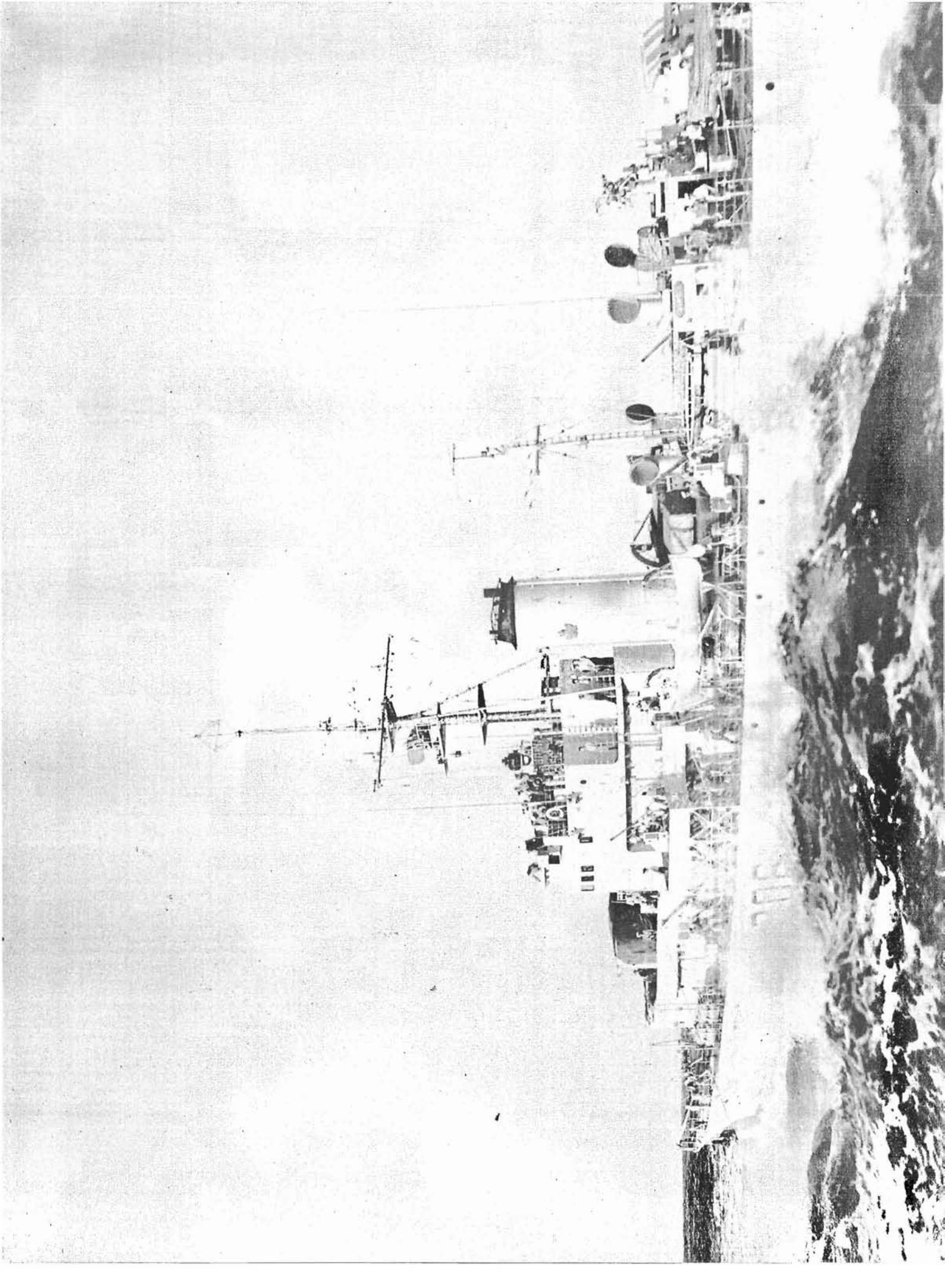


The CROWSNEST



Vol. 10 No. 13

January, 1958



The CROWSNEST

Vol. 10 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1958

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The Cover—The search, at the beginning of a new year, for a picture that would express the Royal Canadian Navy's sense of purpose, urgency and progress stopped with the one on the cover. It shows one of Canada's newest warships, the destroyer *Margaree*, which early in 1958 sailed on a training cruise to the Far East with others of her kind. (DNS-19227)

LADY OF THE MONTH

A ship that first put out to sea for her trials with only a hull number as a name in 1943 and was later commissioned as HMCS *Swansea* is back at sea with a new lease of life, well earned by her past record.

The *Swansea* has always had the knack of settling herself down in the front seat of the show. She had the enviable record of taking part in three U-boat kills (there was no doubt about any of them) during the Second World War; she was helping to watch western entrance to the Channel during D-day operations, but she didn't quite make it when she was fitted with air conditioning for the war in the Pacific. The fighting ended too soon.

In peacetime, she ventured north on the RCN's first Arctic cruise, she was chosen to take part in the Coronation Cruise and the Spithead Review and she had a busy time of it during NATO's Exercise Mariner.

The second-oldest Canadian-built frigate, the *Swansea*, found her future temporarily in doubt when she paid off late in 1953. On the opposite page she can be seen back in her familiar North Atlantic, a fully-modernized Prestonian class frigate, ready for further years of service. (HS-51034)

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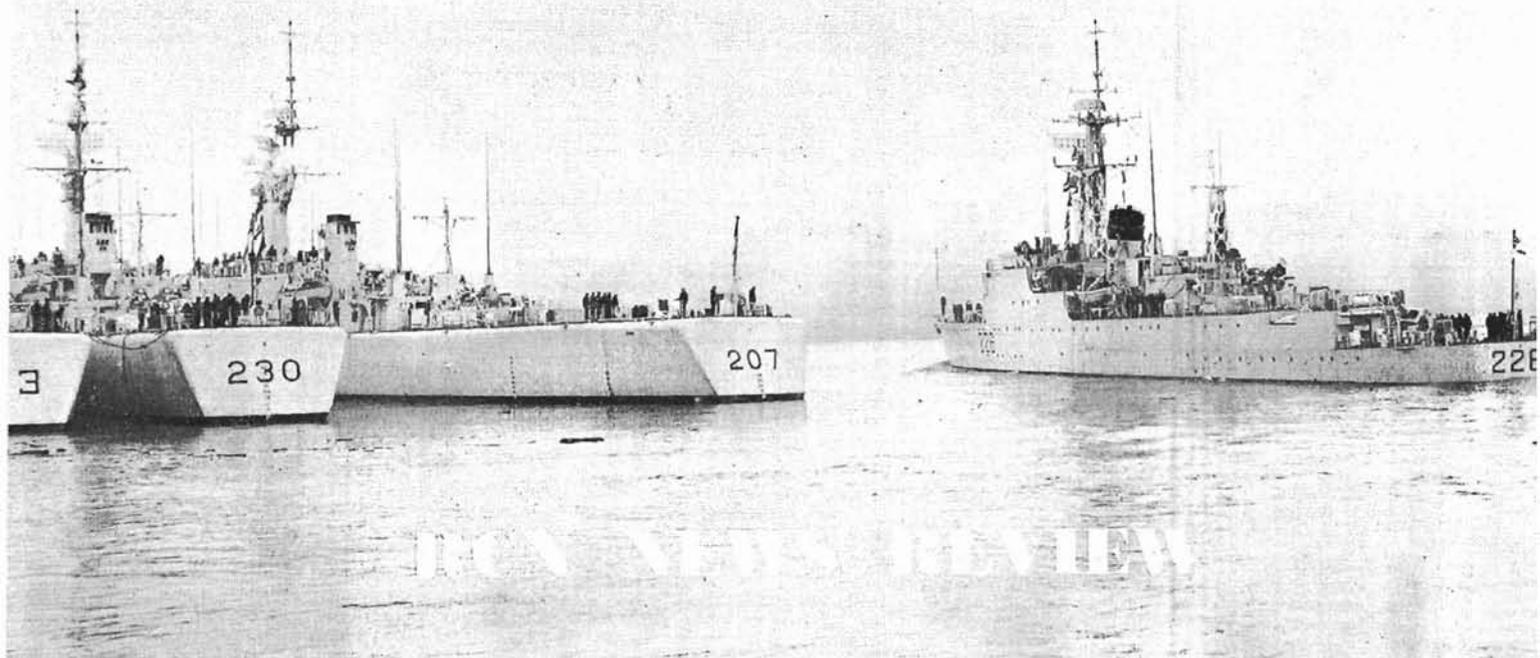
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The Cayuga has already left Esquimalt harbour to begin a training cruise to the Far East and one by one the other ships of the Second Canadian Escort Squadron move into the stream to join her. The Crescent (senior ship) is moving down harbour and she will be followed in turn by the Skeena, Margaree and Fraser. The ships sailed January 16. (E-44066)

Ships, Aircraft Off in Exercises

More than 30 warships, three naval air squadrons and 6,300 officers and men of the Royal Canadian Navy were to carry out major exercises and training cruises in waters ranging from the Caribbean to the China Sea between the beginning of February and the latter part of March.

Eighteen ships, including three Royal Naval submarines under Canadian control, are operating from the Atlantic Command, while 14 ships are operating from the Pacific Command.

Major East Coast activities during the month include two joint RCN-USN exercises. Ships taking part are the aircraft carrier *Bonaventure* with the destroyer escort *Sioux*; the destroyer escorts *Algonquin*, *Micmac*, *Haida* and *Nootka* of the First Canadian Escort Squadron, and the *St. Laurent*, *Assiniboine* and *Ottawa* of the Third Canadian Escort Squadron.

The force sailed from Halifax January 20 and arrived at San Juan, Puerto Rico, on January 27 to join "Springboard", annual winter training exercise of the U.S. Atlantic fleet.

The submarines *Alcide*, *Alliance* and *Amphion* of the RN's Sixth Submarine Squadron, based at Halifax, also sailed late in January to take part in "Springboard", and to exercise with Royal Canadian Air Force aircraft of the Maritime Air Command in the Guantanamo, Cuba, area. The *Alliance* will return to Halifax on February 16 before her departure for the United Kingdom on February 22. The other two

submarines will remain to join the Canadian units later for a further exercise.

The *Sioux* was to leave the RCN force about mid-February to pay an independent visit to Philadelphia and then return to Halifax.

Four frigates of the Seventh Canadian Escort Squadron, HMC Ships *Outremont*, *Lauzon*, *La Hullose* and *Swansea*, were to sail from Halifax early in February to carry out training in the Bermuda area, after which they were to join other Canadian units at Charleston, S.C.

Two naval air squadrons, VS881, an anti-submarine squadron of Tracker aircraft, and HS50, an experimental anti-submarine helicopter squadron, were embarked in the *Bonaventure* when she sailed from Halifax. A third squadron, VF871, armed with Banshee jet fighters, has flown from HMCS *Shearwater*, the naval air station near Dartmouth, N.S., to the U.S. naval air

station at Jacksonville, Fla. From there, VF871 will embark in the *Bonaventure*, while HS50 will disembark to make an overland flight home to its Dartmouth base.

On completion of exercises with the USN, the Canadian ships sail to Charleston to join up with the frigates of the Seventh Squadron. From Charleston, the Canadian force will sail early in March for Bermuda to join units of the Royal Navy's Home Fleet for a large-scale two-phase exercise. The Canadian units taking part will be the *Bonaventure*, ships of the First, Third and Seventh Canadian Escort Squadrons, and the *Alcide* and *Amphion* of the Sixth Submarine Squadron.

During the period March 14-18, between the two phases, 13 participating British units will visit Halifax.

Other Atlantic Coast activities during February include sea training of new entries in the frigate *Lanark*, and a voyage by the destroyer escort *Crusader* for sea trials in connection with naval research.

In the Pacific, five destroyer escorts of the Second Canadian Escort Squadron were bound for Japan carrying out a convoy exercise with U.S. Navy units en route. After stays at Yokosuka and Tokyo, the squadron was to proceed to Hong Kong, Saigon and Okinawa before the return voyage and further exercises with the USN. The Canadian ships are the destroyer escorts *Crescent*, *Cayuga*, *Skeena*, *Fraser* and *Margaree*.

Also in the Pacific, the cruiser *Ontario* conducted a training cruise to Central America for 68 first-year cadets of HMCS *Venture*, the junior offi-

What! Designing Woman on Board?

The message from HMCS *Margaree*, destroyer escort, then hundreds of miles from home en route to the mysterious Orient, was terse, not to say enigmatic or even exotic. It read: "YOUR 190018Z DESIGNING WOMAN RECEIVED ON BOARD."

This appeared to be rushing the season until the communications people at HMC Dockyard, Esquimalt, looked up the earlier message, 190018Z. It was an inquiry concerning the whereabouts of a movie—something to do with a woman in the higher echelons of the dressmaking business.

cers' training establishment at Esquimalt, B.C. She was accompanied by two frigates of the Fourth Canadian Escort Squadron, HMC Ships *Sussexvale* and *St. Therese*, which joined her in San Diego. Two other ships of the Fourth Squadron, the *Stettler* and *Antigonish*, sailed north for anti-submarine exercises with the U.S. Navy in Alaskan waters.

After two weeks in port, the *Ontario* is scheduled to sail on February 24 on a two-month cruise for nearly 50 second-year *Venture* cadets. The voyage will take the *Ontario* to the Hawaiian and Fiji Islands, New Zealand and Australia. The *Ontario* is scheduled to return to her Esquimalt base on May 5.

Closer to home, the Esquimalt-based coastal minesweepers *Fortune*, *James Bay*, *Miramichi* and *Cowichan* of the Second Canadian Minesweeping Squadron began a series of minesweeping exercises in nearby Canadian and U.S. waters.

Future Role of RCN(R) Outlined

A reference to defence requirements as they affect the future role of the RCN(R) was made by the Hon. G. R. Pearkes, Minister of National Defence, when he made his statement on defence policy in the House of Commons on December 5, 1957.

After speaking of the regular forces and outlining future policy, Mr. Pearkes said: "Our reliance on forces in being, to which I have already referred, will of necessity require some changes in the role of our reserve forces.

"The role of the naval reserve will remain the reinforcement of the fleet in being in time of emergency. Reserve personnel will also replace regular personnel ashore and will be required to bring our ships up to war complement. Steps are being taken to ensure that the members of the Royal Canadian Navy (Reserve) will be immediately available and adequately trained for these duties.

"This rationalization will result in some reduction in present strength, because we are placing emphasis on quality rather than quantity."

The Minister had previously said that military advisers were of the present opinion that a third world war would commence with a sudden ferocious thermonuclear attack at great intensity from several directions, by various means.

"There will not be time for mobilization or reinforcement because of the conditions expected to prevail in the first few days of a nuclear war.

"Our dependence on forces in being therefore must be adhered to, and that is why we must continue to give top priority to our regular navy, army and air force. Only if we survive that initial stage of hostilities will it be possible to carry out additional military activities and, if necessary, raise and train additional forces," he added.

New Newspaper For Cornwallis

HMCS *Cornwallis* is the latest naval community to acquire its own weekly newspaper, which began publication at the turn of the year as the "*Cornwallis Ensign*".

Judging from the early issues, there is little likelihood of the *Ensign* lacking for news, for its columns give visible evidence that *Cornwallis* is one of the busiest spots in the Navy.

In its prospectus, the *Ensign* gave its initial circulation as 1,200 and pointed out that the newspaper would serve a naval population of about 1,600, with 350 naval families, and a civilian population of 500.

The *Ensign* is a welcome addition to the growing list of naval community newspapers and deserves a long and successful career.

Fire Victims Aided by Ontario

Financial assistance to people left homeless in a recent disastrous fire in Panama City was given by the ship's company of the Canadian training cruiser *Ontario* during a visit to the Panama Canal Zone.

The *Ontario*, carrying out a training cruise for first-year *Venture* cadets was in Balboa, at the western end of the Canal, when fire struck adjacent Panama City. Approximately 2,200 Panamanians and British West Indians were left homeless.

Ontario personnel donated \$500 from their pay to the British Aid Association to assist in the rehabilitation of the unfortunates.

Acknowledging the donation, the British Ambassador to Panama sent the following message to the *Ontario's* commanding officer, Captain J. C. Littler:

"British Aid Association, Panama, asked me to convey to you, your officers and ship's company of *Ontario* warmest thanks for generous donation to fire victims.

"British West Indian community especially appreciative."

During their four-day stay in Balboa, the *Ontario's* officers, cadets and

men took full advantage of special tours arranged by the U.S. Navy to see the major points of interest in the Canal Zone and the Republic of Panama.

The cruiser's stay coincided with the arrival of the homeward-bound flagship of the Pacific Steam Navigation Company, of Liverpool, England. The ship is the new stabilized and air-conditioned *Reina Del Mar*. Cadets and their accompanying officers were guests of the *Reina Del Mar's* captain for a trip on board through the Panama Canal.

Frigate Modernizing Program Completed

The program of modernizing 21 Royal Canadian Navy frigates was completed with the commissioning of HMCS *New Waterford*, on January 31 under the command of Lt.-Cdr. Walter S. Blandy.

In the modernization of the *New Waterford* as with the other 20 the original bridge structure was completely removed and rebuilt in aluminum, providing space for an operations room and action control radar rooms.

The forecandle deck has been extended to the stern, providing space for a galley, messing for the ship's company, an anti-submarine mortar position and mortar bomb magazines, a laundry and storerooms. Bunks and new kit lockers have been fitted throughout and all-metal furniture installed.

Principal armament consists of two triple-barrelled anti-submarine mortars. Guns include a twin four-inch mounting forward and six 40mm Bofors. Machinery is of the triple expansion type with two shafts and two Admiralty three-drum type boilers. Speed is in the vicinity of 20 knots. She is 301 feet long. Her displacement is 2,360 tons full load.

The *New Waterford's* conversion was carried out by Yarrows Ltd., Esquimalt, the same shipyard that built her. Named after the coal mining town of New Waterford, on Cape Breton Island, the frigate was launched on July 3, 1943, and first commissioned January 21, 1944.

Guest of honour at the commissioning was Cdr. A. C. Wurtele, RCN (Ret'd), Reeve of Esquimalt.

Capt. (E) Erik Revfem, RCN Principal Naval Overseer for the West Coast, accepted the ship from Yarrows Ltd., on behalf of Naval Headquarters. H. A. Wallace, vice-president and Director of Yarrows spoke on behalf of his firm. The religious portion of the commissioning ceremony was conducted by Chaplain (P) I. R. Edwards, and Chaplain (RC) J. P. Farrell.

ENGLAND'S FIRST SEA WAR

FEW NATIONS know more about seapower than the English and they gained their knowledge by bitter experience. The first lesson was that sea power must be carefully cultivated, and this lesson has been repeated many times in that "rough island's story". The Saxons and other Germanic peoples who moved into England in the sixth century must have been seamen or they could not have done it, but they settled down and became farmers letting their ships and skills rot. In the ninth century the Danes, a nation of sailors, started their long invasion of England which is recorded in the Anglo-Saxon Chronicles.

The most effective resistance was put up by the Kingdom of Wessex, the largest of the Saxon states, under three successive kings: Aethelred (not the Unready, he came later), Alfred the Great and Edward the Elder. They suffered as land powers always do when opposing a sea power: They were harried by an enemy far more mobile than themselves. Alfred, who was no mean strategist, knew that ships were required and he had them built. Sufficiently skilled seamen were not available in Wessex so he engaged Frisians — probably mostly officers and senior ratings — to train the English landmen.

Unfortunately the chronicles were written by monks who were, of course, landlubbers to a man and who did not know how to describe a ship. They give the size in the standard measurement of the days, the number of oars:

"Some had 60 oars, some more."

The information about design, however, is just sufficient to be one of the most tantalizing puzzles in naval history: "They were not shaped in the Frisian or in the Danish fashion, but in the way that seemed most useful to him"—that is to King Alfred. Skilled shipwrights he must have had or the ships would not have been seaworthy and it would have taken more than a king's whim to persuade a Saxon master craftsman to make a ship of an unconventional pattern for such serious business as war. So Alfred would need to have good arguments in favour of his design—besides he was not the man to operate by whim.

One theory is that, as the king was a learned man who spent much time and energy on the translation of text books from the Latin for the education of his people, he adapted the Roman galley to his needs. However, from Salamis to Lepanto the main weapon of the Mediterranean galley was the ram, and the ram is not mentioned in connection with ships of northern Europe

until the nineteenth century when it was steam-powered. Besides, if Alfred's ships had been ram bowed it would surely have left a trace in ship design, if not in chronicle.

It must be assumed then that his idea was an improvement on the conventional ship of the time, which was the great-granddaddy of our five-oared whaler. It was probably something a seaman could have described in two words, but a monk could not, and it may still be in use, but we have no idea what it is.

In the battle off the Isle of Wight, which is recorded in the chronicles, the Danes came off much better than they should have. They were caught, with the six ships beached and half their men ashore, by nine of HWSM Ships (His West Saxon Majesty's). Neither side showed any knowledge of naval tactics. Probably the Danes regarded their position as hopeless and decided that they might as well go to Valhalla in style, so they launched three ships with the men at hand and went for the big English bald-headed. Five wounded Danes in one ship survived and got away. Then the Wessex ships went in after the remaining Danes, and here their poor seamanship shows up, for they all went aground. Three of the English ships now became a fort besieged by the Danes while the other six English seem to have been cut off from the fight. The size of the king's ships now told against them because the tide floated the Danish craft first enabling them to escape.

A word about the chronicles: It seems that early in King Alfred's reign, or perhaps before that, some authority decided that certain of the more important monasteries should keep a diary for the nation and write down great events as they happened. It is hard to determine when this was, because to start the story off properly the chroniclers went to the Bible and classical history books and began with the creation of the world. As they came down towards their own time the entries become more detailed and closer home to England, but this is a gradual process so it is impossible to determine exactly the date when they were started. When they get well into Alfred's reign, however, it is clear that they are recording history as it happens.

Here is the story of the sea fight as the chronicler set it down:

"879 — This year the Danish armies from Northumbria and East Anglia harried the lands of the West Saxons along the south coast grievously with raiding parties using chiefly the ships which they had built many years before. Then King Alfred ordered ships to be built against them; they were almost twice as long as the other, some had 60 oars, some more. They were both faster and steadier as well as having a higher freeboard than the others. They were not shaped in the Frisian or in the Danish fashion, but in the way that seemed most useful to him.

"Then at a certain time that year six ships came to Wight and did great harm there as well as in Devon and elsewhere along the sea coast. The king ordered nine of the new ships to sail, and they blocked the river mouth, cutting the Danes off from the open sea. Then three ships came out against them and three lay beached higher up the river, their men having gone ashore. They captured two of the ships as they came out and killed the men, but the third escaped though all her men were killed but five. The English ships came to where the others lay but then, unfortunately, they ran aground three between the Danish ships and the open sea and six on the other side of the Danes so that their men could not come to the others. When the water had ebbed many furlongs from the ships the Danes went from their three ships to the other three that had been stranded, and they fought there. Then were slain Lucumon the King's Reeve, Wulheard the Frisian, Aebbe the Frisian, Aethelhere the Frisian and Aethelferth, the King's Companion, besides 62 Frisians and English and 120 Danes.

"Then the tide came up to the Danish ships before the Christians could shove off, and so they rowed away. They were so exhausted that they could not row clear of the Sussex coast, and the sea cast them ashore there. They were taken to the king at Winchester and he ordered them to be hanged. And the men who came to East Anglia in the one ship that escaped were grievously wounded."

And here is Alfred's obituary:

"901. This year died Alfred the son of Aethelwulf six days before All Hallowsmass. He was king of all England except for the part ruled by the Danes and he held the kingdom one and a half years less than 30 winters. Then Edward his son assumed the power."—Ph. Ch.



FILMING THE 'YANGTZE INCIDENT'

A Behind-the-Scenes Glimpse of the Movie Industry

Making a Movie

From time to time Canadian sailors are called on to assist in the making of moving pictures. The most recent instance occurred last fall when RCN destroyer escorts visited the United Kingdom during NATO exercises. The RCN stepped into a breach left by the sudden departure of RN personnel who had been assisting in the filming of a picture directed by Sir Carol Reed.

A behind-the-scenes view of what is involved in the production of a movie on a naval theme is presented here by Cdr. J. S. Kerans, DSO, RN, who served as technical adviser during the filming of "Yangtze Incident". Cdr. Kerans was the logical choice for this position, since he commanded HMS Amethyst during the actual incident during the Chinese civil war.

The article first appeared in The Naval Review professional quarterly published in London, England, and is reprinted here by the kind permission of the editor, Vice-Admiral Sir Aubrey Mansergh, KB, CBE, DSC, RN, and the author.

The Crewsnest is also grateful to International Film Distributors Limited, Toronto, for granting permission to use "stills" from the moving picture to illustrate the article.

BY THE END of April, 1956, the Board of Admiralty had given their approval to the making of a film concerning HMS Amethyst in the Yangtze in 1949. The producer was Herbert Wilcox, CBE, and the company Everest Pictures Limited. Naval facilities were granted; I was appointed as technical adviser to the company by the Admiralty. This article describes the planning involved, the shooting of the film on location and in the studio and gives some idea of the organization in the film industry.

For some weeks I worked with the script-writer in London, Mr. Eric Ambler, the author, who wrote the script for *The Cruel Sea*. This was based on official Admiralty records made available, much "recapping" by myself and, in part, on a book written in 1950. Perhaps I should mention that, before the script, a "treatment" is put out in order to sell the idea. The "treatment" in this case, however, bore little or no resemblance to any known facts. The script in its final form, added up to 455 scenes or shots; this was later reduced as the film was running over length and some two dozen amendment sheets were necessary.

As soon as the script is completed it is broken down by the First Assistant Director into (a) what must be shot on location, (b) what can be shot in a studio, and (c) what is available from stock items. A cross-plot is also worked out from which can be judged the number of days that certain scenes will take (e.g. bridge, 4½ days) and, following this, the number of days an artist will be needed. Further still, the dress or wardrobe requirements are planned

and the "props" needed for each scene enumerated. The Art Director, too, can now plan ahead and produce his drawings of all sets that must be made and purchase or hire the necessary outside equipment.

While all the above was going on I and others were much concerned in finding a suitable location to shoot the film. Early in May, arising from a lunch in town with the producer and FOCRF the idea was born of using the actual frigate Amethyst for shooting part of the film. The ship was in extended reserve at Plymouth and already the Export Package Company had begun to strip her for the breaker's yard. She was found to be a practicable proposition from the point of view of the director and the photographers and Admiralty approval was sought for the loan of Amethyst as a 'dead ship'. The staff requirements for a location were (a) to be in the United Kingdom and (b) if possible near to Plymouth or other naval base in order to reduce the cost of towage, (c) sufficient depth and width of water to operate at the same time a frigate, a destroyer and a Sunderland flying boat, (d) fairly low banks and a sparse population.

SHOOTING was planned to start about mid-July but, in the event, it did not start until August 20. Poole and Falmouth proved impracticable, Londonderry seemed hopeful, but the background was useless. An area some 28 miles down river from Limerick on the Shannon bore a fair resemblance, photographically, to the appropriate part of the Yangtze, was eminently suitable navigationally but needed political



clearance for the presence of HM ships; this was sought and became a long drawn-out paper battle. Our ambassador in Dublin was not enamoured of the prospect of a naval film being shot in the Shannon and, with preparations continuing apace to meet Nasser's threats, with time running on and contracts to fulfil, all hope of accommodation from this quarter was rapidly running out. As a result we had to look elsewhere, and speedily. The Clyde, photographically and the Severn navigationally, were found to be useless. Finally, I said we must try the lower reaches of the River Orwell, an idea which I had previously suggested but which had been turned down on the score of distance and the yachting traffic. After a visit by Mr. Wilcox and myself, this became the location.

By the end of July, Admiralty approval having been given, the *Amethyst* was taken in hand by Messrs. Wiloughby's at Millbay Docks, Plymouth, for de-cocooning and reshaping of appearance to resemble her former self. The diesel dynamo, fire main and heads were partially put in working order and one galley, the bridge, wheelhouse and mess decks were prepared for shooting; much damage above the waterline was simulated. A number of stores had to be found, an air compressor to work cable, a £5 whaler for eventual des-

truction and a host of other items. This was completed by mid-August at a cost of some £3,500.

While at Plymouth I had to recruit a number of ship watchkeepers, motor-boat's crew, diesel watchkeepers and an electrician. This was done through the Ministry of Labour and was successful except for one alleged Commander (E) who, after some three weeks, was arrested at Harwich and found, among other things, to be a complete fraud. A clever impersonator, he got three months; however; it cannot be denied that he had a fair knowledge of marine engineering and was a hard worker who kept the diesel going in spite of many breakdowns.

As soon as I had arranged for a tug from Hull to tow the *Amethyst* dumb to Harwich, the weather blew a gale for three days. As a result, the film unit was at Harwich with nothing to shoot and the press reception held in HMS *Ganges* was bereft of the main attraction. The *Amethyst's* first location necessitated simulating the ship at single anchor heading upstream; this had to be achieved by two anchors with seven shackles on each ahead and 60 fathoms of Trinity House mooring chain and a mushroom anchor. The scouring effect with a strong ebb tide made holding difficult. Spring ebbs and gales from each quarter resulted in much additional tug work and delays in shooting.

AT THIS STAGE some idea of the personalities involved and their functions may be useful:

The *Producer* can best be described as the "C-in-C" of the outfit, the financial backer who is responsible for the end product to the industry and the distributors.

The *Director* is responsible to the producer for the actual shooting of the entire film, for the way the script is interpreted and, generally speaking, for getting the best out of the actors. In this instance he was Mr. Michael Anderson, who successfully directed "The Dam Busters" and "Round the World in 80 days". Perhaps best described as the executive officer.

The *Technical Adviser* works mainly with the producer and director and is responsible for correctly interpreting the Service meaning, whether dialogue or play. Links with CNI on operational requirements and equipment after application has been made by the company. Is intimately concerned with dress and is constantly called upon by all and sundry for the answers to an infinite variety of questions. In this case was added the bringing forward of a frigate, towage, damage repairs and return to Plymouth, plus a host of administrative detail.

The *First Assistant*: The "First Lieutenant"; on the set all the time. Advises the director on day-to-day shooting requirements, ensures that artists are present and made up on time and is the link between the director and all the unions involved. He is never off the set and ensures that all work progresses without delay; a most difficult job which requires considerable tact and patience. He has a number of assistants to help him out.

Production Manager: The "First Lieutenant behind the scenes"; is responsible for the budget, costing and hiring of all artists, equipment and labour. On location is responsible for the provision of all accommodation, boats, cars and other domestic requirements. In this case it was Mr. John Wilcox, son of the producer.

The *Art Director* runs a large department which incorporates the draughtsmen, scenic artists and the construction manager and his team.

The *Others*: In addition there is the *Associate Producer* (hardly definable except as general assistant), the *Editor*, *Cameraman*, *Still Cameraman*, *Continuity* (a female who, not surprisingly, found herself quite out of her depth), *Wardrobe*, *Props*, *Electricians*, *Grips* (who manhandle camera equipment),

Sound, Make-up, Casting Director, Riggers, Carpenters, Plasterers, Special Effects (a menace at all times) and last, but by no means least, Publicity and the Caterers. At a later stage there is the Dubbing Editor, who ties up the soundtrack, music and special effects in one. This list is not, of course, complete.

DUE TO the summer season (ambiguous words for 1956) the film unit and actors were dispersed between Felixstowe, Harwich, Dovercourt and Ipswich. Boatwork was not easy and some 40 minutes each way was wasted daily in getting on board. The hiring of an LCA from the Amphibious Warfare School at Poole and the *Amethyst's* own motorboat helped to relieve the situation. To my horror I discovered that the film company wished to feed on board about 167 daily, including hot meals. This was managed by means of Calor gas cookers and a very creditable menu was always provided; in addition, there were numerous tea-breaks with sandwiches, as stipulated by the unions.

The wardrobe originally provided struck me as poor but fortunately Messrs. Bernards of Harwich and HMS *Ganges* came to the rescue. Being outside a radius of 50 miles from London the film company was allowed to take on "extras" locally and mercifully, as it happened to be the *Ganges'* leave period, a large number of Chief and Petty Officer instructors and other rating volunteered, in many cases using their own uniforms, suitably modified for action scenes. A master-at-arms, playing the part of very 'chokker' three-badge AB was perfect: he required no rehearsing; neither did a coxswain at the wheel, who had his eyebrows singed by the "special effects". A number of ex-naval cutters were bought and converted into junks; these were all sailed by naval ratings who did an excellent job in spite of frequent instructions to "turn round and go the other way" from the Assistant Director, whose knowledge of winds and tides was nil.

Hours on location were long; normally the boat left the quay at 0700 and shooting continued until dark, and sometimes till as late as 2200. For many of us there were innumerable conferences, especially after the day's work, when "rushes" were shown in the local cinema at 2215; "rushes" are films of the previous day's work, which are processed overnight in the laboratories in London. After some weeks the ship had to shift berth to a second location down river, where she was supposed to be aground. This meant laying head and



stern buoys since, being athwart the river, nothing else would hold in that current; these buoys were camouflaged and did not show in the final film.

Our Sunderland aircraft flew over from Pembroke Dock and put up an excellent performance; among her crew was a signaller who had actually taken part in the real "incident". HMS *Teazer* arrived on September 11 and spent three days simulating HMS *Consort* under fire. Shell splashes were made by 2½-lb. charges, laid by a team from HMS *Vernon*, under a Canadian lieutenant. They were all fired from a panel inboard, or near the camera when ashore. Timing was important to ensure that the *Teazer*, and later the *Maggie*, passed the area of detonation at slack water, a bare 20 minutes, when the floats would be awash and the charge would give an exaggerated splash suitable for the camera. I found it necessary, therefore, to issue detailed operation orders to ensure safety of shipping and personnel.

IT WAS DURING the filming of a scene at "X" gun mounting that an unfortunate incident occurred. A charge with its float, was borne in by the flood towards the ship's side and caught under the lip of a carley float in the water, and when the charge was fired the ship's side was penetrated and an oil fuel tank flooded, resulting in a 15-degree list. Filming had to be stopped and counter-flooding was resorted to. Temporary re-

pairs with Service resources were carried out, but were unsuccessful and, after all shooting had been completed, a salvage company at Felixstowe put on a cement box for the return tow to Plymouth (£500). A dummy motorboat was blown up and a whaler destroyed in the water astern. There were no further incidents except for an actor's sprained ankle.

After about ten days in the studio a reduced film unit had to return to Harwich on October 5 to film the *Maggie* sequences which simulated the *Amethyst* underway. These included the Trinity House vessel *Triton*, which was rigged by the art department to look like a Chinese river steamer; this was shot at dusk to simulate night. Her ship's company had to be dressed as coolies, complete with hats; the sight of this fairly aged company without a smile among them was amusing; the art director, Commander, RN, was similarly attired.

Triton was set on fire in one scene by the skilful use of magnesium. This was so realistic that the producer and his team ashore were convinced that the worst had happened and that the ship, which was uninsured, was doomed. To make matters worse she failed to answer on R/T, the *Ganges* operator having succumbed to the general excitement, and her siren sounded continuously, which I thought would add to the realism.

The *Magpie* had recently returned from the South Atlantic and, after giving leave, was retained for the film; she has now paid off into reserve. She fired 187 rounds of blank ammunition during this period—a first-class training exercise for her young ratings. Herbert Wilcox and his charming wife, Anna Neagle, were onboard during the *Magpie's* main runs in which the special effects team let themselves go to no mean tune. After shooting a few excellent scenes in the *Magpie's* boiler room, a difficult task due to lack of space, the unit returned to Elstree for the final scenes of the film. Already scenes in the DCT, engineroom and galley, originally planned to be shot in the studio, had been successfully shot in *Amethyst*.

