efficient engines, steam and diesel, improving hull design and perfecting methods of refuelling at sea.

In addition, they have been showing an increasing interest in the gas turbine, which can use low-grade fuels, requires no boiler room and thus increases the capacity of the ship for fuel and stores. Several small ships of the Royal Navy have already been equipped with gas turbines.

The present age is one which puts heavy pressure on the ingenuity of ship designers. In the case of the Royal Canadian Navy, for example, which has chosen to specialize in anti-submarine warfare, they were required to produce a ship which would be able to cope with

any speed likely to be possessed by submarines for years to come and simultaneously, have sufficient endurance to hunt a submarine to exhaustion. It would not be enough to give the ship every modern weapon and every other desirable attribute of a fighting ship if

she had to abandon a convoy or give up the pursuit of an enemy submarine because her fuel was running low.

One by one the new destroyer escorts are coming into commission and evaluation tests are proving that they are efficient, deadly submarine-killers, powered as they are by compact steam turbines of a new standard of performance to give them the staying power and speed suited to their function.

The fact that the endurance of ships once again matches the endurance of men brings with it problems which have to be met by improved habitability, greater opportunities for recreation on board ship and increased attention of the temperamental suitability of recruits to life at sea.

Ships, in the event of an atomic war, will be able to disperse themselves on the face of the water and thus present uneconomic targets for nuclear bombs. This has been referred to by Field Marshal Viscount Montgomery and others as a strategic advantage not enjoyed by land-based forces.

Such an advantage would only extend to ships of considerable staying power and it may be this thought, conscious or unconscious, which is dictating the current trend toward greater endurance in both surface warships and submarines of today.—H.M.C.



Similar but not the same are the words to be applied to the inset picture of a River class destroyer on the inside front cover of the February "Crownsnest". Readers with a keener memory for pennant numbers than the editor's will have immediately recognized the ship as the first Skeena—not the first Saguenay. The comparison drawn between the pre-war destroyer and the new destroyer escort still applies. The picture of the first Saguenay, which appears here, was taken in October 1940. (H-363)



Fifteen-year-old Robert Rutherford, son of Lt.-Cdr. Clark A. Rutherford who lost his life in the sinking of HMCS Ottawa in 1942, chats with Lieut. Donald S. Taylor, DSM, a survivor of the destroyer's sinking. Robert Rutherford officiated at the opening of the new Cornwallis school, dedicated to the memory of his father.

## SCHOOL'S NAME HONOURS HEROIC NAVAL OFFICER

THE CLARK RUTHERFORD Memorial School was officially opened Friday, February 15, at ceremonies held in the RCN new entry training establishment, HMCS Cornwallis.

Fifteen-year-old Robert Rutherford, of Chester, son of the lieutenant-commander who lost his life while in command of the destroyer *Ottawa* in 1942 and for whom the school is named, unveiled a plaque in memory of his father

after declaring the school officially opened.

Also attending the ceremonies were Mrs. L. H. Norris of Chester, widow of Lt.-Cdr. Rutherford, and his mother, Mrs. S. F. Rutherford, of Montreal.

Guests were welcomed to the modern 10-classroom school by D. St. C. Buckler, principal.

The school, staffed by 12 teachers, is attended by 280 pupils from primary to

grade eight. Most of the students are children of naval personnel stationed at the base.

Captain M. G. Stirling, commanding officer of *Cornwallis*, introducing Robert Rutherford, paid high tribute to the young man's father whom he knew well.

Lt.-Cdr. Rutherford was in command of HMCS *Ottawa* when, on the night of Sept 13-14, 1942, she was torpedoed and sunk by a U-boat in the North Atlantic. Five officers and 109 men lost their lives.

"When HMCS *Ottawa* was sunk", Captain Stirling said, "the RCN lost an extremely promising officer. His last act, in giving someone else his life belt, was typical of Clark Rutherford."

Lt.-Cdr. Rutherford's son, who plans a naval career, has donated a memorial shield to the new school. The shield is to be awarded annually to the grade eight student attaining excellence in general scholastic endeavour. Prayers were conducted by Chaplain (RC) J. A. Eves and Chaplain (P) A. J. Mowatt.

Cdr. J. C. Smyth, executive officer at *Cornwallis*, Instr. Cdr. C. H. Little, Halifax, command education officer, and Instr. Cdr. W. H. Fowler, education officer at *Cornwallis*, also attended the ceremonies.

## PLANE'S POSITION GIVEN IN SECONDS

The Royal Navy's Fleet Air Arm has established the first of two automatic "fixer" stations which can give an aircraft pilot a fix by radiophone in five seconds, according to an Admiralty announcement in London.

Known as the Southern and Northern Fixers, the stations have their central controls at the RN air stations, Yeovilton in Somerset and Abbotsinch near Glasgow. The stations blanket the whole of the United Kingdom, the Irish Sea, the English Channel and some of the North Sea.

Bearings of an aircraft requesting its whereabouts are obtained by directional finding sets installed over a wide area at four or more other naval airfields and are instantly sent by land line to control stations where they appear as lines of lights on a ground glass screen.

On the screen is engraved a map of the whole area marked out in a grid system. A wren operator can immediately note the intersection point of the bearing lines and give the pilot his position or the bearing and distance of towns and airfields.

Before the new automatic fixer stations were installed it took as long as a minute to give the pilot a fix. (From *United Kingdom Information Services*)

# AFLOAT AND ASHORE

## RADIO STATIONS

### HMCS Churchill

In spiritual company with the rest of the fleet, HMCS *Churchill* passed from the old to the new year with traditional observances of the festive season. It had been a good year for the ship, a year marked by operational success, sporting victories and official visits by Very Important Personages.

It was during 1956 that combined U.S.-Canadian forces undertook to supply the far-flung outposts of the DEW line and *Churchill's* part in these operations, acting as she did as communication link, brought an official commendation from the U.S. Navy Department.

In August, the Chief of the Naval Staff, Vice-Admiral H. G. DeWolf, paid a visit to the station. After ceremonial divisions, he spoke to the ship's company, telling them of the future plans for the Royal Canadian Navy.

Later in the year, Senior Officer Supplementary Radio Stations, Commander (SB) D. S. K. Blackmore, made his annual tour of the station during which he presented the Canadian Forces Decoration to Commissioned Officer (SB) J. M. Kempton and PO Herbert Dick.

There was, of course, the lighter side of the year's activities. The ship's

softball team won the Garrison League trophy after a stiff final play-off with the U.S. Army, taking two out of three games. In November, an open air hockey rink was built alongside the accommodation building and was used (until the mercury dropped past 30 below) for broomball, skating parties and hockey practice. Undoubtedly, this extra hockey practice was responsible for the fact that the base was able to ice two teams in the Garrison "A" and "B" leagues and, as the New Year dawned, was leading in both. Other members of the ship's company were taking part in basketball and volleyball, both on inter-service and inter-part levels.

On another tack entirely, the ship had been engaged in fairly unusual BCA activity. For, *Churchill* being the site for experimental rocket firing, the base was able to obtain the services of Lt.-Cdr. E. Diehl, who addressed the ship's company on the subject of guided missiles and space flight, a lecture made doubly interesting by the fact that the rocket firing is visible from the base.

The ship observed Christmas in the customary fashion. Santa Claus arrived by helicopter, much to the delight of the ship company's children and a party of Eskimo children who had been invited from their nearby camp. Christmas Day

found AB F. W. Finnessey elevated to the position of commanding officer, a part he played with extraordinary acumen and icy zeal—and Lt.-Cdr. (SB) W. R. Howard demoted to leading seaman quartermaster—a role he handled as though of long, albeit cheerful, experience.

So, with the striking of sixteen bells, *Churchill* filed away her memories of 1956 and looked over the Sub-Arctic with anticipation for 1957.

## ATLANTIC COMMAND

### HMCS Outremont

During February, the *Outremont* carried out new entry training visits to Portland, Maine, and Bridgeport, Conn.

Late in January, two of the *Outremont's* life rafts were carried away during a heavy gale. These, inflated automatically, were discovered by fishermen and landed at Seal Island and Abbott's Harbour, N.S.

The *Outremont* retrieved the life rafts, sending away the motor cutter, coxswained by Ldg. Sea. L. MacLean, to accomplish the evolution under the supervision of Cd. Gnr. (TAS) F. E. Rushton. The notorious shore line of Seal Island was approached on a calm day, and the motor cutter was put in the water about a mile offshore at Crowell's Cove.

The life raft here was found frozen, a little the worse for wear, and inflated. The recovery proved to be straightforward, as had been the case at Abbott's Harbour.

At Abbot's Harbour, with the aid of a "walky-talky" set, the local fishermen were prevailed upon to part with a few choice lobsters at a few choice prices, so that a number of hands brought home something in addition to their mid-month pay that week.—A.D.

### No. 1 RCN Drone Target Unit

The angry buzz of small pilotless aircraft has been heard amidst the resounding thunder of anti-aircraft guns at the Osborne Head Gunnery Range many times during the past year. These aircraft, which wing their way through a flak-filled sky, are the Royal Canadian Navy's answer to the problem of providing the gunners with a fast realistic target.



AB Laurence Chase receives the award for being best all round man in a class of 13 communicators graduating recently from HMCS Gloucester, naval radio station near Ottawa. Making the award is Cdr. (SB) D. S. K. Blackmore, commanding officer. Also shown is Master at Arms William Leggett. (O-9317)

The Drone Unit consists of an officer and ten men, who launch, operate, repair, and maintain the aircraft. The equipment includes catapults and radio transmitters for full mobile operations. Already the unit has been aboard the *Magnificent* and the *Quebec*, during which time about 15 ships have had an opportunity to fire at the drone targets. The vital necessity for the unit is fully evident, as the Navy is certain to require drones for the evaluation of better and longer range anti-aircraft weapons.

The targets are painted red with white wings for better visibility. They are controlled from the ground by radio and their speed is over 200 knots. Since they have no undercarriage a parachute has been installed for recovery purposes. Some of the targets have landed in the sea and some on land, and one even landed on a man of the Unit. Operating from shipboard is always fascinating both for the drone crew and the ship's company concerned. The gunners look forward to firing at the drones and take great pride in their efforts to shoot down the elusive little "birds".

The Drone Unit is made up of a happy little team of men, who feel they are pioneers of the future pilotless aircraft and who know that they are providing a real challenge to the Fleet's gunners. A great deal of work goes into the operation of the targets, and many a face is glum when a drone is hit and shot down in flames, but this reaction is more than offset by the glee of the victorious gun's crew.—M.H.S.



HMCS Saguenay, fourth destroyer escort of the St. Laurent class to join the fleet, was commissioned at Halifax Shipyards, Ltd., December 15. During the ceremony the White Ensign is raised and the Red Ensign lowered as the ship officially becomes a unit of the RCN. (HS-46781)



The squadron commanding officer, Lt.-Cdr. (P) H. J. Bird, greets the pilot and co-pilot of the first CS2F Tracker anti-submarine aircraft to join 881 Anti-Submarine Squadron. Left to right are Lt.-Cdr. Edward A. Fallen, co-pilot; Lt.-Cdr. Bird, and Lt.-Cdr. Douglas Ross, pilot. The plane was ferried in early February from Malton Airport, near Toronto, to HMCS Shearwater. (DNS-17301)

#### VS-881

Originally air anti-submarine Squadron 881 was known as 826 Squadron and was equipped with Fairey Firefly aircraft. In the summer of 1950 Squadron 881 was formed and armed with Grumman Avenger aircraft, purchased from the U.S. Navy.

Since the squadron formed in 1950 it had been fully operational at all times, until the fall of 1956, when cross training of all pilots started in preparation for the new CS2F Tracker anti-submarine aircraft.

The squadron has participated in every major NATO exercise and many Canadian exercises since 1951 and was embarked in the *Magnificent* for a large portion of the last five years.

On January 1, 1957, Air Anti-Submarine Squadron 881 commenced a conversion, rearming and training cycle which will result in the squadron utilizing the American-designed Grumman S2F, built in Canada by de Havilland Aircraft Corporation and designated the CS2F. Named the Tracker, the CS2F embodies the latest concept of the "single package" anti-submarine aircraft, capable of detecting, localizing and destroying submarines on the surface or while submerged.

The CS2F carries a crew of four, the pilot, co-pilot and two aircrewmembers.

The first CS2F was officially accepted by the Squadron on February 7, 1957,

and these aircraft will operate from the new aircraft carrier *Bonaventure*, utilizing a new means of landing on, by means of the landing mirror.

The first Tracker aircraft for Squadron 881 was ferried from the de Havilland Aircraft Corporation to *Shearwater* by Lieutenant-Commanders (P) D. Ross and E. A. Fallen.

The commanding officer Lt.-Cdr. H. J. Bird officially accepted the aircraft into the squadron on its arrival.

#### First Canadian Escort Squadron

HMC Ships *Algonquin*, *Huron*, *Micmac* and *Iroquois* held commemorative services during their last European cruise for the victims of the sinking of the *Athabaskan*, in the English Channel, on April 29, 1944.

The *Athabaskan* went to the bottom in a pre-D-Day action with two Elbing class destroyers. Hit by a torpedo and gunfire, which put much of her armament out of action, she kept firing until the explosion of her magazines ripped her apart.

Forty-eight of her ship's company were rescued by the *Haida* and her detached motor cutter; 85 survivors were made prisoners-of-war and 128 officers and men, including her commanding officer, went down with their ship.

When the four destroyers of the First Canadian Escort Squadron passed through the geographical position of the

sinking on All Saints Day, the commanding officer of the *Algonquin*, Lt.-Cdr. Robin Hayward, a survivor of the *Athabaskan's* sinking, laid a wreath. Chaplain (P) James Williams asked the invocation and offered the closing Prayer. Ship's companies observed a minute's silence during the service.

### HMCS D'Iberville

During the evening of Monday December 17 an HO4S helicopter of HU21, based at Knob Lake, landed behind the Civic Hospital in Quebec City. The pilot Lt.-Cdr. J. C. Runciman, was forced to spend the night in Quebec City due to icing conditions and poor visibility. *D'Iberville* provided the necessary guards for the aircraft which was able to continue on its flight plan to Montreal the next day.

The annual Christmas party for orphans and needy children of Quebec City was held in *D'Iberville* on Wednesday December 14. CPO G. Girard's efforts, seconded by CPO Alfred D. Canning, contributed to the success of this party where more than 100 orphans had the best time of their lives.

The next day naval dependents from *D'Iberville*, *Montcalm* and the Principal Overseer's staff greeted Santa Claus, personified by PO Fernand Lepage assisted by two ice fairies. Over 200 children were in attendance.



A voluntary collection among officers, men and civilian employees at HMCS Stadacona provided \$45 at Christmas for each of the families of the 39 victims of the Springhill mines disaster. Commodore E. W. Finch-Noyes, CD, commanding officer of HMCS Stadacona, right, hands Hon. Stephen Pyke, provincial minister of mines and chairman of the Springhill Disaster Relief Fund a statement of the contribution totalling \$1,919.21. The Stadacona collection brought to nearly \$6,000 the total of voluntary contributions from naval ships and establishments. (HS-46345)



Four wrens of the RCN(R) at HMCS Star were formally presented with St. John Ambulance certificates during a February drill night at Hamilton's naval division. Cdr. J. H. Curtis, the commanding officer, made the presentations. The wrens who qualified for the certificates are: Ruth Sim, Celia Pipe, Catherine Sutton and Constance Parker, all of Hamilton, Ontario. (COND-4121)

Midnight Mass was celebrated in *D'Iberville* on Christmas Eve by Chaplain J. E. Gravel. On this occasion, a mixed choir from Laval University was in attendance under the direction of Surg. Cdr. Jean St. Martin.

Other seasonal festivities in *D'Iberville* included the chief and petty officers' annual ball, and the wardroom New Year's Eve receptions.

PO Maurice Jones has joined the training staff from *Stadacona*.

## NAVAL DIVISIONS

### HMCS Scotian

An observant policeman in the small town of Amherst, Nova Scotia, was responsible for five members of the Halifax naval division, HMCS *Scotian*, making a sudden change in plans last fall.

They had gone to Mount Allison University, N.B., to give medical examinations to UNTD candidates and were homeward bound when they stopped off in Amherst for a couple of hours' relaxation in the movie theatre. They were buying their tickets when the policeman approached them to verify what he had gathered from their distinction cloth, that there were doctors among them.

A few minutes later the whole party, preceded by police escort car with screaming siren, was speeding to Springhill 16 miles away where 113 miners

had been trapped by an explosion. At 2120, when they were buying their theatre tickets, the members of the medical group had heard nothing of the disaster; at 2140 they were at the pithead ready to administer to the injured.

In the party were Lt.-Cdr. (SB) V. L. Coade, medical stores officer; Surg. Lieut. C. D. Vair, Surg. Lieut. J. A. Myrden, CPÓ A. D. Vickers and PO G. B. Kelly.

After long hours of waiting, Surg. Lieut. Myrden accompanied two injured miners who were flown from Springhill to Halifax in a naval helicopter. Lt.-Cdr. Coade returned to Halifax to facilitate the flow of medical supplies to the disaster area. The other members of the party remained to give what assistance they could on the spot.

Another *Scotian* officer, whose plans were suddenly changed so he could help in the disaster, was Lt.-Cdr. J. J. Ennett, who was passing through Riviere du Loup when he heard that there were survivors of the Springhill mine explosion and that medical help was required.

He drove directly to Springhill where he dressed to enter the mine but was later asked to remain at the pithead and give medical assistance to the survivors as they were brought up.

The next morning he drove to Halifax to bring back additional assistance and, while there, checked blood tests which had been taken to determine how

seriously some of the draegermen had been gassed. On his return to Springhill he remained until there was no hope of further survivors (there were 88 in all) being brought from the mine.

Lt.-Cdr. E. H. Williams, formerly commanding officer of the *Granby*, has taken up the appointment of Area Recruiting Officer for Nova Scotia and Newfoundland.

He relieves Lt.-Cdr. R. G. Cannell, who was transferred to the RCN(R) from the regular force. Since 1951, Lt.-Cdr. Cannell has been connected with *Scotian*. In civilian life, he is the Maritime manager of Brandram-Henderson Ltd., Halifax paint manufacturers.

Lt.-Cdr. A. D. Haley has joined *Scotian* permanent staff as officer in charge of Mobile Recruiting Unit No. 6.

A very successful new entry dance was held Friday night, November 9, in the seaman's mess for all seamen. Dancing was done to the rhythm of the juke box and was sponsored by the new entry division.

### HMCS Unicorn

Captain O. K. McClocklin, RCN (R), has retired as commanding officer of HMCS *Unicorn*, in Saskatoon. His successor is 36-year-old Lt.-Cdr. Carl McLeod, the former executive officer of the ship.

Captain McClocklin spent almost 17 years in the Navy, 11 of them as commanding officer at *Unicorn*. In point of service he was the oldest of any of the COs of naval divisions in Canada.

At 45, pressure of business forced him to leave the Navy to devote his full energy to a thriving real estate venture in which he is a partner. But the memory of his six years service during the Second World War, and in the reserve since then will never leave him, and he will be fondly remembered at *Unicorn*. The wardroom officers of the division presented him with a pair of binoculars at a reception marking his retirement.

Lt.-Cdr. McLeod, in private life, is the personnel director of the City of Saskatoon. He has spent 16 years in the navy, five and a half of them on active service during the Second World War. He became executive officer at *Unicorn* in 1951.

### HMCS Queen

A decorated cake, in the shape of a ship, graced the table at HMCS *Queen* birthday party tea recently, commemorating the fifth anniversary of the recruiting of RCN(R) wrens in peacetime. Wrens of the Regina naval division were



Turning over his duties as Deputy Chief of Staff to the Flag Officer Naval Divisions, Cdr. W. A. Childs (left), explains an administrative matter to his successor, Cdr. L. P. McCormack. Cdr. Childs retired in December after 18 years of active naval life, of which the last four were spent at the command headquarters of the RCN(R) in Hamilton. (COND-4042)

hostesses in the wardroom and tea honours were performed by Mrs. Haggett, wife of Captain William Haggett, commanding officer and Mrs. J. Dumurs, second wren to join the division.

A glittering white banner arranged in front of the fireplace proclaimed the anniversary and a blue and white sailboat and three anchors were placed about the fireplace. Blue and white streamers decorated the wardroom. During the tea a musical interlude was provided by Ord. Wren Angela Reiss, soloist, accompanied at the piano by Ord. Wren Virginia Woods.

Before the tea the Sea Cadet Band performed on the main deck, and after the tea two tours were conducted by Sub-Lt. Alice Curry and Sub-Lt. Winifred Fisher.

The guests of honour were Captain Haggett and Mrs. Haggett, and the executive officer, Lt.-Cdr. H. J. Dow and Mrs. Dow.

### HMCS York

Enemy submarines had better beware. HMCS *York* reservists know how to defend themselves, launch an attack, and the methods used to sink the undersea craft.

A fair number of citizen-sailors brushed up on the rudiments of anti-submarine warfare this past month when the Royal Canadian Navy's Mobile Anti-Submarine Training Unit

visited the establishment during the first two weeks of this month.

In the process of learning however, a large number of *York's* sailors were "sent to the bottom" as the expert crews of the simulated submarines used some crafty schemes to outwit the reserves.

But it was all part of the training. And those that took the course felt better qualified to meet any emergency if ever in a position to require the knowledge.

The MASTU, as the unit is called, was under the command of Lieut. Frederick Lubin. He has been training reservists in this type of work all across the country.

A coffee-maker, worth around \$9 in a normal retail outlet went for \$6 million at *York's* Monte Carlo night, February 16.

A cup and saucer set, worth \$3 at par, was bid to a fantastic price of \$4 million.

These are just some examples of the manner in which *York* officers and their guests threw money around that night.

Of course, the money was "phony". It was won in games played throughout the evening and spent on the auction for several articles at the close of the annual "do" in *York's* wardroom.

About 200 officers and guests attended, making it one of the most successful parties in the three years that "Monte Carlo" has been going at *York*.



A group of stained-glass windows, the gift of officers and men of HMCS Gloucester, radio station and naval communications training centre near Ottawa, was dedicated in All Saints Cathedral, Aklavik, by Chaplain (P) H. A. Mortimer. At the right are AB Ronald J. Brown, of Aklavik Naval Radio Station; Cdr. (SB) D. S. K. Blackmore, Senior Officer Supplementary Radio Stations, and Ven. J. H. Webster, Archdeacon of Aklavik.

## WINDOW PRESENTED TO FAR-NORTH CATHEDRAL

**A**T EVENSONG, Sunday, December 4, a stained glass window portraying the Prophet Isaiah was dedicated in All Saints Cathedral, Aklavik, N.W.T.

Over a period of nearly two years the officers and men of HMCS *Gloucester*, near Ottawa, have subscribed more than \$325 towards the purchase of a stained glass window, to be made in three sections following the pattern of previously installed windows in the cathedral. The window bears the inscription across the bottom of the three sections: "Donated by the men of the Royal Canadian Navy."

The Naval Radio Station at Aklavik (tender to Gloucester) is manned by 50 naval personnel under the command of Cd. Off. (SB) W. C. Wilkinson. The men, of whom about a dozen have their families along with them, spend two years in the station.

The unveiling and dedication ceremony was witnessed by a congregation that filled the church to capacity. The church normally seats 250 although 300 can be accommodated for special services such as the naval unveiling and dedication ceremony.

The service was taken by the Ven. J. H. Webster, Archdeacon of Aklavik, while Chaplain (P) H. A. Mortimer, command chaplain, dedicated the window and preached the sermon. Cdr.

(SB) D. S. K. Blackmore, Senior Officer Supplementary Radio Stations, read the first lesson and Lt.-Cdr. (S) B. E. Smith, command supply officer, read the second lesson. The service was broadcast over the local radio station for the benefit of the many who were unable to attend the service.

To travellers arriving in Aklavik, the Cathedral Church of the Diocese of the Arctic comes as something of a surprise. They do not expect to find a cathedral 120 miles inside the Arctic Circle, at the mouth of the Mackenzie River.

In 1919 an Anglican mission was established in Aklavik, when the settlement consisted of less than a dozen houses, but through the years the need for a large church became a necessity as Aklavik assumed increasing importance as a trading post and distribution centre. Initial subscriptions for this church came from the natives, Loucheux Indians and Eskimos, but construction was only able to begin after substantial donations had been received from England. In 1939 the cathedral was completed and consecrated, taking just two years to build.

Today Aklavik is a flourishing town of about 300 Indians and Eskimos with an equal number of non-natives. Aklavik also supports in the surrounding area an additional 748 Eskimos and 70

Indians, according to the latest census figures.

Apart from recent DEW-line construction jobs and various government projects, the major livelihood of the Aklavik townspeople is muskrat trapping. The Mackenzie River delta represents one of the greatest muskrat breeding grounds in the world today.

Elaborate and extensive plans are now under way to move the town of Aklavik to a new site, some 43 miles to the eastward, where the ground conditions can more suitably accommodate a growing community. The move will not, in all probability, be completed before 1960 and then this new town will comprise mostly government buildings, the Naval Radio Station, hospitals, and schools. The native trapper will more than likely require considerable persuasion to move away from what he considers to be home and a spot more centrally located to his trap lines.

### Everybody Happy But the 'Band'

Not every commissioning ceremony can attain the precision and pomp which has attended the current wave of new ships entering the Royal Canadian Navy.

Relevant to this observation is the account of the commissioning of HMS *Atlantic Isle*, the naval shore establishment set up on Tristan da Cunha lonely southern Atlantic island, during the Second World War.

The ceremony is described by the maritime writer, A. Cecil Hampshire, in the January 1957 issue of *The Trident*, published in London, England:

"At first Tristan was known to the Navy as 'Job Nine'. Later the Admiralty decided that the island should be commissioned as a warship. Accordingly on January 15, 1944, Tristan da Cunha became HMS *Atlantic Isle*. A West African surf-boat was used for the naming ceremony, which was performed by Mrs. Woolley [wife of the commanding officer, Surg. Lt.-Cdr. Edward Woolley, RNVR] using an empty champagne bottle filled with fruit salts and a dash of rum! The ship's company was paraded, together with the Tristan da Cunha Volunteers, a 'Home Guard' provided by the islanders. In the boat sat a penguin, one of the ship's company pets, and the Tristan da Cunha brass band played 'Heart of Oak', the National Anthem and other appropriate tunes.

"The 'band' was one naval rating with an accordion, who had to render his music seated in a bullock cart as he had a broken ankle. But when at the conclusion of the commissioning ceremony the Tristan Volunteers fired three volleys from their rifles in salute, the bullocks incontinently bolted, tossing the unfortunate rating, his instrument and his crutches in all directions."

# THE NAVY PLAYS

## Boxing Contests Produce Tie

The Atlantic Command Boxing Championships in February saw a tie between HMC Ships and HMCS *Cornwallis* for the Charles McDonald Memorial Trophy. Scoring nine points each, each team will hold the trophy for six months. *Cornwallis* held the championship last year.

In the preliminaries there were 21 bouts, leaving ten bouts to be fought in the finals the following day. Bouts covered every weight from flyweight to heavyweight.

The contestants competed on an individual basis as well as a team basis, with the teams consisting of *Cornwallis*, *Stadacona*, *Shearwater* and HMC Ships.

## Curling Climbs New Popularity Heights

The "Roarin' Game" hits its stride in naval circles again this winter and, from the turnout of sailors in ships, establishments and naval divisions across the country, appears to be the most popular winter participation sport ever taken up by the navy.

The popularity of the sport reached a climax this year in the first Royal Canadian Navy Curling Association Bonspiel, held in Hamilton, Ont., and in the first Tri-Service Bonspiel which was held at Kingston, Ont.

In Halifax, long time sports rivals Army and Navy curled a 'spiel in which the RCN Curling Club of Halifax won out 174-121 over Halifax Garrison Club in 15 matches. It was their first meeting since the clubs were formed. Of the 15 games curled Navy won 13 and tied another.

At Kingston in the Tri-Service Bonspiel two navy rinks, one skipped by Ord. Sea John Fraser, *Gloucester*, and the other by Sub-Lt. E. W. Smith, *Shearwater*, won the second and third events.

On the East Coast at Bridgewater a Navy rink skipped by Cdr. (L) Hugh Crawford won three games in the Nova Scotia Curling championships, while in the West a rink from the RCN Curling Club of Victoria reached the Vancouver Island British Consols playdowns to represent Victoria.

A highlight of the early stages of play in the tournament was when a rink



Smiles of victory on their faces, members of the rink from the RCN Curling Club, Halifax, are shown minutes after winning the Westinghouse Trophy, top prize of the first national Royal Canadian Naval Curling Association Bonspiel, held in Hamilton, Ont., in March. Naval rinks from Dartmouth, Montreal, Ottawa, Hamilton and London also competed in the event. Above left to right, are: Lieut.-Cdr. R. A. Billard, Lieut. A. T. Levy (Skip), Lieut. (S) D. W. Swan, and Lieut. R. J. Banchand. (COND-4157)



This *Shearwater* team captured the Halifax and district tri-service curling crown, and won the James Trophy in the Tri-Service Bonspiel at Kingston, Ont. Left to right: Sub-Lt Edward W. Smith, Lieut. (P) David A. Oliphant, PO Derald J. Richardson and Ldg. Sea. Herbert N. Parsons. (DNS-17262)

skipped by Ord. Sea. Fraser, *Gloucester*, defeated another Ottawa rink skipped by Rear-Admiral H. N. Lay, Vice-Chief of the Naval Staff. Ord. Sea. Fraser later won the Commodore Ross Trophy in the "B" division of the meet.

### Shearwater Teams Collect Trophies

HMCS *Shearwater* seems to be the "man to watch" in any sport with a trophy for competition.

In basketball the *Shearwater* Flyers, in Tri-Service Tournament play, defeated the mighty RCN/USN Station Shelburne team 57-25 to win the Tri-service Basketball Trophy in its first time up for competition. Later the Flyers defeated *Cornwallis*, 37-29, *Stadacona*, 53-40, and the Eleventh Escort Squadron, 43-26, to take the Atlantic Command Annual Naval Basketball Championship trophy.

Lieut. (P) Brian Bell-Irving, *Shearwater*, downed Lieut. Jim Arnott in three final games of squash, 15-9, 15-7, 15-8, to take the Senior Atlantic Command Squash Tournament Trophy.

In addition the famed *Shearwater* Flyers Canadian Football team captured the coveted Purdy Trophy for the second consecutive year, the *Shearwater* Cricket Club won out in the newly-formed Halifax and District Cricket League, and the *Shearwater* soccer team won the Tri-Service Soccer Tournament.

Not content with this, the *Shearwater* Flyers hockey team completed the scheduled league play in the Armed Forces Senior Hockey League in second place, 6 points behind the league leading RCAF Greenwood Bombers.

Nor is this all. Under the guiding hand of Skip Sub-Lieut. (P) Edward W. Smith, *Shearwater's* curling team defeated *Stadacona*, 17-4, to win the Atlantic Command Curling Championship, won the tri-service curling crown for Halifax and district, and with it the right to represent the area in Kingston, Ontario, in the Tri-Service Curling Bonspiel.

Need it be said?

At this first Tri-Service Bonspiel the *Shearwater* rink won the James Trophy with a 10-9 win over an Oakville, Ontario, rink.

### 2 Corps High in Shooting Test

Two Royal Canadian Sea Cadet Corps made splendid showings in the International Sea Cadet Small Bore Rifle Competitions. The Daerwood Corps from Selkirk, Manitoba, placed second

in the meet and the New Waterford Corps of New Waterford, N.S., placed third. Top honours went to the Sea Cadet corps from Southend-on-Sea, England.

The contest, which was highly successful, was sponsored by the Navy League of Canada, and hundreds of Sea Cadets from eight countries participated. The contest was judged by the Dominion of Canada Rifle Association and the top prize, the Duke of Edinburgh's Ship's Bell Challenge Trophy, may be presented by the Duke at the forthcoming Commonwealth and Empire Sea Cadet camp to be held in England during July.

### CMR Captures Claxton Trophy

Collège Militaire Royal de Saint-Jean, Quebec, romped to victory in the annual Canadian Services Colleges sports tournament, held this year in February at Royal Military College, Kingston, Ont.

In the official standings, CMR out-classed the Royal Roads cadets and the RMC cadets to win the Claxton Cup for the second time, having previously held it in 1955.

In volleyball CMR won three times over RMC to take the event with one loss in six games. Basketball resulted in a three-way tie, while CMR amassed 43 points in swimming and diving against Royal Roads' 27 and RMC's 11.

CMR lost to Royal Roads in the only hoop game, 60 to 30, and to the Kingston cadets in rifle shooting. The rifle shoot ended up 490 for RMC, 480 for Royal Roads and 429 for CMR.

### Outremont Teams Two-Sport Winners

In basketball, the *Outremont* Globetrotters defeated the *Cornwallis* Communications School team 31 to 21, while the *Outremont* Orioles battered away to a 5 to 3 win over the school's hockey team.

The *Orioles* played three other games; they lost to the *Cornwallis* Trojans 4 to 6, and to the *Wallaceburg*, 5 to 6, and they eked out a win over Bowdoin College, Brunswick, Maine, 9 to 5.

### Weighty Chain

The giant carrier, USS *Forrestal*, has two 30-ton anchors and 2,160 feet of anchor chain, weighing 246 tons. Each link of the cable is 28½ inches long, 17¼ inches wide and weighs 360 pounds.

## SAILOR'S DAY



VE  
Zero-ND



During the six and a half weeks that the *Maggie* was voyaging from Halifax to Halifax via Port Said and Glasgow, Cd. Communications Officer Don McGee, principal operator of amateur radio station VE-Zero-ND raised 350 other "ham" operators throughout the world and brought on himself the chore of mailing out 350 acknowledgement cards (as shown above) on the carrier's arrival home.

## HOW TO MAKE FRIENDS ALL OVER THE WORLD

ONLY the beginning of the story was told in the January "Crow's-nest" account of AB Robert Bentley's telephone call from home to Sarnia, Ontario, from 400 miles at sea.

The call resulted from a contact established between HMCS *Magnificent's* amateur radio station, VE-Zero-ND, and Rowland Beardow, a "ham" operator in Sarnia, who happened to know Bentley's family.

It was the first of 50 ship-to-shore telephone calls "laid on" free of charge by Commissioned Communication Officer Don McGee, the "father" and principal operator VE-Zero-ND, and helpful "hams" in various parts of Canada, during the six-and-a-half weeks the *Maggie* was away from Halifax on her mission to the Middle East.

In addition, 90 formal messages from men in the *Magnificent* were passed to amateur operators and relayed by them to families ashore, either direct by telephone call or through other "hams".

Most of the phone calls and messages were concentrated into the eight days spent on the homeward passage to Halifax from Glasgow. The rough weather that prevailed for much of the trip did not interfere either with the operation of the station or the reception, which was almost always good.

Those who availed themselves of the service were grateful indeed to VE-

Zero-ND and to the amateur operators ashore, whose co-operation, in the words of Mr. McGee was "terrific". "Nothing was too much for them."

He singled out, in particular, Brit

Fader, of Halifax, who in one night took 21 messages and passed them all; Mr. Beardow, in Sarnia, who served as the main link with Ontario, and Rene Nussbaumer, of Ottawa.

Mr. McGee spent much of his off-watch time in the radio office in which VE-Zero-ND was located. Besides providing a communications service for ship's personnel, he indulged in the "ham's" favorite occupation—chatting with other amateurs in various parts of the world.

In the course of the voyage, he made contacts on every continent, and in one 24-hour period spoke with "hams" in every province of Canada and the Northwest Territories as well.

While the *Magnificent* was in Glasgow, Mr. McGee was invited to the home of Hugh McConnel, in Ayr, with whom he spoke by short wave when the ship was en route to Scotland from Naples.

While other ships had had amateur radio stations, this was the first time for the *Maggie*. Application for licence was made some time before she was scheduled to sail for the Middle East but it wasn't received until the day of departure, December 29. In the ensuing six weeks, VE-Zero-ND not only proved its value as a morale factor, by establishing and maintaining personal contact with home, but also did much to spread the name of HMCS *Magnificent*, and the Royal Canadian Navy, throughout the world.



Playing cards—unknown in the days of Aladdin and his wonderful lamp—were used by this Egyptian street magician to mystify and entertain Canadian sailors and soldiers during their conducted tour of Cairo.

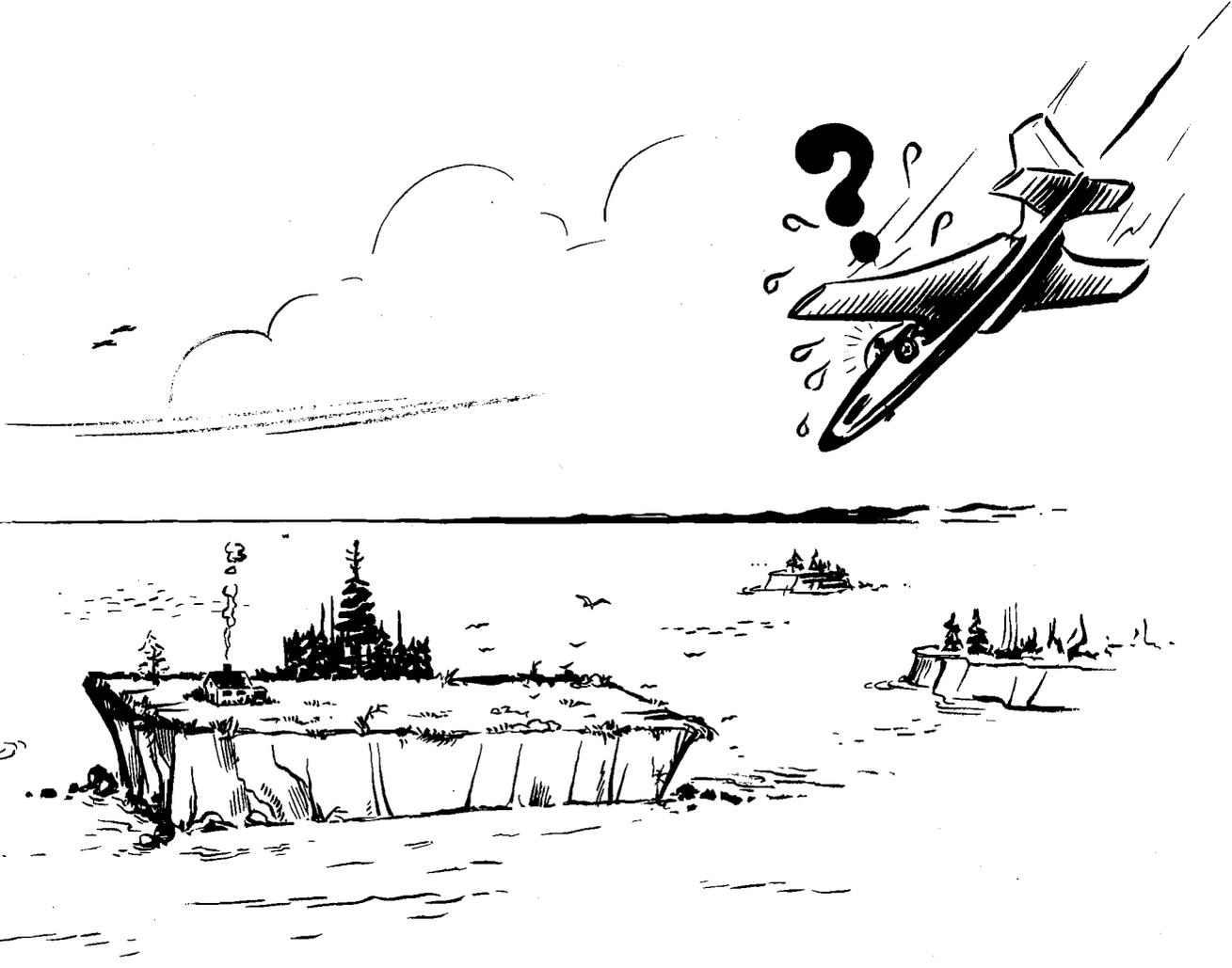
# LOWER DECK PROMOTIONS

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.

ABRAMS, John A.....LSNS1  
 AMBROSE, Patrick J... ..LSAM2  
 BALLS, John R.....P2AW2  
 BEAUDRY, Everett J.....P2EM2  
 BENDER, Bruce F.....P2RS3  
 BESSEM, Nicolass I.....P2RT3  
 BIDINOST, Louis A.....LSAO2  
 BIGONESSE, Jacques B.....LSAA1  
 BJORNSON, Keith S.....LSCK1  
 BLACKLOCK, Murdock A... ..LSRT2  
 BLAND, Edward A.....LSRT3  
 BRADFORD, Dale G.....LSAA1  
 BRAYBROOK, Victor A.....LSCS2  
 BROOKS, Douglas J.....LSRA3  
 BROWNLEE, George R.....LSCK2  
 BRUBACHER, Ralph T.....P2EG3  
 BRUNER, Peter C.....P2OM3  
 BRYANT, Ralph C.....LSCR1  
 BRYSON, Dennis C.....LSPW1  
 BUCHANAN, William F.....C2EM4  
 BUGG, Charles E.....LSAM2  
 BURR, Ronald F.....LSBD2

BUTLER, Leo J.....LSRP1  
 BYER, Donald W.....P2OM3  
 CAMPBELL, David J.....LSAM2  
 CANTELON, William B.....LSRA3  
 CARLEY, Thomas C.....LSCS2  
 CARRIE, Charles M.....LSNS1  
 CARROLL, Ernest H.....C2ER4  
 CHANDLER, Wallace T.....LSPW1  
 CHAPMAN, James... ..LSQM1  
 COLBOURNE, Charles R.....LSEM1  
 COLBURN, George E.....C2ER4  
 CURRIE, Robert L.....P2EM2  
 DAMORE, Donald A.....LSRP1  
 DAVIDSON, Walter J.....LSCK2  
 DeROSIE, Kenneth B.....LSEM1  
 DEW, Norman A.....P1EM4  
 DICKSON, Lewis A.....LSAF2  
 DONOVAN, Terrence.....LSSW1  
 DOUGANS, Robert W.....LSEM1  
 DOUGLAS, Clifford N.....P1GA4  
 EMBERTON, Ivor.....C2OT4  
 FLINN, Harold J.....LSVS1  
 FOREMAN, William L... ..LSTD2  
 FOX, Donald S.....C1ST4

FRECHETTE, Jean-Marc J.....LSCS2  
 GADSBY, Albert E.....LSCR1  
 GALLANT, Romeo J.....LSCS2  
 GAREAU, Alfred J.....LSRA3  
 GAUTHIER, Ronald A.....LSRT3  
 GILHOOLY, William H.....C2EM4  
 GILL, Cyril R.....LSSW2  
 GIRVIN, Dennis J.....LSCR1  
 GIVENS, John.....P2EF3  
 GRANT, Donald.....LSSW1  
 GREEN, Simon.....P2OM3  
 HAMILTON, William K.....P2VS2  
 HARRISON, Kenneth.....P2EF3  
 HARVEY, John G.....LSCS2  
 HATTER, Marven K.....LSAM2  
 HENDERSON, Olive A.....LSRT3  
 HIGGINS, Royce D.....LSRP1  
 HOBSON, David P.....LSAA1  
 JAMIESON, Robert W.....P2EM2  
 KEARNEY, Patrick J.....LSCK1  
 KEEPING, Burton Y.....LSCK1  
 KEY, William D.....LSAO1  
 KRUL, Edward M.....LSSW2  
 LABEREE, Maurice A... ..LSAM2



LACROIX, Charles J.....LSSW1  
 LACROIX, Maurice J.....P1SW3  
 LANDRIault, Jean-Guy L.....LSCK1  
 LANDRY, Robert J.....LSPW1  
 LUCAS, Harry G.....LSRT3

MacMILLAN, Andrew J.....LSAA1  
 McGAW, Harold S.....C2ER4  
 McINNIS, Lloyd J.....C2EM4  
 McINTOSH, George R.....LSVS1  
 McLAUGHLIN, Edward G.....LSEM1  
 MILNE, Thomas E.....LSRT3  
 MONTPETIT, Paul J.....LSAM2  
 MOONEY, Arthur W.....C2CK3  
 MORTIMER, William J.....LSTD1  
 MANSON, James R.....LSEM1

O'GORMAN, George F.....LSSE1  
 ORR, Thomas J.....LSAF1  
 OWEN, Hugh L.....LSVS1  
 OXTOBY, Leslie.....C2EM4

PAQUIN, Andre J.....LSRP1  
 PANTRIDGE, Denis B.....LSRP1  
 PFISTER, Robert L.....P2EM2  
 PHILLIPS, Paul R.....P2NS2  
 PREMACK, Roy J.....LSCV1  
 PROULX, Ronald J.....LSPW1

QUIRBACK, Charles.....PICK3  
 REGIMBAL, Marcel G.....LSSW2  
 RIGGS, Bruce A.....P2NS2  
 ROBERTS, Ernest H.....C1MR4  
 ROLFE, Charles V.....P2AR2  
 ROSE, Gordon I.....LSSW1

SANDERSON, William G.....C2OT4  
 SANDYS, William E.....P2VS2  
 SAUNDERS, Edward H.....P2RA3  
 SCOTT, Gordon A.....LSCK2  
 SHAND, Russell W.....LSAF1  
 SIMPSON, William A.....LSCR1  
 SMITH, Cecil.....C1ER4  
 SORENSEN, Earl N.....LSAM2  
 SPENCE, Thomas L.....LSNS1  
 STEEL, Russel G.....P1ER4

TEMPAN, John.....LSEM1  
 THOMAS, Grant W.....LSQR1  
 TINER, Donald E.....P2BD3  
 TREMBLAY, Philippe J.....LSRT3

WHYTE, James R.....C2EM4  
 WILLIAMS, William.....LSAM2  
 WILLITS, Lawrence E.....LSAO2  
 WILSON, William J.....LSCS2  
 WOOLLETT, Charles J.....LSAA1

ZIPFEL, Ronald H.....LSRP1

**RCN (R)**

BAIRD, Charles E.....ABARS  
 BENDALL, Donald W.....LSQMS  
 BERNARD, Joseph I.....P1SH2  
 BORTHWICK, Kenneth R.....ABCV1  
 BREWER, Albert G.....PIGA3  
 BRYANT, Geraldine W.....WP2VS2

CHANT, Marilyn L.....WLSS(X)1  
 CRAIG, John P.....P1SH3

DEAL, Rose B.....WASN(X)1  
 DENHOLM, Vera G.....WLNP(X)S  
 DESGARNE, Robert G.....P2RP1

DOWNEY, Dawn M.....WANFS  
 DUFF, Katherine L.....WLCO(R)

EDIE, Kenneth S.....ABEMS  
 EDIE, Norman B.....P2EM2

FERGUSON, Sheila G.....WP2SA(X)2  
 FOGWILL, Douglas.....ABQMS

GOULD, Donald L.....ABLMS  
 GROVEN, Dalice.....WLSDS  
 GRUDY, William R.....ABCR1

HARPER, Ronald G.....LSRPS  
 HARRIS, Florence Mae.....WACO(R)1  
 HAWLEY, Marion F.....WLSS(X)1  
 HIPFNER, Edwin L.....ABMMS  
 HUGHES, Arthur R. E.....ABMMS

IRVING, Archibald, M.....P1AA3

KOVACS, Clara L.....WACO(R)1  
 KRAMBLE, William A.....ABEMS

LEGG, Barbara Ann.....WASS(X)1  
 LESLIE, Marion W.....WP2CO(R)2  
 LEVALLEY, Kenneth C.....P2RPS  
 LIDDICOAT, Allan D.....P2PW2

MacKAY, Robert M.....ABAAS  
 MACHALEK, Julius.....P2AAS  
 MARSHALL, John F.....AB(NQ)  
 McCALLUM, Lawrence E.....LSAM1

McTAGGART, Archibald.....LSCR1  
 MILLEY, Andrew F.....LSAW1

NELSON, Bruce J.....ABQMS

OMAN, Garry J.....LSLM1

PARTRIDGE, Warren D.....ABAW1  
 POTTER, Robert Colby.....ABCR1  
 PRIDDLE, George B.....AB(NQ)

QUINN, John E.....C2TD1

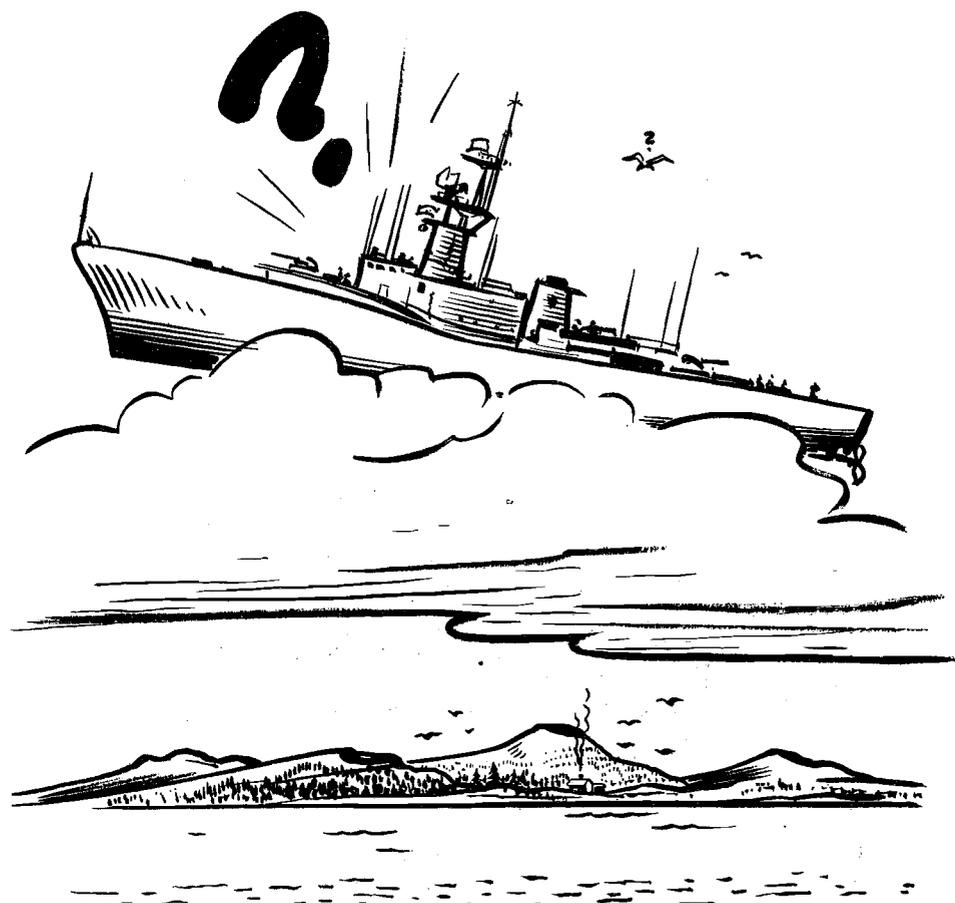
RICHARD, Robert W. E.....LSSW1  
 RILEY, Allan J.....C1CR3  
 ROGERS, Ellen M.....WACO(T)1

SANTO, Ronald G.....ABEMS  
 SAUVE, Gerald F.....ABAAS  
 SHAW, Glen Arthur.....ABAAS  
 STRUTT, Gerald C.....LSQMS

TACKABERRY, Lyle D.....P1SH2  
 THACHUK, Harry N.....ABARS  
 THOMPSON, Leon R.....ABEMS  
 TUCKER, Arthur R.....LSPW2

WESTON, Gordon H.....AB(NQ)  
 WIGHTMAN, William C.....AB(NQ)2  
 WISEMAN, Richard O.....P2EM2  
 WOOD, Edward Harold.....P2EM2

ZASTRE, Maurice A.....ABCR1



"Aluminum! You can keep your aluminum. This happens every time the fog lifts."

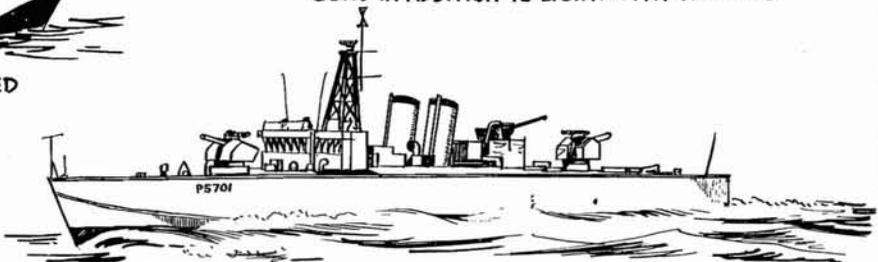
# Naval Lore Corner

Number 45  
Little ships with big stings

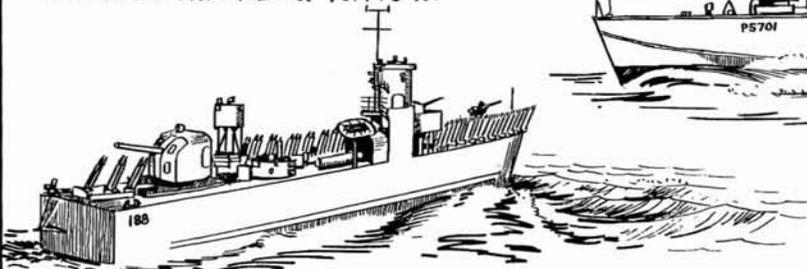


ADMIRALTY GUN-BOAT (OR LANDING CRAFT, GUN) FOR INSHORE SUPPORT—ARMED WITH 2 HEAVY GUNS IN ADDITION TO LIGHTER A.A. WEAPONS

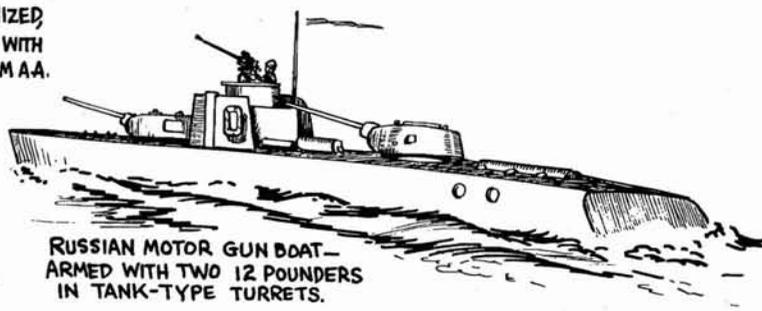
BRITISH 'LCF' (LANDING CRAFT, FLAK)—EMPLOYED FOR A.A. DEFENSE IN LANDINGS AND AS ESCORTS FOR CONVOYS IN NARROW WATERS ETC. ARMED WITH LARGE BATTERIES OF POM POMS.



H.M.S. BOLD PIONEER—FAST PATROL BOAT... (GAS-TURBINE). AS A GUNBOAT SHE MOUNTS 2 4.5 IN. GUNS & 1 40 MM A.A. AS A TORPEDO BOAT SHE IS ARMED WITH 4 21 IN. TORPEDO TUBES AND 1 40 MM A.A.



AMERICAN LSM(R)—LANDING SHIP, MECHANIZED (ROCKET)—FOR INSHORE SUPPORT. ARMED WITH ONE 5 IN. GUN, 4 4.2 IN. MORTARS 2 40 MM A.A. AND NUMEROUS ROCKET PROJECTORS...



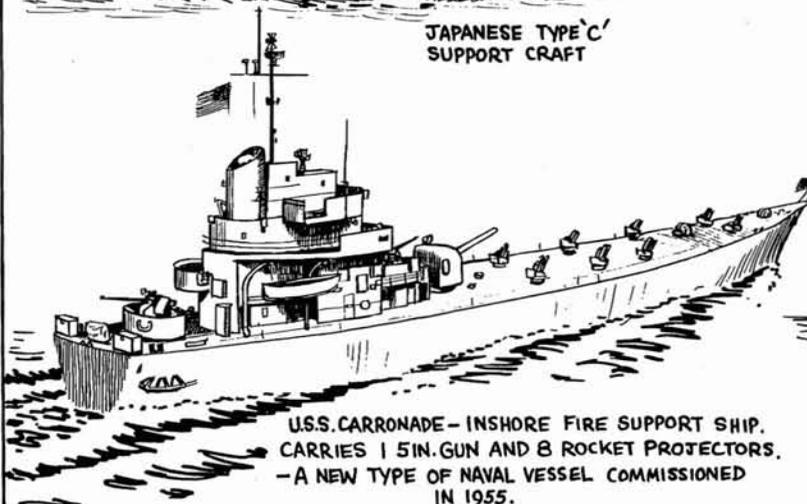
RUSSIAN MOTOR GUN BOAT—ARMED WITH TWO 12 POUNDERS IN TANK-TYPE TURRETS.



JAPANESE TYPE 'C' SUPPORT CRAFT



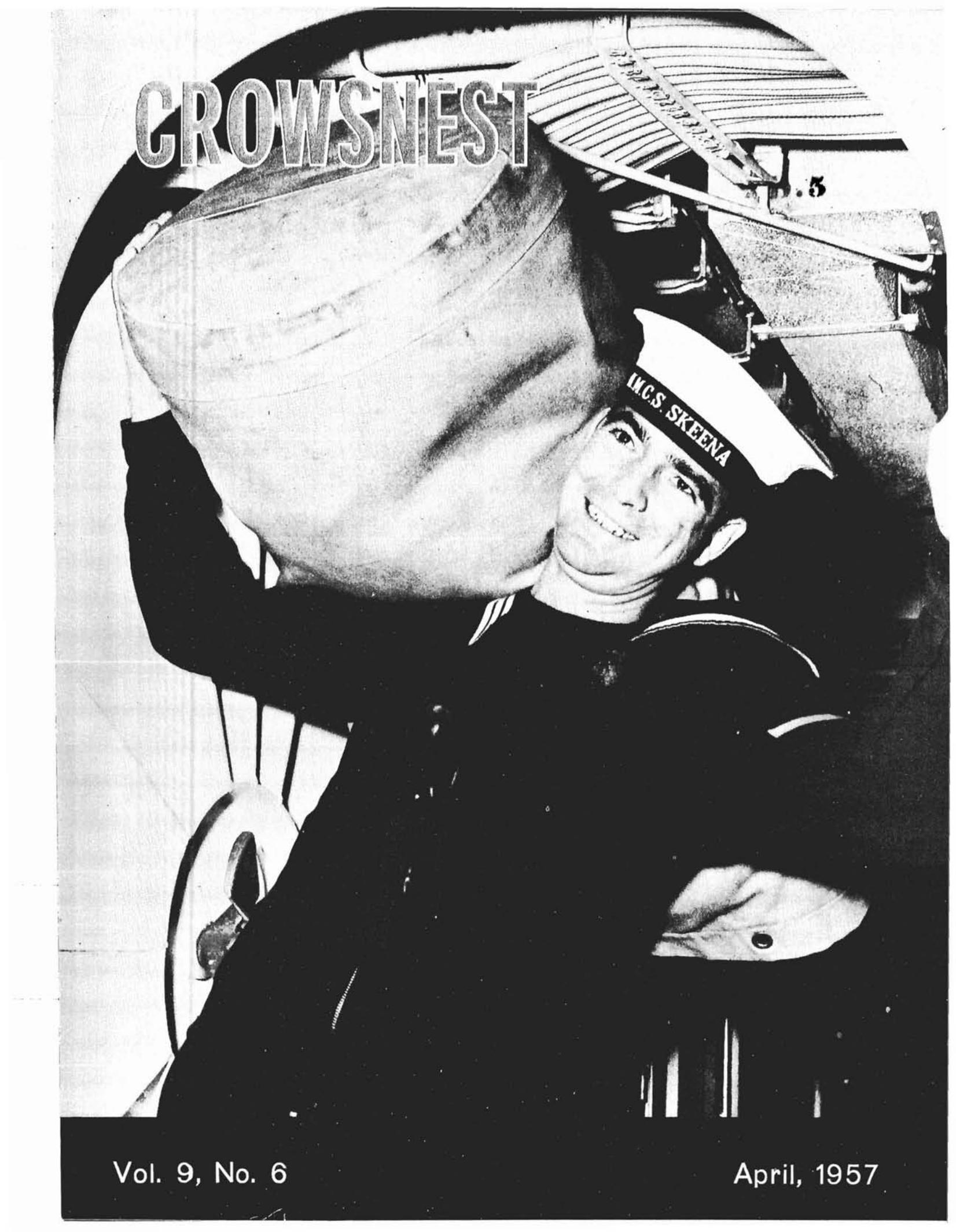
BRITISH 'DARK' CLASS CONVERTIBLE MOTOR TORPEDO/MOTOR GUN BOATS (DELTAIC ENGINES). AS GUNBOATS THEY CARRY 1 4.5 IN. GUN, AND 1 40 MM A.A. GUN. AS M.T.B.s THEY CARRY 4 21 IN. TORPEDO TUBES AND ONE 40 MM A.A. GUN. SPEED IS APPROXIMATELY 40 KNOTS.



U.S.S. CARRONADE—INSHORE FIRE SUPPORT SHIP. CARRIES 1 5 IN. GUN AND 8 ROCKET PROJECTORS. —A NEW TYPE OF NAVAL VESSEL COMMISSIONED IN 1955.



# CROWSNEST



Vol. 9, No. 6

April, 1957



# The CROWSNEST

Vol. 9 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1957

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*The Cover*—The day before the ship's commissioning at North Vancouver, members of the ship's company moved on board the Royal Canadian Navy's newest destroyer escort, HMCS *Skeena*, and the first of her class to serve on the West Coast. AB Bruce Hill, of Orillia, Ont., greets his new home afloat with a smile of happy anticipation. (E-40391)

## LADY OF THE MONTH

The choice of subject on the opposite page is not for herself alone but as a representative of a sterling band of young Canadian women, who sacrifice their spare time and energy to serve Canada in the Wrens or who devote full time to a naval career.

In the Reserve, the wrens are justifiably proud of their record of attendance at divisional drills and the proportion of their number who undergo summer training—records that are in both cases far ahead of their male opposite numbers.

This year most of the wrens will train at *Naden*, where there will be four new entry courses and two leadership courses. Two of the new entry classes will train at *Cornwallis*, while there will be classes for supply wrens at both *Naden* and *Hochelaga*.

The courses offered to wrens are wide-ranging, covering training or medical assistants, radio communicators, electrical technicians, air mechanics, supply assistants and so on. In attaining high standing in their chosen naval trades, they have a reputation of making things very difficult for the men.

The picture is of Wren Gwyneth Blackwell, of Peterborough, anthropology student at the University of Toronto, and was taken during her summer training at Halifax last year. (HS-42861)

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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8 x 10 glossy or matte finish .....	.50
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16 x 20 " " " .....	3.00
20 x 24 " " " .....	4.00
30 x 40 " " " .....	8.00

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Department of Public Printing  
and Stationery,  
Ottawa, Ont.



## RCN NEWS REVIEW

Members of the ship's company of HMCS Skeena, new West Coast destroyer escort, go on board the first time. (E-40378)

### 4 Ships to Begin Cruise in June

The cruiser *Ontario* and the destroyer escorts *Skeena*, *Cayuga* and *Athabaskan* are scheduled to sail from Esquimalt June 12 on a two month training cruise for cadets from the Canadian Services College, Royal Roads, which will take them to the Hawaiian Islands and to ports on the Pacific coast of the United States.

The *Skeena* will be a newcomer to the Pacific coast and Hawaiian ports visited, having been commissioned on March 30 at North Vancouver as the first of the new anti-submarine destroyer escorts to join the RCN's West Coast fleet.