The main naval scenes were on the bridge, in the W/T office, CO's cabin, chart house and an admiral's day and dining cabin. The bridge scenes were shot using back projection plates; these are short reels of films on the banks of the river Orwell, taken from various angles, which give the impression that the ship is underway. It requires almost the whole length of the stage and is a tricky operation to line up. The W/T room was equipped with material ex-HMS *Bicester* (scrapped) and the chart house gear, mainly an echo sounder, was loaned by UDE at Portland and was made to work by a member of the RNSS. The pelorus and magnetic compass were loaned by the Admiralty Compass Observatory, but much of the other equipment of the bridge and of the CO's cabin were ex-*Amethyst*.

A CERTAIN AMOUNT of work had to be done with a model in a tank and for this, I loaned my three-foot model of the ship, from which a nine-foot model was made at Teddington (£400). A nacelle of a Sunderland was purchased (£250) from Wigtown

for a shot with a sampan alongside; this also had to be shot in the tank for fear of damaging the real Sunderland in a tideway. Finally, a back projection scene with Chinese women and a baby in a sampan was made in the studio; an earlier attempt to do this at Harwich had been marred by the baby throwing a tantrum. A second unit had to return to Harwich to film the communist batteries firing, simulated by *Ganges'* field guns, since the local Elstree authorities objected to the firing of guns, which were to have come from Whale Island, on the open ground behind the studio.

It will be apparent that a great deal of assistance was asked for and obtained from the Navy. In addition to what has already been mentioned, *Ganges* allowed her 27-year-old pin-nace to be suitably overpainted in Chinese characters. Her captain's PO cook lent his cat to the company; unfortunately, it was run over by a car and subsequently died. There were the naval guns' crews from *Excellent*, who except for the odd actor, manned the armament, and who, when they were not being filmed, worked willingly at other chores. C-in-C Nore and *Vernon* together provided the highly efficient explosives operators. And, finally, there was the Chief of Naval information and his staff, who provided the link between the technical adviser and the many Admiralty departments which so ably complied with the film company's thousand and one requests and requirements.

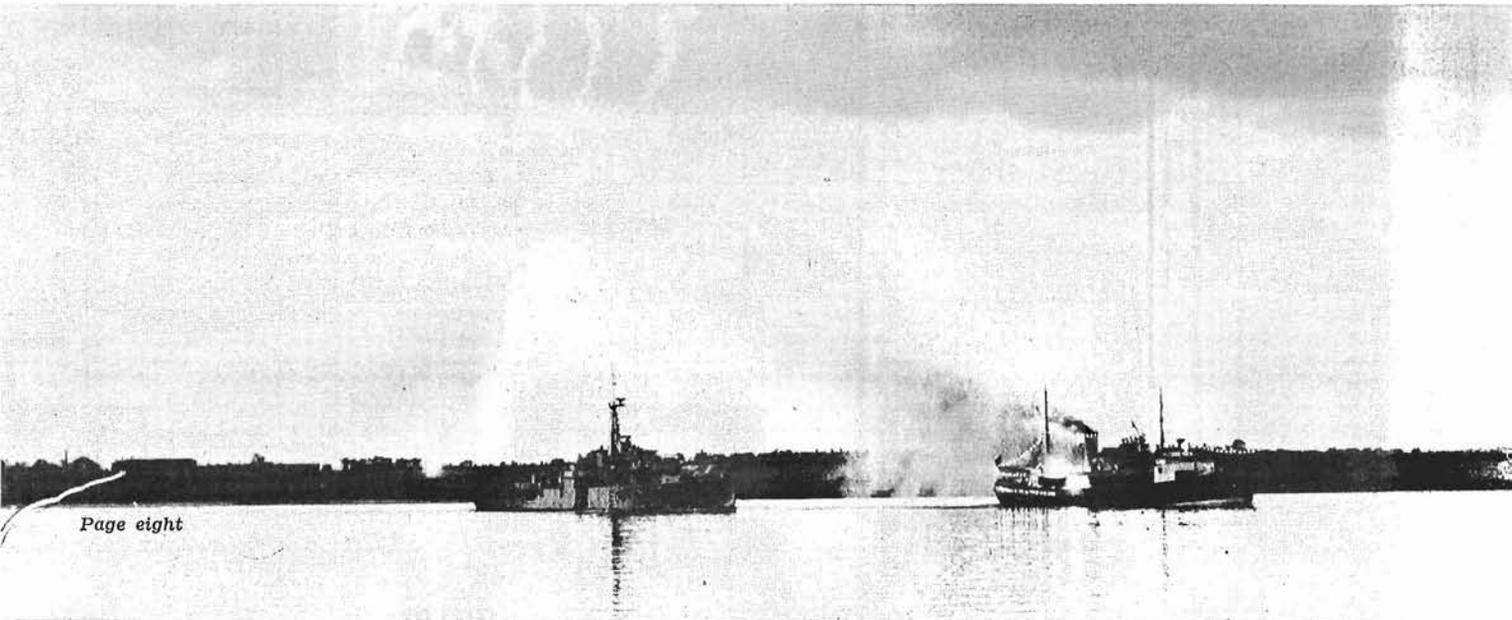
Shooting of this film was completed in 11 weeks, including time lost due to damage and shifting berth on location. After this there was much to be done by the "backroom boys"; for example, "post-synchronising", which entails re-speaking certain portions of the sound track by an actor, and special effects,

sound and music. For this, a "dubbing" editor is appointed to work with the editor, who is responsible for the cutting and piecing together of the final film under the supervision of the Producer and Director.

To make things more authentic I was able to produce my own unclassified signal logs of 1949, also an original Chinese communist document dealing with negotiations, the original charts and "Yangtze Pilot" and, last but not least, a photograph of my wife and child for one scene.

THE MAKING of a film, from its conception to its premiere, is a long process and finance is a vital factor; much money can be saved by planning and giving thought in advance to the many complex administrative problems involved. There are also legal problems concerning the use of names of living characters and the concurrence of the Admiralty, Foreign Office and Air Ministry in the script. This film was done in black and white, and the cameraman, an ex-NO, had a specially important task to ensure correct lighting balance in all the scenes. "Continuity" is also an important job; this means ensuring that the appearance of actors, or ships, remains the same in scenes that may follow one another in the story but whose shooting may be separated by a period of weeks. A film depends for success on good co-operation and team work; the non-arrival of an actor because he has not been told, has no boat, is in the wrong rig and doesn't know the script has been altered, can wreck a whole day's work and waste a lot of money.

This has been a most instructive and interesting assignment for me and the result has, I hope and believe, done credit to the Royal Navy.—Reprinted by courtesy of the Naval Review and the author.



OFFICERS AND MEN



REAR-ADMIRAL H. N. LAY

First Carrier Captain Retires

The first officer of the Royal Canadian Navy to command an aircraft carrier, Rear-Admiral Horatio Nelson Lay, stepped down from the post of Vice-Chief of the Naval Staff on his 55th birthday, January 23, and proceeded on retirement leave after 40 years of service with the RCN.

Rear-Admiral Lay's successor at Naval Headquarters is Rear-Admiral Ernest Patrick Tisdall, who only recently completed his duties as chairman of the special committee established in September 1956 to study and recommend changes in the personnel structure of the RCN.

WEDDINGS

Able Seaman James P. Bach, *Antigonish*, to Miss Shirley Patricia Gasperdone, of the Okanagan.

Lieutenant-Commander John B. C. Carling, *Naden*, to Miss Mary Campbell Pidgeon, of Victoria.

Petty Officer J. H. Grodde, *Hunter*, to Miss Phyllis Anne Booker of Windsor, Ont.

Lieutenant Donald E. Maxwell, *Bytown*, to Miss Beverly Ann Silk, of Toronto.

Ordinary Seaman James E. Pungente, *Cornwallis*, to Miss Inga A. Sivunen, of Port Arthur, Ont.

Rear-Admiral Lay had been Vice-Chief of the Naval Staff since August 1954.

He was born at Skagway, Alaska, on January 23, 1903, the son of Harry Morrison Lay, who was the first manager of the Canadian Bank of Commerce there, before the sovereignty of the area was determined by arbitration. After attending high school at Walkerton, Ont., he entered the Royal Naval College of Canada at Esquimalt, B.C., in 1918 as a naval cadet, graduating as a midshipman on June 16, 1921.

He served in Royal Navy ships and training establishments for four years. In 1925 he began two years' service in one of the first Canadian destroyers, the *Patrician*, subsequently returning to the United Kingdom for experience in capital ships and to qualify as a torpedo specialist. For seven years, from 1931 to 1938, he served in Canadian destroyers and was then a student at the Royal Naval Staff College, Greenwich, England.

At the outbreak of the Second World War, he was Staff Officer (Operations) to the Senior Naval Officer at Halifax. On December 26, 1939, he was appointed to command the destroyer *Restigouche*.

The *Restigouche* immediately entered the Battle of the Atlantic; then, in the dark days of the evacuation of the Allies from France in June 1940, took part in the withdrawal of troops from French Channel and Bay of Biscay ports. In recognition of his services during the withdrawal of Polish forces to England, Admiral Lay was awarded the Polish Cross of Valour.

His services in the *Restigouche* were also recognized by the award of the OBE for "gallantry and distinguished services before the enemy".

A year after Dunkirk, Admiral Lay left the *Restigouche* to become Director of Operations Division at Naval Headquarters. In April 1943 he was sent on a special mission to report on naval air operations in the United States and Great Britain.

Anticipating the broadening of its activities to include naval aviation, the Royal Canadian Navy decided in 1943 to man two Royal Navy aircraft carriers. Command of the first of these, HMS *Nabob*, was assigned to Admiral Lay on October 15, 1943.



REAR-ADMIRAL E. P. TISDALL

In the summer of 1944 the *Nabob* saw action off the coast of Norway, her aircraft attacking enemy shipping and shore installations in the Norwegian fiords between Alesund and Christiansund North.

On August 23, 1944, while taking part in air strikes on the German battleship *Tirpitz*, which had taken refuge at Altenfiord, the *Nabob* was hit by a torpedo and heavily damaged. However, her ship's company got the weakened compartments shored up, restored electrical services, raised steam, and brought the ship 1,100 miles to the naval base at Scapa Flow.

For his services in the *Nabob*, Admiral Lay was mentioned in despatches.

BIRTHS

To Leading Seaman R. J. Bragg, *Ottawa*, and Mrs. Bragg, a son

To Petty Officer B. L. Cox, *Ottawa*, and Mrs. Cox, a son.

To Commander (L) J. H. Davison, Naval Headquarters, and Mrs. Davison, a daughter.

To Leading Seaman R. P. Huggins, *Ottawa*, and Mrs. Huggins, a daughter.

To Chief Petty Officer Stephen F. MacNeil, *Cataraqui*, and Mrs. MacNeil, twins, a boy and a girl.

To Petty Officer William Plant, *Margaree*, and Mrs. Plant, a daughter.

To Chief Petty Officer Percy Way, *Bytown*, and Mrs. Way, a son.

Following this, Admiral Lay served for a time with the Canadian Naval Mission Overseas in London. From June to December 1945 he attended the U.S. Army and Naval Staff College. He was appointed Director of Plans at Naval Headquarters on December 12, 1945, and became Director of Plans and Intelligence on April 1, 1946.

On April 26, 1948, he was appointed Assistant Chief of Naval Staff (Plans) and (Air) and promoted to the acting rank of commodore. In this appointment he was a member of the Naval Board and Vice-Chairman of the Naval Staff. He was confirmed in the rank of commodore on January 1, 1949.

He assumed the duties of Naval Member of the Canadian Joint Staff and Canadian Naval Attaché, Washington, on July 15, 1949. His appointment was expanded in September, 1951, to include command of HMCS *Niagara* when the Canadian naval establishment in Washington was commissioned.

A year later he returned to Naval Headquarters to become Assistant Chief of Naval Staff (Warfare) and a member of the Naval Board.

Stettler Wins A/S Contest

The annual anti-submarine proficiency competition among units of the Royal Canadian Navy's Pacific Com-

mand has been won by the frigate HMCS *Stettler*, while under the command of Lt.-Cdr. G. R. MacFarlane, who has since been succeeded by Lt.-Cdr. M. H. Cooke.

Following closely in second and third places, respectively, were HMCS *Cayuga* (destroyer-escort) and HMCS *Jonquiere* (frigate). The *Jonquiere* was recently paid off for refit.

Other ships of the command taking part in the annual competition, in order in which they placed, were as follows: *Sussexvale*, and three recently commissioned frigates, the *Ste. Therese*, *Antigonish* and *Beacon Hill*. HMCS *Athabaskan* did not participate in the contest.

In a message dealing with the annual contest, all participating ships have been congratulated for "displaying a high degree of efficiency and teamwork".

Radio Team Helps DEW Line Supply

A radio communications team of the Royal Canadian Navy has been credited by a U.S. Navy admiral with providing, during the 1957 DEW Line supply operation, "the best communications yet experienced in the Arctic."

The ten-man team, headed by Lt. H. C. Clark, of Vancouver, operated a radio station at Frobisher, Baffin Island, from July 1 to October 15.



Lt.-Cdr. Robert M. Greene, commanding officer of the modernized frigate *La Hullose* at Halifax, paid a formal call on Mayor Thomas Moncion of Hull January 21 and signed the guest book. The frigate is named after the Quebec town, just across the river from Ottawa. Lt.-Cdr. Greene, who comes from the nearby Quebec community of Gatineau, was on leave for a bit of skiing at the time. He promised the Mayor a photo of the "Lady from Hull" taken since her face-lifting. (O-10286)

The temporary station was established by the RCN to facilitate communications while the annual seaborne supply of Eastern Arctic DEW Line sites was in progress. It had been found in previous years that ships operating in those waters, while able to receive messages from mainland shore stations, frequently had difficulty in getting their own messages cleared.

This year it was decided to install a Canadian naval radio station which could aid in relaying the ships' messages to shore. The naval communications team was flown to Frobisher, with all its equipment, by the RCAF and the station began operating on July 1.

For the station's staff, the highlights of the Frobisher stay came when the RCN's Arctic patrol ship, *Labrador*, visited the port, first in August and again early in October.

On the completion of the supply operation, the station was closed down, but before officially going off the air it received a message of appreciation from Rear-Admiral Roy Gano, Commander Task Force Six of the Atlantic Arctic Task Force, Military Sea Transportation Service. Addressed also to the Naval Radio Station, Albro Lake, N.S., the message said:

"The performance of duty exhibited by your personnel in support of 1957 Military Sea Transportation Service Atlantic Arctic operations has reflected the greatest credit upon the Royal Canadian Navy and has been a major factor in providing MSTSLANT ships with the best communications yet experienced in the Arctic. Well done."

Another message, addressed directly to the radio facility at Frobisher and



AB Glenn Bryson, receives a Naval Headquarters letter of commendation from Commodore E. W. Finch-Noyes, Commodore RCN Barracks, Halifax. AB Bryson was largely responsible for saving the life of a shipmate from the *Labrador* who fell into a crevasse on a mountain in Greenland this summer. The rescue operation, organized by Bryson, took four hours to complete. (HS-50913)

HALF-YEARLY PROMOTIONS LIST

The names of 25 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 19 members and the Royal Canadian Navy (Reserve) by six. The list follows:

ROYAL CANADIAN NAVY

To be Captain (1)

Commander Frederick Charsley Frewer, joint secretary and executive assistant to the chairman of the Canadian Joint Staff (Washington).

To be Commander (7)

Lt.-Cdr. Christopher G. Smith, attending RCAF Staff College, Toronto.

Acting Commander John Husher, officer-in-charge, Gunnery School, *Stadacona*.

Lt.-Cdr. Harry Shorten, Deputy Director of Naval Communications, Naval Headquarters.

Lt.-Cdr. Philip John Pratley, commanding officer, *Ste. Therese* (frigate).

Lt.-Cdr. Joseph Morrison Paul, officer-in-charge of the Leadership School, *Cornwallis*.

Lt.-Cdr. Peter Cushing Berry, operations officer, *Bonaventure*.

Lt.-Cdr. Harold Richard Tilley, Staff Officer (Navigation Direction) on the staff of the Flag Officer Atlantic Coast, Halifax.

To be Captain (E) (1)

Acting Captain (E) Erik Revfem, Principal Naval Overseer, West Coast.

To be Commander (E) (3)

Lt.-Cdr. (E) Rolfe G. Monteith, on the staff of the Engineer-in-Chief, Naval Headquarters.

Acting Commander (E) Edgar Frederick Williams, Principal Naval Overseer, Toronto Area.

Lt.-Cdr. (E) Hans Otto Arnsdorf, Headquarters Supreme Allied Commander Atlantic, Norfolk, Va.

To be Commander (L) (1)

Lt.-Cdr. (L) Melvin Thomas Gardner, on the staff of the Electrical Engineer-in-Chief, Naval Headquarters, of Ottawa and Vancouver.

To be Chaplain Class IV (RC) (1)

Chaplain Class III (RC) Louis Albert Dougan, *Bonaventure*.

To be Instructor Captain (1)

Acting Instructor Captain James Dunbar Armstrong, Director of Naval Education, Naval Headquarters.

To be Ordnance Captain (1)

Acting Ordnance Captain Roy Victor Henning, Principal Naval Overseer East Coast.

To be Ordnance Commander (2)

Ordnance Lt.-Cdr. William Onysko, on the staff of the Director General of Naval Ordnance, Naval Headquarters.

Ordnance Lt.-Cdr. Gordon Dean Spergel, on the staff of the Director General of Naval Ordnance, Naval Headquarters.

To be Lieutenant-Commander (W) (1)

Lieutenant (W) Winnifred Grace Lyons, Staff Officer Wrens to the Flag Officer Naval Divisions, Hamilton.

ROYAL CANADIAN NAVY

(RESERVE)

To be Captain (1)

Acting Captain Liston Burns McIlhagga, commanding officer, HMCS *Chip-pawa*, Winnipeg.

To be Commander (2)

Acting Commander Wilfred Tudor Houghton, executive officer, HMCS *York*, Toronto.

Acting Commander George K. Why-not, commanding officer, HMCS *Tecumseh*, Calgary.

To be Commander (S) (2)

Acting Commander (S) Frederick John Edwards, HMCS *Star*, Hamilton.

Acting Commander (S) Stafford Arthur Greig, HMCS *Queen*, Regina.

To be Commander (SB) (1)

Lt.-Cdr. (SB) William James Herbert, HMCS *Discovery*, Vancouver.

repeated to the Flag Officer Atlantic Coast and Naval Headquarters, Ottawa, said:

"The splendid co-operation rendered by your facility during 1957 operations was the primary factor for the vastly improved speed and reliability of Arctic communications over previous years. Pass to all operators a since 'well done.'"

In addition to Lt. Clark, the naval communications team consisted of PO Howard J. Oja, Ldg. Sea. Glen A. Fraser, Ldg. Sea. Robert A. McDonald, Ldg. Sea. Dennis L. Craigie, Ldg. Sea. Garry W. Buchan, Ldg. Sea. Leonard G. Ashcroft, Ldg. Sea. Kenneth S. Westwood, Ldg. Sea. Robert A. Cadman and Ldg. Sea. Olis E. Wulowka.

Mental Health Post for Admiral

Vice-Admiral E. R. Mainguy, former Chief of the Naval Staff, has become executive director of the Ontario Division of the Canadian Mental Health Association, with offices in Toronto.

The appointment was announced recently by Professor Charles E. Hendry, chairman of the board of the division.

Admiral Mainguy who retired in 1956, served for 38 years in the Navy, the last four as Chief of the Naval Staff at Naval Headquarters.

Veterans Elect 1958 Executive

The Hamilton Naval Veteran's Association, Hamilton, Ont., an affiliate of the Canadian Naval Association, recently elected the 1958 executive.

The new executive includes: William Shade, president; Syd Piner, vice-president; George R. Winn, Secretary; Jim Senior, treasurer; Al Houlihan, recreation secretary; Andy Fisher, Cy Mayman and Victor Smith, executive; Earl Kay, entertainment; W. Cline, publicity; W. Hastie and B. Worden, auditors, and William Wright, Master-at-Arms.

Mr. Shade, the president is also the Associations' delegate to the Canadian Naval Association.

'Centennial Baby' In Navy Family

A new-born baby is always news; the first baby of a new year rates front pages, but when the "bundle from heaven" is the first baby born during a Centennial year then there are sure to be headlines.

Such was the case for the nine pound 10 ounce daughter of Petty Officer William Plant, of HMCS *Margaree*, and Mrs. Plant. The infant, a sister for Diane, 10; Linda, seven, and Billy, three, was Victoria's first B.C. Centennial baby and as such received numerous gifts from the city merchants.

\$250 Prize in Essay Contest

A prize of \$250 is offered by the RCAF Staff College Journal, annual publication, for the best unsolicited essay, not exceeding 5,000 words, likely to stimulate thought on military and, in particular, air force matters. Any member or former member of the Canadian armed forces or the civil service

is eligible to enter and the essays may deal with strategy, operations, training, logistics, personnel administration, technical, research, production or any other military field. Essays must not contain classified information.

The winning essay and any other essay chosen for publication in the *Journal* will be paid for at the rate of three cents a word.

Manuscripts must reach The Editor, *RCAF Staff College Journal*, Armour Heights, Toronto 12, Ontario, by June 1, 1958.

The judges will be appointed by the board of directors of the *Journal*. If no essay reaches the standard of excellence required by them, the judges have the right to make no award and their decision in all other respects will be final.

BEM Presented To RN Sailors

Two members of the Royal Navy's Sixth Submarine Squadron received the British Empire Medal December 17 from Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast.

CPO Ernest F. Ball, Portsmouth, England, and CPO Charles W. J. Mason, Worcester, England, each was awarded the medal in the Birthday Honours List in June 1957.

Admiral Pullen presented the medals at a ceremony in the *Scotian* drill hall at HMC Dockyard.

Both men are now on the staff of the Commander, Sixth Submarine Squadron at Halifax, CPO Ball is an engine room artificer and CPO Mason a stores chief petty officer.

CPO Ball received the award "for outstanding zeal and devotion to duty while serving in HMS *Dolphin*", the base for the Royal Navy's submarine service. He was awarded the Distinguished Service Medal in 1942.

CPO Mason received his award "for outstanding zeal and devotion to duty while serving in HMS *Mull of Gallo-way*", a depot ship for coastal mine-sweepers.

Medical Assistant Club Prospers

A club to promote "esprit de corps", comradeship and loyalty within the medical assistants' branch particularly, and in the service generally, was founded ten years ago by a group of senior medical assistants at HMCS *Naden*.

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More than 80 officers, wrens and men from HMCS Chippawa, the Winnipeg naval division, visited the Joint Air Training Centre at Rivers, Manitoba, in mid-November and presented Chippawa's "Navy TV Show". Proceeds of the variety show were in aid of the Winnipeg Children's Hospital. Here are shown two members of the cast, Wren Phil Valentine and Lt.-Cdr. (S) C. E. Chapple, producer of the show, talking backstage with Lt.-Col. G. C. Corbould, deputy commandant at Rivers, Group Captain R. O. Shaw, commandant, and Lt.-Cdr. (P) R. J. Watson, naval assistant to the commandant.

Today the Medical Assistants' Club boasts an 85 per cent membership on the West Coast, with 65 active members and 31 honorary members from ships and other establishments throughout Canada.

The club, which also has as one of its aims putting forward constructive suggestions concerning the welfare of the branch for submission to appropriate authorities for consideration, holds graduation dances, socials and outdoor gatherings, as well as educational meetings and activities. Organized events teach parliamentary procedure, and training in leadership and self-development.

Ex-XO Commands Ste. Therese

Lt.-Cdr. Aubrey R. Pickels has taken command of HMCS *Ste. Therese* (frigate) based at Esquimalt, B.C.

Lt.-Cdr. Pickels was born in Fort William and entered the RCNVR as an ordinary seaman at the outbreak of the Second World War. He served ashore and at sea during the war and was promoted to the rank of sub-lieutenant in May 1943.

He returned to civilian life in September 1946, and re-entered the navy, this time in the regular force, in February, 1951. He has since held appointments as staff officer, UNTD at St. Francis Xavier University; in establishments on both coasts and at sea in

the frigate *Swansea* and the Cruiser *Ontario*. In September 1954 he was appointed Area Recruiting Officer, Winnipeg and in November 1956, he was appointed to the *Ste. Therese* as executive officer.

NATO Appointment For Cdr. Shorten

Cdr. Harry Shorten is to take up an appointment March 3 on the staff of the Supreme Allied Commander Atlantic, at Norfolk, Virginia. Cdr. Shorten has been Deputy Director of Naval Communications at Naval Headquarters since March 1956.

From April 1954 until he was appointed to headquarters, Cdr. Shorten was in command of HMCS *Churchill*, naval radio station at Churchill Man.

Captain Goes To Washington

Captain (SB) George A. Woolcombe, has been appointed executive officer of HMCS *Niagara*, RCN establishment in Washington, D.C., effective February 3. He holds the additional appointments of Chief Staff Officer to the Naval Member Canadian Joint Staff, Washington, and Assistant Naval Attaché, Washington.

He succeeds Acting Captain Richard M. Steele, who was to become Director of Naval Organization on the staff of the Naval Comptroller at Naval Headquarters, on February 10.

Major Strides Forward by RCN in '57

New Ships and Aircraft—New Personnel Structure Plan

MAJOR STEPS in the progress of the Royal Canadian Navy were taken during 1957, including the acquisition of new ships and aircraft and the announcement of a decision to revise the personnel structure to fit in with the changing requirements of the increasingly technical naval service.

Charged, as one of its major tasks, with the provision of far-flung ocean defences against the threat to Canada from missile-armed submarines, the RCN concentrated its main effort on the creation of a fleet capable of meeting this commitment.

Major 1957 additions to the fleet were:

A new aircraft carrier, HMCS *Bonaventure*, providing a completely modern, highly mobile base for the Navy's anti-submarine aircraft; and

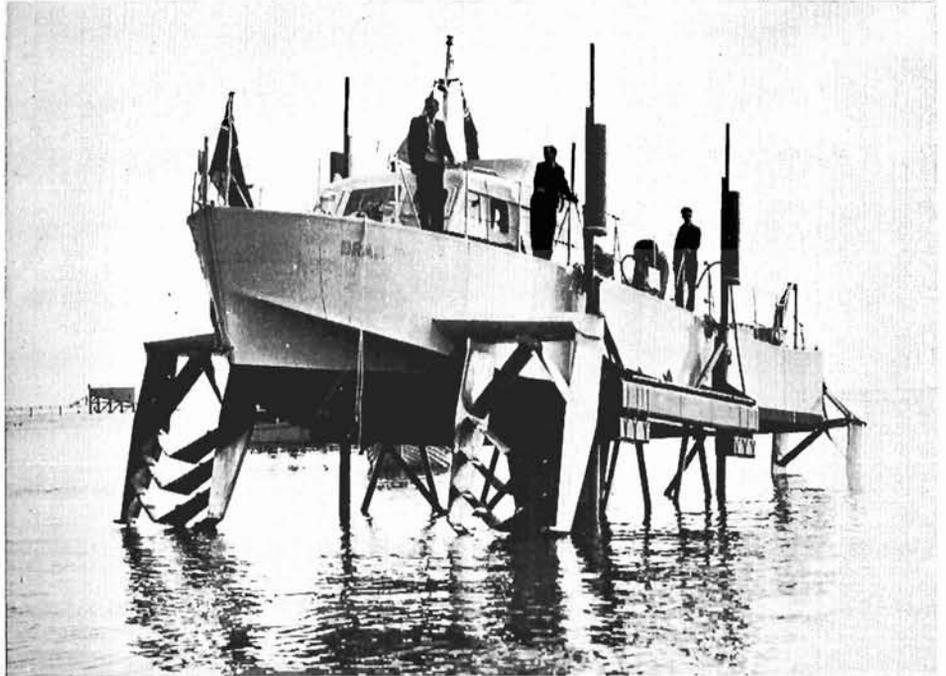
Three new destroyer escorts of the St. Laurent class—the *Skeena*, *Fraser* and *Margaree*—rated among the finest anti-submarine vessels in the world.

Further reinforcement came in the form of four frigates, returning to service after extensive modernization and fitting of new weapons. They were HMC Ships *La Hullose*, *Swansea*, *Antigonish* and *Beacon Hill*. The *La Hullose* and *Swansea* are now serving as units of the Seventh Canadian Escort Squadron in the Atlantic Command, while the *Antigonish* and *Beacon Hill* are in the Fourth Canadian Escort Squadron of the Pacific Command.

In the air, the Navy made conspicuous progress. The re-arming of one naval air squadron with the anti-submarine Tracker was completed and a second was well on its way toward being equipped with this new and powerful aircraft. Re-arming of two fighter squadrons with all-weather Banshee jets was completed.

Tracker and Banshee squadrons both were embarked in the *Bonaventure* for the first time in September, and subsequent trials and exercises involving the carrier and her aircraft were highly successful.

In another move to develop the RCN's anti-submarine capability, training and experiments were continued in the use of helicopters in this role. Following the earlier promise with trials from the frigate *Buckingham*, the helicopter platform was installed in the *Ottawa*,



Tests began in 1957 of the Bras d'Or, joint DRB-RCN project to explore possibility of using hydrofoils on smaller RCN craft to enable them to operate at high speed in rough water, particularly for air-sea rescue. The 59-foot craft is being tested by the Naval Research Establishment in Halifax. (DRB Photo)



Formal attire marked the return of a formal call when British Chargé d'Affaires I. N. O. Curls, came on board the *St. Laurent* at Stockholm, Sweden, during the autumn training cruise. He is greeted by Captain Angus G. Boulton, commanding officer of the *St. Laurent* and senior officer in command of the squadron. (SL-396)

St. Laurent class destroyer escort, for further trials under North Atlantic conditions.

Coastal defences were strengthened with the commissioning of five wood-and-aluminum Bay class minesweepers fitted with the latest in minesweeping equipment. Three HMC Ships *Chaleur*, *Chignecto* and *Thunder*, were assigned to the Atlantic Command, and two, the *Cowichan* and *Miramichi*, to the Pacific.

At the end of the year, the Navy's combat ships in commission numbered 45. This figure did not include five ships undergoing refit and due to re-commission in 1958, or three Royal Navy submarines under RCN operational control.

To man the ships and aircraft and provide shore support, the RCN, at November 1, had a regular force of 19,558 officers, men and wrens. This compared with a total strength of 19,302 at November 1, 1956.

Of particular interest to officers and men was the announcement in November of a revised personnel structure, to be introduced in progressive steps over a period of years and specifically adapted to the increasingly technical nature of naval weapons and equipment, and the particular needs of the RCN.

Besides building up its own strength, the RCN contributed in other ways toward strengthening NATO naval forces. Under Mutual Aid, five Bangor class coastal escorts were transferred to Turkey and approximately \$150,000 in electrical and electronic equipment was turned over to Italy, Denmark and Turkey.

The Navy parted with two of its most famous post-war vessels during the year. They were the aircraft carrier *Magnificent* and the Arctic patrol ship *Labrador*. The *Magnificent* was returned to the Royal Navy in June, after having concluded her RCN career with one of her most important missions, the

transporting of Canadian troops, equipment and supplies for the United Nations Emergency Force in the Middle East.

The *Labrador*, too, ended her naval career with a noteworthy achievement, which was as significant as her historic 1954, East to West voyage through the Northwest Passage. In 1957, the *Labrador* teamed with three U.S. Coast Guard vessels in establishing feasible escape route for deep-draught ships from the Western Arctic to the Eastern Arctic. The *Labrador's* particular accomplishment was the proving of a big-ship channel in Bellot Strait, between Boothia Peninsula and Somerset Island. Returning to Halifax in late October, the *Labrador* was paid off for refit before transfer to the Department of Transport.

Units of the fleet logged thousands of miles and saw many lands in carrying out a busy program of operations, training and exercises during the year.



Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, takes the salute and ships in harbour cheer the *Labrador* as she leaves Halifax for the last time under the White Ensign. The naval fire tug and helicopters from *Shearwater* joined in the Atlantic Command's final salute to the Arctic patrol ship. She sailed to Saint John, N.B., for refit and eventual transfer to the Department of Transport.

Ships of the RCN travelled to the Philippines, Singapore, Hong Kong, Japan, Okinawa, the Hawaiian Islands, the West Indies, Europe, the Mediterranean and the United States, as well as to many Canadian points.

Ports on both sides of the Great Lakes saw the Canadian Navy during the summer as three ships from the Atlantic Command provided practical training on the Lakes for citizen-sailors of the RCN (Reserve).

Climax to the year's seagoing activities came in September with the NATO fall exercises, largest to be conducted since the formation of the Atlantic alliance. Eight Canadian destroyer escorts took part, and operated with naval units of five other NATO nations in the eastern North Atlantic, English Channel, Bay of Biscay, North Sea and Baltic Sea approaches.

Later, six of the eight ships sailed for the Baltic and visits to Sweden, Finland, Denmark, Germany and Norway. The visit to Finland was the first ever made by ships of the RCN. In all countries, the Canadian officers and men made countless friends for themselves, and for Canada. Canadian embassies and legations reported enthusiastically on the great value of the visits and on the conduct of Canada's naval personnel.

Back at home, the Navy had the honour of sharing extensively in the ceremonies attendant upon the visit of Her Majesty Queen Elizabeth and His Royal Highness Prince Philip to Ottawa in October. Nearly 600 officers and men from eight naval establishments



Flight deck personnel crouch on board the Bonaventure as a Tracker anti-submarine aircraft is yanked forward by the steam catapult. The "Bonnie" and rearmed squadrons of Tracker and Banshees formed the most important addition to the growing fleet in 1957. (BN-1191)

took part, providing, among other things, a Royal Guard, a composite naval band, a part of the Household Guard at Rideau Hall and a performance of the colorful and traditional Sunset Ceremony on Parliament Hill.

It was also a notable year for the Navy in the field of sport, with the Shearwater Flyers, from the RCN air station at Dartmouth, N.S., capturing the Canadian intermediate football championship.



AFLOAT AND ASHORE

ATLANTIC COMMAND

Leadership School

With the departure of No. 44 Officers' Divisional Course and No. 84 and No. 85 Petty Officers' Leadership Courses on December 6, the schedule of courses for 1957, in the Leadership School, at *Cornwallis* was brought to a successful conclusion.

A vigorous program of training saw 172 officers, both regular force and reserve, in 11 classes complete the Divisional Course and 236 Chief and Petty Officers in ten classes complete the Leadership Course. In addition, 27 Sea Cadet Officers completed a two-week Divisional Course during the summer months.

A stepped-up schedule of courses is planned for 1958 with the addition of four classes of Petty Officers Second Class and seven classes of UNTD cadets. For the first time, reserve cadets will receive their two-week divisional course in *Cornwallis*, where the Leadership School will be kept busy training them throughout the summer months.

The annual *Cornwallis* Children's Christmas Party was held on December 18 and 19 in the Leadership School. An outstanding success, more than 1,200

children, dependents of naval and civilian personnel serving in *Cornwallis*, attended during the two-day event.

The children were entertained at various games of skill on the gaily decorated drill decks and were served refreshments at the Crystal Palace.

To aid in the festivities, the *Cornwallis* band turned out in brightly coloured costumes. The main event of the afternoon was a visit from Santa Claus, ably portrayed by PO D. Rudolph, who arrived down the chimney loaded with gifts for everyone.

HMC Communication School

Combination cigarette lighters and cases were awarded to the communicators who topped two classes at HMC Communication School, *Cornwallis*, in December.

Members of the fourth Communicator Radio Trade Group II class graduated on December 16, with Ldg. Sea. Richard Logan at their head. The class consisted of 15 leading seamen and a leading wren — Ldg. Wren Phyllis Cowan.

Winner of the class award for Communicator Visual Trade Group I class, which ended on December 6, was Ord. Sea. L. N. Henderson.

HMCS Assiniboine

The First and Third Canadian Escort Squadron left the United Kingdom on October 6 for a goodwill cruise of the Scandinavian countries and Hamburg, Germany.

After transitting the Kiel Canal, the first port of call was Stockholm. There was much of interest here for most tastes and several entertainments were laid on for the Canadian visitors.

One outstanding event was a tour of the city by bus, followed by lunch in the fabulous banqueting hall of the Stockholm Town Hall for 300 men from the Canadian ships. The splendour of the hall with its many murals on walls of gold leaf mosaic will remain in memory for a long time. While in Stockholm, as in each of the ports visited, a children's party was held on board one of the ships. In Stockholm, some 60 children spent the afternoon aboard, and from their expressions when they left, it was evident that they had enjoyed themselves.

After a pleasant five days, the ships sailed for Helsinki where they arrived on October 15. Here, too, the Canadian sailors were provided with a choice of entertainment: tours of the city and its museums, of chocolate factories, shipyards and industries, as well as the huge Arabia ceramics plant. The Arabia plant makes all types of ceramic products from delicate dinner services to bathtubs. On leaving the Arabia plant, each member of the ship's company was given the opportunity of smashing a number of imperfect toilet bowls. This is perhaps a Finnish method of letting off steam but it proved amusing to the Canadians.

The city of Helsinki provided a dance for 400 men which was voted a resounding success. It was at Helsinki that the first taste of winter was felt and greatcoats were the order of the day.

The stay in Helsinki was of only four days' duration and then the ships put out for Copenhagen where a whole week was spent from October 21 to 28. While there was perhaps less entertainment laid on in Copenhagen, many of the ship's company voted it the best port of the cruise. The ships were alongside at Langelinie, by a very pretty green park in which were a host of

Helicopter pilots in the Labrador couldn't miss this opportunity of a spectacular background for a picture as the Arctic patrol ship encountered a cathedral iceberg aground off the Labrador coast last summer. A Vertol HUP is shown leading two Bell HTLs. (LAB-2245)



marvellous statues, the most famous of which is the Little Mermaid, sitting on a rock at the water's edge, welcoming all sailors to Copenhagen.

When the Task Group left Copenhagen October 28, the *St. Laurent*, *Saguenay* and *Nootka* parted company in Kiel Bay to visit Kiel, while the *Assiniboine*, *Haida* and *Micmac* again transitted the canal and proceeded up the Elbe River to visit Hamburg, which was reached on October 30. Many had not been to a German city since the war and they wondered how much evidence of the bombing would remain after 12 years. While there are a few open spaces in the city and the odd war-damaged building to be seen, it is difficult to realize that Hamburg was the target for many an RAF raid.

The general impression of Hamburg is one of a city throbbing with industry: in the harbour scores of ships under construction, ashore, factories of all kinds turning out large quantities of materials. Harbour tours by boat, and tours of the city and its famous zoo were arranged. With its opera and orchestral centres, parks, night spots and shopping facilities providing for the most varied of tastes and requirements, Hamburg was a favourite with many.

Oslo, the last port-of-call on the itinerary was reached on November 7. Approaching Oslo up the fjord, there were a few who were struck by the similarity of the scenery with that of British Columbia. Tours of the city, an inspection tour of one of their newest liners, the Oslofjord, and other attractions were offered to the Canadian visitors. An interesting trip was that by tram up the mountain to Frognerstøen, from where a panoramic view of Oslo and its fjord with its many islands were seen.

On November 12, the Scandinavian cruise of HMC Ships ended and the ships departed from Oslo.

In retrospect, it is difficult to fix upon one country or city and say that it was better than the others. This much is certain, however: Canadian sailors have seen some extremely interesting places, met many folk from other countries and now know a little of their way of life. It can be said too, that the ships and men have left a good impression of our country and our Navy in all of these ports.

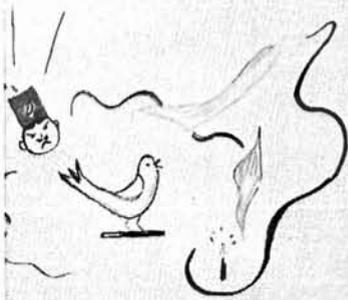
PACIFIC COMMAND

HMC Ordnance School

January, at the Ordnance School on the West Coast, saw the 6th Ordnance Technician's Qualifying course and the 16th Armourer's Mates course, com-



The children
on Geelgaard Boarding School
wishes to thank everyone for a lovely
afternoon party.



Among the many friends Canadian sailors made in the Baltic during the fall cruise of six RCN destroyer escorts were the hundreds of children who were entertained on board at each port the ships visited. One of the most active in the entertainment of the youngsters was HMCS *Nootka*. Here is a copy of the "thank you" card received by the ship from the children of the Geelgaard Boarding School in Copenhagen. Just below the picture of their school is an Indian, looking like many of the *Nootka's* volunteers who donned Indian dress for the event. At top right are the treats. At the bottom right is Mickey Mouse, hero of one of the cartoons they saw on board, and at bottom left is a magician and some of his tricks. The magician was hired by the ship's company with money from the sailors' own pockets.

pleted, while the 8th Armourer's course is scheduled to end on February 14.

Ord. Lt.-Cdr. Denis B. Perrins has been appointed as officer-in-charge of the school.

He succeeded Ord. Cdr. Alex L. Wells who was appointed Superintendent Naval Armament Depot, West Coast.

HMCS *Margaree*

"East is East and West is West, and ne'er the twain shall meet." Kipling's observation was proved wrong during the four months and 19 days after HMCS *Sioux* sailed out from Esquimalt and before the *Margaree* sailed in.

The development of modern warships is symbolized by the comparison of the venerated veteran of the Royal Canadian Navy to the latest addition to the new class of destroyer escorts. Starting with the hull structure and working through to the television antenna, the development in equipment can be seen. However, the comparison ends with the equipment, for it's the same men that work the ship—more seasoned perhaps for their meeting with the East.

The *Sioux* sailed from Esquimalt on an exchange of courtesy calls on July 5, 1957. Stopping at San Diego, Mon-

tere, Balboa, Kingston and the Grand Cayman Islands on her trip around via the Canal, she left a favourable impression that was readily acknowledged, especially at Balboa and San Diego when they were later revisited. (Not me George. Different cap tally, different ship—must be a different guy.)

The arrival in Halifax wasn't exactly like home port but a barrage of gunnery, TAS, engineering, electrical, and radar plot instructors did their best to keep the westerners from becoming homesick. Even some of the RPOs showed considerable concern. It was a scheduled round of pre-commissioning courses sandwiched between the turnover and the commissioning that kept the no-longer *Sioux* and not-yet *Margaree* crew busy. It was the breaking in of the new set of officers that kept the westerners worried. It was the meeting of old classmates and the men of the advance party that kept them happy.

The commissioning day of HMCS *Margaree*, October 5, 1957, was the start of a new phase of the courtesy call. There were new dials to watch, new switches to throw, new knobs to twirl, and just as many passageways to scrub out. Recognition was the first step and familiarization the second in a work-up

program that started with the commissioning card and lasted 'till the ship's arrival in Esquimalt. This was a new ship and there was much to do and learn. On November 1, with trials and logistics completed, the *Margaree* bowed low to Halifax Shipyards who built her, to Flag Officer Atlantic Coast who helped her commission, and then turned her head to the south.

The trip around was a fast one, with Havana, Balboa, and San Diego becoming fuelling stations rather than ports of call. The squadron was beckoning to us, leave period was in the offing, the sun was shining on pusser's corner, and Christmas was nearly upon us. On November 24, Esquimalt, basking in Beautiful West Coast weather, opened her arms to the *Margaree*. The home-comers could even see the next of kin on the jetty through the rain, which had eased to a slight drizzle in honour of the occasion.

During the Christmas season, the ship nestled alongside for the leave period, with those left on board exchanging information and borrowing experience. By the time January 16—departure date for her cruise to the Orient—rolled around, the *Margaree* was truly settled into the West Coast organization.—W.B.W.

RADIO STATIONS

HMCS Gloucester

(Communications School)

Christmas day at HMCS Gloucester had Dr. E. G. B. Foote, Protestant Chaplain of the Fleet, conducting chapel service and also helping the officers, chief and petty officers to give the men their traditional dinner.

Captain for the day was Ord. Sea. Ivan Randolph Tilley, 18, who made a very convincing commanding officer "running" a leading hand with an untidy locker and nailing sundry other miscreants during his brief moment of power. Cdr. (SB) D. S. K. Blackmore, the real commanding officer of Gloucester and Senior Officer Supplementary Radio Stations, donned a sailor's rig and acted as boatswain's mate for the Christmas captain's rounds. Cdr. Blackmore entered the Navy in 1928 as a boy seaman.

A newly-organized children's choir sang at the Christmas service and on

the Sundays before and after. There were 162 children at the Christmas party December 21. They were feted with movies, refreshments, a sing-song and Santa (PO Ian Barran, school PTI plus pillow) gave out individual gifts. The event was organized by CPO Garth Blakeney, the chief cook, and CPO Barron.

The pair had also combined to arrange the annual Christmas Ball in Landsdowne Hall December 13, attended by 300. "Glo" cooks, under Chief Blakeney, whipped together a fine buffet for the gala function.

A Yuletide donation of \$25 went from the communications school personnel to a Protestant and a Catholic orphanage in Ottawa.

NAVAL DIVISIONS

Thirty-six Naval reservists from eight western divisions, *Malahat*, *Discovery*, *Nonsuch*, *Tecumseh*, *Queen*, *Unicorn*, *Chippawa* and *Griffon*, and 26 sea cadets are embarked in ships of the Second Canadian Escort Squadron, now on a training cruise from Esquimalt to the Orient and the Far East.

During the cruise the reserve personnel and the sea cadets will participate in the exercises and drills as well as assist in the normal ship's routines.

LETTER TO EDITOR

Sir:

First let me say that we enjoy *The Crownsnest* very much, but would like to see more articles on Wrens and also on the squadrons at *Shearwater*.

Why not write articles on the squadrons who never go to sea, for example VX-10, VE-32, etc? After all, the men connected with these squadrons do just as important jobs as the ones who serve on board the "Bonnie".

As for the Wrens, how have they succeeded since they joined the "active" part of the Navy in '55?

Keep up the interesting articles.

Yours truly,

(Mrs.) H. WALKER.

108 Thistle St.,
Dartmouth, N.S.

Articles such as mentioned above are always welcome. Any takers?—Editor.



B. C.'s EARLY LINKS WITH THE NAVY

HM Ships Had Key Role in Founding Colonies

BRITISH COLUMBIA has had and continues to have close links with the Navy. The early surveys of the North-West Coast of North America were made by Captain James Cook of the Royal Navy who in 1778 anchored in Nootka Sound, on what was later known as Vancouver Island.

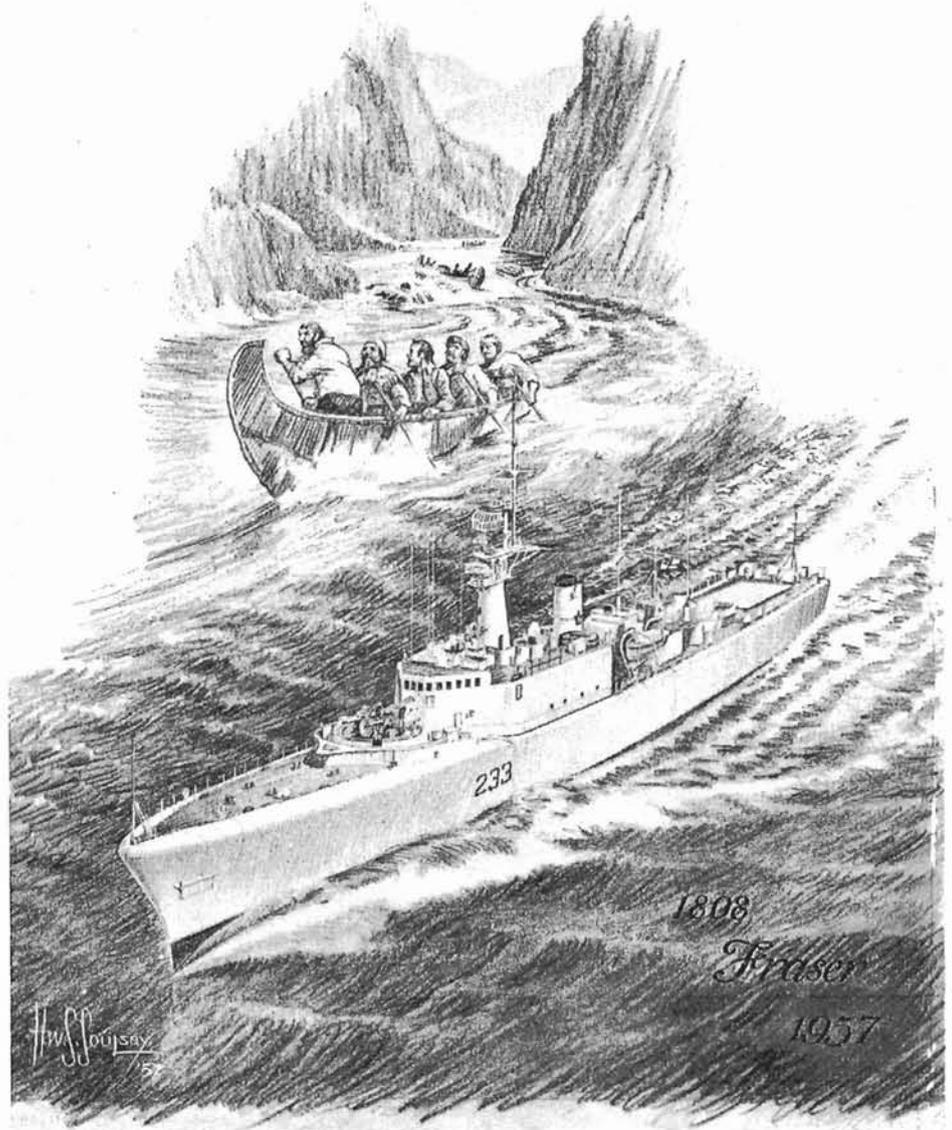
It remained for Captain Vancouver to circumnavigate his island in 1792 and produce pioneer surveys of the future B.C. coast.

After the initial discovery, exploration began and in the naming of B.C.'s largest city, many of her islands, straits, bays and even mountains, the names of seamen and ships of the Royal Navy were honoured for their contribution to the colonization and settlement of the early West Coast colonies.

Naval power was soon exercised to support the authority of the Hudson's Bay Company. It was from HMS *Driver* in 1850 that Governor Blanshard disembarked at Fort Victoria, Vancouver Island, to bring into being the first British colony in North America west of the Great Lakes. The Navy assisted in determining the boundary between British and American possessions on the Pacific Coast and, during the gold rush of 1858 which precipitated the mainland colony of British Columbia, stationed a man-of-war at the mouth of the Fraser to control the influx of miners and sent parties up the Fraser to maintain order.

Naval protection was essential if "this North Pacific gem" was to flourish as a responsible colony. To this end ships of the Royal Navy's Pacific Station were based at Esquimalt, Britain's most western naval base, from where the Navy acted as policemen of the Pacific Coast, surveyed and charted the Fraser River as far as Langley, and visited isolated coastal areas to vaccinate local Indians during smallpox epidemics.

In 1910 British Columbia said farewell to the Royal Navy and welcomed the newly created Royal Canadian Navy. In the past 48 years the RCN's Pacific Command based at Esquimalt has built up an enviable record in war and peace and has contributed in no small measure to B.C.'s prosperity. In both World Wars and in the Korean conflict the men and ships of the Pacific Command have participated in the war at sea and their achievements are outshone by none.



The present year is not only the centennial of the founding of British Columbia, it is also the 150th anniversary of the exploration of the Fraser River by Simon Fraser. This latter event is recalled in the Christmas card designed by Cdr. H. W. S. Soulsby, RCN (Ret'd) for HMCS *Fraser*. Above a pencil drawing of the destroyer escort is a reproduction of the famous painting by C. W. Jefferys, showing Fraser's voyage down the river that bears his name.

Today shipyards in the province are constructing the modern destroyer escorts and minesweepers which will join the ever increasing Pacific Coast Fleet. In addition the Reserve Divisions at Vancouver (HMCS *Discovery*), Prince Rupert (HMCS *Chatham*) and Victoria (HMCS *Malahat*) provide a reservoir of trained personnel in the event of an emergency.

The story of the first ship built on what is now the coast of British Columbia might well be told at this time, although the event occurred 70 years before B.C. became a British colony.

Ten years earlier, in 1778, Captain Cook, who went from an English farm to the merchant service and thence to the Royal Navy to become one of the world's most eminent hydrographers

and navigators, had landed at Nootka Sound and claimed the area for Britain. His report of the fur-trading possibilities and his accurate surveys of the coast led adventurers to visit what is now British Columbia.

Among the traders was John Meares, who had been a lieutenant in the Royal Navy and who, in 1786, was a captain of a merchantman.

In 1788 Meares acquired by purchase from a local chief named Maquinna a plot of land in Friendly Cove, Nootka Sound. There he built a house, a stockade and a slip where he undertook the construction of a 40-ton schooner. She, the *Northwest America*, was the first ship, other than small craft and Indian dugout canoes, built in the Pacific Northwest.

Meares has left an account of the launching of his ship on September 20, 1788, as follows:

"At noon an event to which we had so long looked with anxious expectation, and had been the fruit of so much care and labour, was ripe for accomplishment. The vessel was then ready to quit the stocks, and, to give all due honour to such an important scene, we adopted, as far as was in our power, the ceremony of other dockyards. As soon as the tide was at its proper height, the English ensign was displayed on the shore and on board the new vessel, which at the proper moment was named the *Northwest America*, as being the first bottom ever built and launched in this part of the globe.

"It was a moment of much expectation; the circumstances of our situation made us look to it with more than common hope. Maquinna, Callicum, and a large body of their people who had received information of the launch, were come to behold it. The Chinese carpenters did not very well conceive the last operation of a business in

which they themselves had been so much and so materially concerned, nor shall we forget to mention the chief of the Sandwich Islands (Hawaii) whose every power was absorbed in the business that approached, and who had determined to be on board the vessel when she glided into the water.

"The presence of the Americans ought also to be considered when we are describing the attendant ceremony of this important crisis, which, from the labour that produced it, the scene that surrounded it, the spectators that beheld it, and the commercial advantages as well as civilizing ideas connected with it, will attach some little consequence to its proceeding in the mind of the philosopher as well as in the view of the politician, but our suspense was not of long duration.

"On the firing of a gun, the vessel started from the ways like a shot; indeed she went off with so much velocity that she had nearly made her way out of the harbour; for the fact was that, not being very much accustomed to this business, we had forgotten to place an anchor and cable on board to bring her up, which is the usual practice on these occasions. The boats, however, soon towed her to her intended station,

Another Wrong Way Corrigan?

"FLYER FALLS GOING UP" was a two-column head in a recent issue of *The Halifax Herald*.

Confusing? Yes, until the story explained that the flyer is Lt.-Cdr. Robert H. Falls and that he had just taken up his new appointment as Lieutenant-Commander (Flying) in the *Bona-venture*.

Lieut.-Cdr. Falls formerly held a staff appointment at Naval Headquarters, Ottawa.

and in a short time the *Northwest America* was anchored close to the *Iphigenia* and *Felice*."

The *Iphigenia* and *Felice* were Meares's two trading vessels. The crew of the former included a number of Chinese who had helped to build the new schooner.

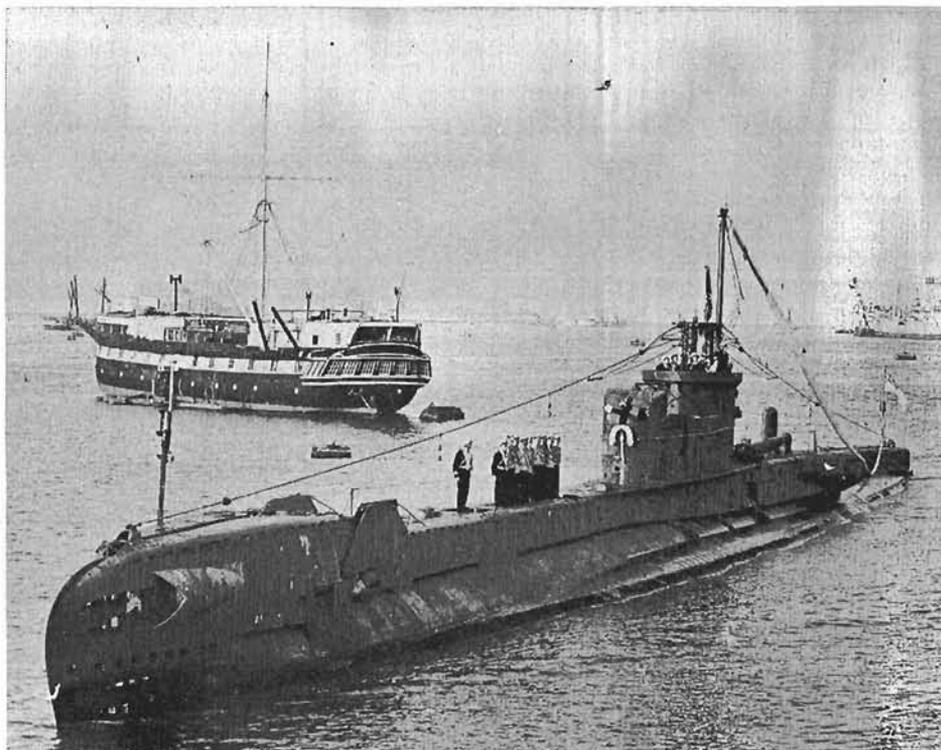
The whole story of the Navy and British Columbia is illustrated in the display rooms of the Maritime Museum of B.C. in Esquimalt. It is only appropriate that ships from the world's navies have been invited to visit the province during the centennial year, for B.C.'s history cannot be divorced from its naval heritage.—C.H.L. and L.F.

Gas Turbines for New Patrol Boat

Gas turbine engines, similar to those powering the "Britannia" aircraft but adapted for naval use, are being used by the Royal Navy in a new class of fast patrol boat.

HMS *Brave Borderer*, first of the new Brave class fast patrol boats (medium) was launched at Portsmouth, Hants., on January 7 by Lady Grantham, wife of Admiral Sir Guy Grantham, Commander-in-Chief Portsmouth.

The new boats have a length of 98 feet 10 inches and a beam of 25 feet 5½ inches.



"Round the World in 2,791 Days," could well be the title of the history of HMS Thorough, according to her commanding officer, Lt.-Cdr. Richard Mason. Although the accomplishment of the Thorough was not notable for its speed, it is believed she is the first submarine ever to have sailed around the world. The Thorough steamed from Portsmouth in October 1949 to Sydney, Australia, to provide anti-submarine training for the navies of Australia and New Zealand. Her 12,500-mile journey home from Australia to Portsmouth ended in December 1957. She is seen nosing her way to her berth at the journey's end. In the background is the old wooden training ship Foudroyant. (Photo courtesy U.K. Information Office.)

It Was Just A Little Earthquake

RCN Lends Hand in Conducting Seismic Tests

Time: Mid-December 1957.

Place: On board the Navy's ocean-going tug CNAV St. Anthony.

Destination: Bentinck Arm.

Mission: Detonation of 3,000 pounds of TNT.

TO SAY the least, it was an unusual operation. It was something entirely new for everyone on board—for Capt. Arthur J. Proudfoot and his crew of six officers and ten men, and for the "passengers" of that voyage. They were Jim Roger and Bill McVay of the Seaward Defence Base; Dan Francis, representing the Dominion Astrophysical Observatory; and Lt. Ken Blackburn, RCN, explosives and demolition expert.

It was a unique assignment, too, for a naval officer and accompanying naval photographer who had undertaken to cover the operation for radio and television.

On the quarterdeck rested a somewhat unusual cargo . . . ten naval depth charges, all bound together with welded steel plating and stainless steel strapping. Each charge weighed 300 pounds, and together they formed a potent bundle of one and a half tons of TNT. So firmly were they lashed down that one of the crew members cheerfully remarked they probably wouldn't move an inch even if they exploded.

To those not familiar with the intricate workings of depth charges, Lt. Blackburn gave the assurance that without their primers and detonators the charges were as safe as a coal heap. Nonetheless, a healthy and non-naval respect was shown by all who ventured near that compact heap of powerful explosives. No one smoked near them. No one even walked heavily by them. They seemed to emit a silent message: Stay away.

This assignment carried out by the Navy was just part of a significant scientific venture. It was to serve as a preliminary to something bigger . . . the blast removal, this spring, of the jagged peaks of Ripple Rock, an extreme menace to navigation at the southern entrance to Seymour Narrows.

Scientists hope for an important "sideline" accomplishment as a result of the Ripple Rock blast. Related to that explosion of the near future, was the one set off by the *St. Anthony* in Bentinck Arm on the afternoon of December 13.

Navy Shares in Scientific Study

The Bentinck Arm explosion was the first step in a depth-charge firing undertaken by the RCN and the PNL to assist scientists in their search for important information regarding the earth's structure—a Canadian contribution to the International Geophysical Year. (See November 1957 *Crow'snest* page 20.)

Earth tremors from the Ripple Rock explosion—where 700 tons of high explosive will be detonated—are expected to be detected as far east as the border of Saskatchewan.

Observations, at a series of seismograph-equipped locations, will determine the time taken by the explosion waves to reach the instruments. This, in turn, will aid geologists and others in determining the deeper structure of the earth because of the variation in speed of waves travelling through the crust and the deep-lying mantle.

To assist the study of the major explosion, the Dominion Observatory, Ottawa, and the Dominion Astrophysical Observatory, at Royal Oak, B.C., enlisted the RCN's aid to set off depth charges in specific areas to allow a wide range of observations to be made. These will help determine the structure of the earth's crust for a depth of 20 or 30 miles below Ripple Rock. The main explosion at Ripple Rock will provide data from which it may be possible to determine certain broad features of the structure of British Columbia and Alberta.

This study of wave propagation through the earth will also add to Canadian scientists knowledge of seismic waves.

Each powerful demolition will be recorded as a man-made earthquake. The tremors of each explosion pass through the crust of the earth, along the mantle beneath, and return through the crust to the surface.

For the Ripple Rock blast, in which 750 tons of high explosives will be used, sensitive seismographs will be placed at various locations across British Columbia and through Alberta to the Saskatchewan border to pick up and record tremors of that man-made earthquake.

The depth charge explosion in Bentinck Arm (at a point some 235 miles north of Vancouver) was recorded by such instruments at several locations, including the Ripple Rock area, 125 miles away.

Armed with statistics provided by seismograph readings of both explosions, scientists hope to gain additional

information on the thickness of the earth's crust along a line through the Canadian Rockies. It is possible that added support may be given the theory that mountains have "roots", like icebergs, far below their visible base lines.

On the chart, Bentinck Arm looks like a long crooked finger of the sea poking deep into the mountain ranges of the B.C. coastline. It is narrow and deep. In December the towering peaks on either side are covered with snow.

It was through this slender waterway that the *St. Anthony* pushed her way to a location some 62 miles "inland" from the open ocean.

Getting 3,000 pounds of TNT on the bottom of the sea is tricky business, and even more so when that load of potential danger has to be placed at a precisely predetermined location and depth.

The *St. Anthony's* cluster of depth charges had to be lowered into 300 feet of water, 500 yards off one of the few beaches that are found in that region. The location had been established earlier, at a time when depths were recorded, and other relevant factors noted. Jutting out from the beach were old pilings, remnants of a long-extinct fish cannery. Those pilings served a useful purpose.

To get his ship on the exact location, Capt. Proudfoot had an anchor down, and a line extending from the stern to the piles ashore. The mooring operation was handled with the help of a favorable tide. Timing was important.

Then came the arming of the depth charges. A delicate operation. Assisted by the Seaward Defence personnel, Blackburn fitted each of the charges with primer and detonator. To the bundle of TNT was attached one end of a 700-yard, two-cord armoured cable.

The ship's powerful winch had probably never rolled as slowly before as it gingerly lifted the depth charges from the deck, over the rail, and into the sea. Three hundred feet of the lowering cable slipped slowly out of the ship, along with an equal amount of the armoured cable which had previously been loaded into one of the tug's lifeboats.

The lowering cable went slack. The charges had come to rest on the bottom. The lifeboat, with Jim Roger and Bill McVay aboard, made its way to the beach 500 yards distant as the Sea-

ward Defence men played out the cable which linked them with the sunken charges.

The ship lifted her anchor, disconnected herself from the shore pilings and headed for a position one mile away.

Once ashore, that other end of the cable became Blackburn's business. At a pre-arranged time, he went ashore, armed with two 45-volt batteries, detonating equipment and a walkie-talkie radio unit. With him with his movie camera went PO Charles "Flash" Gordon.

It was almost dark. And there was a heavy rain falling. Tension mounted throughout the ship.

The signal came at precisely 1620.

A second passed. A sharp crack suddenly hit the ship. It was no more than that to human ears. Microphones attached to the ship's hull picked up the smashing impact of the shock waves carried through the water. Eyes straining through the partial darkness and the rain from one mile away saw no fountain of water.

HONG KONG DOCKYARD TO CLOSE IN TWO YEARS

An announcement that the Royal Navy's association with Hong Kong—which extends over the past century—would come to an end with the decision to close the Naval Dockyard there in two years' time, was made in both British Houses of Parliament at the end of November.

The *Admiralty News Summary*, which referred to the British Government's decision, also contained the announcement that it would now be possible to reduce the number of naval commands in the Far East due to the Federation of Malaya receiving its independence.

The announcement in the Houses of Parliament with regard to Hong Kong was accompanied by the following statement:

"This decision has been taken with very real regret in view of the long association of the dockyard with Hong Kong and the loss of jobs for many employees which must inevitably result from the closure. It has been necessitated by the current re-organization of naval forces and their shore support throughout the world in the light of government policy outlined in the Defence White Paper. The future requirements of HM Ships in the Far East will no longer justify the maintenance of a full scale dockyard in Hong Kong.

Those who anticipated a great skyward gush of water were probably disappointed. But as Lt. Blackburn noted later, 300 feet of water over such an explosion constituted a major shock absorber.

The important thing was that the mission had been successfully completed. It was even a success as far as the federal Fisheries Department was concerned. Captain Chester Power, master of the fisheries patrol vessel *Howay* (on the scene in the interests of his department) reported comparatively few fish had been destroyed as a result of the underwater blast.

The *St. Anthony* spent that night at nearby Bella Coola, and the following morning returned to the explosion scene to reclaim almost all of the armoured cable and the large buoy which had been moored over the sunken depth charges.

With the required seismographic information presumably in the hands of the scientists concerned, the *St. Anthony* started her return voyage to Esquimalt.

Operation Earth Crust was over.—
R.W.

"The closure of the Dockyard will not mean the disappearance of Her Majesty's ships from Hong Kong and Far Eastern waters. A number of naval vessels which will be based upon Hong Kong will continue to discharge the responsibilities of Her Majesty's Government for the protection of British shipping and the security of the colony. A small naval base from which ships can be served and operated will be retained in Hong Kong island. In addition, other ships of the Fleet in the Far East will continue to visit Hong Kong from time to time."

The Royal Navy's association with Hong Kong extends over the past 100 years and the Dockyard in its present form has existed for about half a century. The first use of Hong Kong as a base for British ships was in the Opium War of 1839-42. Hong Kong was ceded to the British Government in 1841 and Kowloon in 1860. There are at present about 4,700 locally entered people in Admiralty service in Hong Kong.

With regard to the Far East, the Admiralty has decided, with the achievement of Malayan independence, to allow the appointment of Flag Officer Malayan Area to lapse, effective March 20 this year.

The Malayan area is at present a separate, subordinate command under the Commander-in-Chief, Far East Station. On March 20, it will cease to be a separate command and the responsibilities of the FOMA will be assumed by the Commander-in-Chief.

HISTORY OF HMCS NADEN RE-ISSUED

"*HMCS Naden—Naval Barracks, a History of Its Work, Senior Officers and Ships*", has been re-issued by the author, Major Frederick V. Longstaff, of Victoria.

While the title of this 68-page booklet suggests a history of the RCN barracks at Esquimalt, B.C., by the author's own admission it got a little out of hand. However, the book contains a wealth of information concerning not only the West Coast, but also the RCN, from its inception to the present day. He deals with the formation of the Reserves and the pioneer volunteers who sparked them, ships of the RN which used the Esquimalt station, and much other data.

With a foreword by Rear-Admiral H. F. Pullen, then Flag Officer Pacific Coast, the author dips back into history some 400 years to recreate the naval background and carries it forward to the present day.

The actual history of *Naden* occupies little space although the book mentions all the commanding officers up to the present time. Early Flag Officers on the Pacific Station are listed from the first, in 1837, to the last in 1903, and flagships for the same period are chronicled.

There are interesting historical notes on *HMCS Rainbow*, her three steering wheels and the battle honours of the seven Rainbows from 1586 to 1920.

Other ships, including *HMS Cormorant*, *Swiftsure*, *Dreadnought* and many others are touched on, as well as the first ships of the RCN following the formation of the Navy in 1910. The writer also quotes from his private diary to introduce many of the early volunteers responsible for the formation in Canada of the RNCVR and later the RCNVR.

While much has been left unsaid, the author points out that he could go on writing of interesting officers and ships for years, but it must end somewhere.—
L.W.T.

HMCS Naden, Naval Barracks, by Frederick V. Longstaff, published by the author, 50 King George Terrace, Victoria, B.C., \$2.50 prepaid.

THE HIGH COST OF MEAGRE TRAINING

Inexperience Cost Japan's Air Force Dearly

WHY TRAINING? The average sailor, asked this question, will almost surely come up with a sensible answer. He knows that the training he receives — whether individually or collectively, at sea or ashore — has as its objective the development of the fighting efficiency of the fleet.

There are times, though, when this same average sailor may wonder whether all this training is necessary, whether it isn't being overdone. Training, training, training, by day and by night, in fair weather and foul, at sea and alongside. Is there any real purpose in it, or is it just someone's idea of a good way to keep people busy?

Perhaps the purpose would be better understood if the word "practice" were substituted for "training". Anyone who has had any association with athletics — and most sailors have — knows that proficiency in sports comes with practice, and the outstanding athletes are those who have practised the most.

This analogy may serve to explain then why, in the Navy, once a man has been taught his job — has been trained — it is necessary that he practise it under all conditions. Not only must he be good at it; he must excel. For it is no game for which he is preparing himself but the deadly serious business of war.

And as this applies to the man, so it applies to ships, to squadrons, to fleets, and to the supporting organization ashore.

If this abstract explanation is still not enough to dispel doubt, reference to specific examples might be in order. And of these there is no shortage. A study of war—just about any war—will reveal instances when fighting men, possessing the skill and confidence that come from thorough training and practice, soundly trounced antagonists who were just as numerous, just as well armed and just as courageous but who in the use of their weapons were relatively unskilled and uncertain.

The Second World War produced many such examples, with both sides at one time or another being guilty of "training" deficiencies that cost them dearly.

The destruction of Japan's air power was a most striking illustration.

To retain the Empire established in the lightning conquests of 1941-42 it was essential that Japan control the air

over the chain of bases that formed the perimeter of that empire. That she failed to do so, and thereby set the pattern of her own defeat, has been ascribed to many causes—not the least of which was the employment of inadequately trained aviators.

A recent book "The Defeat of a Navy" by Andrieu d'Albas, graphically describes how, beginning in 1943, U.S. carrier forces dealt a series of crushing defeats that in the end left Japan with practically nothing that could fly and fight.

A shortage of fuel, imposed by the throttling of the lifeline from the East Indies, presented the Japanese in 1943-

BOOKS for the SAILOR

44 with two alternatives: either to reduce the number of pilots under training and maintain flying standards, or reduce flying standards and maintain the pilot output. The latter course was chosen, and it led to disaster.

To quote M. d'Albas: "... losses increased ceaselessly, and although the number of pilots under training was increased considerably, each pilot in the training centres had fewer flying hours to his credit than sound training demanded. The constant decrease in the number and efficiency of the air crews led to terrible losses among them, in return for results which became progressively less commensurate."