The *Ontario* will have returned to sea after a little more than a month home from a training cruise to the Far East with the frigates *Jonquiere* and *Stettler* for naval cadets from HMCS *Venture*, the RCN's junior officer training establishment at Esquimalt.

One of the many highlights of the Far East cruise for the *Ontario* and the frigates was a visit to Hong Kong where a Chinese banquet was arranged by the Canadian Club of Hong Kong.

Over 100 officers and men from the Canadian ships attended the dinner. The cruiser *Ontario* repaid this hospitality by entertaining about 30 Chinese orphans at a Canadian Christmas-style

dinner, with turkey and all the trimmings.

Many others visited the ships and some idea of the impression made by the *Ontario* can be judged from a letter to the ship by Teddy Bell, a six-year-old visitor: He wrote: "A cadet named Mike took me all round the ship. We saw some six-inch guns. They were very clean and looked like they would shoot very good. Mike brought me a Coke from a machine. We looked at the three-inch guns. I think they are for shooting down planes. They were also very clean." The letter concluded:

"Thank you very much for the nice time I had."

In addition to sightseeing, shopping and entertainment, the Canadian sailors participated in a complete sports program.

Results of the more outstanding events were: softball—RCN 2-Hong Kong Softball Association 1, and USN 4-RCN 1; boxing—RCN 5-RN 4; soccer, RN 4-RCN 0.

### Comox Transferred To Atlantic Command

HMCS *Comox*, a Bay class minesweeper based at Esquimalt, B.C., with the Second Canadian Minesweeping Squadron, has been transferred to the Atlantic Command.

The *Comox* sailed from Esquimalt April 3 and proceeded via the Panama Canal to Halifax, N.S., where she is scheduled to arrive May 4. En route, the minesweeper was to call at several ports including Long Beach, Calif.; Kingston, Jamaica, and Bermuda.

### Safe Flying Award Won by VC 922

VC 922, the reserve air squadron of the Victoria naval division, HMCS *Malahat*, has been named the winner of the 1956 Safe Flying Award. The award is presented annually to the

### Overseas Flight Draws Praise

The congratulations of Naval Headquarters have gone out to the officers and men of the naval air detachment whose aircraft made that first trans-Atlantic flight ever carried out by the Royal Canadian Navy.

"VX 10 Bonaventure detachment are to be congratulated, on their successful trans-Atlantic flight from Canada to U.K.," read the message to the Flag Officer Atlantic Coast.

The four aircraft, two Banshee twin-jet fighters and two Tracker anti-submarine aircraft are now completing flight trials out of south England with Canada's new carrier, HMCS *Bonaventure*.

They made the historic flight during March.

naval reserve air squadron with the best flight safety record.

The *Malahat* squadron, in competition with the other four naval reserve squadrons in Canada, completed the year without a flying accident.

VC-922 is commanded by Lt.-Cdr. A. M. Davidson, the resident flying instructor is Lt.-Cdr. G. D. Westwood.

The award was to be presented in April by Rear-Admiral K. F. Adams, Flag Officer Naval Divisions.

### **Naval Museum Changes Name**

The Naval Maritime Museum at Esquimalt has been incorporated as the Maritime Museum of British Columbia.

The alteration, under the Societies Act of British Columbia, became effective on March 22.

Inst. Lt.-Cdr. Crawford Mahon, chairman of the museum board, has pointed out that the purpose in having the name altered was to remove the idea that the museum authorities were interested purely in naval exhibits.

"We are interested in all aspects of the maritime history of this coast, such as the fishing, shipping and sealing industries," he added. "Anything connected with the North Pacific Coast, or of British Columbia in general, which has a bearing on our maritime background is of interest to us."

The museum, located at Signal Hill, Esquimalt, was officially opened on April 18, 1955, by Colonel the Hon. Clarence Wallace, then Lieutenant-Governor of British Columbia.

### **Sailors Ashore In Venezuela**

HMC Ships *Algonquin* and *Micmac*, comprising a division of the First Canadian Escort Squadron, made a most successful five day good-will visit to fabulous Venezuela in the course of this year's spring exercises.

Upon arrival at La Guaira, normal calls were made by the senior officers of the force on His Excellency R. P. Bower, the Canadian ambassador, and on the Venezuelan civil and military dignitaries. An honour guard was landed and a wreath was laid by Mr. Bower and the Senior Canadian Officer Afloat (Atlantic), Captain D. W. Piers, at the National Pantheon, a memorial to commemorate the life of Venezuelan liberator and founder of the republic, Simon Bolivar.

Warm hospitality and private entertainment was extended on every hand to no less than 200 of the visiting Canadian sailors daily both by the Venezuelan people and the residents of the



Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, was accorded honours during a visit to the headquarters of NATO's Supreme Allied Commander, Atlantic, Admiral Jerauld Wright, USN, (left) during his visit to Saclant headquarters at Norfolk, Virginia, in March. Vice-Admiral Sir John Eaton, Royal Navy, Deputy Supreme Allied Commander Atlantic, is shown at the right. (Official Saclant Photo)

English-speaking community. One of the most exciting highlights was an organized trip for the ships' companies on the recently-inaugurated Teleferico, an overhead cable railway which climbs in almost a straight line to a mountain peak 8,000 feet in the clouds overlooking the beautiful city of Caracas.

At a picnic held by the Canadian community, the visitors made many new friends. A few men who had served in HMCS *Quebec* when she visited Venezuela three years ago were delighted to meet old acquaintances. A rifle and pistol match was held on another day with the team from the Venezuelan forces, and the Canadians became the possessors of a fine trophy to carry back to Canada. The Poligono rifle range is probably the world's finest.

Donors were plentiful when a Red Cross blood clinic visited the two ships.

Officers of the Canadian ships were entertained at social functions held by the commander-in-chief of the Venezuelan navy, by the Canadian ambassador and the first secretary.

On the eve of departure, Captain Piers, the commanding officers and officers were hosts on board their ships to Venezuelan officers, the ambassadors of many countries accredited to Venezuela, and the many friends of the Canadian community.

### **Sioux to Join Atlantic Fleet**

The transfer of HMCS *Sioux* to the Atlantic Command and the proposed addition to the Pacific Command of the new destroyer-escort *Margaree* has been announced.

The *Margaree*, built at Halifax Shipyards, Ltd., Halifax, will be commissioned in early October.

The *Sioux*, scheduled to leave the West Coast in mid-June, has been in service in the Pacific Command since January 1950. Arriving on the West Coast in late December, 1945 she paid off into the Reserve Fleet at that time. She remained there until re-commissioned five years later.

After completing three tours of duty during the Korean War, HMCS *Sioux* was the last ship to return from the Far East and duty with the United Nations Forces. She returned to Esquimalt in September, 1955.

### **Admiral DeWolf Visits SACLANT**

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, visited the headquarters of NATO's Supreme Allied Commander Atlantic, Admiral Jerauld Wright, USN, March 13.

Admiral DeWolf visited the Norfolk area for a general orientation and fa-

miliarization tour of U.S. naval activities.

Upon his arrival at SACLANT's headquarters he received honours and reviewed the headquarters detachment of the U.S. Marine Corps Honour Guard.

He then met with Admiral Wright before attending a briefing by the SAC-LANT Strategic Presentation Team.

Following a luncheon in the SAC-LANT Flag Mess, Vice-Admiral DeWolf left SACLANT's headquarters for a call on the Commander Norfolk Naval Shipyard, Portsmouth, Virginia.

Admiral DeWolf was accompanied by Commodore O. C. S. Robertson, Canadian naval attaché in Washington, two officers of Admiral DeWolf's staff, and Captain Paul B. Ryan, U.S. naval attaché in Ottawa.

### Officer Goes to Pacific Command

The appointment of Cdr. (L) H. L. Crawford from the post of Assistant Command Technical Officer to the Flag Officer Atlantic Coast to the corresponding appointment under the Flag Officer Pacific Coast was to be effective in mid-March.

Lt.-Cdr (L) F. W. Phillips, who had been Deputy Manager Electrical Engineering, HMC Dockyard, Halifax, succeeded Cdr. Crawford in the acting rank of commander (L) while holding the appointment. Cdr. Phillips took over his new duties on March 4.

## FAREWELL TO 'MAGGIE'

THE ROYAL Canadian Navy bade an official farewell to HMCS *Magnificent* in a message addressed to the ship by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, on April 10, the day the aircraft carrier sailed from Halifax for return to the Royal Navy.

Admiral DeWolf's message said:

"On April 7, 1948, I reported that HMCS *Magnificent* under my command had been commissioned into service with the RCN. Today, after nine years and more than a quarter of a million miles of steaming, the *Magnificent* leaves Canada for return to the Royal Navy.

"During her service the RCN has more than doubled in manpower and new ships and new weapons have been introduced. Her Sea Furies are giving way to Banshees; her Firefly IVs have been replaced by Avengers which, in turn, are giving way to Trackers.

"In these intervening years the *Maggie*, as she is affectionately known and will be remembered, has had a major share in building the prestige of Canada and of the RCN. She is known in the Arctic, the Atlantic and the Pacific and in many European and Mediterranean ports. Among the highlights of her career, her role as flagship of the RCN Special Service Squadron in

the Baltic cruise in 1950, and as the major unit in the RCN Coronation Squadron in 1953 will be remembered.

"The last but not the least, of her many important duties was the transport of Canada's contribution to the UNEF. Our primary aim today is to prevent war, and this final mission on the interests of preserving peace in the Middle East was a fitting conclusion to a distinguished career.

"I speak for the Navy when I say: 'Well done, *Maggie*.'"

From the commanding officer of the *Magnificent*, Captain A. B. Fraser-Harris, came the message to Naval Headquarters:

"On sailing from Canada for the last time I would like to express our gratitude to all the staff officers whose hard work upon the many problems connected with the ship, particularly during the past year, has enabled us, her ship's company successfully to complete all the missions to which she has been assigned."

### \$250 Prize for Military Essay

An essay contest with a potential value of as much as \$400 to the winner has been announced by the *RCAF Staff College Journal*. The contest is open to all serving or former members of the Canadian armed forces or civil service.

A prize of \$250, plus payment of three cents a word if the essay is published in the *Journal*, is offered for the best unsolicited essay, not exceeding 5,000 words, likely to stimulate thought on military and particularly Air Force matters.

The essay can deal with any military field, including strategy, operations training, logistics, personnel administration, technical, research, production and so on.

All entries will be considered for publication and those selected will be paid for at the basic rate of three cents a word.

Writers are asked to avoid classified information or highly controversial views. Manuscripts must reach the editor of the *RCAF Staff College Journal* by July 1 next.

Judges will be appointed by the board of directors of the *Journal* and their decision will be final. If no essay reaches the standard of excellence set by the judges no award need be made.

Arrangements for the presentation of the award will be made known when the winner is announced.



First naval reservists to take instruction at the Great Lakes Training Command, Hamilton, Ontario, in 1957 are these three wrens from HMCS Unicorn, Saskatoon, Sask. They are the forerunners of hundreds of men and women in the RCN(R) who will train at the Hamilton naval command this year. Shown, left to right, are Wren Shirley Norris, Donalda Wynne, and Martha Neudorf. (COND-4201)



Over-all view of the commissioning ceremony as HMCS Skeena entered the service of the RCN. (E-40325)

## SKEENA: FIRST OF CLASS ON WEST COAST

### *Proud Record of Predecessor Recalled at Commissioning*

THE PACIFIC Command's first new anti-submarine destroyer escort went into service March 30 with the commissioning of HMCS *Skeena* at North Vancouver. She became the fifth of the class to join the Royal Canadian Navy and is the largest warship ever built in a British Columbia shipyard.

Guest of honour at the colourful commissioning ceremony was the Hon. James Sinclair, Minister of Fisheries, who addressed the ship's company and guests. Other speakers were Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, and Col. the Hon. Clarence Wallace, president of Burrard Dry Dock Co., Ltd., builders of the warship. Mrs. Wallace was sponsor of the ship at the time of its launching.

Just before the actual commissioning of the *Skeena*, the ship was accepted for the Navy by Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services.

Among the guests at the ceremony were His Honour, Lieutenant Governor and Mrs. Frank M. Ross; B.C.'s Premier W. A. C. Bennett and Mrs. Bennett; Federal Minister of Finance Walter Harris and Mrs. Harris; Deputy Minister of National Defence F. R. Miller and Mrs. Miller; Mrs. Pullen and Mrs. Porteous; Maj. Gen. G. R. Pearkes and Mrs. Pearkes; Mr. J. C. Rutledge, director of the shipbuilding branch of the Department of Defence Production, and Mrs. Rutledge.

B.C.'s Chief Justice Gordon Sloan and Mrs. Sloan; Col. the Hon. E. W. Hamber

and Mrs. Hamber; B.C.'s Supreme Court Chief Justice Sherwood Lett and Mrs. Lett; B.C.'s Minister of Labor Lyle Wicks and Mrs. Wicks; Vancouver's Mayor F. J. Hume and Mrs. Hume, Victoria's Mayor Percy B. Scurrah and Mrs. Scurrah; Commodore P. D. Budge and Mrs. Budge; Commodore (E) J. B. Caldwell and Mrs. Caldwell; Captain D. W. Groos and Mrs. Groos; Captain J. A. Charles and Mrs. Charles; Colonel E. T. Fairey and Mrs. Fairey.

Air Vice-Marshal K. G. Nairn and Mrs. Nairn; Brigadier J. W. Bishop and Mrs. Bishop; Air Commodore A. D. Ross and Mrs. Ross; Rear-Admiral V. G. Brodeur and Mrs. Brodeur; Mr. and Mrs. H. A. Wallace; Mr. and Mrs. John Wallace; Mrs. J. P. T. Dawson, wife of



The guest speaker at the commissioning of the *Skeena* was Hon. James Sinclair, Minister of Fisheries, who is shown here flanked by Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast and Cdr. John P. T. Dawson, commanding officer of the new destroyer escort. (E-40323)

the *Skeena's* commanding officer; Captain (E) Erik Revfem and Mrs. Revfem, and Brigadier D. M. Clarke and Mrs. Clarke.

"I feel highly honoured to be the representative of the Government of Canada at the commissioning of Her Majesty's Canadian Ship *Skeena*, the largest warship ever launched on the Pacific Coast of Canada," Mr. Sinclair said.

"Naval vessels have had an historic connection with British Columbia, for it was Spanish and British naval vessels which first explored this coast towards the end of the eighteenth century, and the names of the admirals and captains of those early expeditions are remembered by place names along the whole coast. Captain Cook of the Royal Navy first brought the British flag to our shore, and it was Captain Vancouver who signed the Nootka Convention in 1790 which ended Spanish claim to this area."

Shipbuilding (the speaker continued) had preceded even this convention, for in 1788 a British captain built the first small schooner, the *North West American*, in Nootka Sound and started trans-Pacific trade by taking a cargo of sea otter skins across the Pacific to the mandarins of Canton.

Her career was short, but she nevertheless represented the beginning both of the shipbuilding industry in British

Columbia and of the vast sea borne trade out of ports of this province. This trade last year saw a total of almost a billion and a quarter dollars in imports and exports flow through the B.C. ports. Over one quarter of the total deep sea tonnage of all Canada is handled here.



About 62 press, radio and television representatives from Victoria, Vancouver and other B.C. centres attended "Press Day" on board the *Skeena* on March 22 and were served luncheon in the seamen's mess. Two of the guests, Evelyn Caldwell (who signs her column "Penny Wise") and Myrtle Gregory are offered generous helpings. (E-40405)

Foreign trade is the economic lifeblood of Canada and the protection of this deep sea traffic and of our Canadian shores is the responsibility of the Canadian Navy. Our Navy particularly distinguished itself in the last war in this special field of protection of merchant shipping. It was the frigates, destroyers and corvettes of the Royal Canadian Navy which did a large part of the work protecting the vast convoys of ships laden with troops, war supplies, food, oil and gasoline across the North Atlantic to Great Britain, and Canadian ships helped as well in the protection of convoys from Britain to Murmansk and the Mediterranean.

Since the war we have been building a modern fleet to meet vastly changed defence requirements. Paramount among these ships are our new destroyer escorts—Canadian-designed and Canadian-built of which HMCS *Skeena* is a proud example. These are the outgrowth of skills learned in the earlier years of Canadian shipbuilding.

SHIPBUILDING is of course an integral part of the Navy, the merchant marine and the fishing industry. Shipbuilding did not come into its own on this coast until the end of the last century, and one of the real pioneers in this field was the late Andy Wallace, father of the Hon. Clarence Wallace. He started in 1894 building lifeboats for the

CPR, and formed the Wallace Shipyard Company in the same year.

The First World War gave a real impetus to B.C. shipbuilding. One of my earliest memories is being taken by my father on what to a small boy was a long and exciting journey, by street car from our home in South Vancouver, on a sea voyage across the harbour on the North Van ferry to see the launching of the *Mabel Brown*, first of six five-masted wooden schooners built during the war. It was a gala day, flags flying, the Indians out in their canoes and all of us admiring this monster ship—a far cry from this ceremony today.

During the depression years in the thirties, world trade dwindled, and so of course did shipbuilding. Between 1930 and 1940 less than half a million dollars of government work was placed in this yard, and there was little other work. Despite this, however, the company did manage to keep a skilled group of workmen. These men were the nucleus around which was built the staff which met the great challenge of the war years, when this yard became an extremely important element of our national war effort.

The men of Burrard Drydock Company met this challenge in magnificent fashion, for in the war years, they built a total of 108 merchant ships of government account, ten naval vessels and twenty-three naval conversions. During the peak of the work over 14,000 men and women were employed by this yard, and government expenditures in both



The acceptance papers for the new *Skeena* were signed by Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, who turned the ship over to her commanding officer, Cdr. John P. T. Dawson (left). (E-40324)

the North Shore yards totalled 293 million dollars.

In the post-war period the Government of Canada has recognized the value and importance of this yard both to our national defence effort and to the shipping of the port of Vancouver. We have allocated work on government

ships, on ships built on government account, on naval ships and on repairs, for a total of \$112,500,000 since 1945. Today this yard employs about 2,000 men, making it the most important employer on the North Shore.

**T**HE MODERN Canadian warships, however, are far more complex than their predecessors of the Second World War, and require even greater shipbuilding skills. The most outstanding of these new warships are the destroyer escorts. They are each equipped with a vast array of electronic apparatus and the most modern of anti-submarine weapons. Their design, construction and completion is something of which not only the naval architects and shipbuilders, but all Canadians, can be proud.

Burrard Dry Dock is building three of these anti-submarine vessels for service with the Pacific Fleet.

Today's commissioning is one of particular note, for not only is Her Majesty's Canadian Ship *Skeena* the first of the new destroyer escorts to commission on the West Coast, but she is also the largest warship ever built in a B.C. shipyard.

She brings back into Canadian naval service an honoured name with a proud heritage, left to her by the first HMCS *Skeena* which was commissioned Portsmouth, England, on June 10, 1931, as



Two retired admirals of the Royal Canadian Navy, now living in British Columbia, pause by the battle honours won by the first HMCS *Skeena* which they commanded. Pictured are Rear-Admiral J. C. Hibbard and (right) Rear-Admiral V. G. Brodeur. (E-40387)

one of the first two destroyers ever built specifically for Canada.

From the beginning of the war, she saw much hard service. She began the war with the Halifax Escort Force, which carried the burden of local escort duties for North Atlantic convoys. Later, she was one of the Canadian destroyers which went overseas to aid in the defence of Britain against threatened invasion. There, she carried out many missions, including anti-submarine sweeps in coastal waters, routine escort patrols and the rescue of survivors from torpedoed merchant vessels.

Next, she served in the Newfoundland Escort Force, and it was during this period that she experienced her first encounter with the German submarine "wolf-packs".

At the time she was one of four escort ships convoying 64 eastbound merchantmen. For three days, the convoy was attacked by a pack of 17 U-boats. Despite the valiant defence of the little escort force, outnumbered four to one, 16 merchant ships were torpedoed.

The commanding officer of the *Skeena* on that occasion, who was also senior officer of the escort force, was Lt.-Cdr. J. C. Hibbard, who later rose to the rank of rear-admiral and is well-known to many here where he served as Flag Officer Pacific Coast.

LATER, with the Mid-Ocean Escort Force, she gained some degree of revenge in the sinking of the submarine U-588. This was in concert with the corvette *Wetaskiwin* in an anti-submarine performance of such quality that it has been referred to as a "text-book" action. The *Wetaskiwin*, as a matter of interest, was one of the four wartime corvettes built here at Burrard Dry Dock.

HMCS *Skeena* continued escort duty in the North Atlantic until the spring of 1944 when she was placed under the Commander-in-Chief, Plymouth, to take

part in invasion of Normandy. She saw several successful actions during this period, culminating with a surface action south of Brest in which she was unfortunately damaged in a collision with the destroyer *Qu'Appelle* and was forced to withdraw.

She was repaired in the United Kingdom and returned to active operations in September only to be lost in a great gale off Iceland on October 25, 1944.

Today we are commissioning a new HMCS *Skeena*, a ship which will proudly bear the battle honours won by the first HMCS *Skeena*:

Atlantic	1939 - 1944
Normandy	1944
Biscay	1944

She goes to sea with this great record behind her. She is a truly Canadian ship, designed and built by Canadians. She was christened by Mrs. Clarence Wallace, a Canadian who knows the sacrifice of war services, for her husband served gallantly in the First World War, her four brave sons flew combat service with the Royal Canadian Air Force in the Second World War, while she herself will long be remembered for her hospitality and kindness to all service personnel stationed here during the last war.

We Canadians hate war because we have known war twice in this century. No people in the world desire peace more deeply, more sincerely, than we Canadians. In this great and expand-

ing country, we have everything to gain in a world at peace. Through the old League of Nations and through the present United Nations, we have played a full part in trying to establish a world order which will replace aggression by the rule of law in settling international disputes.

But there is one thing we value even more than living in peace, and that is living in freedom, the freedom for which our forefathers fought and died, the freedoms for which this generation, too, has fought and died. To be free today it is necessary to be strong, which is why today we are spending almost one-third of our national budget on defence, a billion and three quarters this year alone. It is a sobering thought that this ship being commissioned today has cost 50 per cent more than the fine new Second Narrows bridge which will soon span this harbour. The price of freedom today is a high one, but it is an insurance that the free countries of the world are willing to pay to safeguard their most precious possession.

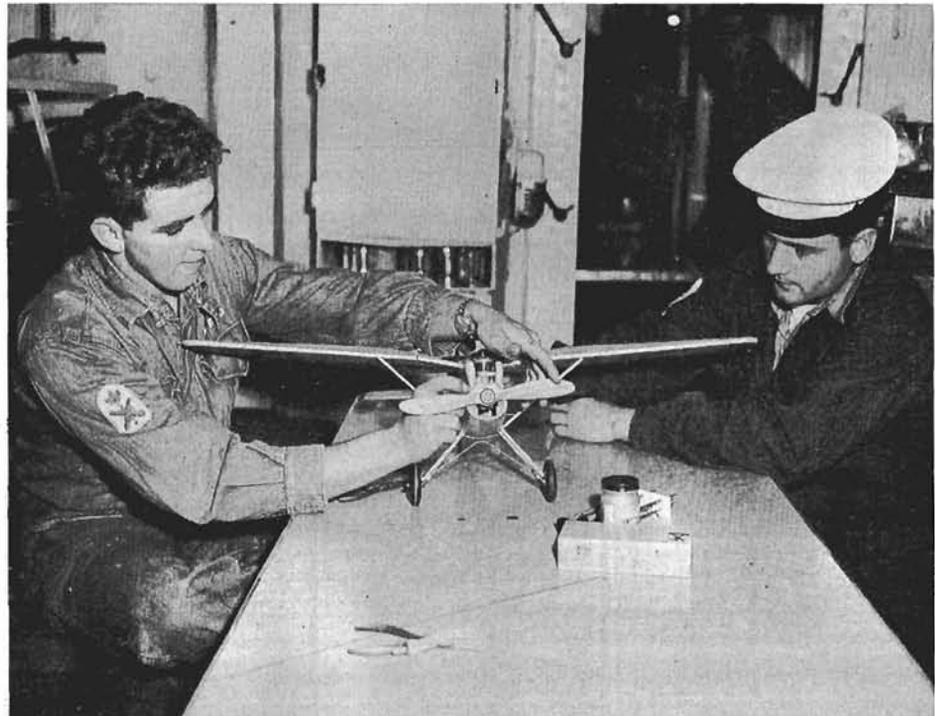
"All of us here today hope and pray," Mr. Sinclair concluded, "that we will live in a world at peace, and that this ship will never have to engage in battle—but we are strengthened by the knowledge that if we have to defend ourselves then the Canadian sailors manning this Canadian ship will measure up to the glorious traditions of the first HMCS *Skeena* and of the Royal Canadian Navy".

### Year-Round White Caps for Marines

The United States Marine Corps has followed the Royal Navy and Royal Canadian Navy in the adoption of white cap covers for year-round wear.

The leathernecks will wear the white cap cover only with their blue uniform, which is their rig for leave, liberty and ceremonial occasions.

According to the *Army, Navy, Air Force Journal*, published in Washington, D.C., stocks of the blue cap cover will soon be exhausted and the change-over to the white cap cover will likely be made this fall by the Marine Corps.



Hobbyists on board HMCS *Crusader*, AB Robert Ford, left, Ottawa, and AB Peter Arnold, Toronto, put the finishing touches on model aircraft. (HS-45917)

# OFFICERS AND MEN

## 29 Apprentices Complete Courses

The Royal Canadian Navy's technical apprenticeship school graduated its second annual class of skilled tradesmen on Wednesday, April 3, at Halifax.

Twenty-nine engineering, air engineering, electrical, ordnance and shipwright graduates from across Canada received certificates signifying their successful completion of the RCN's 39-month Technical Apprenticeship Course and their promotion to petty officer second class.

Commodore E. W. Finch-Noyes, commodore of the RCN barracks at Halifax and Cdr. (E) Frank Harley, commanding officer of HMCS *Cape Breton*, officiated at the ceremony at HMC Dockyard.

The apprentices were enrolled in 1953 with the rank of ordinary seamen. They were between 16 and 19 years of age. After taking basic naval training at *Cornwallis*, they moved on board the *Cape Breton*, 10,000-ton former main-

At the Naval Supply Depot in San Diego, California, mementoes of visiting foreign warships are displayed on what has come to be known as the "International Wall". Five Canadian ships have contributed copies of their badges. Here Rear Admiral W. W. Honaker, SC, USN, commanding officer of the depot, receives HMCS *Cayuga's* badge from the captain, Cdr. P. C. Benson during the February visit of the Second Escort Squadron. (Official U.S. Navy Photograph)



tenance ship berthed in the naval dockyard at Halifax.

The *Cape Breton* serves as both school and home for the apprentices. The ship is self-contained with living quarters, workshops, classrooms, recreation facilities and administrative offices.

The students have gone on from basic technical training to advanced work in specialized trades and upon graduation will take up their trades in ships and shore establishments of the RCN.

Of the graduates, five are from B.C., two from Saskatchewan, four from Manitoba, 13 from Ontario, one from New Brunswick, three from Nova Scotia and one from P.E.I.

They are:

**British Columbia:** Petty Officers Arthur E. Hayward, Robert Juulsen, Charles Gordon, Bruce H. Squire, and James R. Elton.

**Saskatchewan:** Petty Officers David S. Fitzgerald and Hugh A. Millman.

**Manitoba:** Petty Officers Ronald J. Devlin, Harvey W. Henderson, Robert F. Irwin and Ronald Quick.

**Ontario:** Petty Officers Rex D. Beckett, William B. Fell, Michael J. Hill, Ronald P. Lindsay, Richard F. Quinn, Donald G. Sheehan, Philip H. Smith, James R. Burrell, Michael G. Chorney, Rudolph J. Lauzon, Robert G. George, Andrew J. Black and Ronald P. McCormick.

**New Brunswick:** Petty Officer Robert U. Wheeler.

**Nova Scotia:** Petty Officers Richard M. Settingington, Ian A. Urquhart and Joseph R. Doucette.

**Prince Edward Island:** Petty Officer Charles W. Prowse.

## Senior Officers To Attend Parley

Ten senior officers of the Royal Canadian Navy, including the Chief of the Naval Staff and three other officers of flag rank, are to attend the conference of Commonwealth navies at the Royal Naval College, Greenwich, England, from April 29 to May 3.

The conference, announced in London in March by Christopher Soames, financial secretary to the Admiralty, will enable the Commonwealth naval chiefs to attend an exercise called "Fairlead" and to study matters of common interest

## Ex-Wren's Spirit Holds in Peace

Bonds of friendship established through duty in wartime have been continued and strengthened in peacetime through a common interest for those women who belonged to the Canadian Navy.

Vancouver WRCNS Association was formed shortly after the end of the Second World War when 300 Wrens decided to group together.

The main purpose was to keep alive Navy friendships, provide contacts for "Ex-Wrens" coming to Vancouver, and to assist in worthy community projects. There is a Wren association in each province across Canada with each one having their own project.

Though 11 years have passed since organization, interest still remains high, with the group today having a paid-up membership of 75 . . . a number of British Wrens being among members. Many members have married and are raising families but still attend social functions.

To raise funds for their projects a spring tea is held annually. This year a spring dance was held on Saturday March 30 at HMCS *Discovery* in the Petty Officers' Mess.

For the first years after the war the ex-Wrens mailed Christmas parcels to British families who befriended overseas Wrens. Members also work at the Red Cross canteen at Shaughnessy Hospital.

The main project now is buying washing machines for B.C. Housing Foundation on Horley street, a Senior Citizens' project. Three machines have already been donated.

Welfare work accomplished have been sun umbrellas for Shaughnessy Hospital; cheque to CARS; cheque to Vancouver Rehabilitation Centre.

A Canada-wide reunion was held in Toronto in 1950. It is hoped to have another in Vancouver during Centennial Year.—*The Vancouver Province*.

in naval strategy and tactics in the light of current technical developments. It will examine implications of cold, limited and global war for naval strategy, with the central purpose being to maintain strong liaison between the Commonwealth navies.

In addition to Exercise Fairlead, the Canadian naval officers will attend a further exercise with senior officers of the Royal Navy and the United States Navy to study naval problems related to the North Atlantic.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, was to head the Cana-

dian delegation. The other officers of flag rank are Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast and Rear-Admiral H. S. Rayner, Chief of Naval Personnel.

Among other officers of the RCN attending will be Commodore (L) H. G. Burchell, Deputy Chief of Naval Technical Services; Captain W. M. Landymore, Director of Naval Plans and Operations; Captain P. F. X. Russell, Director of Torpedo Anti-Submarine and Mine Warfare; Captain J. C. O'Brien, Director of Naval Training; Captain G. C. Edwards, Director of Naval Aviation; and Captain (S) Donald McClure, Director of Naval Program Control.

### **USAF Officers At Royal Roads**

Senior Officers of the United States Air Force Academy at Denver, Colorado, visited the Canadian Services College, Royal Roads, during the week-end, March 15-17.

The purpose of the visit was to discuss various aspects of the respective training programs in the two establishments.

Members of the visiting party, headed by Major General James E. Briggs, Superintendent of the USAF Academy, were the guests at Royal Roads of Captain John A. Charles, Commandant, and staff officers at a dinner in their honour.

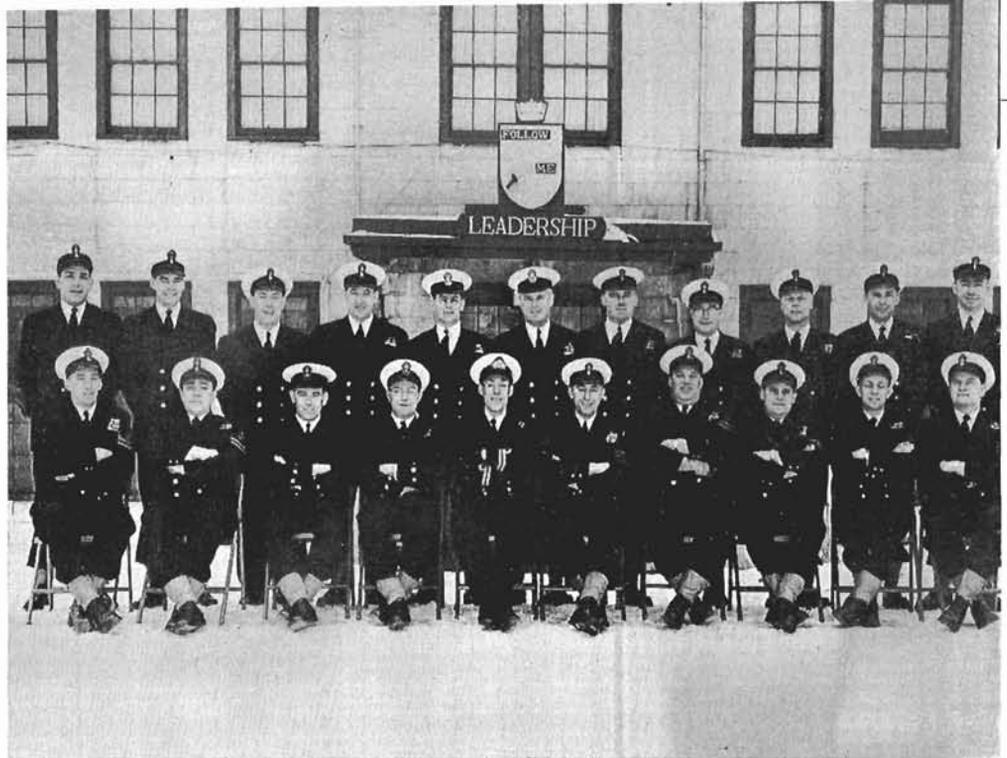
Other members of the USAF Academy party were: Brigadier General R. M. Stillman, Commandant of Cadets; Colonel R. F. McDermott, Dean of Faculty; Colonel P. H. Dane, Professor of Thermodynamics; Colonel M. B. Boyd, Director of Information Services; Colonel B. B. Cassidy, Jr., Deputy Commandant of Cadets; Colonel C. H. Munch, Associate Professor of Law; Colonel W. B. Taylor, III, Assistant Chief of Staff; Major Gordon P. Culver, Special Assistant to Superintendent.

On the first evening of their visit the visitors and their hosts were spectators at a hockey game at the Memorial Arena between the Victoria Cougars and the Seattle Americans.

Major General Briggs made official calls, Saturday morning, on the Hon. Frank McKenzie Ross, Lieutenant Governor of British Columbia, and Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast.

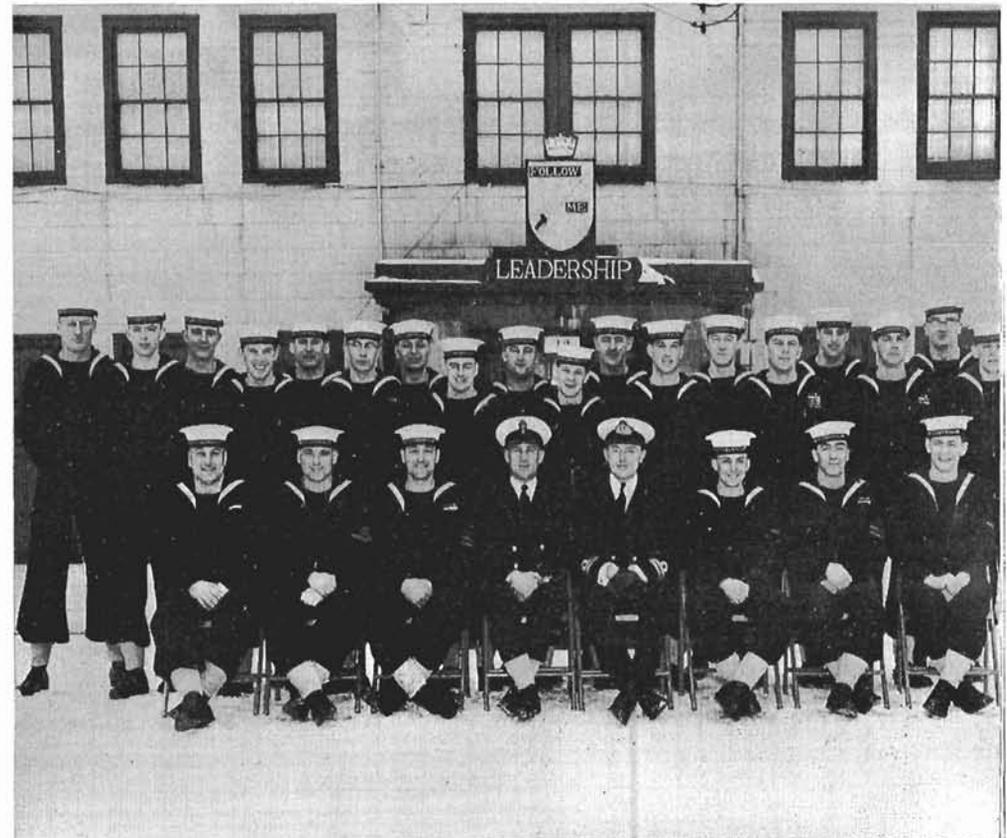
Later in the day, the visitors toured Royal Roads and visited places of interest in Victoria.

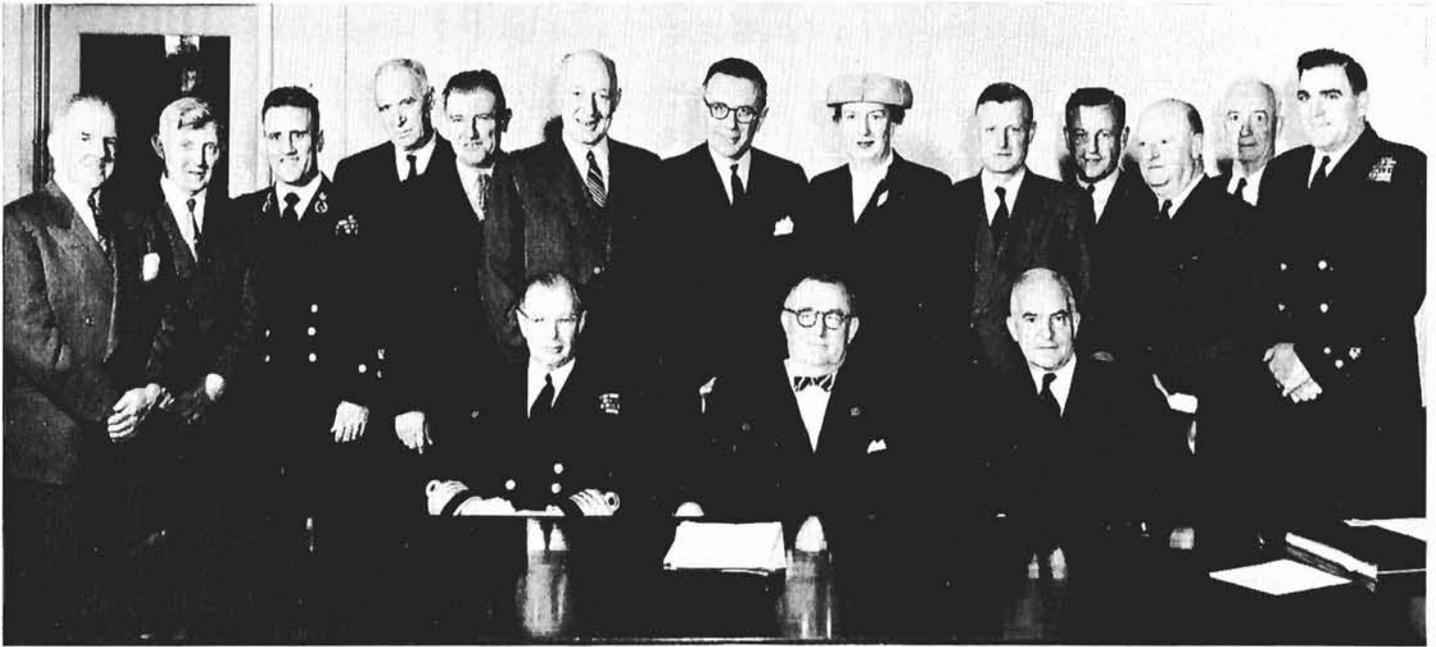
On Sunday morning, Major General Briggs was the inspecting officer at a ceremonial parade of the Royal Roads cadets.



Here the members of the No. 75 Chief and Petty Officers Leadership Course held in Cornwallis during the months of January and February 1957. Front row, left to right: Petty Officers E. J. Partridge, I. E. Rogers, Chief Petty Officers E. A. DeWolfe, W. N. Goodwin, Lieut. W. R. Stebbings (course officer), PO R. H. Dykes (course petty officer), Petty Officers D. J. Rudolphe, E. J. Walsh, D. Tudor and T. B. Anderson. Back row: Petty officers R. Adolphe R. E. Morehouse, R. A. Aitken, P. F. Russell, M. P. Ridgway, Chief Petty Officer R. B. Pennington, Petty Officers F. M. Massie, G. V. Gregory, R. M. Robertson, P. Lesoway and B. R. Bone. (DB-8441)

These are members of the No. 76 Petty Officers Leadership Course held at Cornwallis during January and February 1957. Front row, left to right: Petty Officers K. G. Kelbough, W. Billey, H. S. Gatsensby, PO D. M. Adair (course petty officer), Lieut. P. J. Traves (course officer), Petty Officers C. D. Laming, C. J. Hutchings and J. C. de Salaberry. Centre row: Petty Officers R. J. MacLellan, T. Laughrane, W. D. Fawns, J. C. Thwaites, G. W. Little, D. W. Byer, G. W. Ackerman, A. Barry and J. B. Kehoe. Rear row: Petty Officers R. R. McInnis, C. E. Mercer, R. L. Jackson, P. Posiak, W. A. Kesler, D. J. Neill, G. W. Knight, G. W. Volker and F. Gibbons. (DB-8440)





Benevolent Fund directors of 1956 pose with the Minister of National Defence, Hon. Ralph Campney, just before he addressed the annual meeting. Front row, left to right: Captain (S) T. F. T. Morland, RCN, Mr. Campney, and Vice-Admiral H. T. W. Grant, RCN, (Ret'd). Rear Row: Commodore Paul Earl, RCN(R); Lt.-Cdr.-At-Arms Wilfred Pember, RCN; MAA R. C. Crawford, RCN; Captain (SB) A. W. Baker, RCN, (Ret'd); CPO Griffith Jones, RCN (Ret'd); A. B. Coulter, Captain (S) Joseph Jeffrey, RCN(R), (Ret'd), Lt. (W) A. I. McPhee, RCN(R), (Ret'd); Rear Admiral H. S. Rayner, RCN; Captain R. P. White, RCN(R), (Ret'd), Captain E. A. Thompson, RCN, (Ret'd), Captain P. Barry German, RCN, (Ret'd), and CPO D. H. Nelson, RCN. (O-9354)

## BENEVOLENT FUND'S WORK REVIEWED

### *Admiral Grant Elected President for Second Term*

VICE-ADMIRAL H. T. W. Grant, CBE, DSO, CD, RCN (Ret'd), was re-elected president of the Royal Canadian Naval Benevolent Fund at the 12th annual general meeting at Naval Headquarters on April 1. It is his second term in office.

Vice-presidents elected for two years are Captain (S) T. F. T. Morland, RCN, Halifax, and Griffith Jones, CPO, (Ret'd) of Victoria. Re-elected for one-year terms are Captain (SB) A. W. Baker, RCN(R), (Ret'd), Beaverton, Ont., and Lieut. (W) A. I. McPhee, RCN(R), (Ret'd).

Two changes were made in the board of directors: Lt.-Cdr.-At-Arms Wilfred Pember, RCN, (Ret'd), of Victoria, who has served since the inception of the Fund, is succeeded by Lt.-Cdr. (S) William Woodward, RCN, of Victoria. Aubrey B. Campbell succeeds Willard MacKenzie, resigning after 11 years' service to the Fund at Halifax.

Lt.-Cdr. (S) Harry McClymont, RCN, was re-appointed general secretary and G. Arthur Ball, treasurer.

Other members of the board of directors are:

A. B. Coulter, Ottawa; CPO R. C. Crawford, RCN, Halifax; Commodore Paul Earl, RCN(R), Montreal; Captain P. Barry German, RCN, (Ret'd),

Ottawa; CPO D. H. Nelson, RCN, Hamilton; Rear-Admiral H. S. Rayner, RCN, Ottawa; Captain R. P. White, RCN(R), (Ret'd), Ottawa; Engineer Rear-Admiral G. L. Stephens, RCN, (Ret'd), Ottawa; Captain E. A. Thompson, RCN, (Ret'd), Halifax; Captain (S) Joseph Jeffrey, RCN(R), (Ret'd), London, Ont., and R. C. Stevenson, Montreal.

A total of 46 delegates attended the meeting, representing ships and establishments from coast to coast or as interested citizens in various naval centres.

A highlight of the meeting was the presentation by CPO William B. Hirst of a cheque for \$4,000 to the Fund on behalf of his shipmates in HMCS *Magnificent*.

Admiral Grant welcomed the delegates and reported on the year's activities as follows:

No major changes in Fund policy were recommended at last year's meeting nor did your directors see fit to call a further meeting for this purpose during the year. This is a tribute to the planning and thought put into the organization by our past president, Admiral Stephens, and his board of directors, but this in no way suggests our policy should be static, and all suggestions for improving the mechanics of the Fund are welcome.

Your Fund was audited in accordance with the by-laws and from the financial statement it will be seen that the Credit Balance at December 31, 1956, was \$16,184.45 in excess of the balance at the end of 1955. Once again we are most grateful to the Auditor General's Department in Ottawa, and to Messrs Lee and Martin of Halifax for having performed the auditing task free of charge.

During the year \$50,000 was invested in 3 per cent Dominion of Canada bonds.

It is satisfactory to note that for the sixth year in succession it has been found unnecessary to draw on the Fund's capital account in order to meet our obligations.

After study by a special committee of the executive committee salaries of the paid staff at headquarters were revised upwards to bring them in line with salaries for comparable duties paid to civil servants and civilian firms.

Notwithstanding an increase in the Fund's credit balance your directors considered it prudent to canvass service personnel for subscriptions by assignment of pay. This was in accordance with the minutes of the last annual general meeting and in addition to making the Navy "Fund conscious" is sound insurance against further contingencies.

It is a pleasure to report that under the able chairmanship of Lt.-Cdr.-at-Arms Pember and with the whole-hearted co-operation of the Naval Staff at Ottawa, this campaign, conducted to date *only* on the East Coast and at NSHQ, has been an unqualified success. Whereas prior to this appeal only 5.3 per cent of serving officers and men contributed through assignment of pay, as of February 28, 1957, we have donations from no less than 20 per cent. Individual assignments range from 25 cents to \$10 per month which in round figures totals some \$27,000 per annum.

I would express here on behalf of the directors and campaign chairman, our deepest appreciation for this concrete evidence of interest and goodwill in the Fund's work.

These, indeed, must be heartening figures for those who over the years have worked steadfastly to build up confidence in the Fund and to them goes the credit for today's results.

Donations for 1956 amounted to \$30,349.60 which represents an increase of \$1,853.43 or about 6 per cent over the previous year's donations.

These were made from the following sources:

RCN Ships	\$18,558.96
RCN Personnel	9,623.60
Reserve Divisions	1,049.23
Other sources	1,117.81

We are very grateful to all who made these donations and I must mention particularly the sum of \$2,363.59 from the canteen and wardroom of HMCS *Quebec* which is shown in the statement referred to, as held in suspense. Failing commissioning of a ship of that name on or before June 14, 1959, these monies become the property of the Benevolent Fund but, in addition, HMCS *Quebec* canteen made a further outright donation of \$2,000 at the time the ship paid off.

An analysis of the claims dealt with shows that applications to the Fund for assistance were 11.4 per cent less than in 1955 and assistance approved by way of grants or loans showed a corresponding reduction of 4.2 per cent.

It is interesting to note, however, that although applications were less in number, the assistance asked for in dollars was considerably more. This reflects the diminishing value of the dollar and inflationary tendencies and is in no way attributable to any tightening up in the Fund's policy of assessing requests for assistance.

During the year in response to requests for information your directors

## THE ROYAL CANADIAN NAVAL BENEVOLENT FUND

### Financial Position of the Fund as at December 31, 1956

Balance as at January 1, 1956			\$2,707,158.17
<i>During 1956 the Fund was increased by,</i>			
Sundry donations		\$30,349.60	
Bank interest		1,054.63	
Bond interest and amortization of discounts and premiums		82,875.51	
Payments on loans previously written off to Reserve for Uncollectible Loans		953.50	115,233.24
			<hr/>
			2,822,391.41
<i>And decreased by,</i>			
Grants	\$83,887.80		
Less: Savings obtained in settlement	8,927.08	74,960.72	
			<hr/>
Administrative Expenses			
Banking charges		89.72	
Civilian employees' pension plan employer's contribution		553.62	
Fidelity bond		85.67	
Fire insurance		12.17	
Miscellaneous		122.13	
Office equipment		283.25	
Office supplies and printing		2,349.36	
Postage		325.18	
Provision for uncollectible loans		264.92	
Salaries		16,959.27	
Telephone and telegraph		574.83	
Travelling		2,467.95	24,088.07
			<hr/>
			99,048.79
Balance as at December 31, 1956			<hr/>
			\$2,723,342.62

### Analysis of Loans Receivable Account December 31, 1956

Balance as at January 1, 1956		\$ 83,035.00
Loans made during the year		49,266.01
		<hr/>
		132,301.01
<i>Deduct:</i>		
Amount received in payment of loans	\$61,537.30	
Loans converted to grants	2,237.06	
Uncollectible loans written off to Reserve	10,113.77	73,888.13
		<hr/>
Balance as at December 31, 1956		<hr/>
		\$ 58,412.88

### Analysis of Claims Dealt with and Assistance Approved January 1 to December 31, 1956

	<i>Discharged</i>	<i>Serving</i>	<i>Dependents</i>	<i>Totals</i>
Applications dealt with	444	209	56	709
Applications approved	344	151	54	549
Applications not app'd.	100	58	2	160
Assistance approved:				
Grants	\$65,810.50	\$15,970.95	\$4,403.26	\$ 91,184.72
Loans	\$18,816.41	\$28,315.28	\$1,310.50	\$ 48,442.19
	<hr/>	<hr/>	<hr/>	<hr/>
	\$84,626.91	\$44,286.23	\$5,713.76	\$139,626.91

inaugurated the Quarterly Review of Fund activities. It seems evident that the information contained in this pamphlet is of general interest and

with your approval it is proposed to continue publication at a modest cost.

Your Fund is still called upon to deal with many cases of distress occasioned



CPO William B. Hirst, left, presents a cheque for \$4,000 to Vice-Admiral H. T. W. Grant, RCN, (Ret'd), president of the Royal Canadian Naval Benevolent Fund, on behalf of shipmates in the Maggie. The carrier, soon to pay off, also donated \$3,500 each to the protestant and catholic chapels at Shannon Park naval married quarters. The Fund donation was the highlight of the 12th annual general meeting April 1 at Naval Headquarters. (0-9351)

by debts contracted prior to enlistment and it is our recommendation that this question be brought to the notice of recruiting authorities.

Your directors wish to record their sincere thanks and appreciation for the generous assistance and co-operation extended by the Chief of the Naval Staff and Naval Headquarters as well as Flag Officers Atlantic and Pacific Coasts, Flag Officers Naval Divisions, commanding officers of ships, establishments and reserve divisions.

We are also indebted to the Department of Veterans' Affairs who have, together with other social and welfare organizations, such as the Red Cross, Canadian Legion and provincial and municipal bureaux rendered invaluable co-operation and assistance in the countless investigations necessary to our work. Co-operation and liaison with the Army Benevolent Fund and the Air Force Benevolent Fund was excellent during the year.

I would personally like to thank our staff in head office and the secretaries of our claims committees for their continuing good work.

In the final analysis, however, it is the interest and spirit of today's Navy which continues to make the Fund possible. Their generosity may not come home to roost, but it has earned the heartfelt gratitude of countless shipmates and dependents, and the respect of all.

## DELEGATES AT FUND MEETING

The following were delegates at the 12th annual meeting of the Benevolent Fund.

Captain (SB) A. W. Baker, RCN, (Ret'd), Beaverton, Ont. Captain C. H. Bonnycastle, RCN(R), (Ret'd), Rothesay, N.B.; A. B. Campell, C.L.U., Halifax; PO R. J. Carmichael, RCN, Assiniboine; CPO C. F. Coakes, RCN(R), Chippawa; A. B. Coulter, Ottawa.

CPO R. C. Crawford, RCN, Stadacona; Mrs. B. Y. Crowther, Vancouver; Mrs. E. A. Dobson, Halifax; Cdr. T. R. Durley, RCN(R), (Ret'd), Montreal; Commodore Paul W. Earl, RCN(R), Montreal; Chap. (P) I. R. Edwards, RCN, Ottawa.

Charles Emmerson, Saint John; Chap. (P) A. G. Faraday, RCN, Stadacona; R. E. Franklin, Ottawa; Captain P. B. German, RCN, (Ret'd), Ottawa; Cdr. C. S. Glassco, RCN, (Ret'd), Hamilton; Ldg. Sea. H. J. Hanson, RCN(R), York.

CPO F. R. Henderson, RCN, Shearwater; Lieut. Carl Hindle, RCN(R), (Ret'd), Fort William, Ont.; CPO William B. Hoist, RCN, Magnificent; Captain (S) Joseph Jeffrey, RCN (Ret'd), London, Ont.; CPO J. J. Jeffries, RCN, Cornwallis; CPO Griffith Jones, RCN, (Ret'd), Oak Bay, Victoria.

CPO M. H. Keeler, RCN, Cormorant; CPO G. A. Kilgour, RCN, Fort Erie;

## LAST YEAR'S GIFTS TO BENEVOLENT FUND

<i>HMC Ships and Establishments:</i>		
Aldergrove	{ Ship's Fund	\$ 40.00
	{ Chief and PO's Mess	40.00
Algonquin	Ship's Fund	291.19
Athabasca	Ship's Fund	203.87
Avalon	Nfld. Area (AF)	
	Reg. Fund	96.80
Buckingham	Ship's Fund	50.00
Bytown	Officers' Mess	300.00
Cedarwood	{ Ship's Fund	81.47
	{ Wardroom Mess	8.00
Cornwallis	{ Ship's Fund	3,289.73
	{ Wardroom Mess	60.00
	{ Blue Sky Revue	50.00
	{ Band	14.70
Digby	Ship's Fund	89.83
Fort Erie	Ship's Fund	144.40
Granby	Ship's Fund	60.00
Huron	Wardroom Mess	100.00
Iroquois	Ship's Fund	493.50
Jonquiere	Ship's Fund	167.00
Labrador	Ship's Fund	100.00
Lauzon	Ship's Fund	220.00
Magnificent	Ship's Fund	600.00
Naden	{ Ship's Fund	634.75
	{ Chief and PO's Mess	200.00
	{ Ward. Officer's Mess	375.00
	{ Scran Locker	25.35
New Liskeard	Ship's Fund	60.50
Niobe	{ Men Serving in U.K.	300.00
	{ Officers Serving in U.K.	280.00
Ontario	{ Ship's Fund	2,000.00
	{ Wardroom Mess	250.00
Portage	Ship's Fund	5.00
Quebec	Ship's Fund	2,568.43
Resolute	Ship's Fund	40.00
St. Laurent	Ship's Fund	50.00
Ste. Therese	Ship's Fund	64.46
Shearwater	Ship's Fund	3,000.00
Stadacona	{ Ship's Fund	1,128.35
	{ Wardroom Mess	1,000.00
	{ Scran Locker	37.00
Stettler	Ship's Fund	10.00
Toronto	Ship's Fund	29.63
<i>Serving Naval Personnel by monthly assignments</i>		9,623.60
<i>Naval Divisions:</i>		
Brunswick	Ship's Fund	100.00
Chatham	{ Chief and PO's Mess	101.50
	{ Wardroom Mess	8.30
Chippawa	Ship's Fund	100.00
Griffon	Ship's Fund	174.89
Hunter	{ Ship's Fund	143.32
	{ Chief and PO's Mess	101.22
	{ Wardroom Mess	105.00
Nonsuch	Ship's Fund	100.00
Queen	Ship's Fund	25.00
Queen		
Charlotte	Wardroom Mess	25.00
Scotian	Wardroom Mess	50.00
Tecumseh	Ship's Fund	15.00
<i>Other Sources:</i>		
Barr, Mr. Daniel W.		30.00
Deane, J. Capt (L)		6.00
Dodds, Mr. Jackson		20.00
Estensen, A. C. LSPH		500.00
Edwards, Rev. I. R.		10.00
Grant, H. T. W. VADM RCN (Ret'd)		50.00
Johnson, Mr. B. D. L.		25.00
Lay, H. N. RADM		10.00
Le Geyt, J. LCDR (RN)		5.00
MacDonald, Mrs. Margaret A.		15.00
MacLachlan, K. S. CDR		100.00
Miscellaneous Contributions		125.43
Naval Officers' Association, Montreal		27.26
Naval Officers' Association, Ottawa		25.00
Naval Supply Depot, HMC Dockyard, Halifax		21.12
Nova Scotia Technical College		50.00
Sherry, Mr. John		3.00
Sparks, F. W. LCDR		25.00
Stephens, G. L. RADM RCN (Ret'd)		25.00
Stevenson, Mr. R. C.		20.00
Wren's Association, Vancouver, B.C.		25.00
Total Donations		\$30,349.60

CPO R. N. Langton, RCN, *Naden*; Lt.-Cdr. (S) D. L. Marcus, RCN, *Cancomcorton Two*; Captain (S) T. F. T. Morland, RCN, *Stadacona*; Lieut. (W) A. I. McPhee, RCN(R), (Ret'd), Ottawa.

CPO R. McWilliams, RCN(R), *Donnacoona*; CPO D. H. Nelson, RCN, *Patriot*; Lt.-Cdr. J. B. O'Brien, RCN, (Ret'd), Ottawa; Lt.-Cdr.-at-Arms William Pember, RCN, *Naden*; Rear-Admiral H. S. Rayner, RCN, *Bytown*; Lt.-Cdr. (SB) J. A. H. Rector, RCN(R), (Ret'd), Ottawa.

Chap. (P) B. A. Silcox, RCN(R), *Hunter*; CPO Henry Silvester, RCN, *Cancomcorton Four* and *Cancominron Two*; Captain E. A. Thompson, RCN, (Ret'd), Halifax; Lt.-Cdr. R. M. Wallace, RCN(R), *Discovery*; Captain R. P. White, RCN(R), (Ret'd), Ottawa; Lt.-Cdr. (S) William Woodward, RCN, *Naden*; Lieut. W. W. Kinloch, *Unicorn*; PO Donald Rudolph, *Athabaskan*; Chap. (RC) J. E. Whelly, Halifax; Cdr. Norman Pickersgill, RCN(R), (Ret'd), Ottawa.

## WEDDINGS

Lieutenant Commander Nicholas M. Banton, *Shearwater*, to Miss Dawn Devere Hunt, of London, England.

Ordinary Wren Helen Bestianich, *Gloucester*, to Ordinary Seaman R. C. Bosada, *Gloucester*.

Leading Wren Marion J. Davies, *Gloucester*, to Mr. Ralph B. Caughlin, of Bedford, N.S.

Ordinary Wren Jo-Anne Gow, *Gloucester*, to Ordinary Seaman J. A. Corbell, *Gloucester*.

Ordinary Seaman R. L. Haynes, *Stoux*, to Miss Arlette Marguerite Anne Bowning, of Victoria.

Leading Seaman C. A. Moore, *New Glasgow*, to Miss Arlene Sloan, of Victoria.

Sub-Lieutenant (S) George D. Quirin, *Tecumseh*, to Miss Jeanne Marie McNamee, of Calgary.

## BIRTHS

To Leading Seaman D. V. Comis, *New Glasgow*, and Mrs. Comis, a daughter.

To Petty Officer H. A. Deneau, *Gloucester*, and Mrs. Deneau, a daughter.

To Leading Seaman Joseph Ray Doucette, *Assiniboine*, and Mrs. Doucette, a son.

To Acting Commander J. M. Favreau, *D'Iberville*, and Mrs. Favreau, a daughter.

To Petty Officer E. H. Gayda, *Gloucester*, and Mrs. Gayda, a son.

To Chief Petty Officer R. L. Johnson, *Cornwallis*, and Mrs. Johnson, a daughter.

To Lieutenant Commander M. K. Kelly, *Cornwallis*, and Mrs. Kelly, a son.

To Petty Officer J. G. Meadwell, *Stadacona*, and Mrs. Meadwell, a son.

To Leading Seaman Eugene Mercer, *Assiniboine*, and Mrs. Mercer, a son.

To Chief Petty Officer C. R. Pattison, *D'Iberville*, and Mrs. Pattison, a son.

To Lieutenant Commander C. G. Pratt, *Stadacona*, and Mrs. Pratt, a son.

To Leading Seaman George Prokipczuk, *Cornwallis*, and Mrs. Prokipczuk, a son.

To Chief Petty Officer C. D. Potvin, *D'Iberville*, and Mrs. Potvin, a son.

To Petty Officer Y. C. Thornton, *D'Iberville*, and Mrs. Thornton, a son.

To Leading Seaman M. T. Walsh, *Bytown*, and Mrs. Walsh, a daughter.

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

# NEW SKEENA'S 'LUXURIES' WELL EARNED BY OLD ONE

*Final acceptance trials for the new destroyer escort Skeena took place off Vancouver, Friday, March 23. One of press party aboard was Victoria Times City Hall reporter Pete Loudon, who made a wartime cruise in the original Skeena. Three of the crew of the old ship are serving in the new. Here are Mr. Loudon's impressions of the Skeena's rebirth:*

By

PETE LOUDON

WE USED a toilet plunger and a bucket for our "dhobey", now they have automatic washers.

We had a record player and now they have television, hi-fi and a piano in the messdeck.

The reincarnation of HMCS *Skeena*, witnessed on a shakedown cruise Friday, couldn't have startled me more if the gunner's mate had served tea at high noon in the seamen's mess.

They go to sea now with special sea duty men closed up on a breech-loading ice cream machine.

Where we used to de-spot our blues with fluids filched from fire extinguishers, now they have a dry-cleaning unit—complete with steam press.

They've got bunks mattressed with foam rubber—each one with a reading lamp.

Once we slept on the deck in the old *Skeena* when there was no room left to sling another hammock. Sea water, leaking into the messes, sloshed around us. We were as wet when we went on watch as when we came off.

The *Skeena* that's bringing the name back to Esquimalt is a far cry from the *Skeena* that back-boned the West Coast fleet from 1931 to 1939, or prowled the wartime Atlantic . . .

There were 10 of us, very ordinary seamen, in HMCS *Assiniboine*. We got a "jetty-jump" to the *Skeena*, a loan draft for one trip, while the "Bones" was being patched.

It was August, 1942—a black time in the North Atlantic. We were in a blue

funk. If the *Skeena* didn't return from convoy duty in time, the *Assiniboine* would sail to Canada, for refit and leave and we would be stuck for more months of escort.

But despite the discomforts of a cramped ship, the leaky ventilators, a night "flap" with star shells and depth charges, the *Skeena* proved to be a "happy ship". That is the proudest title a ship can win. It's awarded by her severest critics—the men who sail in her.