In the Battle of the Philippine Sea, for example, the Japanese lost 300 of 450 carrier-borne aircraft and another 124 shore-based machines. These losses might have been acceptable had the aircraft achieved their objective—the destruction of the U.S. carriers. But not one U.S. ship, carrier or otherwise, was lost, whereas three Japanese carriers and two tankers were sunk. The cost to the Americans was 126 planes.

In early October 1944 a fast U.S. carrier force launched a series of air attacks on Japanese installations on Formosa. In the course of a four-day battle, four American cruisers were heavily damaged and 75 U.S. aircraft were shot down. The Japanese lost 600 aircraft.

Inexperienced Japanese pilots flying against this American task force "so exaggerated the results obtained by them that the High Command sent to Formosa—in the hope a decisive blow might be dealt the enemy—a big proportion of the air groups intended for the aircraft carriers. These contingents, insufficiently trained, were decimated . . ."

This left the Japanese with only skeleton carrier air strength with which to contest the American landings in the Philippines later that same month. They did manage to assemble at Manila more than 1,000 machines ostensibly to counter-balance the U.S. carrier air strength, but in the battle that followed—the Battle of Leyte—these aircraft were not a factor.

"Almost all the Japanese airmen (says d'Albas) were inexperienced. They knew neither how to locate the enemy at a specified position nor how to attack him effectively when they did contact him. Wind, rain, poor visibility were insurmountable obstacles for them. The American pilots, on the contrary, flew under poor conditions as when on exercise in good weather.

"The Japanese engaged practically without air support in this terrible battle, the last in which they could hope to save their country."

Their surface losses consisted of three battleships, three carriers, six heavy cruisers, four light cruisers and 11 destroyers. For neither ships nor men were there replacements, and thereafter the Japanese fleet was not a serious factor in the war.

At Leyte, the U.S. Navy lost one light carrier, two escort carriers, two destroyers and two destroyer escorts. The landings were accomplished with minimum interference from sea or sky.

Finally there was Okinawa. Into this last desperate battle the Japanese threw almost everything that could fly. And almost everything was lost—7,800 aircraft, of which 1,900 were kamikazes. Though the suicide attacks did cause considerable havoc, the toll of aircraft was out of all proportion to the results obtained. The Allies on the other hand lost only one-tenth as many planes—and they took Okinawa.

A great many factors are listed as having contributed to the defeat of Japan, and it may be argued that the sending of partially trained pilots into

the air did not really affect the ultimate outcome. It may be so, that Japan was doomed in any case, but from the evidence submitted it appears certain that had Japan maintained the quality of her air crews, the progress of the war would have been appreciably altered and the scales more evenly balanced.

FABULOUS ADMIRALS

Those who like their literary heroes to conform to good sensible rules of conduct will find "The Fabulous Admirals", by Cdr. Geoffrey Lewis, hard to take. On the other hand lovers of the unpredictable, the bizarre, or the extraordinary had better send in their orders to the booksellers at once.

It is probably much more pleasant to read about an eccentric Admiral than to serve under one, yet Commander Lewis spins his yarns about the Royal Navy in the palmy days of Queen Victoria and King Edward VII with such gusto that one wishes the clock back—almost. Some of the stories are not new, but they have been properly arranged and, wherever possible, have been attributed to their actual originators.

Within these covers the sailor will meet, for instance, Admiral Sir Algeron Charles Fiesche Henage, GCB — more commonly known as "Pompo" — who changed his white pique shirts daily, carried twenty dozen around the Horn with him, and sent used ones home to England for laundering.

Then there was Rear-Admiral Reginald Charles Prothero, GB, MVO, known in the service as "Prothero the Bad", who dressed in his shooting clothes before "Rounds" on a Sunday morning because, as he put it, "Ship's like a snipe marsh".

Rear-Admiral Sir Robert Arbuthnot, Bart., KCB, MVO, who was killed at Jutland, on one occasion heard a newly-sentenced defaulter declaiming on what he would do to his Commander (as Sir Robert then was) some dark night ashore. That evening the defaulter was brought to the quarterdeck, presented with boxing gloves, and invited to carry out his threat. Sir Robert whipped him.

These men, of course, were not always regarded with amusement by those who shipped with them, and one can detect, reading between the lines, the inefficient, the cruel, and the downright stupid.

Yet this is a book for laughter and for remembering. For in these tales of the Fabulous Admirals one glimpses for a moment the spacious times of Great Britain's absolute sea dominion. Apart from its humour the book is notable for its refreshing frankness.

For lack of training and practice, a dreadful price, in battle losses and human lives, was paid.—R.C.H.

THE DEFEAT OF A NAVY, by E. M. A. Andrieu d'Albas, translated from the French by Anthony Rippon; published by Deven-Adair, New York; issued in Canada by Collins. Price \$5.50.

Finally, the book points clearly to the class-consciousness on which the old navy was built; not to condemn or uphold it, but simply to say, "That's how it was". When one considers both the social and technical difficulties that faced the navy in 1900 it is indeed a miracle that it was whipped into shape in time for Jutland. This book is the story of some of the funny men who had to go when we arrived at what Charlie Chaplin called "Modern Times".

(The foregoing review was contributed by Assistant Professor D. M. Schurman, MA, Phd, Department of History, Royal Military College of Canada.)

FABULOUS ADMIRALS, by Cdr. Geoffrey Lewis, published in Canada by McClelland & Stewart Limited, 25 Hollinger Road, Toronto 16; 292 pages; drawings by Captain Jack Broome; \$4.25.

THE STORY OF THE RNVR

THE RNVR, like many other excellent British institutions, has developed the hard way after some official obstruction, ridicule and even at times, personal unfairness.

In "The RNVR—A Record of Achievement", by J. Lennox Kerr and Wilfred Graville the history of reserves within the Fleet is traced from the days of Good Queen Bess up to the latter part of the 19th century when the Admiralty was stoutly maintaining that naval reservists should be professional seamen.

In 1903, the Naval Forces Act, which authorized the raising of the Royal Naval Volunteer Reserve, was passed and the Navy, rather reluctantly, admitted that it could tolerate a new type of sailor, one that had not "sailed on board a square-rigged ship and been aloft".

This early suspicion of the RNVR was a perfectly normal, professional attitude, as the authors point out. Even in 1938, when official policy was to encourage the Volunteer Reserve, its members, who came to ships for training, were, in some cases, not taken as

seriously as later events suggested they should have been. It was even whispered by certain wags that some reserve signalmen had been so rated because that was their profession on the railway in civilian life.

The Admiralty packed the young reserves off to the trenches as a naval brigade when war broke out in 1914, but, by 1919, had realized that the new style civilian force was in fact vitally important to the Fleet in modern warfare. Right from the start of the Second World War, the naval expansion program, in respect to officers, was based on the RNVR, which, in the last year of the war, provided 88 per cent of the Royal Navy's commissioned personnel. The story of their activities makes inspiring reading.

Messrs. Kerr and Granville admit that to do complete justice to the subject would require an enormous volume. However, they have produced a very seamanlike job, for which a lot of research has obviously been carried out. For those, who wish to read more deeply there is a list of specialized publications on the RNVR at the back.

The words on the handsome duster cover sum up this book, adequately. It is a "Record of Achievement" and as such will be enjoyed by many.—J.D.F.K.

THE RNVR—A RECORD OF ACHIEVEMENT, by J. Lennox Kerr and Wilfred Graville. Published in Canada by Clarke, Irwin and Company Limited, 108 St. Clair Avenue West, Toronto 7. 304 pages illustrated. Price \$5.00.



THE NAVY PLAYS

Tourney Decides Squash Titles

The Atlantic Command Squash Tournament in January saw Lt.-Cdr. Brian Bell-Irving, Lt. Robert L. Savage, and Petty Officer George Kinch, crowned champions in their respective divisions at *Stadacona*.

A *Stadacona* team won the W.T. Hand Trophy when they defeated *Cornwallis* 15 to 14. Ships were third with 11 points, and *Shearwater* in last place with five points.

Lt.-Cdr. Bell-Irving captured the Senior Division 3 to 0; Lt. Savage took the Intermediate 3 to 1, and PO Kinch secured the Novice Division, 3 to 2.

Sharpshooters From Shearwater

Shearwater marksmen captured top honours in both junior and senior divisions in the opening shoot of the Halifax Garrison Indoor Rifle League.

Against the 19 other teams competing, *Shearwater* posted a 463 score in the junior division and 479 in the senior.

Scores were: Senior Division: *Shearwater*, 479; *Stadacona "A"*, 475; Halifax City Police, 473; *Scotian*, 471; *Stadacona "B"*, 463; Princess Louise Light Infantry, 454; Royal Canadian Mounted Police, 438; and No. 12 Regional Ordnance Depot (three men) 271.



Luther trophy winners, who achieved mid-season supremacy in the RCN Curling Club of Ottawa, are: centre, crouching, W. P. (Bill) Kingston, skip; standing, left to right, CPO Fred Polischuk, lead; Cd. C.F. (MAd) E. A. Crump, third, and Lorne R. Rooney, second.

Junior Division: *Shearwater*, 468; *Stadacona "A"*, 459; Royal Canadian Mounted Police, 445; *Scotian*, 443; No. 12 Regional Ordnance Depot, 432; Queen Elizabeth High School, 410; *Stadacona "B"*, 409; 1st Maritime Anti-Aircraft, 381; Halifax City Police, 351; Princess Louise Light Infantry, 351; Halifax Rifles, 339, and 101 Manning Depot, 263.

Top marksmen in both divisions also came from *Shearwater*.

Curlers Compete For Luther Trophy

A rink skipped by W. P. (Bill) Kingston, won the Luther trophy, emblematic of mid-season supremacy in the RCN Curling Club of Ottawa, in January.

The trophy, up for competition for the first time, was presented by its donor Gordon Luther, vice-president of the 98-member Navy club.

The Kingston rink defeated Cd. Stores Off. R. G. Skinner's team 11-3 for the honour. In semi-final play the Skinner group edged 8-7 a rink skipped by Chaplain (RC) Ronald MacLean. The Kingston outfit earned a bye into the finals.

Holders of the Luther trophy include Kingston, skip; Cd. Off. (MAd) E. A. Crump, 3rd; L. R. Rooney, 2nd, and CPO Fred Polischuk, lead. Runners-up included Skinner, skip; Commodore (S) R. A. Wright, 3rd; Cdr. (S) L. J. Nairn, 2nd, and Ord. Lt.-Cdr. R. J. Donithorne, lead.

Members are now aiming their rocks at the end-of-season award, the Captain Morgan trophy.

Shelburne Takes Basketball Title

HMCS *Shelburne* captured the Atlantic Command basketball championships this month by chopping the *Stadacona* club down to size, 61 to 45, in the finals.

Ten teams battled for the title and four made the semi-finals, *Shelburne*, *Shearwater*, *Stadacona* and *Cornwallis*.

Shelburne toppled *Shearwater*, the old champs, 60 to 43, in the semi's while *Stadacona* cuffed *Cornwallis* 83 to 42.

The other teams represented HMCS *Cape Breton*, First Canadian Escort Squadron, Third Canadian Escort Squadron, HMCS *Granby*, First Can-



Ordnance Commodore W. G. Ross, left, president of the RCN Curling Club of Ottawa, presents a life membership to Rear-Admiral H. N. Lay, one of the founders and the first president of the Ottawa Navy curlers. Admiral Lay is retiring from the RCN after more than 40 years of service. The presentation took place January 11 in the Bytown officers' mess at an informal gathering of club members.

adian Minesweeping Squadron and HMCS *Bonaventure*.

Shelburne's team was a combined RCN-USN team, although all the players were American-born. Their next effort will be at the United States Navy meet in Maine.

Sportsman Trophy Awarded at Naden

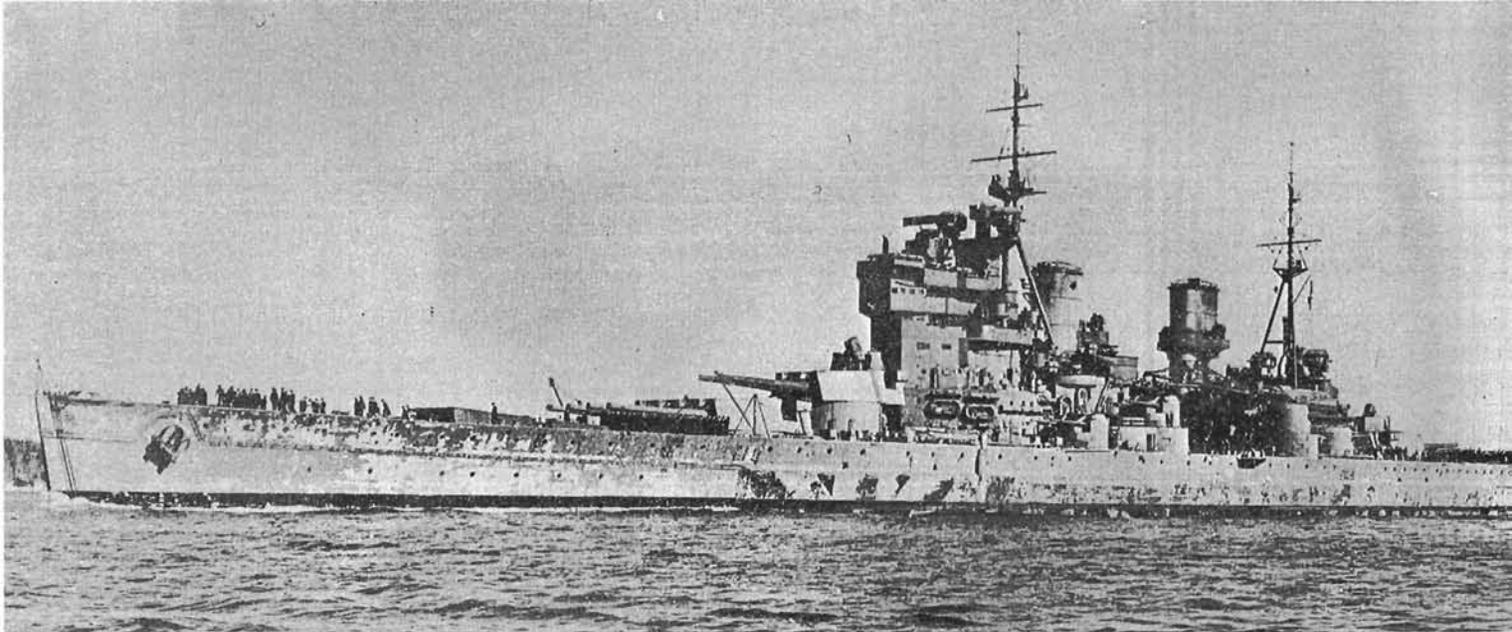
A personal achievement award, in the form of the Charles McDonald Trophy, presented annually to the Pacific Command's most outstanding sportsman, went recently to PO John Oster at *Naden*.

The presentation was made by Commodore P. D. Budge, Commodore RCN Barracks, Esquimalt.

Curling Club Honours Admiral

A life membership in the RCN Curling Club of Ottawa was presented January 11 to Rear-Admiral H. N. Lay, retiring Vice-Chief of the Naval Staff, by members of the club.

He was presented with an illuminated life membership certificate by the club president, Ordnance Commodore W. G. Ross, at an informal gathering in the *Bytown* officers' mess in recognition of his efforts on behalf of the club. Admiral Lay was largely responsible for the establishing of the club in 1956 and was its first president. There are now close to 100 members.



The mighty battleship HMS King George V entering Halifax harbour on September 7, 1945. (O-352-1)

THE LAST OF THE GIANTS

A BRIEF REPORT in the newspapers this month (January) marked the ending of an epoch in military history. The scrapping of Britain's mighty battleship *King George V*, pride of the wartime battlefleet, at an age when such a ship would normally be considered in its prime, puts the final touches to the Age of the Battleship.

These enormous, armoured leviathans, with their superstructures towering to skyscraper heights, their mighty armaments capable of delivering tons of high explosive at a moving target unseen below the horizon with pin-point accuracy; their massive machinery of unbelievable power and staggering complexity; their capacity to carry their thousands of men to the very ends of the earth; these tremendous ships were truly the wonders of the world in the first half of the present century. More than any other single thing, they represented the ultimate product of man's ingenuity and technical mastery, and materially each ship represented a very considerable portion of the national wealth and power.

These giant vessels, evolved from the old multi-gunned ships of the line by the genius of Jackie Fisher to true dreadnoughts, with their might concentrated into a few guns of enormous range and devastating power, reached the zenith of their career more than 40 years ago, when the two greatest battlefleets the world will ever see grappled with each other through the mists and gathering darkness of a North Sea afternoon. After Jutland, the bat-

tlefleets of the world decreased in numbers as the individual battleships increased in size, complexity, power—and cost.

The ultimate battleships were built immediately before, and during, the Second World War. These monsters exceeded in speed, power and precision anything that had yet been seen, but already their day was drawing to a close. The cost of these ships in man-hours, money and maintenance, was more than most nations could bear, yet they were increasingly vulnerable to attack by the comparatively inexpensive bomb and torpedo.

To protect them from these dangers, they required a host of protecting destroyers and aircraft, to move with them wherever they went. The land-based bomber, the submarine, and above all, the aircraft carrier, spelled the end to the battleship's usefulness. The task force—a swift, widely dispersed group of cruisers, destroyers, and aircraft carriers—could not be immobilized by a single bomb or torpedo, and could deliver ten times as much destruction, ten times as far away as any battleship . . .

Throughout the whole course of the war at sea, there was no more moving display of might than the scene during the gathering dusk of a sub-Arctic afternoon off the bleak shores of Iceland. Thundering over the sea came a cloud of carrier aircraft, searching the dark waters beneath for lurking submarines. Then the swift, low silhouettes of racing destroyers hove in sight, zig-zagging together with the precision of a corps de ballet, followed by the tall, faintly Victorian funnels of the County class

cruisers, and the ugly, misshapen hull of a carrier. Then, looming over the dark horizon, they came. Shouldering the heavy seas from their tremendous foc'sles, their towering superstructure overhanging their massive gun-turrets, the great battleships forged swiftly and silently on towards the sheltered anchorage of Hvalfjord. Old, famous names of new, sleek ships like *King George V* and *Prince of Wales*, on they came; black, menacing, inscrutable. It was the Home Fleet, steaming back to its northern lair after hunting the great *Bismarck* to her doom. There was *Rodney*, mightiest of them all; her enormous 16-inch guns, in their three triple turrets, had torn and blasted the German battle-cruiser from point blank range, the concussion of the discharging guns lifting her tremendous bulk at each salvo. Here in the gathering gloom of the northern night, far from the sight of shore, was the force that shaped the destiny of the world; those squat, silent, speeding shapes represented life and death for half the civilized nations of the earth.

And so, like the majestic monarch that they were, the battleships passed from the pages of history. Like the dinosaurs, those armoured monsters whom they so resembled, their place are taken by smaller, more adaptable and more insignificant creations. But like those great saurians who preceded them countless centuries before, the mighty battleships leave behind them a legacy of awe and wonder that will last as long as mankind.—*The Daily Packet and Times*, Orillia, Ont.

LOWER DECK PROMOTIONS

Following is a further list of promotions of lower deck personnel. The lists are arranged in alphabetical order, with each new rating, branch and trade group shown opposite the name.

ACHESON, Alan L.LSRT3
ACKERMAN, DonaldLSCV1
ALLEN, Edward G.LSCV1
ANSTEY, Garry M.LSCS2
AUGER, Rosalee M.WLWP1
AULD, Terrence C.LSCR1

BABINGTON, John A.LSRT2
BARRICK, James W.LSQM1
BEAUDET, Andre J.P2MA3
BECHTEL, Wilson G.LSAA1
BELL, Edmond D.LSAR2
BENNETT, Ronald M.C2CR3
BERUBE, Aurele J.P2NS2
BEST, George D.LSQM2
BLAIN, Lorne N.LSRT2
BONE, Norman E.LSAA1
BOURASSA, Jean MarcP2MA2
BOURGEOIS, Joseph R.LSTD1
BOWKETT, Robert J.LSRT2
BRADBURY, William E.LSRT3
BRAMAN, John R.LSCR1
BRIDEAUX, David G.P2NS2
BRIGHT, Donald E.LSCR1
BROCKLEY, Alfred S.C2CS4
BROWN, ArnoldLSEM1
BROWN, Charles K.LSCR1
BROWNELL, LeVerne D.LSCS2
BRUSHETT, Samuel A.P2LA2
BUIST, Norman J.LSCS2
BUOTT, Leo W.P2EM2
BURKE, HenryP1MA3
BUSH, DerekP1PW3

CADMAN, Robert A.LSCR1
CALVER, William F.LSAR2
CAMPBELL, BernardP2EF3
CHAPMAN, Irving E.LSRT2
CLARKE, Burdette E.LSVS2
COADY, Francis E.P1EM4
COGHILL, George A.C2CR3
COLBY, Larry S.LSAA1
CONLAN, Glen W.LSCS2
CONNOR, Ross J.LSMA2
COPE, Lawrence A.LSCS2
CORKERY, Donley J.P1CS3
COWAN, ThomasLSCD1
CRAIGIE, Dennis L.LSCR1
CROOKS, Benny R.LSCS2
CROSS, Thomas R.LSQM2
CROSSAN, Alan G.LSEM1
CULHANE, John J.LSTD1

DAVIES, Gerald F.LSTD2
DAVIS, Lloyd W.LSCR1
DESROCHES, Jean-Claude J.LSRP1
DESROCHES, Leonard J.LSSW1
DONALDSON, Robert J.P1AW3
DOSPITAL, Donald P.LSCV1
DRAPEAU, Jean-Guy J.LSRA2
DYKES, Robert H.C2CR3

EDEN, John B.P1RA4
EINARSON, George H.P2EF3

ELSASSER, Wilfred H.LSCR1
ESTABROOKS, Rex R.P2EM2
EVANS, Frederick T.LSCS2

FILLMORE, Larry G.LSCR1
FISHER, Kenneth A.LSCV1
FITT, Charles R.LSCV1
FORBES, John A.P2CV2
FORTIN, Jules J.P1MA3
FRASER, FredP1CV3

GALLAGHER, Kenneth D.P1CS3
GALLANT, Francis D.P2EA3
GAUDET, George J.LSCR1
GAVIN, RaymondP2VS3
GIBBONS, Michael E.LSCR1
GIDLEY, WilliamP1CR3
GIESBRECHT, John K.LSMA2
GODIN, Albert J.P2SW2
GOODWIN, Russell E.LSCS2
GOUCHER, John F.C2Q14
GRAHAM, John R.LSQM1
GRANGER, James T.LSEM1
GUAY, Jacques J.LSEG2

HACHEY, Richard J.LSQM1
HAHN, Ronald W.P2PW2
HALBERT, George S.LSAM2
HALLE, Patrick L.LSQM1
HANEURY, Frank W.LSEM1
HARNESS, John W.P2EG3
HAROBETZ, Rudolph L.LSEM1
HARRIS, James E.C2CK4
HART, Lawrence A.LSRP1
HAYES, MichaelLSEF3
HENDERSON, Donald B.LSCV1
HENDERSON, James C.LSCR1

HENIGMAN, Neil B.P2EG3
HILL, William D.LSRP1
HODASY, JohnLSCR1
HOGAN, Roy N.P2AW2
HOLLIER, Gordon R.LSRP2
HOULDEN, Thomas H.LSTD1
HOVINGTON, Roger J.LSQM1
HUCKLE, James W.P1RT4

JACKSON, John R.LSEM1
JAMES, Harold C.P2EM2
JEFFERS, Roy E.LSCV1

KENNEY, Minard D.LSRP2
KILBURN, Jack E.P1RT4
KING, Walter E.LSMA2
KNAPMAN, Ronald D.P1NS3

LAING, WilfredP2EM2
LANGLOIS, Joseph R.LSMA2
LAURENCE, Thomas A.LSCR1
LAWLER, Karl E.P1EM4
LAY, Chester F.C2VS3
LEDREW, Alfred D.LSCR1
LEWIS, Phillip C.LSEA2
LITTLE, Laurie D.LSAA1
LOCKHART, Robert J.P2AR2
LONAR, Gordon K.P1CV3
LOTHIAN, GeorgeLSAA1
LOVE, Donald R.LSRT2
LOW, Andrew G.LSCV1
LYNGARD, Dale A.LSAM2
LYON, David R.LSRP1

MacARTHUR, John H.P2EF3
MacEACHERN, Allister J.LSEF3
MacLACHLAN, Garnet L.LSAA1



First day—first muster.

MacLACHLAN, Ross M.LSQM1
 McCLELLAN, Russell B.LSCV1
 McCOMBIE, JamesLSAR2
 McCREEDY, Ross H.LSRP1
 McGRATH, Sanford J.P1CV3
 McIVOR, Robert G.LSMO1
 McKEE, David E.LSAM2
 McPHEE, Daniel J.LSQM1
 MADER, Beaufort L.LSSE1
 MANDERSON, Richard C.C2PR3
 MATTE, John O.LSRT2
 MEECHAN, Charles A.LSCR1
 MEYER, Herbert R.LSAA1
 MILLER, Bruce J.LSCS2
 MILLER, Cyril J.P2EM2
 MILLER, Ronald H.LSAF2
 MITCHELL, George J.C2WR4
 MOIR, Harvey R.P1AW3
 MOORE, Donald L.P1AT4
 MOREHOUSE, Harlan J.LSCV1
 MORSE, Leslie J.P1SW3
 MOSLIN, Edward S.C2SW3
 MULOCK, David L.LSCR1
 MURPHY, Gordon L.LSQM1

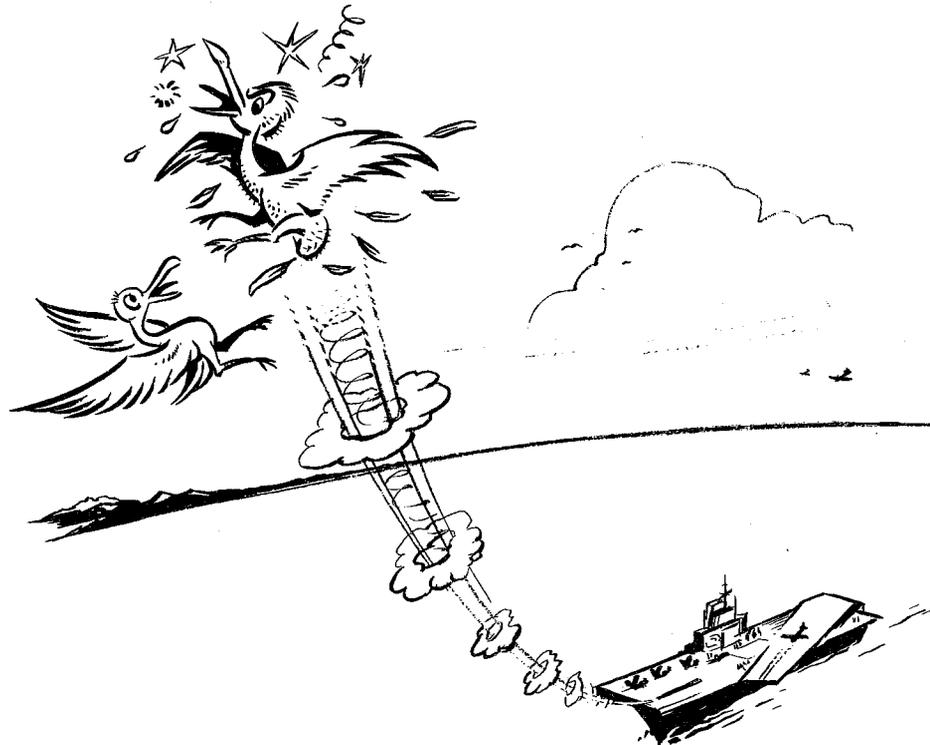
NEHRING, Wesley E.LSQM1
 NEILSON, David R.LSCV1
 NEWHOOK, Murdock J.LSQM2
 NEWMAN, Ronald G.LSCR1
 NIELSEN, Kenneth L.LSCV1
 NOSEWORTHY, Frank A.P1EM4

O'BRIEN, Edward D.P2PW2
 O'CONNOR, Thomas M.LSEG2
 OLSEN, William J.LSQM1
 OLYNYCH, Metro D.P2MA2
 ORTON, Ronald G.LSEF3
 OSBORNE, HerbertLSCV1
 OUELLETTE, Georges E.LSRA2

PARKER, Ronald J.LSCR1
 PARLEE, Gordon V.P1AT4
 PATRY, James A.LSCV1
 PENWARM, Richard H.P2AW2
 PETTIGREW, Robert M.LSRT2
 PETTITT, James B.P2BD3
 PIKE, Allen M.LSQM1
 PILON, Raymond L.LSMA2
 POTTER, John J.P1SW3
 PRENTICE, LeslieLSCV1
 PRITCHARD, Arthur M.LSEF2

RAY, James A.LSQM1
 REAUME, Anthony J.LSRA2
 REEVE, Ian H.LSCV1
 REID, James G.LSCV1
 REID, John L.LSCS2
 REIL, Allan D.LSCV2
 REMPEL, Gordon R.P1LA3
 RIDDIFORD, Donald B.P2EM2
 ROBERTS, Keith A.LSCV1
 ROSE, James A.LSCV1
 ROY, Jean-Paul J.LSAM2
 ROY, Leonard I.LSAA1
 ROYAL, Gilles J.LSTD1
 RUYMAR, Michael A.C2CS4

SANDERSON, William J.C2CR3
 SAUVE, Fernard J.LSCV1



"I was just sitting there admiring the Bonaventure and SWOOSH!"

SAVIDANT, William X.LSAA1
 SEAWARD, Jonathan B.LSRP1
 SELDON, Peter D.LSRT3
 SEROY, Gregory L.LSBD2
 SHANNON, Nolan P.LSAR2
 SHAW, Andrew J.LSCR1
 SHAW, Floyd D.LSEM1
 SHEEN, PeterLSQR1
 SHIRLEY, William H.LSMA2
 SHOFF, Dennis M.P1RT4
 SINCLAIR, David J.LSCR1
 SINCLAIR, Ross A.LSQM1
 SLASOR, Robert H.P1ER4
 SMITH, Raymond C.LSCR1
 SMITH, Victor M.LSTD1
 SNELGROVE, Carl D.P2AR3
 SPARSHU, JuliusLSCR1
 SPENCE, Cyril J.LSCR1
 SPRATT, Edward J.LSCV1
 STAPLES, Leslie C.LSCR1
 STENGER, Alec M.LSAA1

STEPHENSON, Robert B.LSTD1
 STONE, Albert B.LSRT2
 ST. ONGE, Jean-JacquesP1PW3
 SULLIVAN, Blair G.P2CV2
 SULLIVAN, Terrance L.P2CV2
 SWACKHAMMER, Ralph L.LSAF2
 SWAN, William C.LSCR1

TAGGART, James W.LSEF2
 TARUM, Gerald S.LSRT2
 THOMPSON, James M.LSCR1
 TIEDEMAN, Max M.LSCV1
 TODD, Robert R.LSAA1
 TRAIL, John W.LSCR1
 TROWSSE, James B.LSCR1
 TRUELLE, Jacques J.LSQM1

UNIAC, Patrick T.P2SE2
 VAN HORNE, George A.LSRC1
 VAAS, Joseph H.LSRP2
 VERMETTE, Donald W.LSCV1

WAKEFORD, Roy R.LSCS2
 WALKER, Robert E.C1R14
 WALKER, Herman W.LSSW1
 WALKER, Warren S.C1R14
 WALLACE, William E.LSCR1
 WARD, William T.LSCV1
 WATKINS, Ronald G.LSCS2
 WATTON, Donald C.LSEM1
 WEAVER, Joseph H.LSCV1
 WILKES, Reginald J.LSRA2
 WILKINS, Edward C.LSOM2
 WILLIAMS, Edgar H.LSAF2
 WILLIAMS, Roderick B.LSCS2
 WILLIAMS, Robert A.P1ER4
 WILSON, Michael M.P1HA3
 WILSON, Robert E.LSRP1
 WITTHOFT, Karl A.LSRT2

YOUNG, Robert H.LSRP1

First Cruiser for Pakistan Navy

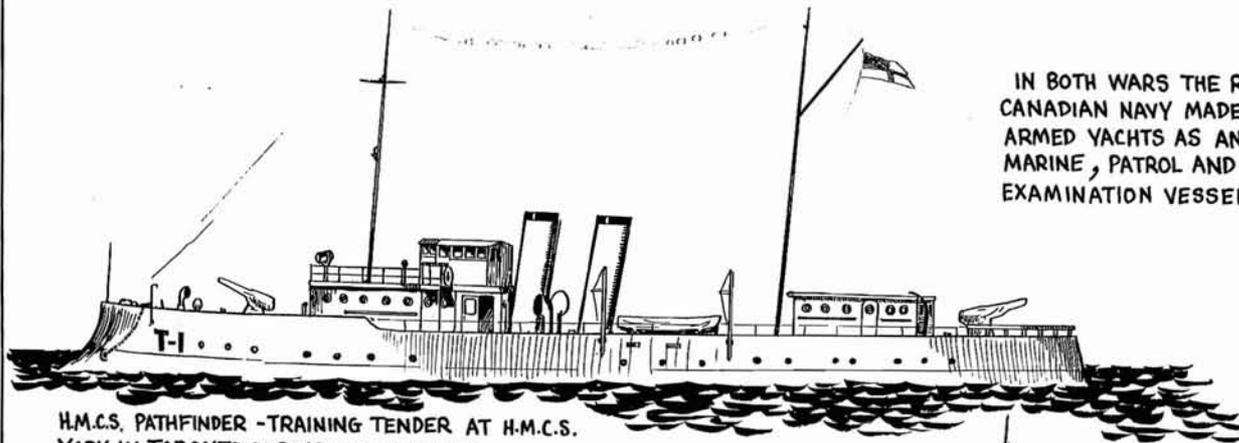
The Pakistan Navy has acquired its first cruiser, the *Babur*, formerly HMS *Diadem*, which was welcomed at Karachi late in 1957 by a public celebration.

The *Babur* was met ten miles at sea by destroyers and minesweepers of the Pakistan Navy and was berthed for the four days after her arrival in the most conspicuous berth in Karachi harbour. The day after her arrival was declared a public holiday. It was estimated that more than 100,000 people came to the dockside to see the new acquisition.

Naval Lore Corner

Number 55 YACHTS AT WAR

IN BOTH WARS THE ROYAL CANADIAN NAVY MADE USE OF ARMED YACHTS AS ANTI-SUBMARINE, PATROL AND EXAMINATION VESSELS.

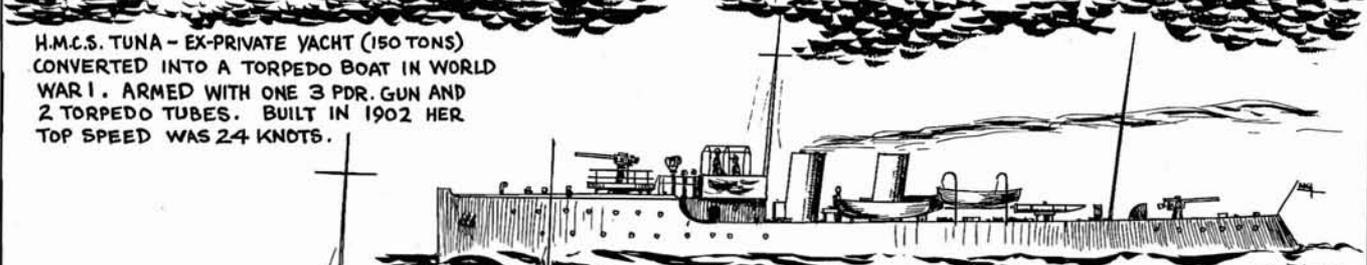
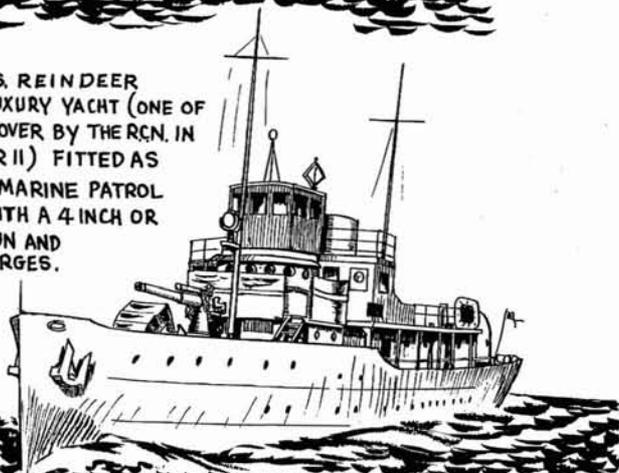


H.M.C.S. PATHFINDER - TRAINING TENDER AT H.M.C.S. YORK IN TORONTO DURING WORLD WAR II (GUNS WERE MADE OF WOOD).

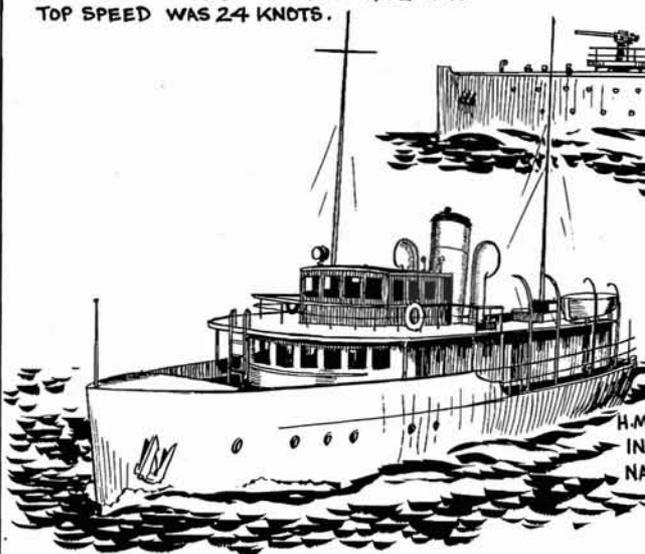


H.M.C.S. TUNA - EX-PRIVATE YACHT (150 TONS) CONVERTED INTO A TORPEDO BOAT IN WORLD WAR I. ARMED WITH ONE 3 PDR. GUN AND 2 TORPEDO TUBES. BUILT IN 1902 HER TOP SPEED WAS 24 KNOTS.

H.M.C.S. REINDEER FORMER LUXURY YACHT (ONE OF 16 TAKEN OVER BY THE RCN IN WORLD WAR II) FITTED AS ANTI-SUBMARINE PATROL VESSEL WITH A 4 INCH OR 12 PDR. GUN AND DEPTH CHARGES.



H.M.C.S. GRILSE (225 TONS) CONVERTED YACHT BUILT IN 1913 IN GLASGOW AND EMPLOYED BY R.C.N. AT THE END OF WORLD WAR I ON EAST COAST PATROL. ARMED WITH TWO 12 PDR.s AND ONE TORPEDO TUBE. HER TOP SPEED WAS 32 KNOTS. SHE WAS SOLD TO A U.S. YACHTSMAN IN 1920.



H.M.C.S. AMBLER... EX-PRIVATE YACHT COMMISSIONED INTO THE R.C.N. IN 1941... WAS EMPLOYED ON NAVAL CONTROL DUTIES IN THE ST. LAWRENCE RIVER, ALSO TRAINING SHIP FOR H.M.C.S. KINGS.

Edmond Cloutier

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The CROWSNEST





The CROWSNEST

Vol. 10 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY, 1958

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LADY OF THE MONTH

Aircraft carriers, as a class, are not noted for their beauty of line, their grace or their speed. They leave those attributes to the aircraft which they mother.

Just the same, there is something reassuring about their great bulk and surging power that commands much the same kind of admiration that is elicited by the sleek lines of a cruiser or one of the RCN's new destroyer escorts. Steaming through an azure sea with the sun warming her sides, as were the circumstances when the picture on the opposite page was taken, HMCS *Bonaventure* has a dignity and beauty of her own.

The "*Bonnie*" was commissioned at Belfast, Ireland, on January 17, 1957, and—for a year-old lass—she has been around. Work-ups here, work-ups there, three times across the North Atlantic and then, three days after her birthday, heading south for exercises in the Caribbean. (BN-511)

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"The Crowsnest"
Naval Headquarters,
Ottawa, Ont.

The Cover—Ships of the Royal Canadian Navy went south in late January to meet the spring and to exercise with ships of the U.S. Atlantic Fleet. The cover picture, taken from the *Bonaventure*, shows four of the destroyer escorts that went along—the *Algonquin*, *Micmac*, *Haida* and *Nootka*. A Tracker anti-submarine aircraft is in the foreground. (BN-1554)



RCN NEWS REVIEW

This is far from the only time that the *St. Laurent* has been pictured in these pages. It is, however, the first time she has been shown wearing the RCN's new light grey. Doesn't she look smart as paint? (HS-49735-R)

Alliance Ends 18-Month Tour

HMS *Alliance*, after 18 months of service with the Royal Navy's Sixth Submarine Squadron, sailed from Halifax on February 22 for the United Kingdom.

The *Alliance*, under the command of Lt.-Cdr. Howard Clutterbuck, has been working with the Atlantic fleet in submarine and anti-submarine exercises. The boat was scheduled to arrive in the United Kingdom March 3.

The submarine, which is partly manned by Canadian personnel, has served several tours of duty with the RCN.

Minesweepers Hold Exercises

Units of the Pacific Command Second Canadian Minesweeping Squadron left on February 11, for extensive minesweeping exercises in the Oyster Bay area on the east coast of Vancouver Island.

Taking part in the operation were the minesweepers *Fortune*, *James Bay*, *Miramichi* and *Cowichan*. Accompanying the 'sweepers was the naval diving tender YMT-10, which engaged in clearance diving work.

New French Ships Visit East Coast

Two new units of the French Navy arrived in Halifax on February 8 for a four-day visit.

They were the fleet escort ship *La Bourdonnais* and the escort ship *L'Agenais*.

Vice-Admiral Querville, president of the permanent commission for trials of units of the French fleet, wore his flag in *La Bourdonnais*.

Twenty-one-gun national salutes were exchanged in the vicinity of Maugher Beach and personal salutes to Admiral Querville and the Flag Officer Atlantic Coast were fired in the seaward defence area.

Admiral Querville called on the Lieutenant-Governor on arrival and the Mayor of Halifax Monday, February 10. A program of entertainment was arranged for the visiting sailors, including receptions and a tour of the Halifax area.

La Bourdonnais, completed at Brest in 1956, carries a complement of 311 officers, warrant officers, petty officers and men. *L'Agenais*, built at Lorient completed last year, carries 176 personnel.

Winnipeg Cadets National Winners

Two Royal Canadian Sea Cadet Corps, both in Winnipeg, received national awards recently.

The *John Travers Cornwell*, VC, Corps, for the fourth time in seven years, was awarded the Dominion Proficiency Trophy, emblematic of the most efficient sea cadet corps in Canada, and the *Crusader* Corps was presented with the Gibson Attendance Trophy for the best attendance of a cadet corps.

The presentations were made by Ray Hamerton, president of the Manitoba

division of the Navy League of Canada, during a father and son banquet of the *John Travers Cornwell* Corps held at HMCS *Chippawa*, the Winnipeg naval division.

Fire Losses Kept Down in 1957

"An ounce of prevention is worth a pound of cure" might well be the slogan of the Naval Fire Service which was able to report a reduction of 1957 fire losses to almost half those of 1956.

In the annual report of the Directorate of Fire Fighting, the loss for 1957 is shown as \$36,529, compared to \$69,119 in the previous year.

Headed by Lt.-Cdr. (SB) W. J. Simpkin, of Bradford, Ont., and Toronto, Director of Fire Fighting, the Naval Fire Service emphasizes the need for fire prevention and has its stations carry out frequent inspections of naval property for fire hazards. The firemen also conduct continuous fire-safety education program for civilian and naval personnel in shore establishments, and also train sea going personnel in fire fighting and fire prevention.

As part of the program, the firefighters stage annual displays and demonstrations during Fire Prevention Week and on Navy Day, and give frequent fire prevention lectures. Special talks are also given in schools to children of naval personnel, on the dangers of fire.

An important cause of naval fires, in 1957 as in previous years, was believed to be careless smoking. Equally numerous fires—109—were attributed in 1956

and 1957 to careless smoking, but the total loss was kept to \$2,682 in 1957 compared with \$7,343 in 1956.

As in other years, one or two major fires accounted for most of the yearly loss, and the big 1957 loss was from a fire at the Chezzetcook bombing range near Dartmouth, N.S., amounting to \$19,750.

Last year 500 members of the Naval Fire Service, manning 18 fire stations in naval housing areas, dockyard, armament depots and magazines, training establishments, supply depots radio stations, the naval air station near Dartmouth, and civilian air fields where RCN air squadrons are located, answered 829 calls, of which 152 were requests for assistance from non-naval sources.

Please Send Boat For Dome Stick

"Impressing the importance of accuracy in all phases of message handling on young communicators is one of the most difficult tasks facing our instructors", says the Communications Training Centre in its weekly column in the *Naden Lookout*.

"Even minor mistakes in reception or in recording a message", the CTC adds, "can change completely the thought originally intended, and result in embarrassing consequences".

To illustrate this an incident that occurred in 1936 is recounted by PO John Sully (RCN (R)), *Discovery*, who was then serving in the RN destroyer *Eclipse*, at the time of the story secured to a buoy in Grand Harbour, Malta.

One day a message was transmitted from Castille Signal Tower and the Duty Signalman in the *Eclipse* read and recorded the message:

"PSB FOR DOME STICK."

The officer - of - the - day was somewhat puzzled as to what a "dome stick" was and unsure if the motor cutter would accommodate it. After consultation with the A/SCO (now known as the TAS officer) they took it up with the first lieutenant.

The matter was discussed at some length and it was decided that a dome stick was too large for the motor cutter. A message was sent to the battleship *Queen Elizabeth*, moored nearby, asking for the loan of her 38-foot pinnacle.

In due time the pinnacle, complete with working party, arrived at the Calcare Steps to pick up the "dome stick".

To the astonishment of the working party, the embarrassment of the ship's officers and the merriment of the ship's company, a Maltese wardroom steward stepped aboard.

How did it come about?

Easy. The original message was: "PSB FOR DOMESTIC K" (Please send boat for domestic—acknowledge). However in 1936 there was no separation sign used in the text and stewards were commonly called "domestics".



Two new units of the French Navy arrived in Halifax in early February during a violent wind and rain storm. The fleet escort *La Bourdonnais* is shown as she neared her berth in HMC Dockyard. She was followed by the escort frigate *L'Agenais*. (HS-51527)

Officer Appointed To Command *Huron*

Cdr. William H. Howe has been appointed to take command of the Tribal class destroyer escort *Huron* on her commissioning on March 28 at Halifax after major refit.

He has been officer-in-charge of the communication school at *Cornwallis* since 1955.

Naval Firemen Attend Big Blaze

The Naval Fire Department at St. John's Nfld., played a major role in combatting the worst fire in that city in recent years when it was called to assist the St. John's Fire Department with a blaze in the CNR freight shed.

Although the entire freight shed was destroyed the naval firemen were of material assistance in confining it to only one building and thus saving several valuable properties beside it.

The fire fighters and Tug No. 3 were called out at 0715 on January 25, and reported back to their station at 1645 on the same day, after assisting in fighting the conflagration for more than nine hours. The fire boat laid 1,600 feet of hose and operated its pumps for eight hours.

"Without the fire boat," said the superintendent of the St. John's Fire Department, "there would have been insufficient water to combat the fire."

Officials of the St. John's Fire Department and the Canadian National

Railways expressed officially their appreciation of the assistance rendered by the naval fire department, and the Canadian Commander Newfoundland indicated that personnel of this department were deserving of the highest commendation.

Ship's Bell Given To Legion Branch

The Eastview Ont., branch of the Canadian Legion has fallen heir, appropriately enough, to the ship's bell from the frigate *HMCS Eastview*.

At the end of the Second World War the bell was given to the town of Eastview in recognition of what the residents had done for the ship.

Recently Mayor Gordon Lavergne of Eastview turned the bell over to the local branch of the Canadian Legion for safe keeping.

The *Eastview*, a River class frigate, was laid down in August, 1943, at the Canadian Vicker's Ltd., Montreal yard, launched in November 1943 and commissioned in June, 1944. Following work-ups, she served on the North Atlantic convoy routes until war's end, as Senior Officer's ship with C-6 Escort Group.

Sent to the West Coast after V-E Day, she was slated for Pacific duty but V-J day obviated that. The ship was turned over to War Assets Corporation in July 1946 and later along with two sister ships, she was sunk as a breakwater at the entrance to Comox Harbour, B.C.

The Balloon Busters

— A short story by Lt.-Cdr. W. V. A. Lesslie —

IN ADDITION to expressing marine doubts as to the Commander's pater- nity, the trio seemed to share a com- plaint of unjustifiable persecution. The remarks being exchanged between the three bored naval officers were not at all flattering to that august gentleman who filled the appointment as Executive Officer of their remote and almost for- gotten naval air facility on the coast of Wales.

The fat little steward, the only other occupant of the mess, was busily en- gaged in polishing a table top for the fourth time, as he listened to and in- wardly applauded the cause being ex- pressed. However, his instinctive lower deck enmity for gold braid was sur- prisingly betrayed when he found him- self mentally siding with the Com- mander. To his own amazement, he was sympathizing with the punitive action which resulted from the misdeeds of the three officers, who were now be- moaning their stoppage of leave. After all, the midnight application of shoe polish to certain fixtures in the Com- mander's bathroom could hardly be ex- pected to provoke any sentiment of cheerfulness and goodwill the following morning.

The "Digger", a fighter control officer was sounding off on the injustices of navy life. He was flattered to note that McKay, the Canadian radar technician, was nodding his head in silent con- currence with each sentence. Kelly, the fighter pilot, with commendable Irish alertness, noted the steward's tuned ear and admonished the other two to be careful that the Commander did not overhear them.

As if justifying Kelly's discretion, the door of the mess swung open and the Commander stood on the threshold, making little effort to conceal his dis- appointment at the limited compani- onship available.

The war of nerves lasted only sec- onds before the building began to shake and shudder and all the occupants, ex- cept McKay, were aware of a sound of rushing wind.

McKay was just thinking that he had never known the Commander to be so enraged before, and was wondering who was catching it, when he realized that he was alone in the room. He stood up and went into the hall to find his two friends huddled under the billiard table, as paint and plaster showered about them.



"Who's going to go and look?" asked Kelly.

"Not me," said the Digger. "The way things have been lately, I'd be blamed if it was the Devil himself."

This unproductive conversation was interrupted by the Commander's re- entry from the courtyard, whence he had retreated with commendable speed.

"Come on you idiots. Don't sit there like an old maid in a battleship. Get out there and remove that thing from the chimney."

A MINOR traffic jam developed as the active members of the party turned to look at the chimney on reach- ing the courtyard.

The Digger, Kelly and McKay stared in open-mouthed amazement. Undula- ting above the wardroom was a Royal Air Force barrage balloon; it had pre- sumably come adrift from the Cardiff defences, and become so deflated that it would have settled to the earth, like a lady admiral chairing a meeting, if it were not for the eternal winds of Wales.

Its dangling length of broken cable

had somehow become entangled about the wardroom chimney. In between gusts of wind, it dropped and displayed a doleful, spaniel-like look that inspired McKay's sympathy. Moment's later, a recurring gust swept over the cliff-top and transformed the balloon into a gar- gantuan bronco, whose every lunge threatened to dislodge the chimney, or lift the whole building off its founda- tion.

McKay's scientific training at the University of Western Ontario made him aware of the fact that the centre of gravity should be kept as low as pos- sible when equilibrium is impaired or when great shocks are sustained. For one or other of these reasons, he sat down on a nearby rock, which the Com- mander, in true naval fashion, had painted white because it was too big to move.

"McKay, you look the least useful of this lot," said the Commander. "Go and phone the Officer of the Watch and get him to . . .". The sentence was never completed as the Commander's eye fol- lowed McKay's wavering finger to note

that the vagrant balloon had demolished the telephone wires.

The Commander then turned to the steward with instructions to run to the guardhouse and pass the message for help. Since the steward was a naval edition of "Mr. Five-by-five" and since the guardhouse was over a mile away across the duty runway, the use of the word "run" was hardly applicable. However, the valiant little steward remembered Nelson's signal and set out at his top speed; he reminded McKay of a tumbleweed with legs.

When McKay's attention returned to the situation at hand, he observed that the Commander was asking for suggestions as to how someone, other than the Commander, was to reach the chimney and attempt to unwind the mooring cable. There was no response for a few moments, until the Digger stepped forth and spoke, with his hand aloft.

"I shall carry the mail, sir," he announced. He had spotted a twelve-inch plank leaning against the wall and had, with admirably quick thinking, related it to the Commander's motorbike and the problem at hand.

BEFORE cooler heads could restrain his Lightning Brigade intentions, he was astride the Commander's little motorbike and was put-putting round and round the First Lieutenant's prize flower bed, as he gathered flying speed.

"Tallyho. One bogey. Twelve o'clock high. Go! Go!" was his announcement as he peeled off his circuit and hurtled toward the inclined plank.

The Commander was transfixed. Kelly covered his eyes and peeked between his fingers. McKay put both elbows on both knees, and both chins on both hands, and watched dazedly.

There was a roar and a thud, and the three groundlings next saw the motorbike cross the ridge of the roof and pass out over the edge of the cliff and down to the sea below.

Closer examination, as the dust subsided, revealed that the Digger had abandoned ship at an opportune moment and was now clinging to the chimney. He unwound the tail of the mooring wire and passed it down to Kelly and the Commander, warning them to take the weight as he unwound the last critical coil. In the process, on two occasions, gusts of wind caused the balloon to surge like a hooked swordfish and the loose coil snapped tight around the chimney, lifting Kelly and the Commander to an undignified tiptoe stance. McKay, acting now as anchor man in this inhuman tug-of-war, restored control of the balloon by passing

the tail of the wire around the rock, on which he was still sitting.

THE LAST JERK had jammed the wire into the chimney mortar and the Digger called down for some sort of tool to pry it loose. Kelly's responsive mind flashed to the Captain's car, parked nearby, and he started toward it to get a tire iron. Remembering the gusts of wind, he turned back to remind the others to be careful while his weight was off the wire.

The warning went unpassed, for by that time his companions were already a hundred feet away, dangling from the balloon cable, which was shedding bits of chimney.

The Digger slipped and tumbled down from his temporary eagle's nest and sat beside Kelly on the running board of the Captain's car. They felt rather like characters in the last scene of a Mickey Mouse cartoon, as they watched the balloon and its cargo, lurching and swaying, and growing smaller in the distance.

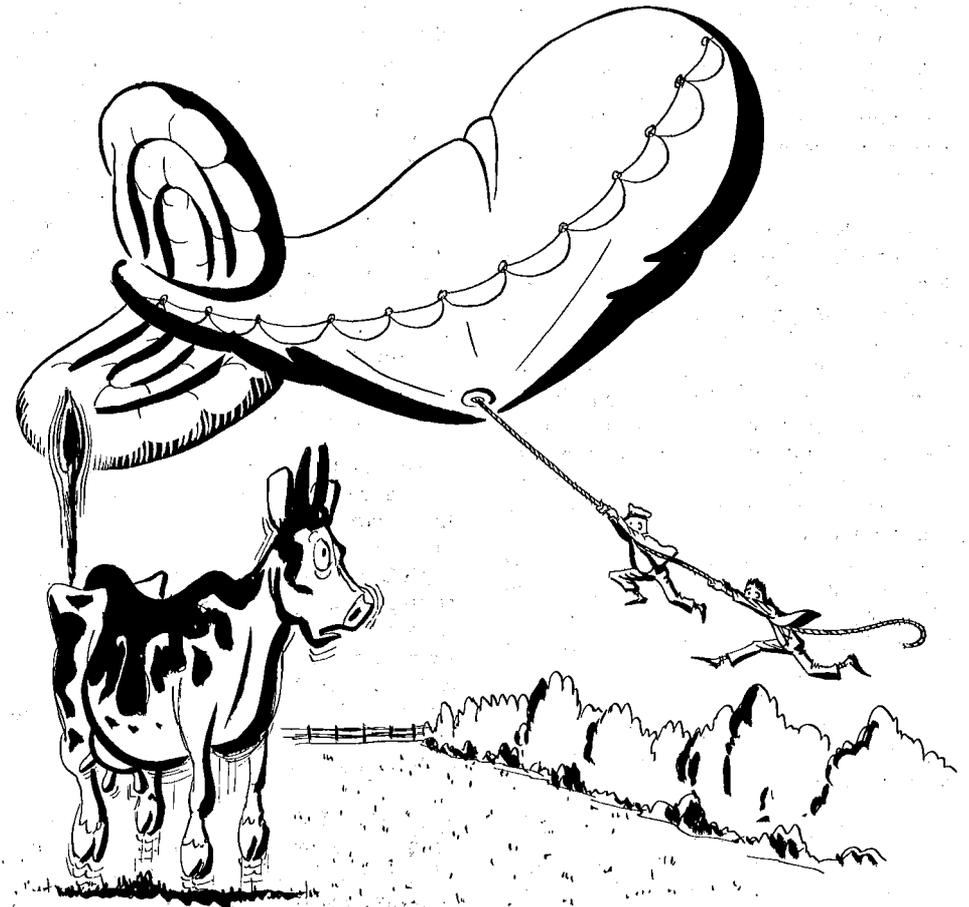
IN THE AIR, the conversation and events were both somewhat out of the ordinary. McKay was busy trying

to prevent the Commander's boots from demolishing his bridgework as he called up in the temporary direction of authority.

"Sir, I just saw the perimeter fence pass under us. Does that mean I'm in trouble for improperly leaving ship?"

The Commander opened his mouth to reply but, at that moment, a gust of wind caused the balloon to zoom and dive. This reminded him that it was some seventeen years since his plumbing had endured the escalator feelings of seasickness. He closed his eyes and mouth and found himself, for the first time, regretting the service consequences of those antics on the China Station during his years as a lieutenant, which indirectly were to blame for his present predicament, since his classmates were all in command of cruisers, and so in relative safety.

McKay surmised that the lack of a reply by the Commander indicated that he was still in the doghouse. He discarded any idea of further conversation and concentrated on watching the landscape pass by beneath them. He was particularly intrigued with the reaction of a placid old cow which had been chewing its cud in rural contentment.



Suddenly it froze, in the middle of a bite, at the unfamiliar sight of one Royal Navy Commander, and a companion of lesser importance, passing over the field. The old cow lifted its head and closed its eyes, as if hoping that this amazing sight would go away. On opening its eyes, the cow beheld the dancing balloon itself. This was too much for any gentle lover of pastoral peace, and it is doubtful if the owning farmer ever found out why the dairy declined to accept the next day's milk shipment.

On several occasions the wind subsided enough that McKay's dangling feet touched the ground as the balloon descended briefly. However, the Commander warned McKay that, if he was to take advantage of such an opportunity to abandon ship, he would be charged with desertion in the face of the enemy. The Commander had no wish to undertake a solo trip to Ireland.

McKay hadn't realized that the enemy had a face but he had no wish to return to Canada in irons, so he obediently retained his grip despite opportunities to stay ashore.

This proved to be quite an energetic policy, as he had to have his legs carrying out running motions before, during, and after each temporary descent. These gazelle-like leaps formed a unique and uncomfortable way of crossing Wales and he began to look forward to reaching the cliff where his trot-and-jump act would enable him, at last, to experience the thrill of a carrier take-off.

IN THE COURSE of this hop-and-hang progress across the fields, McKay was destined to be the first straw in the ruination of the afternoon of an innocent couple of bystanders.

Leading Stoker Cameron was entertaining one of the village barmaids by describing the wonders of Glasgow on a Saturday night, as they sat on the edge of a field. It is not for us to assess whether his intentions were to continue this travelogue. In any case, he suddenly stopped talking, on noticing that his ladylove's eyes were popping in amazement. Cameron's eyes did a tennis-fan sweep along her arm and past her trembling fingertips and out in the indicated direction.

The sight of a twenty-five-foot balloon leering at him over the hedge was enough to cause him to forget his objective, at least momentarily. Before he could recover his composure, the balloon passed overhead and the Commander and McKay came into view.

Seeing the obstructing hedge approaching, McKay had begun a Tarzanic



gallop and leap to avoid running aground. The leap was well timed, since he reached the zenith just over the hedge and commenced the next descent. The village belle decided to clear the line of fire and tumbled into the ditch.

McKay touched the ground only long enough for two running strides but, on becoming airborne again, his knee struck Cameron on the nose. The Leading Stoker joined the lady in the ditch.

As soon as the balloon and its strange cargo passed over the edge of the cliff, it gained some shelter from the wind and the trio descended steadily toward the Irish Sea. McKay and the Commander felt like doughnuts at coffee break, as they were dunked and withdrawn several times before taking up the position of the olives in a Panama martini.

McKay found that these duckings served to clear his mind and he began to appraise the position in which he found himself. The Commander, a sorry sight, had lost his upper when he spat out a portion of the Irish Sea which had carried out a preliminary reconnaissance of his innards during the first dip.

WE WILL LEAVE our grounded birdmen now and return to the Digger and Kelly, who still sat on the running board of the Captain's car, a 1935 MG, watching their recent associates zoom and dive about in their

unnatural activities. They marvelled at the piston action of McKay's legs as he ran and leaped, alternately, until the whole hallucination disappeared over the edge of the cliff.

"Nice fellah."
 "Who, the Commander?"
 "No. McKay."
 "Yeah."
 "Any family?"
 "McKay?"
 "No. The Commander."
 "Yeah."
 "Tough."
 "Yeah."

THIS INSPIRING conversation was interrupted by the return of the steward, who announced that the Officer of the Watch was bringing help to dislodge the balloon. He added that the Corporal of the Guard had said that the RAF offered rewards for the return of truant balloons.

The Digger brought this dissertation to a close by pointing silently at the site of the vanished chimney, but already his receptive mind was conjuring up a vision of a huge bundle of pound notes cavorting through the air with an escort of blue-clad cherubs.

"I've been thinking," he said to Kelly.
 "Me too."
 "Is possession really worth nine points with the legal boys?"
 "We might have to share it with them."

"Bet it's in the 'oggin by now. Would that be breaking leave?"

"Dunno. The camp includes the fore-shore and the legal beagles still haven't a definition of territorial waters."

"Think we should try it?"

"Yeah."

"The Captain's car?"

"Can't walk."

"OK."

This staff conference was concluded with the little MG carrying them swiftly through the back lanes that are so pretty and prevalent in rural Wales. The expedition nearly came to an abrupt halt when, on rounding a bend, they came bow-to-bow with a big six-wheeled Matador troop transport. They could not be described as face-to-face, any more than a Dachshund and a Great Dane can be face-to-face.

Fortunately, the ever present roadside hedge was not too coarse, so our heroes and their valiant steed charged through into the field, with screaming brakes and tires. Stoker Cameron again found that his audience had abandoned him in favour of the safety of the ditch. Seconds later they were reunited, without any effort on Cameron's part, as the port bow fender of the MG delivered an uncouth wallop to his afterdeck.

Without further adventure, the car regained the road and arrived at the beach. They saw their treasure bouncing in the waves with the Commander emulating a tea-bag.

Kelly and the Digger secured the car's tow rope to the back bumper and waded into the surf. After a certain moment of spluttering profanity, they passed it to McKay, who tied it to the mooring wire of the balloon. They ran ashore and started the car. It moved away surprisingly quickly, but this was easily explained because a gust of wind had caused the balloon to surge against its new leash and the rear bumper ended up in seven fathoms of water. A repetition, using the front bumper, was a little more successful since the bumper, this time, reached the ten-fathom mark.

Since there appeared to be no future in affixing the rope to anything but the car itself, Kelly passed it through the trunk, up through the floorboards and lashed it to a piece of driftwood which he wedged across the seat so that it projected out the open doors.

KELLY got in to drive but, no matter how he placed the gearshift, the car only moved backwards whenever he released the brake. He was more concerned to find that it even moved backwards when the brake was on. An off-shore wind and the undertow influence of the surface were forcing

the balloon to seaward and slowly dragging the captain's car closer to the water's edge, despite frantic spinning of its wheels.

The Digger then displayed the quick-thinking of seamanship knowledge so prevalent in naval airmen, and he raced to a nearby fisherman's boat where he "liberated" an anchor, complete with a short length of chain. This he dragged to a position in front of the car and quickly buried. There was just enough time to affix the cable to the car before it was dragged into the sea. The balance of power that is the traditional diplomatic objective had been achieved.

The struggle remained a hopeless draw for over an hour and Kelly and the Digger later claimed the distinction of being the only naval officers who had ever kept an anchor watch in an MG. During the period of stalemate there was an exchange of prisoners and the sea yielded McKay and the Commander in exchange for the Commander's trousers which had become ensnarled in the balloon rigging.

Eventually the evening breeze slackened and the valiant MG was able to land its catch. Progress was slow, as each recurring gust of wind swept the balloon skyward and, in so doing, lifted the rear wheels of the MG so they spun in noisy frustration. The results usually included a rotation of the car's direction which had to be corrected.

By 2130 the catch was landed and tow rope was reduced in length so that some ten feet separated the car and the balloon. They did not dare deflate it as they knew it would be too cumbersome to transport in the small car. However, they were equally aware that leaving it there, inflated or deflated, would invite poachers on their prize before morning.

It was therefore quite obvious that this triphibious beast must be taken to the camp where it could be placed in the overnight care of the Pay Commander whose appearance, by chance, was not unlike that of the balloon.

McKay meanwhile had taken the Captain's "Station Order Book" out of the glove compartment to look up the station vehicle regulations and traffic rules. There were clear instructions governing the transportation of explosives and gasoline and for sports parties and libertymen but nowhere was there any mention of rules governing the road transportation of balloons in an inflated state. The quartet had enough combined naval service to appreciate that this probably meant that it was prohibited, but they felt entitled to special dispensation.

THEY STARTED up the narrow lane with the smugness born of complying with the "One Way" sign. As soon as they breasted the hill leading from



the beach they became exposed to the residue of the evening breeze. The balloon's upsurge again lifted the spinning wheels off the ground and, with very deliberate slowness, deposited the car in contravention of the "One Way" sign. Kelly wondered if any passing policeman or magistrate would accept the true explanation of this violation without considering further charges.

It was impossible to turn the cumbersome cavalcade around in the narrow road, but Kelly noticed that they had passed the spot where he had earlier breached the hedge. He drove back that hundred yards or so and again swerved through the gap to get turning room in the field.

After seven quiet years as a milk machine, while adhering to a philosophy of live-and-let-live, this third invasion of privacy was too much for the poor old cow. It lay down quietly in the corner of the field, gave premature birth to a cross-eyed calf, and was sold to the mess as fresh-killed meat the next day.

Leading Stoker Cameron, who was by now paying ardent court to his village lass, began to suspect that past sins were catching up with him, in the shape of torment. For the third time, his tactical and psychological progress were both wiped out by the uninvited arrival of one balloon, one bumperless car, three foreign officers and a trouserless Commander. It would indeed be hard to imagine any greater combination of handicaps to the course of true love.

Insult was added to injury when the Commander, who was circling the car like a mother hen, failed to see the love nest of the ditch and stumbled into the status of three-in-a-ditch being a crowd—one bewildered stoker, one haughty barmaid and one Commander in shorts and shirtdial.

The Commander, unlike McKay, had the good taste to apologize for the intrusion before he set out in hot pursuit of the perambulating circus which by now was nearing the horizon. The Digger looked back to see that Leading Stoker Cameron was sitting on the edge of the ditch with his head in one hand and beating the ground beside him with the other fist. The village lass was carefully looking out over the edge of the ditch, like a wary submarine commander about to surface.

During the trip back there were several more occasions when the back wheels spun in suspension and, at one point, a strong eddy of wind sent the flabby prisoner soaring aloft with such vigour that the whole entourage was suspended in a most dangerous and disconcerting manner. Fortunately Kelly

still had his anchor and was able to employ a squid-jigging technique to hook the concrete abutment of a bridge over the next bend in the road. They were thus able to pull themselves back to earth. The MG was probably the first car to travel "as the crow flies".

This was the last notable event in their unusual pilgrimage and they reached the outskirts of the camp where they were duly challenged by the sentry. On being told that it was the

Commander with a balloon, he promptly quoted, at the shapes in the darkness, his instructions that no ladies were allowed into the camp after sundown.

In his toothless and trouserless state, the Commander was unable to express his thoughts on the situation, but the Digger was able to assure the sentry that entry should be permitted, though the sentry nearly bayoneted "the lady admiral" as it passed with ponderous dignity.

The Court Stenographer's Record of the Court Martial of

Acting Lieutenant (P) Patrick Michael Kelly, RNVR

Judge Advocate: Acting Lieutenant Kelly, you are charged with the following:

1. did improperly leave His Majesty's Ship, namely by RAF balloon.
2. did cause the destruction of 300 yards of telephone cable, the property of General Post Office, on the shore road.
3. were guilty of unauthorized low flying in an aircraft for which not qualified.
4. did cause the premature death of a cow in calf, said cow being the property of one Llewelyn Lewis.
5. wilful destruction of one window in cabin 33, the property of His Majesty.
6. did negligently lose the bumpers of one automobile, jointly owned by the Commanding Officer and the Workingman's Finance Company.

Prosecutor: (addressing the President of the Court Martial)

Sir. Since laying the foregoing charges, the circumstances surrounding this series of events have been reconsidered.

It is impossible to substantiate the time at which the alleged offences took place as the principal witness, the former Commander, is now Fleet Mail Officer, New Guinea. I must therefore withdraw the charge of improperly leaving ship.

I also ask the Court's permission to withdraw the charge of low flying. Lieutenant Kelly claims that he was not airborne at any time on the day in question. The only prosecution witness, one Leading Stoker Cameron, is not available to testify. He is now serving a two-year sentence for unprovoked assault of the Officer

of the Watch when the latter asked him if he had enjoyed his leave on the day in question.

The service psychiatrist has examined Lieutenant Kelly and stated that he cannot be held responsible for the destruction of the window in his cabin. It was stated that his act of throwing one anchor out the window during a nightmare was quite a reasonable reaction. I therefore withdraw that charge also.

Therefore, Mr. President, the prosecution only proposes to proceed with the second, fourth and sixth charges. The principal evidence in all three charges takes advantage of the medical phenomena whereby the experience causing death by shock is etched into the eyeball of the victim. I therefore offer as evidence this photograph of the eyeball of Mr. Lewis' dead cow. You will see quite clearly an almost photographic reproduction wherein the court may see one Royal Air Force balloon, one bumperless car, the subject of the sixth charge, and the driver, one Lieutenant (Radar) RCNVR, who is now Shore Patrol Officer in Dawson City. The accused also is easily recognized as the occupant in the rear seat.

President of the Court: Lieutenant Kelly. You have heard the charges and preliminary evidence. How do you plead?

The Accused: Insanity as of 24th August, 1942, Sir.

President: Very well. I would like the following information for the Court record and to assist me in deciding punishment. When did you enter His Majesty's Service?

The Accused: I volunteered the 24th August, 1942.

CROSSING THE LINE - - AN ANCIENT RITE

Equator Scene of Most Entertaining of Naval Customs

NO CRYSTAL BALL, no soggy tea leaves, no greasy deck of cards was needed to foretell, with the departure of the cruiser *Ontario* from Esquimalt on February 24 on her southern training cruise that in three weeks or less she would be a shambles.