She had a novel trick at the start that braced even the "scaredest" among us. She cleared harbour with Col. Bogey's march booming from her loud hailer, echoing back from the craggy rock gates of St. John's, Nfld.

Her grub was good. Her crew was tops. And her captain made a game of drills that would be tiresome on lesser ships.

In between the real actions, they'd pipe, "A, B and X guns' crews throw all torpedomen down the lower messdeck" or "repel boarders" and with half the crew playing enemy and dropping from the rigging, there were battles Nelson would have cheered.

We left the convoy with the British at 30 West and came home in company with the *Saguenay*. The 10 of us were drafted back to the *Assiniboine* and the *Skeena* went on with her war.

Her record shows she rescued over 300 men from the sea. She fought wolf packs that sent 16 of her merchant men charges to the bottom in one engagement. She shared in sinking four subs, three flak ships, three armed trawlers.

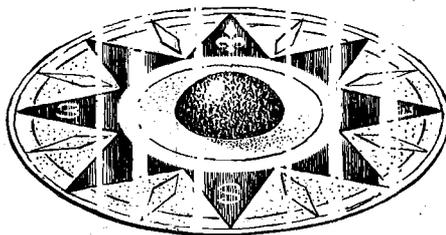
Her battle honours were Atlantic 1939-44, Normandy 1944, and Biscay 1944. Twelve of her captains rose to flag rank.

She died in a gale on the rocks of Iceland in October, 1944, and 15 of her men rest there yet.

Now born again, she emerges as a \$23,000,000 Buck Roger's fantasy, twice as big and with a Sunday punch that makes her one of the world's foremost potential sub-smashers.

And if her men mostly will stand their watches below decks, her officers direct her course from a bridge sealed from the weather, if they eat ice cream at sea, relax with TV and hi-fi, these privileges have been earned for them.

They go with the battle honours.—  
*The Victoria Times.*



# NO HISTORY - NO STEAM CATAPULTS

*In Which Some Dry Bones are Given a Good Rattle*

*Full many a gem of purest ray serene  
The dark unfathom'd caves of ocean  
bear . . .*

THOMAS GRAY did not have his mind on nautical affairs when he composed his "Elegy in a Country Churchyard", but had he been versifying naval history (surely an off-the-beaten-track subject for a poem if there ever was one), he might have been able to utilize the above two lines of verse and they would have met the situation nicely.

History is often thought of and (out of school) spoken of as a subject that is as dry as dust—an assemblage of dry bones disinterred from the arid deserts of the past. The fault may lie in the approach to history as a duty rather than as a rewarding study of man's past failures and triumphs.

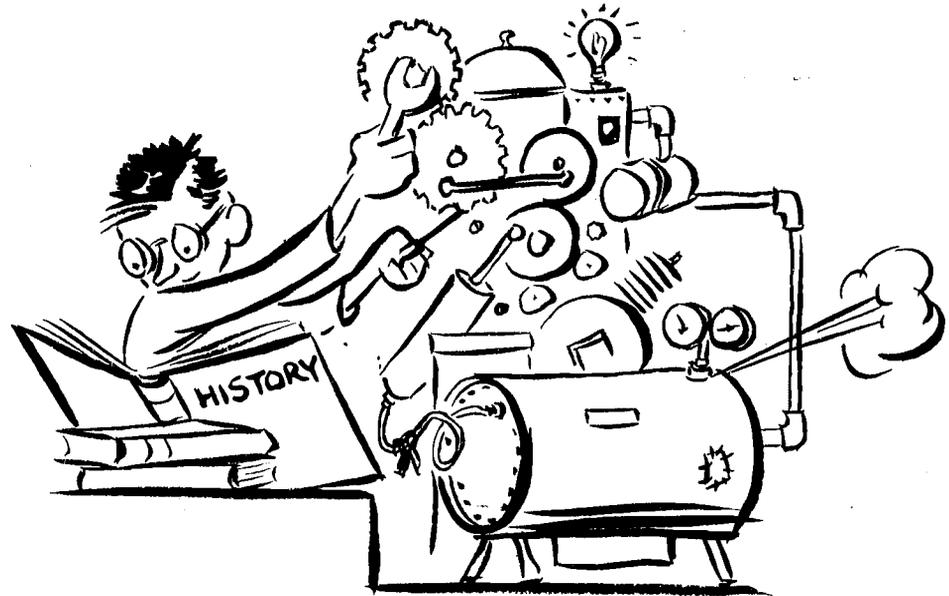
Now that the age of the frogman and the deep-sea diver is upon us, the "dark unfathom'd caves" may be expected to yield up their gems. However, no special expedition need be set up to explore the past through the pages of history and the rewards may sometimes extend beyond mere personal enlightenment and entertainment.

Someone with a knowledge of history of engineering in the British Isles recalled that the great engineer Isambard Kingdom Brunel, who died a hundred years ago, had numbered among his less successful accomplishments, the construction of "atmospheric railways" in England and Ireland. The trains were powered by a piston in a tube laid between the rails for the length of the railway line. Pumps created a vacuum which drew the piston along and its power was transmitted to the train by a rod passing through a flap valve extending along the pipe.

Although one of the atmospheric trains operated for 12 years, the power system was eventually adjudged a failure. And why? Because rats and other rodents kept gnawing away at the leather flaps which formed the valve and the repair crews could not keep up with them.

So the atmospheric train passed into history, a work of genius undone by rats. The concept was forgotten for a century, but not forever.

Today on the flight deck of HMCS *Bonaventure* can be found a steam catapult for the launching of jet aircraft,



whose mechanical principles were derived from the device which powered the atmospheric train. I. K. Brunel and his predecessors, whose invention he applied, have thus, via the pages of history, contributed to aviation's Jet Era.

With this solemn thought, it is possible to move on to the consideration of another of the rewards of history—namely that it can be the source of good, clean fun.

This was discovered by a naval officer, who had immersed himself in maritime history out of a sense of duty only to find, as he got more deeply into the subject, that he was really enjoying himself. The pages, he found, were studded with paragraphs that deal with the quaint, the bizarre, the humorous and the informative.

It was a discovery which he felt impelled to pass on to others who still maintained the fallacious "dry bones" attitude towards history, and he jotted down the following items for all to read and, if so minded, to enjoy:

IN DECEMBER, 1756 a British squadron commanded by Admiral Watson with troops under Col. Clive was attacking the Fort of Budge-Budge to dislodge a local Nabob who had seized Calcutta. Troops were landed and later a detachment of seamen, including one named Strachan, who brought about the bloodless conquest of the stronghold. With a full cargo of grog aboard he

stumbled under the walls of the fort one night and weaved in through a breach shouting noisily. This attracted not only the Moorish soldiers on guard but his celebrating friends and in the end the whole body of troops who took possession with little trouble.

The Admiral sent for Strachan later and said: "Strachan, what is this you have been doing?"

"Why to be sure, sir, it was I who took the fort; but I hope there was no harm in it."

The Admiral pointed out that he might have easily have lost his life and led his companions into danger. Strachan, disappointed at blame where he had hoped for praise, left the Admiral's presence muttering—"If I am flogged for this here action I will never take another fort as long as I live, by God."

WHEN ADMIRAL HAWKE was blockading the French Atlantic ports in 1759 his squadrons were at sea for long periods and supplies of fresh provisions, porter, vegetables, etc. were brought regularly from England. It so happened that, when the French under Admiral Conflans had been decisively defeated at Quiberon Bay, the weather turned foul (as it frequently does in November) and the supply ships were unequal to their task. The British sailor however drew a different conclusion from these events as the following verse will show:

*Ere Hawke did bang  
Monsieur Conflans  
You sent us beef and beer;  
Now Monsieur's beat.  
We've nought to eat  
Because you've nought to fear.*

**I**N THE YEAR 1914 the ship's company of HMCS *Rainbow* similarly showed the sailor's proverbially good humour:

HMCS *Rainbow*, after capturing two German-owned schooners, the *Leonor* and *Oregon*, was on her way home towing the *Leonor* some 3,000 miles back to Esquimalt. The *Oregon* went under her own power. This long trip under adverse weather conditions resulted in very short rations until home was reached. This situation was the subject of a cartoon depicting a skinny group on the quarterdeck with the words: "Physical drill—all hands through the ring-bolt".

**I**N OCTOBER 1779 a combined force of British naval and land forces attacked and captured the Spanish fort Omoa in Honduras. One of the sailors climbed over the wall with two cutlasses and met a Spanish officer, who in the darkness and confusion had forgotten his sword. Instead of cutting the officer down the sailor gave him a cutlass and proposed to fight on equal terms.

This incident was received with great admiration by the Spaniards and by Admiral Sir Peter Parke who advanced

the hero to boatswain. Unfortunately a few years later, in a fit of madness or intoxication, he struck the lieutenant of the sloop *Ferret*. Discipline being what it was in those days the boatswain was tried by court-martial, condemned to death and executed.

**T**HE PERILS of exploration and unknown enemies are well exemplified by this extract from Captain Vancouver's "Voyage" dealing with his experiences near Toba Inlet, B.C. in June, 1792:

"Whilst examining these abandoned dwellings, and admiring the rude citadel projected for their defence, our gentlemen were suddenly assailed by an unexpected numerous enemy, whose legions made so furious an attack upon each of their persons, that unable to vanquish their foes or to sustain the conflict, they rushed up to their necks in water. This expedient, however, proved ineffectual; nor was it until after all their clothes were boiled, that they were disengaged from an immense horde of fleas which they had disturbed."

**L**ADIES are not carried in HM Ships nowadays on the high seas but it may well be that some of them would do their duty in a seamanlike manner. In any event here are the historical facts of a lady passenger in the *Betsy* which was captured by the French in July 1794 after losing her convoy from Jamaica to England. The captors removed all the Britons except the mate,

the cook, the carpenter, a boy seaman and the lady, Mrs. Williams, and put on board a prize crew consisting of a lieutenant and 13 men.

Bad weather drove the vessel within sight of Guernsey, so a plan was concocted to overpower the prize crew and regain possession. Exercising her female right Mrs. Williams fainted when she was told of this plot but soon recovered and volunteered her services. Her part was to lock the lieutenant's cabin while he slept and to stand guard. The plan succeeded and the ship was sailed into Cowes Road some 27 hours after the Frenchmen had been secured.

When the ship was boarded Mrs. Williams was found still on guard with a loaded pistol in her hand. Having steeled herself to the task she would not give up until it was completed.

**A**NYONE who complains of the food in the RCN may care to consider the rations provided in 1622 by the first victualling contract in the Royal Navy:

Every man's allowance was one pound of biscuit, one gallon of beer, two pounds of beef with salt four days in the week; or else instead of beef, for two of those four days, one pound of bacon or pork, and one pint of pease, as heretofore hath been used and accustomed; and for the other three days in the week, one quarter of stock-fish, pound of butter, and a quarter of a pound of cheese. Saving for the Friday to have a quantity of fish, butter, and cheese, but for one meal, or else instead



of stock-fish, such quantity of other fish or herrings, as the time of the year shall afford.

**I**N OCTOBER 1799 four British frigates (*Ethalion*, *Alcemene*, *Naiad* and *Triton*) captured two Spanish frigates (*Thetis* and *Santa Brigida*) in the Bay of Biscay. The Spaniards were on their way home from Vera Cruz and were carrying an immense fortune in money and in goods. After the victors arrived in Plymouth a colourful procession flanked by armed seamen, marines and midshipmen marked the transfer of the treasure from the dock-yard gate to the citadel in the following order:

*A trumpeter of the Surrey dragoons, sounding a charge.*  
*Two artillery conductors*  
*An officer of the Surrey dragoons.*  
*An officer of Artillery.*  
*Surrey dragoons, two and two, with drawn sabres.*

*Music, drums, and fifes,*  
*Playing Rule Britannia and God Save the King;*

*Sixty-three waggons with dollars, in nine*

*Divisions of seven waggons.*

*On the first waggon, a seaman*  
*Carrying the British over the Spanish Jack;*

*Two officers of marines, armed.*

*On the centre waggon,*

*A Seaman carrying the British Ensign over the Spanish Pendant;*

*Midshipmen armed with cutlasses.*

*On the last waggon,*

*A seaman with a British Pendant over a Spanish Ensign;*

*Armed marines and seamen two and two;*

*Music, drums, fifes, playing*

*Britons Strike Home;*

*Armed seamen with cutlasses;*

*An artillery officer;*

*Two officers of marines armed;*

*Surrey Dragoons, two and two, with drawn sabres;*

*Two Trumpeters of Surrey Dragoons, Sounding a charge, closed the procession.*

Near the end of November the procession reached London, where it was met by a captain's guard of the Grenadier Battalion of the Guards, and the procession moved along Piccadilly, St. James' Street, Pall-Mall, Strand, Fleet Street, and Cheapside, to the Bank in the following order:

*Military band of music;*

*A detachment of the Guards;*

*A Commissioner of the Customs, and a Lieutenant of the Navy on horseback;*

*Six Waggons with the Treasure, each drawn by eight horses, decorated with ribbons;*

*The waggon decorated, with the English colours over those of Spain;*

*Sailors rode on the outside of the Waggons;*

*A detachment of the 16th Light Dragoons closed the Procession.*

When the cavalcade reached the Mansion-house, the Lord Mayor, the Lady Mayoress, and several gentlemen came out in front of the house, and drank from out of a gold cup "Success to the British Navy," the band playing "Rule Britannia," while the honest tars, who were regaled at the same time, gave his Lordship three cheers.—C.H.L.



## CORNWALLIS PRESENTS SHOW BASED ON OZ TALE

**F**OR THE SECOND year in a row the Cornwallis Concert Company has written, produced and presented an original musical production based on a well-known fairy story. Styled after the English pantomime, with its lively music, topical story and colourful costumes, this year's extravaganza brought to life all the characters of the famous story, the Wizard of Oz.

Written by Lieut. (S) D. B. Payne, produced by Lt.-Cdr. G. Bower, RN, and directed by Lieut. J. Gates, USN, the show established a new high in the entertainment field in Cornwallis. Weeks of hard work went into the production with no less than seven scene changes and as many costume changes in the two-and-a-half hour presentation.

The costumes were original designs by Nursing Sisters Joyce Green and Marg Willet. Stage settings and staging were handled by Miss Enid Webber

and Lieut. D. Steele respectively. The music, which was especially adapted for the production, was ably directed by Chief Bandmaster W. Stitt.

From the opening curtain through three acts to the closing curtain the audience, whether naval personnel, civilians or children, were joyfully entertained by the antics of the lion, scarecrow and tin man. The Wicked Witch of the North, vividly portrayed by Mrs. June Bandy, kept the suspense at a high level throughout the whole show.

The leading role of Dorothy, taken by Miss Shirley Cameron, daughter of Col. Cameron of the Army Dental Corps in Cornwallis, was enthusiastically received by the audiences.

All in all, the second effort by the Cornwallis Concert Company kept the standard high for what it is hoped will be an annual event in Cornwallis.—R.C.

# MARITIME WARFARE SCHOOL IN NEW HOME

**A**N IMPRESSIVE new building has this spring been added to the panorama of *Stadacona's* maze of schools, and training establishments. It has, of course, been the subject of many inquisitive looks from passersby, as the inscription over the door, "Maritime Warfare School", has an unfamiliar ring to most men in the Atlantic Command.

The title lacks familiarity on the lower deck because the former school was, as the new one will be, mostly devoted to training in anti-submarine warfare tactics of officers of the RCN and the RCAF. Only a few men, mostly radar plotters, torpedo detectors and observers' mates, have ever crossed its threshold. However, the facilities of the new school may do much to spread familiarity with the school and its objectives.

One of the great lessons of the convoy battles of the Second World War was the tremendous value of long-range shore-based aircraft in combating German U-boats. A further associated lesson was the realization that unfamiliarity with aircraft capabilities and limitations of ships, and vice versa, had often led to unsatisfactory co-operation.

The evident need for a combined tactical doctrine was the father of the present "Joint Maritime Warfare School", which in turn is responsible for the latest addition to *Stadacona's* building program.

It was decided soon after the Second World War that some joint effort must be made to maintain the necessary liaison between the RCN, whose prime role is readiness to prosecute an A/S war in the defence of trade, and the RCAF, which will provide, allocate, control and fly the shore-based aircraft in co-operation and with the identical objective. It was therefore decided to institute a combined school where RCN and RCAF tactics could be studied, developed and promulgated side by side, and with the principle that the instruction provided each service should acquaint the students with the other service's viewpoint, so as to develop an appreciation of mutual and peculiar problems.

The school came into being in November 1950 with parallel integrated staffs from the two services under the command of two directors of equal status, one RCN and one RCAF, jointly

and directly responsible to the Flag Officer Atlantic Coast and the Air Officer Commanding, Maritime Air Command.

Maritime A/S Warfare is the field for only one command of the RCAF, whereas, it is the primary *raison d'être* of the RCN. Consequently, the proportion of students passing through is biased slightly on the side of the RCN, as is the numerical strength of the school staff. However, whenever possible, the specialist officers of both services attempt to dovetail the two service functions by combined lectures and demonstrations—the more to enhance the "joint" principle.

Perhaps many of *Stadacona's* personnel now know the destination of the small groups of non-RCN uniforms which almost daily progress to the school's present quarters on the top floor of the TAS and G building. They are the RCAF members of the permanent staff and the RCAF and USN students attending the various courses. The Canadian contribution to the student body is divided between the RCN and the RCAF and the courses usually include four to six USN officers from surface and air ASW units and officers from the Royal Navy and Royal Air Force. It is hoped that the future will see greater participation by officers from the Royal Navy despite the distance to be travelled.

Most of the courses are of two weeks' duration but one, the Joint Tactical Course (Junior), entails a further week at sea during which the naval students fill command and action information roles in the ships, and the RCAF students man the co-operating Neptune aircraft, while the combined forces seek to put into practice the co-operation required to "locate and kill" submarines of the 6th Submarine Squadron.

Aside from emphasizing intensive co-operation, the main function of the school, from the RCN viewpoint, is to bridge that gap between the completion of the instructional fields of the various executive specialist schools and their co-ordination into a fighting A/S unit at sea. To this end, the school concentrates on welding this tactical team by the development and promulgation of recommended tactics for use at sea, and on evaluation of those proposed by parallel tactical schools of the RN and USN. As tactical team work between specialist branches and naval air is the

objective, almost all the executive specialist fields are represented on the staff. It includes among others a Royal Navy submarine officer, one United States Navy ASW officer, and a team of operational research civilian scientists.

The type of instruction and its content are continually under revision to meet new developments and ideas. Inevitably, classroom lectures are included, but a large percentage of the course is by staff demonstrations and the occasional skit. Great emphasis is placed on the value of "syndicate" or group study and intra-syndicate debate.

One of the more productive classes is one where the syndicates are provided with a tactical situation which might be encountered at sea in wartime, and then each syndicate is asked "What would you do in this situation? The solution offered by each syndicate is then verbally assaulted by the others. The staff solution is usually presented following the debate without any pretense that the staff solution is either the only correct one or necessarily superior to those evolved by the syndicates, and it, in turn, is subject to comments by the students.

The culminating point of each course is the session in the tactical trainer, which is a complex set of escort vessel operations rooms, which are quite realistic in simulating A/S operations by ships and aircraft. As the students rotate through the various positions in the operations rooms, it is not unusual to find a lieutenant-commander as force commander; a wing commander as operations room officer; a captain as radar operator and a group captain as plot officer. It is these trainer games which drive home the lessons, teachings and the practical side of the content of the rest of the course.

The large windowless wing of the new building will contain a new tactical trainer, where the operations rooms of the ships and the cockpits of the aircraft (and associated detection equipment of both) will be reproduced for the fleet (or any part of it):

- Six submarines
- One convoy
- One carrier
- Nine escort vessels
- Eight carrier aircraft
- Four shore-based maritime aircraft
- Allied maritime headquarters
- Enemy U-boat headquarters.

It is hoped that this exercise "fleet" will enable many more officers and men to take part in future tactical exercises so that it may be possible to further spread the doctrine of "The Joint Maritime Warfare School".

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HU-21

The versatility of Helicopter Utility Squadron 21 was again demonstrated when a helicopter from the squadron assisted in the freeing of the CGS *Saurel* from the ice in the Strait of Belle Isle. The *Saurel*, an icebreaker, became trapped while attempting to reach Corner Brook, Newfoundland.

Less than three hours after the request for assistance was placed, a detachment was formed consisting of Lt.-Cdr. G. J. Laurie, Lieut. L. T. Zbitnew, PO D. A. Bruce, PO J. C. Brooker, Ldg. Sea. C. Vales and AB D. W. Pickrell, with one HTL helicopter. The detachment embarked in CGS *Baffin*, hydrographic ship, on February 2 and proceeded to sea. The *Baffin* is equipped for helicopter operations, but her aircraft were under modification at the time.

The first ice reconnaissances were flown on February 4, with Captain D. M. Snellgrove of the *Baffin*. February

5 found the *Baffin* in solid ice off the coast of Corner Brook, Newfoundland, and unable to proceed further. In the meantime the *William Carson*, the Canadian National Steamship ferry, had sailed from Halifax February 2, reaching the *Saurel* on February 4 and transferring some much-needed fresh water. An ice reconnaissance was flown for the *William Carson* but high winds kept the ice under pressure and no leads could be found. A casualty on board the *Baffin*, ship's carpenter J. Munro, necessitated a flight to Corner Brook Hospital.

On February 6 two members of the RCN demolition team were flown the 15 miles to the *William Carson* and *Saurel*, where 120 pounds of explosive were detonated in the ice. As the ice pressure eased the *William Carson* freed the *Saurel*, the two ships proceeding southward towards the *Baffin*, joining forces at sunset, and proceeding to Halifax.

Three flights were flown on February 7, two for ice reconnaissance and

one to carry radar spares to *William Carson*. The detachment disembarked to *Shearwater* February 8.

The following is an excerpt from a letter of appreciation which was received from Marc Boyer, deputy minister, Department of Mines and Technical Surveys:

"The promptness with which the naval personnel and equipment were provided, particularly as it was necessary to recall a number of men from leave, enabled the *Baffin* to be dispatched without delay.

"The Naval Service contributed greatly to the success of the operation."

### HMCS D'Iberville

*D'Iberville's* commanding officer, Cdr. J. M. Favreau, gave a lecture to members of the Quebec Kiwanis Club at the Chateau Frontenac on February 14 on the subject "New Entry Training in the Royal Canadian Navy".

HMCS *Labrador* paid an unexpected visit to Quebec City on February 28, thereby becoming the first vessel of deep-sea draught to enter the Port of Quebec in 1957.

PO L. W. Geddes reported on February 4 from the *Haida* to become a divisional petty officer and PO R. A. Robertson arrived from the Gunnery School on February 11 to augment the instructional staff.

The new block petty officer, PO G. F. Cook, came to *D'Iberville* from the *Labrador* on February 20.

### VF-870

Throughout the month of February, while Nova Scotia was the prey of winter storms, 870 Squadron operated from NAS Key West. Agreed, we were lucky to be in warmer climates, but it was not all fun and no work.

It started on January 31, to be exact, when three RCAF North Stars loaded with 83 officers, men and stores took off from *Shearwater* for the nine-hour-long trip to Key West. Shortly afterwards our eight Banshees were off, heading south.

The readiness of all-weather fighter squadron depends a lot upon the pilot's ability to work the aircraft's radar equipment. Most of our flying was done at night and the squadron flew



Model ships make model sailors at Cornwallis where new entries get a good grasp of Rules of the Road at a miniature anchorage in the Seamanship School. Left to right are Ordinary Seamen Martin A. Eastmen, Merrill E. Slater, Charles M. Holland, William A. Bates and Willis H. Dyer, all from British Columbian cities. Their class graduated in March. (DB-8311)

more hours in February than it had ever done before.

FAWTU, short for "Fleet All Weather Training Unit Atlantic" is the unit where the U.S. Navy's Atlantic Fleet fighter squadrons go to practise radar intercepts. It was from FAWTU's Lieut. (jg) J. Moore, USN, that our pilots "got the word" on intercepts and by the end of the month everyone felt he had accomplished something. As a matter of fact, VF-870 is the first F2H-3 equipped squadron to complete the syllabus and all hands can be proud of it.

During our stay in Florida, we found that the Squadron had its unknown heroes in the persons of PO Norman Ellison and PO E. R. Cant who saved two youths from drowning at Fort Myers, Florida.

Some of our men went fishing and one group brought back a huge nine-foot, 310-pound white shark. This is a real fisherman's story!

After a month of fruitful efforts to keep the aircraft "serviceable", VF-870 left Key West happy to return home and thankful for the very co-operative hand received from all U.S. Navy personnel at FAWTULANT.—L.J.V.

### HMCS Cornwallis

Everything that goes toward making a winter carnival a gay, happy and colorful affair highlighted such an event at *Cornwallis*. The carnival was held in the big arena and attended by an enthusiastic crowd of navymen, parents and friends.

The program, with Lt.-Cdr. (E) J. Mackintosh as master of ceremonies, included figure skating, novelty dress parade, skating races, clowns, a hockey game and a grand finale. Present was the famed *Cornwallis* band under direction of CPO W. Stitt.

Prize winners were: best costume, (red, white and blue duo), Hazel Marie and Elizabeth Dawn Obendorf; most humorous, (clown) Gary Hart; most original, (chain gang and guard), Beth Freeman, Margaret Adams, Teddy Strickland, Noreen Gold and Grant Bingham. The door prize was won by Mrs. G. F. Kinch.

The peewee hockey game between the Maple Leafs and the Red Wings was won by the former, 3-1. The 1956-57 Peewee hockey championship shield was presented to the winners by Captain M. J. A. T. Jette.

Officials for the races were Ldg. Sea. J. Carruthers and CPO W. M. Grahame.

In charge of the carnival's various features, co-ordinated by Instr. Lt.-Cdr. D. J. Hamilton, were program director Lt. R. Coell; program committee Lt.-



The prettiest costumes on the ice at the recent carnival at HMCS Cornwallis were those of Hazel Marie and Elizabeth Dawn Obendorf, who are shown receiving their prizes from Captain M. J. A. T. Jette, commanding officer of the training base. (DB-8535)

Cdr. A. H. M. Slater, Lieut. Jim Arnott, Joan McDormand, PO R. Sallis; PO I. J. Barron, publicity PO W. C. Shaw, tickets, Cd. Wtr. Off. W. A. Wolfe; lighting, sound and decorations, J. Pimenoff, Lieut. Albert Shirley, Cd. Comm. Off. S. Iscoe; costumes, Mrs. A. H. Slater; Mrs. D. Taylor, Mrs. D. Lockyer; refreshments, Lieut. W. A. Stebbings; program illustrations, PO Paul Coade; clowns, Ldg. Sea. J. R. Perron and Ldg. Sea. K. C. Batchelor.

### Navigation Direction School

Three RP classes completed at the Navigation Direction School during February and March and were followed by drafts to the fleet. PO E. Welsh took top honours in the RP1 "L" course. Top honours also went to Ldg. Sea. D. B. Pantridge of RP2 "AF" course and to Ord. Sea. K. J. Riebe of RP3 "BX" course.

The first Navigation Direction course for Midshipmen of ex-Venture executive officers completed March 1 and was followed by a second course commencing March 25.

One RP2, two RP3 and one QM2 class are now under instruction in the School.

Preparations are being made for the increase of scheduled courses to be run during the summer months for RCN(R) personnel.

### HMCS Stadacona

A concert by the band of HMCS *Stadacona*, under the direction of the Bandmaster CPO T. Milner, and the Armdale Chorus directed by Mary Dee-Gerroy, was held in the *Stadacona* gymnasium on Sunday, March 17.

Lt.-Cdr. (SB) H. G. Cuthbert was the conductor, with Lieut. C. H. Humble acting as master of ceremonies.

Invited guests included the Hon. Alis-tair Fraser, Lieutenant-Governor; Hon. R. L. Stanfield, Premier of Nova Scotia; His Worship Mayor L. A. Kitz, of Halifax and senior members of the provincial and civic governments and religious organizations.

The band appeared through the kind permission of Commodore E. W. Finch-Noyes, commanding officer of *Stadacona*.

## PACIFIC COMMAND

### HMCS New Glasgow

In February, the *New Glasgow* circumnavigated Vancouver Island. During this cruise inclement weather troubled some of the junior members of the ship's company—namely the ordinary seamen on their first regular sea duty.

At mid-month the ship was in Vancouver assisting the recruiting drive for the RCN(R). The *New Glasgow* was anchored off HMCS *Discovery* and

prospective reservists were brought out to the ship. They were shown different aspects of naval life, including lowering of the sea-boat, gun drill, etc.

From information received from *Discovery* the recruiting program was a success in spite of bad weather.—I.R.M.

## NAVAL DIVISIONS

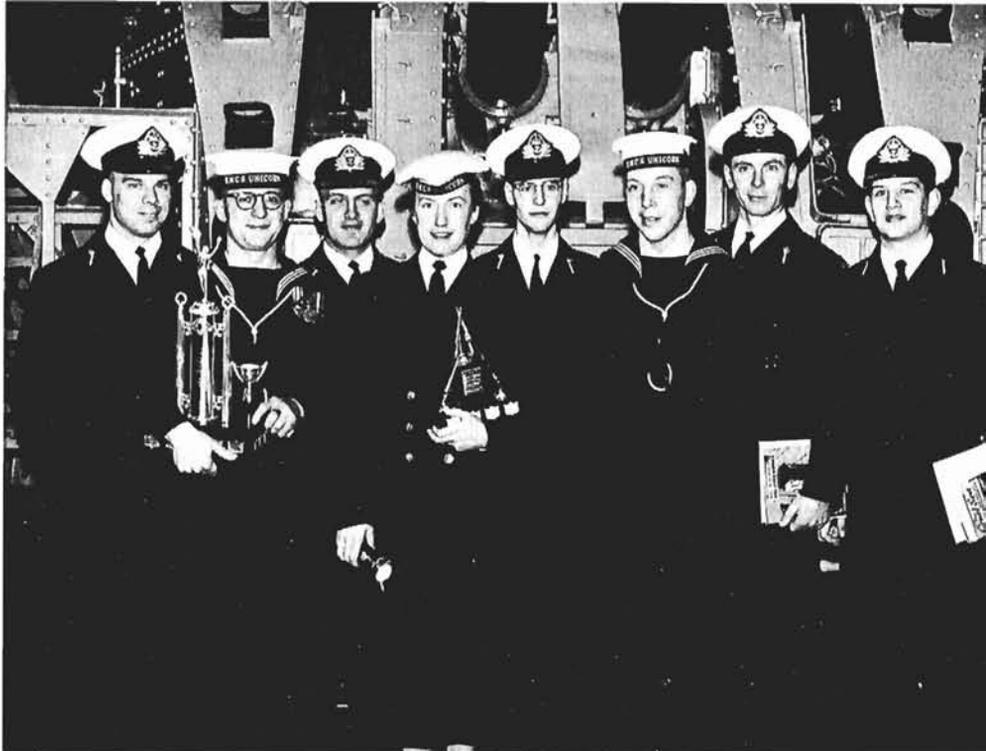
### HMCS Unicorn

Annual awards night at *Unicorn*, the Saskatoon naval division, was held on March 18. Honour was paid to the members of the ship's company judged best in their individual classes.

The General Proficiency Award—to the person who in the opinion of the officers is the best all-round member of the company—was won by Ldg. Sea. Fred Morrison. The best new entry (male) was PO W. F. Duke. The best new entry (female) was Wren Martha Neudorf. Wren Neudorf also won the Rowney Trophy as the competitor with the best aggregate score in inter-divisional small-bore shooting events.

UNTD awards were also presented. A silver stein went to Cadet (E) Oscar Hanson, RCN, in recognition of his being selected as the most proficient cadet in three years of naval training while attending university. The third year proficiency award went to Cadet R. K. Wood and the second year proficiency award to Cadet A. W. Selby. The first year navigation award was won by

The usually immaculate gun battery at HMCS Donnacona, the Montreal naval division, became a clutter of cables and unaccustomed gear on the night of March 11. That was the occasion of a half-hour "live" television program devoted to the training of UNTD cadets in the Montreal area—one of a CBC French-language series entitled "Rapportage", seen each Monday evening over CBFT, Montreal. (ML-5496)



Here are the winners at the annual awards night held on March 18, at *Unicorn*, the naval division in Saskatoon. Left to right are: Cadet R. K. Wood, Ldg. Sea. Fred Morrison, Cadet Oscar Hanson, RCN, Wren Martha Neudorf, Cadet A. W. Selby, PO W. F. Duke, Cadet Julian Michayluk, and Cadet Marshall Pollock.

Cadet Marshall Pollock and the first year seamanship award by Cadet Julian Michayluk.

The commanding officer of *Unicorn*, Lt.-Cdr. C. L. McLeod, commented that the annual awards night has become quite an institution. He said "it is a simple fact that each one of us, in his or her own way, consciously or un-

consciously seeks recognition. Some people do things better than others, and the purpose of awards night is to provide a realization of this desire for recognition".

## RADIO STATIONS

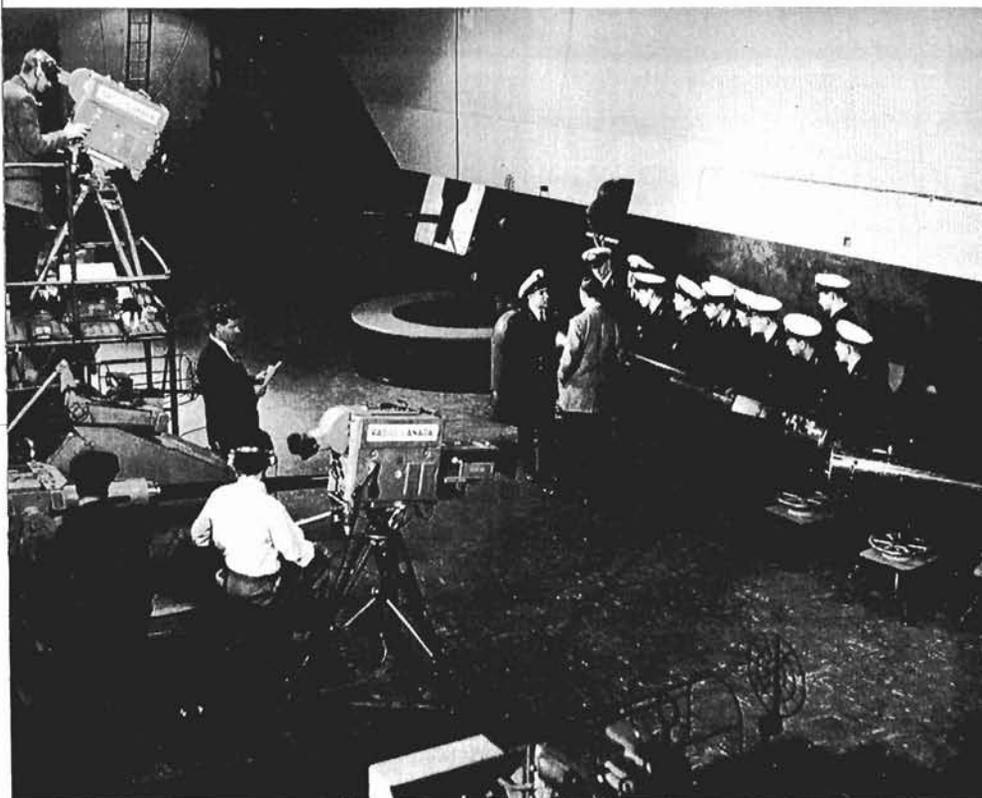
### HMCS Gloucester

Naval firefighters from HMCS *Gloucester*, naval radio station just outside Ottawa, helped fight a fire that threatened a small farm community about 10 miles east of the capital, on April 15.

The civilian fire marshal at *Gloucester*, Earl McDerby, spotted the fire six or seven miles way near Carlsbad Springs. With the clerk of works, he went there to offer assistance. They soon returned to the station for volunteers and set off again with eight sailors and the station portable pump mounted on a jeep.

The Gloucester township fire department found the naval apparatus particularly handy, for it was able to get at wells which big fire trucks were unable to use.

The fire, fanned by a brisk wind, levelled a large rambling farmhouse and nearby barn and shed, burned through hayfield stubble and hay stacks and ignited a shed of a neighbour a quarter-mile away. The firefighters were able to save other buildings there, including the farmhouse, and eventually to quell the blaze.



# RCNSA REPRESENTED IN MAYFLOWER II

## *CPO Church Joins Square-Rigger for Voyage to U. S.*

**T**WO CANADIAN girls were looking forward in April to the moment when they could tell their friends: "My Daddy came over in the *Mayflower*", and thus match the boasts of thousands of Americans who make a similar claim with regard to their forefathers.

They are the daughters of CPO Charles Church, of Dartmouth, N.S., and their claim to fame is that their father was chosen as a crew member of the *Mayflower II*, which underwent trials in United Kingdom waters in early April before attempting to duplicate the voyage of the *Mayflower* that brought the Pilgrim Fathers to New England in 1620.

CPO Church was selected as a representative of the Royal Canadian Naval Sailing Association, of which he has been an active member since 1951. Last year he was commodore of the Halifax squadron of the association.

The *Mayflower II*, a gift from the people of Britain to the people of America, was to sail in mid-April for Plymouth, Massachusetts, under the command of Captain Alan Villiers, noted Australian square-rigger captain and author.

CPO Church joined the ship as an able seaman at the prevailing rate of a shilling a day. He gladly sacrificed his annual leave for the opportunity of making the trip.

### **Chart Shows Sea Without a Shore**

A navigation chart with no land shown?

Among the 3,700 or more charts produced by the Admiralty for surface navigation there is just one such chart—although it may seem strange that even one landless chart should exist, since navigational charts are usually thought of as showing the sea in relation to the land.

This solitary interloper in the Admiralty's collection of charts does not show blank ocean wastes in some remote portion of the globe, such as the Pacific Ocean or Indian Ocean. On the contrary, it depicts a portion of the world's busiest waterways—the Thames estuary and, says Admiralty Bulletin No. 82, which deals with Admiralty's chart activities, "even in this case a proper geographical location is assured from the buoys (which are moored to the bottom and maintained in their correct position), beacons and banks of shingle which sometimes uncover."



CPO Charles Church . . . over in the *Mayflower*. (HS-42602)

His early sailing experience began 22 years ago when he became interested in boats and sails. Having lived in Sydney, Nova Scotia, for a few years before the outbreak of the Second World War he sailed in the harbour there, and upon moving to Halifax, he obtained a Morse type dinghy. He sailed this boat in the Halifax area for two years successfully, having collected 12 firsts out of 18 starts in the first year.

Later, he built a 21-foot sloop himself, which he sailed in Dartmouth Lakes and Halifax Harbour. Later, he sold the yacht and, having become acquaint-

ted with members of the Royal Nova Scotia Yacht Squadron, he was invited to crew in the sloop *Highlander*, owned and sailed by the late W. R. C. Mac-Askill, noted marine photographer. He sailed in this yacht for three years.

After this, CPO Church sailed regularly in the two RCN 50-square-metre yachts the *Grilse* and *Tuna*. In 1951 he was crew in the *Grilse* in the Marblehead ocean race. In 1952 he skippered the same yacht in local and off-shore races, taking a number of wins and fair placings. In 1955 he skippered the *Grilse* in the Manchester to Halifax

ocean race and won the Colonel Jones' Trophy, the *Grilse* being the first Canadian yacht to finish.

In 1956 CPO Church was a crew member in the yawl *Pickle*, which sailed in the Newport to Bermuda race and later in the same year skippered this yacht in various races and cruises. The *Pickle* is a 60-footer.

On three different occasions CPO Church has been chosen as one of the RCNSA skippers in the annual Dragon series races sailed at the Royal Canadian Yacht Club at Toronto. He was also one of those representing the Association in the Royal Regatta at Toronto when the Duke of Edinburgh's yacht *Blue Bottle* took part.

CPO Church has also sailed regularly in service dinghies, whalers and cutters and in Star and Bluenose class boats, together with a smattering of odd designs.

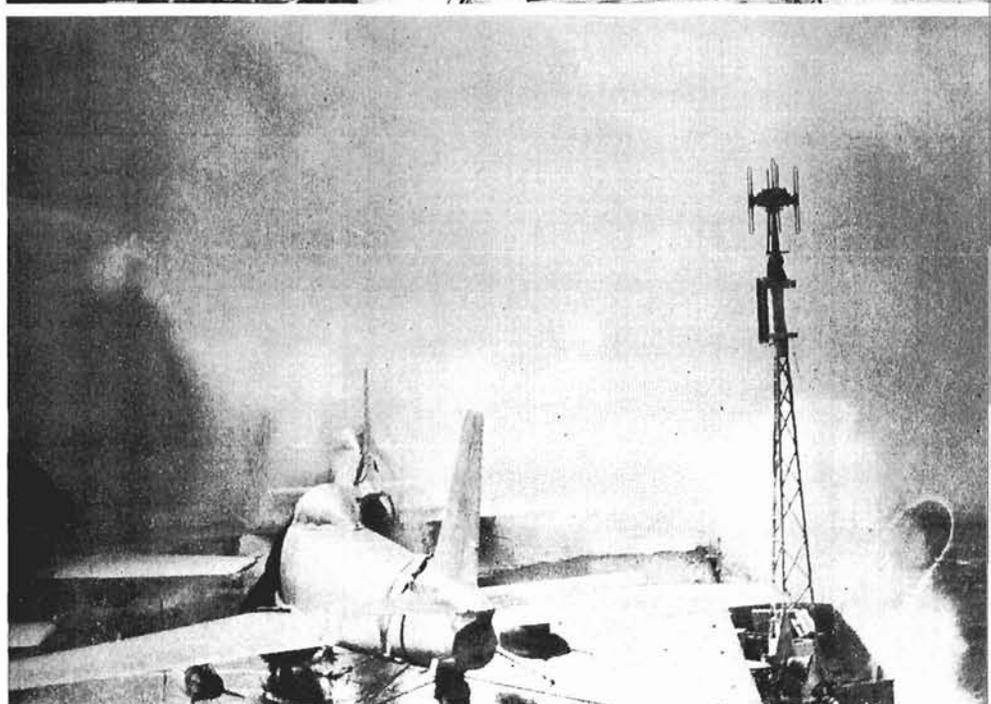
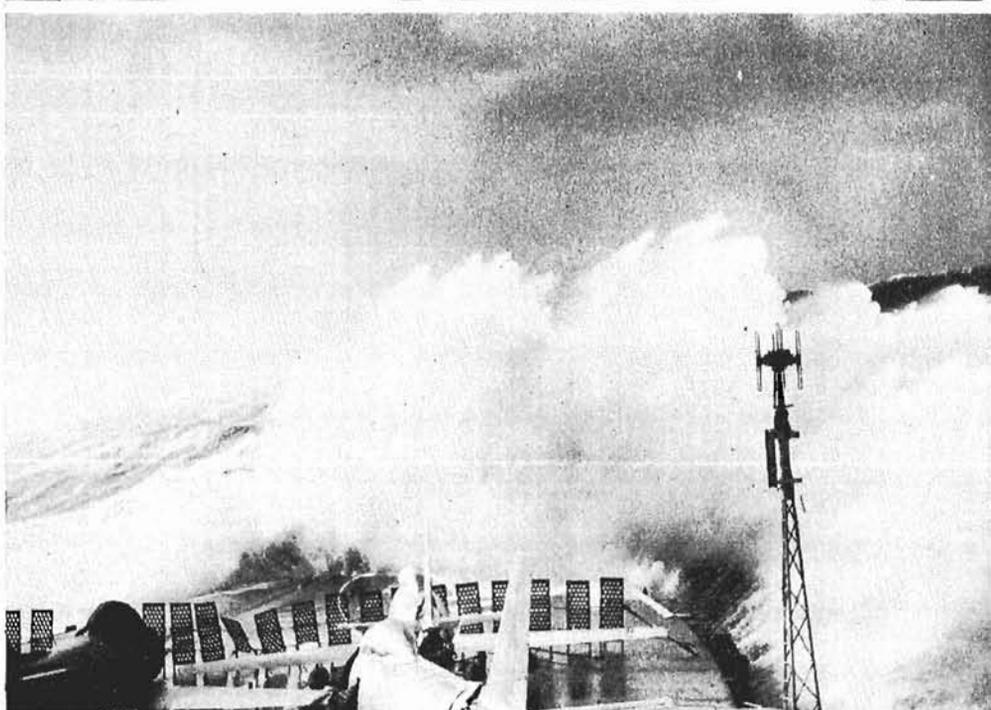
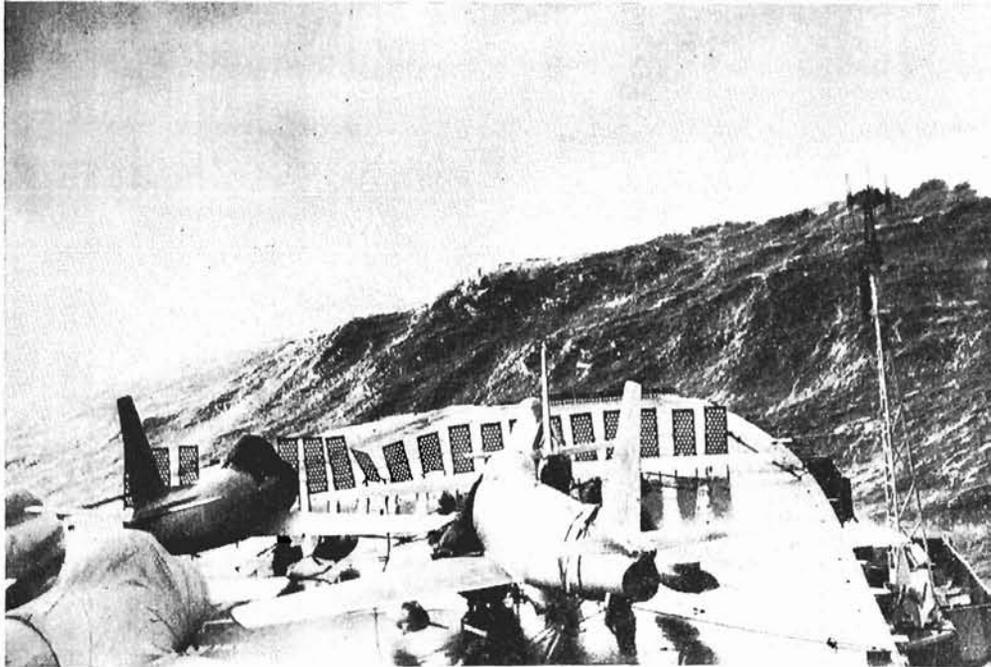
As a consequence of CPO Church's background of active sailing, he has at different times been elected rear-commodore, vice-commodore and commodore of the Halifax Squadron, Royal Canadian Naval Sailing Association. He has just relinquished the post of commodore of that squadron, but serves as rear-commodore of the association as a whole; having been elected to that flag rank one year ago in the general election of flag officers conducted from coast to coast in all seven squadrons of the association.

CPO Church entered the RCNVR in March 1944 as a shipwright. His entry in this branch was based on his considerable experience in the ship construction industry prior to joining up. Before this, and during the war years, he was employed in HMC Dockyard, Halifax, and also in HMCS *Shelburne*, wartime base in Nova Scotia. Since the end of the Second World War he has served at sea for two years in the cruiser *Quebec*, and as an instructor in the Mechanical Training Establishment at *Stadacona*.

CPO Church lives with his wife and two daughters Karen Adele and Jeanne, at 34 Crichton Park Road, Dartmouth.

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The safe delivery of 59 Sabre aircraft from Glasgow to Halifax was accomplished by HMCS *Magnificent* in February, despite some of the worst weather encountered by the carrier in her nine years with the RCN. But it was a near thing. A series of storms that forced the "*Maggie*" to heave to on three successive nights and the better part of the third day were accompanied by towering seas that smashed repeatedly over the bow and threatened to play havoc among the 48 Sabres secured on the flight deck. Some of the idea of the carrier's ordeal may be gained from the series of pictures at the left, taken by CPO Douglas Howes, senior photographer in the *Magnificent* at the time. (HS-47416, 47417, 47415)



# THE NAVY PLAYS

## Sailing Squadron Elects Officers

The Halifax Squadron of the Royal Canadian Navy Sailing Association elected its 1957 officers at a meeting in February, and discussed two matters of importance to the squadron.

New officers elected were Lt.-Cdr. William Pett, RCN(R), Commodore; Lt.-Cdr. C. J. Benoit, vice-commodore; Lieut. William Lover, RCN(R), rear-commodore; CPO L. O. Bell, fleet cap-

## Guam Goes All Out To Greet Canadians

The American equivalent of a "royal" welcome awaited the *Ontario*, *Stettler* and *Jonquiere* at Guam during their training cruise to the Far East.

The extent of the preparations and the wholehearted enthusiasm and generosity of the welcome can be gathered from an editorial which appeared in the *Marianas Mariner*, weekly newspaper of the U.S. Naval Station in Guam, on the day the training group arrived:

"Three ships of the Royal Canadian Navy arrived today for a weekend stay on Guam. The ships, HMCS *Ontario*, a cruiser, and two frigates, HMCS *Stettler* and HMCS *Jonquiere*, have been on a good-will training cruise in the Western Pacific.

The Naval Station Guam is acting as host for the visiting Canadians and is making available numerous sports facilities for their use. All of the station's basketball and tennis courts, football and baseball fields will be reserved for their use. The beaches and all activities will be open for their use. As good hosts we should all make them most welcome and their stay on Guam enjoyable. During the weekend the three ships will be open for inspection and anyone interested is invited to tour the ships.

"To the Canadians we offer a warm and hearty welcome. Guam situated in the Western Pacific is one of the most beautiful islands in the Pacific. It is crisscrossed by an excellent road system lined with swaying palms and in many places overlooking the ocean to offer new vistas for the camera enthusiast. The beaches offer the best in swimming, sunning and outdoor sports along with plenty of refreshments.

"The station theatre will be showing the latest in cinema entertainment. In addition, the island clubs will be serving delicious food and tantalizing drinks to satisfy the appetite.

"All these things will be made available to you. We sincerely hope your stay on Guam is enjoyable and one you'll remember always."



Commissioned Electrical Officer Bob Henry's rink won the championship of the RCN Curling Club, Ottawa, defeating a rink skipped by Ordnance Commodore W. G. Ross 14-9 at the final match of the season April 14. Rear-Admiral H. N. Lay, left, club president, presents Mr. Henry, right, with the Captain Morgan trophy, up for competition for the first time and to be awarded annually to the club champions. In the centre is Commodore Ross. (O-9367)

tain, small boats; Constr. Cdr. D. I. Moore, custodian of the *Grilse*; Lieut. (S) V. F. Lambie, treasurer, and Mrs. Dorothy Alexander, secretary.

Reports of the past season's sailing activities were presented by the retiring commodore, CPO Charles Church, and by other members of last year's executive.

CPO Church praised the co-operation extended to Canadian yachting entries by United States yachtmen in the Newport-Bermuda race last year. He was a member of the crew in the Canadian entry, the *Pickle*, which finished 13th on corrected time out of 89 starters.

At the meeting considerable emphasis was placed on the forthcoming Manchester to Halifax race. Naval yachts from Halifax have played prominent parts in the annual 300-mile fixture and it is expected will again this year.

Another matter of importance was the selection early this year by the RCNSA (Canada) of CPO Church as a crew member of the *Mayflower* which sailed from the United Kingdom for the United States this spring.

The RCNSA (Halifax Squadron) is one of seven branches of the Canada-wide naval sailing organization.

## Bob Henry Rink Wins Curling Title

A rink skipped by Cd. Electrical Officer Bob Henry won the championship of the Royal Canadian Naval Curling Club, Ottawa, in the final play of the year April 14. By a score of 14-9 the champs beat a rink skipped by Ordnance Commodore W. G. Ross.

Rear-Admiral H. N. Lay, club president, awarded Mr. Henry the newly-acquired Captain Morgan trophy which will be presented annually.

Members of the winning rink were Mr. Henry, skip; Lieut. (SB) Norman Stewardson, lead; Lieut. (Mad) Stan Ford, mate; Lt.-Cdr. (S) Sam McNicol, second, and Lt.-Cdr. A. O. Grav, spare. The runners up were Commodore Ross, Lt.-Cdr. (SB) G. D. Inch, D. M. Whitton, A. D. Rackow and Lt.-Cdr. McNichol.

The finals were between the winners of the first round robin played in Janu-

ary (Ross rink), and the second round robin in March (Henry rink).

This final match was the culmination of first full year of activity for the club, which began part way through the 1955-56 season. There were 60 members this year, turning out Sundays at the Glebe Curling Club, in which the Navy players are associate members.

It was a year of considerable activity, for the Ottawa Club played friendly contests with the RCMP,

Glebe, Arnprior, Buckingham and Metcalfe clubs and took part in bonspiels at Metcalfe and Glebe as well as tri-service 'spiels in Kingston and Ottawa.

The biggest achievement was sponsoring the first Royal Canadian Naval Curling Association Bonspiel, in Hamilton and attracting a total of 16 Navy rinks from Halifax, Dartmouth, N.S., Montreal, London, Hamilton and Ottawa. Commodore Ross' team brought back the President's Prize from the 'spiel. The main prize

went to Halifax, which was skipped by Lieut. A. J. Levy of HMCS *Stadacona*.

Admiral Lay was president of the Ottawa naval curlers this year, Commodore Ross was vice-president. The other officers included Inst. Cdr. J. D. Armstrong as secretary and Cdr. (S) D. L. MacKinnon, treasurer. Lt.-Cdr. A. T. Love was chairman of the match committee, Lieut. H. C. Ashcroft, G. H. Luther and D. H. Whitton were executive members.

## 'AND THEN MY HEART WITH PLEASURE FILLS'

### *Surg. Commodore McCallum Recalls a Moment of Glory*

IN THE AUGUST 1956 issue of *The Crowsnest* you were made acquainted with the good ship *HMS Daffodil* and her courageous crew, and how they almost fought "the second battle of Jutland". Perhaps you'd like to learn how this dauntless crew really became "heroes" in spite of this disappointing "engagement". The approach of St. George's Day always reminds me of it.

Towards the middle of April 1918, the *Daffodil* proceeded westward from Lough Swilly upon her usual convoy duties into the Atlantic. Upon dispersal of the escort, a message was received to proceed to Kirkwall in the Orkneys, instead of returning to Buncrana. Upon arrival at Kirkwall a drifter immediately came alongside, and before our astonished eyes dumped large quantities of mail upon our quarter deck—more mail than any of us had ever seen outside a post office.

Here was something new!

Being a rather insignificant ship, as fighting ships go, it was usually our job to send a motor boat ashore and bring off the mail. But here was special delivery service by a drifter; the "Red Carpet" treatment! Well!

Upon opening the bags, out rolled parcels containing presents galore, newspapers with screaming headlines about the brave boys of the *Daffodil*, letters of congratulations—and the present I best remember was a postal note for three shillings—a contribution from six patients in a Naval hospital.

The captain passed the word that if any of us, individually or collectively, had performed any deed of valour, or in any way had made ourselves "heroes" since we last left port, would we please inform him so that he might add his personal felicitations. Well, you know how we heroes are—modest to say the least. We all looked at each other in that shy fashion, shifting from one foot

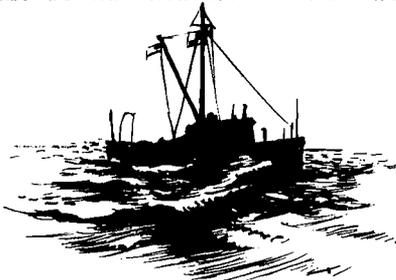
to the other and trying to convey to our shipmates "Oh, 'twas nothing much." No, none of us would talk—it just wasn't done! Heroes are like that.

When the captain had shifted to his tiddley uniform, he made his usual duty trip ashore to report to the SNO. The rest of us were too engrossed in our massive mail to bother with shore-going.

Upon the captain's return to the ship he cleared lower deck, and opened his remarks by telling us to wipe the smug look off our faces and shed the hero guise. He had learned ashore that while we were en route to Kirkwall, an action had taken place at Zeebrugge on the coast of Belgium on the eve of St. George's Day. The cruisers *Thetis*, *Intrepid* and *Iphigenia*, all loaded with concrete, blocked the canal, whilst the *Vindictive* stormed the Mole.

The *Vindictive* was accompanied by two ferry boats, the *Daffodil* and *Iris*, each loaded with Royal Marines. The *Vindictive* got her bow to the Mole but the stern had to be pushed in and held there by the *Daffodil*. The action was very spirited, but successful, in spite of very heavy casualties. Apparently the press had paid little attention to the difference between *HMS Daffodil* and the ferry boat *Daffodil*, which normally plied between Liverpool and Birkenhead. The ferry boats were chosen for the large number of Marines they could carry into the action.

At the end of the captain's story it must be admitted we "heroes" were



somewhat deflated. What to do? The mail could be answered by an embarrassed crew, denying their "heroism"; but the presents could not be passed on to the rightful owners, since these were dispersed.

Yes, perhaps there was something we could do—we could adjourn to the wardroom and "hoist one" to "the brave boys of the *Daffodil*!"—the other *Daffodil*, that is!—A. McC.

### LETTER TO EDITOR

Dear Sir:

As one of your regular subscribers, I would like to take this opportunity to compliment you on the interesting magazine you publish month after month. Your articles are very informative and serve to keep all branches of the Navy before us.

I was very interested to read in your January edition of the account of the 29th MTB Flotilla's first night of action.

No doubt you will have other ex-MTB officers point out the error in your selection of pictures to accompany the article. On page 18 you have a beautiful shot of a "D" type MTB belonging to the 65th Flotilla and not "Short Boat" such as the type which made up the 29th Flotilla.

Certain earmarks of the larger craft are very obvious if you look closely at the photograph, and I draw particular attention to the four torpedo tubes, two of which are in view on the port side of the MTB. You will also notice that there is a six-pounder on the foc'sle and twin .5 turrets on either side of the bridge.

Yours very truly,

MALCOLM C. KNOX

30 Killarney Gardens,  
Pointe Claire, Quebec.  
March 27th, 1957.

# CANADIANS SHARED IN ADRIATIC ADVENTURES

"THIS is a young man's book," the author declares in his preface to "Gunboat 658", and for this reason it should capture the enthusiasm of every young man who opens its covers. Older men will read to remember better or to get insight into a largely un-sung segment of naval warfare. The story is about the war in the Mediterranean from the decks of motor gun boats and torpedo boats. The descriptions race apace with the bristling, speedy little warships.

Lieut. L. C. Reynold's book often concerns Canadians, for several ships of the flotilla including "658" had Canadian captains and officers. The "Three Musketeers" of the "Med" Coastal forces, Lt.-Cdr. Cornelius Burke, Lt.-Cdr. J. D. Maitland and Lieut. T. E. Ladner are prominent. The book, moreover, is dedicated to "Corney" Burke, "whose remarkable qualities of leadership, tactical skill and seamanship were chiefly responsible for '658's' spirit and success."

Corney Burke was legendary in coastal force work. The author served under him in "658" and, shortly after he was 21, succeeded the Canadian in command. Writer Reynolds was a very new "snotty" when the "dog boat" was commissioned in March 1943 and was the only original member left when she paid off at Malta in August, 1945. By then he was a lieutenant, RNVR, with DSC.

Awards to people of "658" included Burke's DSC and two bars, two others with DSCs, five DSMs, the Albert Medal and eight mentions in despatches among her officers and men. The boat was in actions that sank or destroyed a Partenope escort vessel, three E-boats, two F-lighters, one Pil boat, two trawlers, two schooners, an oil tanker, a harbour defence vessel, three FW 190s, two JU 88s and one Dornier 217. The tally of damaged shipping, as the coastal forces nibbled away fiercely at the fringes of historical events of the "Med", is another long list.

There is action aplenty and always the author has taken pains to identify himself with them by sensations and reactions. Yet the whole is a very modest account, without "flannel".

In the preface he notes the people of his generation "missed all the benefits of introduction to adult life in a world at peace. We had to gain our experience of life within the all-em-

bracing experience of war". Uneasy though the world be, today's young men for the most part have been spared this kind of challenge.—H.C.W.

"GUNBOAT 658", by Lieut. L. C. Reynolds DSC, RNV(S)R, published by William Kimber and Co., Ltd., London, and distributed in Canada by the Ryerson Press, Toronto. 246 pages, illustrated, price \$3.50.

## THE ORDEAL OF A NAVAL PADRE

THOSE who think chaplains are just "passengers" should read Father Joseph Timothy O'Callahan's story of his experiences in the USS *Franklin*. When she was critically damaged by Japanese bombs, he became the only navy padre to earn the highest U.S. award, the Congressional Medal of Honour.

The *Franklin* was bombed on March 19, 1945, and two big ones penetrated to the hangar decks killing everyone inside. Devastation reigned supreme from stem to stern but finally the ship was brought under control. She limped later into Pearl Harbour, the most damaged ship ever to reach port. The casualty list was highest in navy history—

## BOOKS for the SAILOR

432 dead and more than a thousand wounded.

Father O'Callahan rendered spiritual solace to the dying, organized choked and confused survivors into cohesive teams that eventually gained control of the ship. He was everywhere, and in his wake men regained control of themselves and the situations that faced them. One other Medal of Honour, 19 Navy Crosses, 22 Silver Stars, five Gold Stars (in lieu of Second Bronze Star), 120 Bronze Stars and a host of Letters of Commendation (Ribbon) went to the carrier crew.

Throughout the account of his appointment in the *Franklin* is manifest his love of the sea, ships and sailors. He really knew his men and they apparently knew him as is evident from their willingness to follow him so well in action. On the spiritual side, Father Tim said of the dying to whom he ministered: "When I die, I hope to go to Heaven and I expect to meet those boys."—H.C.W.

"I WAS CHAPLAIN ON THE FRANKLIN" by Joseph Timothy O'Callahan, SJ. 153 pages, published by the Macmillan Company, New York, and distributed in Canada by Brett-Macmillan Ltd., Toronto. Price \$2.75.

## RETIREMENTS

CPO DONALD JAMES KENNEDY, 41, Toronto and Halifax, joined January 8, 1936; served in *Stadacona*, *Champlain*, *St. Laurent*, *Skeena*, *Fundy*, *Saguenay*, *Nootka*, *Fleur de Lis*, *Caribou*, *Sorel*, *Fredericton*, *Fort Ramsay*, *Bittersweet*, *Niobe*, *HMS Vixen*, *Peregrine*, *Glen Valley*, *Cornwallis*, *Scotian*, *Warrior*, *Magnificent*, *Iroquois*, *Portage*; awarded Canadian Forces Decoration; retired January 24, 1957.

CPO WALTER THOMAS LOCKHART, 41, of St. John, N.B., and Digby, N.S., joined January 8, 1936; served in *Stadacona*, *Champlain*, *St. Laurent*, *Skeena*, *Fundy*, *Restigouche*, *Prince David*, *Levis*, *St. Croix*, *Medicine Hat*, *Venture*, *St. Hyacinthe*, *Avalon*, *Cornwallis*, *Naden*, *Warrior*, *Niobe*, *Magnificent*, *Shearwater*; awarded the Canadian Forces Decoration and the Coronation Medal; retired January 7, 1957.

PO JOSEPH RENE VICTOR PETTIGREW, 45, Quebec City and Halifax; joined January 5, 1937; served in *Stadacona*, *Saguenay*, *Fleur de Lis*, *Eileen*, *St. Croix*, *Avalon*, *HMS Arethusa*, *Niobe*, *HMS Norfolk*, *HMS Berwick*, *Peregrine*, *Cornwallis*, *Haida*, *Scotian*, *Nootka*, *Iroquois*, *Shearwater*, *Naden*, *Quebec*; awarded Canadian Forces Decoration; retired January 4, 1957.

CPO CHARLES ARTHUR MORRIS, 43, Ottawa and Dartmouth; joined January 5, 1937; served in *Stadacona*, *St. Laurent*, *Skeena*, *Ottawa*, *HMS Dominion*, *HMS Drake*, *Naden*, *Bayfield*, *Nonsuch*, *Hamilton*, *Cornwallis*, *Qu'Appelle*, *Peregrine*, *Niobe*, *Warrior*, *Iroquois*, *La Hullose*, *Micmac*, *Crescent*, *Cape Breton*, *Magnificent*; awarded Long Service and Good Conduct Medal; retired January 4, 1957.

PO JAMES ROBERTSON HAY, 41, Manor, Sask., and Victoria; joined January 5, 1937; served in *Naden*, *Fraser*, *Assiniboine*, *St. Croix*, *Clayoquot*, *Stadacona*, *The Pas*, *Restigouche*, *Avalon*, *Kootenay*, *Cornwallis*, *Swift Current*, *Protector*, *Winnipeg*, *Oshawa*, *Givenchy*, *Uganda*, *Rockcliffe*, *Cayuga*, *Crescent*, *Sioux*, *Ontario*, *Crusader*, *Sussexvale*; awarded Canadian Forces Decoration; retired January 4, 1957.

CPO DOUGLAS WILLIAM BARKER, 37, Victoria and Duncan, B.C.; joined January 8, 1937; served in *Naden*, *Fraser*, *Prince Albert*, *Givenchy*, *Cornwallis*, *Stadacona*, *Niobe*, *Annan*, *Peregrine*, *St. Pierre*, *Ontario*, *HMS Excellent*, *Sioux*, *CSC Royal Roads*; awarded Distinguished Service and Good Conduct Medal; retired January 7, 1957.

# 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.

ADDY, Frederick E.....C2AA3  
 AINSWORTH, Gilbert.....P1TD3  
 ANGELL, Alfred E.....LSRC1  
 ARSENAULT, Jerome J.....LSCK2

BABIN, Gordon J.....P2AA2  
 BAILEY, Ronald.....LSRP1  
 BARLOW, William T.....P1AA3  
 BARNES, Jerry T.....P2EM2  
 BEAUVAIS, Norman J.....LSEM1  
 BECHTEL, Herbert E.....LSTD1  
 BELANGER, Roger A.....C2ER4  
 BELFOY, Francis E.....LSQR1  
 BELL, Bruce W.....LSLR1  
 BELL, Gary A.....LSRP1  
 BELL, George C.....C2SH4  
 BELL, Joseph A.....P2AA2  
 BENNETT, Jachin R.....P2QM2  
 BENOIT, Thomas I.....LSEM1  
 BERNARD, Paul A.....P1TD3  
 BEUREE, St. Clair M.....LSTD2  
 BIG CANOE, William A.....LSQR1  
 BINGER, Alan A.....LSAR2  
 BISHOP, Roland S.....P2QM2  
 BLAND, Edward A.....LSRT3  
 BODDEN, Arthur G.....LSTD1  
 BOISJOLI, Dollard J.....LSEM1  
 BOSCHEE, Raymond G.....P1EM4  
 BOWERS, John E.....LSEM1  
 BRADFORD, Sydney H.....P1AA2  
 BRADLEY, Thomas A.....P1RP3  
 BRADSHAW, R. Lloyd.....C2MR4  
 BRINEN, Bernard H.....C2ER4  
 BROOKS, Irvine C.....P1QR3  
 BRYAN, John H.....C1ER4  
 BUCHAN, William.....P2EM2  
 BUCKLAND, Bruce K.....LSRP2  
 BURNETT, John W.....C2SH4  
 BURNETT, Lauchlan S.....P1ER4  
 BUSH, Charles L.....C2EM4  
 BYSOUTH, Norman T.....P1ER4

CAMPBELL, Robert P.....LSQM1  
 CAMPBELL, Walter C.....LSEM1  
 CANFIELD, Kenneth W.....LSTD1  
 CARLE, Hubert G.....LSAM2  
 CASSIDY, Charles H.....LSAF2  
 CHANTAL, Raymond J.....LSCV1  
 CHARCHUK, William L.....LSEM1  
 CHIHRIN, Michael.....C2ER4  
 CHRISTIANSEN, Wilson N.....P2AA2  
 CLEROUX, Leo J.....LSEM1  
 CLOUTIER, Yvon J.....LSAM2  
 COCHRANE, Ronald T.....LSTD1  
 COLE, William A.....LSEM1  
 COLLIER, Russel S.....P2TD3  
 CRAIK, Robert F.....LSAM2  
 CRAWFORD, Earl W.....P2RC2  
 CRAWFORD, Ronald F.....P1TD3  
 CREBER, Robert B.....LSCS2  
 CRIPPS, Ivan R.....P2CD2  
 CROSBY, Walter R.....P1PH4  
 CROSSAN, Robert W.....P2EM2  
 CROSTHWAITE, Richard.....LSAR2  
 CURRAN, Benson C.....LSRA3

DAHL, Ronald M.....LSAA2  
 DANIELSON, Lewis C.....LSBD2  
 DAVIES, Trevor B.....LSAR2  
 DECK, Gregory O.....LSEM1  
 de BAEREMAERKER, André F..C2ER4  
 de JONG, Cornelius J.....LSRP1  
 de KERGOMMEAU, Denis M...P2EF3  
 DESCHENES, Jean-Leon J....LSEM1  
 DEW, Stanley L.....LSAA1  
 DOLPHIN, John L.....LSTD2  
 DOUGLAS, George W.....LSQR1

EATON, Arnold J.....P2EM2  
 EDGAR, Douglas C.....C2MO3  
 ELKIN, Patrick J.....LSCK1

FARMER, Alfred C.....LSLR1  
 FELIX, Raymond.....LSRP1  
 FENSKE, Gordon L.....LSAA1  
 FERGUSON, Robert D.....C1ET4  
 FORCIER, Robert R.....P1EM4  
 FOSTER, Gordon D.....P2AF3  
 FREDERICK, John M.....LSRP1  
 FREEMAN, Paul D.....P2EM2  
 FULLER, Stephen A.....LSEM1  
 FUREY, George J.....P1QM3

GALL, Harold G.....LSAA1  
 GAMELIN, Stanley O.....P2EM2  
 GARDNER, Kenneth N.....LSRP1  
 GEORGE, Maurice P.....LSEM1  
 GILLISS, James F.....P1AA3  
 GILMORE, Robert D.....LSQM2  
 GOLDRING, Gerald A.....LSCK2  
 GOODWILL, Neil J.....P1EM4  
 GRABAS, Nicholas J.....C2ER4  
 GRANT, Richard E.....P1TD3

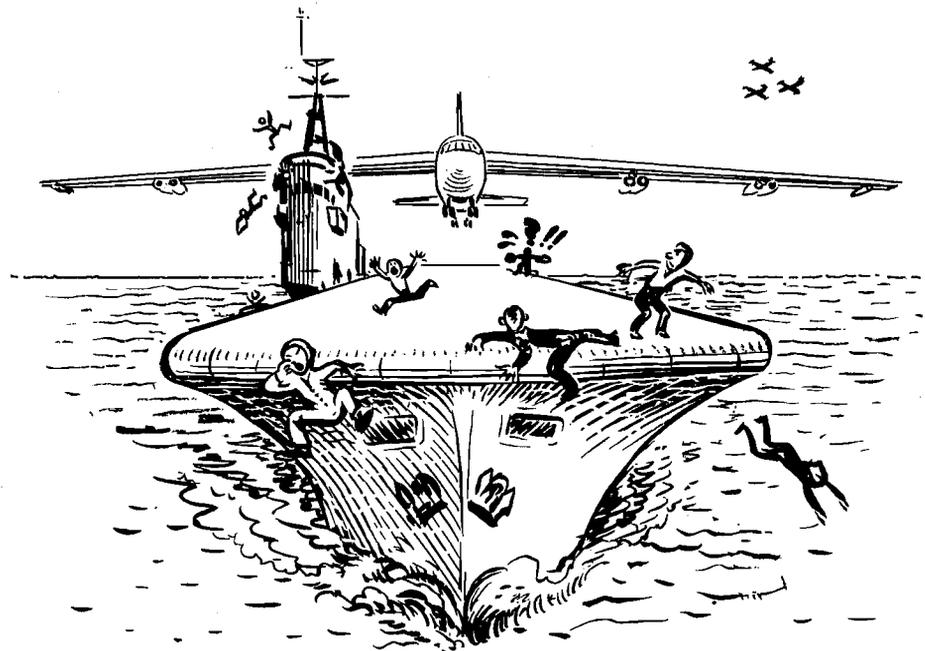
HAGGETT, Winston G.....LSQM1  
 HAIGHT, John R.....C1ER4  
 HALE, Vernon J.....LSEM1

HAMLIN, Ronald S.....C2TD3  
 HANSEN, Jack C.....LSAR2  
 HART, William S.....LSQR1  
 HARVEY, Raymond D.....LSCR1  
 HASTINGS, Edward C.....LSAF2  
 HAYNES, Howard J.....P2EM2  
 HEATON, Cyril.....P2AR2  
 HEMINGWAY, Edgar T.....P1BD4  
 HEMMELGARN, Louis C.....LSAA1  
 HENDRY, Alexander J.....LSEM1  
 HERBERT, Howard F.....LSAW1  
 HILTON, Jack W.....P2EM2  
 HOLLAND, Donald A.....LSSW2  
 HOOVER, Alvin R.....LSEM1  
 HOWE, Gordon C.....LSLR1  
 HOWICK, Leo L.....P1EM4  
 HUGHES, Bernard A.....P1PR3  
 HUGHES, Donald C.....C1Q14

JENSEN, Douglas C.....LSSW2  
 JOBY, Gaston C.....LSAA1  
 JOHNSTON, Claire J.....LSEM1  
 JOHNSTON, Jack.....LSEM1  
 JOHNSTONE, William S.....P2QM2  
 JONES, Leo J.....LSAR2  
 JONES, Leonard M.....LSTD2  
 JONES, Maurice D.....P1TD3  
 JOYNT, Irwin W.....P1RP3

KEEBLE, Arthur R.....LSAM2  
 KELMAN, James L.....P2CK2  
 KENNEDY, Douglas R.....P2EM2  
 KERRIGAN, James R.....LSQR1  
 KESLER, Walter A.....P2EM2  
 KING, John C.....LSRC1  
 KNOX, James R.....P2CR2  
 KOROLUK, William.....LSRC1

LAIRD, Lloyd F.....LSRP1  
 LANE, Charles T.....C2Q14  
 LAPLANTE, Guy J.....P2EM2  
 LARIVÉE, André J.....LSQM1



"That bats! Can't tell a B-52 from a Banshee!"

LAURENCE, Raymond C.....LSAM2  
 LAWRIE, Gerald W.....LSAA1  
 LAURIN, Claude J.....LSSW1  
 LAWSON, Gordon A.....LSVS1  
 LECKIE, Robert J.....P2EM2  
 LEGUERRIER, Robert G.....LSAA1  
 LEMIEUX, Daniel J.....LSSW2  
 LENNOX, Norris W.....C2ER4  
 LEONARD, Norman J.....P2RP2  
 LESLIE, Duncan E.....C1ER4  
 LESLIE, Gerald G.....P2QM2  
 LEWIS, Nelson R.....LSCK1  
 LLOYD, William H.....P2EM2  
 LOCKERBIE, John B.....LSAF2  
 LOUSIER, Donald J.....P1EM4  
 LUNDIHN, Gilbert D.....P2QR2  
 LYTTLE, Robert J.....LSQM1

MacAULEY, Ernest H.....P1EM4  
 MacGREGOR, Stanley J.....P2SW2  
 MacKENZIE, Donald J.....LSQR1  
 McCONNELL, Cecil M.....P2QM2  
 McCUIISH, Kenneth D.....P2EM2  
 McKENZIE, Donald A.....LSEM1  
 McKINLEY, Donald J.....LSRT3  
 McLEAN, Alexander.....P2RP2  
 McNAIRN, James E.....LSVS1  
 McPHADEN, Gordon H.....P2EM2  
 MACKIE, Harvey W.....LSOM2  
 MAGER, Raymond J.....LSCR1  
 MARLATT, Reginald A.....LSAA1  
 MARTEL, Gonzague L.....LSRC1  
 MASKELL, Larry L.....LSAA1  
 MASON, Eric B.....C1SH4  
 MAYER, Albert W.....LSLR2  
 MEDCALF, Peter A.....P1BD4  
 MILLAR, Henderson D.....P2CV2  
 MILNER, Thomas W.....C2BD4  
 MITCHELL, John F.....LSCS2  
 MOAR, James E.....LSEM1  
 MORETON, David R.....P1RC3  
 MOREAU, René J.....P1EM4  
 MOYES, Kenneth S.....C2EM4  
 MULLEN, Alastair M.....LSEM1  
 MURPHY, Thomas E.....LSAM2  
 MURPHY, William P.....P2CV2  
 MURRAY, Thomas S.....LSSW2

NEFF, John.....P2TD2  
 NEWMAN, Donald A.....C2TI4

OLIVER, Arthur M.....P1EM4  
 OWENS, Michael L.....P2AF3

PACAUD, Charles L.....C2EM4  
 PALMER, Donald L.....P2SW2  
 PARKER, Ronald I.....LSAR1  
 PECARSKI, Edmund A.....P1RP3  
 PEGLEY, Frederick J.....P2QM2  
 PEPPAR, Caril R.....LSAA1  
 PERRY, Harold E.....P2AR2  
 PETERSON, Dolphus M.....P2RP2  
 PITRE, Francis J.....LSRP1  
 POWER, Frederick J.....P2EM2  
 PROCTOR, Melvin H.....LSEM1  
 PURDY, Donald W.....LSEM1  
 PUZEY, Donald C.....LSTD1

QUINN, Pearle G.....P2QM2

RACE, John D.....P1ER4  
 RAWORTH, Murray L.....LSOM2  
 REEVES, Albert R.....P1QM2  
 REGELOUS, Glen R.....LSLR2  
 REID, Robert W.....LSEM1  
 RICHARDSON, Kenneth T.....C2QM3

RILEY, Donald K.....LSTD2  
 RIOUX, Maurice J.....LSRC1  
 ROMBROUGH, Wallace O.....P1ER4  
 ROSAMOND, Jack M.....LSAA1  
 ROSS, Henry G.....P2AA2  
 RUDDICK, Raymond H.....P1RP3  
 RUMSEY, Robert F.....P2AR2  
 RUTTAN, Raymond D.....P2TD3

SALTER, William A.....P2EM2  
 SANSON, Richard A.....P2AR2  
 SARAFINCHAN, Mike S.....P2AR2  
 SAXON, William F.....P1TD2  
 SCRIBBANS, Angus N.....LSAF2  
 SEARS, George E.....P2AA2  
 SHERMAN, Harry.....C1PN2  
 SHIELDS, Ronald D.....P2EM2  
 SMETHURST, William E.....P2AR2  
 SMITH, Carman E.....LSRP1  
 SMITH, Desmond L.....P1ER4  
 SMITH, Edward T.....LSCS2  
 SMITH, Leonard E.....LSSW1  
 SMITH, Richard K.....LSRT3  
 SNOOKS, Frederick E.....P2AF2  
 SOMERSET, Nelson J.....LSEM1  
 SOMERVILLE, John M.....LSEM1  
 SPRAGGE, Robert L.....P1TD3  
 SPROULE, Joseph P.....P2PR2  
 STANFORTH, Garry D.....LSEM1  
 STANNARD, Bruce A.....LSQM1  
 STEEL, Andrew H.....P2EM2  
 STEELE, Jack G.....LSEM1  
 STEPHENS, Christian G.....P1EM4  
 STEPHENS, Samuel B.....C2PI4  
 STEPHENSON, Charles W.....C2QI4  
 STINSON, Gordon W.....P2RC2  
 STITT, William T.....C1BD4  
 STOREY, Maxwell L.....C1ER4  
 STREETER, Henry C.....C2SH4

SUTHERLAND, Donald B.....LSRC1  
 SYMES, Douglas L.....LSAF2

TAYLOR, Ronald S.....P1EM4  
 THOMPSON, Francis J.....P2EM2  
 THOMPSON, William A.....LSAM2  
 TOFFLEMIRE, Robert A.....LSRP2  
 TOMKINS, Howard D.....P2QM2  
 TOOMBS, Stanley M.....LSEM1  
 TORRENTS, Thomas H.....C2RP3  
 TRACEY, Douglas J.....P1RP3  
 TURPIN, Harold C.....P2QM2  
 TURTLE, David P.....LSPW1

VERNER, Burston J.....P2PT2  
 VESSEY, LeRoy G.....LSAM2  
 VOKEY, Eric W.....LSPW2  
 VOWLES, Gerald E.....LSQM1

WALDRUM, George M.....LSVS2  
 WARDELL, Kenneth H.....LSTD2  
 WARDELL, William R.....C2EM4  
 WARK, Ronald H.....C2EM4  
 WELCH, John S.....P2EM2  
 WESSEL, Frank E.....P1EM4  
 WESTBROOK, Gordon D.....LSEM1  
 WHEELER, Peter H.....LSVS1  
 WIGG, Stewart W.....LSVS2  
 WILCOX, Gerald J.....P2QM3  
 WILCOX, Howard H.....LSQR1  
 WILLIAMS, Leonard N.....LSAM2  
 WINDER, Wayne E.....LSQM2  
 WRIGHT, Graeme A.....LSCK1  
 WRIGHT, John H.....C2SH4

YOUNG, Lewis H.....LSNS2  
 YOUNG, Merlin R.....P1ER4

ZRUNA, Frank A.....P2OM2

## RCN(R) PROMOTIONS

ALLEN, Harold.....P2VS2  
 ARMOUR, Delores M.....WAME(X)S  
 ATHERTON, Daniel F.....ABBD1  
 AUBIN, Margaret L.....WASS(X)S

BARBOUR, Joseph G. J.....ABEMS  
 BROWN, Thomas Dale.....ABCR1  
 BUCKLE, Llewellyn J. L.....LSQMS

CAIN, Constance Vera....WASS(X)S  
 CHAPMAN, Joanna Mary. WPSS(X)S  
 CLARE, Henry Samuel.....C2MM4  
 CLEMENTS, John D.....ABLMS  
 COURTNEY, John B.....LSNS1  
 CREWE, George V.E.....LSMA1

DESMARIS, Orval J.....LSQRS  
 DEWOLFE, Cecil Reginald.....LSNS2

EKROOS, Allan J.....ABMMS

FERGUSON, Joseph E.....P1SH4  
 FLUTER, Gilbert Gabe.....ABNS1  
 FORTUNE, Bernard J.....LSCR1  
 FURUNES, Mildred.....WASS(X)S

GARRISON, Ronald W.....ABCR1  
 GRAY, James E.....ABBD1  
 GUERARD, Frank M.....LSCR1

HALLIWELL, William A.....C2BD3  
 HAMELUCK, Gladys M....WASS(X)1  
 HAMELUCK, William S.....LSNS2  
 HARWOOD, William G.....ABMMS  
 HORON, Mary.....WLSA(X)2

HOWES, Ralph Leonard.....LSMA1  
 JONAS, Evelyn Irene.....WLMA2  
 JUDGES, Robert A.....ABEMS

KITCHING, Alan R.....ABBD1  
 KNOWLES, Joyce E.....WLSA(X)1

MACDONALD, Cyril E.....C1MR3  
 MACDONALD, Margaret R. WACO(T)S  
 MacKIN, Barbara Anne...WASS(X)2  
 McCAHILL, Mavia E.....WPSA(X)2  
 McDERMOTT, William B.....ABVS1  
 MILLER, Kenneth W.....LSBD2

OSBORNE, Elisabeth C....WACO(T)S

PATERSON, Patricia.....WASA(X)2  
 PAULL, William Arthur....AB(NQ)  
 PERSON, Roger J.....C2ER4

RATHWELL, Norma J.....WLQM1

SCHULTZ, Joseph S.....LSLR1  
 SCHWINDT, Shirley Marie. WAME(X)S  
 SEARS, Gary N.....ABTDS  
 SMITH, Hedley Wilfred.....LSNS2  
 STOKES, Sylvia Mae.....WLCO(T)1

TAYLOR, Robert J.....ABCR1  
 THOMAS, Garfield K.....LSQMS

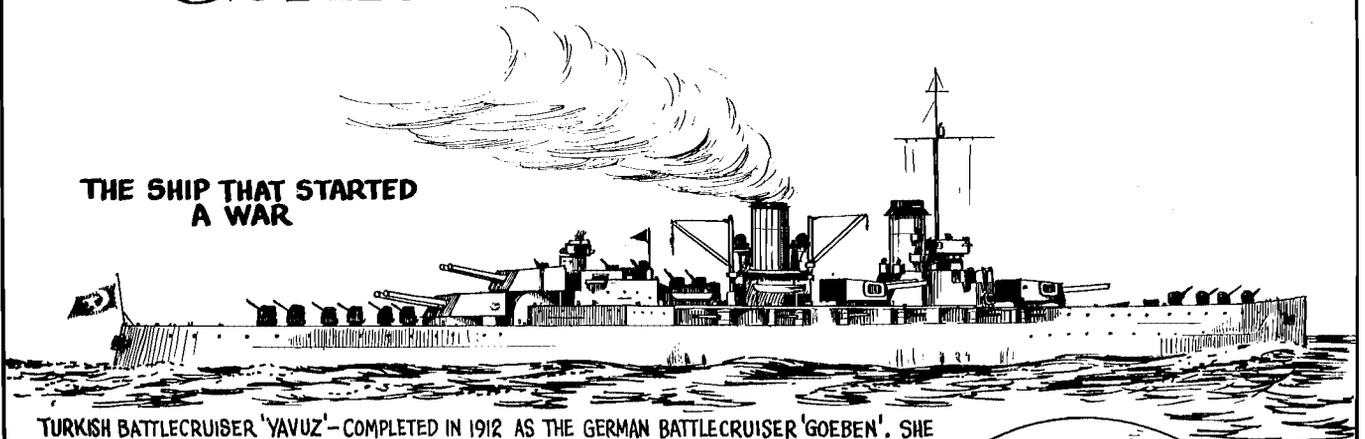
VARNEY, Wilfred G. L.....LSBD2  
 VICKERS, Gordon S.....LSBD2

WATSON, Ernest W.....P1SH3

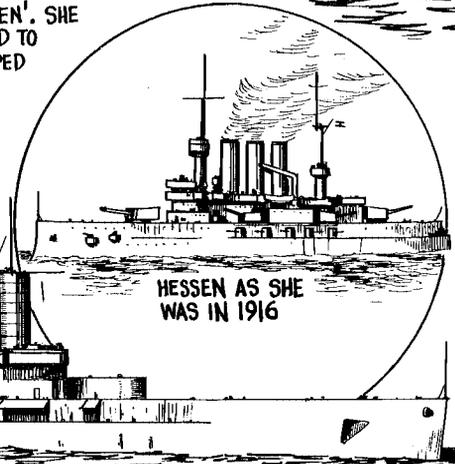
# Naval Lore Corner

Number 46  
Ships with a past...

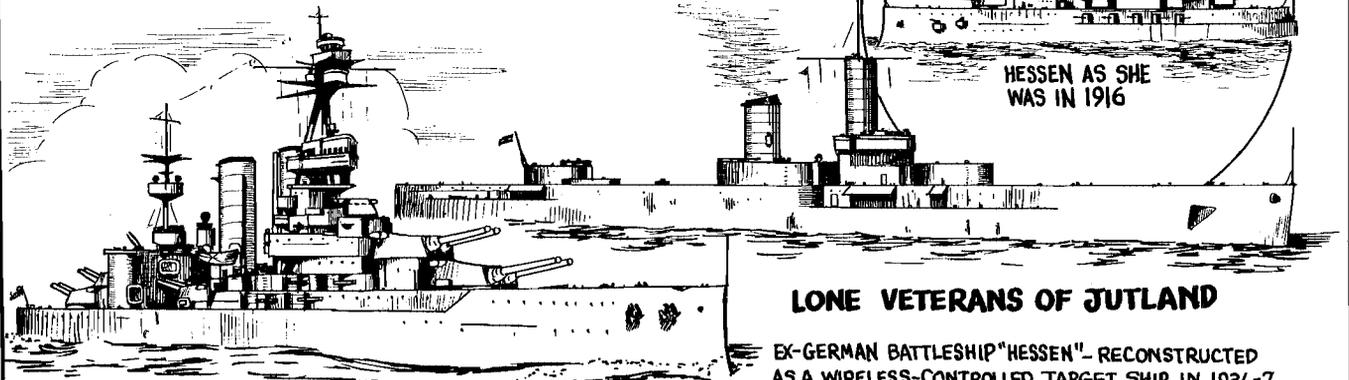
## THE SHIP THAT STARTED A WAR



TURKISH BATTLECRUISER 'YAVUZ'—COMPLETED IN 1912 AS THE GERMAN BATTLECRUISER 'GOEBEN'. SHE WAS CAUGHT IN THE MEDITERRANEAN WHEN WORLD WAR I BROKE OUT AND WAS TRANSFERRED TO THE TURKISH NAVY IN 1914 AS THE 'SULTAN SELIM' AND LATER RENAMED 'YAVUZ'. SHE ESCAPED TO THE DARDANELLES WITH THE CRUISER 'BRESLAU' IN AUGUST, 1914. ON OCT. 29, TOGETHER WITH THE 'BRESLAU' AND A TURKISH SQUADRON SHE RAIDED THE RUSSIAN BLACK SEA PORTS OF SEVASTOPOL, ODESSA AND NOVORSSISK, AND AS THE GERMANS HAD INTRIGUED, RUSSIA DECLARED WAR ON TURKEY. SHE WAS LATER TWICE MINED AND TODAY IS STILL IN COMMISSION...



HESSEN AS SHE  
WAS IN 1916

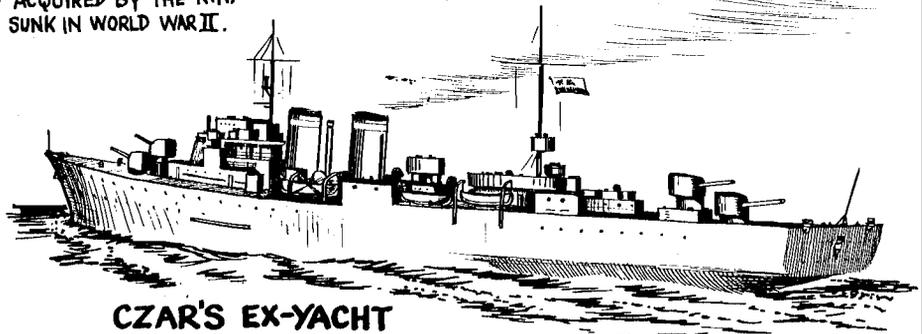


CHILEAN BATTLESHIP "ALMIRANTE LATORRE"—LAID DOWN AS THE "VALPARAISO" IN ENGLAND WAS TAKEN OVER BY THE R.N. WHEN WAR BROKE OUT AND RENAMED H.M.S. CANADA. SHE FOUGHT AT JUTLAND AND WAS RE-ACQUIRED BY CHILE IN 1920. A SISTER SHIP—THE "ALMIRANTE COCHRANE" WAS ALSO ACQUIRED BY THE R.N. SHE WAS RENAMED H.M.S. EAGLE AND WAS SUNK IN WORLD WAR II.

## LONE VETERANS OF JUTLAND

EX-GERMAN BATTLESHIP "HESSEN"—RECONSTRUCTED AS A WIRELESS-CONTROLLED TARGET SHIP IN 1934-7. SHE FOUGHT AT JUTLAND AND WAS ACQUIRED BY THE RUSSIAN NAVY AFTER WORLD WAR II AND RENAMED "TSEL". BUILT IN 1903.

RUSSIAN MINELAYER "MARTY"—FORMERLY THE RUSSIAN IMPERIAL YACHT. LAID DOWN IN COPENHAGEN IN 1893 AS THE "SHTANDART." SHE WAS RE-BUILT AS A MINELAYER IN 1935-7



CZAR'S EX-YACHT



# *The* CROWSNEST



Vol. 9, No. 7

May, 1957

FAR EASTERN CRUISE  
1957

# H.M.C. SHIPS STETTNER ONTARIO JONQUIERE



Lt. Com. G. R. Odae Farlane  
C.D., R.C.N.

Captain R. P. Welland  
D.S.E., C.D., R.C.N.

Lt. Com. C. D. Gibson  
C.D., R.C.N.

**W**HEREAS it is Our Pleasure from time to time to admit to Our Realm such as travel upon the Seas in pursuit of gain, adventure, or satisfaction  AND WHEREAS it has been represented to Us that

was serving in Her Majesty's Canadian Ship when she Crossed the Line and was then duly initiated **IT IS** therefore ordered that he be awarded the honourable title of **SHELLBACK** and this Certificate. **FURTHERMORE** it shall be Our pleasure and duty to bless him with Fair Winds, Favorable Currents and such other amenities as Our bounty doth afford whenever and wherever he shall voyage.

Given at Our Court on the Equator in Longitude 106° East this 26<sup>th</sup> day of February, 1957.

*Neptune - Rex Maris*



- 7 Jan. Left Esquimalt  
16 " Hilo  
22 " Pearl Harbour  
8 Feb. Guam  
15 " Manila  
26 " Crossed the Line  
27 " Singapore  
11 Mrch Hong Kong  
21 " Okinawa  
29 " Yokohama  
18 Ap. Pearl Harb  
3 May. Esquimalt



H. J. SOUSBY '57

# The CROWSNEST

Vol. 9 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1957

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### THE FAR EASTERN CRUISE

It is surely fitting, at this stage in the history of gods and men, that King Neptune, monarch of the briny deep, should take up skin-diving—and anyone who finds anachronisms in the frogman flippers and pony-tail hair-do on the opposite page is an old fuddy-duddy.

Cdr. H. W. S. Soulsby, who, in his retirement, is a Victoria artist and wood-carver, has again produced a lively memento of a notable cruise which took *Venture* cadets into distant corners of the globe.

Actually none of the points visited was south of the equator, but a zig south for a few miles and a zag back again to resume course for Singapore gave a legitimate excuse for holding Crossing the Line ceremonies and welcoming aboard old Neptune and all his uncouth retinue.

The places visited bear names which figure large in youth's dreams of travel and adventure and the cruise afforded glimpses to ships' companies and cadets under training of the mysterious, bustling and, to them, friendly East.

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.

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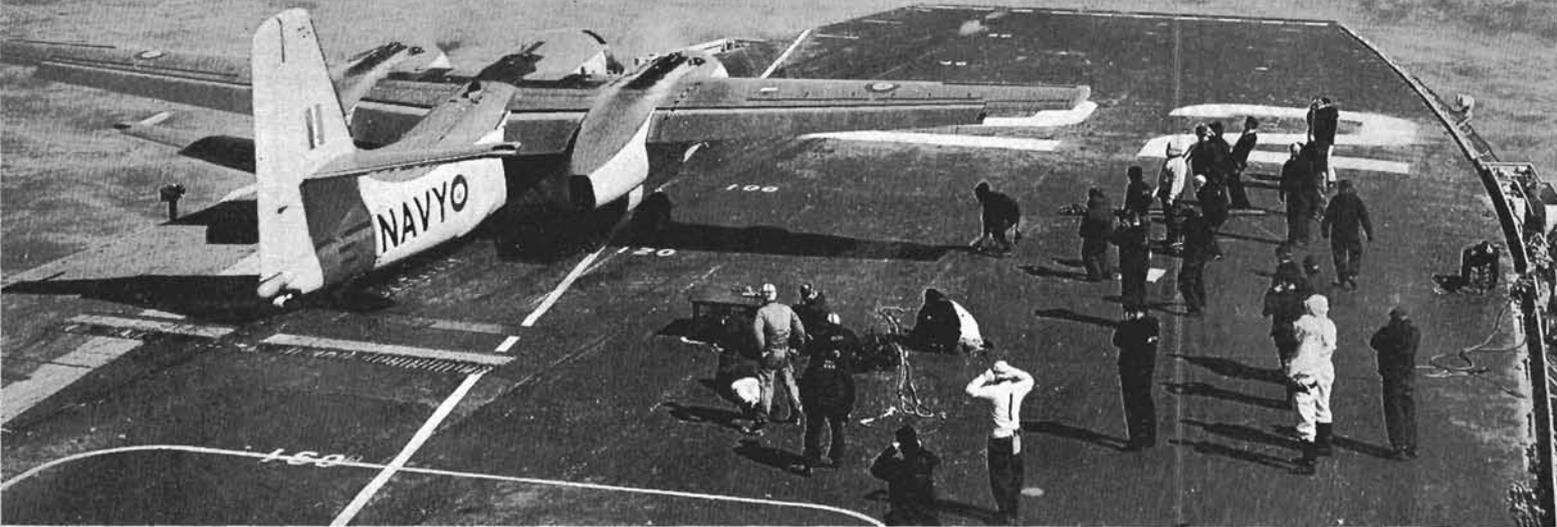
### SUBSCRIPTION RATE

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*The Cover*—Their awnings spread against the warm southern sun, ships of the First Canadian Minesweeping Squadron are shown in Charleston, South Carolina, with U.S. minesweepers and replenishment ships which took part in the annual "Spring-board" operation early this year. The Canadian ships are the *Gaspe*, *Ungava*, *Resolute*, *Fundy*, *Quinte* and *Trinity*.

# RCN NEWS REVIEW



A Tracker anti-submarine aircraft surges forward on the steam catapult of the Bonaventure during flight trials this spring in United Kingdom waters. (BN-608)

## 500 UNTD Cadets Under Training

Nearly 500 cadets from University Naval Training Divisions across Canada are taking summer training in the Atlantic Command this year.

Most of them will receive sea training in frigates of the Seventh Canadian Escort Squadron, which will make three cadet cruises to the United Kingdom and Europe.

HMC Ships *Fort Erie*, *Lanark* and *Lauzon* were to sail from Halifax May 14 on the first of three cruises, calling at Rothesay and Leith, Scotland, before returning to their base on June 15. The second and third cruises will be from June 23 to July 24, and from July 31 to August 30.

The cadets are university students, enrolled in the naval reserve, and in training for commissioned rank.

## RCN Represented At Naval Review

Two Royal Canadian Navy destroyer escorts, the *Assiniboine* and *Ottawa*, were scheduled to take part in the huge United States International Naval Review at Hampton Roads, Virginia, June 8-17.

The naval review is a part of an eight-month celebration known as the Jamestown Festival of 1957, marking

the 350th anniversary of the beginning of the American Colonies.

The invitation to the Canadian Government was extended by the United States Ambassador to Canada on behalf of the United States Navy, the Virginia 350th Anniversary Commission, and the citizens of the Virginia port communities of Hampton, Newport News, Norfolk, Portsmouth, Virginia Beach and Warwick.

Invitations to participate in the review went to NATO powers, to those European nations which participated in the exploration and settlement of the New World, and to Western Hemisphere nations.

From 20,000 to 40,000 foreign sailors were expected to be present in the Hampton Roads area during the review period. The U.S. Navy was scheduled to be represented by at least 50 ships, including 30 ships participating in the 1957 Midshipmen's Cruise.

The anniversary of the London Company's expedition at Jamestown actually falls on May 13, for it was on that date in 1607 the three ships, the *Susan*, *Constant*, *Goodspeed* and *Discovery*, reached the New World.

## Peace Tower Bells Honour Sailors

Robert Donnell, Dominion carilloner, presented a special Battle of the At-

lantic Sunday recital on May 5, from the Peace Tower carillon of the Parliament Buildings.

The program, commemorating those who served in the Royal Canadian Navy and Canada's Merchant Marine during the Second World War included:

"Eternal Father," "Heart of Oak", Handel's "Water Music, Suite", "Panis Angelicus", three sea chancies, "Abide With Me", "O Canada" and "God Save the Queen".

## Ships Call at Colombian Port

The Twelfth Canadian Escort Division, the *Iroquois* and *Huron* paid a four-day operational visit to Barranquilla, Colombia, in mid-April.

This was the first time Barranquilla had seen Canadian ships since February 1934 when the *Skeena*, *Saguenay*, *Champlain* and *Vancouver* paid a similar visit, and it coincided with the first visit to Barranquilla of the new Canadian ambassador to Colombia, A. T. Ford.

The commanding officers, Cdr. D. L. Hanington and Cdr. Noel Cogdon, laid a wreath on the monument of Simon Bolivar, the beloved liberator of many South American countries. On this occasion a 48-man guard was paraded. Officers of the division represented the RCN at the celebration of the 67th anniversary of the Pan-American Union,

which was also attended by members of the consular corps and hundreds of school and university students dressed in their distinctive school uniforms.

In a short speech read by the assistant of the governor, special mention was made of the presence of the Canadian ambassador and the Canadian officers.

The divisional teams put up a good show in soccer, water polo, and shooting matches with the Colombian Navy. The Colombian Navy's soccer team, which was marched on the field singing their national songs and with banners waving, exchanged salutations with members of the Canadian team and presented flags of their naval base.

Conducted tours through the city and the dockyard and to Cartagena, with its old Spanish stronghold, Fort San Felipe, were well attended. The ship's companies took full advantage of the excellent shopping facilities and patronized the many souvenir vendors and soon there were examples of Colombian leather and porcelain in every quarter of the ship. The *Iroquois'* captain even found a stuffed alligator in the refrigerator of the mess on making his weekly rounds. On Palm Sunday, a party was given for a group of 27 orphan boys aged 2½ to 7 years in the *Huron*. All arrangements for the party were under the direction of CPO Al Care, who has organized many similar gatherings with great success.

The people of Barranquilla were most friendly towards our sailors and tried very earnestly to speak English. They were enthralled by the Canadian version of rock 'n roll, and of the calypso, learned in other Caribbean ports of call.

At the end of the visit everyone agreed that the Colombians had treated the ships royally.

### **Third Chaleur Launched at Sorel**

HMCS *Chaleur*, 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 to be launched on May 11 at Marine Industries Ltd., Sorel, Que.

One of the six replacements already is in service. She is the *Frundy*, now serving with the First Canadian Minesweeping Squadron of the Royal Canadian Navy's Atlantic Command.

The *Chaleur* and the four other minesweepers are all scheduled to go into commission before the end of this year.

The *Chaleur* will be the third of the name to serve in the RCN. The first *Chaleur* was an ex-RCMP motor boat which served from 1939 to 1945 as tender to the shore establishment of the



Canada's anti-submarine defences will be given substantial support by the RCAF's new Argus aircraft, an adaptation of the Bristol Britannia. Described by the Air Force as the largest and best-fitted anti-submarine plane in the world, the Argus will have a combat range of 4,000 miles plus, and will be fitted with depth charges, homing torpedoes and other weapons. It will be manned by three pilots, three navigators, two flight engineers and seven communications and electronics personnel, with long patrols conducted on a watch system. (PL-106501)

Naval Officer-in-Charge, Quebec, an establishment which also bore the name "*Chaleur*".

The second was a Bay class coastal minesweeper commissioned on June 18, 1954, and turned over to the French Navy on September 30 of the same year, at which time she was re-christened "*La Dieppoise*".

### **Training at Sea For Reservists**

Reserve personnel from *Malahat*, the Victoria naval division, and *Discovery*, the Vancouver division, went to sea in three frigates of the Fourth Canadian Escort Squadron during the week-end, April 26 to 28.

The frigates *Ste. Therese* and *Sussexvale* left Esquimalt for Seattle on April 26 with *Malahat* personnel embarked.

The *New Glasgow* embarked *Discovery* personnel in Vancouver and then rendezvoused with the two other frigates en route to Seattle. The *New Glasgow* earlier took 75 Queen's Scouts and Counsellors from Esquimalt to Vancouver.

The purpose of the cruise was to provide sea training for RCN(R) personnel from the two naval divisions.

### **German Sailor "Maggie" Patient**

An emergency appendectomy was performed on a German merchant sea-

man in mid-Atlantic during April in the *Magnificent*.

The *Magnificent*, en route to Devonport, England, for return to the Royal Navy, received a request Saturday for assistance from the Lubeck Line steamship *Senator Possehl*, bound for Baltimore, Maryland.

The Canadian carrier reached the German ship at a position nearly 1,100 miles out of Halifax and transferred the stricken seaman. The appendectomy was performed by the ship's medical officer, Surgeon Lt.-Cdr. R. B. Irwin.

The operation was successful and the seaman convalesced in the *Magnificent* until she reached the United Kingdom on April 18. The carrier sailed on April 10 from Halifax where she returned last February following transport of troops, vehicles and supplies to Egypt for the United Nations Emergency Force.

### **Constables Take Courses at Naden**

Four special constables of the Royal Canadian Mounted Police, S. B. Green, C. E. McFarlane, R. W. Copeland and J. O. Hooper, took refresher courses at *Naden* in life-saving, rope-climbing and other subjects.

The constables were awaiting the completion of their new patrol vessel, and took advantage of the opportunity to work out with *Naden's* P and RT Staff.

## Labrador's Visits Draws Praise

Praise for the furtherance of good relations between Canada and Denmark by the Navy's Arctic patrol vessel *Labrador* on her recent visit to Copenhagen in April has been given by Canada's ambassador to Denmark in a report to the Department of External Affairs.

"No ship of the RCN could have commended itself more, either to the general public or to Danish officials than did this ship which has done so much excellent work in the Arctic during the past three years," H. F. Feever, the ambassador, reported.

"Captain (T. C.) Pullen and his officers added greatly to the store of goodwill which has been built up in Copenhagen in the past through visits of other RCN ships, while the scientists on board made innumerable contacts with their Danish colleagues which will be of great value to both countries.

"Lastly, through the really excellent publicity which appeared in the press and on television, citizens of Denmark were made acutely aware of Canada's activity in a field which, because of Greenland, is of particular importance to this country (Denmark)."

During the visit the ship was open for a series of tours, including those by scientists, naval and marine groups, and children.

In addition there were a large number of visits carried out by the ship's officers and men, and the Canadian scientists aboard, to both official and unofficial activities ashore.

The *Labrador's* commanding officer laid a wreath on the memorial honoring Danish sailors killed in the Second World War and gave a lecture at the Danish Recognition School among his other activities. Displays were put on by both the *Labrador's* "frogmen" and her helicopters.

## U-Boats Entered St. Lawrence 15 Years Ago

OBSERVANCE of Battle of the Atlantic Sunday, commemorating the services of the Royal Canadian Navy and Canada's Merchant Navy in the Second World War, took place this year on Sunday, May 5. On that day, in naval establishments from coast to coast, in ships of the fleet and in numerous churches, special services and observances were held and tribute was paid to those who served and gave their lives at sea.

Battle of the Atlantic Sunday this year fell almost 15 years to the day after Nazi U-boats first pressed the sea war up the St. Lawrence River and Canadian sailors fought and died within sight of the shores of their homeland.

U-boats struck in the St. Lawrence at a time when escort vessels could be spared only at great sacrifices from the North Atlantic convoy lanes.

The first attack occurred on the night of May 11-12, 1952, off Cap des Rosiers on the Gaspé coast. The British freighter *Nicoya* and the Dutch freighter *Leto* were sunk. The survivors, wounded, shocked and coated with oil, landed on the hitherto peaceful shores of the St. Lawrence.

Later that summer, an enemy torpedo shook the surrounding district of that same Gaspé village as it ran on to the beach and exploded after missing its mark.

A hastily-organized convoy system was brought into force but Canada could provide only make-shift escorts. A few days after the sinkings, the inaugural convoy sailed from Sydney, Cape Breton Island, for Quebec City. A lone minesweeper, HMCS *Drummondville*, guarded a lone merchant ship.

A lull of nearly two months followed and then the U-boats struck in earnest. Shortly after midnight of July 6,

three ships of a convoy of 12, escorted by the same single minesweeper, went down off Cap Chat.

Corvettes, destined for the North African campaign, destroyers and more minesweepers were despatched to the St. Lawrence area and United States warships guarded convoys routed through the Strait of Belle Isle.

That summer, 20 merchant ships were sunk in the St. Lawrence River and Gulf area, the armed yacht *Raccoon* was lost with all hands and the corvette *Charlottetown* went down with a loss of nine lives. As the winter approached, a U-boat torpedo sank the Sydney-Port Aux Basques ferry, the SS *Caribou*, with a loss of 136 lives. One of the victims was the only woman member of the Canadian Navy to die as a result of enemy action.

The St. Lawrence campaign had brought the war home to Canada even more strongly, but its bitter cost was only to strengthen the will to win.

And yet it was but a part of the whole battle.

The Battle of the Atlantic was not simply a naval engagement; it was a campaign which filled years of time and involved more merchant vessels than it did naval vessels. The courage of the merchant seamen, many of them Canadians, who sailed in their slow, heavily-laden ships, was a factor without which the five-year-long struggle could not have been won.

The losses on the North Atlantic were heavy. In the month of July 1942, alone, 93 merchant ships, totalling 486,965 gross tons, were sunk by the enemy. This represented a loss of more than three ships a day for 31 days.

The Atlantic battle began on the first day of war. It did not end until the last enemy submarine had surrendered. It was the longest battle of

the war and it was fought sometimes against great odds.

The Canadian navy entered the war with no more than 11 effective fighting ships, including five minesweepers. It was to expand to a force of nearly 400 ships, supported by a trained and determined complement of 90,000 men and 5,000 women. It had started with less than 1,500 men.

The cost of the war to the Canadian navy was nearly 2,000 dead and 319 wounded. A total of 32 warships was lost. Most of this toll of men and ships was exacted on the Atlantic; yet it was on this ocean that the RCN made safe the crossing to Britain of 25,343 voyages of merchant ships burdened with 181,643,180 tons of supplies.

On May 5 of this year, today's navy honoured that of the Second World War. Many of those who attended the services and observances had served and, in looking back, they were able to compare and find their purpose the same.

In some ways, the naval role today is even more vital to the defence of the country. Fifteen years ago, the battle was against the attackers of shipping in Canadian waters and, in one instance of miscalculation, a torpedo exploded ashore on a comparatively remote Canadian shore-line.

Today, it is not a misguided torpedo exploding on the beach near a Gaspé peninsula village that is the threat, but rather the long-range guided missile with which the modern submarine can send destruction into the heart of Canada's major industrial areas.

The naval personnel manning the ships equipped to deal with this threat today have as their inheritance the memory and the reputation of those who fought so hard and so well in the Battle of the Atlantic.

# FAMILY BUDGET HELPS TO BEAT COSTS

## *Careless Spending Direct Route to Unhappiness*

**I**N A TIME of rising prices and rising standards of living, it is a simple matter to find oneself plunging head over heels into debt. Sometimes financial difficulties are the result of death or disaster; just as often they arise from a failure to curb spending until debts have reached the point of no return.

"Annual income twenty pounds, annual expenditure nineteen, six, result happiness," said Mr. Micawber, "Annual income twenty pounds, annual expenditure twenty pounds, ought and six, result misery."

Customs have changed since Dickens penned these words and most families, like most governments (Canada is among the exceptions), go in for "deficit financing". It is quite likely that business and industry would grind to a dismal halt if everyone suddenly stopped buying cars, television sets, furniture and homes on credit. On the other hand, an excess of such buying produces inflationary pressures which reduce the real value of the dollar and, in individual cases, can result in financial ruin and despair.

A little over three years ago the Royal Bank of Canada dealt in its "Monthly Letter" with the subject "Planning Personal Financial Stability". The sensible advice which it gave was so widely appreciated that the letter has since been re-issued. The secret of staying on an even financial keel, according to the "Monthly Letter", which appears

below with the permission of the Royal Bank, is preparing and abiding by a family budget. The bank distributes a "Family Budget Book" free of charge and similar books can be obtained from other financial institutions.

A word of warning. A budget is unlikely to work unless there is perfect honesty and agreement between members of the family preparing it. Trying to keep up with the Joneses can be equally fatal, if the Joneses happen to be people with superior income or inferior spending habits.

In any event, the following article will bear careful and thoughtful reading. Even where agreement cannot be reached on establishing a budget, many useful pointers are to be found on the husbanding of resources and making ends meet.

**F**INANCIAL difficulties are distracting. They make it difficult for a person to do his best work. They lead to health-destroying worry. They are not of the sort that if you leave them alone they will go away.

Our trouble is that while we plan in some detail for most of life's activity, we neglect a vitally important step if all the other things are to work out well. We fail to make our money behave as it should.

We become irritated when we see men and women with similar or smaller

incomes getting more enjoyment out of living than we do. They seem always to have money with which to enjoy the bigger and better things which we miss so much. They have peace of mind, too.

This Monthly Letter is written with the idea of giving hints and outlines of plans leading toward a sound financial system. Having a plan on paper is the only way we know of to tackle the problems of getting out of debt, making ends meet, acquiring the things you want, achieving security and saving money.

The plan you wish for is one that will help you decide where you want your money to go, send it there, and show you the score.

It will bring your desires and wishes for your family into focus. The act in itself will help you to decide which attainments mean most to you. From that point you can go on to divide your income to the best advantage, control expenses so as to get greatest life values, and provide the material security which contributes so greatly to serenity of mind.

There is nothing miserly about planning in this way. Some people are inspired by the idea of putting money aside for a rainy day—which is wholly commendable—but they carry their obsession to the point where they seem to be always expecting another deluge. Ring Lardner says in one of his stories about Louis, who was saving for a rainy

## *Don't Sell the Hide Before You Shoot the Bear*

". . . We all know that Canadians are faced with problems as well as blessings.

"One rather disturbing feature in recent months, is the rapid increase in consumer credit. At the present time Canadian consumers have bought about two billion, four hundred million dollars worth of goods more than they have paid for. In other words they have reduced the purchasing power that would result from their future earnings by pledging almost two and a half billion dollars of that purchasing power to pay for goods that have been delivered to them already.

"I find it difficult to realize what two and a half billion dollars does mean and I have to reduce it to an average per head to appreciate what it is in relation to the earning power of one

individual and that is not too difficult an operation. My colleague, the Minister of Finance, said here in Toronto a few days ago that this amounted to about \$700 per family. But of course there are some families who do not buy on time terms, and for those who do the average would be higher.

"My own guess would be along these lines: Our population comprises about five million workers. If we consider that probably one-half of them do not go into debt it means that for the other half each of them has pledged himself to do about a thousand dollars worth of work sometime in the future to pay for goods which have already been delivered to him. That is a trend which I do not like to boast about. It seems to mean that automobiles and radios and televisions sets and refrigerators

and deep-freezers, yes, and even articles of clothing have been bought and are being used and are depreciating in value and will have to be paid for out of future earnings at the cost of being prevented from using those future earnings to acquire the goods that may be needed while those earnings are being made.

"A lot of us—too many of us it seems to me—have been cashing in on bear skins before we have shot the bears. Old-fashioned folks used to say down where I come from: 'Il ne faut pas vendre la peau de l'ours avant de l'avoir tué!'"

—From an address by Rt. Hon. Louis S. St. Laurent, Prime Minister of Canada, at a banquet in his honour in Toronto on November 15, 1956.

day: "his wife had long ago given up praying for rain."

Thrift is good management of money. It means getting the most for your money over a long period of time. Sometimes it means deferring spending now in order that we may have more to spend later.

**T**HE IMPORTANT THING is for everyone to decide what is worth most to him, and then lay plans to get it.

Human wants and desires are inexhaustible, but choices must be made between them because our resources for satisfying them are limited. The purpose of a budget plan is to give us a sharp picture of what is available for our desiring, and then show us how to buy the greatest material satisfaction possible.

A survey among stenographers a few years ago showed wide variety in the spending of identical salaries. One girl would skimp on food so that she might have an apartment instead of a room; another would walk to the office to build up a fund for buying books; others saved on these and other items so that they might always be well groomed.

These stenographers had weighed their wants, and had decided that the sum they spent in their way would give them more satisfaction than if they spent it in any other way.

In his popular book "The Mature Mind", H. A. Overstreet tells of Buddha's search for happiness. Buddha tried out experiments on himself—many of them extreme and more or less futile—like trying to live on a few kernels of corn. He wandered about observing people in all their miseries. After a while he made what he thought was a decisive discovery: men are miserable because they desire things, and because desire can never wholly be satisfied.

As an example, consider the man who wants a home, a car, and an independent income 15 years hence. From a financial point of view, each will require about the same investment spread over these years. The man whose income will carry only one of them must choose what one. If he tries to handle two of them he automatically hurls himself into financial trouble, deprivation in other areas of life, the spectre of debt, and worry that saps his health so as to destroy his enjoyment.

**M**ERE MENTION of the word "security" is enough to panic some people into frantic search for a coveted key to happiness. If Abraham

Lincoln were living today in the circumstances from which he worked his way to greatness, he would be certified as underprivileged and insecure. H. T. Webster drew a cartoon in his satiric vein, in which he pictured Lincoln's log cabin bearing a sign: "ill-housed, ill-fed, ill-clothed."

Security today too often means being taken care of, and not as in Lincoln's mind and time the outcome of a constant relationship between effort and reward.

Actual security does not exist in human life, but the feeling of stability may be found by every man, each within his own environment. It is relief from tensions and anxieties and the gratification of wishes.

A happy man needs opportunities of adventure almost as much as he needs security, but he requires a stable base from which to operate, and to which to return.

To build personal financial stability lies within ourselves to a greater degree than some like to admit. To spend wisely, to anticipate money needs and prepare to meet them, to avoid obligations which cannot be met: these are steps toward stability of an enduring sort.

A moderate income, wisely used, will enable a man to live reasonably well, to build adequate financial protection for his family, and to provide for his own financial worries. But such a happy state of affairs does not come about by chance; it must be planned.

**S**OME PERSONS object to a budget plan because they say something unexpected may happen to upset it. Of course it will. But without a budget you just worry hopelessly: with a budget you know where the squeeze can be applied on routine items so as to take care of the unexpected.

It is a fact uncovered by research people that financial emergency is not so much caused by expenditures on food, clothing and shelter, even on too-high scale, as it is by failure to provide adequately for emergencies. Everyone should try, as a primary call upon income, to build up a reserve fund.

This is not so difficult as it may appear to the person who is giving his first attention to budgeting. One tabulates all the emergencies he can think of which are likely to occur; then he determines which of them can be shifted to risk bearing institutions, such as insurance companies, health contracts, and so forth; and finally he determines what amount is needed in liquid form and how much should be put into interest-earning funds.

Many people have written about the size of this reserve fund, but, helpful as such suggestions may be as rough guides, it is impossible to set fixed amounts. No two families have the same conditions, either of income or outgo. No two families encounter the same emergencies, illnesses, fires and accidents. No two families build up the same standards on which they wish to live, standards dictated by business connections, church affiliations, social traditions, school activities, and so on.

Insurance offers the easiest way to provide what is decided upon as protection against life's usual hazards. People insure to protect dependents; their insurance is a system of transferring the individual risk to a group in exchange for payment of a premium. "Insurance brings the magic of averages to the rescue of millions," as Churchill once phrased it.

That is for protection. To get ahead financially, a person needs a savings program.

**T**HERE IS LITTLE satisfaction in putting away \$5 or \$50 a month just to see the money accumulate. The real joy is in having an objective, a desire for the future which our saving will enable us to satisfy. There is true contentment in looking back at the end of a year and seeing how, by refraining from frittering away money on things not really needed at the time, or not wanted very much, we have money in the bank to apply toward something ardently desired.

Savings should not be left lying around in dresser drawers or in desks. That practice has led to many heart-breaks because of theft, and it is dangerous, too, in the temptation it gives the owner to break into the savings for something of momentary appeal. A bank savings account is easily opened; the pass book becomes not only a good record of savings and accumulated interest but a source of inspiration and confidence.

Samuel Pepys wrote in his diary on February 16, 1660: "I by having but 3d in my pocket made shift to spend no more, whereas, if I had had more I had spent more as the rest did, so that I see it is an advantage to a man to carry little in his pocket."

With the emergency fund and savings taken care of, it is time to think of investment in securities.

To be classified as an investment, any stock or bond should possess at least these three qualities; safety of principal, conservative income, and saleability. While saving is a program of gathering funds for specific purposes,

investing is a program of using funds to earn money which will be available when wanted.

Formerly a matter for only the rich, today sees investment open to every worker. This spreading of ownership in corporate enterprises is one of the better features of our recent industrial and financial history. Canadian banks, for example, have some 66,000 shareholders ranging from men and women with one \$10 share each to some families which have many shares.

**M**ANY of our financial difficulties are caused by failure to make proper provision for the expenses which must be met periodically during the year, such as insurance premiums, taxes, Christmas, furniture, fuel, clothing, vacation, and retirement fund or annuity payments. The budget is planned for yearly spending. It is hopeless to try to operate a budget on a weekly or monthly basis, because all weeks or months have not the same obligations.

The best way is to set up an annual estimate of your expenses and then divide it into periods corresponding to your income receipt, weekly or semi-monthly or monthly. The sums being collected toward items which come up infrequently should be set aside every day in cash or in a bank account earmarked for the purposes they are to serve.

Count the number of pay days from now until the time the bill falls due, and figure the amount it will be necessary to save each pay day. If \$25 will be due in five months, you will need to put aside an average of \$5 a month: but once you get your budget rolling the \$25 obligation recurring a year later will take only a little over \$2 a month.

In all this planning it is well to allow a margin to cover short guesses. Few of us can see clearly enough into the future to be certain of all our calculations. A saving and investment program is a great protection and comfort, because the fund accumulated there can be switched at will to meet new demands or changes in desires.

**W**HEN YOU DECIDE to budget, start right now. The time of year doesn't matter, nor age, nor the state of your finances. Your only chance to control your money is before it is spent, and that applies whether you are a freshman in university or looking forward to retirement. Cato, the old Roman, started studying Greek when he was around eighty. Somebody asked him why he was beginning so large a task at such an advanced age. Cato said

dryly that it was the youngest age he had left—and went on studying.

Budgeting can be undertaken by degrees, and enlarged from time to time. The longest part of the journey is the first step. It is difficult because usually there are no adequate accounts of the preceding year's experience from which to take off.

Most family expenses fall into a fairly constant pattern, repeated month after month, and a skeleton can be built up from receipted bills and the family's recollections. Then proceed to jockey the items around until estimates of expenditure match income.

There is no such thing as a "standard" budget that will exactly fit your circumstances. No one else can know as well as you yourself what you need and want.

The object—to make your money do what you want it to do in catching up with the past, caring for present needs, and building your happiness for the future—should be achieved with as little detail as possible. All you need for budgeting are a simple budget book and a place to keep papers. Don't go in for involved bookkeeping; don't buy an elaborate and expensive set of books (some institutions, including this bank, provide adequate budget books free); don't set limits that are impossible to keep; don't be so stern with your impulses that your budget becomes a kill-joy (remember, you are keeping it in order to get more of what you want most); and don't be afraid to revise your budget in accord with what experience teaches.

**I**T IS PROBABLY safe to say that most failures in budget making are due to one of two things: trying to make a budget fit into some preconceived form or formula, or getting discouraged after too short a trial.

Obviously, no formula budget, based perhaps on percentages of income to be spent for various items, will suit all families. Desires, standards and resources vary too greatly—and it should be recognized, too, that not all persons are able to exercise the same degree of restraint in spending.

Some families get off to a bad start because they try to save too much. Favourite dishes disappear from the table, the children's pocket money is cut, tempers become frayed, and everyone is thoroughly uncomfortable until the good intentions collapse and a retreat is made to the old haphazard way of operating.

Budgets may fail because they are only resorted to in time of trouble. It is not fair to panic into budgeting when

the family finances are in big red figures, and then, having weathered the storm, to go back to the old way pending a new crisis.

The budget must be made to work out in day-to-day buying. There is no use in cutting your paper estimates for clothing, entertainment or incidentals and then doing nothing practical about it. The expenses do not shrink automatically because you have put down smaller appropriations in your budget.

**G**ETTING into debt is a destroyer of well-organized budgets. A survey was made by the U.S. Bureau of Labour Statistics into the spending habits of 10,813 families in 91 big, middle-sized and small cities. The average family had \$4,300 left to spend after paying about seven per cent of its original income in taxes. It actually spent \$4,700. The \$400 gap between income and outgo was bridged by piling up debts, tapping the family savings, and, in a few cases, by windfalls such as gifts and inheritances.

There are dozens of reasons why families find themselves in debt, but families with spending plans can meet most emergencies, and they have fewer unpaid bills than families which run finances haphazardly.

The first step toward getting out of debt is to list and total up unpaid bills; then reduce expenditures to a minimum which will not endanger health; then systematically apply net income to reduction of the debts. If a budget plan is explained to creditors they will be likely to respect your businesslike proposal for regular payments.

Instalment buying has contributed to the extra comforts enjoyed by thousands of families. It is not objectionable if only a manageable part of future earnings is used and if the interest charges are not abnormally high. It is abuse of the plan, buying beyond one's means, that prevents many salaried workers from getting ahead toward financial stability.

To whatever extent a family decides to go into instalment purchases, it must protect its budget position by care and planning. Payments need to be met, and they form a peremptory claim upon income. This same stricture holds true with regard to charge accounts, which may be used safely if the budgeteer knows in advance what purchases are planned, and makes sure that the money will be available to meet the bill.

Personal debt can cause an enormous amount of sorrow, but credit properly managed may be a way of increasing happiness. The difference is, again, one

of choices. Borrowing within your capacity to make improvements in property that will enhance its value, or to install a labour-and-money saving machine, or to pay for education which will increase earnings—these are choices which will pay well.

Borrowing to get out of debt—consolidating debts, as it is called—is sometimes justified. If you have bonds or other stock holdings, it will probably be better to borrow from the bank on their security than to sell them. When you sell an investment, you are killing the goose that lays the golden eggs; when you borrow on an investment you simply let the bank hold the goose as security, while you still get the golden interest eggs.

Anyone can find out for himself whether he has good credit. Look at your budget, and if you find anything left over each month after making provision for paying living expenses, meeting future bills, reducing past debts, and building the emergency fund—what is left is the measure of your capacity to meet new credit obligations.

**B**UDGET-MAKING is primarily a family affair, though it can start individually with young people just as soon as they attain the stature of having a personal allowance. A school or university student has the same reason for planning expenditures that everyone has: to make money to do the most possible in providing happy living.

Two or three hints may help in budgeting at all ages. Don't let anyone dictate how to spend your money. You know your ambitions: what you have to do is sit down with pencil and paper and devise the means whereby the money you have and what you reasonably expect to get will achieve what you want.

Don't be influenced by your parent's scale of living. They have been many years in reaching that point, and it is witless to think that you can start out from there, basing your starting scale of living on their attained goal. Be independent of neighbours' and friends' standards of living. Build your own plan to fit your own combination of desires and income.

Throughout this Monthly Letter reference has been made to the budget in terms of the family. That is as it should be, because a budget must be a combined effort. Research in Chicago showed that 40.2 per cent of the desertion cases were rooted in financial tension between husband and wife, while 45 per cent of cases of cruelty had behind them financial tension.

Page eight

These grim reminders of the disturbing things that may happen when cooperative money management is neglected should spur every family to take united protective action at once.