This was no reflection on the ship's company or the *Venture* cadets who sailed in her. Shortly before the middle of March she was due to steam across the equator and become the scene of an ancient and uncouth ritual.

Lt.-Cdr. A. D. Taylor, recruiting officer for Quebec City, has delved into the history of many naval customs and has embodied his findings in a book, "Customs of the Navy", which has had quite a large circulation in the Royal Canadian Navy, although it has not yet been officially published. From the following extract from his book, it should be possible to reconstruct what will befall not only the officer cadets in the *Ontario* but a good many members of the ship's company as well:

Without a doubt the most entertaining of all naval customs is that of the ceremony of Crossing the Line, a practice which had its origin in the pagan initiation rites of the Vikings. The next recorded instance, somewhat obscure in detail, is that a variation of these rites was performed by ships' companies on crossing the 36th parallel of north latitude and entering the Straits of Gibraltar. Some centuries later the ceremony became one for crossing the equator. A summary of the events of the present-day ceremony as practised aboard RCN ships may be of interest.

The night before the ship is due to cross "The Line" a quaint ceremony takes place on the forecastle, in which the Bears, as agents of the Secretary of State of King Neptune's Watery Realm, board the ship, in theory via the hawsepipes; with some ingenuity this can be effectively staged with curtains of spray illuminated by coloured lights. The Bears should be received on board by a member of the ship's company who has previously been granted the Freedom of the Seas, and by him conducted to the captain on the bridge, there to deliver a Royal Proclamation regarding the ship's entry into Neptune's Kingdom, and the holding of the Royal Court on the morrow to initiate all novices into the mystic rites. The Bears may then make their exit by the way they came.



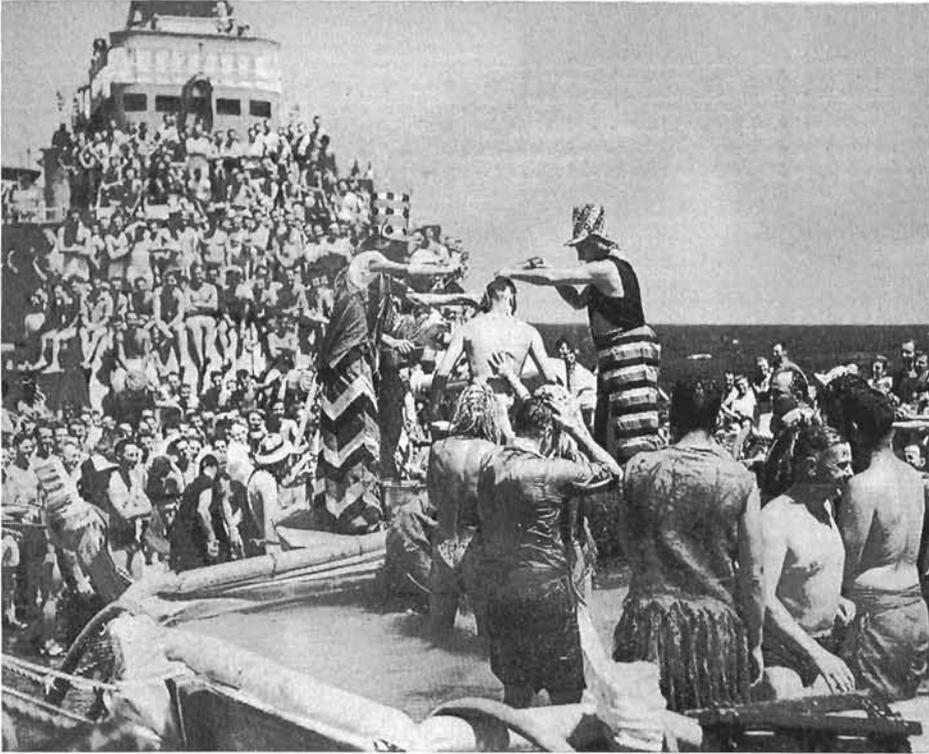
For the next day, that on which the ship crosses the equator, a canvas bath of suitable size should be rigged, and above one side of the bath rig a ducking stool and thrones for the King and Queen Amphitrite. To commence the ceremony the Royal Bugler sounds "Clear the lower deck" and "Officers' Call," to the vicinity of the bath—"dress of the day": bathing trunks—and then the Royal Procession makes its stately progress from the Royal Robing Room to the Royal Bath. This is always a high point as the members of the court will have gone to considerable pains concerning their costumes and appearance. Extreme latitude in this matter is customary, though it is usual for the king to have a bushy grey or black beard, a crown, and of course, a trident.

The actual ceremony will usually commence with the investiture of some decoration to the captain as "The Insignia of the Most Exalted Order of the Old Sea Dog"; for the executive officer and such other shipboard personalities as have already crossed the line the "Equatorial Star" or the "Equinoctial Cross" might be in order. (Engineers' workshops are potential sources of suitable decorations.)

At this point, in regal and flowery language (i.e. carefully following his

script) His Majesty King Neptune I (by the Grace of Mythology Lord of the Waters, Sovereign of All Oceans, Governor and Lord High Admiral of the Bath—to cite his traditional titles) will address the Novices as to their impending fate, warning them that none shall be overlooked, and that all "shall be initiated into the Mystic Rites of the Freedom of the Seas, according to the Ancient Customs of Our Watery Kingdom".

The Judge's Clerk will then call each candidate in order, to be presented by the Judge to Their Aquatic Majesties, and to be examined and prepared for the rites of initiation by the King's Most Eminent Physician (NB—Formal medical training is NO qualification for holding this post in the Royal Court). The customary treatment prescribed normally consists of an enormous pill, concocted in the chief petty officers' mess with the co-operation of the galley and sick bay staffs. About all that can be said of the pill is that it will not be toxic, but almost certainly laxative. As if this were not enough, a tonic, similarly of doubtful content, will be administered by the doctor's assistant; a large galley syringe, properly used for icing cakes, proves most effective for this purpose. The doctor may also use



a wooden mallet to sound back, chest, and probably head of the victim, who is then certified fit for the ordeal, and is passed on to the Royal Barber and his nefarious assistant, to be made more presentable for the initiation rites. These unskilled functionaries will lather his face, and probably more, and then shave him with a large wooden straight razor. During this he will be pushed over backwards into the canvas bath, there to be ducked several times by the bears.

From time to time, should the secret police report that some novices are in hiding (no doubt in fear and trembling), the King may interrupt the proceedings to make public announcement of their offence, and order his police to arrest the offenders and bring them before him, to answer for their misdeeds.

When the greenhorns have all been dealt with "according to the customs of the sea" it is usual for the shellbacks to apply to re-qualify, following which formalities are relaxed and the entire Court will undoubtedly take a plunge (not always voluntary) into the bath. It is needless to say that this ceremony is one of great amusement and much good-natured skylarking.

We normally commemorate the occasion by awarding a "Crossing the Line" certificate specially produced for that ship and that particular cruise across "The Line". Many of these certificates have been created artistically by Cdr. H. W. S. Soulsby, RCN (Ret'd), of Victoria, a frequent contributor to *The Crowsnest*.—A.D.T.

7-Year Refit for Victorious

Following a period of seven years, during which she was virtually rebuilt in Portsmouth Dockyard, HMS *Victorious*, the world's most modern aircraft carrier, was commissioned in January.

The work carried out on the ship was the largest task of its kind ever undertaken in a royal dockyard or commercial shipyard in Great Britain.

The *Victorious* is the first British aircraft carrier to be fitted with all of the British-developed aids to naval flying, the fully-angled flight deck, steam catapults and mirror deck landing aids. In her modernization program, more than 800 miles of electric cables, 10,000 lighting points, 10 miles of ventilation trunking and 17,000 square yards of linoleum were used.

The island, for the size of the ship, appears small by present-day standards but this has been done to allow the maximum available flight deck area. The placing of the two-tier operations rooms, radar display room and associated compartments below the flight deck level has enabled the size of the island to be kept to the minimum.

Strong enough to take the heaviest of Fleet Air Arm aircraft, the flight

deck is just over 775 feet long. The angled deck is the ship's most striking feature. An angle of $8\frac{3}{4}$ degrees has been achieved by extending the flight deck outwards for 41 feet on the port side for a length of 120 feet. It overhangs the ship's side by some $35\frac{1}{2}$ feet.

Her modernization was deliberately prolonged to enable all of the latest equipment and developments to be incorporated. Her radar has been described as the best ship-borne air defence radar in the world which combines early warning and high discrimination of an aircraft's position in plan and height simultaneously. It is also fitted with a high discrimination radar with a computer to "talk down" aircraft safely on to the deck in all weathers.

During the Second World War, the *Victorious*, which was launched in September, 1939, was in many actions against the enemy between May, 1941 and May, 1945. Air strikes were launched against the German battle-ships *Bismarck* and *Tirpitz* in 1941, 1942 and 1944. Her escort duties took her to North Russia and Malta in 1942 while her air group covered the North Africa landings and then, in the following years of the war, launched strikes against land targets in New Georgia, Northern Sumatra and Palembang.

On May 9, 1945, she was hit on the flight deck by a Kamikaze aircraft but within a few hours was in action again.

"Drive On" Ship For Sea Transport

The latest ship of the United States Navy to join the Military Sea Transportation Service fleet in the Atlantic, is, according to the Armed Forces Press Service of New York, the first transport vessel to utilize the new roll-on, roll-off loading and unloading technique.

The ship, the USS *Comet*, can load over 700 vehicles, one sixth the number required for an armoured division, in a matter of hours. By conventional means this loading would take several days.

Cargo and vehicles instead of being loaded by hoist, are driven aboard on five hydraulically operated platforms from dock level. Drivers follow a series of coloured lights which directs them to the main deck or either of the two storage holds by means of ramps. Special winches, portable battery-chargers and tire-pumping equipment keep stalled vehicles moving, while ventilation and drainage systems handle the hazards of exhaust fumes and spilled gasoline.

The *Comet* is 499 feet long, with a speed of 18 knots and a cruising range of 13,000 miles.

OFFICERS AND MEN

Medical Officers

Visit Halifax

Twelve medical officers from the three Armed Services currently attending a course at the Medical Joint Training Centre, Toronto, visited the Halifax area 13-15 February.

The group arrived by air February 13, toured the RCN Hospital, *Stadacona*, and heard a lecture by Surgeon Cdr. H. C. Lane, principal medical officer. Friday the members visited *Shearwater*, and saw a demonstration of diving equipment and techniques on board the *Granby*, headquarters ship for the RCN's operational diving unit.

Included in the group were seven Army medical officers, three from the RCAF and two from the Navy. The purpose of the tour was to acquaint members with naval medical facilities.

Admiral Adams

Soon to Retire

Rear-Admiral Kenneth F. Adams, who for the past five years has been in command of the 22 naval divisions of the RCN(R), with headquarters at Hamilton, Ontario, will proceed on retirement leave on April 2, 1958, after 33 years of service in the RCN.

Rear-Admiral Adams established the naval reserve headquarters in Hamilton in April 1953 and was instrumental in organizing the RCN(R) on its present basis.

He will be succeeded by Commodore Edward W. Finch-Noyes, who has been Commodore, RCN Barracks, Halifax, and commanding officer of *Stadacona*.

Rear-Admiral Adams was born in Victoria, B.C., on September 6, 1903, and graduated from the Royal Naval College of Canada in 1922. As there were no naval vacancies at that time, he entered the merchant service and obtained his master's certificate. He joined the Royal Canadian Naval Reserve in 1928 and a few months later transferred to the Royal Canadian Navy as a lieutenant.

A period in the destroyer *Vancouver* and service with the Royal Navy followed until 1931, when he returned to Canada for two years' service in the *Skeena*. A further two years with the Royal Navy was followed by his appointment as first lieutenant of the destroyer *Champlain*. In 1937 he became



REAR-ADMIRAL K. F. ADAMS

first lieutenant of another destroyer, the *St. Laurent*.

Shortly before the outbreak of the Second World War Rear-Admiral Adams was appointed to *Stadacona*. He was serving as executive officer of the barracks when he was promoted to the acting rank of commander in July 1940. He was confirmed in rank in January 1941.

From April until December 1941, Rear-Admiral Adams was in command of the auxiliary cruiser *Prince David*. He then returned to Halifax as commanding officer of *Stadacona*.

Between February and December 1943 he commanded the destroyers

WEDDINGS

Able Seaman Jerome J. Bellmore, *Cornwallis*, to Miss Margaret MacDonald, of Port Hood, N.S.

Able Seaman William H. Dockrill, *Outremont*, to Miss Martha Glenda Simpson, of Halifax.

Lieutenant Alan H. Brookbank, Naval Headquarters, to Miss Patricia Josephine Ellis, of Ottawa.

Sub-Lieutenant (MN) Margaret Ann Brown, *Naden*, to Lieutenant Barry D. Blair, Royal Canadian Engineers, of Guelph, Ont.

BIRTHS

To Able Seaman V. A. Propp, *Naden*, and Mrs. Propp, a son.



COMMODORE E. W. FINCH-NOYES

Assiniboine and *Ottawa*, and the auxiliary cruiser *Prince Henry*. This was followed by service at Naval Headquarters as Director of Warfare.

In August 1944 he became Commanding Officer of HMCS *Somers Isles*, the Royal Canadian Navy's wartime sea training base in Bermuda.

Early in 1945 he commanded the *Iroquois* and in July of that year became commanding officer of *Stadacona* for the second time.

Rear-Admiral Adams assumed command of the cruiser *Uganda* (now the *Quebec*) in July 1946 and was in this ship for a year before taking up the dual appointment of Deputy Chief of Naval Personnel and Director of Naval Reserves at Naval Headquarters. He relinquished the former post in June 1949 to devote full time to his duties as Director of Naval Reserves. In September 1949 he was appointed in command of the aircraft carrier *Magnificent* and two years later he assumed command of *Naden*.

With the formation of a new establishment at Hamilton to administer the 22 naval divisions and the RCN (Reserve), Rear-Admiral Adams became the first Commanding Officer Naval

Divisions on April 27, 1953. His promotion to Rear-Admiral was effective May 27, 1955.

Rear-Admiral Adams was awarded the Greek War Cross, Third Class, by King George II of Greece, in December, 1942 for his services while captain of the *Prince David*. The Canadian ship was one of a number of warships which escorted another carrying the King of Greece from North African waters to England in September 1941.

An outstanding athlete in his earlier years, Rear-Admiral Adams has always fostered and taken an active interest in sports and recreational programs in ships and establishments under his charge.

Commodore Finch-Noyes was born in Hamilton on June 9, 1909, and was living in Oakville, Ontario, when he entered the RCN as a cadet in September 1926. He has been Commodore RCN Barracks, Halifax, since August, 1955.

Wren Officer Enters Permanent Force

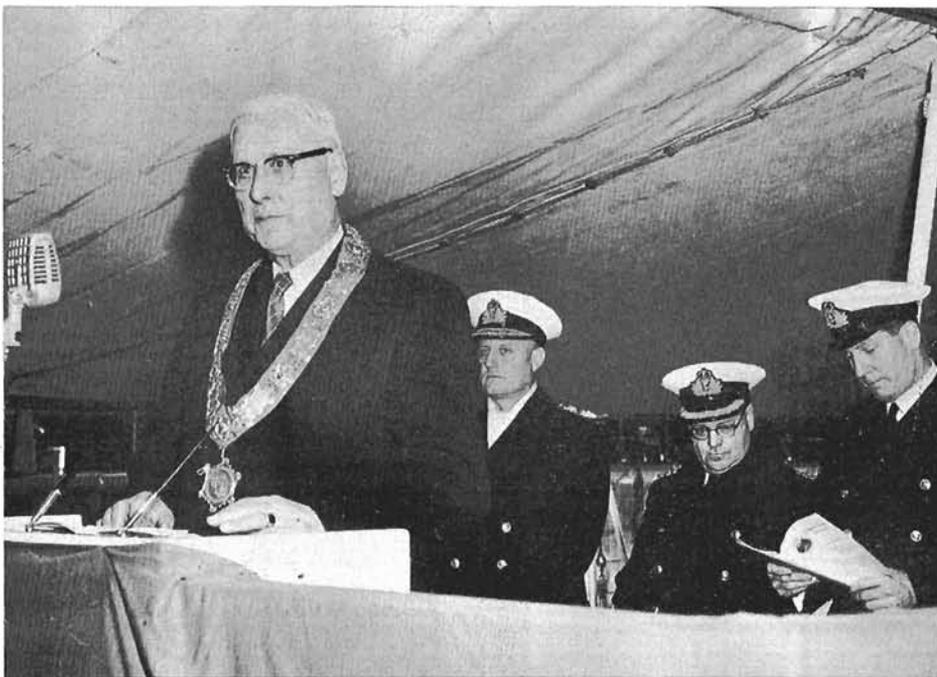
Lt. (W) Constance Eileen Ogilvy, of Toronto, has been granted a permanent commission in the Royal Canadian Navy. Formerly on a three-year short service appointment, she has been assistant to the Personnel Selection Officer and Wren Divisional Officer at HMCS *Stadacona*, RCN Barracks at Halifax.



"Another little touch won't do it any harm."—and Ord. Sea. Dick Austin puts a mirror-finish on his ship's bell. The *New Waterford* re-entered service as a newly-modernized Prestonian class frigate on January 31. (E-44292)

Lt. Ogilvy entered the WRCNS as probationary wren in December, 1942, and was commissioned in August, 1943. She served, until she took her discharge in March 1946, as unit officer at HMCS *St. Hyacinthe*, wartime signals school near *St. Hyacinthe*, Quebec; at *Stadacona*, and at *Cornwallis*.

After graduating from the University of Toronto in 1949, with a BA degree, she worked with the Toronto Board of Education until 1955. During this time she also went on the active list of the RCN(R) at *York*, Toronto naval division. In September 1955 she entered the RCN on a short service appointment.



His Worship Mayor Percy Scurrah, of Victoria, spoke during the commissioning ceremonies of the modernized frigate *Beacon Hill* last December. Standing behind the guest of honour are Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast; Cdr. (L) J. R. Allen, Resident Naval Overseer, Vancouver, and Lt.-Cdr. P. F. Wilson, commanding officer of the *Beacon Hill*. (E-43926)

Royal Navy Unites Reserve Forces

A move comparable to the formation of a single reserve by the Royal Canadian Navy in 1946 has been made by the Royal Navy, with the announcement by the First Lord of the Admiralty, the Earl of Selkirk, in December that all the Royal Navy's volunteer reserves would be amalgamated under the title of the Royal Naval Reserve.

Affected by the change are the existing Royal Naval Reserve (RNR), whose members are drawn from merchant service and fishing fleets; the Royal Naval Volunteer Reserve (RNVR); the Royal Naval Volunteer (Wireless) Reserve (RNV(W)R), which will be incorporated in the new reserve as the telegraphist branch, and the Royal Naval Volunteer (Postal) Reserve (RNV(P)R).

The Women's Royal Naval Volunteer Reserve (WRNVR) will continue as a separate organization but will be closely associated with the new RNR.

An official statement said that three main considerations had been taken into account:

"(a) The changed concept of modern war, which requires that reservists, on mobilization, be ready to join the Fleet without any further training;

"(b) The need to review the tasks which the volunteer reservist can reasonably be expected to perform efficiently on mobilization, having regard to the approaching end of National Service, with its two years' valuable experience with the Royal Navy, and

"(c) The ever-present need to make economies in naval expenditure."

The primary function of the reserve will be to meet the sea-going requirements of the Royal Navy and the sea training of reservists will be concentrated in modern coastal minesweepers, such as have, for some years, been attached to each RNVR division. Floating drill ships are to be withdrawn and replaced by shore headquarters, as an economy measure.

New Sea Weapon Introduced by USN

The United States Navy recently disclosed that a new weapon, known as the RAT, is now operational with the Pacific and the Atlantic Fleets.

The RAT, a nickname for "rocket assisted torpedo", combines many advantages in one small package.



Captain (now Acting Commodore) H. V. W. Groos, who commissioned HMCS Bonaventure on January 17, 1957, bids farewell to senior chiefs of the aircraft carrier before proceeding to the West Coast to become Commodore, RCN Barracks, Esquimalt. He is shaking hands with CPO Ted Rigby. (BN-1503)

Its use permits destroyers to "kill" submarines without going within range of the submarine's torpedoes. The "kill" radius around the ship has been extended for many miles. In addition, the RAT is light, (450 pounds), small

(torpedo eight feet; the entire RAT system 16 feet), inexpensive, logistically foolproof, and can be armed with an atomic warhead.

Mounted on a short track on a five-inch gun, it is automatically aimed and launched by an electronic computer linked to the standard sonar submarine detecting gear. It is boosted into the air by a solid fuel rocket motor and as it nears its maximum altitude an aluminum casing opens to release the torpedo. On the downward arc the speed is reduced by two six-foot parachutes to minimize damage to the control mechanism. Once in the water the "homing" gear takes over and guides the weapon to the target.

Permanent Status for Wren Officer

Lt. (W) Dorothy June Kiely, of Ottawa and Brockville, Ont., has been granted a permanent commission in the Royal Canadian Navy.

Formerly on a three-year short service appointment, she has been carrying out flying control duties at *Shearwater* since January, 1953. In addition Lt. Kiely is Wren divisional officer at *Shearwater*.

Born in Ottawa, she entered the RCN (R) in August, 1952, at *Donnacona*, Montreal naval division. In January, 1953, she commenced a flying control course with the RCAF, after which she took up her present appointment.



After nearly 14 years of operation, the bakery at the Royal Canadian Navy's Central Victualling Depot in Halifax closed recently. The Navy will now purchase its bread and rolls from commercial bakeries in the area. The bakery, which has produced an average of 85,000 pounds of bread and rolls each month, supplied ships and establishments in the Halifax area, in addition to HMCS Cornwallis. The establishment employed a staff of 15 naval personnel. Leading Seamen Albert Watson and Gerald Goldring are shown placing the last batch of bread in the ovens. (HS-51455)



Foreshadowing future armadas of undersea warships, the nuclear submarines Seawolf (nearest camera) and Nautilus steam into Long Island Sound. (Official U.S. Navy Photograph.)

Atomic Power High in Naval Planning

RCN Officers Train in Nuclear Marine Engineering

THE ROYAL CANADIAN NAVY is taking an interest in the possibilities of nuclear energy in the propulsion of naval vessels.

The development of a group of Royal Canadian Navy personnel trained in nuclear engineering gained impetus early this year when the first Canadian naval officers selected to study this newest field in marine propulsion began a one-year training period in the United Kingdom.

Three officers and a civilian engineer of the RCN joined the Yarrows Admiralty Research Development Team at Glasgow, Scotland, in mid-January. Each of them had previously completed a 16-weeks training course at the Reactor School at the Atomic Research Centre, Harwell, England. They are: Cdr. (E) R. St. G. Stephens; Con. Lt.-Cdr. W. M. Ogle; Lt. (L) G. A. Kastner, and R. A. Mitchell, a member of the Naval Engineering Design Investigation Team, Ville la Salle, Montreal.

At Yarrows, together with naval architects and engineers from the Admiralty and British shipyards, they will study design techniques and reactor installation in relation to marine engineering. The project as a whole is under the sponsorship of the Admiralty. The arrangement to send RCN representatives to Glasgow is in accordance with the long-established and close relationship between the RN and the RCN.

A reference to this intention to send naval personnel to the United Kingdom for this purpose was made by the Hon. G. R. Pearkes, Minister of National Defence, when, in the course of his statement on defence policy in the House of Commons on December 5, 1957,

stated: "Studies in nuclear propulsion for ships are to be undertaken in conjunction with the Royal Navy, and a Canadian team of scientists and naval officers will proceed to the United Kingdom for this purpose early next year."

At the present time, the RCN has other officers employed in the nuclear engineering field. Lt. (E) S. E. Hopkins, became the first RCN officer to receive a Master of Science Degree in nuclear engineering, when he graduated from the University of Ottawa in September, 1957. He was seconded to Atomic Energy of Canada Limited at Chalk River prior to taking up a temporary appointment at the end of 1957 as Staff Officer (Nuclear Engineering) at Naval Headquarters.

Early in January, Cdr. (E) M. W. Anketell-Jones left Ottawa for the United Kingdom to take the reactor course at Harwell. On his return to Canada this summer, he will take up the appointment held at present by Lt. Hopkins.

In addition, two other officers are studying nuclear engineering as part of a course they are taking at the Massachusetts Institute of Technology, Lt.-Cdr. (L) C. R. Nixon and Lt.-Cdr. (L) Joseph Stachon.

THE VALUE of nuclear power for marine propulsion was discussed by Rear-Admiral G. A. M. Wilson, Deputy Engineer-in-Chief (N) and Rear-Admiral Nuclear Propulsion, in an address at the Royal United Service Institution in December. It was the first comprehensive review of the subject given to a United Kingdom audi-

ence, according to the *Admiralty News Summary*, from which this is reprinted.

After reviewing the fundamentals of reactor design and selection Admiral Wilson went on to describe the maritime possibilities of nuclear power.

In view of its importance the full text of that part of his speech is here reproduced:

WHAT DOES nuclear power offer? From a naval viewpoint almost limitless endurance at high power without requiring oxygen for combustion. This is, of course, ideal for a submarine and for the first time in history we have within our grasp a true submersible independent for long periods of any contact with the atmosphere and capable of high sustained speed underwater. As an instrument for surprise attack against targets (sea or land) it has potentialities which are unsurpassed, and the problems which it poses to the defence are formidable indeed.

The effectiveness of submarines in the anti-submarine role is not in doubt and if we are to have any chance to kill enemy submarines which are nuclear propelled, ours must have at least as good, if not better, capabilities. As a long term development, the threat of offensive action using ballistic rockets and similar weapons fired from submersibles, even when submerged, can be greatly increased by the adoption of nuclear propulsion. Its strategic and tactical potentialities are so great that nuclear propelled submarines must surely be regarded as a new weapon of war rather than as an improved existing type. The American Navy, based on the phenomenal results experienced

with trials of *Nautilus* in every conceivable role (except that of a ballistic missile carrier) certainly so regards them.

As early as 1946 the Admiralty were aware of the potentialities of nuclear power for such an application, but due to the lack of facilities and personnel, it was impossible to institute anything more than the sketchiest preliminary investigations until 1950. At this time the preliminary design of a land based prototype of a gas-cooled graphite-moderated low-enrichment reactor was considered, which it was hoped would form the basis of a submarine machinery installation. Investigations showed that the proposed design would be unsuitable and the study was abandoned. It did, however, reveal much valuable information on gas technology which proved useful in the Calder Hall program.

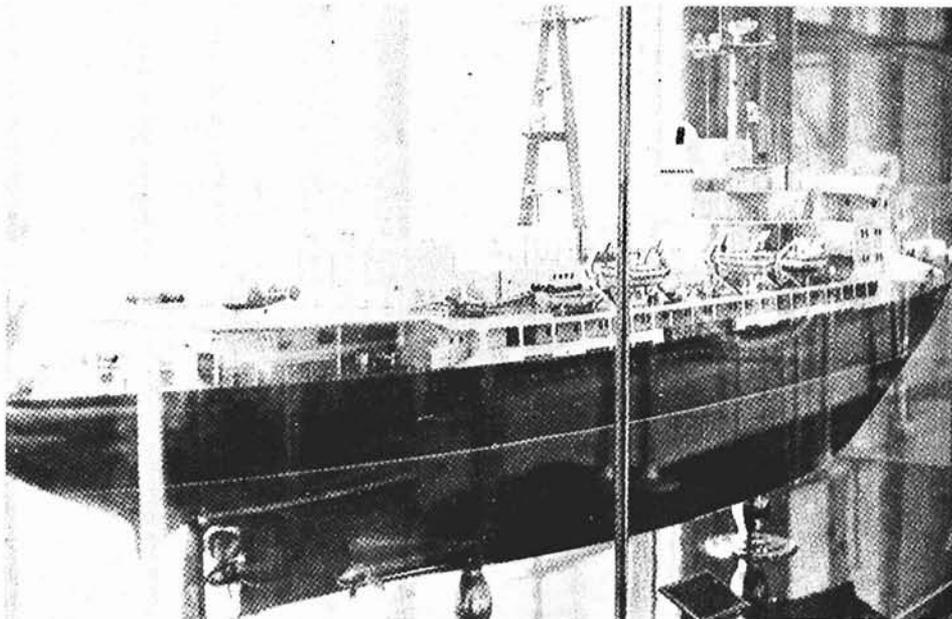
By this time most of the available effort of the Atomic Energy Authority had been diverted to the land based program. There is no doubt whatever in my mind that the policy of the country, with its crying need for increasing land power generation, was entirely right in channelling its whole endeavours first to this end. Coupled with this, the unavailability of fissile material for highly enriched systems delayed any serious start being made on a further study until 1954, when the *Dreadnought* project was initiated.

A PART FROM the submarine, where should we aim for the next military application?

In surface ships, the advantages of long endurance at high speed must always be weighed against the penalties of weight, and space. Reactors, even the most compact of them, tend to be heavy and cumbersome beasts. Therefore, we shall certainly first see nuclear propulsion applied to large rather than small surface ships.

The aircraft carrier, with its need for high speed, is a worthwhile application and it has other particular advantages in greatly improved possibilities of ship, flight deck and radar layout; increased capacity for aviation fuels and much improved conditions for landing on. The carrier clearly has very strong claims indeed for our next fighting ship application.

For those who have doubts on the wisdom or necessity of converting to a nuclear fleet, I would suggest they reflect on what is being done by other nations in this field. The Americans are committed to, and have made a great start in constructing a nuclear fleet. Nineteen submarines of varying



Here are two views of a model of the Russian nuclear-powered icebreaker, *Lenin*, launched late in 1957. Her engines will develop from 44,000 to 56,000 horsepower and she will have three propellers, giving her a maximum speed of 18 knots. It is reported that the *Lenin* will be able to steam for a full year without refuelling and that her daily fuel consumption will be five ounces.

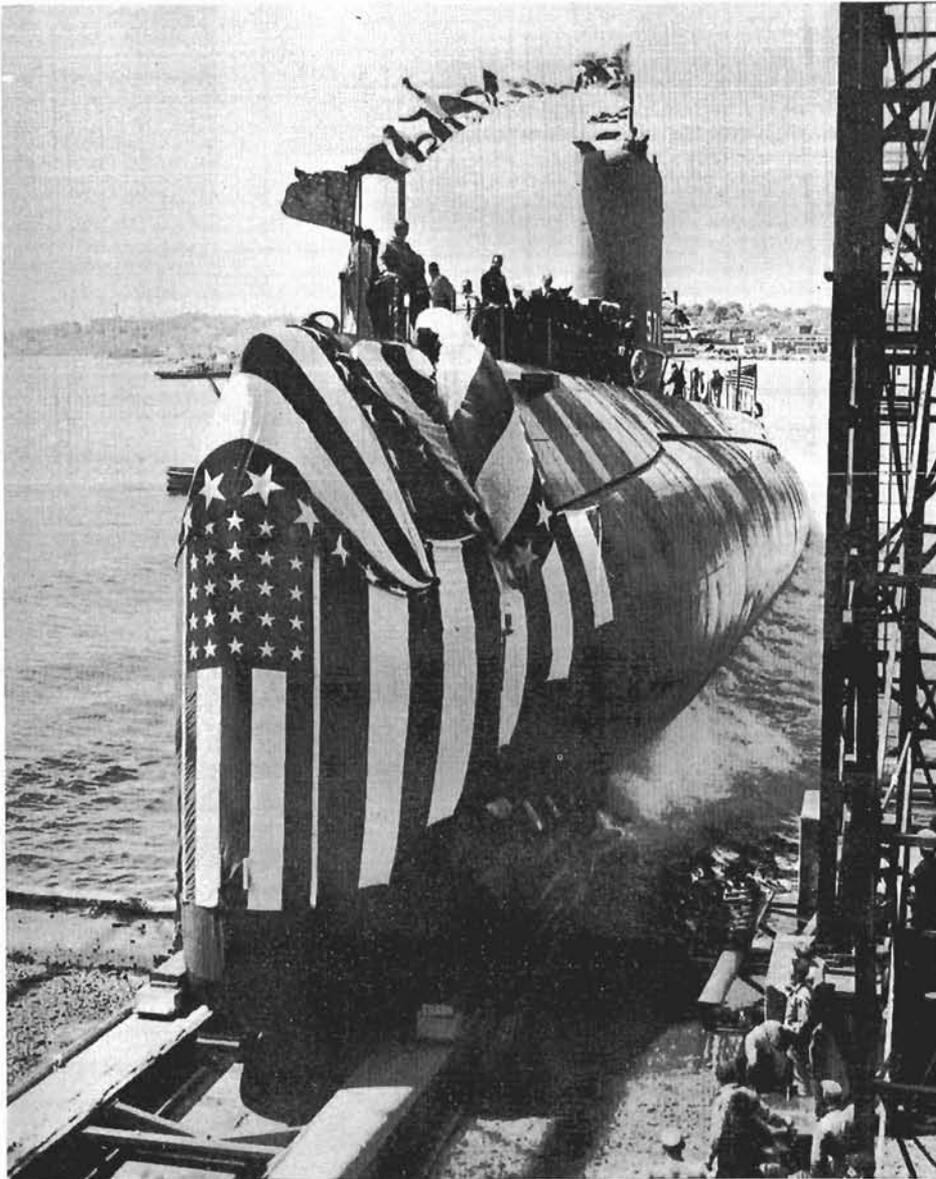
types are built or under construction or planned for completion by 1961, a cruiser is due to be completed by 1960, and a large fleet carrier will follow. Preliminary design investigations for a destroyer are in progress. As regards the carriers, approval for a further five has been sought by the Navy; one each succeeding year for a total of six in service by 1966.

We do not know definitely the Soviet intentions, but they must be aware of the advantages that nuclear-powered submarines would give to their very large underwater fleet. Their achievement with their satellite program bears

ample evidence of their rapid advances in the scientific field.

The French have announced their intention of getting a submarine to sea by 1961.

It is obvious that the transition from conventional power to nuclear will be a slow one and we will be faced with the problem of operating both types of ship at the same time. It is just not practicable to convert conventionally propelled warships to nuclear and, in my opinion, it will eventually be of great benefit to adopt nuclear propulsion for Fleet replenishment work, thereby spreading the benefits widely



The western world's third atomic submarine, USS Skate, slides from the ways into Connecticut's Thames River last spring. The Skate is the U.S. Navy's first "production model" atomic submarine. (Official U.S. Navy Photograph.)

over the conventional Fleet by very greatly increasing its operational endurance.

FROM A TECHNICAL point of view, the problems associated with the application of nuclear power to a merchant ship of a large tanker type, or a fleet replenishment tanker, are expected to be quite similar and, to a large degree, much of the research and development could be dovetailed. It is generally agreed that a tanker is probably the most rewarding application for commercial vessels—at least initially.

If nuclear power is to be attractive commercially it must be economically competitive. All studies to date have shown there to be a disparity between

the overall operating costs of a nuclear and conventionally powered ship, but, as would be expected, the gap is smaller the larger the ship. In the early stages of merchant ship development it will be necessary to choose a ship which has a high usage factor and one which is capable of large bulk transport weight. A tanker most nearly fills these conditions and it is for this reason it is thought to be the most attractive proposition at the present time, although the high speeds required for trans-Atlantic liners and some other fast passenger ships with the consequent heavy expenditure of fuel at these high powers, makes this type of ship another strong candidate for nuclear power. For obvious reasons it is too big a commercial risk for a first venture.

Many people have done economic studies and have, I think, reached roughly the same conclusion; that is, that at the present time there would be approximately a 15 to 20 per cent increase in running costs of a nuclear vessel over a similar conventional one. I thought you might be interested to see the trends that some studies have shown to date.

The cost per ton of delivering oil in the United Kingdom from the Persian Gulf has been plotted against ship speed for both conventional and nuclear ships of varying size. All nuclear ships have been assumed to be fitted with a graphite-moderated gas-cooled reactor. Allowances have been made for running cost, fuel costs and capital costs to give an overall operating cost. You will see that in the case of conventional ships varying fuel costs have been taken to cover possible increases in these charges.

Today's prices vary between £6 10s. and £9 a ton, but the rate of increase of fissile fuel costs over the last few years leads one to expect that these figures will continue to increase. In the nuclear case the amortization charges on capital predominate and the fuel costs are only a small percentage of the overall costs whereas in a conventional ship the fuel costs contribute by far the greatest part of the overall operating costs.

It will be seen that for a 65,000-ton deadweight ship the costs of conventional and nuclear vessels break even at about 21 knots, but this does not represent the optimum operating speed for either. At higher speeds the nuclear ship wins over the conventional one, but there is no commercial incentive to operate at these higher speeds unless there should be a shortage of oil in this country and it became a paying proposition to import oil at a higher price. The 65,000-ton ship looks more attractive than the larger ship due to the fact that it could return in ballast via Suez, whereas the 80,000-ton ship would have to go round the Cape both ways.

IT WILL BE CLEAR from all this that it is the capital costs and not the running costs which are retarding the application of nuclear power to commercial vessels at the present time. All efforts must therefore be directed to reducing the capital charges and development is currently going on to achieve this aim. In land power stations it is now considered possible to bring down the unit cost by raising the generation capacity for the same size plant. In a ship this increased power cannot be so easily utilized. It could

Nuclear-Powered Ships in Being, Under Construction or Projected

CANADA

Icebreakers (1):

Department of Transport considering construction of atomic icebreaker as part of plans for keeping Lower St. Lawrence open year-round.

FRANCE

Submarines (1):

Q.224

—

In planning stage; ready by 1961.

RUSSIA

Icebreakers (2):

Lenin

16,000 tons

Launched late 1957; to be in operation by 1960.

—

28,000 tons

Projected.

UNITED KINGDOM

Submarines (1):

Dreadnought

2,000 tons

On order.

Tankers (2):

—

90,000 tons

Expected to be world's largest ships; to transport oil from Middle East via Cape of Good Hope.

UNITED STATES

Aircraft Carriers (1):

CVA(N) 65

85,000 tons

Authorized.

Guided Missile Cruisers (1):

Long Beach

14,000 tons

To be ready by 1961.

Submarines (19):

Nautilus

3,180 tons

First of kind; commissioned September 30, 1954.

Seawolf

3,200 tons

In operation.

Skate

—

About 25 per cent smaller than Nautilus.

Swordfish

—

Sargo

—

Sea Dragon

—

Halibut

2,900 tons

Guided missile launcher.

Triton

5,450 tons

To be largest submarine ever built; radar picket; speed over 30 knots.

Skipjack

—

Scamp

—

Scorpion

—

Sculpin

—

Shark

—

Snook

—

This and five following are high-speed subs of teardrop design; will "fly" underwater and expected to be able to outmanoeuvre fastest destroyers afloat; Skipjack to join fleet some time in 1959.

(Five other nuclear submarines in early planning stage.)

Merchant Ship (1):

NS Savannah

10,190 tons

To be ready by 1960; speed 20 knots; accommodation for 60 passengers.

increase the speed at which the ship would operate, but since speed varies only as the cube root of the power, we do not get significant gains in the economics. We must look, therefore, for other ways, and one avenue which appears promising is the use of slightly enriched fuel which can drastically reduce the size and weight of the reactor and its associated shielding. Advantages also lie in the use of higher operating temperatures and higher efficiencies.

Moreover, building prototype plans can be an important step in reducing capital costs. As experience is gained, both designers and manufacturers will develop methods which should lead to manufacturing cost reductions. In its present infancy, the production of nuclear equipment has, of necessity, often to be carried out on a costly "one off" basis.

Foreign reports tend to confirm these findings as regards the economics of nuclear propulsion. But despite this fact, many countries have embarked on a nuclear programme of construction and/or extensive feasibility studies. In America the Eisenhower peace ship, a fast cargo passenger liner of about 25,000 tons displacement, is due for completion in 1960. This is predominantly a prestige ship and has certainly not been claimed as economic. Despite this, however, they will have the opportunity of gaining first-hand experience in design, construction and installation and operation of a nuclear propelled merchant vessel. In addition to this, feasibility studies are proceeding with governmental backing especially into the possibility of using gas-cooled reactors coupled with closed cycle gas turbines. The Americans with less need to develop cheap electricity from nuclear power are able to put a far greater concerted effort into the ship problem and will, to my mind, be a real danger to our shipbuilding industry unless we, as a nation, can get moving quickly.

The Russians are building a 16,000-ton displacement icebreaker which is due for completion about 1960.

In Japan, design studies of two nuclear ships are reported to be actively in progress. Whilst the size, type and power are not known, it has been reported that the maritime administration are seeking an allocation of over £4 million for their 1958 budget for a development of nuclear propelled merchant ships. We also know the Japanese are particularly interested in the possibility of commercial submersibles.

Norway, Sweden, Netherlands, Italy and France are all reported to be actively

engaged on the design of plants for mercantile marine applications. The Norwegian and Swedish studies are understood to be well advanced, but there is not evidence of any authorization to build. Norway is, however, building an experimental reactor scheduled to start operations in 1958 which, although basically a shore plant, is expected to lead to the design of a marine plant.

In Western Germany four German firms have formed a company which has a development of a reactor for ship propulsion as its main objective, and they are intending to construct a shore prototype plant as a first step.

IN THIS COUNTRY (the United Kingdom) several groups of companies have announced the formation of associate companies whose avowed intention is the design and development of nuclear plants for merchant ships. Only the most preliminary investigations, however, have been undertaken to date. Of course, no nuclear venture can proceed far without the help and, in particular, the experimental backing of the UKAEA. In any case, the Authority has complete control of fuel supplies and advises the Cabinet on reactor safety.

This leads me to one point which I have not yet touched on at all, but which is of primary importance—the question of safety. Time does not permit me discussing this at any length, but I should like to say that with nuclear reactors there is no danger of nuclear explosions in the sense of a small atomic bomb. The worst that can happen would be an accident comparable to a boiler explosion probably due to loss of coolant, but this could have the resultant effect of spreading highly radio-active materials over a comparatively large area and might therefore be quite a major disaster.

One endeavours in reactor design to choose a system which is inherently safe; that is to say, one in which the loss of moderator or the coolant tends to reduce the criticality of the reactor rather than increase it. Due to certain fundamental nuclear properties it is possible to make systems self-compensating, and so reduce the effect of mechanical failures. The problem of safety in marine plants is, of course, even more difficult than for power stations, since we are faced not only with an unstable platform which prohibits, for instance, the use of gravity for emergency shut-down by control rods, but we must also consider such problems as stranding and sinking.

Whilst many of these problems are formidable, they are, I feel, capable of solution and, as always the best way of finding out the answer is to undertake a realistic project. It will be necessary to evolve a fundamental philosophy for safety and ensure that design and construction of all marine plants complies with them. It will almost certainly be necessary to use some form of containment vessel for the whole of the primary circuit. We are well aware of the importance of safety and as a first step a Safety Committee has recently been instituted to study the behaviour of nuclear warships in British territorial waters and ports. Besides the Admiralty, members of the Atomic Energy Authority, Ministry of Transport, and Lloyds Register are represented.

IN ADDITION to the safety aspect, there are undoubtedly large-ship installation problems which will have to be faced. The heavy concentrated weight of the reactor pressure vessel and shielding will necessitate specially designed structures and supports which will have to be carefully designed as part of ship's structure. The siting of the machinery in the ship will need careful consideration, and it is most unlikely that we would be able to install it well aft since this would result in problems in ship stability and trim. The positioning of the machinery must also be considered from the point of view of collision, to ensure the reactor is least liable to damage. It will be appreciated that the overall design of the nuclear plant and associated machinery will call for the very closest of co-operation between the reactor designers, marine engineers and naval architects.

The transition from oil or coal to nuclear power for the majority of ships is as inevitable as the earlier transition from sail to steam. It will start comparatively slowly, but with ever growing momentum. No one can predict just how fast this will happen although there are many who are willing to try.

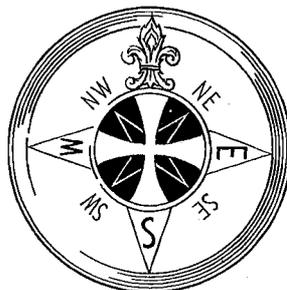
It seems to me that people tend to look at the advent of nuclear propulsion as though through a telescope—some of them see things looming very near, others would appear to be looking down the wrong end, while there are still others who have forgotten to take the cover off the eyepiece. None of these views are right if we keep our sights on the target of economical operation.

It is always the lot of a new component that it is compared in its early days with its fully developed predecessor. So it was when the first turbine was scorned by supporters of the reciprocating engine, leading to a battle of opinion only settled finally by a practical demonstration. In the case of the reactor, however, we have already a convincing demonstration of what can be achieved in USS *Nautilus*. The experience with this ship has done much to allay fears and we believe that on a basis of ease of operation and reliability the pressurized water reactor has been outstandingly successful. Nevertheless, I think that our successors a century or so ahead may well look back with the same amused interest on this early effort as we now tend to be today at Stephenson's rocket engine. The stage of development is somewhat comparable and there is certainly no doubt that a reactor plant such as we have in the submarine is a bulky and uneconomical instrument.

It is already clear that the military advantages of nuclear power are profound and the prospects for commercial shipping almost certainly attractive. We must not be hesitant in pursuing the prizes which we can now see ahead, or be deterred by the many uncertainties that exist today.

The technical problems in the application of atomic power to marine use are certainly not insuperable, but a vast field of development in physics, engineering and metallurgy lies ahead aimed at increasing temperatures and efficiencies and in reducing costs. The task ahead of industry calls for wise direction, tenacity of purpose and technical excellence.

One of the problems which has faced this country is the scarcity of enriched uranium. The development alone of suitable types of small high-duty reactors will require highly enriched fuel, quite apart from the much larger amounts needed to support a fleet of nuclear powered ships. These are factors which have to be faced in preparing programs for nuclear propulsion in the Royal Navy and Merchant Marine so that both requirements are incorporated in the Government's fissile fuel policy. Lack of fissile material is the



main reason why we are so many years behind the Americans in the application of this form of propulsion, but it has one advantage in that it has driven the scientific and engineering genius of Great Britain to seek a solution of nuclear power for electric generation using natural uranium.

THE POSITION has to be faced that the U.S. Navy two years ago adopted a firm policy of developing and applying nuclear power plants to all types of naval vessels with what they described as an "appropriate sense of urgency". They have stated categorically any vessel of fleet size projected for construction after 1960 will be nuclear propelled. You have heard something of their extensive naval program. The Russian intentions have not been published, but it would be dangerous to assume that they are far behind

in their naval plans. There is, I think, little need to enlarge on the impossible odds against which any conventionally-fuelled navy would fight against a fleet of ships able to steam for months at high speed. Unless an armed force is equipped with contemporary weapons, it is obsolete and the very purpose of its existence vanishes.

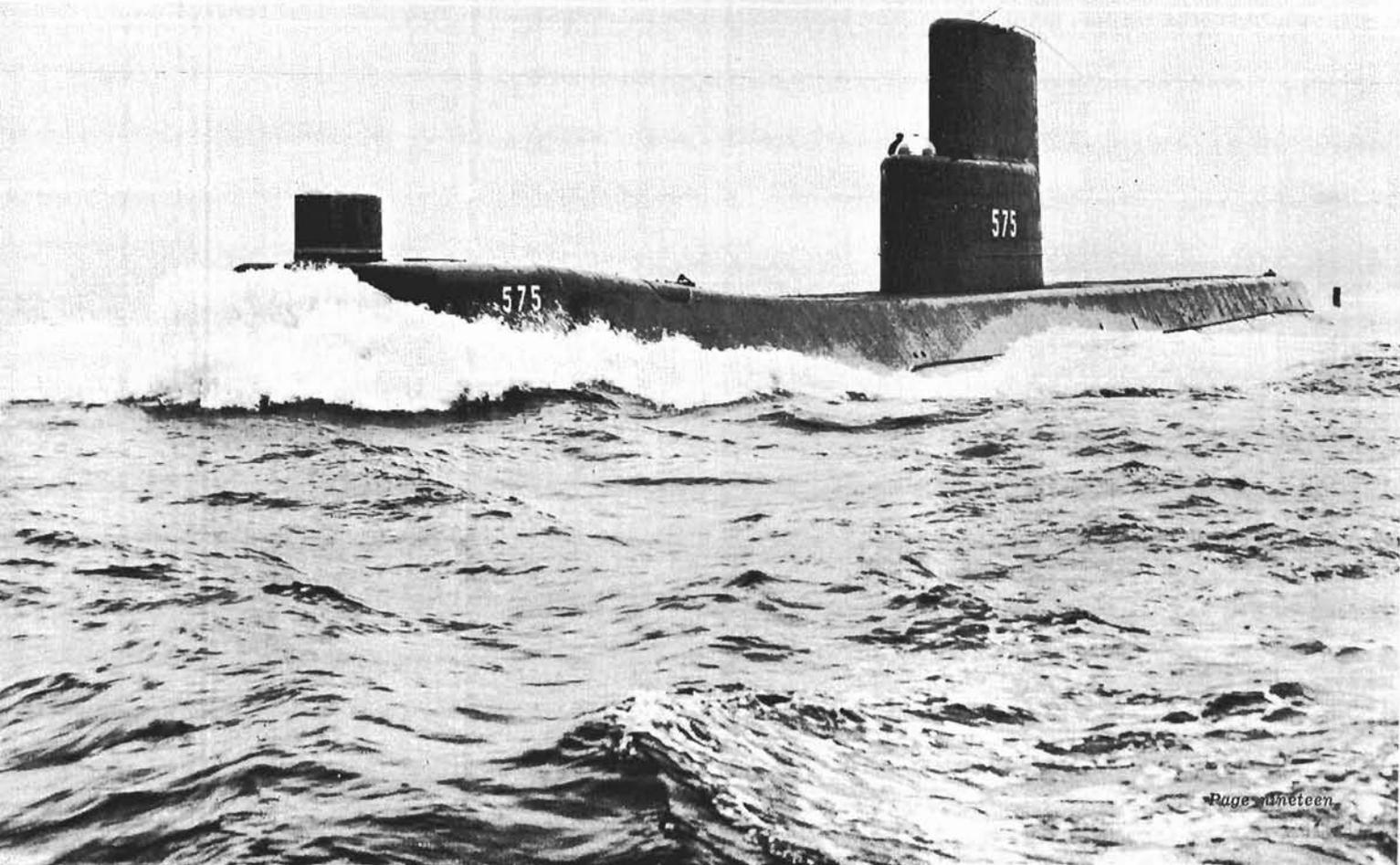
In the mercantile field we are well aware of the activities of other nations. Some of their nuclear designs are well advanced. In the years ahead the health of our shipbuilding industries will depend upon their being able to meet in open competition with foreign nations the demand of ship owners for nuclear powered ships. Once feasibility and economy are proven, this demand is certain.

The Admiralty, in its role as sponsors to the shipbuilding and marine engineering industry, recognizing the

urgency of this matter, instituted a Committee on Nuclear Propulsion under the Chairmanship of the Civil Lord in an endeavour to co-ordinate the overall effort and recommend a policy how best to proceed. Shipowners, shipbuilders and interested government departments are all represented on this committee.

A great challenge lies before us. We cannot move faster than technical developments will allow, and our aim will constantly be to develop an economical ship. Nevertheless, it is of paramount importance to get a ship to sea, on which to build experience, with the minimum of delay. Of course, there will be risks and the cost will be high, but the eventual harvest which the Royal Navy and our great Mercantile Marine can reap it worth untold effort. Posterity will not excuse us if we fail in this task, Admiral Wilson concluded.

The U.S. Navy's nuclear-powered submarine *Seawolf*, shown during trials last year off New London, Connecticut. (Official U.S. Navy Photograph.)



AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Ontario

The *Ontario* in the course of her January training cruise entered Acapulco harbour in bright sunshine and was subsequently credited with breaking the spell of unseasonably cold weather prevalent before her arrival. Gun salutes were exchanged after which the captain called on D. E. Cole, Canadian ambassador, and local authorities.

A luncheon and reception on the day of arrival brought to the ship more than 200 Mexican government officials, industrialists, and some visitors to the city.

In Mexico City on Monday, January 27, Captain John C. Littler laid a wreath at the "Minnos Heroes" monument in honour of the boy heroes of Chepultepec. Later that day the Canadian ambassador and Captain Littler made courtesy calls on the secretaries of foreign affairs; navy and national defence; the governor of the Federal District; and President Ruiz Cortines. That evening a reception was given by the Mexican naval authorities in honour of Captain Littler and his officers at the Hotel Del Prada. The Canadian Ambassador and Mrs.



Guest of honour at the recent commissioning of the newly-modernized frigate *New Waterford*, Cdr. A. C. Wurtele, RCN (Ret'd), reeve of Esquimalt, is shown signing the ship's guest book in the presence of the commanding officer, Lt.-Cdr. Walter S. Blandy. (E-44247)

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Mrs. W. Burke, regent of HMCS Bonaventure Chapter IODE, Shannon Park, presents an Inter-Departmental Softball Trophy to Captain (now Acting Commodore) H. V. W. Groos, while he still commanded the aircraft carrier *Bonaventure*. The standard bearer is Mrs. C. Moser. (BN-1498)

Cole also gave a reception in honour of the *Ontario's* commanding officer at the Embassy residence. Both receptions were attended by Mexican naval and government officials, diplomats and industrialists.

The 68 *Venture* cadets, with five of their officers, travelled by bus from Acapulco to Mexico City for a two-day visit. After a four-hour tour of Mexico City (courtesy of the Mexican Navy) the cadets were entertained at lunch by the British Society at the Reforma Club. Later the *Venture* cadets attended a reception at the Hotel Del Prada.

Officers and men received many invitations to attend hotel and private beaches for swimming and lunch in Acapulco.

NAVAL DIVISIONS

HMCS Cabot

Cabot resumed winter training early in January, marking the occasion with ceremonial divisions during which Commander J. H. Bovey, Canadian Naval Commander, Newfoundland, accom-

panied by Commander Harold Garrett, commanding officer of *Cabot*, inspected the ship's company and presented awards.

Following the ceremony Cdr. Garrett paid tribute to Cdr. Bovey for his keen interest in the St. John's Naval Division during his appointment as Cancomnew. He also wished Cdr. Bovey every success in his next appointment as commanding officer of the new destroyer escort *St. Croix*, due to be commissioned next fall.

HMCS Discovery

The first mess dinner held by wrens of HMCS *Discovery*, Vancouver naval division, saw the presence of Lt.-Cdr. (W) Jean Crawford-Smith, Staff Officer (Wrens) from Naval Headquarters, Ottawa, as guest of honour and guest speaker.

The dinner was held to celebrate the renovations to the Wrens' Mess and advantage was taken of Lt.-Cdr. Crawford-Smith being in Vancouver during her Western Canada tour.

In her address, Lt.-Cdr. Crawford-Smith outlined, briefly, the history of

the wrens and mentioned that by 1956 wrens in the RCN(R) numbered 600 with 70 wren officers. She also cited the opportunities existing for RCN(R) wrens to transfer to the permanent force.

"Two big strides were made recently to make such a step more appealing", she said, "one is that wrens now have a separate seniority roster, and no longer have to compete with men on the same roster, and wrens may now transfer to another branch under the same conditions as a man."

During the dinner, Lt.-Cdr. (W) Carol Sellars, senior wren officer, presented proficiency pins to 13 wrens who had contributed to extra activities within their mess and on the base.

Special guests included Cdr. J. H. Stevenson, Cdr. A. W. Ross, Lt.-Cdr. William MacInnes, and Lt.-Cdr. B. A. L. Ewens.

HMCS Unicorn

Unicorn, the Saskatoon naval division, was the scene, in January, of the unveiling of a permanent memorial to the 14 ships of the Royal Navy to bear the name of the mythical monster.

On the quarterdeck at *Unicorn*, the latest ship or establishment in the British Commonwealth to bear the name, is a showcase containing the battle honours of the former *Unicorns*. These dated from the 14th century to 1945.

The unveiling took place at a mess dinner in honour of a former commanding officer of *Unicorn*, Captain Harold W. Balfour, OBE, VRD, RCN(R) (Ret'd), who has now taken up a position in Burnaby, B.C.. Captain Balfour was among the first to join the division when it was formed in 1923, and is a former president of the Naval Officers' Associations of Canada.

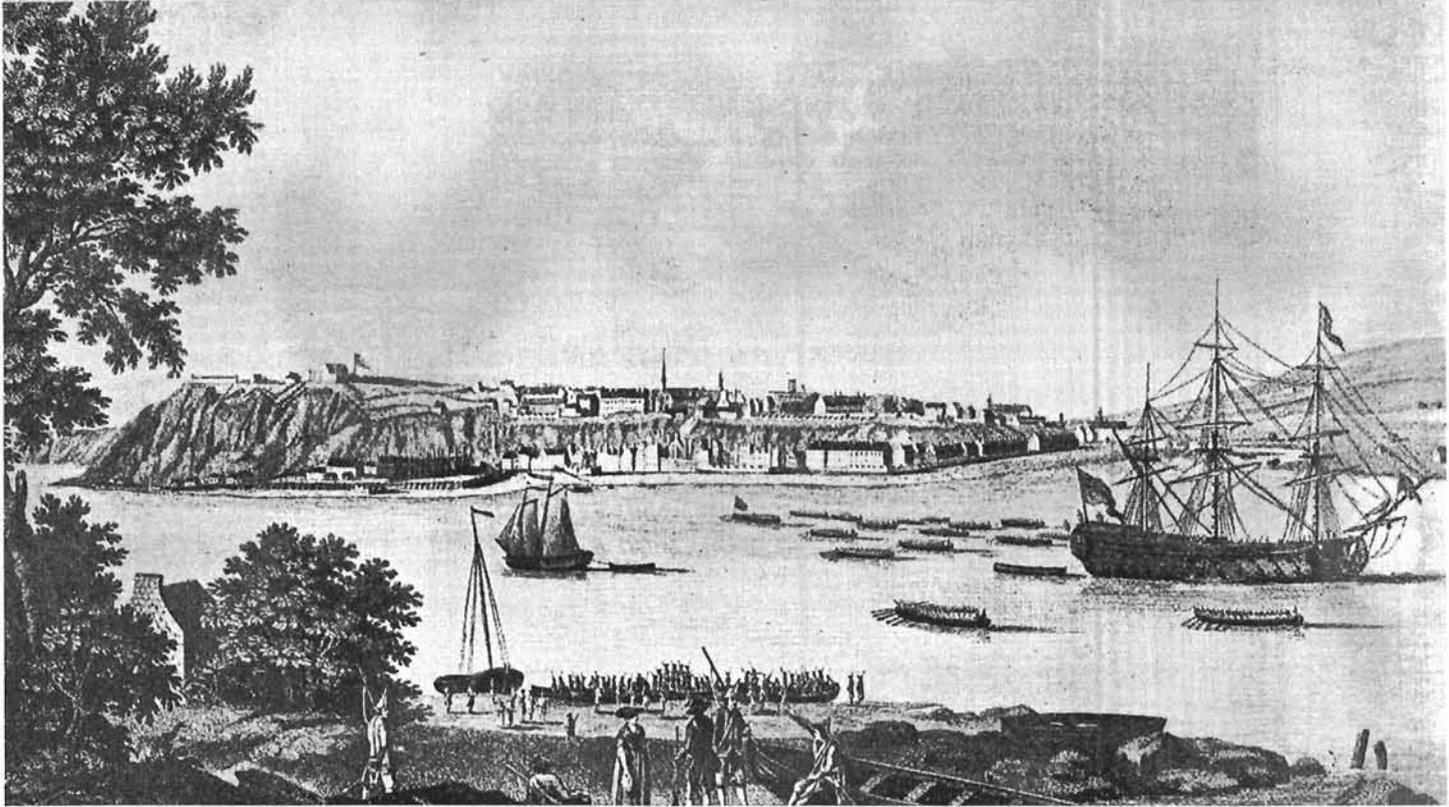
Strangely enough, although 14 *Unicorns* preceded the Saskatoon division, the establishment was not named for any of these. Saskatoon's *Unicorn* was named for one of the first vessels to enter Hudson Bay. This was a Danish warship under the Danish navy's most travelled and experienced officer, Jens Munck, who was sent by King Christian IV of Denmark in 1619 in command of an expedition which hoped to discover the Northwest Passage.



E. C. Connolly, chairman of the Public Employees Division, Halifax-Dartmouth United Appeal, presents a United Appeal award to Cdr. G. H. Hayes, commanding officer of the Saguenay, in recognition of the ship's support of the Halifax community chest. The ship's company contributed \$965 or 128 per cent of its quota during what was probably the shortest campaign in history. The ship was in the Bay of Biscay last fall, at 1800 the captain gave a "pep-talk" over the SRE, and three hours later the campaign was wrapped up. The Saguenay led the Atlantic Command in percentage-wise contributions. Shown with Mr. Connolly and Cdr. Hayes are members of the Saguenay's Community Chest Committee, left to right: Lt. (S) Max Young, AB Edward Jewer, CPO Rupert Currie, CPO Frank Walford and PO John A. Sutherland. Other members of the committee were: Sub-Lt. J. G. Carruthers, PO W. C. Duffy, CPO G. A. Lauder, Ldg. Sea. J. L. Barnes, AB B. M. Marsh, Ldg. Sea. R. L. Lake. (HS-51434)



Members of Stadacona's Chief and Petty Officer Mess visited the Nova Scotia Home for Coloured Children, St. Joseph's Orphanage and the Protestant Orphanage recently to present cheques on behalf of the mess. Making friends at the N.S. Home for Coloured Children are CPO Samuel Short, mess president and CPO Sydney Manning, secretary-treasurer. (HS-51483)



Here is a view of Quebec in 1760, the year after General Wolfe's forces scaled the cliffs at the far left and captured the capital of New France. The caption in "The King's Book of Quebec", published by the Mortimer Company, Limited, of Ottawa, in 1911, does not identify the warship in the right foreground. The picture is described as "a drawing by Short". (Reproduced by courtesy of Mortimer Limited, Ottawa.)

AS DEATH TOSSED DICE BEFORE QUEBEC

Three Stood with Ropes about Their Necks - - One Died

IN THE SUMMER of 1760 the North American squadron of the Royal Navy was assembled in the St. Lawrence River near Quebec City. The French fortress on Cape Diamond had fallen to the British the previous autumn when Wolfe had carried out his famous attack upon the Plains of Abraham. However the British had won their victory at Quebec too late in the season to proceed up the St. Lawrence against the French forces at Montreal. And so in 1760 a British fleet again assembled at Quebec to support the army in its campaign in the hinterland against the French.

On a Saturday morning in July, as the ships lay at anchor in the river, three men on board HMS *Vanguard* were awaiting execution. James Mike, Thomas Wilkinson, and William McMillard had been found guilty of desertion in time of war and sentenced by court martial to be hanged. A red pennant had been hoisted aboard the *Vanguard*, and a gun fired, in order to warn the others of the squadron to have their boats attend. As the sen-

tence of the court martial was carried out, the assembled ships' companies witnessed one of the strangest executions ever to take place in Canada.

Three seamen had been condemned to die by hanging. The sentence was carried out upon only one of these men. Which of the seamen escaped hanging? Why was this allowed to happen? These documents and letters which were written at the time tell the story in their own way.

This was the sentence of the court martial:

"The Court Pursuant to an Order from the Right Honourable the Lord Colville Commodore and Commander in Chief of His Majesty's Ships and Vessels in North America to Captain William Parry directed and dated the first day of July 1760, having all first duely taken the Oath enjoyn'd and directed by an Act of Parliament made in the twenty-second year of the Reign of Our present most Gracious Lord King George the second, proceeded to the Tryal of James Mike, Thomas Wilkinson, and William McMillard Seamen

belonging to His Majesty's Ship *Vanguard* for having left the Hospital at Point Levi the twenty first of June last without Leave where they had been sent for the recovery of their Healths, and that they were taken out of a Canoe by His Majesty's Ships *Penzance* the twenty fifth of the same Month off Green Island; and having heard the Evidence in support of the Charge against the Prisoners and what they had to say in their Defence and Maturely and Deliberately weigh'd and consider'd the same;

"The Court are of the opinion that the Charge of Deserting has been fully prov'd against the Prisoners, and that they fall under part of the sixteenth Article of War; for which they do adjudge the said James Mike, Thomas Wilkinson, and William McMillard to suffer Death by being Hanged by the Neck until they are dead, on board His Majesty's Ship *Vanguard* at such time as the Commodore and Commander in Chief shall direct, and they the said James Mike, Thomas Wilkinson, and

William McMillard are hereby Sentenced to suffer Death Accordingly."

There was appended to the sentence an address to Lord Colville by the court martial: "To the Right Honourable Lord Colville Commodore and Commander in Chief of His Majesty's Ships and Vessels in North America:

"My Lord

"We the President and Other Members of a Court Martial held this day on board the *Vanguard* for the Tryal of James Mike, Thomas Wilkinson, and William McMillard Seamen for Desertion, Having (on being fully satisfy'd that the Charge was prov'd against them) found them Capittally Guilty and accordingly adjudg'd them by our Sentence to suffer Death; Yet we do most humbly presume that we may undertake without any Inconsistancy to our said Sentence to Recommend two of the said Delinquents to your Lordship for Mercy, being greatly inducd thereto on account of their Families whose Subsistence must depend on their Labour; and at the same time hoping and humbly conceiving, that the Example so necessary to be made will be as fully answer'd by the Executing One, as if the Three were to suffer; And that the Mercy Extended to the other Two, will also create a due sense of your Lordship's Lenity amongst the Seamen in the Squadron, and thereby deter them from attempting the same, as they will see the Just Sentence of the Court takes place, 'tho at the same time Mercy is Extended.

"We do therefore address your Lordship, that you will be pleas'd to re-
prieve Two of the Three now under Sentence of Death: But as their Crime

Cumberland Tests Automatic Guns

Accepted into service more than 30 years ago, the trials cruiser HMS *Cumberland* has the distinction of being the oldest warship afloat under the Royal Navy's White Ensign—and in some ways the most modern.

In 1951 the *Cumberland* became the Royal Navy's first trials cruiser and since then has carried out secret trials of atomic defence measures, new radar and gun and other equipment intended for possible future use in the RN.

During the summer and fall of 1957 she tested fully automatic three- and six-inch guns being developed for the Fleet. Both guns have a much higher rate of fire than other existing guns of the same calibre and the rate of fire of the three-inch is equal to that of a heavy machine gun.

Also tested were various systems of pre-wetting to remove radioactive contamination, a new pattern anchor and special propellers.

is the same and all equally Culpable, it would be wrong for us to point out the Victim.

"We do therefore beg leave to Recommend to your Lordship that they may cast Lotts, or throw the Dye, to determine whose fate it must be to suffer.

"Given under our hands on board the *Vanguard* at Quebec the 5th July 1760. William Parry, Julian Legge, Thos. Hankerson, Jo. Deane, Wm. Adams, John Boyd."

The order for the execution of the sentence was in accord with the recommendation of the Court martial:

"By the Right Honourable the Lord Colville Commodore, and Commander in Chief of his Majesty's Ships and Vessels in North America.

"Whereas James Mike, Thomas Wilkinson, and William McMillard, three Seamen belonging to his Majesty's the *Vanguard* under your command, are by the Sentence of a Court-Martial, condemned to suffer Death; for Desertion; a Copy of which Sentence I send you on the other side.

"And as the Members of the said Court-martial have interested themselves in behalf of the Prisoners, and by a written application to me have desired that Mercy be extended towards them; You are hereby required and directed to cause the Sentence to be put in Execution on Saturday next, in the forenoon, in part only, after the following manner.

"You are to hoist a red Pendant at the fore-top-gallant-mast head, and fire a Gun, as a Signal for the Boats of the Squadron to attend; and when all Things are ready for the Execution of the three Prisoners, above named you are to cause them to throw the Dice, or draw Lotts, so that one only may suffer death, who is immediately to be executed upon firing a Gun as a Signal for the same. The other two are to be reprieved until further Orders; and they are hereby reprieved accordingly. Dated on board the *Northumberland* at Quebec, and written with my own hand, July 8th, 1760,

COLVILLE

"To Captain Robert Swanton
Commander of His Majesty's
Ship *Vanguard*."

A letter was sent by Lord Colville to the Admiralty Secretary explaining the unusual sentence:

"Sir

"I think it is my Duty to lay before their Lordships my Reasons for ordering his Sentence to be executed only

Freedom of Seas Still Navy's Job

Some pertinent words on the function of the navy in the present era were spoken by the First Lord of the Admiralty, the Earl of Selkirk, at the launching of the new Whitby class anti-submarine frigate *Rothesay* in Scotland last December.

"Let us not learn too late the great gift which the Navy has given to the world—the freedom of the seas," the First Lord said. "If we ever reach the stage when this country and its allies are no longer able to control the communications which the sea can provide, whether by surface ships, by aeroplanes or by submarines, then indeed will the economy of this country be at the mercy of any country that can control these communications.

"We would indeed have put our head in a cloud to think that the freedom of the seas can indefinitely depend purely on goodwill and nothing else."

in part; which I do, by endorsing the Application from the members of the Court-martial, and my Order for the Execution.

"I am

Sir

Your most humble Servant

COLVILLE

"NORTHUMBERLAND at Quebec
July 10, 1760.
John Cleveland Esquire."

This was justice tempered with mercy 200 years ago. Hanging was routine and there was no subsequent correspondence on the carrying out of the sentence.

What happened when the sentence was executed is not recorded — probably because it was simply a matter of disciplinary routine. For this was war. Hanging in those days was hanging. It did not involve the victim standing on a trap, which was sprung, fracturing his neck. Rather he was hoisted to the yardarm by his own shipmates, and slowly strangled.

It is interesting to speculate on the scene which arose from the court martial sentence and the recommendations for leniency. Did all three culprits stand on deck with ropès about their necks? Was the name of the doomed man drawn from the master-at-arms' hat or were dice thrown upon the deck until the fatal number turned up?

These were trivial questions in that harsh era. Today we do not even know which man died. (*Naval Historical Section*.)

THE BULLETIN BOARD

Legal Aid in U.S. Made Available

By arrangement with the U.S. Armed Forces, Canadian servicemen who are serving in the United States will receive assistance in legal matters on the same basis as when serving in Canada.

Information as to the location and office hours of the office providing legal assistance, and the nature of the service it offers, can be obtained by communicating with the nearest U.S. military installation or command.

General Order 111.60/1 outlines the arrangements for legal aid in Canada.

Photo Section Now Directorate

A change in the title of the Superintendent of Photography at Naval Headquarters, Ottawa, was announced in February. The head of the directorate is now known as the Director of Naval Photography, with the short title "DN Photo".

Women Doctors To Join Reserve

Early this year approval was given to the enrolment of a small number of women medical officers in the active list of the RCN(R).

There is no intention of enrolling such officers into the Regular Force at this time.

These officers will wear the uniform dress for nursing sisters with the exception that scarlet distinguishing cloth will replace the purple cloth of the nursing branch.

New RCN Film Produced

A new RCN film entitled "Meeting the Challenge" has been produced for general showing. The film, which runs 15 minutes, tells how the fleet is changing to meet the new threat of the submarine able to fire guided missiles from far out at sea. There are sequences showing flying operations from the *Bonaventure* and highlighting the carrier's new features and new aircraft. Other scenes show the new destroyer escorts in an anti-submarine action.