A budget session, with all the family participating in planning the future realistically, should be more interesting than a radio program. Naturally, every member of the family cannot have an equal voice. The major contributors to the money income and the real income have a right to a major voice in decisions, and they have acquired skill and experience. But everyone can have a say in deciding what the family and its individual members expect out of life this year, next year, and other years. Then let them make appropriations that are in keeping with the realities of available and expected income.

**I**T MAY SEEM like a lot of effort to work out a budget plan for a family and to calculate carefully what will bring the greatest gain, but a valuable thing is all the more precious to us if it has been won by effort and thought.

To provide financial stability by eliminating wasteful spending and encouraging useful saving; to build up toward what a family believes to be its best standard of living: these are what good budgeting offers. To be prepared for jolts, to predict and to influence to some extent the family's future, to fit the economic facts of life to one's possibilities and opportunities: these are achievements that are worth trying for.

To find out, in the process, that the family is a unit in desiring the good of all rather than the greedy pleasure of each; that happiness is won by groups far oftener than individually; and that hospitable entertaining has less to do with extravagant spending than it has with the way you say "come over this evening"—these are by-products of budgeting that are beyond price.

A well-carried-out budget plan offers stability, freedom from fear and worry, happier family relationships, increased efficiency, and personal satisfaction.

All this results from answering in the affirmative the key question, and then doing something effectively about it: Are we planning our spending habits on the basis of what we want from life?



Even with their fancy fins, the new cars can't hold a candle to the graceful lines of Canada's ultra-modern destroyer escorts. Dominating the jetty side scene at Key West, Florida, are the Ottawa and the Saguenay, in for a visit after exercises in the Caribbean. (DNS-17257-101)

# OFFICERS AND MEN

## **Cruise Ships Mark Crossing of Line**

On February 26, by permission of King Neptune, three of Her Majesty's Canadian Ships crossed the Equator and observed appropriate ceremonies while en route to Singapore from Manila.

They were the cruiser *Ontario* and the frigates *Jonquiere* and *Stettler*, during their four-month training cruise to the Far East with 117 officer cadets of HMCS *Venture*.

Crossing the line meant a weird but wonderful experience for several hundred "tadpoles" who attended King Neptune's court to be initiated into the "Ancient Order of the Mysteries of the Deep" by the "shellbacks" on board.

The following day, February 27, the ships arrived at Singapore to mark another event, the third anniversary of the *Stettler* in her present commission. Since her recommissioning at Halifax on February 27, 1954, the *Stettler* had steamed 80,000 miles, much of it on training cruises similar to the one on which she is now employed.

The last port of call of the ships before Singapore was Manila where they visited from February 15 to February 22. Previously they had called at Hilo and Pearl Harbour in Hawaii, and Guam.

During the week-long visit to Manila, in addition to the battle-scarred city, claimed to be the second-worst bombed city of the Second World War, next to Warsaw, the Canadians toured the famous battlefields of Bataan and Corregidor.

As a farewell gesture of good will, the officers and men of the three ships were voluntary blood donors to the Philippines National Red Cross community blood bank.

During the visit to Singapore, the ships companies of the three ships were given a royal reception.

For the six days they spent there, the officers and men enjoyed tours of the city, the island and neighbouring Johore Bahru in the State of Johore. They were also taken on a most interesting up-country trip to a rubber plantation and factory. Sailors are enthusiastic photographers and movie cameras whirred, while cameras clicked everywhere.



Major-General E. C. Plow, General Officer Commanding Eastern Command, and Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, were both on the compass platform of the *Crusader* when she came to her berth at Ireland Island, Bermuda, early in March. General Plow took his annual leave to travel to San Juan, Puerto Rico, in the *Crusader* and back to Halifax in the *St. Laurent*. Admiral Bidwell witnessed spring exercises of the First and Third Escort Squadrons with HM Submarine Alliance and also visited Kingston, Nassau and Norfolk during his 34-day inspection cruise. (CU-1276)

Social activities were many and varied. Junior officers and cadets were entertained at a dance given by the Flag Officer, Malayan Area, and RCN "Jaycees" were shown the town by their counterparts in Singapore. Chinese food was extremely popular with the visiting Canadians.

Games between the sailors and local groups included soccer, golf and squash against teams from the Royal Navy base and softball against a representative team from the American Consulate.

The highlight of the visit was the day 3,700 Singaporeans visited the *Ontario* as she lay at anchor in Man-o'-War Bay. They came to the ship in every conceivable type of craft, sampans, fishing boats and ship's boats. Climbing everywhere, they closely examined the Canadian cruiser and enjoyed every minute of their time on board.

As the Canadian ships sailed from Singapore, a destroyer of the Royal Navy towed a target at high speed for the *Ontario's* six-inch guns and Royal Air Force jet aircraft made high speed passes at the ships.

From their obvious enjoyment of their visit, the Canadian sailors will retain fond memories of Singapore for a long time to come.

## **"Father Mike" to Retire in June**

Rev. Michael Patrick MacIsaac, who has been Senior Roman Catholic Chaplain of the Royal Canadian Navy for the past 12 years, and who is known throughout the Fleet as "Father Mike" will proceed on retirement leave in June.

He will be succeeded as Chaplain of the Fleet (RC) by Chaplain Ronald MacLean, who is now Command Chaplain (RC) of the Flag Officer Atlantic Coast. Father MacLean will be promoted to Chaplain Class V.

Rev. Joseph Edward Whelley has been appointed Command Chaplain (RC) Atlantic Coast, effective June 6.

"Father Mike" was to have retired in August 1956 but, following the tragic death last year of his assistant Chaplain Richard M. Ward, he agreed to re-



Rev. M. P. MacIsaac ("Father Mike"), who has been Chaplain of the Fleet (RC) for the past 12 years, will go on retirement leave in June and will be succeeded by Rev. Ronald MacLean (right), who has been Command Chaplain (RC), Atlantic Coast. (O-7510); (OC-005-2)



main another year. Father Ward lost his life when a jet aircraft crashed into the convalescent home of the Grey Nuns of the Cross, near Ottawa, where he was the convent chaplain.

Chaplain MacIsaac was born in Glace Bay, N.S., on December 26, 1901, and was educated at St. Peter's Rectory in Saint John, N.B., the Redemptorist College in Montreal, and in other Redemptorist schools in Canada and the United States.

Ordained in 1928, he served for the next 10 years as a missionary in parishes from the Great Lakes to Victoria. He entered the Royal Canadian Navy in November, 1941, and served in HMCS *Stadacona* and on the staff of the Commanding Officer Reserve Divisions in Toronto.

In January, 1944, he was appointed senior chaplain on the staff of the Senior Canadian Naval Liaison Officer in London, England, and later became Command Chaplain (RC) to the Canadian Naval Mission Overseas.

A year later he was appointed Command Chaplain (RC) to the Flag Officer Newfoundland Force in St. John's Nfld., and in August 1945, he went to Naval Headquarters. The following month he became Chaplain of the Fleet (RC). He transferred to the regular force in September, 1947.

Chaplain MacIsaac has sailed in many ships of the fleet, administering to the spiritual needs of the Roman Catholic members of the ships' companies. He was present with the invasion fleet on the beaches of Normandy, made three visits to the Korean war theatre in the course of his duties as Chaplain of the Fleet, and carried out a tour of duty

as chaplain in the Canadian ships serving in the Far East.

"I'm very grateful for the co-operation I've always received from the officers and men," Father Mike said. "I shall certainly have many happy memories of my long stay among you and I hope our paths will frequently cross again."

Chaplain MacLean was born in Boisdale, N.S., on January 24, 1899 and was a parish priest before he entered the Royal Canadian Navy in October 1940.

He served part-time at HMCS *Protector*, wartime naval base at Sydney, N.S., before he was appointed for duty at *Stadacona*. He later served in the wartime manning depot, HMCS *Peregrine*, at Halifax; in *Cornwallis*, and in the cruisers *Uganda* and *Ontario*. He returned to *Cornwallis* until September, 1954, when he was appointed Command Chaplain (RC) Atlantic Coast.

### U.S. Ships Visit Great Lakes Ports

Four ships of the United States Navy from Great Lakes, Illinois, and a total of 49 officers and 503 men visited Canadian lake ports over the Easter weekend.

The ships, which were on a naval reserve training cruise, were USS *Daniel A. Joy* (Lt.-Cdr. L. L. Gutshell, USNR), USS *Lamar* (Lt. W. I. Storey, USN), USS *Ely* (Lt. (jg) R. A. Schaller, USN) which visited Toronto, and USS *Worland* (Lt. M. W. Jones, USNR), which made Hamilton her port of call. Senior officer of the group was Cdr. W. W. Carlson.

USS *Daniel A. Joy* is a destroyer escort with a crew of 17 officers and 179

men. The remainder of the USN vessels are patrol craft and carry eight officers and 81 men each.

During their visits, the Command Headquarters of the RCN(R) in Hamilton, and HMCS *York* in Toronto, arranged entertainment for the ships' companies.

### Picture Sought By Sea Cadets

The Royal Canadian Sea Cadet Corps in Stratford, Ontario, has been named RCSCC *Stratford*, for HMCS *Stratford*, Second World War Bangor minesweeper, and would like a picture of the ship for corps headquarters.

No official photograph of the ship appears to have been taken during the war, but it is thought that private photographs may be in existence. It would be greatly appreciated if a copy of such a photograph were mailed to the Naval Historian, Naval Headquarters, Ottawa, to be transmitted to the Sea Cadet Corps.

### RCAF Assistance Smooths Flight

Co-operation that went far beyond the bounds of normal requirements and genuine comradeship on the part of RCAF personnel smoothed the flight of four RCN aircraft crossing the North Atlantic in March to join the *Bona-venture*.

Trans-Atlantic flights are "old hat" to members of the RCAF's Overseas Ferry Unit and navy flyers took a friendly ribbing from the Sabre pilots, some of whom had made as many as 22 ferry trips.

Four RCN aircraft, accompanied by two North Stars and a flight of Sabre jets, made the crossing. Pilots of the two CS2F Trackers were Cdr. H. J. Hunter, in charge of the detachment, Lt.-Cdr. S. M. Rowell, Lt.-Cdr. K. S. Nicolson and Lt. Morris Komarnisky, and of the two Banshees, Lt.-Cdr. A. A. Shellinck and Lt. J. H. Birks.

One of the major thrills was the approach to Greenland, made in visibility of about 100 miles.

"Narsarssuak (the Greenland air base), its approaches and the ice-cap stretching to the east coast must be one of the most remarkable sights that aviators get a chance to see," Cdr. Hunter later observed.

The airstrip is built against the side of a cliff 500 or more feet high, the runway slopes up from sea level to 130 feet in its 6,000-foot length and there is no real over-run at the far end. All landings are made uphill and all take-offs downhill. The approach to Narsarssuak in bad weather is up a 50-mile flord

with mountains up to 4,000 feet on either side, with one good possibility of mistaking a turn and finishing in a blind alley.

Another kind of thrill awaited the Trackers on their flight to Iceland. Heavy clouds and icing forced a descent to sea level in heavy snow showers, with no forward visibility, with an extremely hostile sea beneath and 30-knot headwinds. The jet flew above the weather and had an easy time of it.

The Trackers again experienced icing conditions on the last ocean leg to the United Kingdom. De-icing gear worked well, however, and flying qualities of the plane were not affected, although five inches of ice accumulated between the fuselage and the engine nacelles, where de-icing boots are not fitted. The Trackers took exactly five hours to make the flight from Keflavik, Iceland, to Kinloss, Scotland.

The final land destination of the four RCN aircraft was the Royal Naval Air Station Ford, near Portsmouth, where, in the words of Cdr. Hunter, the reception was "most warm and pleasant. An old friend of Canadian naval aviation, Captain H. N. Rolfe, RN, is in command, and he was on hand to meet all the aircraft."

### **Jill Tars Hold Successful Dinner**

The success of former years was repeated by the third annual dinner of the Jill Tars, wives of lower-deck personnel in the Halifax area, in the Lord Nelson Hotel in early April.

The guest of honour was Mrs. R. E. S. Bidwell, wife of the Flag Officer Atlantic Coast. During the year Mrs.

The Jill Tars of Halifax are shown at their annual banquet in the Lord Nelson Hotel. The club, composed of the wives of men serving in or from Halifax, had as their guest of honour Mrs. R. E. S. Bidwell, wife of Rear-Admiral Bidwell, Flag Officer Atlantic Coast. Mrs. Bidwell is fifth from the left in the front row.



Bidwell became the first honorary member of the organization.

Following the dinner, reports were read by Mrs. K. Rowan, vice-president and Mrs. F. Walford, treasurer. The Jill Tars' new president, Mrs. C. S. Kiley, spoke briefly.

The wide range of activities during the past year included movies, bingo and card games, a family picnic, a wiener roast, a Halloween party, a children's Christmas party and a reception. Several speakers were heard. Membership grew steadily throughout the year.

Husbands' drafts to other bases or naval establishments brought about several changes in the executive. Among those leaving Halifax were the Jill Tars' first president, Mrs. Douglas Potter, the club's second president, Mrs. William Currie, and the vice-president, Mrs. Robert Herdman.

A visiting committee of the club visits the Red Cross Lodge every second Sunday.

Membership in the Jill Tars is open to the wives of all lower-deck personnel drafted to Halifax for service afloat or ashore.

### **Commodore Roger Leaves Service**

Commodore (L) W. H. G. Roger, Electrical Engineer-in-Chief at Naval Headquarters for the past nine years, has proceeded on leave pending his retirement in July, 1957.

He has been succeeded by Commodore (L) Frederick Thomas Gillespie, formerly Deputy Electrical Engineer-in-Chief at Naval Headquarters. Commodore Gillespie was promoted to his



The band of the Falkland Sea Cadet Corps, leading the Roman Catholic company, passes Ottawa's Blessed Sacrament Church during Battle of the Atlantic Sunday. Close to 500 present and former naval personnel and Sea Cadets attended special church services at St. Matthew's Anglican and Blessed Sacrament Catholic churches. (O-9381)

present rank on taking up his new appointment.

Captain (L) Stuart Edmund Paddon, now Deputy Superintendent and Co-ordinator of Refit and Repair, Pacific Coast, will take up the appointment of Deputy Electrical Engineer-in-Chief on June 3.

He will be succeeded on the West Coast, on April 29, by Commander (E) John Doherty, who will hold the acting rank of captain (E) while in the appointment. Cdr. Doherty was formerly Principal Royal Canadian Naval Technical Representative at Belfast, Northern Ireland.

Commodore Roger was born in Edinburgh, Scotland, on July 7, 1902, and was educated at the Edinburgh Academy, Trinity College, and the Heriot Watt Engineering College. He saw active service in the First World War as a midshipman in ocean transports.

He came to Canada in 1923 and was employed with Canadian Westinghouse, Hamilton, in the engineering department. In December, 1937, he joined the Hamilton division of the Royal Canadian Naval Volunteer Reserve and the following year served briefly as the division's commanding officer.

At the outbreak of war in September 1939, he went to Stadacona and then was appointed to the staff of the Chief Examination Officer at Sydney, N.S. He later became officer-in-charge of the Defensively Equipped Merchant Ships Section there and for a time was

Assistant Extended Defence Officer at Sydney.

In February, 1940, he took up an appointment for electrical duties on the staff of the Chief Engineer in HMC Dockyard, Halifax, and transferred to the engineering branch. In 1943 he transferred to the newly-formed electrical branch and was appointed Manager Electrical Engineering in HMC Dockyard, Halifax. For his services in Halifax during the war he was awarded the Order of the British Empire.

Commodore Roger transferred to the regular force in October, 1945, and in February 1947 was appointed to Naval Headquarters as Director of Electrical Engineering, with the acting rank of captain. He was confirmed in that rank the following year and appointed Electrical Engineer-in-Chief. He was promoted to his present rank in July, 1953.

Commodore Roger is a member of the Association of Professional Engineers of Nova Scotia and of the Engineering Institute of Canada. He is an active yachtsman and has participated in inter-club and international yacht racing on the Great Lakes. A life member of the Hamilton Yacht Club, he was elected commodore of the club in 1937. He has served also as commodore of the Britannia Yacht Club in Ottawa.

Commodore Gillespie was born in London, England, on October 10, 1906. At the outbreak of the Second World War he was serving in the Merchant Navy, and continued to do so until May 1943, when he entered the Royal Canadian Naval Reserve at Vancouver.

Following his initial naval training he served as Base Electrical Officer at Point Edward Naval Base, Sydney, N.S. He later served as Electrical Officer on the staff of the Chief Engineer, Newfoundland Command, at St. John's, Nfld., and at HMC Dockyard, Halifax. He transferred to the regular force in 1945.

Commodore Gillespie subsequently was appointed Deputy Manager Electrical Engineering at Halifax, and in August, 1946, he went to Belfast, Northern Ireland, to stand by HMCS *Magnificent*, which was then building there.

He served as the carrier's electrical officer from her commissioning in 1948 until early in 1950, when he became Deputy Electrical Engineer-in-Chief at Naval Headquarters.

He was appointed Command Technical Officer to the Flag Officer Pacific Coast in August, 1955, and returned to Ottawa, as Deputy Electrical Engineer-in-Chief in June, 1956.

He took up his present appointment as Electrical Engineer-in-Chief on March 9, 1957.



Sunday divisions on board the *Saguenay* at Key West, Florida, with Commander G. H. Hayes, commanding officer, inspecting the supply division. Lt. (S) Max Young, supply officer, is just behind the captain. The Third Canadian Escort Squadron (called the "Cadillac Squadron" and including the *Saguenay*) was in Florida for exercises with the U.S. Navy to wind up a Caribbean training cruise. (DNS-17257-107)

### Squadron Reports Successful Visits

The ability to carry out successful visits to foreign ports seems to be one of the outstanding qualities of HMC Ships.

Among recent examples were visits to Fort Lauderdale, Fla., and Bermuda by units of the Atlantic Command, completing an extended period away from home, which saw them take part, first in joint exercise with the U.S. Navy, then in training cruises in the Caribbean area, finally winding up by participating in NATO exercise New Broom VII in the western Atlantic before returning to Halifax.

Ships taking part in the visit to Fort Lauderdale, the "Venice of America", were the *Algonquin*, *Micmac*, *Iroquois* and *Huron* of the First Canadian Escort Squadron.

A reception was held on board the *Algonquin* on the first evening in port. More than 150 guests were welcomed aboard. While at Fort Lauderdale, in the heart of Florida's fabled Gold Coast, members of the ships' companies toured the inland waterways which stretch 152 miles, separating the hundreds of man-made islands which form the heart of Fort Lauderdale's unique and fabulously rich residential section.

For the ship's anglers and waters outside the harbour mouth were a fishermen's paradise.

Twice during the visit all ships were open for inspection by the general public and the gangways were crowded throughout both periods with people of

all ages displaying a keen interest in the ships and the men who manned them.

A week-end visit to Bermuda involved the *Algonquin*, *Iroquois*, and *Huron* of the First Canadian Escort Squadron; HMC Ships *Saguenay* and *Assiniboine* of the Third Canadian Escort Squadron, and HM Submarine *Amphion* of the Sixth Submarine Squadron based in Halifax.

The streets of Hamilton were filled on the Sunday morning with the sound of marching feet as more than 500 Canadian sailors carried out a ceremonial march past to the strains of "Hearts of Oak" played by the band of the Royal Bermuda Rifles.

Taking the salute from the dais was the island's governor, His Excellency Lieutenant General Sir John Woodall, accompanied by Lady Woodall and their daughter.

Upon completion of the march past, the parade divided into two smaller units, each proceeding to one of four of Hamilton's beautiful churches to take part in divine services.

The parade was the largest carried out by naval personnel in Bermuda for many years and drew many favourable comments from the local citizens long accustomed to parades by the Royal Navy before the Second World War.

Bus tours organized by the local community took the visiting sailors through the narrow winding Bermuda roads to such famous tourist attractions as the Devil's Hole, the crystal caves, the aquarium and the many magnificent beaches of silver sand.

# HYDROFOIL CRAFT LAUNCHED

A LARGER and extensively instrumented successor to the *Massawippi*, the Defence Research Board hydrofoil craft developed at the Naval Research Establishment (NRE) at Dartmouth, N.S., was launched and named *Bras d'Or* at the plant of Saunders-Roe Limited on the Isle of Anglesey on April 29.

Mrs. A. H. Zimmerman, wife of the Board's chairman, officiated during the brief launching ceremonies. With Mr. and Mrs. Zimmerman was E. L. Davies, Defence Research member on the Canadian Joint Staff in London, and Mrs. Davies. Present also were representatives from the Royal Canadian Navy, the Royal Navy and a group of Canadian and UK defence scientists interested in the Board's long-term hydrofoil project.

Developed as a fundamental research activity aimed at gaining information on performance and the general feasibility of hydrofoil craft for naval purposes, the new craft has been named the *Bras d'Or* after the famous Cape Breton Island lakes where Alexander Graham Bell and Casey Baldwin first began investigating the possibilities of hydrofoil craft early in the century. The *Bras d'Or* is of particular interest to the RCN as a likely high-speed air-sea rescue craft and as a replacement for relatively small naval vessels.

Of aluminum alloy construction, the 59-foot 17½-ton craft is fitted with three hydrofoil units of similar size. Two are mounted on each side of the hull near the bow and the third, which serves also as a rudder, is fixed to the stern.

Each unit comprises several V-shaped blades mounted between side struts. Known as the surface-piercing hydrofoil system, the blades are lifted by the water as the craft's speed increases so that the hull rides completely above the surface at about 20 knots with a clearance of three-and-one-half feet at maximum speed.

The advantages of this particular type of hydrofoil system include the achievement of relatively large hull clearances at high speed and desirable structural properties which will permit



This is an artist's idea of what the new hydrofoil craft, the *Bras d'Or*, will look like at sea. The new hydrofoil boat, launched on April 29 from an Isle of Anglesey shipyard, recalls in her name the early experiments of Alexander Graham Bell with hydrofoil craft on the Bras d'Or Lakes in Cape Breton Island. (Photo from Defence Research Board).

scaling to suit larger craft. In addition, the system is inherently stable and facilitates the use of simple control devices.

The *Massawippi*, predecessor to the *Bras d'Or*, which has undergone extensive trials at NRE for several years is a five-and-a-half ton, 45-foot craft which employed successfully the new boat's hydrofoil ladder design.

Developed from extensive towed and self-propelled model tests both in calm and in rough waters in the U.K., the new craft is powered by two Rolls-Royce marine engines. The unusually high hull clearance enables the craft to proceed safely in rough waters at high speeds.

Canadian hydrofoil development is a joint DRB-RCN experimental project. The Admiralty has co-operated actively from the *Bras d'Or*'s early design stages and the Saunders-Roe plant was chosen for the fabrication phases because of its special facilities for this type of development.

The background of the choice of name for the new hydrofoil craft was recalled in an editorial in the *Halifax Mail-Star*:

"It is highly fitting that the Royal Canadian Navy's new secret hydrofoil research craft, which was launched in Britain yesterday, has been named the *Bras d'Or*.

"It was on the Bras d'Or Lakes of Nova Scotia that another experimental hydrofoil boat was first tested 38 years ago with a speed of 70.86 miles an hour, a record which, so far as is known, still stands for this type of craft. It was built by the inventive genius, Dr. Alexander Graham Bell, and his associate, F. W. (Casey) Baldwin.

"Unlike that boat, the *HD-4*, which was driven by aircraft engines, the Canadian Navy's *Bras d'Or* is propelled

by underwater screws and is twelve tons heavier.

"For more than 50 years hydrofoils have captured the minds of men seeking speedier means of water travel. An Italian designer, Enrico Forlanini, experimented with such boats shortly after the turn of the century and in 1905 succeeded in operating one at 44 miles an hour. Considerable progress was made during World War Two by the Germans. They built several types for fast patrol work and other purposes. Hydrofoil craft now are in regular ferry service operation between Sicily and the Italian mainland, travelling an eight-mile course in slightly more than ten minutes, while ordinary ferries take 50 minutes for the same trip.

"The U.S. Navy also is actively engaged in a hydrofoil development program, and Congress has appropriated money for a prototype landing craft. Smaller runabouts now are being manufactured in the U.S. and even a do-it-yourself kit is available.

"At present, most experts feel that one hundred tons—20 times the weight of the *HD-4* which skimmed across Bras d'Or Lakes in 1919—is about the limit in size for these vessels which, as their designers say, 'fly' through the water on stilt-like foils that lift the hull above the friction-pulling surface.

"But there are other reputable scientists who predict the day of ocean-crossing hydrofoil ships is coming soon. In this age of scientific wonders it is not difficult to envision it. If it does come, Nova Scotians will be able to proudly boast that, through the experiments at Baddeck in 1919, and the research work to be continued at the naval research establishment at Dartmouth with the new *Bras d'Or*, this province was the home of much of the pioneering."

# ON ANCHORS AND CABLES

## *Old Niobe Had Hawsepipes Doors*

**I**N ONE FORM or another the symbol of an anchor has been the badge of office of the seaman's calling since the dawn of navigation: the choice of this heraldic device symbolizes the quality of holding power, which is the prime essential of an anchor, with that steadfast courage in the face of difficulties that has ever stamped the character of seamen.

It is a natural choice, for until recent years the anchor occupied the most prominent position in the ship; the great wooden stocks and broad wrought iron flukes catch the eye immediately in the pictures of dashing frigates, stately 74s and great ships of the line that characterize the art of marine painters and engravers of the eighteenth century. Of course the anchors, although prominent and always more or less ready for instant use, were then only one feature of the broadside of a ship. The elaborate bowsprit and figurehead, the knightheads and catheads, the gunports with their rows of gaping scarlet lids triced up to show the sombre muzzles, the heavy black channels to the lower rigging, the quarter galleries and the twin lines of hammock nettings, formed a background of complex evolution.

Today we do things differently. We still serve the ideals associated with our ancient trademark, but physically we keep the anchor in its place. An outstanding feature of the St. Laurent class ships, so far as appearance is concerned, is the absence of clutter. From stem to stern not one protruding feature detracts the eye from the lines of the hull. The anchors, last and most characteristic feature of a ship's appearance to survive the old order, have disappeared from view. They are in fact concealed by a hinged door which completely covers the hawsepipes and anchor recesses: when the door is closed it is quite difficult to pick out at first sight, and as the windlass and cable gear are situated inside the long curve of the forecabin, there is little to indicate to a casual observer that the St. Laurents are even fitted with anchors. The reasons for this need not be entered into here but appearance is only one, and not the most important, of the many factors leading up to this design.

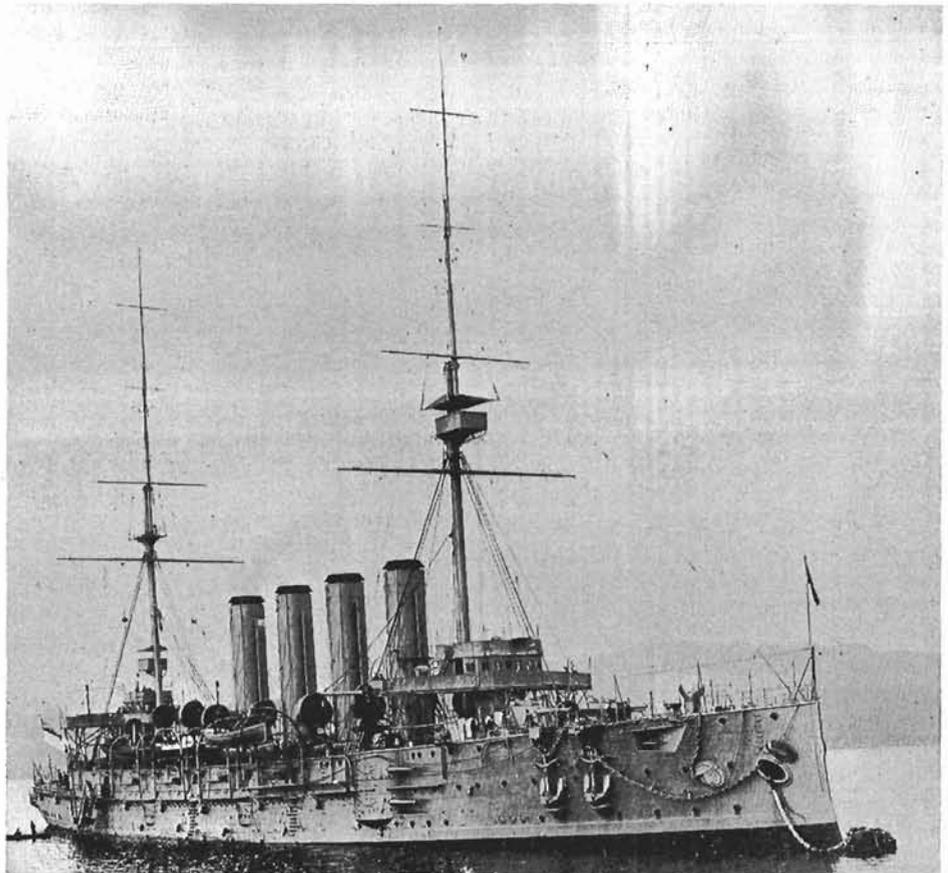
It was with some concealed professional interest therefore that I studied

the photographs of HMCS *Niobe* which you see on these pages. I say concealed, because it was the Naval Historian who so cheerfully slapped them down on my desk, and I wondered just what was in his mind. Naval Historians are funny people: digging around as they do in musty files, ancient monuments and auction sales one is inclined to write them off as eccentrics to whom the evidence leading up to the Byng court martial and conviction is a gnawing anxiety requiring further study whereas the Mainguy Report is hot off the press and almost sub judice. (It was of Admiral John Byng incidentally that the leading columnist of his day said that he was shot "pour encourager les autres".) But you never quite know, and on this occasion there was just the ghost of a shadowy gleam in the historical eye.

Look at the *Niobe*: the clutter is there all right—four funnels, sixteen

### THE AUTHOR

*Lt.-Cdr. T. E. Appleton, RCN (R) is a civilian serving on the staff of the Naval Constructor-in-Chief at Headquarters. A professional engineer, he is somewhat unusual in that much of his seafaring life has been spent on the "wrong" end of the engineroom telegraph. He learned to sail boats at an early age on the west coast of Scotland, holds a Yachtmasters certificate, joined the RNVR before the war and served for the six years of hostilities in command of minesweeping trawlers and A/S-M/S groups. On arrival in Canada he transferred to the RCN (R) and is on the active list of HMCS Carleton. Much of his career has been in the field of marine equipment where sailors, engineers and constructors all meet and sometimes agree. Happily in the midst of this tangle he indulges a taste for reading, believing that in this age of specialization it is a good thing to specialize in not being a specialist.*



If sailors of today feel sorry for themselves while painting ship, let them study this starboard view of HMCS *Niobe*, taken about 1911, and around the time she became the first RCN ship to arrive at her base in Canada. A novelty in modern ship design, the hawsepipes door, had already been anticipated by the designers of the *Niobe* two generations ago. Note the unusual method of anchor stowage and the mooring cable. (DB-4170)

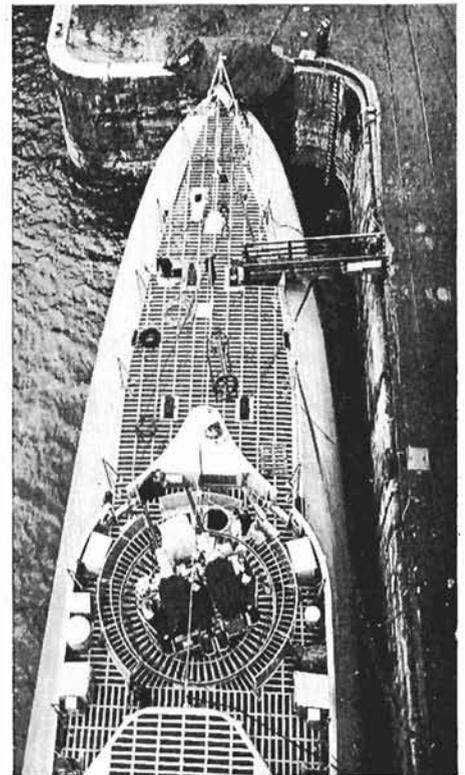
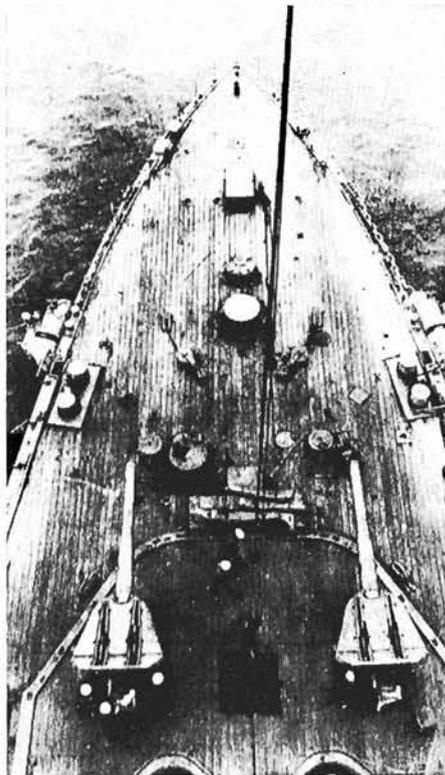
six-inch guns, fourteen twelve-pounders, twelve three-pounders, lower masts topmasts and t'gallant masts complete with signal yards, rows of stokehold ventilators (she needed them, burning 19 tons of coal an hour at full power—and hand-fired), davits, boat booms, catwalks, scuttles, ladders, all over the topsides—and of course the anchors and cables.

Ah well! What would you expect? For the *Niobe* (1897) was a first class protected cruiser laid down in 1895; no doubt many of the old hands in her original complement had served in the wooden walls for it was within the span of their service life that the Channel Fleet cruised under sail.

But look again: the searching eye of the Naval Historian has detected anchor-pocket doors, and, what is worse, he's right! Now look at the view of her forecastle taken from above: there are no hawsepipes and cable visible and the working gear is clearly on the deck beneath. Fortunately for the peace of mind of Naval Constructors the similarity stops there and progress has been made since 1895.

The evolution of anchor and cable arrangements is interesting. Without considering very early times, ship's gear in the eighteenth century was pretty well standardized in the form of hempen cables (the term cable-laid lingers on) and wrought-iron anchors with wooden stocks. The anchor was weighed (an expression with a very literal meaning to the seamen of those days) by means of the main capstan and a messenger attached to the cable by stoppers (fleeted back and forth by boys called cable nippers), for the rope cables in a big ship were too big and awkward to put round the capstan. The cable itself passed down a hatch and was flaked down in the cable tier on either side of the magazine. The anchor when a trip, was catted—that is hauled up to the cathead by a burton from whence the crown was heaved up to the fore-castle and secured.

Various inventors had a go at anchors in the nineteenth century (they are still at it) and in 1846 the Admiralty standardized on iron stocks, that is a completely iron anchor. Meanwhile by 1808 the art of chainmaking had advanced to the point that Robert Flinn, of North Shields in England, had made a short-link chain of something like modern proportions and, what is more, had invented a lever and weight machine for proof-testing. Stud-link cable with the familiar inserted stud was first produced by Thomas Brunton in London in 1813, and when in 1830 the Admiralty decided to fit all ships



Sixty years have passed since the cruiser *Niobe* first put to sea, but in one respect her design anticipated that of the St. Laurent class destroyer escorts—among the world's most modern warships. A similarity (and just about the only one) between the ships designs is that in each case the anchor cables have been dispossessed from the forecastle, leaving an expanse of relatively uncluttered deck. The *Niobe* picture (left) is reproduced here through the courtesy of Dewey Robinson, of Toronto, who served in the RCN as a boy seaman. The view from the masthead shows the *Niobe*'s planked deck, the shortened forestay, to avoid fouling the line of fire, and the white caps of the six-inch guns' crews.



"Is there a thing whereof men say, 'See, this is new'? It hath been already, in the ages which were before us." So wrote the despairing author of "Ecclesiastes". Similar thoughts were provoked by the discovery that HMCS *Niobe* sixty years ago was equipped with hawsepipes covers with similar functions to the ultra-modern anchor-recess doors. One of these is seen in open position in this picture of the new *Saguenay*. (DNS-17252/93)

of the Royal Navy with chain (new ships had been so fitted since 1816), they were proof-tested by hydraulic machine at the Hingely works in England and stamped accordingly. The USN had been developing along parallel lines and had a chain-making plant at the Washington Navy Yard in 1817.

From then on the developments in chain-making have been great, but as they are largely technical need not be considered here. Suffice it to say that the modern high-tensile steel chain cable now adopted in the RCN has the stud integral with the link and is the result of very many years of research development and experience by the ancient industry of the chain smiths.

By the time the *Niobe* came along, the old stocked anchors had long since been out of fashion in naval construction, and she was fitted with the Admiralty close-stowing anchor, a kind of transitional stage between the old stocked anchor of the sailing ship which was suspended from the cat-head and the modern stockless anchor which stows in the familiar hawsepipe.

The close-stowing anchor, so called

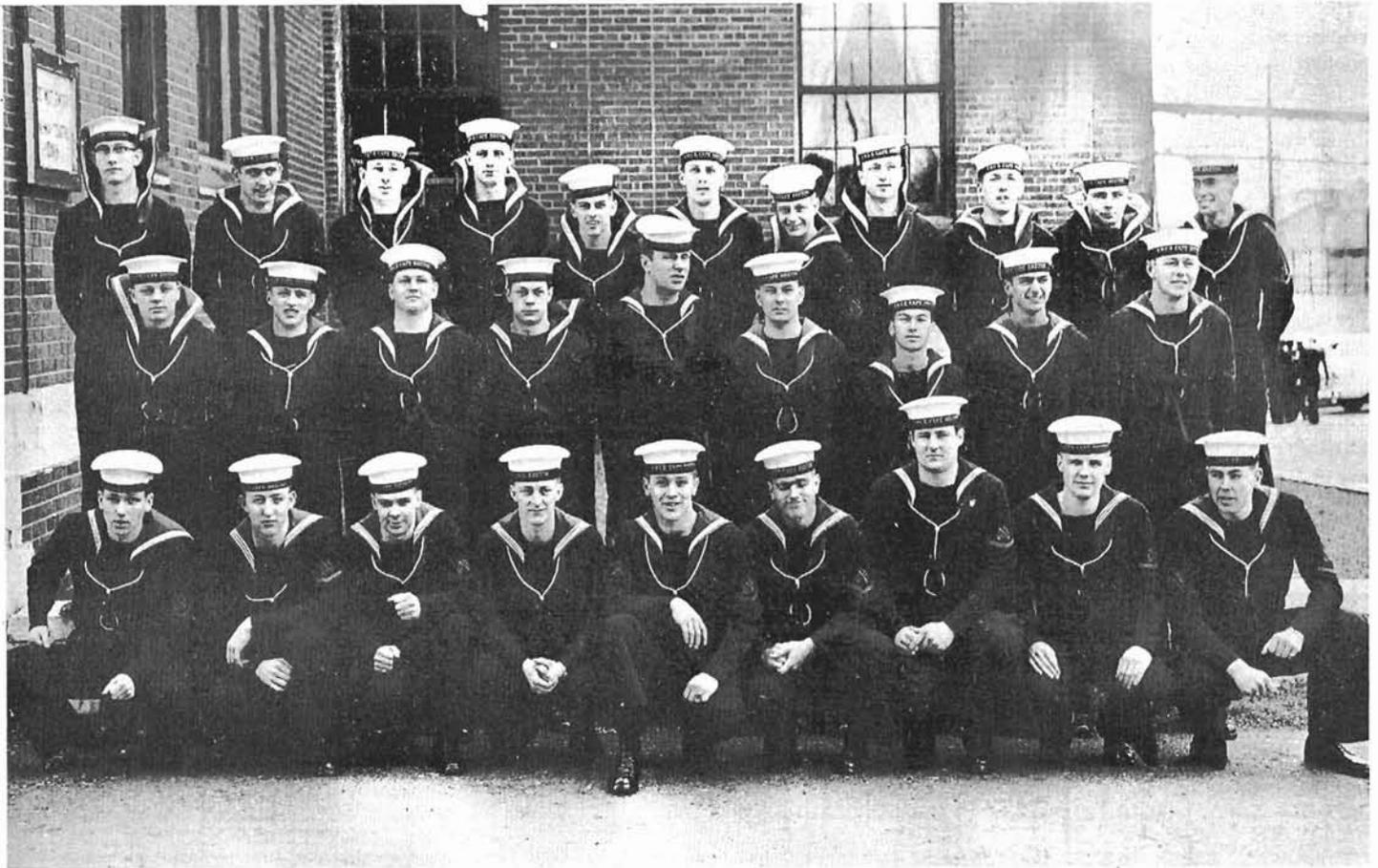
because the short stock was in the same plane as the flukes and the anchor could be stowed flat, was originally stowed on sloping platforms called billboards, but the *Niobe* carried them in clamps on the ship's side. They were lifted up there by a sheave on a bracket jutting out (still called a cathead, although the grinning cat had long ago ceased to adorn it) and a wire taken to the centre line capstan on the fore-castle. The anchor-pocket doors, or rather hawsepipe doors, for there were no anchor pockets, were kept closed at sea to prevent the fore-end washing out.

This arrangement was quite common at the turn of the century for cruisers with their high freeboard; the earlier steam-turret battleship, which had very low freeboard, had her capstan and cable gear on the fore-castle deck because there simply was not headroom to put it below and still have the anchors above water. This fore-castle arrangement became standard practice in heavy ships until long after the advent of stockless anchors, and may be seen in its final form in the standard battle-

ship layout of the seamanship manuals and the fore-castle models on which many of us learned our cable work. The *Quebec* and *Ontario* are good examples of this.

There is no finality in naval construction, for changing conditions inevitably bring improvements; it is reasonable to suppose however, that so far as fighting ships are concerned, the cable deck has left the fore-castle for good. With that change has gone the time-honoured evolution of weighing by hand when the stirring music of the band spurred on the flagging muscles of the whole ship's company as they heaved at the straining capstan bars. Failure of power these days puts the ship out of action anyway, and "Armstrong's Patent" is of little use.

It is the function of historians to enable us to understand the present by an occasional look at the past. History is not just dates and battles; from it we learn how our forefathers grappled with the problems of their day. Often they are the same as those we seek to solve in our own time.—T.E.A.



Twenty-nine technical apprentices from across Canada graduated this spring from HMCS Cape Breton, the technical apprenticeship training ship, Halifax, and were promoted to the rank of petty officer second class. Front row, left to right: Petty Officers H. W. Henderson, J. R. Elton, D. G. Sheehan, R. J. Devlin, C. D. Gordon, Robert Juulsen, A. J. Black, W. B. Fell and D. S. Fitzgerald. Centre row: Lt. (E) A. C. Wildsmith (Course Officer), Petty Officers R. D. Beckett, R. F. Irwin, H. A. Millman, C. W. Prowse, P. H. G. Smith, J. R. Burrell, J. R. Doucette, M. G. Chorney, Ronald Quick and CPO G. H. Squance (Course Chief Petty Officer). Back row: Petty Officers M. J. Hill, R. P. McCormick, R. G. George, I. A. Urquhart, R. M. Settingington, A. E. Maynard, R. J. Lauzon, R. F. Quinn, R. P. Lindsay, R. U. Wheeler and B. H. Squire. (HS-47812)

# AFLOAT AND ASHORE

## PACIFIC COMMAND

More than 5,000 officers and men of the Royal Canadian Navy's Pacific Command observed Battle of the Atlantic Sunday, May 5, in ships at sea and at special services ashore at HMCS *Naden*.

Protestant services were held at *Naden*. Chaplain (P) Harry R. Pike, Assistant Command Chaplain (P) was in charge of the service while Chaplain (P) F. H. Godfrey gave the sermon.

Roman Catholics attended special Battle of the Atlantic service in the drill hall. Chaplain (RC) J. G. Laporte, Command Chaplain (RC), sang mass and Chaplain (RC) J. P. Farrow preached the sermon.

Pacific Command ships at sea held church services on board to commemorate the Battle of the Atlantic.

## HMCS *New Glasgow*

An application for Battle Honours, made late last year on behalf of the *New Glasgow*, has received approval and the frigate may now make the entry "Atlantic 1944-45" on her Battle

Honours scroll. The award covers the period during which the *New Glasgow* served as ocean convoy escort in the North Atlantic.

The account of the U-boat encounter off Northern Ireland in which the *New Glasgow* received major credit for ramming and damaging *U-1003*, resulting in the submarine's eventual loss may be found in "The Far Distant Ships", operational history of the RCN during the Second World War.

With the announcement that the Battle Honours had been authorized, PO R. Jalbert, shipwright, was put to work carving a scroll for the proper display of the honours.

## Ordnance School

Congratulations are extended to CPO Ivor Emberton in achieving his advancement to C2OT4 and to PO Clifford Douglas, to P1GA4.

There have been several changes around *Naden's* Ordnance School. Cd. Ordnance Officer Alf Lee has come from the *Sioux*, and CPO P. L. Rigg from the *Ontario*. CPO R. N. Knight arrived from the *Cayuga* and CPO T.

D. Angus was to be at the school for four months while CPO C. W. Adams was replacing him in the *Ontario*.

CPOs J. R. Vincent and A. C. Greene and Ldg. Sea. T. F. Brush were here from the East Coast for a short course.

## ATLANTIC COMMAND

The Royal Canadian Navy observed Battle of the Atlantic Sunday, May 5, with church parades in Halifax and Dartmouth and a special service at sea.

Nearly 2,500 officers, men and Wrens attended divine services in 13 churches in the Halifax-Dartmouth area and memorial services were held in the frigate *Outremont* in the harbour approaches, where two RCN minesweepers were torpedoed and sunk during the Battle of the Atlantic.

Services on board the *Outremont* were in memory of officers and men of the Canadian Naval Service lost in the sinkings of the *Clayoquot* and *Esquimalt*.

The *Outremont* sailed at 9 a.m. and proceeded to the positions of the sinkings, where brief services were held and wreaths deposited on the water by the officers who commanded the *Clayoquot* and *Esquimalt* when they were torpedoed.

The *Esquimalt* was on a patrol off Chebucto Head when struck by a torpedo fired by the German submarine *U-190*, early in the morning of April 16, 1945. The ship sank in less than four minutes with the loss of 44 officers and men. Commanding officer at the time was Lt.-Cdr. R. C. MacMillan, now serving in HMCS *Saguenay*.

The *Clayoquot* was sunk by an acoustic torpedo while on a routine anti-submarine sweep in the approaches to Halifax Harbour December 24, 1944. Eight officers and men were lost. The ship was commanded by Cdr. A. C. Campbell, now on the staff of the Flag Officer Atlantic Coast.

## HMCS *Shearwater*

In addition to acting as hosts to the 1957 Nova Scotia Regional Drama Festival, *Shearwater* has once again made its mark in the world of amateur and professional dramatics by winning this competition for the fourth time in five years.

Amateur and professional theatrical groups in Canada compete annually in



Glenn Weise, Kam Maxwell and Bruce Langford are pictured in a scene from "Home of the Brave", *Shearwater's* winning entry in the 1957 Nova Scotia Regional Drama Festival. (DNS-12533)

a series of 13 regional festivals from which eight groups are selected to compete in the Dominion Drama Festival. This festival is held each year in a different Canadian city, alternating between Eastern and Western Canada, and this year was to be held in Edmonton commencing May 20.

The Shearwater Players, currently under the chairmanship of Surgeon Lt.-Cdr. H. D. Oliver, is one of the most active groups in the Maritimes and in recent months, under the guidance of their director Mrs. Babs Johnson, wife of an ex-Shearwater supply officer, has maintained a high dramatic standard. The Players won the Regional Festival this year with their presentation of "Home of the Brave", a three-act psychological drama by Arthur Laurents, concerning the fortunes of five American army engineers sent to survey a Japanese-held island in the Pacific.

A total of five plays were entered in the festival which commenced on Monday, March 25, and lasted for three days. Entries included: "The Hasty Heart", "The Caine Mutiny Court Martial", "The Bad Seed" and "The Curious Savage". Rarely has so much fine entertainment been available at Shearwater without the necessity of stepping ashore. Indeed the process was reversed, for almost 1,000 civilians, journeying from as far afield as New Glasgow and Sydney, visited the station to see the plays. Shearwater received much-welcomed publicity as a result of the press, radio and television coverage of the festival.

In addition to winning the regional Calvert Trophy, the players also received a cash prize of \$100.

### CANCORTRON 3

Highlights in Canadian-American relations during the Third Canadian Escort Squadron's cruise to southern United States ports this spring were hard to choose between during Operation Springboard, the U.S. Navy's annual winter training exercise in the Caribbean Sea.

Three units of the squadron, HMC Ships *Assiniboine*, *Ottawa* and *Saguenay* spent over a month paying visits to U.S. ports, both in the Gulf of Mexico and along the southern portion of the U.S. Atlantic seaboard.

In New Orleans, the Canadian consul-general, William G. Stark, played host to the Canadians at several functions. Through the Canadian Club of New Orleans and the United States Navy League he arranged invitations for officers and men to join Canadian



Commodore James Plomer, Deputy Chief of Naval Personnel, included the galley in his annual inspection of Gloucester, naval radio station outside Ottawa. Left to right are AB Bernard Laport, Commodore Plomer, and CPO G. D. Blakeney, the chief cook. The soup shortly thereafter was consumed by the 250-odd on strength at Gloucester as a prelude to a Friday evening dinner in May. (O-9476)

and American families for motor trips, picnics and house parties. So it was with great pleasure that Captain A. G. Boulton, the squadron commander, received him as a guest when the squadron sailed for Key West.

Mr. Stark travelled on board the *Saguenay* (Cdr. G. H. Hayes) and was an enthusiastic observer of all that happened in the new anti-submarine vessel. After morning divisions and prayers he spoke to the ship's company on the quarterdeck. As representative of Canada in foreign countries, they had done a good job, he said.

When the *Saguenay* was in Key West, the seaman's characteristic ability to improvise his own variations on any worthwhile theme were adequately demonstrated. CPO Stuart Duncan and PO John Nicholis, ordnance and electrical technicians, pioneered a lively series of evening shrimp fishing expeditions with home made dip nets (some were made from discarded burlap onion sacks).

"Shrimp men are a comin', go find the night cook," was the song of the returning fishermen, to whom Chief Cook William White made available the services of his nightman, AB Richard Colombe, and the facilities of the *Saguenay's* elaborate galley. For a few minutes the savoury aroma rose around the steam kettles, then triumphal pro-

cessions bearing heaped up platters departed for the moon-lit upper decks.

Three ships of the Third Canadian Escort Squadron took a five-day Easter holiday at Jacksonville, Florida, from the program of exercises which they had begun in early February. The *Ottawa*, *Saguenay* and *Assiniboine* together with HM Submarine *Amphion* ascended the St. James River on April 18 and put in at Jacksonville.

Special Protestant and Catholic services were held aboard on both Good Friday and Easter Sunday, conducted by the squadron chaplains Rev. J. E. Williams and Rev. L. C. Morand respectively.

Sunday afternoon some 70 Roman Catholic officers and men travelled by bus to St. Augustine, Florida. The city was founded by the Spanish in 1565 and it has been under Spanish, British and Confederate flags as well as the Stars and Stripes.

The Canadians came as pilgrims to the mission of Nombre de Dios (which dates from 1567) and to the shrine of Our Lady of La Lech, established before 1620.

When the *Assiniboine* was in Key West movies were shown on board by Ldg. Sea. George Faulkner. Ldg. Sea. Edward Robert did an excellent job of organizing numerous sports events which kept the ship's company active

and occupied during five days alongside. The ship's softball team, coached by CPO Norman Sellers put up a good showing against several teams from American ships.

An officer of the Royal Navy, Lt.-Cdr. Anthony Woolley, who is serving with the USN in Key West, requested that his son, Michael, be baptized in the tradition that is common to the RN and RCN. After Sunday divisions, the service was held on the quarterdeck of *Assiniboine*, attended by the ship's company. Cdr. Eric P. Earnshaw was the proxy godfather. The rite was performed by the squadron Protestant chaplain, Rev. James Williams.

On April 17 the *Assiniboine* sailed from Key West for Jacksonville. While in the most southern city of the U.S.A. the ship's company found many and varied interests in which to pass their leisure hours in the sunshine state. Cd. Radio Officer Henry J. Bennetts was made a member of the ancient and honourable order of "Guppy Snorkelers", because of time spent in a USN submarine.

When the *Ottawa* was in Key West, activities consisted largely of sports and AB William Redden was very successful in organizing and arranging inter-part and intership games. Lt.-Cdr. Jim Cook organized, with the assistance of CPO Cliff Giles, a beach party. Over 100 men from the *Ottawa* attended.

The ship's company of *Assiniboine* spent an enjoyable quiet Easter weekend in Jacksonville, Florida.

For some of the ship's company one of the pleasant things about Jackson-



The White Ensign of the *Huron* was dedicated during a Battle of the Atlantic Sunday service in St. Matthew's Anglican Church, Ottawa. It was presented for display and safekeeping by former members now living in Ottawa, who were in her ship's company during English Channel actions in the Second World War. Left to right are John G. Henderson, ex-leading telegraphist, of Halifax and Ottawa, and Lt. G. D. Hughson, RCN(R), (Ret'd), Ottawa, escorts at the ceremony; CPO Leonard S. Stone, RCN, (Ret'd), Victoria and Ottawa, and Rev. R. Eric Osborne, rector. CPO Stone won the DSM during the Channel actions. (O-9380)

ville was that, although a great number of the ship's company have continually persisted in fishing in almost every port, this is the first port where the fish have co-operated. One of the more skilful fishermen was AB Peter Vanlanduyt, who caught over 30 catfish and

several game bass. Some of the other successful anglers were AB Ronald Crooker, AB David Parsons, AB Leslie Matchett, PO Earl Conrad, and Midshipman James Wood.

## NAVAL DIVISIONS

### HMCS *Donnacona*

The Montreal premiere showing of the British film success, "The Battle of the River Plate", took place April 4 at the Avenue Theatre. Through the courtesy of the distributor and exhibitor of the film, the Montreal Branch of the Naval Officers' Association of Canada were able to sponsor the first showing, and they made it into a special local premiere, with the proceeds of the evening donated to naval charities. "The Battle of the River Plate" was the Royal Command Performance Film for the year 1956.

Several naval units in the Montreal area were generous in their provision of facilities and equipment, much of which was used to decorate the theatre, inside and out, to give the event a proper naval atmosphere. Personnel from *Donnacona*, the Montreal division, from *Hochelaga*, the Naval Supply Centre at Ville LaSalle, and members of the Royal Canadian Sea Cadets Corps in the area also took part in the



At the Montreal première showing of the British film, "The Battle of the River Plate", April 4, Vice-Admiral H. G. DeWolf, the Chief of the Naval Staff, met three survivors of the actual battle, the first major naval encounter of the Second World War. Left to right are Mr. Ermert, C. R. Flaxington, Vice-Admiral DeWolf, David S. Jones, and Mr. Pfeiffer. Messrs. Ermert and Pfeiffer were members of the crew of the German pocket battleship Admiral Graf Spee, which was scuttled in the River Plate estuary following her battle with the three British cruisers, the *Ajax*, *Exeter* and *Achilles*. C. R. Flaxington was the master-at-arms in the *Ajax* at the time of the battle. Mr. Jones is president of the Montreal Branch of the Naval Officers' Association of Canada, which sponsored the Montreal première of the film which commemorates this famous naval battle. (ML-5571)

evening's events. A well-turned-out guard came from *Donnacona*, and the Sea Cadets provided a bugle band.

Many prominent Montreal and district residents attended the showing, and among the distinguished guests of the evening were Vice-Admiral H. G. DeWolf, the Chief of the Naval Staff, and Mrs. DeWolf, and Vice-Admiral H. T. W. Grant, RCN, (Ret'd), and Mrs. Grant. Also present were Commodore Paul W. Earl, Senior Naval Officer, Montreal Area, and Mrs. Earl; Captain A. Ross Webster, commanding officer of *Donnacona*, and Mrs. Webster, and Captain (S) M. A. Davidson, commanding the Naval Supply Centre, and Mrs. Davidson.

There was also a strong attendance of serving and retired officers of all three armed services, including the senior officers of the area for both the Canadian Army and the Royal Canadian Air Force.

The evening started off with a small dinner party in the wardroom of *Hoche-laga*. Hosts at the dinner, to several of the distinguished guests mentioned above, were David S. Jones, president of the Montreal branch of the Naval Officers' Association, and Mrs. Jones. After the dinner, the official party proceeded to the Avenue Theatre, where Vice-Admiral DeWolf inspected the guard, drawn up in front of the theatre. Lieut. R. H. Birkett, of *Donnacona*, was officer-of-the-guard.

Following the inspection, the official party entered the theatre, where they met three survivors of the actual battle! These included C. R. Flaxington, who at the time of the battle was the master-at-arms of HMS *Ajax*, one of the three British cruisers in the action. Mr. Flaxington emigrated to Canada following the completion of his time in the Royal Navy, and subsequently served several years in the RCN(R), at *Donnacona*. The other two survivors at the Montreal premiere, Messrs. Ermert and Pfeiffer, were members of the crew of the *Admiral Graf Spee*, the German pocket battleship which was scuttled following her battle with the British cruisers.

With the aid of efficient, neat looking wrens, also from *Donnacona*, who volunteered as usherettes for the night's performance, the throng of Montrealers and out-of-town guests were quickly seated, and the show began. When it was all over, the comments overheard in the theatre lobby were very complimentary, both for the film and the organization of the evening's events.

A strange coincidence, in the shape of the Montreal *Gazette's* headlines for April 5—on display in the theatre lobby

as the guests were coming out from the show—was the announcement that Britain was to scrap her battleships in favour of smaller craft—a fitting tribute to the work of the three cruisers in the now famous naval engagement of 18 years ago!—C.G.

### HMCS Carleton

The role of the naval reserve in the atomic age was reviewed April 17 by Rear-Admiral Kenneth F. Adams, Flag officer Naval Divisions, during his annual inspection of *Carleton*, Ottawa naval division.

Admiral Adams, in charge of the training and administration of some 7,000 reserves across Canada, told the 200 officers, men and wrens on parade that they would "be of invaluable help in the early part of an atomic attack" and later would take up duties with the Navy on the coasts and in war-ships.

To plan in detail a program for reserves in the event of war with its nuclear prospects is "impossible". The reserve sailor, however, initially would be "valuable to the community" and, later, "to the country as a whole" when absorbed into naval forces afloat.

In mentioning the deterrents to war, Admiral Adams described the citizen-sailors as "all-important people in the preservation of peace. The more you know . . . the less likely it is that it will be necessary for us to go to war".

This was his final inspection in a swing through reserve divisions from the West Coast before returning to his headquarters in Hamilton.

*Carleton*, under command of Cdr. W. Robert Inman, performed ceremonial divisions and a marchpast for the visiting admiral. He later saw them at classes of instruction.

During divisions, he awarded the Canadian Forces Decoration to CPO Paul Desbiens, a motor mechanic who served in the RCNVR at Quebec City and has been in the RCN (Reserve) at *Carleton* for the past five years.

### HMCS York

Identical twins, who have stuck together afloat and ashore for two years despite the frequency with which buddies become separated in the Navy were among the 25 University Naval Training Division cadets to be awarded their commissions this year at *York*, the Toronto naval division.

The twins, Cadets S. J. and T. W. Avruskin, along with the 23 other cadets were presented with their commission scrolls March 19 by Commo-

dore R. I. Hendy, Senior Naval Officer, Toronto Area, on the drill deck of *York*.

The presentation of the scrolls was the third annual graduation ceremony of the UNTD, and culminated three years of training during the university years and during the summers. The cadets now begin their careers as sub-lieutenants in the Royal Canadian Navy (Reserve).

Three awards were made also. Cadet D. F. Barr was given the Naval Officers' Association Award by N. M. Simpson, president of the NOAC. This is the award given to the outstanding cadet in the graduating year.

Cadet S. H. E. Clarkson was awarded a presentation as the outstanding cadet of the second year by Captain Leonard Stupart, commanding officer of *York*.

Cadet M. P. Shiner was presented an award as the outstanding cadet of the first year by Cdr. (E) H. U. Ross, executive officer of the UNTD. Cdr. Ross addressed the cadets on their graduation.

The twins were born October 7, 1935 in Salem, Ontario. They attended high school there and both held executive offices in student organizations. Stan was president of the school organization and Ted was treasurer.

They came to University of Toronto in 1954. Stan graduates this year in general arts and intends to continue at the U of T law school. Ted has completed two years premedical, and is now in his first year medicine.

Somehow, during their naval careers, they missed the usual pitfalls. That is they didn't try to fool instructors and their officers by substituting for each other to beat the systems of mustering and doing extra work. If they did, they didn't get caught at it anyway.

During the past two summers, they have been together on the coast doing naval training.

Besides the Avruskin brothers, the following cadets were awarded their commissions. D. F. Barr, D. A. Bean, J. F. Brewin, I. M. Cameron, J. B. Ellis, A. P. Ewasko, E. E. Finsten, J. D. Gossage, J. D. Grant, E. J. Hambley, W. B. Hanna, G. K. Helleiner, H. M. Kelly, R. G. Lee, B. D. Lister, E. A. Overton, R. G. Penner, W. Pepall, G. R. Sellery, C. A. Smith, J. L. Stanford, T. E. Staples, and W. G. Thompson.

In March *York* was invited to supply the lobby decorations at the Odeon Humber Theatre in Toronto during the screening of "The Battle of the River Plate". The equipment displayed drew many comments from the capacity audiences which saw the film.

# WHAT THE NEXT TEN YEARS WILL BRING

## *NATO Chiefs Stress Key Role of Nuclear Power*

THE SHAPE indoor exercise just concluded dealt with the kind of armed forces which are likely to be needed by the NATO nations in say 1966—that is, about ten years ahead. We selected this date because we will then be in the missile age. The progress of science will then have provided us with nuclear weapons of tremendous destructive power, and with the means of delivering them. The new key to our strategy will be this power to destroy to an extent never before envisaged.

Our task at SHAPE is to protect the peoples and territories of the NATO nations against armed aggression. If we are subjected to an all-out attack by an aggressor, whether he uses nuclear weapons or not, our military plans require that we defend ourselves with all the means at our disposal, including the new nuclear weapons; this cannot be stated too clearly or too often.

It is possible that we might be subjected to limited aggression in certain areas, the aggressor not using nuclear weapons. For instance, an aggressor might want to test our firmness by seizing some isolated area, hoping that our unity would not be sufficient to launch combined NATO counter action.

Such an act of aggression would constitute an invasion of NATO territory and SACEUR must have the resources and the means to permit him to deploy his NATO forces—not merely the forces of one nation—in the path of the aggressor at once. By such action we plan to handle limited aggression in the NATO area without necessarily resorting to a limited attack before it could develop into an ugly situation which might lead to unlimited nuclear war.

In this exercise we have been directing our thoughts some ten years ahead. Why “ten years?”

Because when you start crystal gazing, ten years ahead is about as far as you can see with any certainty.

A factor that must influence our thinking, and our planning for the future, is scientific progress.

We cannot look into the future with certainty, but we know enough to be able to make reasonable assumptions on which we can work. Scientific progress will be great during the next ten years. It will entail such radical changes in military thinking that we have all too little time to agree upon our aims. Having decided what we

want, we must then give the necessary direction for scientific research, design, trial and experiment, production, distribution and training. And if materials are in short supply or finance is a ruling factor we will have to decide on relative priorities.

What can we expect to have in ten years' time?

### *Operational and in use by 1966:*

Naval ships, including submarines, with nuclear power.

Nuclear warheads for any suitable weapons, certainly down to and including field guns.

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*At a press conference following a recent top-level NATO “paper” exercise, Field Marshal Viscount Montgomery, Deputy Supreme Allied Commander Europe, summed up the views of himself and his colleagues on the outlook for military forces during the next ten years.*

*Excerpts from Lord Montgomery's remarks to the press are presented here as they appeared in a recent issue of The Army, Navy, Air Force Journal, published in Washington, D.C.*

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Strategic missiles fitted with nuclear warheads. The expense and lack of accuracy of ballistic missiles make them unsuitable vehicles for less powerful explosives.

In some weapon systems, guns will have begun to be replaced by missiles and rockets, e.g., anti-tank and anti-aircraft.

Short-range guided missiles, with ranges up to 500 miles, will be available in quantity.

Intermediate-range ballistic missiles, with ranges up to 2,000 miles, will be available and operational—from fixed positions on land and from ships.

Man-made satellites will circle the earth.

Improved submarine detection systems will be available.

### *In the development stage by 1966:*

Inter-continental ballistic missiles, with ranges of up to 5,000 miles or more. These will exist, but will be mainly in the prototype stage. Long-range attack will still be largely dependent on piloted aircraft.

Nuclear-powered aircraft. These will help to solve the logistic problems of

airborne early warning, i.e., we shall be able to get our radar stations up into the air.

I am less hopeful of nuclear power for land vehicles. It is all a matter of priorities.

These scientific advances will have a marked effect on the organization of armed forces.

The development and integration of new weapons will be evolutionary rather than revolutionary. Older weapons will continue to be used alongside the new—oil with nuclear power, guns with missiles, medium-range aircraft with medium-range missiles, and so on. Operational weapons systems developed by some nations, such as the U.S.A. will be in advance of that of other nations. However, all must have these new weapons to a greater or less degree, in accordance with their needs as part of one combined force.

### *Air and missiles for offense:*

The air and missile arm will largely take over the role of providing the offensive punch in nuclear war. Defense against this will be difficult and surprise will be easy to obtain. On the other hand such weapons will give increased power to the strategical defense in the land battle.

Looking into the far future, the advent of missiles will cause a reduction in the number and importance of piloted aircraft. There will always be a need for efficient strategic air forces to provide flexibility and to locate interior targets in enemy territory. Piloted aircraft will definitely be needed for limited and cold war activities, and for what are known as “police actions”.

As the effectiveness of air defense by missiles increases, so the number of aircraft required for interception tasks will be reduced.

### *Armies need air mobility:*

Armies, having more fire power and primarily a defensive role in unlimited nuclear war, will not be as large in size as we have seen them in past wars. The strategic mobility of important elements must be increased by providing facilities for rapid movement by air.

The close support role of tactical air forces (as we knew it in the late war, and today) will have declined by 50 per cent, being replaced by nuclear weapons in the hands of the land forces.

Navies will have increased mobility, and increased offensive potential. They will be less dependent on shore bases, which can so easily be destroyed.

All these scientific developments will lead to radical changes in military thinking—or should do. We must be sure that we make the right deductions when we peer into the future.

*Weapons outstrip strategy:*

Weapons usually outstrip strategy and tactics; today the gap is wider than ever before. Two points are fundamental:

1. In no nation are the financial, scientific and manpower resources such that the nation can, by itself alone, achieve the state of security and readiness which modern conditions demand. With its allies, and particularly its NATO allies, anything is possible. Joining defence within the Western Alliance

is the answer to most of the financial and industrial problems.

2. It follows that we need, first, a clearer definition than we have today of our long-term strategic posture — and secondly a very genuine and wholehearted scientific give-and-take between the Western Allies all pooling their knowledge and resources.

There is sometimes a tendency to think that missiles will solve all our problems. This is not the case. There are many troublesome problems connected with missiles. Here are a few.

Some of the present-day guided missiles are slow and can be intercepted. Their guidance systems can be jammed, and on this account their accuracy decreases quickly as the range increases. They are not therefore good long range offensive weapons. The ballistic missile is not accurate. Within the next ten years the Intermediate-range missile is likely to have an average error

of at least half to one mile. For real accuracy we will rely on piloted aircraft for many years.

Today we have no defence against ballistic missiles. It will come, but not just yet. We know what we want but it may take the scientist some years to give it to us.

I mention these problems in order to bring our thoughts about missiles down from the clouds above which they will travel. Of course we must also bring our thoughts out of the clouds in many other respects.

Against this general background, we have been trying in this exercise to design the military "blue print" for a period some ten years from now.

We must decide now what we want, and then work gradually towards that goal—keeping in the closest touch with scientific progress and development.

We Service Chiefs can do our part, provided we can get political agreement within the Alliance.

## STETTLER'S STATISTICS — A BUSY SHIP

A BUSY ship—but not necessarily the busiest in the Fleet—HMCS *Stettler*, modernized frigate serving in the Pacific Command, has taken a backward look over three years of her present commission and has come up with some impressive and interesting statistics.

The period covered by the figures was from February 27, 1954, when she began her present commission, until February 27 of this year. The *Stettler's* third anniversary was coincident with her arrival in Singapore in company with HMC Ships *Ontario* and *Jonquiere*. Between then and her arrival home in Esquimalt in early May she has added Hong Kong, Okinawa, and Yokohama to the list of distant ports she has visited.

Here is what it takes to keep a frigate active for three years:

*Navigation:*

Steamed 80,111 miles.  
 Visited 40 ports, including Panama (2), San Diego (3), Long Beach (4), San Francisco (5), Pearl Harbour (4), Magdalena Bay, Kealakekua Bay, Hilo, Guam, Manila, Singapore, Bellingham, Portland, Seattle, Prince Rupert, Kitimat (2), Comox, Alert Bay, Louscoone Inlet, Vancouver (4) among others.  
 Fixes taken 5,924.

*Administration:*

Number of Requestmen—892  
 Number of Defaulters—657

Number of men who have served in the ship—1,037.

Number of officers who have served in the ship—78.

*Gunnery:*

Number of shoots — 68  
 Number of 4" shells fired — 778  
 Number of 40mm Bofors fired — 7,464

*Engineerom:*

Barrels of oil consumed — 76,879  
 Tons of water distilled — 9,801

*Electrical:*

Electric light bulbs used — 8,800

*Recreation:*

Won Cock o' the Walk four times times at Bedwell Harbour.

Annual Regatta Trophies 1955:

1. Junior Officers Open Whaler
2. Wardroom Officers Whaler
3. Open Dinghy Sailing
4. Open Whaler
5. Stoker's Whaler.

Annual Regatta Trophies 1956:

1. Dinghy Sailing Race
- Second Canadian Escort Squadron track and field meet, and Second Canadian Escort Squadron swimming meet—first in both of these two events.

*Naval Stores:*

Stores used included 4,700 gallons of paint,  
 7,250 lbs of soap.

*Victualling Stores:*

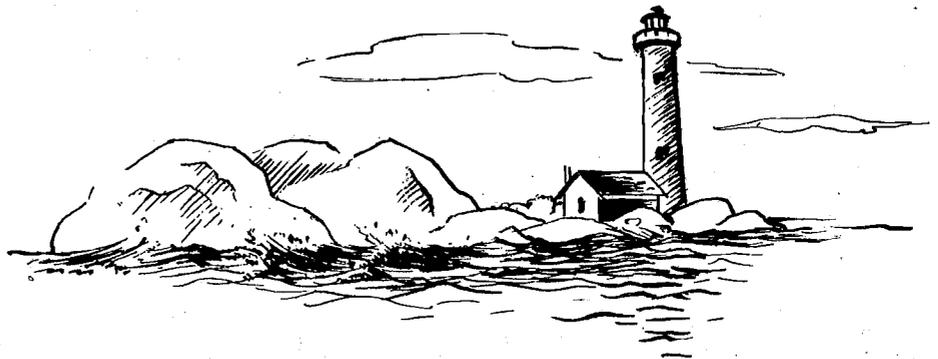
Meals prepared 492,940  
 Loaves of bread consumed 51,796

*Canteen Sales:*

Chocolate bars — 48,350  
 Cokes and other soft drinks — 118,600  
 Cigarettes — 3,995,000

*Ship's Fund:*

\$5,147.30 was spent on charities, amenities and recreation by the ship.



# THE NAVY PLAYS

## Heavy Program for Sailing Squadron

On the West Coast, the Esquimalt Squadron of the Royal Canadian Navy Sailing Association has been active in local competition, in fact one of the most active competitive clubs in the area.

With a membership of about 100, it is headed by Lt.-Cdr. (E) Roy Smith as commodore. His officers are F. Piddington, vice-commodore; Chaplain (P) G. L. Gillard, rear-commodore; Lt. Harold Moist, fleet captain; and F. Rainsford, service boat captain.

The club has drawn up an ambitious schedule for the year, and is now well under way with it. Events include:

May 5—Opening day at club house, Munro Street, Esquimalt, open to all visiting yachts.

May 8—First of Pacific Naval Laboratory trophy series.

May 15—Second of Pacific Naval Laboratory trophy series.

May 18—William Head race for Cole trophy.

May 22 and 29—Third and fourth races, PNL trophy.

June 2—William Head race.

June 5—First race, Royal Channel Island Yacht Club trophy.

June 15-16—Interclub series races.

July 17—Second race, Royal Channel Island Yacht Club trophy.

July 26-28—Eighth annual regatta, open to all Pacific Northwest yachtmen.

July 31—Third race, Channel Island trophy.

August 3—Race from Esquimalt to Port Angeles.

August 7—Fourth race, Channel Island trophy.

August 31-September 2—Labour Day regatta at Maple Bay sponsored by Maple Bay Yacht Club.

September 14-15—Round Robin series.

September 28—Closing day.

## York Regains Baseball Cup

The famous fur-lined cup is back in its familiar place on the refrigerator in York's wardroom.

At the present the fur is missing as the toast which was drunk from the cup lifted the delicate border of fur right off. The cup is emblematic of



Sub-Lt. (W) Joan Hudson of HMCS Scotian shows the men how it's done. An expert in marksmanship Sub-Lt. Hudson regularly gives marksmanship drill to Scotian's sailors. Here she gives advice to AB John Reid while Ord. Sea. Harold Wilson waits his turn. (HS-47722)

baseball honours between York and Star.

The annual York-Star baseball game is over for another year and the score, at the end of 6½ innings, York—20; Star—10.

The game was in Toronto this year and provided lots of excitement and laughs. York dazzled the Hamilton opponents with a formidable pitching staff including Tom Hutchings, old reliable "Slim" Darcy Quinn, and then Bill McMinn went in for the last inning.

However, the game wasn't as one-sided as the score indicates. Star had one bad inning or, perhaps, York had

one good inning, but either way Star fought a game uphill battle.

## Queen's Curlers Capture Trophy

HMCS Queen curlers have won the coveted Heck Jones Memorial Trophy, up for service competition in Regina each year. The Navy, Army and RCMP had teams competing and each game was a real thriller.

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions presented the trophy during his inspection of Queen.

The wrens, too, have been busy in sports at Queen. Recently a sports

competition was held at *Queen* against HMCS *Unicorn* wrens. This was a competition in shooting, volleyball, badminton, basketball and bowling.

It was the second meeting of the year, between the girls, the first having been held in Saskatoon. The teams gained a split in the competitions, so the groundwork is laid for a spirited rubber match next year.

A full scale badminton tournament will soon be held at *Queen*. A full schedule of events is planned including men's and women's singles, doubles and mixed doubles.

### **Navy Curlers Hold National Bonspiel**

Scottish tams and wool sweaters replaced navy caps and jackets when naval curlers from the Maritimes and eastern Canada met in Hamilton, Ontario, for the first national Bonspiel of the Royal Canadian Naval Curling Association.

Keen competition and a high standard of play resulted and all ranks and rates vied for honours in the two day event.

Ordnance Commodore W. G. Ross, RCN Curling Club, Ottawa, was head of the host committee and made the arrangements. Competing rinks were from RCN curling clubs at Naval Headquarters, HMC Ships *Gloucester*, *Shearwater*, *Stadacona*, *Hochelaga*, *Star-*



Five Cornwallis markswomen, who called their rifle team the "Firecrackers" and then proved the title was merited are shown with their trophies. The team trophy for high score in weekly '22 competitions was awarded at a tea in the Cornwallis Chief and POs' Mess to (left to right) Mrs. J. Chekan, Mrs. J. Magill, Mrs. W. A. Clements, Mrs. I. M. McKellar and Mrs. W. Thompson. Mrs. Clements also scored top individual honours in each of the two 11-week competitions. (DB-8717)

*Patriot* and *Prevost*. In all, a total of 16 rinks took to the ice for the 'Spiel.

After the traditional march around the ice, led by a piper, Rear-Admiral H. N. Lay, president of the RCN Curling

Association, threw the first rock to officially open play.

Top prize for "A" division was the Westinghouse Trophy donated by Canadian Westinghouse Ltd. Other prizes included the Commodore Ross Trophy for "B" division, the RCN Curling Association prizes for "C" division and the President's Prizes for "D" division.

A round-robin draw the first day determined in which divisions the rinks would compete. Pre-tournament favourite was *Gloucester's* rink, skipped by Ord. Sea. John Fraser. The young Saskatoon curler and two of his team mates had been runners up in the Saskatchewan Schoolboys' Bonspiel in 1951.

The opening draw saw Fraser's rink pitted against an Ottawa rink skipped by Admiral Lay. Playing coolly and confidently, the ordinary seamen and their second, CPO Jim Williams, handed the Admiral's rink a decisive defeat. Later in the day, however, Fraser's rink was upset by Lt. A. T. (Bert) Levy's quartet of *Stadacona*, knocking it out of "A" division.

In "A" division competition narrowed to a struggle between the *Star-Patriot* rink skipped by CPO D. H. Nelson and the *Stadacona* four skipped by Lt. Levy. The latter rink had arrived in Hamilton after completing a 1,500-mile non-stop automobile drive from Halifax in slightly over 24 hours! Nelson topped



The Westinghouse Trophy, to be awarded annually to the top rink at RCNCA national bonspiels, is presented to Rear-Admiral H. N. Lay, president of the Association, by G. L. Wilcox, president of the Canadian Westinghouse Company, Ltd. In presenting the trophy to the naval curlers, Mr. Wilcox stressed the friendly association which has existed between his company and the navy over a period of many years. (COND-4154)

Levy's rink in the first draw 11-7, but later Levy's curlers were unbeatable and his rink went to capture "A" division honours and the Westinghouse Trophy.

"B" division play saw Ord. Sea. Fraser's rink come up with some of the finest curling of the Bonspiel, and they finished the day undefeated, and winners of the Commodore Ross Trophy No. 2 rink from *Shearwater* took top honours in "C" division, and an Ottawa rink skipped by Commodore Ross won "D" division.

The RCN Curling Association proposes to make the Bonspiel an annual event, holding the meet in different cities each year. The Association also hopes to include many more naval curling clubs in future 'Spiels.

### **Wives Take Up Rifle Shooting**

The wives of naval personnel at HMCS *Cornwallis* have organized a Ladies' .22 Rifle Club, composed of six teams of six members each.

To date the club has completed two 11-week competitions and the top individual honours for both competitions went to Mrs. W. A. Clements for a 92.5 average. For her marksmanship Mrs. Clements was awarded the High Individual Aggregate Trophy, which was donated to the club by the Chief and Petty Officers' Mess.

The High Ladies' Team Trophy, which was donated by the wardroom was presented to the "Firecrackers" team. The Firecrackers consist of Mrs. W. A. Clements, Mrs. I. M. McKellar, Mrs. J. Magill, Mrs. W. Thompson and Mrs. J. Chekan.

Captain M. J. A. T. Jette, command-officer, made the presentations at a tea which was held in the Chief and Petty Officers' Mess.

### **Gloucester Keen At Winter Sports**

The winter season at HMCS *Gloucester* saw the main interest in sport centred on hockey and curling, although the ship's company also took part in many other activities.

The senior hockey team captured a playoff berth on the Ottawa National Defence League, but they lost to Army in a hard-fought, best-of-three semi-finals.

In curling, six rinks joined a club in the adjacent village of Metcalfe, and from these came the trophy-winning team that competed in the tri-service bonspiel at Kingston, Ont., where they won the Seagram Prize in the second event. Later, the same team captured the Commodore Ross Trophy at the First Annual RCN Curling Bonspiel at Hamilton, Ont.



Brigadier General Robert M. Stillman, Commandant of Cadets U.S. Air Force Academy, Denver, Colorado, inspected a plaque presented to the Cadet Wing by the Canadian Services College, Royal Roads, to commemorate the visit to the Canadian school by the academy superintendent, his staff, and the academy basketball team. Cadet Technical Sergeant Laurence Thomson (right), who was a member of the basketball team, accepted the plaque on behalf of the Air Force Cadet Wing. USAF cadets won the game.

### **Nine-Year Jinx Broken by York**

It took a lot of time, patience, and plain ordinary sweat. But York officers did it.

They won the Toronto Garrison Officers' Indoor Baseball trophy for the first time in nine years.

The team won the championship by taking three straight in the playoffs. They topped the Signal Corps 7-8; took the Irish 5-4; then wound up with a 7-4 win over Toronto Scottish.

The trophy was presented to Lt. Geoff Robinson after the Toronto Scottish game.

### **Cornwallis Wrens Active in Sports**

*Cornwallis* wrens have been very active in sports recently and played several hard-fought games of basketball with the Yarmouth YWCA team both at *Cornwallis* and Yarmouth.

*Cornwallis* triumphed in a tabloid of sports, after losing a swimming meet to the visiting *Stadacona* wrens, they outscored them in volleyball and basketball.

The following weekend they relinquished their position when they lost at *Stadacona* in a swimming meet and a bowling tournament.

However both weekends showed the keen competitive spirit of the wrens.

## **RN MIDSHIPMEN END SEA SERVICE**

A tradition of nearly 300 years came to an end on May 1 when midshipmen on the General List of the Royal Navy all ceased to serve in the Fleet at sea, and their gunrooms were freed for other uses.

Under the terms of the Royal Navy's "New Officer Structure" plan announced in January, 1956, the early training of General List officers is reorganized in such a way as to ensure that when they first go to sea with the Fleet they possess not only a thorough grounding of general naval knowledge but also a large measure of professional knowledge, so that they can obtain the fullest advantage from their practical experience at sea and are capable of acting at once as efficient and intelligent understudies to ships' officers. Young officers will not now join the Fleet from Dartmouth until the age of 20 or 21, when they will be promoted to the rank of acting sub-lieutenant.

Cadets entering the Royal Naval College, Dartmouth, in May are the first to join on a single General List and will not be allocated to the Seaman, Supply or Engineering specializations until they have been in the service for 12 months. The scheme of training is divided into three phases:—

Phase I: Two terms on shore, during which all cadets will undergo a common training of a primarily academic nature.

Phase II: One term, during which all cadets will receive practical sea training in ships of the Dartmouth Squadron, and experience at a naval air station.

Phase III: Four terms on shore, with cruises in the Dartmouth Squadron, grounding in basic naval professional subjects.

At the beginning of Phase III, Cadets will be promoted to midshipmen and will then be allocated to specializations according to personal preferences and aptitudes, and the requirements of the Service. Selection of those wishing to become Fleet Air Arm pilots will be made towards the end of the Dartmouth training.

Cadets admitted under the earlier scheme spent a considerable part of their time at Dartmouth in general school education, then went to sea before taking professional courses. Thus the new course provides basic technical and professional instructions before service at sea with the Fleet instead of after it.—Admiralty Press Release

# OFFICER'S AN OFFICER BUT WHAT'S A GENTLEMAN?

THAT THE OFFICERS were gallant, often to the point of lunacy, is incontrovertible; whether or not they were gentlemen depends on your definition of the word. E. S. Turner takes up this subject in the introduction to "Gallant Gentlemen" where he reports that an attempt was made in Parliament (at Westminster) to change "that section of the Army Act which prescribes penalties for 'conduct unbecoming the character of an officer and gentleman'. The last three words, they said, should be deleted. One logician argued that, since there is no legal definition of gentleman, "an officer ought not to be punished for failing to behave like one." The text of the book makes it clear (though it does not say so explicitly) that until 1914 the army was in no doubt of the definition—a gentleman was a male member of the land-owning class. Since then the problem has become more complicated, and the Army Act may someday have to define the word.

Also in the introduction he makes an aside to say: "Perhaps in due time, the foiled logicians will tackle the magnificent phrase in the Royal Navy's Articles of War which forbids "'any scandalous conduct in derogation of God's honour and corruption of good manners'. Lawyers may be hard put to say what it means but the Royal Navy has never been in doubt". He is evidently unaware that Canadian logicians have already tackled it, and that by the Tri-Service Code of Discipline, the Royal Canadian Navy has lost this part of its heritage.

Going beyond the introductions, the book concentrates on the army, stepping aside from time to time to look into the naval situation, and the last two chapters are devoted to the Royal Air Force and the women's services respectively. This is reasonable, because the army's is a more complex story than the navy's, owing to the independence of colonels in administrative matters in the old days, and the vagaries of the system whereby army officers used to purchase their commissions.

To quote the introduction again: "This book sets out to present a portrait, 'warts and all' of the British officer". In the early chapters the reader gets the impression that there is an undue proportion of warts. This may not be the author's fault, but simply because

the more sensational anecdotes are the better remembered and more often reprinted, and so more available to the modern author. However, this impression is heightened by the selection of the illustrations: they are all caricatures of one sort or another, from Sir John Falstaff saying "If I be not ashamed of my soldiers, I am a soused gurnet" down to the charcoal drawing of a beautiful "Woman cadet officer (from an official brochure)".



## BOOKS for the SAILOR

The passages on the Royal Navy are brief and lack detail, but this treatment is acceptable because, with the Admiralty exercising more supervision than the Horseguards and the fact that the naval officer had to know his business to avoid court martial or shipwreck, the story is much simpler. These naval passages are useful for comparison with the military ones, but are not adequate for a study of the social history of the naval officer; however, there are good books on the subject.

Two such books are *England's Sea Officers*, by Michael Lewis, published by George Allan and Unwin Ltd., London, in 1939, and *Up Funnel, Down Screw*, by Geoffrey Penn, published by Hallis and Canter, London, in 1955.

Mr. Turner has a pungent and readable style, but in the narrow compass of 333 pages (including the introduction and a good index) it is not possible to cover such a big subject in detail. It is to be hoped that the reader will be encouraged to go on to the books cited in the author's foot-notes—would that the citations were fuller. Let us also hope that some reader may be encouraged to take the subject up in more detail and write a book about three times the size of this one, with documentation and bibliography. It might not be as readable or entertaining as Mr. Turner's, but it would be fascinating and useful. —Ph. Ch.

"Gallant Gentlemen; A Portrait of the British Officer 1600-1956," by E. S. Turner; Toronto, William Collins, 1956, \$3.75.

### WEDDINGS

Sub-Lieutenant (S) Frederick Gordon Clark, *Stadacona*, to Miss Joyce Hazel McConnell, of Toronto.

Leading Seaman Robert Edward Cummings, *Naden*, to Miss Jeannette Ruth Smy, of Esquimalt, B.C.

Sub-Lieutenant (S) Raymond McLeod Sutherland, *Nonsuch*, to Miss Margaret Carol Wilson, of Montreal.

Lieutenant (P) J. Weldon Paton, *Montcalm*, to Miss Ina Dolly Hesky, of Toronto.

Lieutenant (E) Donald Hugh Smith, *York*, to Miss Norma Margaret Edgar, of Toronto and Midland.

Able Seaman David Strawbridge, *Naden*, to Miss Nora Elizabeth Ross, Victoria.

### BIRTHS

To Lieutenant (C) R. F. Gladman, *Cornwallis*, and Mrs. Gladman, a daughter.

To Able Seaman E. T. O'Donnell, *Naden*, and Mrs. O'Donnell, a daughter.

# 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.

ADAMS, Lloyd W.....LSED3  
 AKERS, Donald F.....LSEM1  
 ALLAN, Edward R.....P2CS3  
 ARMSTRONG, George E.....P1RT4  
 ARMSTRONG, William W.....LSRN3  
 ATKINSON, Leonard W.....P1RA4

BABCOCK, Lawrence J.....LSRT3  
 BAKER, William S.....P2CS3  
 BANKS, Edward J.....LSLR2  
 BARRY, Peter A.....LSSW1  
 BARTLETT, Gerald J.....LSLR1  
 BAUER, William H.....P1EM4  
 BEALES, Leonard A.....P1RT4  
 BEAUDIN, Rene J.....LSQR1  
 BEAUDOIN, Yves J.....LSQR1  
 BERTRAND, Leo R.....LSAA1  
 BOORMAN, Raymond.....P2QM3  
 BRADSTOCK, Robert W.....C2ET4  
 BRINN, Earl A.....LSRP2  
 BROOKS, Delmer C.....P2OM3  
 BURKE, George W.....P2CS3  
 BURTCH, Edward L.....LSRP1  
 BUTLER, Finlay J.....P1RC3

CAIE, Donald J.....LSQM1  
 CAIN, Clarence W.....LSEM1

CALVERT, Ronald A.....LSCR1  
 CAMPBELL, Gordon A.....P2ED3  
 CAMPBELL-HOPE, Alden.....P2TD2  
 CAMPBELL, Wesley R.....LSAF2  
 CARLSON, David W.....LSEM1  
 CARR, Douglas J.....P1EM4  
 CARSON, Robert G.....LSTD1  
 CARTER, Lewis O.....P2RW3  
 CASSEY, Henry G.....P2EM2  
 CHRISTIE, Nugent S.....P2CS3  
 CIRTWELL, Donald H.....LSEM1  
 CLAYTON, James.....LSRC2  
 COBURN, Edward G.....LSQM1  
 COCHRANE, Paul R.....P2RD3  
 COGHILL, Ronald B.....LSEM1  
 COLETTI, James L.....LSRP1  
 COOK, Robert M.....P2AF2  
 CORBETT, Theodore J.....C2RT4  
 CORDINER, John J.....LSAM2  
 CRIBB, John J.....P1EA4  
 CROCKET, Harold C.....P2RP2  
 CURRIE, Clarence A.....LSRP1

DALSIN, Clifford J.....P2TD2  
 DARLING, Gilbert T.....P2EA3  
 DAWSON, Alexander R.....P1EM4  
 DAY, George W.....LSTD2  
 DENNISON, Norman E.....P1RT4  
 DICK, Robert C.....P2EM2  
 DICKSON, Robert R.....P1ER4  
 DORMUTH, John.....P2AF3  
 DOUCET, Theodore J.....LSQM2  
 DOUGHERTY, Wayne A.....LSQR1  
 DURING, Vincent.....C1ET4

DYSON, George L.....LSEM1

EGAN, Gerald N.....LSEM1  
 ELDRIDGE, Ronald S.....LSEM1

FENWICK, Ronald E.....C1RT4  
 FIRLOTTE, David R.....LSQM1  
 FORSYTH, James W.....P1RT4  
 FOX, Francis J.....LSPW1  
 FYFE, John K.....C2EA4  
 FYKE, Harold L.....LSQM1

GAINOR, Robert J.....LSAA1  
 GATES, George C.....LSRN3  
 GERMA, Lloyd K.....P1ER4  
 GIBSON, Robert A.....LSTD2  
 GILMORE, Thomas R.....LSRW3  
 GLASS, Vernon C.....LSEM1  
 GODDEN, Robert C.....LSCR1  
 GOODWIN, James E.....LSCK1  
 GOODWIN, Willard N.....C2EM4  
 GOSSE, Walter A.....P1EM4  
 GRAHAM, Keith M.....LSAM2  
 GRAHAM, Thomas H.....C2RT4  
 GRIMSHAW, Ernest W.....P2CS3  
 GUTHRIE, Thomas F.....LSAR1

HAIRE, Frederick A.....LSEM1  
 HALL, Reginald K.....P2AF2  
 HAMMOND, Elroy C.....P2EF3  
 HANNAH, Allan G.....P2RS3  
 HARRIS, Ephraim R.....LSMA2  
 HARRIS, Gordon A.....P2EG3  
 HAWKHURST, Murray A.....LSEF3



Three little charmers who attended the children's party held on board the Ontario at Manila during the recent Far East cruise are shown here with their sailor hosts, AB Lawrence Sawchuk, CPO Alexander Brown and AB William L. Cartwright. (OT-3155)

HAYCOCK, Reginald J.....PIRT4  
HEARD, George F.....LSRP1  
HENDERSON, Fred R.....C1EA4  
HEPPEL, Edward A.....LSEM1  
HILL, John W.....LSTD1  
HODGINS, James B.....LSQM1  
HODGINS, William A.....PIER4  
HOOD, Donald F.....PIEM4  
HUTCHINSON, Lorne K.....LSEM1

IRVINE, Kenneth G.....LSAA1  
IVES, Richard T.....P2ED3

JAMES, Henry.....C1ET4  
JOHNSON, Ross L.....P2EA3

KUHN, Leo J.....LSSW1

LADERROUTE, Gerald G.....LSRP1  
LAMB, Donald G.....PIEM4  
LANE, Hugh G.....P2CS3  
LAVERTY, George.....P2AO2  
LECLAIR, Raymond J.....LSAA1  
LINDSAY, John F.....PIEM4  
LLOYD, Matthew W.....LSRP2  
LOFTHOUSE, Wayne L.....LSEM1  
LOGAN, Donald K.....P2ED3  
LOWE, Michael J.....LSOM2

MacCORMACK, John B.....PIEA4  
MacDONALD, Hector.....PIET4  
MacFARLANE, George E.....P2CS3  
MacKIN, William A.....PIEM4  
MacKINNON, Raymond J.....P2EM2  
MacLAUGHLIN, Thomas A.....P2EF3  
MacNUTT, Gerald E.....P2CS3  
MacPHAIL, Parker G.....PIRA4  
McGALLIARD, George H.....LSRA2  
McINTOSH, Charles G.....LSEM1  
McKELVIE, William D.....LSTD2  
McTEAR, Robert J.....LSQR1  
MACKIE, Edward J.....LSCV1  
MARCIL, Germain J.....LSQM2  
MARSH, John M.....LSEM1  
MARTEN, Philip C.....LSEM1  
MARTIN, Glenn.....LSTD1  
MAXHELEAU, David J.....LSRP1  
MAZIAK, Donald H.....LSAF2  
MILLER, Robert C.....PIET4  
MITCHELL, Earl C.....PIRT4  
MOORE, David A.....LSEM1  
MOUNTAIN, Ronald R.....PIER4  
MUELLER, Karl J.....LSRP1  
MUNROE, Glenn M.....PIRA4  
MUSGROVE, Charles D.....LSAA1

NEIL, Raymond E.....LSQR1  
NEMETH, Alex S.....P2EA3  
NEWHOOK, Delmer E.....PIET4  
NICOLL, Alfred J.....LSTD1  
NOEL, Paul G.....LSQR1  
NORMAN, Jack S.....PIRA4

O'NEILL, Thomas F.....LSLR1

PARKER, Kenneth P.....LSEF3  
PAYNE, Harold B.....P2RN3  
PHILLIPS, Donald I.....LSRP1  
PINARD, Bertrand J.....P2TD2  
PIRT, Bruce H.....P2CS3  
PLANTE, Paul-Eugene J.....LSQR1  
POIRIER, Benjamin J.....LSQM1  
PORTER, Charles T.....P2AC2  
POWER, John P.....PIEM4  
PUCHYR, John.....LSAW2

REYNOLDS, Kenneth L.....LSAA2  
RICHARDSON, Ronald M.....LSEM1  
RIGG, William M.....PIER4  
RIMMER, Reginald B.....C1RT4  
RIVARD, Joseph O.....LSAA1  
ROBERTSON, Robert B.....LSNS2  
ROSE, Clyde C.....LSEM1

SCOTT, Douglas G.....LSCK2  
SELLARS, William H.....P2EM2  
SHAW, Gerald A.....P2QR3  
SHAW, Melbourne I.....P2RS3  
SHERLOCK, Derek R.....PIER4  
SHIELDS, William E.....LSAR1  
SMITH, Donald B.....P2EG3  
SMITH, Frederick M.....PIER4  
SMITH, Peter H.....P2AC2  
SMITH, Robert T.....P2CS3  
SMITH, Wellwood S.....PIET4  
SMYTH, William G.....C1RT4  
SPECHT, Hugo W.....LSEM1  
STARRETT, Jack F.....LSRP2  
STEWART, Vernon F.....LSRP1  
STOREY, Lorne W.....PIRA4  
STRETTON, Shirley M.....WLWP1

TAIT, William M.....P2RN3  
TAKOFF, Jane C.....WLCY2  
THOMSON, James V.....LSQM1  
TRICKETT, Gordon R.....C1RT4

VALES, Ctirad.....P2RS3  
VIGAR, Ralph C.....LSAA1  
VIGNEAULT, Real J.....LSTD1  
VILNESS, Robert.....LSTD2

WAGG, Donald L.....LSRP2  
WALKER, Albert S.....PIRA4  
WATERS, Thomas F.....LSTD2  
WEBSTER, William A.....PIET4  
WILKES, James C.....C2RT4  
WILLIAMS, William R.....C2ET4  
WORKMAN, James W.....LSTD1  
WYMAN, Robert W.....P2EM2  
WYNNYK, Jaroslaw.....LSAM2

YOUNG, John E.....P2EG3

## LETTERS TO EDITOR

Dear Sir:

Reading your article in the February issue of *The Crownsnest* on Naval Veterans' Associations in Canada, I think it was a fine and timely article.

We would like to see more ex-naval veterans keeping in touch with their old unit by belonging to one of the many naval veterans' associations across Canada. In fact, it is in the interest of all naval veterans to do so.

We of the White Ensign Branch here in Halifax would certainly like to see more of the Navy and Merchant Navy veterans coming into our branch, as we are keeping our membership 100 per cent Navy or Merchant Navy.

As you can see we are a branch of the Canadian Legion which as you know is the greatest veterans' organization in Canada.

We have two smokers a year, one celebrating Zeebrugge, which we held

on Wed. April 24 last. A very good time was had by all.

The second smoker is held as near Trafalgar Day as possible, and we would like to see more of our old ship-mates attend these smokers.

Yours very truly,

J. E. MOBLEY,  
Secretary-Treasurer.

6 Mountain Rd.,  
Armdale,  
Halifax, N.S.

Dear Sir:

We have a petty officer in this office who holds a complete set of all *Crownsnest* editions published with the exception of Vol. 1 No. 1 which was issued in November, 1948.

Local enquiries to Naval Distributing Authority, Staff Officer, (Information), and also a request placed in the *Naden Lookout* has not produced any results.

Petty Officer Roberge states that he is willing to pay the sum of \$1.00, if required, for this issue of the *The Crownsnest*.

Yours truly,

A. N. WITWICKI  
PIAW3

Command Supply Office,  
HMC Dockyard,  
Esquimalt, B.C.

Dear Sir:

May I point out that The Main Brace Naval Veterans' Association of Canada was formed in November 1945 by E. R. MacDonald, in Saint John, N.B. Approximately a year later the second branch of our organization was formed in Moncton, N.B. As time went by various other Main Brace Branches have been organized. Namely Dalhousie, Campbellton, Bathurst, all in New Brunswick. We also have a branch in Truro, N.S., and our latest can be found in Charlottetown, PEI.

I have been a constant reader of *The Crownsnest* and believe me enjoy it very much.

Should you print this letter in your paper I would like very much to say hello to any of the crew from the *Quesnel* or *Lauzon* in which I served. On seeing my signature it may not ring a bell. However, the name "Whiskers" should be familiar to them.

Sincerely yours,

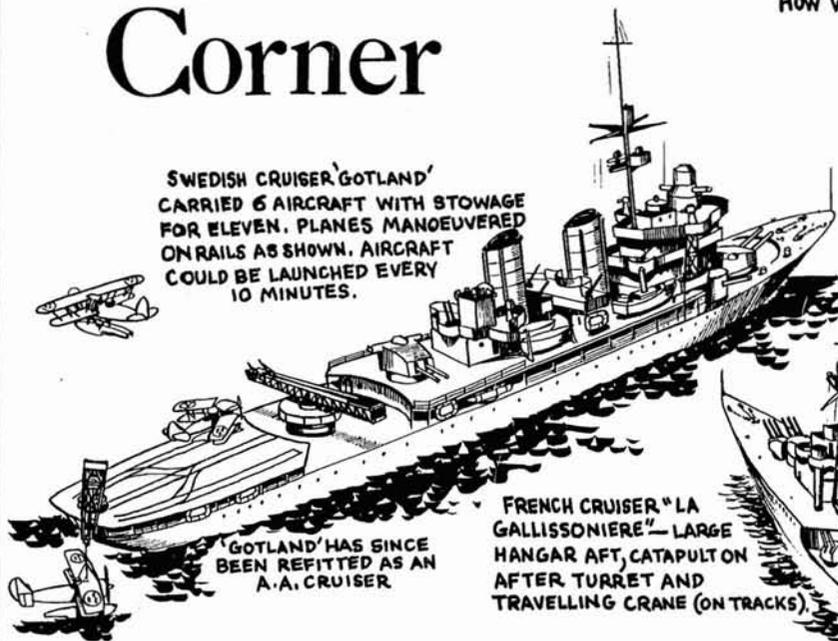
P. E. WALSH,  
National President

13 Dock Street,  
Saint John, N.B.  
April 16th, 1957.

# Naval Lore Corner

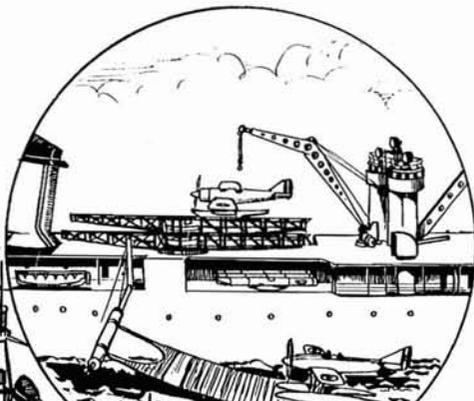
Number 47  
HOW WARSHIPS CARRIED THEIR AIRCRAFT.

SWEDISH CRUISER 'GOTLAND' CARRIED 6 AIRCRAFT WITH STOWAGE FOR ELEVEN. PLANES MANOEUVERED ON RAILS AS SHOWN. AIRCRAFT COULD BE LAUNCHED EVERY 10 MINUTES.

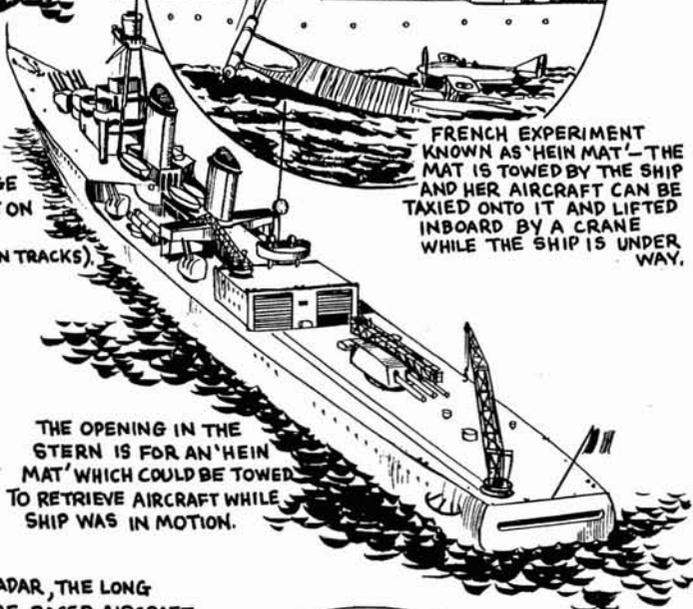


'GOTLAND' HAS SINCE BEEN REFITTED AS AN A.A. CRUISER

FRENCH CRUISER 'LA GALLISSONIERE'—LARGE HANGAR AFT, CATAPULT ON AFTER TURRET AND TRAVELLING CRANE (ON TRACKS).

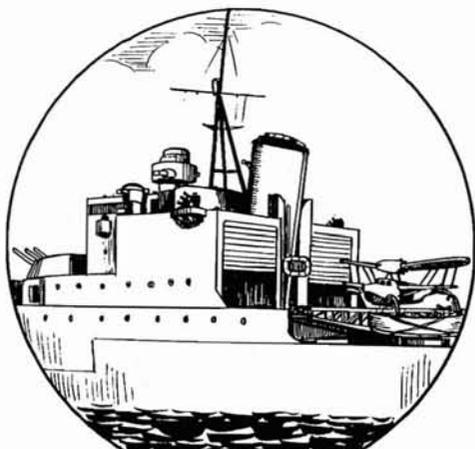


FRENCH EXPERIMENT KNOWN AS 'HEIN MAT'—THE MAT IS TOWED BY THE SHIP AND HER AIRCRAFT CAN BE TAXIED ONTO IT AND LIFTED INBOARD BY A CRANE WHILE THE SHIP IS UNDER WAY.

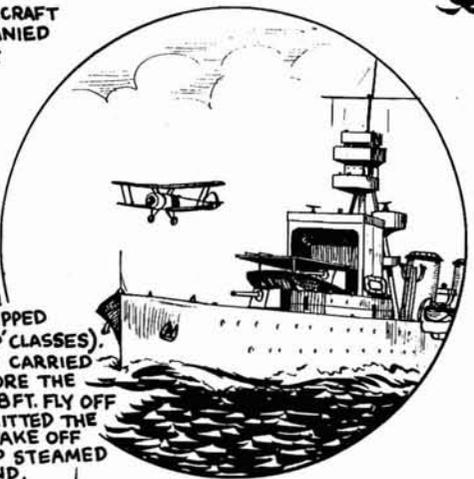


THE OPENING IN THE STERN IS FOR AN 'HEIN MAT' WHICH COULD BE TOWED TO RETRIEVE AIRCRAFT WHILE SHIP WAS IN MOTION.

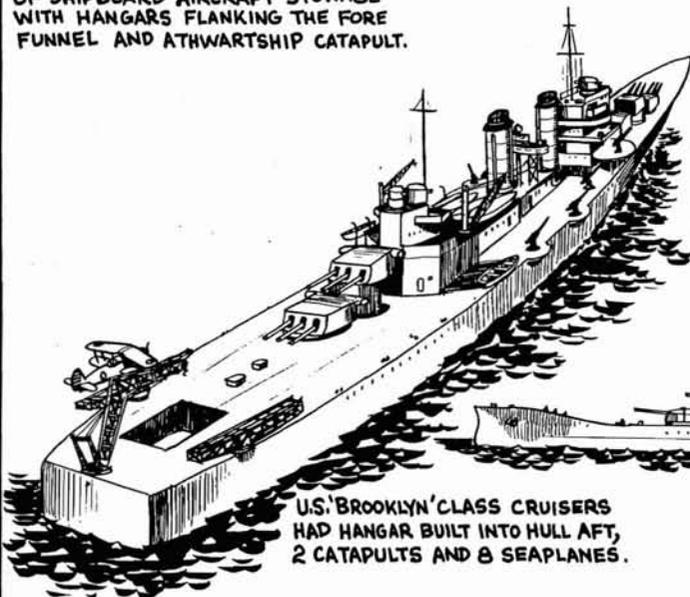
WITH MODERN RADAR, THE LONG RANGES OF SHORE-BASED AIRCRAFT AND TASK GROUPS ACCOMPANIED BY CARRIERS, THE CATAPULT SEAPLANE IS NOW A THING OF THE PAST.



BRITISH CRUISER SHOWING METHOD OF SHIPBOARD AIRCRAFT STOWAGE WITH HANGARS FLANKING THE FORE FUNNEL AND ATHWARTSHIP CATAPULT.



EARLY BRITISH AIRCRAFT-EQUIPPED CRUISER—('C', 'E', 'D' CLASSES). ONE PLANE WAS CARRIED IN HANGAR BEFORE THE BRIDGE AND AN 8 FT. FLY OFF PLATFORM PERMITTED THE AIRCRAFT TO TAKE OFF WHILE THE SHIP STEAMED INTO THE WIND.



U.S. 'BROOKLYN' CLASS CRUISERS HAD HANGAR BUILT INTO HULL AFT, 2 CATAPULTS AND 8 SEAPLANES.

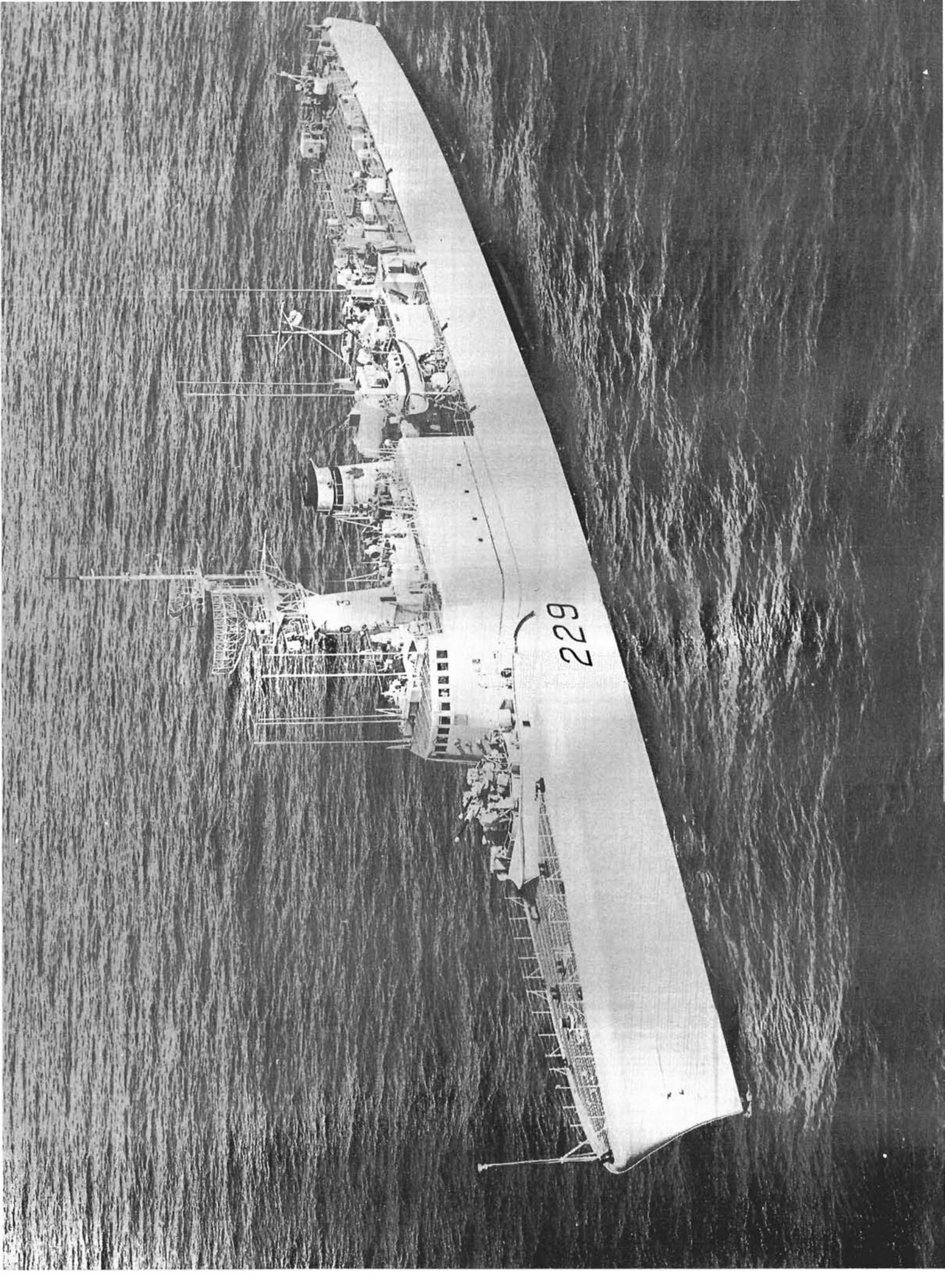


JAPANESE CRUISER 'TSUSHIMA' CLASS (9000 TONS)...CARRIED 11 TO 13 AIRCRAFT IN HANGAR IN STERN WITH 2 CATAPULTS.



*The* **CROW'SNEST**





# The CROWSNEST

Vol. 9 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE, 1957

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*The Cover*—Apologies are certainly due to Ldg. Sea. William G. Monteith if the publication of this picture dooms him forever to darning his own socks. Pictures of sailors plying the sailmaker's trade, however, are far between. Here Ldg. Sea. Monteith is fashioning a canvas cover for the quartermaster's desk in HMCS *Crusader* which served as flagship for Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, during Caribbean exercises this spring. (S-205)

## LADY OF THE MONTH

A word from a correspondent, noting that one of Canada's splendid new destroyer escorts had yet to receive adequate pictorial treatment in the pages of *The Crowsnest* was enough to send the editor scurrying to the photographic files of the Directorate of Naval Information. What he found appears on the opposite page and it is to be hoped it does justice to a warship that proudly bears both the name of a mighty river and the capital city of Canada. (Can anyone see an Irish pennant?)

This month, June 1957, she was one of two ships who represented the Royal Canadian Navy at the superlative naval review at Hampton Roads in honour of the first English settlement in North America at Jamestown, Virginia. Her companion (which may be ignored for the moment) was HMCS *Assiniboine*. It was the 350th anniversary of the founding of the colony which gave rise to the romantic story of Captain John Smith and the Indian princess, Pocahontas.

The foregoing is all beside the main point, which is that the *Ottawa* is a fine ship, with a fine tradition, doing her share as a member of the Royal Canadian Navy's modern fleet. (DNS-17257-88)

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.

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

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20 x 24 " " " .....	4.00
30 x 40 " " " .....	8.00

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The *Crowsnest* may be subscribed for at the rate of \$1 for 12 issues. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

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



June—the month of roses, blushing brides and, this year, the commissioning of HMCS Fraser. (E-40522)

### **Chippawa Sole Holder of Trophy**

Not the kind of naval division to be satisfied with doing things by halves, HMCS *Chippawa*, Winnipeg, has captured the Naval Divisions Efficiency Trophy all for itself. Last year *Chippawa* shared the award with *York*, the Toronto naval division.

The Efficiency Trophy is awarded on the basis of points awarded during the annual inspection of the divisions by Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, and his staff.

This year's runner-up for the trophy was *Malahat*, the Victoria naval division.

"The commanding officers, officers and men of these divisions are congratulated on their achievements," Admiral Adams said in the message announcing the award.

The trophy is a mounted sterling silver model of the first of Canada's new destroyer escorts, HMCS *St. Laurent*, presented by Vice-Admiral H. T. W. Grant, former Chief of the Naval Staff and present head of the Royal Canadian Benevolent Fund.

Previous holders of the trophy have been *Prevost*, the London, Ontario, naval division, *Discovery* in Vancouver and, jointly, *York* and *Chippawa*.

### **Ships East and West Busily Employed**

Mid-1957 finds ships of the Royal Canadian Navy at the peak of activity on both coasts, and inland waters.

The Navy's largest unit, HMCS *Bona-venture*, Canada's new aircraft carrier, arrived at Halifax June 27. The *Bona-venture* was commissioned at Belfast, Northern Ireland, on January 17 and underwent extensive sea and flying trials in preparation for her first operational duties.

HMCS *Magnificent* paid off to the Royal Navy at Devonport, England, on June 14 after more than nine years of service with the Royal Canadian Navy.

Late in June, HMCS *Labrador*, Arctic patrol vessel, once more sailed for the far north to carry out oceanographic

and hydrographic studies and assist the annual DEW Line supply mission.

Among the other fleet units, three ships of the First Canadian Escort Squadron—the destroyer escort *Micmac*, *Iroquois* and *Huron*—and the *Saguenay* of the Third Canadian Escort Squadron, were cruising in the Gulf and St. Lawrence River area, visiting ports in the Maritimes and Quebec.

Two other ships of the Third Escort Squadron, the new destroyer escorts *Ottawa* and *Assiniboine*, were at Hampton Roads, Virginia, to participate in the United States Navy Fleet Review, first to be held in 50 years.

Three frigates of the Seventh Canadian Escort Squadron, the *Fort Erie*, *Lanark* and *Lauzon*, returned in mid-June from the first of three University Naval Training Division cruises to the United Kingdom and Europe, while another of the squadron's ships, the *Outremont*, visited Sea Cadet Corps in Newfoundland.

On the West Coast, the cruiser *Ontario* and the destroyer escorts *Athabaskan*, *Cayuga* and *Skeena* of the Second Canadian Escort Squadron, had sailed on an extended cruise to West Coast ports of North America and to Hawaii.

The destroyer escort *Sioux* was carrying out post-refit trials before sailing for the East Coast early in July to become part of the Atlantic Fleet.

Three frigates of the Fourth Canadian Escort Squadron, the *Sussexvale*, *St. Therese* and *New Glasgow*, had been visiting Pearl Harbour and Hilo, Hawaii, and San Francisco. Later they

### **Shore Support Boon to "Maggie"**

The following is an extract from a letter received by the Commodore, RCN Barracks, from the Captain, HMCS *Magnificent*:

"What I want to do is to express on a personal level my very sincere thanks for the support which the 'Old Lady' has had from the Barracks, and from the Flag, during the last few months of her career. It has been a great privilege to be on the receiving end of so much hard work and unselfish efforts as had been put into the logistic support of this ship by yourself and those under your command during the time I have been aboard.

"*Maggie* seems to have hogged the publicity, and as is always the case, those who actually comprise the operational crew reap the kudos, but it is the excellent base support which we have received which has really enabled our efforts to be successful if indeed they have been so judged."

were to carry out training cruises to Vancouver Island points and to Mexico and California. Meanwhile, the frigate *Jonquiere* was visiting ports in British Columbia.

The coastal minesweepers *Fortune* and *James Bay*, of the Second Canadian Minesweeping Squadron, had been carrying out minesweeping exercises and calling at Vancouver Island points and nearby American ports, after which they sailed for Long Beach, California, for joint minesweeping exercises with the United States Navy.

On the Great Lakes, three Algerine coastal escorts of the Eleventh Canadian Escort Squadron, the *Portage*, *Wallaceburg* and *Sault Ste. Marie*, began the summer training program for officers and men of the RCN (Reserve) from naval divisions across Canada.

### **"Maggie" Returns To Royal Navy**

HMCS *Magnificent* was officially returned to the Royal Navy at Devonport, England, on June 14 after nine years of service with the Royal Canadian Navy.

The *Magnificent* was laid down by Harland and Wolff at Belfast, Northern Ireland, on July 29, 1943, and launched on November 16, 1944. Loaned to the RCN, she was commissioned on April 7, 1948, and sailed for Canada May 25, 1948, arriving in Halifax on June 1.

Her last duties for the RCN were the transport of troops and equipment for the United Nations Emergency Force in Egypt and the return to Canada over more than 50 Sabre jet aircraft of the Royal Canadian Air Force being brought back from European service.

The *Magnificent* sailed on her final voyage to the United Kingdom on April 10.

### **Late Admiral Byrd Served in Canada**

Rear-Admiral Richard E. Byrd, Jr., USN (Ret'd), died on March 11, 1957, at his home in Boston, Mass. He was 68. Burial was at the Arlington National Cemetery with full military honours.

Rear-Admiral Byrd's name was a byword whenever the subject of Arctic or Antarctic exploration was mentioned and he probably knew more about both areas than any other man. He is credited with charting some two million square miles of the earth previously unseen by man; he was the first man to fly over both the North and South Poles, and he became one of the foremost of the world's explorers, heading two Arctic and five Antarctic expedi-



The top graduate in the recent supply officers' technical course at HMCS Hochelaga was Sub-Lt. (S) J. F. Cowie, who is shown receiving his graduation certificate from Commodore (S) R. A. Wright, Naval Comptroller. Looking on is Cdr. (S) Hugh McGregor, executive officer of Hochelaga. (ML-5605)

tions. He invented several aerial navigation instruments and was the author of a number of books based on his expeditions to the polar regions.

In 1955 he was honoured by President Eisenhower when he was named officer-in-charge of the U.S. Antarctic Program and he made his last voyage to Antarctica in 1955-1956 in this capacity, setting up plans for U.S. participation in the International Geophysical Year in that region and paving the way for the possibility of American claim to at least a third of the Antarctic.

However, there is more to Rear-Admiral Byrd's story. During the First World War he trained as a flyer and later served as the commanding officer of the United States Naval Air Station at Eastern Passage, near Dartmouth, N.S., and the U.S. Naval Air Contingents in Canada. On this site now stands HMCS *Shearwater*, the RCN Air Station.

Rear-Admiral Byrd was born in Winchester, Virginia, and attended Shenandoah Military Academy, the Virginia Military Institute and the University of Virginia before he entered the U.S. Naval Academy from which he graduated in 1912. He was retired from active duty in the U.S. Navy in 1916 for two leg injuries, one sustained while a midshipman and the other aboard a battleship. When the United States entered the First World War he re-entered the navy and served un-

til 1925 when he again retired. He was promoted to the permanent rank of rear admiral by Congressional action.

Admiral Byrd was a holder of the Congressional Medal of Honour and the Distinguished Service Cross, among others, and was also the recipient of the National Geographic Society's highest award, the Hubbard's Medal and the Society's Special Medal of Honour.

Admiral Byrd was known personally by many in the Royal Canadian Navy and by reputation to most Canadians.

### **Electrician Joins Turtle Club**

Commodore (E) J. B. Caldwell, Commodore Superintendent, HMC Dockyard, Esquimalt, has presented a certificate of membership in the Turtle Club to Alfred C. Latter, an electrician in the dockyard whose life was saved by wearing a safety helmet.

In January, 1955, Mr. Latter was leading hand of a line crew which was dismantling a sub-station in the yard. A wooden cross-arm, weighing approximately 100 pounds, fell about 14 feet, breaking the helmet he was wearing. He sustained minor injuries only.

C. L. Madill, assistant manager, Electrical Engineering (Ships) said that if he had not been wearing the hat he would not be alive today. Mr. Latter, who served overseas in the First World War, started work in HMC Dockyard in 1945.

# 3000 VETERANS INVADE WOODSTOCK

*Annual Reunion Repeats Success of Previous Years*



Rear-Admiral W. W. Porteous, Chief of Naval Technical Services, representing the Chief of Naval Staff at the Woodstock Naval Veterans' Reunion, inspects a guard of honour from Toronto's HMCS York during ceremonies in front of the Woodstock City Hall which officially opened the annual get-together. (O-9494)



Off-duty time meant informality and a chance to smile for the photographer for these Wrens of HMCS York who were at the reunion to assist at the registration desk. From left: Wrens Eleanor Hargrave, Patricia Luckman, Mary Timothy, Joan Fraser and Denise Kindree. (O-9490)

**A**N ESTIMATED 3,000 naval veterans and their wives streamed into the beautiful little city of Woodstock, Ont., over the weekend of May 18-19 to make the third annual Naval Veterans' Reunion something to remember.

Most of the delegates had attended the two earlier get-togethers—Peterborough in 1955, and Oshawa last year. Already they are looking forward to the fourth reunion, planned for Belleville next May.

There were a few formal functions, but for the most part it was a down-to-earth affair, with robust recollections of wartime days by men who at one time were bound together in a common cause.

A parade by the band and guard of Toronto's naval division HMCS York opened the reunion program on the morning of May 18 and in a brief ceremony in front of the Woodstock City Hall an official welcome was extended by Mayor Charles Tatham.

Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, headed the list of official RCN representatives, and declared the reunion officially open.

In his address Admiral Porteous recalled the splendid way in which the citizens of Woodstock had "adopted" a Second World War corvette bearing the city's name. He mentioned the large number of Woodstock men who had served with the Navy during the war.

"We in the Navy regard these links with communities far from the sea as of serious importance. It shows that our people are aware of the continuing necessity for naval defence—which has never been greater in peacetime than it is today," the Admiral remarked.

The annual meeting of the Canadian Naval Association was held on May 18, in conjunction with the reunion, with delegates attending from Peterborough, Oshawa, Woodstock, Brantford, Toronto, Hamilton, Belleville and Port Hope. The resignation of W. O. Barr as president was announced and Commodore G. M. Hibbard, RCN (Ret'd), of Port Hope, was elected to succeed him.

Formal functions included a civic luncheon, attended by official RCN representatives, executive members of the Oxford County Naval Veterans' Association (hosts of the reunion), and civic

officials. Approximately 1,500 persons attended the Saturday night reunion banquet, where main speakers were Commodore R. I. Hendy, RCN(R), senior naval officer Toronto area; and Captain (SB) William Strange, Director of Naval Information.

A sparkling stage show concluded the banquet portion of the program, and that night there was a naval ball in the city's community arena. Those who did not attend the ball were entertained at the Armoury.

In keeping with tradition at such reunions, Sunday, May 19, was devoted to memorial aspects of the occasion. Although the weatherman did not cooperate wholeheartedly, large numbers turned out for a morning church parade, and a subsequent wreath-laying ceremony at the city's cenotaph.

Large crowds attended a concert provided by the band of HMCS York and interest ran high at the city's Southside Park where a 42-foot model of Canada's new aircraft carrier HMCS Bonaventure was the feature of a naval exhibit.

Others among the official naval guest list included Capt. L. D. Stupart, RCN (R), Commanding Officer of York; Assistant Chaplain of the Fleet (P) I. R. Edwards, RCN; Commander L. P. McCormack, RCN, Deputy Chief of Staff to the Flag Officer Naval Divisions; Commander E. G. Gilbride, RCN(R), Com-



The Sunday portion of the weekend reunion was devoted to memorial services. Following a church parade, RCN personnel, veterans, a Canadian Legion contingent and members of the Woodstock Sea Cadet Corps attended a wreath-laying ceremony at the city's Cenotaph. Rear-Admiral W. W. Porteous is seen placing a wreath on behalf of the Royal Canadian Navy. (O-9499)

manding Officer of *Prevost*; Commander W. R. Inman, RCN(R), Commanding Officer of *Carleton*; Lt.-Cdr. Ross Shaver, of HMCS *Star*; Lt.-Cdr. G. J. Brighton, RCN, Area Recruiting Officer, *Prevost*; Lt.-Cdr. (SB) C. T. McNair, Staff Officer (Information) Flag

Officer Naval Divisions; Lt.-Cdr. P. J. Wilch, RCN(R), *York*.

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, due to other commitments, was unable to attend the reunion.

To the approximately 3,000 delegates he sent the following message:

"I am happy to take this opportunity to extend warm greetings to all former naval personnel attending the reunion organized by the Oxford County Naval Veterans' Association which opens today. I would also like to express my thanks to the Mayor, the City Council and the citizens of Woodstock for the ready co-operation which has been extended . . . all of which has made the reunion possible.

"It had been my hope that I might once again be able to attend the reunion in person, as I have very pleasant memories of my visit to Oshawa last year and of meetings with old shipmates there. Unfortunately this has proved impossible, and I am therefore taking this means of expressing my continuing interest in the well-being of all naval veterans, and of the various naval clubs and associations which have sprung up in different parts of the country.

"It is my sincere wish that these local organizations will continue to grow and to flourish, and to maintain interest in naval activities."



Naval Photographer Norman Fitzmorris, of Hamilton, explains to one of Woodstock's younger citizens how a Banshee jet fighter lands on the flight deck of HMCS Bonaventure. A 42-foot model of the carrier was featured in a naval display held in conjunction with the veterans' reunion. (O-9489)

# THEY DON'T SPEAK HIS LANGUAGE

**T**HERE WAS only one thing wrong with the Woodstock Naval Veterans' Reunion for Fred Bates. As he put it: "No one around here speaks my language!"

The language that "Freddie" Bates spoke went back to 1899 when as a boy of 15 he commenced a colourful, world-travel seagoing career. At a spry 73 years, he was the grand old-timer of the veterans' get-together. There were young veterans there too . . . former navy men who served in the Korean conflict. They exchanged salty yarns with Fred Bates, and heard at first hand how different are the navies of today and yesteryear.

Born in Darlington, England, in 1884, Fred Bates started his sea-going career in the RN training ships *Caledonia* and *Minotaur*. His first "sea-going ship" was the three-stacker cruiser HMS *Kent*. Later he served in HM Ships *Vernon*, *Pegasus*, and *Torch*.

He spent almost a year in HMS *Pegasus*, with a portion of that time in the South Sea Islands.

"Those were the days when there was real romance in the islands!", the old-timer recalled with a twinkle in his eyes.

In that South Pacific region he met descendants of some of the mutineers of HMS *Bounty*.

Among Freddie's prized possessions is a medal (which he wore with justifiable pride throughout the reunion) showing he had served as a petty officer in Canada's early cruiser HMCS *Niobe*. He joined the *Niobe* on August 6, 1914, and spent two years with the cruiser. Later he was with a variety of patrol and minesweeping vessels operating out of East Coast ports.

Fred Bates was working in a torpedo maintenance shop at the time of the great Halifax explosion. There were 13 persons in the building at the time of the blast. Fred and two others managed to crawl out of the rubble. The remainder were dead.

In 1919 Fred went to Hamilton, and although he had left the naval service, his interest in it did not wane. He played leading roles in the organization of the RCNVR half-company in 1923 and that city's Sea Cadet Corps. In 1944 he moved to Woodstock, and has been a member of the Oxford County Naval Veterans' Association since its formation three years ago.



Yarns, based on naval memories that pre-date this century, can be spun by Fred Bates, of Woodstock, Ontario, who was the oldest veteran present at the Naval Veterans' Reunion in Woodstock. Mr. Bates joined the Royal Navy in 1899, served during the First World War in the Canadian cruiser *Niobe*, survived the Halifax explosion by sheer luck and helped to organize and train the Hamilton half-company of the RCNVR in 1923.



If the uniforms look as if they had been slept in, it is largely because they had — two nights in a colonist car. The picture is reproduced from a small, brown snapshot taken at Matepedia when the first members of the Hamilton Half Company of the RCNVR were on their way by train to Halifax for naval training in 1923—the year the RCNVR was founded. The photographer was Chief ERA Walter Love, who was lost during the sinking of the Tribal class destroyer *Athabaskan* in 1944. The picture is owned by CPO Harold Leitch, of the RCN Recruiting Office, Ottawa, who appears in the photo. Not all initials are available, but the names as recalled are (left to right): Seated—Robert Simpson, Pat Pattison, Rolland, Levy in front of "Buck" Taylor, "Scotty" Whitelaw, Fred Cooper, Jim Calvert and Penfold; standing—Walter Spears, John Martin, Langley, Depew, Ronald Chaplin, Harold Leitch and Andrew McLean. The wavy collar stripes, which were a feature of the early "VR" uniforms, are visible. Recently CPO Leitch met the original CPO instructor, Freddie Bates, in Woodstock.

# TOBAGO TO GRENADA BY BOAT

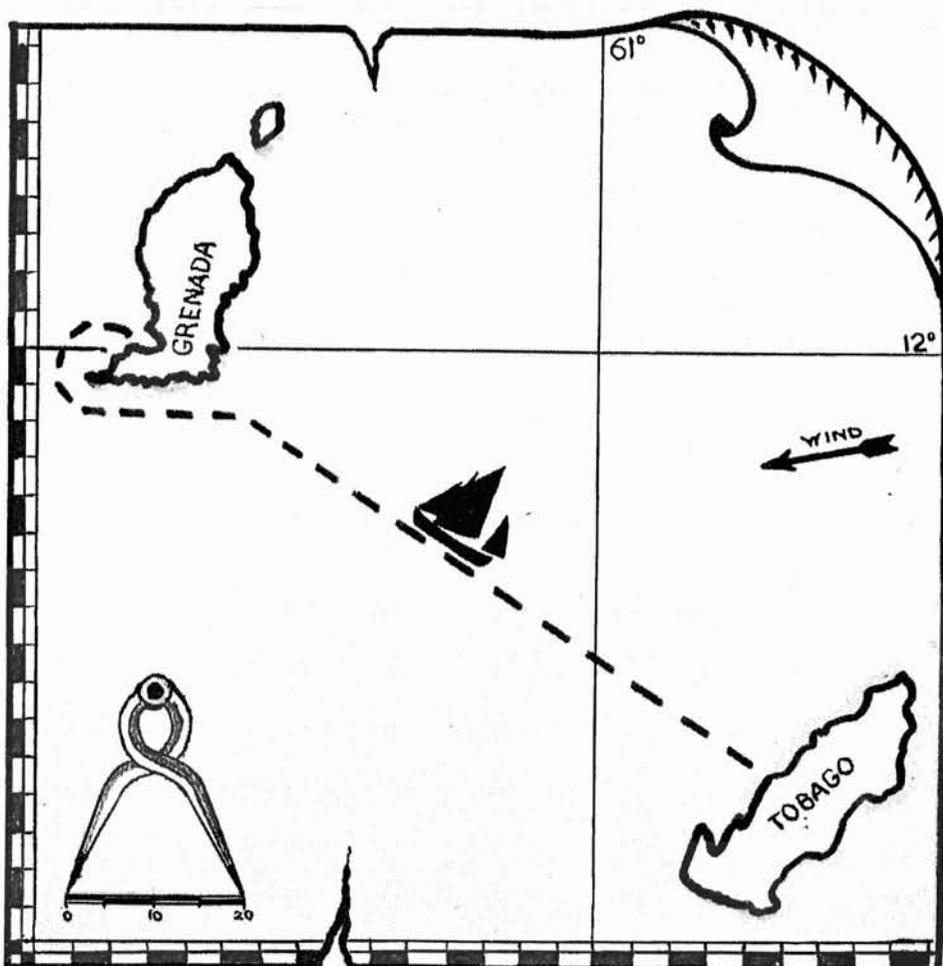
ON MARCH 28, HMCS *Micmac* rode at anchor in a gentle easterly swell in Great Courland Bay, near the southwestern tip of Tobago, British West Indies, one of the stops made during the 1957 Spring Cruise.

In the weeks before this pleasant halt in operations, a plan to sail from Tobago to Grenada had been suggested by several petty officers on board the *Micmac*. Finally the plan reached the Request Form stage and it was looked upon with great favour. Those wishing to take part were Petty Officers R. W. Moll, Leonard Rinder, Bruce Hewitt and F. G. McBride. They invited three officers to accompany them and it was agreed that Lt. T. S. Hayward, Cmd. Gnr. N. Bruce Pakenham and Mid: P. D. Crofton would accept.

Plans progressed from embryo state to a full scale operation. The necessary sailing gear and provisions were all arranged by the petty officers. Lt. Hayward, the *Micmac's* navigator, as Senior Officer Afloat (Whalers) was to be the most important crew member. He provided the navigational equipment and other information necessary. From our comparatively scant meteorological information, we found that at this particular time the northeast trade winds would be constant and quite moderate in our favour on the course we were to steer.

Final approval was given and, to the accompaniment of a few skeptical remarks and backhand "blessings", we slipped from the *Micmac* at 1140P on March 29 and shaped course for St. Georges, Grenada. On a course of approximately 325° (Magnetic) we made excellent time; the ship and land were soon hazy in the distance. Our speed was calculated as six knots. However some of us doubted it. An eight-foot swell and choppy seas kept the helmsman busy.

Late in the afternoon, still on the starboard tack, we settled down to a rather damp and cramped night. We were fortunate in having an astonishing assortment of food and refreshment on board, although to the non-seafaring the diet hardly would be appealing. For our first meal we indulged in tinned shrimp, massive sandwiches, beans, pineapple juice — a gourmet's



delight — but some of us were to suffer from slight "mal de mer" later in the evening!

Sunset and dark came with tropical suddenness at 1845. The wind remained steady and we were soon engulfed by the solitude of the night. About 1930 someone in the fore sheets suddenly reported a steady white light on our starboard bow; conversation recommenced and the lonely feeling was dispelled.

The light turned out to be from a fairly large ship, which soon hauled away out of sight to port, and we sighted none other during the trip.

Sleep was almost impossible, a whaler thwart not being the most comfortable sleeping spot. Several gallons of sea water over the bottom boards ruled out another comfortable place to sleep, so the majority of us slept little. Rain squalls passed near us and an occasional one happened to open its seams exactly as it crossed overhead, giving us a cold and unpleasant dousing.

At exactly 2340 another steady light was seen on our port bow; then another and then a group of lights. There was no movement to these lights and we then felt sure we had raised Grenada! We were astonished to find that

we had covered a distance of roughly 76 miles in exactly 12 hours and this was definitely Grenada! We proceeded towards land rather cautiously because we had estimated our course slightly high on the wind and therefore the lights should be on the eastern tip.

No navigational lights were charted in that area so we stood out from land to the southwest to consider our position. Soon the loom of the flashing light on the southwest tip of Grenada became visible and we decided to run parallel to the coast toward the light. At this time the wind and swell began to increase, with more frequent rain squalls which blotted out the lights completely. Time dragged on slowly as by now we were all soaked, cramped, miserable and wondering why we ever started out. It appeared impracticable to try and enter St. Georges at night so we lowered the mainsail and "ran free" on the foresail and mizzen to await daylight.

At first light we were about five miles off land on a course for St. George's Harbour. Finally after a seemingly interminable period we sailed into the harbour and secured alongside the sea wall. It was with immense relief that we crawled from our whaler

to walk on dry land and let the morning sun dry our drenched clothing.

After a short walk around town and a cup of coffee we again manned our whaler and set sail to meet the *Micmac* as she came to anchor off St. Georges about 0930. Some of our "unbelieving spectators" had predicted that the ship would "pick us up" as they steamed across from Tobago, but we had been successful and were greeted with cries of "Well done!" when we arrived alongside.

The time we took to cross from Tobago to Grenada was much less than that taken by the civilian sailing craft that ply the route. We believe that this may establish another "first" in the RCN, as the longest voyage voluntarily undertaken by an RCN whaler.—N.B.P.

## SEA CADETS OFF TO U. K., SWEDEN

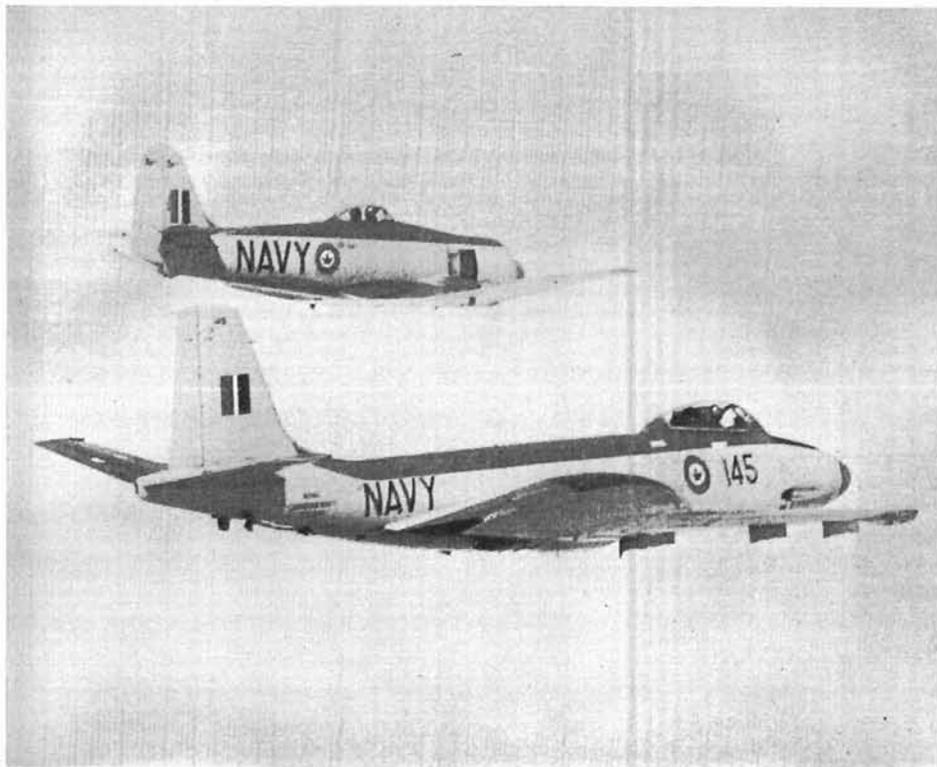
One of the biggest and most exciting summers for Royal Canadian Sea Cadets began in mid-June, according to D. W. Cathers, Hamilton, vice-president (Sea Cadets) for the Navy League of Canada.

On June 17 a party of two officers and 26 sea cadets were to fly from Montreal to England, returning by warship in late July. Of these, one officer and five cadets were to visit Sweden as guests of the Royal Swedish Navy.

The balance of the party were to be guests of the Navy League in the United Kingdom and participate in the Empire and Commonwealth of Nations Sea Cadet Camp, at Portsmouth July 1 to 14. Sea Cadets from all countries in the Commonwealth were to be present. Part of their training was to be conducted on board the famous ship *HMS Vanguard*. Elaborate sightseeing trips were arranged for both parties.

It was expected that the highlight of the Empire Sea Cadet Camp would be the initial presentation by Prince Philip of a trophy, which by Royal consent bears the name "The Duke of Edinburgh Ship's Bell", to a rifle team of Sea Cadets from Southend-on-Sea, England. This English team in 1956 was the first to win the newly organized International Small Bore Rifle Competition for Sea Cadets, which was inaugurated by the Navy League of Canada. Eight countries participated and Canadian teams from Selkirk, Manitoba, New Waterford and Sydney, Nova Scotia, placed second, third and seventh respectively.

All provinces are represented in the Canadian party. Cadets are selected on a merit basis.



Today and only yesterday are contrasted in this picture showing the RCN's Sea Fury fighter (top) flying with its successor, the Banshee jet. The Banshee has replaced the Sea Fury as the RCN's first-line fighter aircraft and will fly from the aircraft carrier *Bonaventure*. (DNS-17681)



Television sets have been installed in the Royal Canadian Naval Hospital, Naden, through the generosity of officers and men serving in the Pacific Command and in the Canadian Army on the West Coast. Voluntary donations purchased six 10-inch portable sets which can be used practically anywhere in the building. Contributors to the fund were: Work Point Garrison and the Queen's Own Rifles, Canadian Army; HMC Ships Naden, Ontario, Venture, Sioux, Crescent, Cayuga, Sussexvale, Stettler, New Glasgow, Jonquiere, Fortune, James Bay, Comox, Canadian Services College, Royal Roads, VU33 Squadron, (Patricia Bay). Shown are: standing, left to right, PO Cliff Shumaker and PO Jesse Battle; seated, left to right, PO Don McHardie, Lt. H. G. Holmes (nearest camera) and CPO Bert Booth. (E-39801)

# OFFICERS AND MEN

## *Tug Saint Anthony Ends Long Voyage*

The 840-ton ocean-going naval tug *Saint Anthony* arrived in Esquimalt on May 16 to complete her transfer voyage from the East Coast to British Columbia.

The *Saint Anthony* is one of three "Saint" class tugs ordered for the Royal Canadian Navy. She was completed February 22 of this year at Saint John Drydock Co., Ltd., Saint John, N.B., and sailed from Halifax for Esquimalt on April 17 manned by a naval civilian crew under the master, A. J. Proudfoot.

Similar to the rest of her class, the *Saint Anthony* has an overall length of 151½ feet and a beam of 33 feet. She is powered by a 2,000-horsepower opposed-piston engine. An important feature of the vessel is that she is fitted with a controllable pitch propeller with an hydraulic actuating mechanism which can be controlled from the command position in the wheelhouse and

also from the after end of the fore-castle deck. If the need arises, the ship can also be controlled in the engine room by use of the bridge telegraphs.

A towing winch of considerable capacity is fitted aft, making this powerful craft capable of handling any conceivable towing job in a deep-sea navigation.

For fire-fighting purposes she is fitted with two fire monitors fore and aft, and a large number of hose connections on the upper deck.

The vessel is fitted with the most modern fixtures for the comfort of the men who sail in her. A completely electric galley has been installed and the ship's company is catered to by a cafeteria system of messing. Comfortable bunks, complete with foam rubber mattresses and individual reading lamps, and other furnishings, give added comfort.

Large cold and cool rooms and spacious storerooms permit the ship to be

stored with provisions and general stores in sufficient quantity to enable her to spend many days at sea. Ample stowage space has been allotted for foul weather clothing and equipment necessary for deep-sea rescue work.

## *Retiring Civil Servant Honoured*

Senior officers, supervisors and employees in general within the Naval Supply Depot paid tribute to J. L. Bland on his retirement following 37 years' service with the Naval Supply Depot, HMC Dockyard, Halifax, it is reported in a recent issue of the *NSD News*, which says:

Mr. Bland entered the services of HMC Dockyard in 1921 as assistant warehouseman and was at the time the first permanent civil servant within Naval Stores. He has in his tenure of duty served under three officers-in-charge and five naval stores officers, and in the following stores: victualling, clothing, receiving, miscellaneous, hardware, return and electrical.

During a brief interview the retiring employee made the proud remark, "I come from a family of civil servants, my grandfather and father before me were civil servants and I have a civil service certificate dated 1883 that belong to my grandfather." Mr. Bland has a son, Bill, at present employed in the Packaging and Preservation Branch, who represents the fourth generation of Blands within the civil service.

Down through the years Mr. Bland said he has seen many changes enacted and more than a fair share of heart-aches, although there are in his memory many lighter moments on which he likes to reminisce.

In spite of his regular duties within the dockyard the retiring civil servant boasts quite a military career. He is a former sergeant in the First Coast Brigade Canadian Artillery having joined in 1914 for hostilities. In 1919 he was demobilized and re-entered the same unit when the militia was reinstated in 1922 and had continuous service until 1934. Mr. Bland holds the Military Long Service Medal not only for his own service but for his father and his grandfather.

In 1953 he received the Coronation Medal, presented on that occasion by



These are members of the No. 72 Petty Officers' Leadership Course held at Cornwallis recently. Front row, left to right: Petty Officers R. P. Challoner, F. E. Cormier, Lt. P. J. Traves (Course Officer), PO D. M. Adair (Course Petty Officer), and Petty Officer B. K. Sine. Second row: Petty Officers Y. Inouye, R. A. Parsons, E. E. Phillips, N. H. Carroll, T. G. Ewen, F. L. Breckon and S. M. Hall. Back row: Petty Officers E. M. Jorgensen, K. W. Brokenshire, N. T. McClellan, A. J. Wessel, F. Sutherland, J. G. Roe and P. E. Hill. (DB-7885)

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast.

Looking back to the days when he first entered the dockyard, Jim Bland remembers that the establishment was about half its present size and facilities were a far cry from those of the present day. All buildings were constructed of wood; lacking both sanitary facilities and water. In the winter, heating was supplied through the medium of bee-hive stoves, replenished with coal and coke by the staff when the occasion warranted it.

"It was not an uncommon thing," said Mr. Bland, "to find the inkwells frozen on the winter mornings and the practice of sprinkling water on the floor to curb dust while sweeping was carried out with prudence, for fear of endangering life and limb on the ice that formed forthwith."

Working hours during that era commenced at 7 o'clock each morning, six days a week, and continued through to 5 o'clock, with an hour off for lunch. Stores were transported by horse and wagon hired from a city firm.

"Handling stock lacked the methodical scientific methods used today and was carried out by sheer bull strength and endurance," remarked the seasoned storesman. One of the most difficult lines of stock to handle he said was in the metal shop where that bull strength was personified.

In those days a person entering the dockyard from North Street saw in glancing directly across the harbour only three buildings; one was a canning factory near the NAD establishment, between the present NAD and French Cable wharf the dockyard wat-

## WEDDINGS

Leading Seaman R. E. Bentley, *Labrador*, to Miss Norma Jean Snair, of Armdale, N.S.  
Able Seaman Lawrence R. Cooper, *Cayuga*, to Miss Vera Lindbeck, of Wainwright, Alberta.

Able Seaman Patrick L. Cummings, *Naden*, to Miss Mary Janet McMillan, of Victoria.

Petty Officer T. J. Czech, *Stadacona*, to Miss Isobel Michel, of Halifax.

Lieutenant (S) A. W. Driega, *Stadacona*, to Miss Mabel Myrtle Agnes Brooks, of Halifax.

Leading Seaman Robert H. Juulsen, *Cornwallis*, to Miss Sarah Jean Mitchell, of Halifax.

Able Seaman Glen M. McColman, *Crescent*, to Miss Coralie Ann Moore, of Victoria.

Sub-Lieutenant (L) Keith G. J. McKey, *Stadacona*, to Miss Margaret June Thomson, of Gananoque, Ont.

Petty Officer Francis J. Meredith, *Stadacona*, to Miss Geraldine Boaz, of North Woodside, N.S.

Lieutenant Maurice Tate, *Athabaskan*, to Miss Marilyn Diane Mathison, of Victoria.

Able Seaman Donald W. Vermette, *Cayuga*, to Miss Eleanor Crowe, of Sydney, B.C.

Able Seaman Robert A. Wilson, *Cayuga*, to Miss Chloe Mills, of The Pas, Man.



HMCS Gloucester, naval radio station outside Ottawa, has presented a trophy to the Ottawa Squadron of the RCN Sailing Association for annual intership competition. Supt. K. W. N. Hall, RCMP, left, commodore of the squadron, accepts the trophy from Lt.-Cdr. (SB) W. J. Pearce, executive officer of "Glo". Bytown, administrative "ship" of naval headquarters, won it June 9 in the first intership regatta, with 62½ points, followed by Carleton, Ottawa naval division, with 55½ and Gloucester, last with 43. They competed in 14-foot naval dinghies on Dow's Lake. (O-9738)

erman occupied a remote residence and some distance north was Olands Brewery. There was a lumber yard well towards the narrows and adjoining it was a Micmac Indian encampment.

On the Halifax side, the south gate of the dockyard was the site of the present RCM Police quarters and adjoining building D40 on the south side were living quarters fronted by attractive landscaping, complete with decorative wall and chestnut hedge.

Where miscellaneous stores now stands was, in Mr. Bland's early dockyard days, partly occupied by a field in which plum trees grew and he remembers helping himself to the luscious fruit.

Building D2 recently vacated by return store was the site of the Lorne Club, an organization popular for many years in the water sport life of the city of Halifax. HMCS *Stadacona* was where HMCS *Scotian* is now established.

These and many other memories are fresh in the mind of Jim Bland who has contributed much to the development of Naval Supply Depot as we see it today. His career navy-wise has now terminated and he may well look back, not only with fond memories but also with satisfaction in the fact known to all with whom he associated, to a job well done.

Jim Bland is the son of the late L. J. Bland and Mrs. Bland of this city, who originally came to this country from England. His father was killed during the Halifax explosion of 1917. One brother was killed on the Somme front during the First World War. Mr. Bland

married the former Edith Pickles of this city and they have two children, Mary and Bill, and three grandchildren.

## 12 Sea Cadets Picked for Cruise

Twelve sea cadets from Alberta and British Columbia are participating in a training cruise in HMCS *Ontario*, sailing from Esquimalt June 11 along the west coast of the United States and to Hawaii and returning August 9.

More than 3,000 cadets planned to attend summer camps, commencing July 1, and further training cruises in HMC ships are being planned. Those sea cadets residing in Ontario and eastward will journey to training camps adjacent to Sydney, Nova Scotia, or enter specialized courses in other naval establishments on the Atlantic seaboard. Western cadets will journey to the Pacific seaboard, attending at Comox, B.C., or other naval establishments on the West Coast.

At least five sea cadets' brass bands will be on duty at naval training ships throughout the entire season, to assist the Navy in its important summer training program under the command of Rear-Admiral K. F. Adams, Flag Officer, Naval Divisions.

## BIRTHS

To Ordinary Seaman Robert Bendell, *Micmac*, and Mrs. Bendell, a daughter.

To Ordnance Lieutenant P. C. Buzza, Naval Headquarters, and Mrs. Buzza, a daughter.

To Lieutenant R. G. Corbin, *Cornwallis*, and Mrs. Corbin, a son.

To Acting Commissioned Communications Officer R. E. Davies, *Quinte*, and Mrs. Davies, a daughter.

To Leading Seaman George Day, *Micmac*, and Mrs. Day, a daughter.

To Able Seaman Robert J. Easton, *Assiniboine*, and Mrs. Easton, a son.

To Petty Officer G. F. Faulkner, *Micmac*, and Mrs. Faulkner, *TWINS*, a son and a daughter.

To Captain A. B. Fraser-Harris, *SACLANT*, and Mrs. Fraser-Harris, a son.

To Able Seaman E. G. Harten, *Micmac*, and Mrs. Harten, a son.

To Lieutenant-Commander W. S. D. Hendry, *Patriot*, and Mrs. Hendry, a son.

To Lieutenant R. A. Jones, *Micmac*, and Mrs. Jones, a daughter.

To Petty Officer Chester G. Kenyon, *Cayuga*, and Mrs. Kenyon, a son.

To Able Seaman Grant W. Marcotte, *Assiniboine*, and Mrs. Marcotte, a daughter.

To Leading Seaman Donald McConnell, *Micmac*, and Mrs. McConnell, a daughter.

To Petty Officer John H. McGregor, *D'Iberville*, and Mrs. McGregor, a daughter.

To Leading Seaman Bernard O'Quinn, *Micmac*, and Mrs. O'Quinn, a daughter.

To Leading Seaman Thomas Spence, *Micmac*, and Mrs. Spence, a daughter.

To Leading Seaman Sydney B. Spooner, *Cayuga*, and Mrs. Spooner, a son.

To Leading Seaman Raymond Thompson, *Micmac*, and Mrs. Thompson, a son.

To Able Seaman Earl Wilkinson, *Micmac*, and Mrs. Wilkinson, a daughter.

To Able Seaman F. J. Wollinger, *Micmac*, and Mrs. Wollinger, a son.

# 44 YEARS OF SERVICE AND MEMORIES

## One-Time Boy Seaman, Lt.-Cdr. John Pegg Retires

EARLY THIS year a naval legend in Winnipeg came to a close. On February 21 and in a city that is just about as far from salt water as it is possible to be in Canada, Lt.-Cdr. John Pegg concluded a naval career that had begun 44 years before.

HMCS *Chippawa* is a ship bounded on one side by the Pre-Cambrian shield and on the other by the great western plain. Many of those who joined the Navy and took their basic training there had never seen salt water in their lives. Yet on practically every ship of the fleet these prairie sailors have proved their worth as seamen, time and time again. To understand this would be to understand, in a way, the legend of Lt.-Cdr. Pegg.

It began on January 9, 1913, when he joined the Royal Navy as a boy seaman, second class. His first ship was HMS *Ganges*, RN training establishment at Harwich, England. He served in the *Ganges* until June 1913 and passed out to first class boy on board *Ganges II*. It was a three-masted, full rigged ship, previously named the *Boscoyne*, with masts 165 feet high.

At that time all boys answered to the pipe at 0500 "All boys muster through the baths". These were large wooden tubs filled up overnight on the upper deck by the cooks of the mess. At 0530 "All boys lay on the mast away aloft. Lay out (man the yards), lay in, come down, fall in". The boys moved smartly not only because breakfast was waiting, but because discipline at this period was taught by the "stonicky", which all instructors carried, to impress the fact that the boys were under training, and how much they loved them!

It was a bit of a relief to have a chance to go to war, and John Pegg had his when the Navy was called out to relieve General Townsend and his troops, who were anchored in Kut-Ela-Mara at Mesopotamia in 1917, and could not kedge out. His first active billet was in HMS *Blackfly*, one of a group of river gunboats that were disassembled, put on board the *Empress of Britain*, assembled at Abadan, Persia, launched, and sailed to the scene of action.

It was during this time that AB John Pegg had his first real misunderstanding with the Navy. Mooring up at night alongside an army camp was



Lt.-Cdr. John Pegg and his wife examine the White Ensign which has just been presented to him by Captain Liston B. McIlhagga, commanding officer of HMCS *Chippawa*, the Winnipeg naval division. In September 1939 Captain McIlhagga joined the Navy at *Chippawa* as an ordinary seaman and was given his basic training by the then CPO John Pegg.

done by the peg and mallet system. That is a peg and mallet were thrown ashore and two hands went over to secure the mooring lines to the river bank. With a draught of only 18 inches this was no problem. There was a problem though in the fact that on board were Able Seaman Pegg and an Able Seaman Mallet. When peg and mallet were to be cast ashore, confusion reigned. This confusion apparently lasted throughout the whole commission.

However, John Pegg was not one to stay ashore and he graduated to somewhat larger ships. He served in HMS *Warspite* and HMS *Revenge* of the Mediterranean Fleet. Later as Chief Petty Officer Pegg he served as cox's'n to Vice-Admiral Sir Archibald Howard Kelly, second-in-command of the Mediterranean Fleet. He also served in the submarine depot ship *Dolphin* and as cox's'n to Vice-Admiral Sir M. E. Dunbar Nasmith, Commander-in-Chief.

As a seaman John Pegg received 17 superior and excellent assessments and during his entire time in the Royal Navy he received not one adverse report. He ended his RN career in 1937 when he was pensioned as CPO instructor from the boys' training ship, HMS

*St. Vincent*. Curiously enough the traditional method of training was the same in *St. Vincent* where he was pensioned, as it was when he was in *Ganges* as a boy. It was still six cuts with the cane for smoking or being found in possession of smoking materials.

It was while CPO Pegg was on pension leave that he saw an RN Fleet Promulgation calling for two CPO instructors for training RCNVR. The Royal Canadian Navy of today owes a great deal to RN pensioners of the 20s and 30s who came to Canada and gave so much of their knowledge and skill to the fledgling RCN fleet. However, CPO Pegg was not too sure that he would be one of them, because by this time he had taken on a cargo of one wife and four children. The RCN had a good deal less money in those days, and transportation for five to Canada was no small expense. However his service record stood him in good stead and he was accepted.

He arrived in Canada in 1937 and was allocated to RCNVR Winnipeg. One of those who had advised him on the do's and don'ts of training reserves was Lt.-Cdr. E. R. Mainguy, who eventually became Chief of the Naval Staff.

By this time CPO Pegg realized just how far from the ocean he was. The training establishment in Winnipeg was in an old firehall and the nearest water was a somewhat muddy stream called the Red River. At that time the full divisional strength was 100, but the reservists were eager to learn and CPO Pegg had a great deal to teach. When war came in 1939 prairie boys by the thousands joined the Navy and proved through six years of war their ability as seamen. For many thousands of them it was CPO Pegg who gave them their training. Their fine record during the war is the proof of his ability.

In 1942 he was drafted to *Stadacona* and he helped open the seamanship school under the present Flag Officer Naval Divisions, Rear-Admiral K. F. Adams. Promoted to bos'n, he served later under Commodore O. C. S. Robertson at HMC Dockyard and wound up the war in HMCS *Peregrine*. In June of 1946 he returned to Winnipeg as a commissioned bos'n and in September of 1947 he was promoted to lieutenant. From then until last February he saw the reserve navy in Winnipeg grow to nearly 500 and he served during that time as recruiting officer, training officer and latterly as Assistant Area Officer Sea Cadets with the rank of lieutenant-commander.

Swallowing the anchor doesn't come easily to a man who has served for all of his adult life in the Navy, nor is it easy for his messmates and friends in the service. It won't be the same at *Chippawa* without John Pegg nor would it have been the same for the last 20 years without his steady hand.

At a special parade Lt.-Cdr. Pegg took the salute in a march past of the ship's company and was given the White Ensign by the commanding officer, Captain L. B. McIlhagga. In bidding him goodbye Captain McIlhagga spoke for the 7,000 men trained by Lt.-Cdr. Pegg, because he himself had been one of them. Among the souvenirs he took ashore with him was a lifetime membership in the Naval Officers' Association, a silver drinking cup presented by the Chief and POs' mess, a bust of himself as a boy seaman presented by the Sea Cadets and a 14-foot boat given jointly by the NOA and his fellow wardroom officers.

What is he going to do now? He is not too sure. He admits that after a lifetime of it, travel holds very little attraction. Perhaps the prairies will be the place where this man, who has spent so much of his life at sea, will spend the rest of his time. As he says himself "Why go back?"—W.B.D.



A task that is begun months ahead, in anticipation of the break-up of the ice on northern waters, is the preparation of the shipment of naval supplies for the naval radio station at Aklavik, above the Arctic Circle in the Mackenzie River delta. The shipment is prepared in the shipping section in HMC Dockyard, Esquimalt, where Jerry Charity and Jim Fleet are seen strapping one of the cases. (E-40904)

## BUNDLES FOR AKLAVIK BIG SPRINGTIME JOB

ONE OF THE major consignments handled every year by the Shipping Section in HMC Dockyard, Esquimalt, is the shipment which goes out in May to the RCN's radio station at Aklavik, N.W.T.

This shipment is the result of long months of planning and hard work to have these supplies, essential for the maintenance of the radio station, shipped to their destination.

Aklavik, which can only be reached by water and air, has its supplies assembled in Esquimalt over a period of nine months, to be sent off in one consignment. This year's shipment, consisting of 176 cases of equipment, weighing a total of 30,486 pounds was

made up of electrical and radio equipment, clothing and articles of general use.

Some idea of the work involved can be judged from the fact that the Shipping Section on the West Coast began packing the 1957 shipment last October. Each of the cases containing equipment is specially numbered according to the equipment it contains. In this way, the personnel at Aklavik can recognize immediately which cases contain particular equipment. The supplies are waterproofed and packed in closed cases to eliminate risk of water damage on the long northern voyage.

After all the equipment has been crated, the cases are taken in boxcars by rail from Victoria to Waterways, Alta., where they are turned over to the Northern Transportation Company for a 3,000-mile trip by barge to Aklavik.

Also included in the consignment of annual supplies is a snowmobile and a jeep. When the new shipment arrives at Aklavik the two vehicles in use there are sent back to the West Coast for overhaul, ready to make the trip north again the following year.



# WEST COAST MUSEUM BEARS NEW NAME

## Repository To Be 'Maritime' in Broadest Sense

THE NAVAL Maritime Museum, at Esquimalt, has a new name. It is now called the Maritime Museum of British Columbia. The decision to change the name has been made in order to emphasize that the museum is "maritime" in the broadest sense of the word. Its purpose is to preserve the history and treasures of the past, whether they be connected with discovery or exploration, fishing and sealing, shipbuilding and shipping, or navy in peace and in war. All are part of the saga of British Columbia and the sea.

The museum was officially opened to the public on April 18, 1955, by His Honour, the Lieutenant-Governor of British Columbia, Colonel Clarence Wallace. This event was the culmination of several years of planning and work by a number of naval officers and friends. Before and since that time, generous donors have given or loaned the museum hundreds of interesting models, photographs, paintings, and other articles. The result is that today, the Maritime Museum of British Columbia is solidly established as the centre of the maritime history and tradition of Western Canada.

The building itself is a museum piece. The bricks and fittings were brought from England "around the Horn" in sailing ships at the turn of the century and were fashioned into a dwelling after a plan that governs similar dwellings wherever the British Army had garrisons. It was designed for two families and was allocated from the beginning to the senior engineer and ordnance non-commissioned officers. Finally in 1952 it came to be considered as a museum site.

The space outside is taken up with approach steps leading to a front and side lawn, and to the south with a parking lot. The rest is the rock of Signal Hill. The first glimpse of the museum as one drives along Esquimalt Road will be the Canadian Red Ensign, flying from a flag-pole which is, in fact, the mainmast of the old sloop HMS *Algerine*. Anchors recovered from Pacific waters, old guns, the wheel of a sailing ship and a German torpedo guard the entrance.

The British claim to Vancouver Island and hence to the whole of what is now British Columbia, was established in 1778 by Captain James Cook,



The Maritime Museum of B.C. was thoroughly inspected during the information tour held by a group of students from the Campbell River High School in March. The visitors claimed the museum was one of the "finer points of learning" they had seen during their visit to Victoria. Many of them took shorthand notes regarding the various museum pieces. Their five day itinerary of the Capital city also included visits to HMCS Naden, HMC Dockyard and the Canadian Services College Royal Roads. The tour was arranged by the Crown Zellerbach Paper Company of Canada. (E-40440)

RN, who landed in Friendly Cove, Nootka Sound, from HMS *Resolute* and HMS *Discovery*. The first room in the museum is named in honour of this great navigator. Two of its treasures are three volumes of his voyage and the first chart published in 1784 by Admiralty of the Pacific Coast.

The second room is called the Vancouver Room, after Captain James Vancouver, RN, who in 1792 accepted from Captain Quadra of the Spanish Navy the restitution of British property in Nootka Sound and established for the future that this island would remain British. There is a fine edition of Vancouver's voyages and a number of objects and souvenirs from the destroyer HMCS *Vancouver*.

The third room is dominated by a bust of Admiral Nelson, which was presented to the museum by HRH the Duke of Edinburgh. The Nelson Room contains numerous objects connected with this famous admiral.

At the top of the stairway, which is lined with ship's crests, is the uniform

room. Three of the uniforms here are of great historical importance. There is a full-dress rear-admiral's uniform which belonged to Admiral P. W. Nelles, RCN; there is a lieutenant's full-dress uniform which belonged to Lieut. (later Rear-Admiral) J. C. Hibbard, RCN; and there is a summer uniform, worn in HMCS *Rainbow*, belonging to AB Ford.

The next room on the left is the Maritime Room. It contains exhibits of ships with a particular local history; for example, SS *Beaver*, which belonged to the Hudson's Bay Company and which was the first steamship on this coast; SS *Valencia*, one of the many wrecked on the south coast of the island, and other vessels which hunted and explored in the North Pacific.

Then there is the First Model Room, which has very fine models of a Dutch frigate, of Columbus' flagship the *Santa Maria*, of SS *Chelosin*, and of the *Cutty Sark*. The Second Model Room has excellent models of ships used by the

RCN before and during the Second World War.

The Esquimalt Room contains a varied collection of photographs, charts, and sketches dealing with the village and harbour of Esquimalt from its earliest times.

In the Robert Sutcliffe Room, there is a unique collection of photographs and sketches dealing with sailing ships—their rigging, their figureheads and their ornate sterns.

The final room, upstairs, is the Weapons Room. It contains samples of everything from primitive arrows of the Pacific islanders to the weapons used in the Second World War.

After coming down the stairway past additional ships' crests, we come to the CPR Room, which is dominated by scale models of SS *Princess Marguerite* and SS *Princess Margaret*. In this room is one of the museum's most treasured relics, the bow badge of HMS *Canada*, a famous RN warship in the latter part of the 19th century. It bears the crests of seven provinces, which comprised the Canadian nation at that time.

The significance of the sea to Canada's welfare, trade and security is often neglected and forgotten. A visit to the Maritime Museum of British Columbia is a reminder of Canada's rich heritage of the sea.—E.C.M.

## BELL BECOMES BAPTISMAL FONT

The bell of a Spanish tanker which sank off Herring Cove during the Second World War has become a baptismal font in the Church of the Redeemer at Shannon Park.

At a brief ceremony on board HMCS *Granby* in Halifax Harbour, Lt.-Cdr. Charles S. Smedley, commanding officer of the ship, which is Atlantic headquarters for the RCN's Operational Diving Unit, presented the font to Chaplain A. G. Faraday of the Church of the Redeemer.

The bell came from the Spanish tanker *Nueva Andalucia*, which sank at Mars Rock, near Herring Cove in 1943 after having been in collision with the battleship HMS *Revenge*.

The bell was recovered by divers from the *Granby* on August 3, 1956, during diving operations at the site. Later, the bell was cleaned and plated by members of the ship's company and a stand to support the bell was built at the unit.

The new font was dedicated at a Sunday service in the Shannon Park church.



## PHOTOGRAPHER - DIVER

**A**BLE SEAMAN M. J. (Jimmy) Thistle, 24, of St. John's Nfld., has the distinction of being the only qualified frogman-photographer in the Royal Canadian Navy. Already a specialist in photography, he volunteered for a recent four-week course to become a Clearance Diver (ships).

Twelve men from various branches of the navy started the gruelling course and six managed to complete it, among them AB Thistle. He brings to the increasingly important field of underwater motion picture and still photography the technical knowledge and skill acquired in his training as a naval photographer.

Before joining the Navy, AB Thistle was an outstanding swimmer at St.

John's and was a familiar sight to regular swimmers at Bowring Park there. He entered the RCN in 1950 and served afloat and ashore on each coast before transferring to the Photographic Branch in 1952.

Apart from photographic instruction in Halifax, most of his time from December, 1952, until last August was spent in the photo section at HMCS *Avalon*, naval establishment in St. John's.

In the accompanying pictures, AB Thistle is shown checking his Rolleimarine camera before immersing and then surfacing through an ice patch after shooting his underwater assignment. The camera has a huge lens to gather the dim underwater light.

# WHENCE THE FUNNEL'S MAPLE LEAF?

*Custom May Have Originated off West Coast of Africa*

WHAT IS the origin of the maple leaf on the funnels of warships of the Royal Canadian Navy?

Most people assume that it all began during the Second World War when Canada for the first time in history possessed a sizeable navy and undertook a man-sized role in the war at sea. Esprit de corps mounted to new heights. The officers and men who sailed the little ships of Canada proudly wore the White Ensign and gloried in their affiliation with the fleets of the Commonwealth and their heritage of the traditions of the Royal Navy. But they also wanted it to be known that they were Canadians.

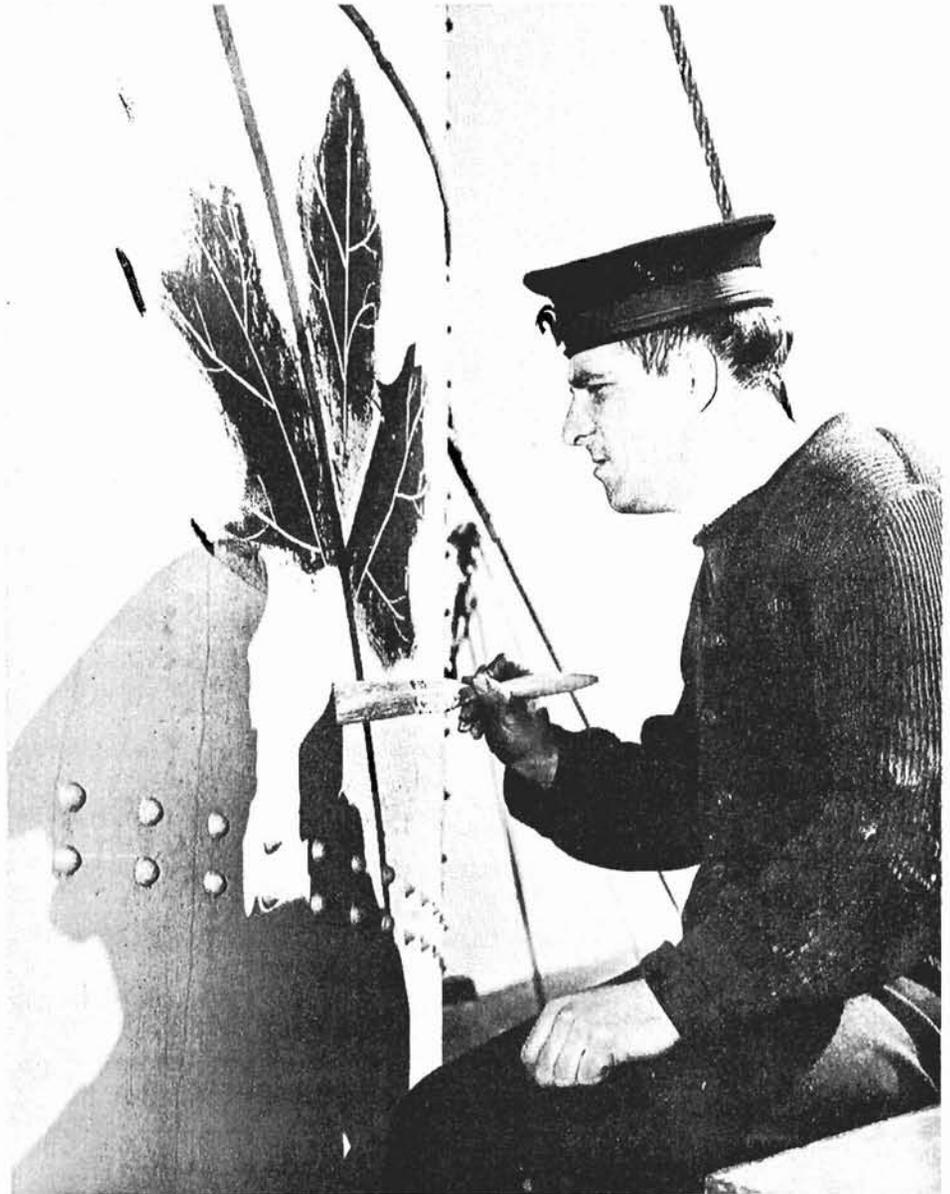
At first, their attitude tended to be rather parochial. Badges of wonderful and sometimes weird design blazed from the gun shields of destroyers and corvettes. Painted bands on the funnels began to signify the group to which ships belonged. In at least one instance the design on the funnel gave a name to a mid-ocean escort group and the "Barber Pole Brigade" was born.

It appears to have been later in the Second World War that someone painted a green maple leaf on a funnel to signify that his ship belonged to Canada. The practice spread and was at last authorized by Naval Headquarters and adopted by the whole fleet.

After the war, for the sake of contrast, the colour of the maple leaf was changed from green to red and thus it remains to this day. The ultra-fancy gun shield decorations have been replaced by more sedate but heraldically correct ship's badges; the coloured bands have disappeared from the funnels. The maple leaf remains in a secure and lasting position as a symbol for all to see that the ship that wears it is Canadian.

Where does the story begin? Records at Naval Headquarters in Ottawa fail to show the name of the person who first thought of applying a maple leaf to the funnel of his ship or the name of the first warship to be thus adorned. But it was generally assumed that the idea was of Second World War origin.

Then came a letter a few months ago from a man who had served in the Royal Naval Canadian Volunteer Reserve during the First World War. He asked for recognition as the originator of the funnel maple leaf. Neither headquarters in Ottawa nor Admiralty



This picture of artistic concentration was taken in St. John's, Newfoundland, early in 1945 after the corvette *Lachute* had reached port following a mid-ocean escort job. Wielding the brush was AB Bill Pietryk, of Winnipeg. (Z-1187)

in London can find records to substantiate his story, but that does not deny its truth. It could simply be that no one troubled to note the innovation in a report of proceedings or elsewhere.

Here is the story—and it may be that some Canadian sailor-veteran of the First World War can substantiate it:

Dear Sir:

*I would very much like to know if you would recognize me as the originator of the Maple Leaf in His Majesty's Royal Canadian Ships on the funnels.*

*I think I can claim this creation this wise!*

*In 1917 I joined the Royal Canadian Navy at Victoria. I was sent overseas in 1917, May 17, from Halifax, N.S. and attached to the Royal Navy. In 1918, March, I joined one of the Canadian minesweepers at Gibraltar and was sent to Sierra Leone in the CD 8. Also with us were the CD 2, CD 7, CD 11. In May 1918 I was made AB Signalmen and I asked the Captain of CD 8 if he would grant me permission to paint the emblem of Canada "The*

Maple Leaf" on the funnel of CD 8. The Captain, A. Braye, granted me permission so I painted the Maple Leaf in green and black, also on CD 2, CD 7 and CD 11.

I don't think anybody else can claim this distinction so I apply to you for recognition.

JOSEPH STEPHENSON, VR 3759  
Late of the Royal Canadian Navy  
now at above address,

Thank you.

P.S.—I understand all ships of the RCN have painted Maple Leaf on funnels.

The information contained in Mr. Stephenson's letter has been confirmed at Naval Headquarters—except for his claim to be the originator of the funnel maple leaf.

During the Great War, 1914-19, Canadian shipyards produced 100 drifters for service as minesweepers in harbour approaches. The RCN, the RN and the USN each received some of these drifters and of those allotted to the Royal Navy seven were despatched by way of Gibraltar for service off the West African coast.

At least four of these seven were manned by personnel of the Overseas Division of the RNCVR and these men were carried in the books of the hulk HMS *Cormorant*, depot ship at Gibraltar. As Mr. Stephenson states, the four Canadian-manned drifters were the CD 2, CD 7, CD 8, and CD 11.

Under the escort of HMCS *Shearwater*, the four drifters sailed from Halifax on November 15, 1917, and at Bermuda came under the orders of the

### Bottles Check Ocean Current

If one of those mystery submarines happened to be trailing the *New Liskeard* during the first half of June and kept count of the 1,400 bottles which were thrown overboard, the interlopers would be wrong in assuming they were on the trail of a particularly convivial cruise.

Appearances to the contrary, the *New Liskeard* set out on June 5 on a serious 10-day cruise during which Naval Research Establishment scientists were seeking confirmation of their tentative theory that Sable Island lies at the centre of an ocean eddy.

When a similar batch of bottles was dropped overboard in 1954 more than two thirds of them were found ashore on Sable Island, "the graveyard of the Atlantic".

If the presence of an eddy can be established, it could well account for the existence of Sable Island and for ships drifting off course and going aground there.

Commander-in-Chief, America and West Indies Station. From this point on the ships were under Admiralty control and, in fact, became RN property. Accordingly no further record of these ships is to be found in Ottawa.

The Naval Historian learned of a former naval rating who had served in one of the four drifters and wrote to him for confirmation concerning the first use of maple leaf markings. The letter was returned from Saskatoon unclaimed.

Naval Headquarters files only disclose the date on which the maple leaf

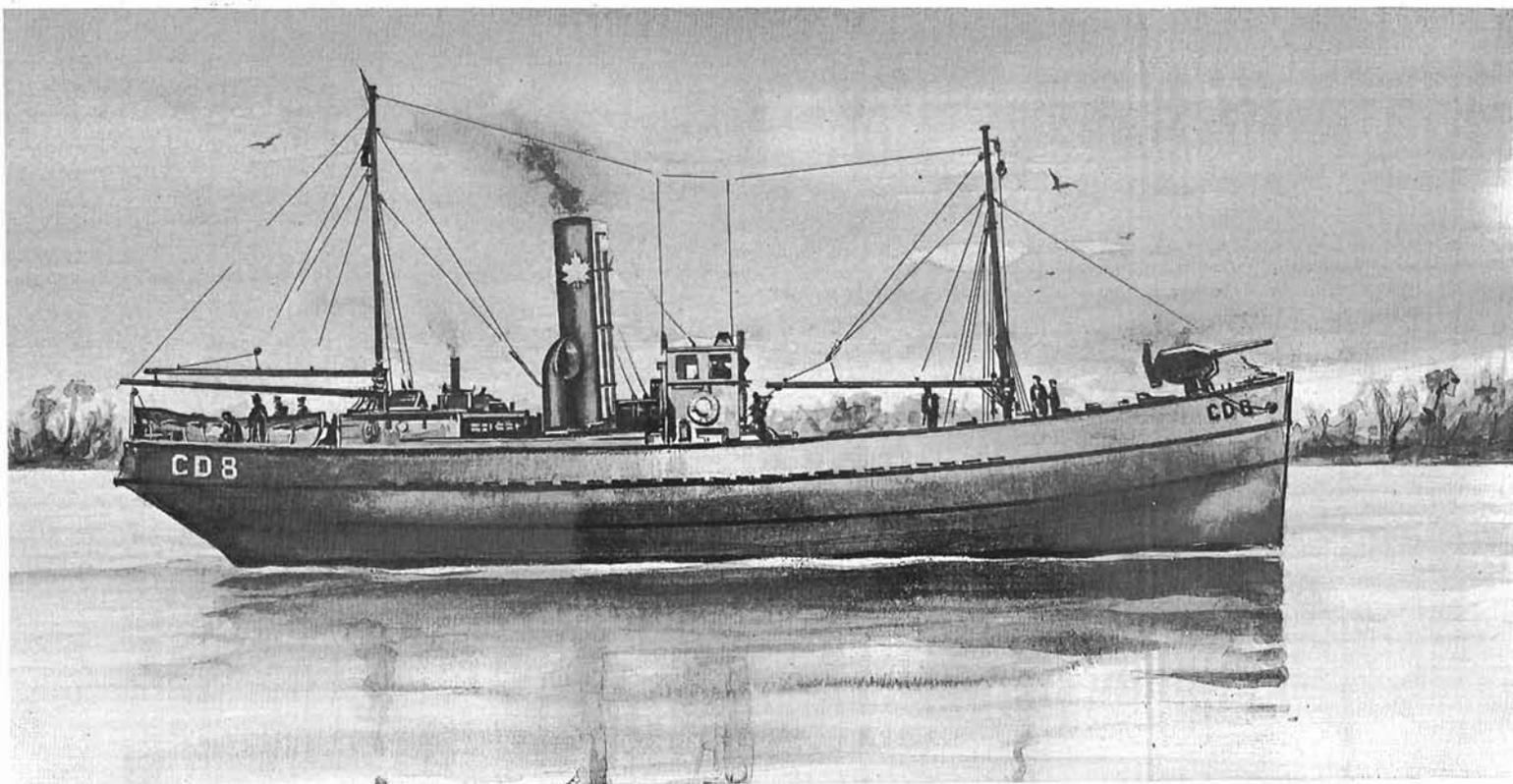
symbol was formally introduced into the Royal Canadian Navy. This was in a Naval Order in September 1944, which followed a recommendation, dated June 15, 1944, by the Canadian Naval Mission Overseas. The practice of painting a maple leaf on the funnel had, however, already been put into practice unofficially by Canadian warships.

Early this year the Naval Member of the Canadian Joint Staff in London was asked to consult Admiralty records to see if the facts could be learned there. The reports of proceedings from the drifters CD 2, CD 7, CD 8 and CD 11 and from the Senior Naval Officer, West Africa, for the period the drifters were based on Sierra Leone in 1918 were unearthed. They contain no reference to the maple leaf emblem.

That is how the matter stands. Everything points to the truth of Mr. Stephenson's claim, but there is no corroborating evidence.

Of course, there is not necessarily any connection between the painting of the maple leaf on the funnels of four RN drifters off the steaming coast of Africa and the introduction of the symbol during the Second World War. The idea may have been completely original and historically unconnected with the drifters of 40 years ago.

A footnote to the story is this: When six Bay class minesweepers were transferred by the RCN to the French Navy in 1954, the senior French officer, Capitain de Corvette Pierre Top, particularly requested that the maple leaf be left on the funnel of each ship. This was done.



# NAVY-MINDED PRIEST HEADS CADETS

## *Northernmost Corps Travels Far Under His Guidance*

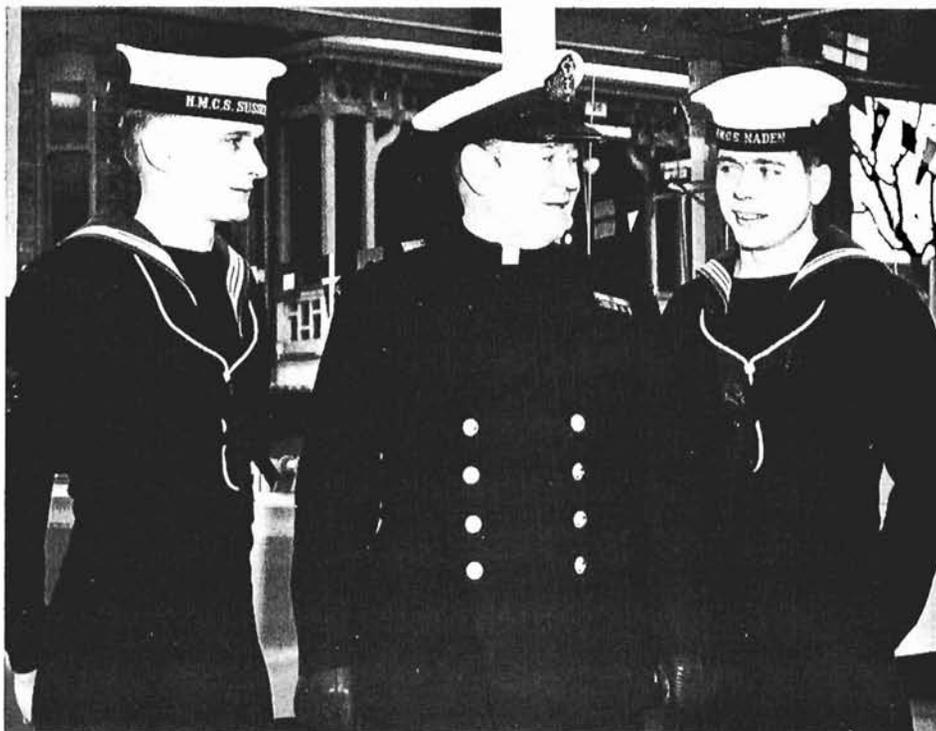
A CASUAL suggestion made by Chaplain of the Fleet (RC) M. P. MacIsaac to a young priest from Lac La Biche, Alberta, during a war-time train journey across Canada, led to the foundation of what is today the most northerly, and one of the most active, Sea Cadet Corps in Canada, RCSCC *Exeter* at Lac La Biche.

The young priest was Rev. Joseph Edmund McGrane who, in addition to studying for, and being ordained in the priesthood, has been: A newspaper reporter and later, publisher; a licensed "ham" radio operator; member of the International Brotherhood of Magicians; commanding officer of a Sea Cadet corps; commanding officer of two Army Cadet Corps; chaplain in the RCN(R); chaplain to the 19th Alberta Dragoons, and president of the Lac La Biche branch of the Canadian Legion for 16 years (in recognition of which, he will this year, be made a life member of the branch for his services during this lengthy period of office).

In his association with the Sea Cadet Corps he commands today, he has also designed and built a craft, the *Exeter*, which has carried the Canadian Sea Cadet ensign to the United Kingdom and into the Northwest Territories of this country.

Chaplain McGrane was born and raised in Manchester, England, and came to Canada with his parents in 1919, after having served during the First World War in the coast guard service of the Royal Navy. Settling in Saskatchewan, his parents farmed for some time and, later, his father purchased a weekly newspaper, *The Radisson News*. After gaining experience in the production and editorial sections of his father's paper he worked for a number of years with *The Star Phoenix* in Saskatoon on the mechanical and editorial staffs. Many years later, at Lac La Biche, Father McGrane founded the community's own weekly newspaper, *The Herald*, which he eventually sold when it became established.

In 1927, he went to the Theological Seminary in Edmonton and following his ordination, was appointed to Wainwright, Alberta. He remained there from 1933 until 1940 when he was transferred to Lac La Biche as parish priest. During his period in Wainwright he became chaplain to the 19th Alberta Dragoons and at the same time he established an Army Cadet Corps,



During a recent reserve training period on the West Coast, Chaplain (RC) J. E. McGrane met two former Sea Cadets who served under his command in the Sea Cadet Corps, at Lac La Biche, Alberta. At left, AB Wilf Woychuk, now serving in the *Sussexvale*, and right, AB Harold Klein, *Naden*. During 1951 when Chaplain McGrane took the Corps' boat *Exeter* to England, the two young sailors formed part of his crew. (E-39499)

which he commanded, at Irma, Alberta. On his transfer to Lac La Biche, Father McGrane organized another Army Cadet Corps there and was its commanding officer until 1943.

It was in September of that year, when travelling to Toronto by train, that he met Chaplain MacIsaac.

As Chaplain McGrane recalls: "We were discussing the war when Chaplain MacIsaac said he did not understand why, with my navy background, I did not become associated with an organization like the Sea Cadets.

"I thought about it during the rest of the trip and as soon as I arrived in Toronto I went right to Navy League Headquarters there, met with the RCN and other authorities and discussed the matter. Three weeks later in October 1943, I was licking our own corps into rough shape."

The new organization was, initially, a division of RCSCC *Exeter*, the corps at Wainwright, and it remained thus until 1952 when it was decided to form a completely independent unit at Lac La Biche. Due to the fact that the name *Exeter* had become well known

because of the trip in Europe which Father McGrane and four of his cadets made in their own craft *Exeter*, the new corps was allowed to retain that name while the Wainwright corps took the new name of RCSCC *Cayuga*.

Soon after the formation of the new group in 1943 it was felt that something should be done to take advantage of the excellent facilities available for boating on the lake.

"With help from a local boat-building firm, we built a ketch," Father McGrane said. "In this, we were able to give the cadets practical training in seamanship and boatwork. In 1949 we attempted to take it from Edmonton to Prince Albert on the North Saskatchewan River but due to low water she went aground and was damaged."

Despite this set-back, however, the task of building the second *Exeter* was, with enthusiasm, started immediately by the corps.

"The new *Exeter*", Father McGrane pointed out, "was built on the lines of a Fairmile. In 1950, she made the trip to Prince Albert, a distance of some 400 miles altogether and we were

highly delighted with the way she handled."

Then in 1951, through the assistance of the Navy League of Canada, local business firms and individuals, the corps planned and carried out an ambitious project — a trip through the United Kingdom in the *Exeter* (see November 1951 *Crowsnest*, page 19). Two of the four Sea Cadets who accompanied Father McGrane on that cruise have since joined the RCN: AB Wilf Woychuk, now serving in HMCS *Sussexvale* and AB Harold Klein, in HMCS *Naden*.

Another ambitious trip was made to the Northwest Territories in 1956 by the *Exeter* during July and part of August. Accompanying Father McGrane on this voyage were three Sea Cadets, Ldg. Cadet Nick Mischuk, Able Cadets Paul Rudiger and Laverne Southwick, and Navy League Cadet Roger Cadieux. Assistance in a variety of ways was provided by the Northern Transportation Company, the Northern Alberta Railways, Imperial Oil of Canada and local groups and individuals.

Starting from the Clear Water River at Waterways, the *Exeter*, which flew the Sea Cadet ensign and the Blue ensign (for which a warrant has been granted to the corps), made her way to Fort McKay where they landed and spent the night at the mission. After visiting other points of interest on the route, the group arrived at Fort Chipewyan.

"Throughout this trip," Father McGrane explained, "we found ourselves welcome guests. Strangers in those

parts are always a source of interest and pleasure to the people living there. We were regally entertained and, by way of repaying the hospitality which we received, I staged magic shows for the people living at the different missions and Indian reserves."

Father McGrane, who in addition to everything else he does, is a member of the International Brotherhood of Magicians, laughs as he recalls: "Some of the young children, and quite a few of the grown-ups, stared in utter amazement at some of the tricks I performed. All-in-all, everyone, including myself, had a wonderful time."

At Fort Chipewyan, they entered the Slave River and went on to visit Fort Fitzgerald where they made a 16-mile portage to Fort Smith, avoiding the treacherous Rapids of the Drowned. During their visit to Fort Smith the group were the guests of Bishop Trocellier and the priests of the mission there. Again, Father McGrane gave his magic show at the mission, the local school and hospital, much to the delight of the onlookers.

"It had been our intention to try and reach Fort Resolution," Father McGrane remarked, "but unfortunately my time was limited and we had to turn back before our objective had been reached."

During the entire cruise, the *Exeter* was in communication with the Lac La Biche Corps headquarters daily, with the exception of only one day, through the two-way radio system which Father McGrane had installed.

A radio "ham" operator, he runs his own station, VE6PP, and he built what is believed to be the first amateur station ever operated by a Sea Cadet Corps, VE6LB at Lac La Biche.

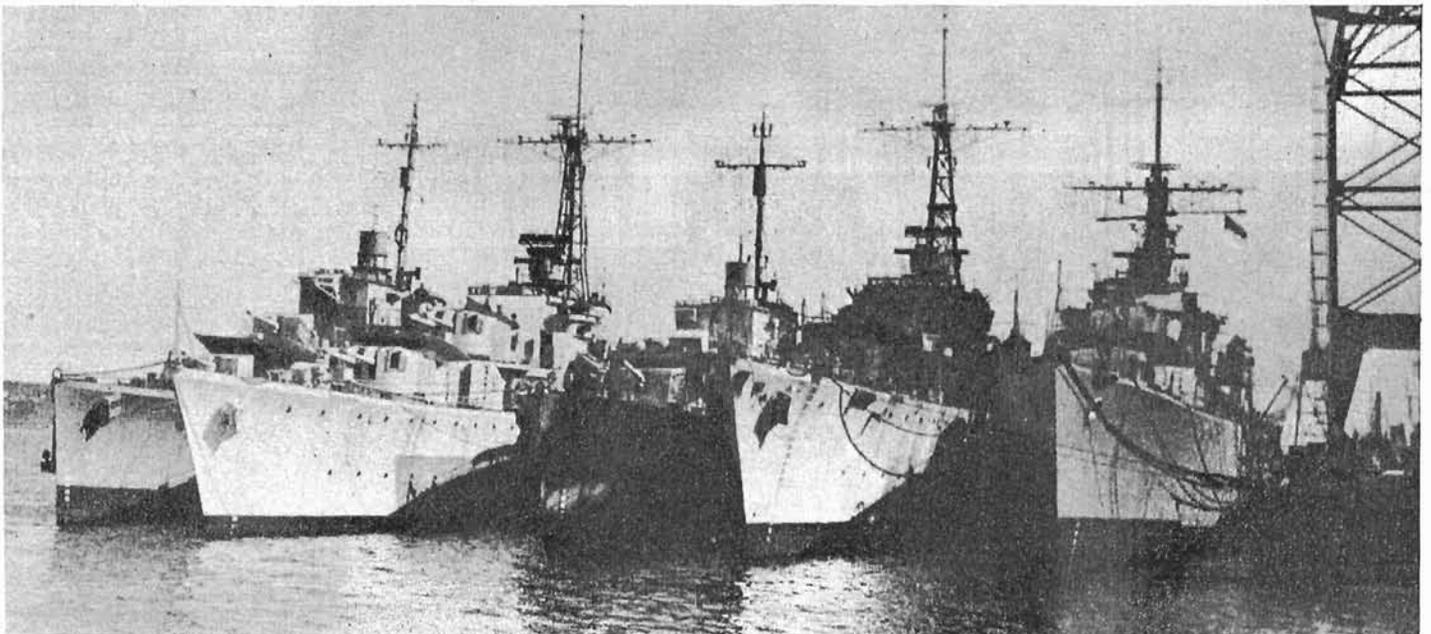
In addition to supervising the operation of RCSCC *Exeter*, in which he teaches seamanship, Father McGrane travels every other week to HMCS *Nonsuch*, the naval division at Edmonton, for parade nights. This is a distance of 150 miles.

"It is a fine arrangement," he points out. "I've taken courses in the past in seamanship. Whenever I go out to the West Coast for reserve training nowadays, there is always something new I learn and can pass on to the cadets when I return to Lac La Biche."

The way in which the system of training at RCSCC *Exeter* pays off can be judged by the fact that at the present time there are seven former cadets in the services.

In addition to the two serving in the Pacific Command, one cadet is serving in HMCS *Crescent* and two are stationed in the RCN Radio Station at Aklavik. Of the remaining two, one is serving with the RCAF and the other with the Army.

This summer, however, there will be no major cruises. Activity will centre around a new project which Father McGrane has underway—the construction of a new and larger boat for the corps, the third one to bear the name of an extremely active and ambitious Sea Cadet Corps.



The picture on page 22 of the February 1957 issue of this magazine, showing four new destroyer escorts, recalled to K. R. Macpherson (ex-Telegraphist, RCNVR), a wartime photograph among his souvenirs. It shows, from outboard, HMC Ships Saskatchewan, Micmac, St. Laurent, Huron and Sioux. Since the early autumn day in 1945 when the picture was taken the Saskatchewan and the old St. Laurent have gone, but the other three are still very much in service. (CN-3169)

# SOLVING A DIVING PROBLEM

**T**WO SEPARATE solutions to a serious problem of self-contained diving have been offered by members of the Clearance Diving Branch. The problem was injury to or actual rupturing of eardrums in cases where divers made descents below the limits prescribed for "frogman" diving.

The present design of the "C" type hood, used in the RCN and other navies, has resulted in severe ear pressure being suffered by divers owing to the internal pressure on the eardrums being greater than the external. Thirty-three feet is considered to be the safe limit of diving with the current "C"-type hood, used with self-contained diving gear.

The difficulty arises from the fact that no reserve of air is maintained on the outer ears to balance the pressure reaching the inner side of the ear drums via the Eustachian tubes from the nose and mouth.

The discomfort caused by inadequate external air pressure on the ear drums is known by the divers as "reverse ears". For every 33 feet of depth, sea water exerts an additional pressure of one atmosphere on the diver. Clearance divers have frequently gone beyond the 33-foot mark without experiencing "reverse ears", but when the condition does occur it may require a lay-off from diving for periods of from two to six weeks. Sometimes the ears are affected by dives of even less than 33 feet.

Effective means have been devised by both PO Yvon Gingras (P2CD3, ON 8606-H) and CPO P. J. Nicholson (C2C14, ON 6094-H) serving in the Clearance Diving Trials and Development Unit on board HMCS *Granby*, based at Halifax.

CPO Nicholson's invention was the simpler of the two devices and, presumably, modifications to the diving suits would be relatively inexpensive. However, it was not as effective as that designed by PO Gingras in that air leakage into the suit would affect its operation and it is Gingras' invention which is undergoing further development.

The essentials of the Gingras device are two tubes leading from the face-piece to doughnut-shaped soft rubber rings, built into the hood around the



Separate answers to a problem of "frogmen"—discomfort and possible damage resulting from the internal air pressure on the ear drum exceeding the external—have been provided by PO Yvon Gingras and CPO P. J. Nicholson, both of the Clearance Diving Unit in HMCS *Granby*. The accompanying text explains how the Gingras device (left) and the Nicholson (right) work. (HS-44536A; HS-40986A)

ears. The pressure of the air breathed by the diver and that pressing externally on the ear drums is thus equalized.

The Gingras invention does not require a high degree of technical skill to fit to present diving garments and devices already fitted have for the most part been made of parts salvaged from unserviceable sets.

In its original form PO Gingras' invention had a handicap in that it interfered with the "ditching" of breathing apparatus during an emergency. Quick-release couplings are being developed.

This difficulty of disengaging breathing gear is not present in CPO Nicholson's invention, which has by no means been abandoned, although current development is concentrated on the other. It has been suggested, in the course of study, that features of both devices might well be embodied in the equipment in its final form.

The Nicholson modification consists of strong rubber cups, cemented over the ear pieces on each side of the "C"-type helmet. Small perforations allow air to seep back and forth between the cup and ear piece as water pressure increases or diminishes. The device has worked successfully in several experimental dives to a depth of 100 feet, where the diver is under a pressure of four atmospheres or approximately 45 pounds per square inch above normal.

The possibility has been foreseen that an imperfect seal around the ear

pieces might result in the escape of air into the hood. When the diver rose towards the surface, reduced pressure in the cups would, in such case, result in a partial vacuum and produced the "reverse ears" effect which the helmet modification sought to avoid. Alternatively, if the diver returned to depth, there would be no reserve of air to counteract the internal pressure.

The successful introduction of a means of preventing "reverse ears" will mean that the expression "shallow-water diving" will lose its significance in the Clearance Diving Branch and the use of some such expression as "self-contained diving" or "free diving" will more accurately describe the type of work which is being done.

Born at Honey Harbour, Ont., 32 years ago, CPO Nicholson has been in the Navy, except for a few months following the Second World War, since May 1943. He began his diving career ten years ago and was promoted to his present rank last year.

PO Gingras, a native of Montreal, joined the RCN as a steward in 1948 shortly before his 20th birthday. He transferred to the seaman branch in 1950 and took up diving two years later. In 1953, at the end of his first five years, he left for "civvy street" but was back in the diving business again with the RCN before the snow flew that fall. He transferred to the Clearance Diving Branch in 1955, the year he was promoted to petty officer second class.

# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS *Labrador*

HMCS *Labrador* is spending the summer in Canada's Arctic waters again and will doubtless continue to add to her previous lists of "firsts" in those rarely visited waters, but it is not on these activities alone that she has to rely for her fame.

A recent example of the *Labrador's* good work elsewhere is found in her April visit to Oslo, Norway. An assessment of the value of her visit to the Norwegian capital is found in the report from the Canadian Embassy there by the chargé d'Affaires, J. E. Thibault, who wrote to the Department of External Affairs in Ottawa that "It is not too much to say that the ship's visit which lasted for a week, added immensely to the already imposing fund of good-will existing towards Canada.

"The vessel was not, of course, unknown to the Norwegian public. Many, as we have had occasion to mention earlier, and as both the Norwegian Government and press were to justify during the course of the visit, recalled with pleasure the readiness with which the Canadian Government responded to the request for assistance to the Norwegian sealing vessels icebound off the east coast of Greenland last April (1956). There can be little doubt that this gesture on the part of the Canadian authorities contributed greatly to making of the *Labrador's* visit the success that it was.

"In addition, the imposing record of the ship's achievements in the Arctic and in particular its value to the Canadian Government as an icebreaker and ice patrol vessel (which had long preceded her arrival in Oslo) could not but commend the *Labrador* to the attention of the Navy, local ship-builders and owners, scientists and explorers alike."

Among the many highlights of the *Labrador's* visit was the impromptu presentation of a leather-bound volume, "They Were from Norway," made by the Minister of Fisheries, Nils Lyso, to the ship's captain as a memento of the *Labrador's* response to the appeal for help for the Norwegian sealers marooned in ice off Greenland in 1956.



Nils Lyso, Norway's Minister of Fisheries, presented a book "They Were from Norway", to Captain T. C. Pullen, of Oakville and Halifax, commanding officer of HMCS *Labrador*, on board the Arctic patrol ship during her spring visit to Oslo. The book contains biographical data on prominent Norwegians in various fields of endeavour. (LAB-2067)

In making the presentation, Mr. Lyso said:

"To the Norwegians, and especially to the Norwegian fishermen and sealers, it was a great pleasure, Captain, to record the readiness with which you and your crew altered your course to rescue the Norwegian sealers marooned in ice off the coast of Greenland in April, 1956.

"Captain, I should like to extend to you and your officers and men of the *Labrador* the heartiest thanks from Norway, her government and especially from the Norwegian fishermen and sealers. May I ask you, Captain, to accept this book to be included in the library of your ship as a memento of the gallantry shown by HMCS *Labrador*, her officers and men.

"Captain—I, the fishermen and sealers of Norway thank you."

In concluding his report on the *Labrador's* Oslo visit, Mr. Thibault, the Canadian chargé d'Affaires, said:

"I should not wish to close this account of the *Labrador's* visit without placing on record my thanks to the commanding officer, officers and men

of the *Labrador* for the excellence of their behaviour while in Norway. The visit was carried out in the best of the Navy's high traditions."

### HMCS *Micmac*

HMCS *Micmac*, with the remainder of the First Canadian Escort Squadron, sailed from Halifax on February 6, on what proved to be a long and most interesting cruise.

We proceeded directly to Guantanamo Bay, Cuba, where individual ship drills and workups were carried out preparatory to taking part in "Exercise Springboard 57". During "Springboard" we hunted submarines like mad, carried out gun-firing drills at towed targets, bombardments and anti-aircraft practice, and firing at drogues (claiming two of the latter) until we were all deaf. We also carried out torpedo attacks as often as practicable.

These exercises kept us very busy during the week but on the weekends we were able to relax in San Juan, Puerto Rico, or Charlotte Amalie, St. Thomas (Virgin Islands). The exercises were good training and we are a better ship for having taken part.

In all phases of the exercises the *Micmac* proved herself, and was extremely successful in anti-submarine operations.

On Sunday March 17, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, inspected the ships' companies of the First and Third Canadian Escort Squadrons. The inspection and march past took place on the jetty at Fernandes Juncos, the U.S. Army (Reserve) station at San Juan, Puerto Rico.

In company with the *Algonquin*, on March 20 we set course for La Guaira, Venezuela, which is the seacoast port for Caracas, the capital. Caracas is located some 10 miles inland, on the opposite side of the coast range of mountains from La Guaira, and there is a marvellous superhighway connecting the two cities, with a tunnel over a mile in length, and several spectacular bridges over deep chasms.

Conducted tours to all points of interest were provided for our men and the ride of the "Teleferico", an aerial cableway over vast valleys and chasms.

At the very top of the mountain, accessible only by teleferico, is the fabulous Humboldt Hotel, named after the German explorer. The hotel is circular in shape and the claim is that every room has a view. It was due to open in April for business, at the very reasonable rate, (for Venezuela anyway) of \$20 a day-for a suite. Also novel is the artificial ice skating rink located

at the top of the teleferico, and many of us took advantage of this opportunity to see if we could still stand up on the blades.

From La Guaira, we sailed to Courland Bay on the north coast of Tobago, where our sailors held a banyan on the beach and our whaler, with three officers and four petty officers set out for Grenada, a distance of some 76 miles across the open sea. They made the trip successfully and were waiting for us when we steamed into St. Georges harbour the next morning, March 30 at 0930. At Grenada, we were welcomed by the Governor of the Windward Islands, Sir Colin Deverell.

At noon on April 8, we set off at 25 knots for Tampa, Florida, with a short stop at Roosevelt Roads to fuel, arriving at 1600 Friday 12 April. We only had the weekend at Tampa, but a conducted tour of Cypress Gardens was arranged for the men and the officers were well entertained at a dinner given by the Tampa Chamber of Commerce on Sunday night.

Leaving Tampa on Monday morning we headed for Key West, where we refuelled before our visit to Fort Lauderdale. We were at Fort Lauderdale for six days and the entertainment was the usual Florida vacation type, and tours of the Everglades were made available to our boys at a reasonable price. Beaches were plentiful close by and no more entertainment was re-

quired, as they were populated by hundreds of beautiful girls.

Finally we had to leave, and headed for Bermuda, conducting exercises with both squadrons and HMS *Amphion* en route. We arrived in Bermuda, refuelled and sailed alone for Newport, R.I., where we went into dock to effect minor repairs. On Monday, May 6, we sailed to join in "Exercise New Broom VII" which was a NATO anti-submarine convoy exercise. The exercise completed, we set course for Halifax at a speed of 22 knots, arriving at 1600 Thursday, May 9, to be greeted by crowds of wives and children, who no doubt were feeling very neglected by this time.

### HMCS D'Iberville

This spring all new entries visited the No. 1 Mobile Anti-Submarine Training Unit, which was temporarily located in HMCS *Montcalm*. The tour was arranged by Lt.-Cdr. (TAS) F. Lubin, officer-in-charge of the unit. The visit proved valuable and added to the indoctrination of new entries under training.

Captain P. B. Ryan, United States Naval Attaché in Ottawa visited *D'Iberville*. He was accompanied by Lt.-Cdr. Smiegocki, USN, Assistant Operations Officer to Rear-Admiral L. R. Daspit, USN Commander Cruiser Division Six. Plans were formulated for the July visit of the ships of midshipmen cruise "Charlie".

Battle of the Atlantic Sunday was celebrated on Sunday May 5. Personnel from *D'Iberville*, *Montcalm*, Principal Naval Overseer *Lauzon*, Laval University Naval Training Division and Royal Canadian Sea Cadets Corps *Champlain* marched through the streets of Quebec City after stopping at "La Croix du Sacrifice" where a wreath was laid by the commanding officers of *D'Iberville* and *Montcalm*. At the march past in front of the Armouries, the salute was taken by the Solicitor General and Minister of Transport and Commerce for the Province of Quebec, Antoine Rivard.

In May cadets of RMC Kingston, visited the establishment, accompanied by three of their language instructors.

Lt. W. Mock retired on May 9 after close to six years of service in *D'Iberville*.

### PACIFIC COMMAND

#### HMCS *Cayuga*

The *Cayuga* left Esquimalt late in April, for San Diego, Calif., in company with ships of the Second Canadian Escort Squadron to exercise with units of the United States Navy.



Four-year-old Gill Dion, whose father AB Jean Dion is serving on board the *Bonaventure*, isn't all that keen to get his first polio shot. He was one of nearly 700 children at Shannon Park who recently received anti-polio shots. Administering the needle is Surg. Lt. James T. Snow and assisting is Lt. (MN) Marian Coote.

The weather being pleasant, an ideal opportunity was afforded to carry out various exercises and evolutions before arrival in southern California. On passing a jackstay between the *Crescent* and the *Cayuga* it was considered a perfect time to transfer someone by bosun's chair.

As the *Crescent* had a man confined to sick bay with a sore throat, the medical officer in the *Cayuga* seemed to be the logical one to transfer. It was later reported that upon his arrival on board the *Crescent* he was heard to ask: "When does the next train leave for Esquimalt?"

During our exercises an anti-aircraft shoot was arranged and along with two American destroyers all guns were given an opportunity to fire at the drogue. After passing over the *Cayuga* three times and having two drogues brought down and one damaged, the aircraft commented it had better give the other two ships a chance before it ran out of drogues.

The next day, during torpedo firings, with one of the American ships as a target, the Torpedo Department, not to be outdone by the Gunners, scored two direct hits in a salvo of four torpedoes. This display of firing led the USS *Bradford* to send the following signal: "With your quick draw and deadly aim, suggest change of voice call from MOTOROLA to WYATT EARP".

Following the operational side of our cruise a four-day rest period had been arranged in San Francisco from May 18 to 22. Everyone assured us that the rain encountered there was most unseasonal and that May generally is one of their better months.

While in San Francisco it was noted in one of the newspapers that a drive for 1,000 pints of blood for Fort Miley Veterans' Hospital had fallen far short of the anticipated amount. A canvass was immediately made of the ship to see if we in any way could help out the veterans.

The response was immediate and within 15 minutes 70 volunteers were obtained. By the next morning, the original list was expanded to 92 volunteers, who left the ship in two bus loads two hours apart and in very little time had contributed a pint of blood to a very worthy cause and at the same time helped considerably to increase the deposit in the blood bank.

This effort on the part of the ship's company so caught the imagination of the Canadian Consulate and the San Francisco newspapers that the latter afforded considerable space in their publications.

## HMC Ships

### *Fortune and James Bay*

On March 22, Lt.-Cdr. C. G. Smith shifted his command from the *Comox* to the *Fortune* and the latter, with the *James Bay* in company, sailed for the northern operations area.

After calls at Alert Bay and Bella Bella, the *Fortune* arrived at Prince Rupert March 30. Personnel from *Chatham*, the Prince Rupert naval division, were given a lecture in mine-sweeping and were taken on a tour of the ship. The following day they were taken to sea to witness various phases of minesweeping.

The *James Bay*, meanwhile, visited Massett and Port Clements in the Queen Charlottes. Embarked in the ship was Chaplain (P) J. A. Roberts, of *Malahat*, and he conducted church services and held Communion in these villages.

The two sweepers affected a rendezvous April 1 and sailed north into Alaskan waters, negotiating the inside passage and Wrangell Narrows, arriving at Juneau April 2. Although this stretch of water is very narrow with strong currents, the excellent system of buoyage and transits made an extremely interesting passage. As far as can be ascertained the *Fortune* and *James Bay* are the first RCN ships to pass through these Narrows.

After leaving Juneau, a brief call was made at Ketchikan and the ships arrived at Prince Rupert for further RCN(R) training. On April 8 the ships carried out a wire sweep through Petrel Channel ahead of HMCS *Ste. Therese*, which was wearing the flag of Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast. The previous week, wire sweeps were carried out in Mussel Inlet and Sheep Passage.

On the return trip, the *James Bay* rescued a fisherman from a makeshift raft off Port Hardy. He had been driven ashore on an island in the Gordon group and, after a week had passed, built himself a raft and set out for Vancouver Island. He was subsequently taken to Alert Bay.

By the time the ships had returned to Esquimalt, the *Comox* had sailed for Halifax with Lt.-Cdr. P. R. Hinton in command. A second loss to the Squadron was the paying-off of the *Cordova* into the Reserve Fleet.

## NAVAL DIVISIONS

### HMCS *Nonsuch*

Highlight of a busy winter season for the *Nonsuch* band was a band concert in aid of the Canadian Hungarian

Relief Fund in the Edmonton naval division's drill hall.

The 25-piece navy band under the direction of W. J. Acthymichuk and PO William Halliwell played a diversified program including "Gold and Silver Waltz", "Joyous Noel", "Bless This House", a euphonium solo beautifully played by AB George Willoughby, and popular marches such as "Under the Double Eagle", "Colonel Bogey on Parade" and "Heart of Oak".

"Wee MacGregor Patrol", a novelty number, was very much enjoyed by the audience, and especially appreciated by those Scotsmen who came to hear the concert. Ldg. Sea. Harry Goldberg sang several numbers, including "Graduation Day", "The Nearness of You" and "White Christmas". Ldg. Sea. George Ninian and AB Ronald Bushell were featured in "Buddies" and a coronet solo of "Tramp, Tramp, Tramp" was presented by Ldg. Sea. Jack Winter.

The highlight of the whole program was the impersonations given by Ldg. Sea. Gerald Josey. "Gerry" does a tremendous "take-off" of Elvis Presley and Johnny Ray. He had several encores.

For its finale, the band played its famous march, "HMCS *Nonsuch*" written and arranged by CPO William Halliwell.

The concert was arranged by Cdr. Norman S. Cameron, commanding officer of *Nonsuch*, in conjunction with Frank S. Lieber, chairman of the Canadian Hungarian Relief Fund in the Edmonton area.

A silver collection was taken with all proceeds going to the Hungarian relief fund and, despite the cold, miserable weather, there was an excellent turnout.—J.R.H.

### HMCS *Montcalm*

At *Montcalm's* annual inspection, Captain A. F. Picard presented a number of trophies to members of the ship's company. The best new entry for the year was Ord. Sea. L. A. Gallichon and the best wren, Wren M. L. Aubin. The award for the best man of the specialist branches went to Ord. Sea. J. P. Grenier while Ord. Sea. A. J. C. L. Garon won the QR 3's award.

A problem peculiar to the naval divisions of Quebec Province is the English language. Although all the officers and senior rating speak English quite well, all the new entries do not. To overcome this difficulty for French-speaking personnel, *Montcalm* has been giving an English course on Wednesday evenings. Lt. J. A. P. Bussieres has about 25 members of the ship's company attending the lectures.—R.L.W.

# THE STORMY CAREER OF 'JACK' FISHER

IT TAKES a Professor of History at the University of Hawaii to select and edit the correspondence of one of the most controversial figures in the revolutionary changes which swept the Royal Navy at the beginning of this century. No fellow countryman of Admiral Sir John Fisher would dare to venture in such tempestuous seas.

Professor Marder, who devoted his first volume to Fisher's correspondence prior to 1904, carries on the fascinating story of this volcanic naval officer who dominated the Admiralty during the period 1904-14.

The letters are easy and exciting to read. For the layman not versed in the facts of naval policy and administration during the decade preceding the First World War there is a valuable preface which provides the necessary background to appreciate the prolific pen of the First Sea Lord.

"Jack" Fisher emerges from his correspondence as a far-seeing genius, yet brutal in his determination to meet the twentieth century challenge of a new enemy, new ships, new weapons and a new strategy. It was fortunate that Fisher was at the Admiralty at the peak of the Anglo-German naval race, for the trident was at stake. Fisher was compelled to speak and write at the top of his voice to obtain encouragement from the politicians. Hence the forthright language and the constant underlining in his letters for the sake of emphasis. Little wonder was it that his friends included such a dynamic figure as Admiral Sir Percy Scott (who should be the patron saint of all gunners), who insisted on naval guns hitting the target during practice shoots.

Many letters call the attention of the undiscerning to the importance of the sailor learning his trade where alone he can learn it, at sea.

Although he was often judged a poor strategist, Fisher proves himself an excellent developer of new tactics. He built the *Dreadnought*, the first of the Royal Navy's "all-big-gun" battleships, redistributed the naval forces, concentrating his main strength in the North Sea—the large scale reductions in squadrons abroad saw the reduction to care and maintenance of the dockyards at Esquimalt and Halifax and the establishment of the Royal Canadian Navy in 1910—opened the Naval War College at Greenwich, and tried

to make the executive and engineer officers interchangeable. He was one of the few persons genuinely interested in submarines at the beginning of the century and foresaw all naval developments except the implications of air power.

Brief references are made to the ill-fated Canadian Naval Aid Bill of 1913, and Sir Wilfrid Laurier and Sir Robert Borden.

The voluminous correspondence to First Lords McKenna and Churchill not only pays tribute to the prophetic foresight of Fisher but also discloses the bitter rivalry and hatreds which his sweeping changes created and which led to professional friction between the two schools, composed of the followers of Sir John and Admiral Lord Charles

## BOOKS for the SAILOR

Beresford. Therein lies a lesson for all naval administrators today.

The author has given us a new kind of approach to naval history and he has clearly enjoyed his work. It is an excellent idea to add to this series in a future volume which will cover the period 1914-20. We can look forward to reading the intimate details of the great friendship between Fisher and Churchill which was sadly embittered when the Dardanelles campaign did not go according to plan.—L.F.

FEAR GOD AND DREAD NOUGHT, VOLUME II: THE YEARS OF POWER, selected and edited by Arthur J. Marder, Clarke, Irwin & Company, Toronto. \$7.00.

## THE USN's DRAMATIC STORY MADE EASY

FROM MEN without training sailing a handful of privateers to highly skilled specialists manning one of the largest and most varied fleets in the world—that is the story of the United States Navy. It is told in "The Compact History of the United States Navy" written by the late Fletcher Pratt, well-known naval and military writer, novelist, and magazine writer.

This is not a study of naval tactics and strategy, but a review of almost 200 years of development from the makeshift continental navy of the American revolution to the atomic submarines and super-carriers of the present day. It is also the story of the men who contributed to the USN's growth and its traditions—the daring of John Paul Jones, the determination of David Farragut, the spirit of Stephen Decatur, the cold logic of Raymond Spruance, and the quiet understanding of Chester Nimitz. The book is written as a popular history, is profusely illustrated and makes for enjoyable, as well as informative, reading.

The struggling American colonies realized sea power was the vital ingredient of success in a battle and had a navy of sorts during the 1770s but it was not until 1798 that the Navy Department was established. The infant United States Navy began a quiet growth but it was not regarded as a potent force even in its own country,

but the War of 1812 changed that. The navy scored remarkable (all the more so because they were unexpected) victories, particularly on Lake Champlain, against the British. The USN emerged as "pound for pound the most formidable fighting service in the world".

There were gains from this recognition as officers and men were attracted to a career in the navy. The American ships began to sail the seas and provide travel and adventure for young men. There were other developments too, such as the setting of uniform standards for the men early in the 1840s. Until that time men wore pretty much what they pleased aboard the ships, even though they had a uniform for dress wear. The officers had had uniforms for some time.

But for all this interest and progress, other factors dominated the navy's story in the 1850s and early 1860s. The promotions were few and far between as there was no retirement system. There are records of midshipmen still waiting for promotion at the age of 50. There were controversies over flogging and other abuses. However, changes in the promotion and retirement systems were made largely through the work of Matthew Perry, and congress moved to end the abuses.

The navy moved further as the result of the war between the north and the south, which brought about a fan-

tastic expansion. From 1861 to 1865 the fleet increased from 90 ships to 670, from 8,800 officers and men to 57,800, and the budget from \$12 million to \$123 million. New ships were built by the score and one of the most famous of these was the remarkable gunboat *Monitor*, which was described by a Union Navy man as a cheesebox on a raft—the first of the ironclads.

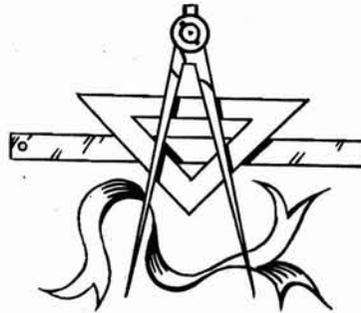
But with the end of the war came "the long sleep". The ships built so rapidly were for special jobs—ironclads and tinclads suited for action on rivers and lakes—and most of them were put out of service. During the next 18 years only two gunboats were laid down to replace the ships discarded. It was not until 1883 that more ships were ordered, including the USN's first submarine, the *Plunger*. By this time the Naval Academy at Annapolis had been established and there was further evidence of some resurgence as Cdr. Alfred T. Mahan, probably the world's foremost writer on sea power, was put in charge of the Naval War College set up in an abandoned poorhouse.

The ships built in the late 1800s and the early 1900s were big — with big guns — in keeping with the new concept of a line of battle powerful enough to defend American interests anywhere in the world. The fleet consisted of battleships, armoured cruisers, and large destroyers. These are the ships with which the American Navy entered the First World War in 1916. However, its part in the war was small. Accordingly the author devotes only 10 pages to the USN contribution which

he says was not dominant but was useful because it came at a time when the British and French were sorely pressed.

The USN suffered from the isolationism policy during the 1920s and again experienced the usual doldrums that followed a war. It was not until Franklin D. Roosevelt became president in 1933 that shipbuilding and training programs began in earnest. The fleet was still developing when World War Two broke out. Then on December 7, 1941, came the tragedy of Pearl Harbour, probably one of the most significant dates in American naval history.

It is not the intention to review the actions during the Second World War



as they are well known to most readers. The narrative of battles, including Midway, Guadalcanal, the Solomons, the landings at Sicily and Normandy, are covered in about 100 pages of the 328-page book. It is well-organized and easy to read. The accounts do not deal with strategy and policy but rather with the story of the actions of the ships, aircraft and submarines in the Atlantic and Pacific.

Despite the major setback when all eight battleships were damaged at Pearl Harbour, the great productive powers of American industry poured new ships and weapons into the fray at an astonishing rate. This, plus the rapid and intensive training program, helped build the most powerful fleet in the world.

Following the war the concept of specialized ships, which began in the latter phases of the Second World War continued and was expanding. This is going on today with the super-carriers, nuclear-powered submarines, and missile launching ships and submarines. The author says more changes are imminent: "At some point in the decade of the 1960s we will have a brand new navy. Built from scratch, it will be atomic-powered, ready to use nuclear weapons against targets at sea or ashore. And ready, by every indication, to send these deadly weapons hundreds or thousands of miles by guided missiles."

The author died shortly after he completed the book and final work was done by the late Capt. Walter Karig, USN, and Cdr. Hartley E. Howe, USNR. The illustrations, which open each paragraph are by the late Louis Priscilla. These line drawings of square-jawed, dedicated officers and men, are done with simple, bold strokes and contribute considerably to the atmosphere of the book. The layout is clean and the type is large and easy to read.—A.J.P.

THE COMPACT HISTORY OF THE UNITED STATES NAVY, by Fletcher Pratt; Hawthorn Books Inc., New York; 328 pages illustrated, \$4.95.

The Sault Ste. Marie squeezes through an opening in a huge concrete structure that is part of the Canadian power project in the Morrisburg Canal of the St. Lawrence Seaway. The "Soo", senior ship, was followed from Halifax by sister-Algerines Wallaceburg and Portage to the Great Lakes Naval Training Centre in Hamilton where they provide summer training afloat for RCN(R) new entries on annual training. Lt.-Cdr. Robert M. Green is commanding officer of the Sault Ste. Marie and senior officer of the coastal escort squadron. (O-9547)



# THE NAVY PLAYS

## *New Blood for Softball Team*

The Navy's softball entry in the Halifax Senior "A" Softball League has undergone a major rebuilding in preparation for the current season. League play commenced on June 3.

Coach Eddie McSweeney had been faced with the problem of having only four of the previous season's players available for the opening weeks and two others available near the latter part of June.

Pitching is one of the major problems still facing the team and right-handed pitcher Cliff Latham was bearing the brunt until the return of Jackie Pierce.

Among the returnees are Gordie Rushton, shortstop, Latham, Adam Parouch, catcher, and Jimmy Gill, centrefield. Expected to return are Pierce and Joe Pattenden, second baseman.

Dozens of prospective players responded to the call, and among the newcomers are Fred Hackley, second base, and Tom Walton.

## *Admiral Guest At Football Dinner*

Rear-Admiral R. E. S. Bidwell was the guest of honour at the Nova Scotia Football League's second annual awards dinner, held recently at HMCS *Stadacona*.

The occasion was to honour winners of awards voted and won during the 1956 season and was combined with a testimonial dinner to Rear-Admiral Bidwell, who was lauded as Canadian football's best friend in the Maritimes.

President George Hawkins, of the NSFL, presented Admiral Bidwell with a set of golf clubs as "small token of the league's esteem for one of the best friends it has ever had".

Admiral Bidwell cited the splendid progress of the game and the improved brand of ball in evidence.

Among the trophies presented was the championship Purdy Trophy, by donor Carson Purdy, to Bob Hayes, captain of the champion Shearwater Flyers. Admiral Bidwell presented the trophy given the league by himself and Mrs. Bidwell for schedule winners, to co-coach Gordie Johnston of the Greenwood Bombers. The Herald Trophy was



A two-mile cross country race was held at HMCS Gloucester, naval radio station near Ottawa, on May 29, with 92 men under training in the race. Ord. Sea. Ed. Arsenault, 19, of Shediac, N.B., (inset), broke the record in 11 minutes, 11 seconds, and his class, 30A, was in the winning team with 347 points. The runner-up team had 227 points. The event is held monthly throughout the summer, sometimes combined with a tabloid of sports. (O-9576, O-9574)



given by sports editor Ace Foley to Dalhousie's Gordie Rankin.

Presented in absentia were the CHNS Trophy (won by Ron Binnie), the Milovich Trophy (won by Don Mulligan) and the Duffus Trophy (won by Don Nicholson).

## *String of Successes For Ontario Team*

St. Barbara, the patron saint of gunners, has been good to the rifle team of HMCS *Ontario* and the recent trip to the Far East was no exception.

Primed by victories in Barbados and Antigua last year, in both .22 and .303 full bore, the *Ontario's* rifle team charged into the 1956 Pacific Command rifle matches taking the Services Six Match, Bren Gun Match, and most of the team placed well in the individual

matches in their respective classes. Before the Far East cruise they defeated an RCMP team in .22 competition.

On the Far East cruise the team started off against the Guam Inter-Service Team. Although the team was defeated by six points, team captain PO John Pringle was high shooter for the match.

In Manila they matched in small bore against the Philippine Army and the U.S. Marine Corps. They defeated the Marine Corps but were in turn defeated by the Philippine Army squad which was of Olympic calibre. In the latter match Ldg. Sea. Gordon Boyd placed well with a score of 190/200 bettered only by the Olympic star of the Philippine squad with a score 199/200.

Singapore provided a very interesting match with the Special Airborne

Service (British Paratroops) where both sides used the FN .308. *Ontario* won the day and CPO Donald McCulloch excelled with a triple possible at 100 yards, a perfect score.

In Hong Kong the *Ontario* competed against a composite team from HMS *Tamar* and the Royal Marines. Once again the *Ontario's* marksmen were victorious, and the presentation of a silver spoon for high score of the day was made to PO Robert Parsons.

During the cruise the *Ontario's* rifle team included CPO Jim Ross, CPO Elmer Dodds, CPO Donald McCulloch, PO Lorne Skinner, PO John Pringle (captain), PO Robert Parsons, Ldg. Sea. Gordon Boyd and AB Edward Watts.

### **Cornwallis Tops All Competitors**

In the Atlantic Command, *Cornwallis* invaded the pool at *Stadacona* to overwhelm the rest of the field and capture the Atlantic Command Swimming and Diving Championships.

They piled up 64 points, six better than *Stadacona*. The ships' teams were off their pace with 15, while *Shearwater* trailed with nine.

There were 26 heats in the 12 events, with 62 contestants. *Cornwallis* took eight firsts, including relays and diving, and were second in three events, third in four and fourth in two. "*Stad*" had four first, eight seconds, four thirds and one fourth.

Commodore E. W. Finch-Noyes, Commodore RCN Barracks, presented the trophies and prizes at the conclusion of the meet.

### **Montcalm Forms Marksmen's Club**

Thirty-four members of *Montcalm's* Rifle Club have been turning out regularly on Thursday evenings to make a very active year in shooting for the division. This was their first year of operation.

CPO T. J. O'Connell took the club's trophy for best individual score.

The club, however, did not place well in the interdivisional shoot, but is looking forward to better shooting next year.

### **Sports Stressed During Cruise**

From January 7 to May 3, 1957, Task Unit 303.0.0 consisting of HMC Ships *Ontario*, *Jonquiere* and *Stettler* cruised to the Far East on a *Venture* cadet training cruise. During this cruise all sports were strongly emphasized and

inter-ship and inter-divisional sports programs flourished.

The highlights of the sports activities centred around the squadron teams which competed against U.S. and British Armed Forces and local teams in Hawaii, Guam, the Philippines, Singapore, Hong Kong, and Japan with the following results:

Sport	Played	Won	Lost
Softball .....	8	6	2
Basketball .....	6	2	4
Soccer .....	3	0	3
Boxing .....	1	1	0
Ice Hockey .....	1	0	1
Sailing—Ship's dinghies sailed 3 times			
Squash .....	2	0	2
Swimming .....	2	1	1
Roller Hockey ....	2	2	0
Tennis .....	4		

(Non-competitive)

At Hong Kong squadron boxers were matched against the Royal Naval Establishment and ships present in the port. Although more than 50 per cent of the squadron team had not boxed competitively before, they gained victory by a narrow margin.

Also at Hong Kong a strong team from the Hong Kong Softball Association was matched against the squadron. The game was won by the squadron team 2-1.

In ice hockey a squadron team, assembled after three hours of practice, met the Japanese National Ice Hockey Team at Tokyo.

Publicity in the Japanese press brought attendance to about 3,000. Although the game ended in a lopsided victory for the Japanese, great interest was shown in the Canadian Navy team.

### **Wrens Compete In Sports Weekend**

Twenty-four wrens from *Stadacona* and *Shearwater* journeyed to *Cornwallis* recently to take part in a weekend of sports activities with wrens from *Cornwallis*.

Competitions included swimming, volleyball and basketball, and *Cornwallis* took all events, although in basketball the margin was slim.

### **Daerwood Corps Sets Rifle Record**

A new all-time Canadian record has been established in the Royal Canadian Sea Cadet movement by RCSCC *Daerwood* of Selkirk, Manitoba. For the fourth consecutive year it has won the Navy League of Canada's National Small Bore Rifle Competition, for which

the Hunt Memorial Trophy is awarded and medals given to each member of the team.

The corps is becoming noted around the world for its marksmanship, since it placed second in the first world-wide Sea Cadet Competition in 1956. This year's national event was won with the excellent score of 95.5 of a possible 100. In second place was RCSCC *Westmount* of Sydney, Nova Scotia, with a score of 95.0, and RCSCC *Ajax* of Guelph placed third, scoring 92.158.

This national competition was conducted for the Navy League of Canada by the Dominion of Canada Rifle Association.

In recognition of Selkirk's continued success in marksmanship, one of its team members, Leading Cadet Kenneth Davidson, is included in the party of sea cadets selected from across Canada, to participate in the Empire and Commonwealth Sea Cadet Camp in England July 1 to 14. Also included in the party are two other Sea Cadets who were on winning teams in last year's International Competition. They are Sea Cadet Petty Officer Gregor McPherson of New Waterford, N.S., and Petty Officer Garfield Lewis of Sydney, N.S.

Indications are that RCSCC *Daerwood* has in mind retaining its championship status for an indefinite period, and even winning this year's world competition — for which the Duke of Edinburgh's Ship's Bell is awarded — inasmuch as the corps is constructing a new and modern rifle range, to replace the cellar excavation which it has been using so successfully to date.

### **Cayuga Outplays USN Softballers**

HMCS *Cayuga*, of the Pacific Command's Second Canadian Escort Squadron, won for herself a record in softball against USN ships. She challenged and defeated several American ships, including the two games of a double-header against USS *Hanson*, which had held a perfect record for two years.

The results of this game brought a number of challenges, all of which were fought to victory by the *Cayuga*.

### **Armament Depot Retains Crown**

Naval Armament Depot, defending champions in the Town of Dartmouth annual Men's Bowling Tournament, retained their candlepin crown in a sensational 1,614 game against their nearest rivals, the Church League, to win the tourney by 21 points.

# 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.

ABRAHAMSON, John H.....LSEM1  
 AMYOTTE, James P.....P2AC2  
 ANDREWS, Lewis B.....LSTD2  
 ANTHONY, Kenneth L.....LSEM1  
 ARCHIBALD, Ian J.....LSEM1  
 ASHCROFT, Leonard C.....LSCR1  
 ATKINSON, Donald H.....LSEM1

BAIRD, William C.....LSRC2  
 BARTER, Derek R.....P2EM2  
 BEAUCHEMIN, Rene J.....LSSW2  
 BECKETT, William G.....C2RA4  
 BEESON, Harry T.....LSAR1  
 BELL, Robert S.....P2EN2  
 BELLIVEAU, Raymond J.....C2PCS4  
 BENNETT, George C.....P2CS3  
 BENNETT, Richard J.....LSRP1  
 BENNETT, Robert S.....LSQM1  
 BERNARD, Gerard J.....LSAM2  
 BISHOP, Foster F.....LSEF3  
 BLANEY, Jack A.....LSRP1  
 BOURBEAU, Denis J.....LSNS2  
 BOWES, John W.....LSAA2  
 BOYLE, Paul E.....C2PI4  
 BRAIN, Sydney F.....C2GI4  
 BROWN, Bruce D.....LSEF2  
 BRUNN, David W.....LSTD1  
 BULLOCH, Carleton D.....LSSE1

CAMPBELL, Norman T.....LSQM1  
 CARPENTER, Roy M.....P1ET4  
 CARROL, Leo B.....LSCR1  
 CATHCART, Donald S.....P2TD2  
 CHRISTIE, Adam H.....C2CR3  
 CLARKE, Gordon A.....LSCK1  
 CLAYTON, Allen D.....P2RS3  
 COATES, Ronald G.....LSCV1  
 COCKRILL, Donal V.....LSEM2  
 COLDHAM, Gordon J.....P2EA3  
 COLLINS, Joseph R.....LSTD2  
 CONNERS, Merritt R.....P2EM2  
 CONROY, Frances D.....P2EA3  
 CROWSHAW, Stanley W.....LSRP1  
 CULLIGAN, Joseph R.....LSEF3  
 CURRY, Donald G.....P2CV2

DALY, Brendan G.....LSTD1  
 DAVEY, Thomas W.....LSQM1  
 DECKER, Murray G.....LSOM2  
 DENTON, Earl G.....LSEM1  
 DeWOLFE, James P.....LSAA1  
 DOAK, William.....P2EM2  
 DOIRON, Reginald I.....LSEF2  
 DONALDSON, James E.....C2AC3  
 DONNER, George W.....P2AF2  
 DONOVAN, James H.....P2RS3  
 DONS, Ernest F.....LSEM1  
 DOUCET, Raymond C.....LSCK2  
 DOUGLAS, Jack R.....LSTD1  
 DOWHEY, Steve.....P1EM4  
 DOWNEY, George A.....LSTD2  
 DOYLE, Peter M.....P2QR2  
 DUNCAN, James A.....P2CV2  
 DUNN, Robert A.....LSTD1  
 DUNNING, Terence R.....LSPW1

ECKHARDT, Harold F.....LSAA1  
 EDWARDS, Keith E.....LSAR1  
 ELLIOTT, Dale C.....LSAA1  
 ELLIOTT, William H.....LSRP2  
 ESTENSEN, Edward G.....P2QR2  
 ESTEY, James A.....P2EA3  
 ETHIER, Gilles J.....LSCK1  
 EVANS, Donald C.....P2EM2

FERRIER, Frank.....LSRP1  
 FOX, Bradford B.....P1ER4  
 FRASER, Thomas J.....C1RI4  
 FRIEND, John F.....LSRP2  
 FROST, Muriel I.....WLCY2

GABRIEL, Phillip M.....LSQR1  
 GAYTON, Gary L.....LSQM1  
 GERMAINE, Donald P.....LSEM1  
 GIBSON, Roderick A.....LSRA2  
 GILSON, Percy R.....P2CS3  
 GRANDY, David L.....LSEM1  
 GRANT, Leslie H.....LSPW1  
 GREEN, James E.....P2RN3  
 GRIFFIN, Lawrence R.....LSRT3  
 GRIST, Cecil B.....LSEM1

HALL, John D.....C2GI4  
 HANISCH, Victor C.....LSCR1  
 HANSEN, Harold L.....P1EM4  
 HARVEY, James S.....LSRP1  
 HAWKHURST, William R.....P1EM4

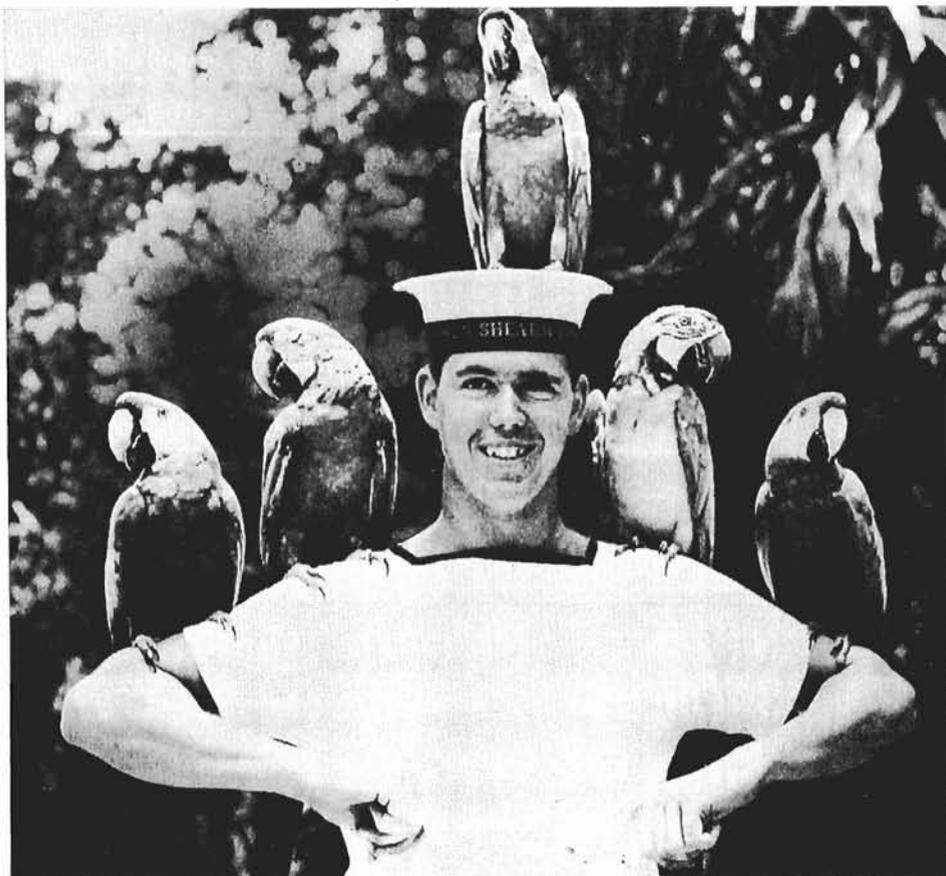
HENDERSON, Edward I.....LSAC2  
 HIGHGATE, George A.....LSRP1  
 HILL, Ian A.....P1PC3  
 HODGE, Wells J.....LSAF1  
 HOLLISTON, Harley A.....P1ER4  
 HUNTER, John J.....P2CV2

JEFFERY, Roy V.....LSRP1  
 JENSON, Robert H.....LSQM2  
 JOHNSON, Francois A.....LSRP2  
 JOHNSON, Kenneth E.....P2EF3  
 JOHNSON, Robert D.....LSEM1  
 JOHNSTON, Keith T.....LSQM1  
 JONES, Donald H.....LSEM1  
 JUDSON, Roland.....P2CR2

KEENAN, Donald R.....LSAW1  
 KELLY, Albert E.....P1EM4  
 KILBY, Martin D.....LSCR1

LACOURSIERE, Roger C.....LSOM2  
 LAROCQUE, Clifford W.....LSQM1  
 LARSEN, Robert.....LSCD2  
 LOWTHER, David T.....LSEM1

MacISAAC, David M.....LSCR1  
 MacKENZIE, John R.....P2EM2  
 McCULLEY, William.....LSEM1  
 McDONALD, Robert A.....LSCR1  
 McHARDY, James D.....LSCR1  
 McINTOSH, William S.....LSEM1



"Well, really, we don't like having our pictures taken—just wait until we preen our feathers a bit. There! How's that?" AB Donald Coughlin's five fine-feathered friends took up this pose in the Parrot Jungle near Miami which he visited while his helicopter squadron, HS 50, was at Key West, Florida, for three months of anti-submarine exercises with the USN. (DNS-17257-144)

McKAY, Raymond D.....P2SE2  
 McLELLAN, Alexander G.....LSEM1  
 MANDER, Douglas M.....LSQM2  
 MARKS, John D.....LSSW2  
 MASKELL, Ralph.....C2PC4  
 MATHESON, Frances G.....LSTD2  
 MEIKLE, Bruce E.....LSCV1  
 MEUNIER, Rene W.....LSEM1  
 MICHAUD, Howard M.....P2EA3  
 MILBURNE, Michaël.....LSRA2  
 MILLIGAN, John W.....LSRP2  
 MILTON, James T.....LSEM1  
 MORELAND, Vernon L.....LSTD1  
 MURFITT, William J.....LSAR1  
 MURRAY, William.....P1EM4

NASH, Ronald A.....P2RW3  
 NEILL, Hary A.....LSTD2  
 NEWSTEAD, John C.....LSEM1  
 NOYES, Donald C.....LSAC2  
 NUNNERLEY, Richard.....P1PC3

O'BRAY, Larry C.....LSQM1  
 O'GRADY, Raymond H.....LSSE1  
 OKE, Bob R.....LSEM1  
 O'NEIL, Joseph A.....LSEM1  
 ORCHERTON, Donald R.....P2EM2

PATRICK, Richard H.....LSAO2  
 PAULSON, Melvin A.....LSEM1  
 PENNELL, Douglas J.....P2EM2  
 PERRY, Norman A.....P2CS3  
 PICHE, Guy J.....LSNS1  
 POIDEVIN, James J.....LSEM1  
 POND, Orville S.....LSAF2

REESOR, William C.....P1EM4  
 RINNEARD, George A.....LSMA1  
 REYNARD, William S.....P2AC2  
 ROGERS, Eugene S.....P2AC2  
 ROY, Keith E.....P2AC3  
 RUPPERT, George W.....LSRA2

RYLAND, Edward S.....LSRC1

SAINT-PIERRE, Joseph A.....LSQM1  
 SALESKI, George J.....LSAC2  
 SANDY, Frederick A.....C2AT4  
 SAUNDERS, Edward J.....P1OM3  
 SCOTT, Kenneth J.....LSEM1  
 SCOUSE, Cecil M.....LSSW1  
 SEBEN, George E.....LSTD1  
 SIMPSON, William R.....P1ER4  
 SKINNER, James H.....P2QM2  
 SLAUNWHITE, Nelson E.....P2EA3  
 SMOAT, Alfred L.....LSEM1  
 STARCHUK, James.....LSAA2  
 STEELE, Phillip M.....LSAF1  
 STEIN, Edward A.....P1EM4  
 STEWART, Keith N.....LSQR1  
 STODDART, James G.....P2RS3  
 STOKES, Ernest S.....LSRC1

TIBBETTS, William W.....LSAC2  
 TIDWELL, Robert J.....LSAM2  
 TOWNSEND, Gilbert E.....LSEM1  
 TOWNSEND, Nelson A.....LSSW2  
 TREMBLAY, Alfred J.....P1EM4  
 TUCK, Lawrence A.....LSOM2  
 TUCKWOOD, Robert H.....P1OM4  
 TWINN, David C.....LSRP1

VENIOT, Lewis M.....LSQR1  
 VOLD, Roger A.....LSQM1  
 VOOGT, Jacobus C.....LSRA3

WADE, Lawrence.....P1EM4  
 WALKER, Vernon J.....LSSW2  
 WHITTY, Bernard P.....LSAC2  
 WILSON, John F.....P2EM2  
 WRIGHT, Arthur J.....P1EM4  
 WRIGHT, Melville M.....LSRP1  
 WYBERT, Tom M.....LSCV1

YERKIE, Gordon H.....LSRP1  
 YOUNG, Hugh M.....LSAM2

## Fluorescent Flags Undergoing Trial

Towards the end of the summer, a verdict will be reached as to whether or not nylon semaphore flags, fluorescently-treated, will be adopted throughout the fleet.

The flags were introduced to ships of operational classes for a six-month period to see if the additional light generated by fluorescent treatment improves readability enough to warrant changeover from the old bunting cloth.

The trial flags have the same colours, red and yellow, but with the brilliant dyes added it was felt they would be more easily seen and read at sea. The use of fluorescent chemicals came to the RCN via the USN, which is experimenting with nylon and sharkskin so treated.

If the new development is successful, the terms "bunts" for a visual communicator and "bunting tossing" for his signalling will become archaic, in the literal sense, at least.

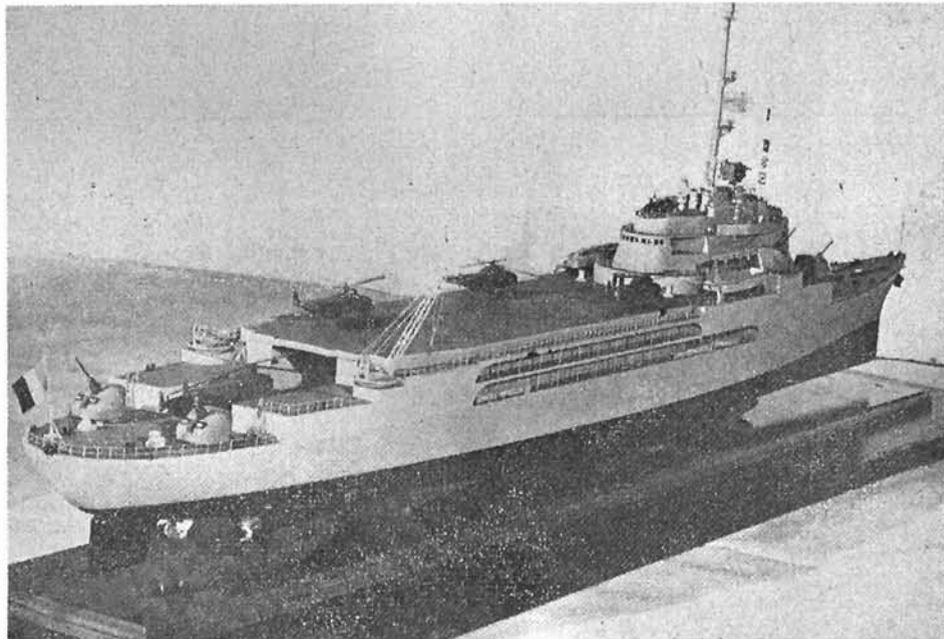
The RCN was the first service in Canada to pioneer nylon in ensigns, converting from bunting to silk to nylon in the wake of these trends in the clothing line. Nylon ensigns were introduced and tested thoroughly in the fleet and their wear-and-tear rate carefully noted by the Defence Research Board.

The nylon was found to stand up admirably and, although nylon stocking fell prey to the sulphur fumes in funnel smoke during one memorable cruise taken by a women's organization in a West Coast ship, the ensigns apparently were unscathed in similar circumstances.

The fabric is almost unobtrusively supplanting bunting in the RCN as old stock is exhausted. The Americans are also experimenting with fluorescent nylon flag hoists, and the RCN is watching the evaluations with interest. The chief argument against the use of nylon is the noise factor, which is intensified when the fabric is impregnated with chemicals. The flapping of flags in a stiff breeze becomes a sharp cracking which might intrude too much on bridge activities.

Offsetting this, however, are recent changes in ships and communications. New construction ships have enclosed bridges so that the noise factor may not be as significant as it once was. Further, the volume of flags in standard hoists as compared with 15 years ago has been pared down today. Hoists now are used for short tactical manoeuvres and brevity in signalling results. With nylon, or fluorescence, or both, the messages could be better in appearance, more quickly understood and executed.

Bunting rots if not dried out periodically. Nylon is water repellent and lasts about four times as long. No longer would it be necessary to "air bunting" (which in the RCN is a mixture of nylon and wool) on board ships. The synthetic flag costs about twice as much, but its much longer life and easier stowage should effect economies.



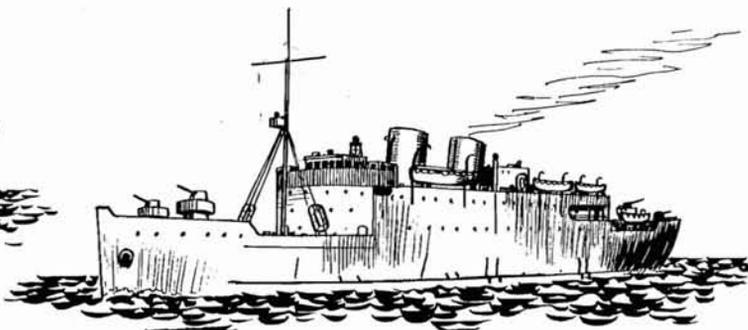
The May issue of "La Revue Maritime", published in Paris, carries the picture, reproduced here, of the helicopter carrier which will replace the cadet training cruiser Jeanne d'Arc and bear the same name. Engaged in officer-cadet training duties in peacetime, in the event of war she will assume the helicopter carrier duties for which she is designed. She will be able to serve either as a command ship or as a troop transport, capable of carrying and landing by helicopter a battalion of 700 men.

# Naval Lore Corner

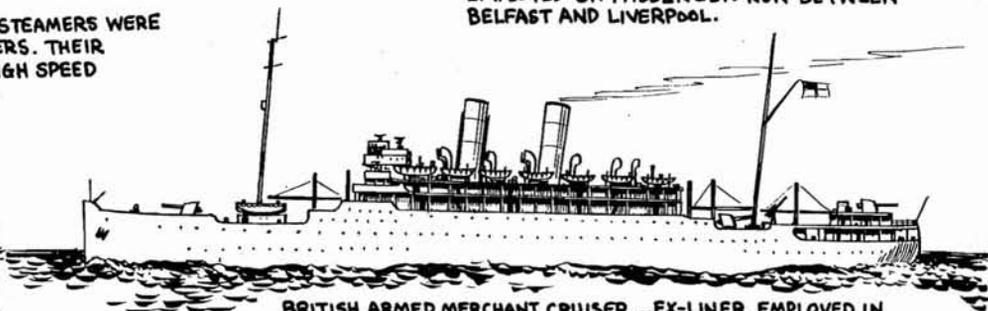
Number 48  
MERCHANT SHIPS AT WAR



IN WORLD WAR II, MANY PADDLE EXCURSION STEAMERS WERE TAKEN OVER BY THE R.N. AS MINESWEEPERS. THEIR MANOEUVRABILITY, LOW DRAUGHT AND HIGH SPEED MADE THEM EXCELLENT SWEEPERS.



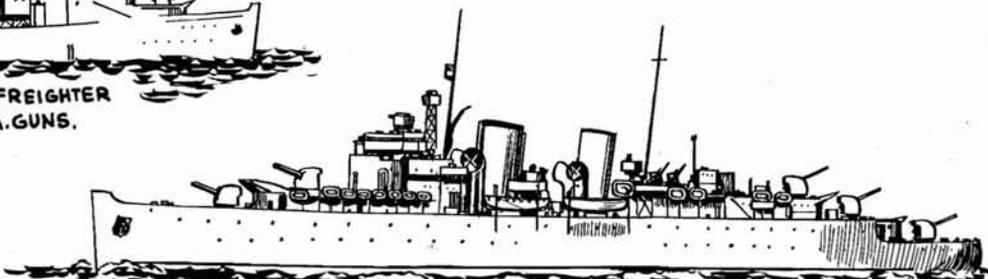
'ULSTER MONARCH' AS A NAVAL AUXILIARY... IS NOW EMPLOYED ON PASSENGER RUN BETWEEN BELFAST AND LIVERPOOL.



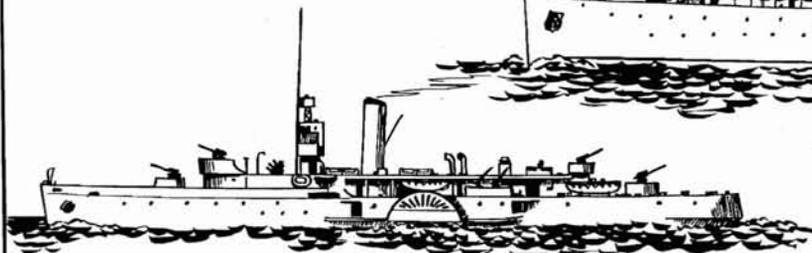
BRITISH ARMED MERCHANT CRUISER...EX-LINER EMPLOYED IN BLOCKADE AND CONVOY WORK. ARMED WITH 6 INCH AND A.A. GUNS — 20 KNOTS.



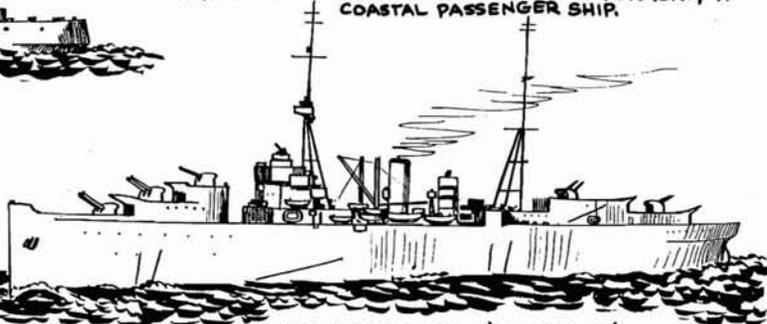
ANTI-AIRCRAFT SHIP 'SPRING BANK' - EX FREIGHTER  
— CARRIED ONE AIRCRAFT AND A.A. GUNS.



CANADIAN 'AMC' PRINCE HENRY—ORIGINALLY ARMED WITH FOUR 6 IN. GUNS, SHE WAS LATER CONVERTED TO AN A.A. CRUISER WITH 10 4-IN. GUNS, AND STILL LATER CONVERTED TO AN AMPHIBIOUS INVASION SHIP. SHE WAS FORMERLY A COASTAL PASSENGER SHIP.



PADDLE STEAMER 'ARISTOCRAT'  
AS AN A.A. SHIP.



ANTI-AIRCRAFT SHIP 'AVLBANK'



MERCHANT SHIP 'LARGS' EMPLOYED AS LARGE LANDING SHIP HEADQUARTERS.