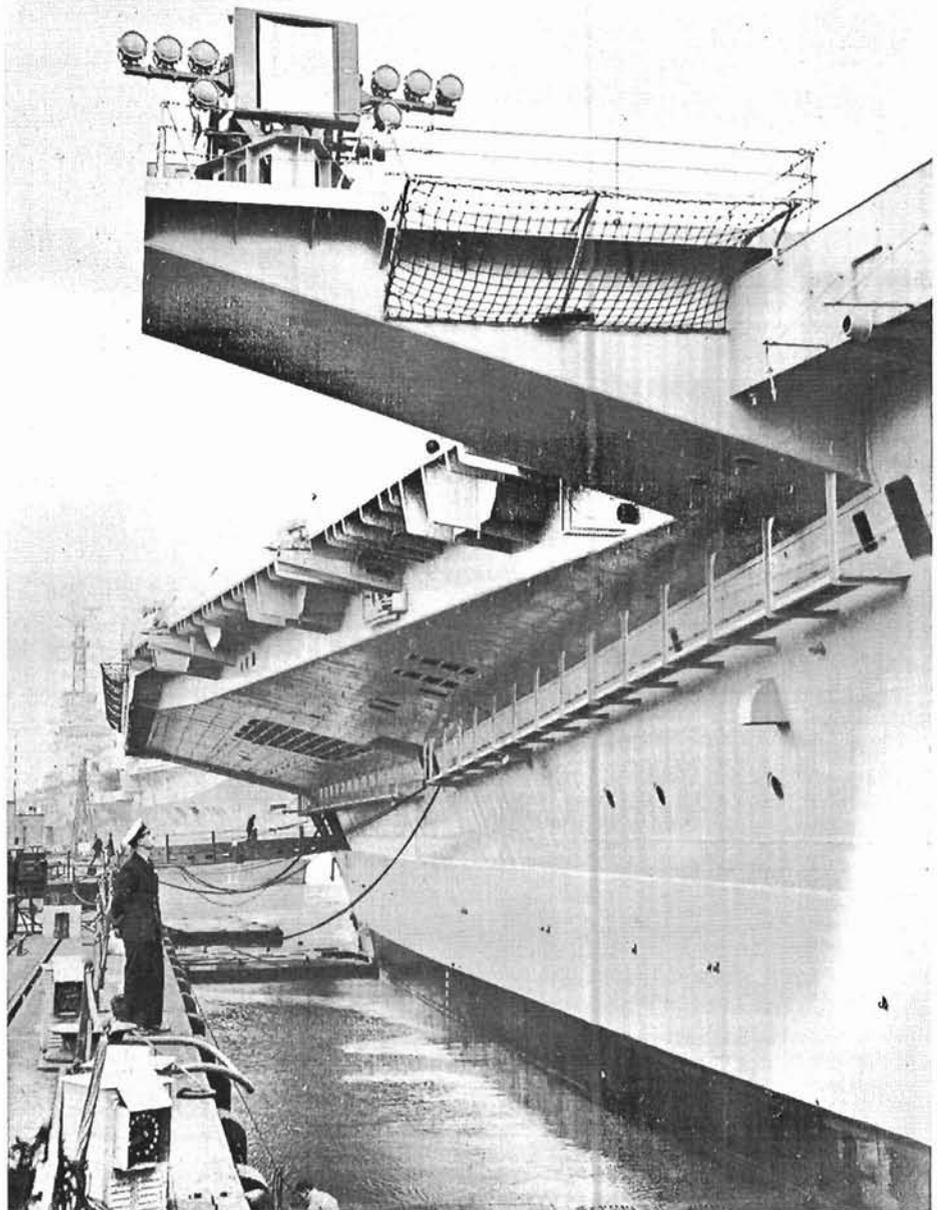
The film also covers the *Magnificent's* preparations and departure for the

Middle East with men and equipment for the United Nations Emergency Force, and the finding of a new deep-water route through the North West Passage via Bellot Strait by the *Labrador* in 1957. Ceremony and pageantry are represented in the inspection of a guard by Her Majesty Queen Elizabeth II on

the final day of the Royal Visit to Ottawa last October.

The film, in black and white, was shot by naval cameramen and produced by the Directorates of Naval Information and Naval Photography.

Prints are available on loan from command film libraries.



Described by the Royal Navy as the world's most modern aircraft carrier, HMS Victorious is again in service after what turned out to be one of the world's longest refits—seven years. In addition to all the latest flight aids, she has fantastically powerful radar and a filter system to provide fresh air for control rooms in the event of atomic attack. Her angled deck overhangs the ship's side by more than 35 feet and the landing mirrors have had to be installed on their own little deck, as shown. (Photo courtesy U.K. Information Office.) See story on page ten.

THE NAVY PLAYS

Shearwater Rink Off to Bonspiel

A rink from HMCS *Shearwater*, for the second year in a row, represented the Atlantic Command at the annual tri-service bonspiel to be held in Kingston, Ont., in late February.

The rink, skipped by Lt. (P) E. W. Smith, took the Atlantic Command curling championship from one skipped by Lt. Bert Levy, who led last year's Atlantic Command curlers home with a large piece of silverware from the tri-service spiel. Levy's team belongs to the *Stadacona* curling club.

The other members of Lt. Smith's rink are Ldg. Sea. W. R. Tinder, second; CPO H. A. Bates, lead, and CPO Robert Burbine, mate.

Interpart Sports Hold Interest

Interpart sports in *Stadacona* during January showed high interest, with ND School on top in hockey with 19 points, Electrical School out in front in basketball with 25 points, TAS School with 28 points in Volleyball, and Gunnery School "A" and Electrical School "B" 25 and 33 respectively in bowling.

'Mr. Canada' Title Won by Sailor

AB Yvon Brunet, president of the *Stadacona* Weight Lifting Club, has another title to add to his other laurels.

He recently entered the annual "Mr. Canada" competition in Montreal, along with his twin brother, and was crowned Mr. Canada for 1958.

Officers Installed By Sailing Group

The Royal Canadian Naval Sailing Association (Halifax Squadron) installed its 1958 executive following a general election of officers recently.

Captain (L) J. M. Doull has been named commodore; Lt. K. D. Lewis, vice-commodore, Lt. (L) J. F. Miles, rear-commodore; Lt. W. L. D. Hayward, fleet-captain yachts; PO Patrick Paddon, fleet-captain service boats, and Miss Frances Howe, secretary treasurer.

During the meeting it was also made known that the yacht *Pickle* would be entered in the 1958 Newport-Bermuda



The new executive of Halifax Squadron, RCNSA, includes left to right: Lt. Keith Lewis, vice-commodore; Lt. William Hayward, fleet captain (yachts); Miss Frances Howe, secretary treasurer; Captain J. M. Doull, commodore; James Miles, rear commodore, and PO Pat Paddon, fleet captain (service boats). (HS-51515)

race and a message went out inviting applications for skipper and crew from RCNSA members in Nova Scotia.

A highlight of the meeting was a showing of a film of the *Mayflower II* historic voyage by CPO Charles Church, RCNSA representative on the trip.

Venture's Football Year Outstanding

Blue and Gold shone in the Vancouver Island Football scene in 1957, for the fourth consecutive year, when the cadets of HMCS *Venture* executed another outstanding season of victories.

The *Venture* Canadian football team, led by a hard core of senior-term cadets, and backed by a large group of newcomers, plunged into football and emerged with two coveted trophies.

Venture launched the season slowly and lost the first game to the Mayo Vampires, 7 to 1. This was five days after the Seniors returned from summer leave and the defeat was deserved. The Vampires played a fine game. However the talent and spirit of the first year cadets, was most encouraging.

On October 6 *Venture*, in retaliation, effected their first victory of the season, overturning the Oak Bay Drakes 32 to 0. The cadets opened the scoring with a touchdown by quarterback Jim Bell. Additional majors were achieved by Niles Floren, Peter Hopkins, Bill Nash, Stan Brygadyr and Bell, with two converts by Sharpe. This performance indicated the power of *Venture* for the remainder of the season.

On October 12, the naval cadets met their tri-service rivals for the first time in the 1957 season. True to Navy form, they drove through to a hard-fought victory over the Royal Roads team, with a final count 13 to 7, and the Venturians held the action for the better part of the game. Team Captain, Jim Guest fell on a Royal Roads fumble to score the winning touchdown.

A game scheduled for November 20, was lost by default, when most of the team was suffering from influenza.

Venture gained second place in the League on October 27, with another victory over the Drakes. This win drew the team into the play-offs with Mayo and Royal Roads. Majors were scored

by Stan Brygadyr, and by Niles Floren, on a driving 58-yard run, with two additional points for converts, and two for deadline kicks, for a score of 22 to 6.

During the next game, on Remembrance Day, *Venture* rallied to its most crucial test—the second game of the season against their tri-service brethren, in defence of the Admiral Hibbard Trophy, and to decide the opponent of the Mayo Vampires for the Vancouver Island Junior Football League Championship.

The game was launched in fine, cold rain but the dampness had little effect on the speed and spirit of either team. Cadet Ruddy scored the first and only Royal Roads touchdown, converted by Connor. *Venture* scoring was also initiated in the first-half, with a single by Floren. Bell drove home the first *Venture* touchdown early in the second half, tying the score. Floren completed an inspiring performance with another major, converting it, to make a final score of 14 to 7. Royal Roads, despite the loss of the Hibbard Trophy, showed dauntless spirit and effort and preserved the tradition of fine play and sportsmanship.

The last game, and the most vital, saw *Venture* contend with the Vampires at Carnarvon Park, on November 17, for the Tommy Douglas Trophy. The defending cadets led the field at half-time, with a score of 14 to 0 through touchdowns by Bell and Floren, and a convert. In the second half Mayo rallied with two touchdowns. Nevertheless, the cadets met the challenge as Floren and Brygadyr scored two more majors, and Nash a single on a recovery. Nash also effected two interceptions, followed by long sprints into Mayo territory.

Thus, *Venture* ended the season in splendid form, with a final score of 27 to 12, retaining the Tommy Douglas Trophy, and the Vancouver Island Junior Canadian Football League Championship.

Here are the statistics:—

Games played, 6; games won, 5; games lost, 2 (one by default); total points scored for, 109; total points scored against, 39.—J.V.O.

Shearwater Stages Hockey Comeback

Stadacona Sailors finished atop the Nova Scotia Armed Forces Senior Hockey League this year, but were not around for the playoff finals. They left that to the *Shearwater* Flyers, who went all the way.

Flyers, who finished a poor fourth in the five-team league, winning five and losing nine in regular play, whipped the league leaders three games to one in the best-of-five semi-finals.

Then, taking on the powerful Greenwood Bombers, the naval airmen won the big series four games to one. The Flyers now advance into the Maritime playoff against the winner of the Amherst Ramblers-Summerside Aces series.

The final game between Greenwood and *Shearwater* was typical of the Flyers' playoff form. Down 3-0 at the end of the first period, the airmen led by Jim Veysey, roared back in the second frame to tie the game 4-4. They scored three more in the third while holding Greenwood to a single goal to win 7-5.

Cayuga Takes Hockey Title

The Pacific Command hockey championship has gone to the destroyer *Cayuga*. The *Cayuga* defeated the frigate *Ste. Therese* 4-1 in the finals to take the trophy.

Badminton Tilt Won by Shearwater

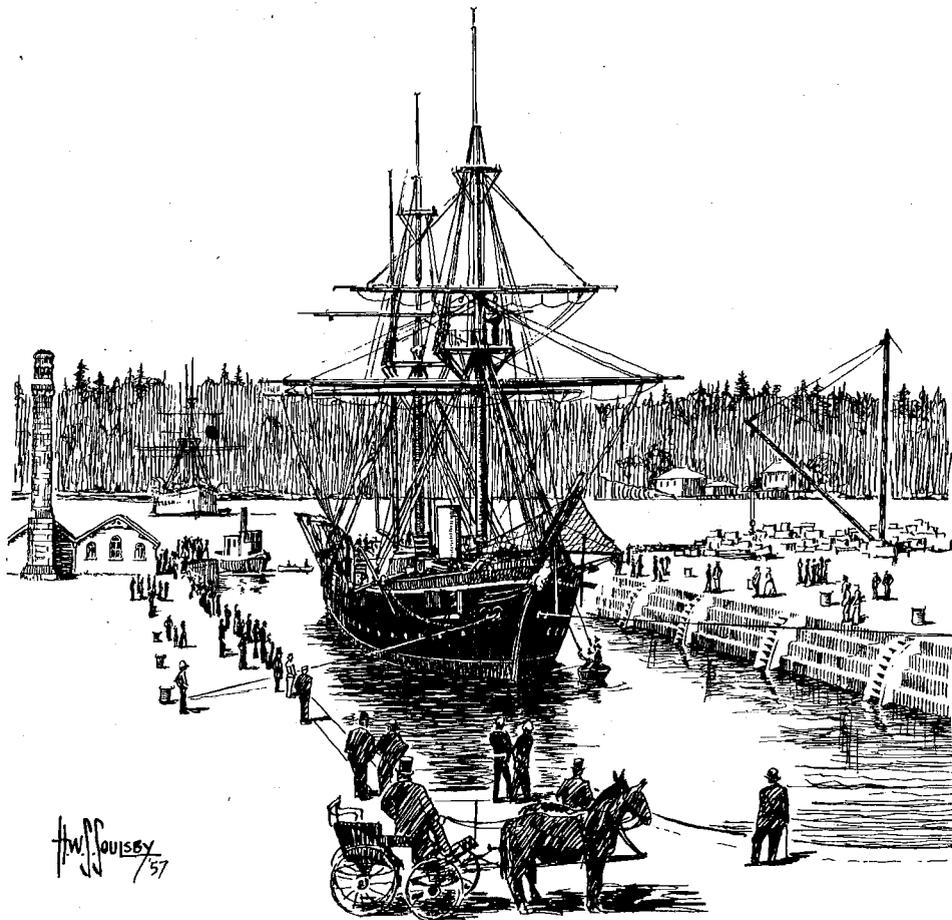
Shearwater badminton players nipped RCAF Station Greenwood 11 to eight, in an exhibition badminton tournament at Greenwood recently.

Keenly contested matches, many of which went to three sets, featured mixed doubles, ladies' doubles, men's doubles and singles.

Liverpool Curlers Too Much for Navy

In a friendly bonspiel held in Liverpool, N.S., Liverpool curlers toppled four Atlantic Command rinks by a score of 49-41.

In the first game it was Navy 9, Liverpool 10; second game, Navy 8, Liverpool 16, third game, Navy 6, Liverpool 13, and the final game Navy won 18 to 11.



The Drydock in H.M.C. Dockyard, Esquimalt,
opened when H.M.S. CORMORANT was docked
20th June, 1887

This historic scene, based on an old photograph, formed the subject of the Christmas card prepared by Cdr. H. W. S. Soulsby, RCN (Ret'd), for personnel at Esquimalt dockyard.

Lower Deck Life in the Royal Navy

An Honest Account of What the Sailor Is Really Like

"The average sailor does not like to make a display of his emotions and beliefs . . . In public he will revile and mock, but his messdeck utterances are no reflection of his true thoughts . . . Aboard ship you are constantly at your place of work, and your extroversion must, in consequence, be absolute and without pause."

THE FOREGOING may explain, to a great extent, why, of the comparatively few books that have been written about the "lower deck", fewer still have presented a faithful reproduction. Too often have authors based their writing on preconceived notions, or on superficial impressions, or been deliberately misled by their tongue-in-cheek subjects.

Source of the quotation that provokes this observation is a book that belongs with the few. Its title is "Home is the Sailor" and its author, John Whelan, spent 14 years on the lower deck of the Royal Navy, entering as a boy seaman in 1932 and leaving, as a petty officer, at the end of the war.

Whelan didn't join the Navy to write a book, and that probably worked to his advantage. He joined because the Navy appealed to him, and because he was repelled by the prospect of trying to make a living in the coal mines in the dreary, depressed Welsh valley that was his home. It wasn't until many years later that the idea of writing a book occurred to him.

Whelan's naval career followed the general pattern of the times. From the boys' training establishment, HMS *St. Vincent*, he went to the battleship *Malaya*, then served in a series of destroyers, with interruptions for courses ashore. His specialty was asdic, for which he received training at HMS *Osprey*. Service afloat took him to Norway, the West Indies, Singapore, Ceylon, and most particularly to the Mediterranean.

He went through the melancholy business of the Spanish Civil War patrol and had his share of excitement in the early part of the Second World War, taking part in the Norwegian campaign, having his ship sunk under him at Dunkirk, and dodging bombs during the air raids on Plymouth and Portsmouth.

Whelan then made what was, in his words, the "mistake" of qualifying as

a Submarine Detector Instructor. For although this made him a man of some distinction, it also resulted in his being forbidden to go to sea, and for the balance of the war he was monotonously employed as an asdic instructor, at HMS *Nimrod*, the famous A/S training base at Campbeltown, and in a depot ship at Freetown.

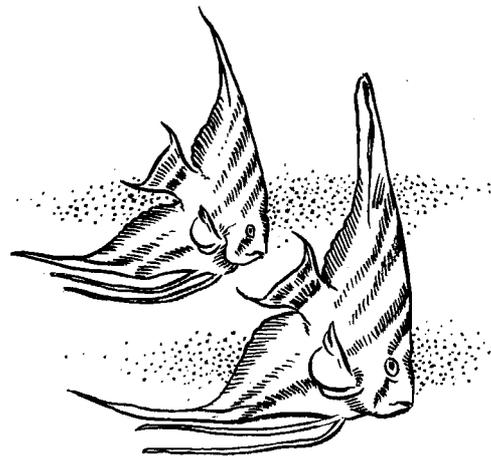
After leaving the Navy, Whelan became a schoolteacher. He credits, but with little gratitude, his long stretch as an A/S instructor with giving him

BOOKS for the SAILOR

experience that helped him gain his post as a pedagogue.

However, it is not the author's recitation of his naval career that gives the book its value. Nor is that the intention. The personal narrative serves simply as the basic material into which is woven an always interesting, often entertaining, picture of the lower deck in the pre-war and wartime RN.

Where Whelan excels is in his ability to bring the Navy, and especially his characters, to life. As is to be expected, the main personalities are the colourful ones, and the reader finds it hard to resist joining in their escapades and their conversational circles. Some of the deeds ascribed to these men are contrary both to conventional practice and to naval regulations, but at no time does Whelan play his shipmates false for the sake of a good story. With considerable skill, or by



sheer honest writing, and because he was one of them, Whelan firmly establishes that these men possessed an indestructible, if unorthodox, dignity, and an almost fierce, if hidden, pride, in themselves, in their ships, and in what was then "the finest fighting service in the world."

There are a number of references to stories, songs and games that were a part of the pre-war Navy. For memory's sake, verses from some of the less lusty ones are quoted below:

*Side, side, our ship's side,
Old Jimmy looks on her with pride,
He'd certainly faint if he saw any
paint
Anywhere on our ship's side.*

*Oh I wonder, yes I wonder, if the
Jaunty made a blunder,
When he sent this blasted draft chit
to me.*

*For I am a barracks stanchion and I
eat in Jago's mansion,
And I always say "Good morning" to
the Chief.*

*If you take the paint brush, and I
take the scrubber,
We'll clean the ship's side together,
And if Jimmy comes along, we'll
sing the same old song,
Thank God we haven't joined for-
ever.*

There is one jarring note, when Whelan refers to men from the Dominions, who have come to *Nimrod* for training, as "colonials". Obviously he didn't use the term out loud in front of any Canadians. Else he would have received a special course of instruction involving the forcible removal of the word from his vocabulary. That did happen to a number of his compatriots.

Aside from this horrid malapropism, and it is one for which the author can be forgiven, "Home is the Sailor" is recommended reading, especially to those who served in the pre-war Navy, to the "ping merchants" who took their courses at *Osprey*, and to anyone who enjoys a bit of fun.

"Home is the Sailor" is published by Angus and Robertson, London. The reviewer's copy, borrowed from a public library, did not indicate the price, or whether there is a Canadian distributor.—R.C.H.

LOWER DECK PROMOTIONS

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

ARMSTRONG, William F.LSCR1

BACKES, Conrad J.LSCK1
 BARTON, Kenneth B.LSRT3
 BERRY, Robert F.P2RW3
 BOURQUE, Donald J.P2CK2
 BRIMICOMBE, Lloyd A.C2NS3
 BURBINE, Robert J.C2SW4

CALDERBANK, Kenneth R.C2EM4
 CAMPBELL, James M.P2SW2
 CARRUTHERS, John A.P2PR3
 CHARPENTIER, Joseph G.LSCR1
 CISECKI, Walter P.LSMA2
 COMIS, John R.LSCV1
 COSBY, Michael J.LSAM2
 COYLE, George J.P2RT3

DARBISON, William C.LSRT2
 DAUM, John R.LSNS1
 DAY, Allan J.P2OM2
 DINGLEY, RoyP2LR2
 DIXON, Peter J.LSNS2
 DYCK, Harley D.LSCV1

EASTON, William R.PIED4
 EMERY, Lorne H.P1SW3
 EMMONS, Charles S.LSAA1

FAIRS, RobertLSRT2
 FAIRWEATHER, Charles J.LSEM1
 FAULKNER, Arthur R.C2ST4
 FOLEY, Arthur J.C2VS3

GALIPEAU, Fernand P.LSNS1
 GAWLEY, Donald W.LSRA2
 GERRARD, William T.P2CV2
 GLAZIER, Joseph A.P1SW3
 GODDARD, William C.LSCK2
 GUERETTE, Joseph G.LSNS1

HAMILTON, Barry L.LSCS2
 HEARNS, Thomas A.LSEM1
 HEBGIN, John L.P2MO2
 HEMPHILL, John J.P1CK3
 HICKEN, Charles G.P2SW2
 HLADY, PeterC2SE3
 HOFFART, Peter H.P1PW3
 HOLMESDALE, Arthur W.C2CK3

JONES, Norman L.LSEM1

KETTLE, Robert G.P1CV3
 KIRBY, James E.LSQM1

LAMBERT, Louis-BrunoC2WR4
 LATHAM, Clifford J.P1CK3
 LAWRENSON, John E.LSAW2
 LEDUC, Robert J.LSAA1
 LEFEBVRE, Gerard J.P2SW2
 LEGAULT, Sylvio J.LSRA2
 LEHNEN, Ronald J.P2SW2
 LUTON, John D.C2NS3

MacDONALD, James W.LSSW2

MacISAAC, Angus J.P1SW3
 McCARTHY, Joseph T.P2NS2
 McNABB, Bruce W.P1AT4
 McNAMARA, Derek A.LSRP1
 MARSHALL, Ronald D.LSAP2
 MARTIN, Ernest D.LSRT2
 MAYER, Andre J.LSCV1
 MILLER, Thomas A.P1AW3
 MORRILL, Alfred O.LSCR1
 MORRISON, William W.C1WR4

OAKE, Austin M.LSRT2
 OGAICK, Desmond T.LSAF2
 OLESEN, ChristianLSCV1
 OLIVIER, Gilles J.LSSW2
 O'QUINN, Michael T.P2CK2
 OUELLETTE, Leo E.P1SW3

PLUMTON, Raymond F.P2AW2
 POIRIER, Harvey J.LSAC2

RILEY, Charles J.LSQM1
 ROSS, Donald W.LSQR1
 RUSHTON, Lloyd W.P1MA4

SCHLICHTMANN, Rolf J.LSRT2

SEYMOUR, Gordon K.PINS3
 SHAW, Oliver C.PINS3
 SLACK, Robert A.LSEM1
 SMITH, Joseph H.C2CK4
 SMITH, RobertC2ST4
 SONDEERS, Carl P.C2ST4
 SPARK, Gerald G.C1ST4
 ST. GERMAIN, Jean J.LSPW1

TAYLOR, Donald C.P2HA3
 TCHIRE, JohnP2SW2
 THEORIN, Everett L.C2NS3
 THERIAULT, Joseph F.P1AW3
 TUTT, Richard J.P2EA3

VANT-HAAFF, George E.C1ST4
 VERHEYEN, Neil J.LSCR1

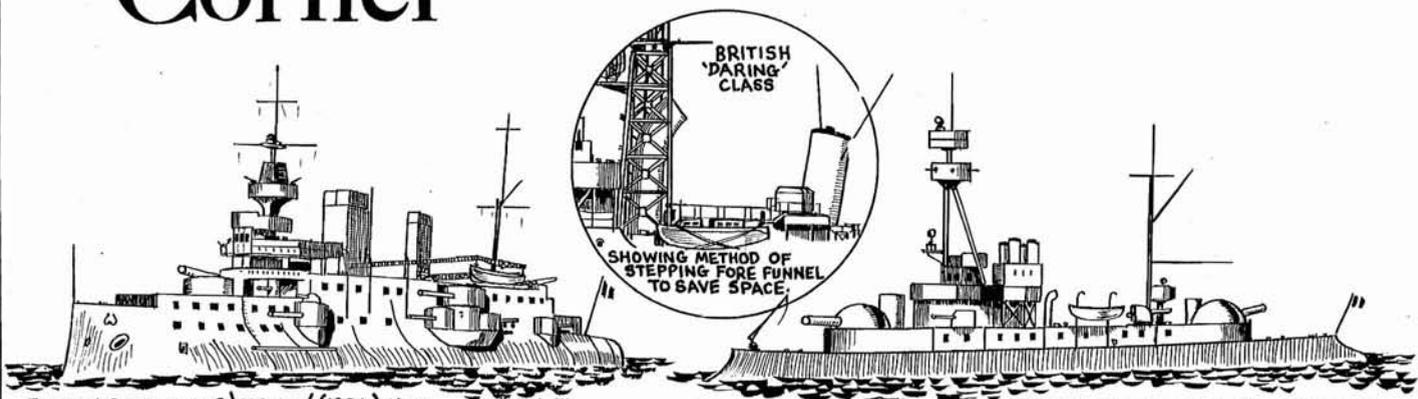
WALKER, Ronald G.LSNS2
 WALTON, Thomas F.LSPR1
 WATSON, John K.P1SW3
 WEATHERBEE, Jack L.P1SW3
 WHEATLEY, George H.P1CK3
 WHITE, Ronald W.LSCS2
 WILLIS, Lloyd K.P2ED3
 WOOD, Donald G.LSTD1



Major General the Hon. E. C. Plow, Lieutenant Governor of Nova Scotia, returns the call of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast. The lieutenant governor took up his appointment in January. (HS-51529).

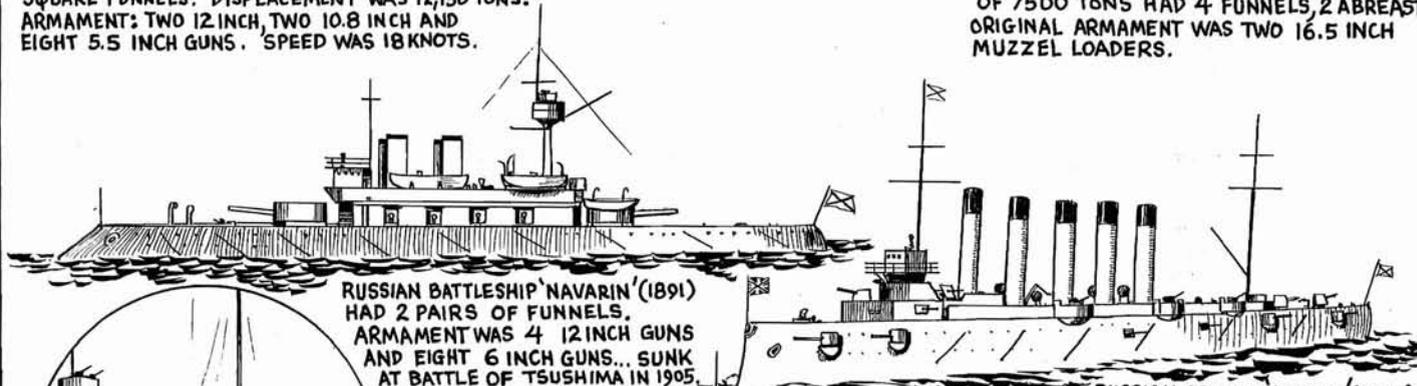
Naval Lore Corner

Number 56
ODD FUNNEL ARRANGEMENTS



FRENCH BATTLESHIP 'CARNOT' (1894) HAD SQUARE FUNNELS. DISPLACEMENT WAS 12,150 TONS. ARMAMENT: TWO 12 INCH, TWO 10.8 INCH AND EIGHT 5.5 INCH GUNS. SPEED WAS 18 KNOTS.

FRENCH BATTLESHIP 'CAÏMAN' (1885) OF 7500 TONS HAD 4 FUNNELS, 2 ABREAST. ORIGINAL ARMAMENT WAS TWO 16.5 INCH MUZZEL LOADERS.

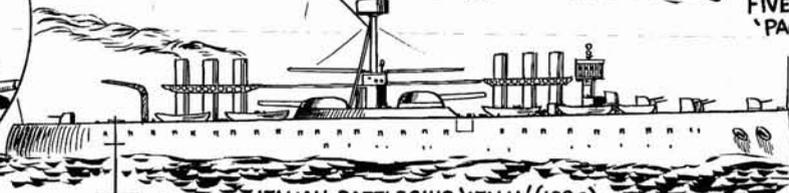


RUSSIAN BATTLESHIP 'NAVARIN' (1891) HAD 2 PAIRS OF FUNNELS. ARMAMENT WAS 4 12 INCH GUNS AND EIGHT 6 INCH GUNS... SUNK AT BATTLE OF TSUSHIMA IN 1905.

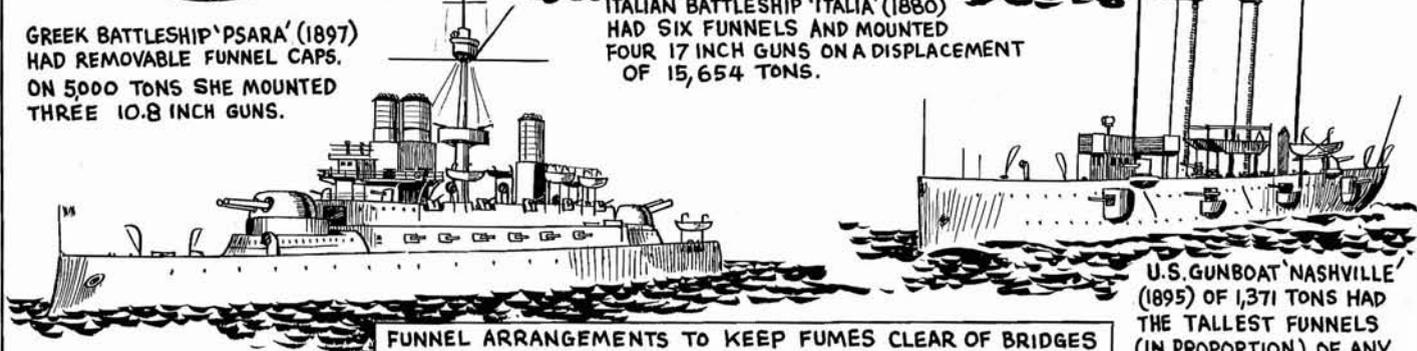
RUSSIAN CRUISER 'ASKOLD' (1900) MOUNTED 12 6 INCH GUNS AND FIVE FUNNELS... NICKNAMED 'PACKAGE OF WOODBINES'.



GREEK BATTLESHIP 'PSARA' (1897) HAD REMOVABLE FUNNEL CAPS. ON 5000 TONS SHE MOUNTED THREE 10.8 INCH GUNS.



ITALIAN BATTLESHIP 'ITALIA' (1880) HAD SIX FUNNELS AND MOUNTED FOUR 17 INCH GUNS ON A DISPLACEMENT OF 15,654 TONS.



ITALIAN BATTLESHIP 'SARDEGNA' (1890) OF 13,860 TONS... HAD THREE FUNNELS, THE FORWARD TWO BEING ABREAST. MAIN ARMAMENT WAS FOUR 13.5 INCH GUNS.

U.S. GUNBOAT 'NASHVILLE' (1895) OF 1,371 TONS HAD THE TALLEST FUNNELS (IN PROPORTION) OF ANY NAVAL VESSEL. ARMAMENT WAS EIGHT 4 INCH GUNS.

FUNNEL ARRANGEMENTS TO KEEP FUMES CLEAR OF BRIDGES



JAPANESE BATTLESHIP 'NAGATO'

RUSSIAN BATTLESHIPS 'SEVASTOPOL' CLASS

BRITISH BATTLESHIP 'WARSPITE' (FIRST REFIT).

Edmond Cloutier

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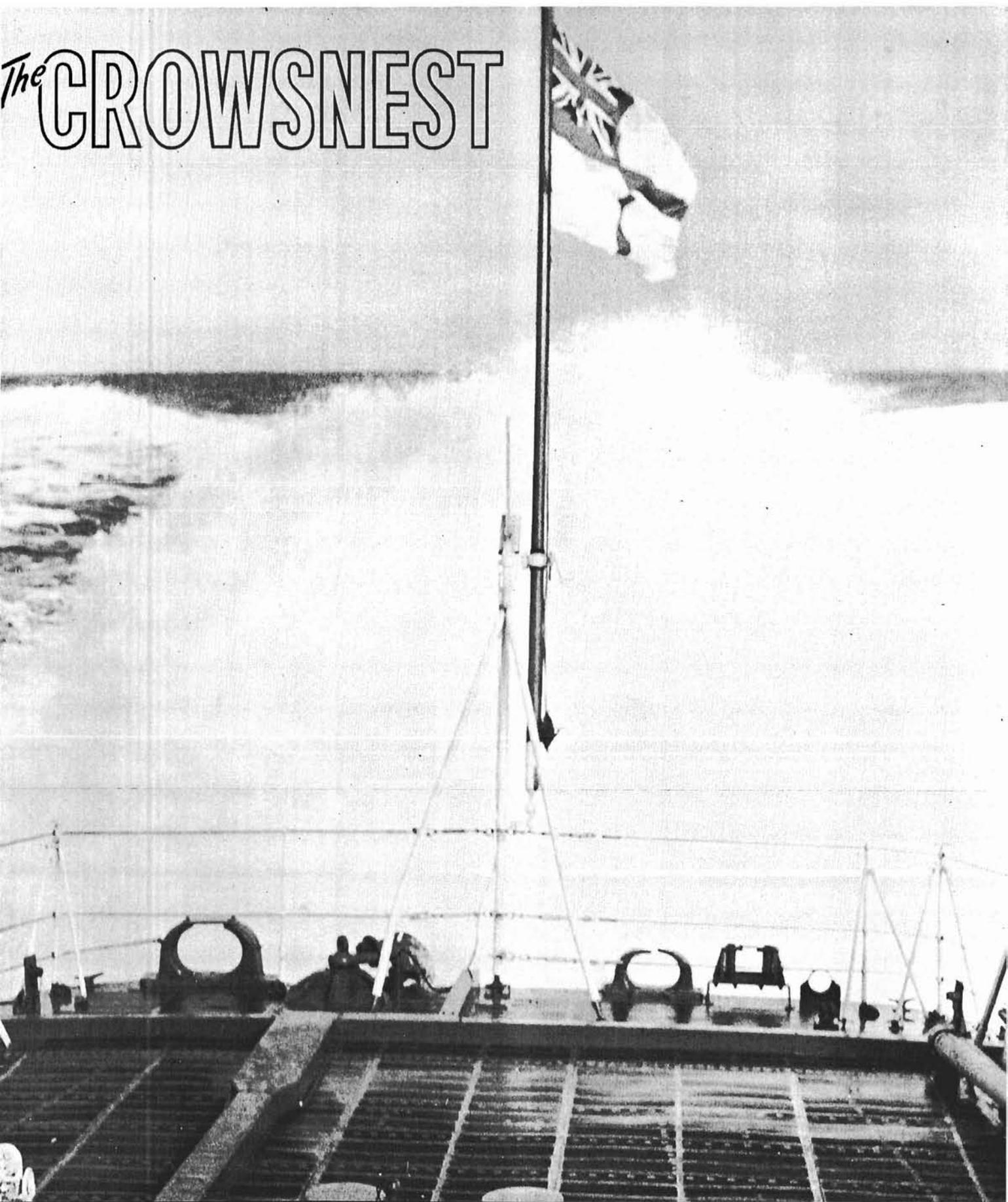
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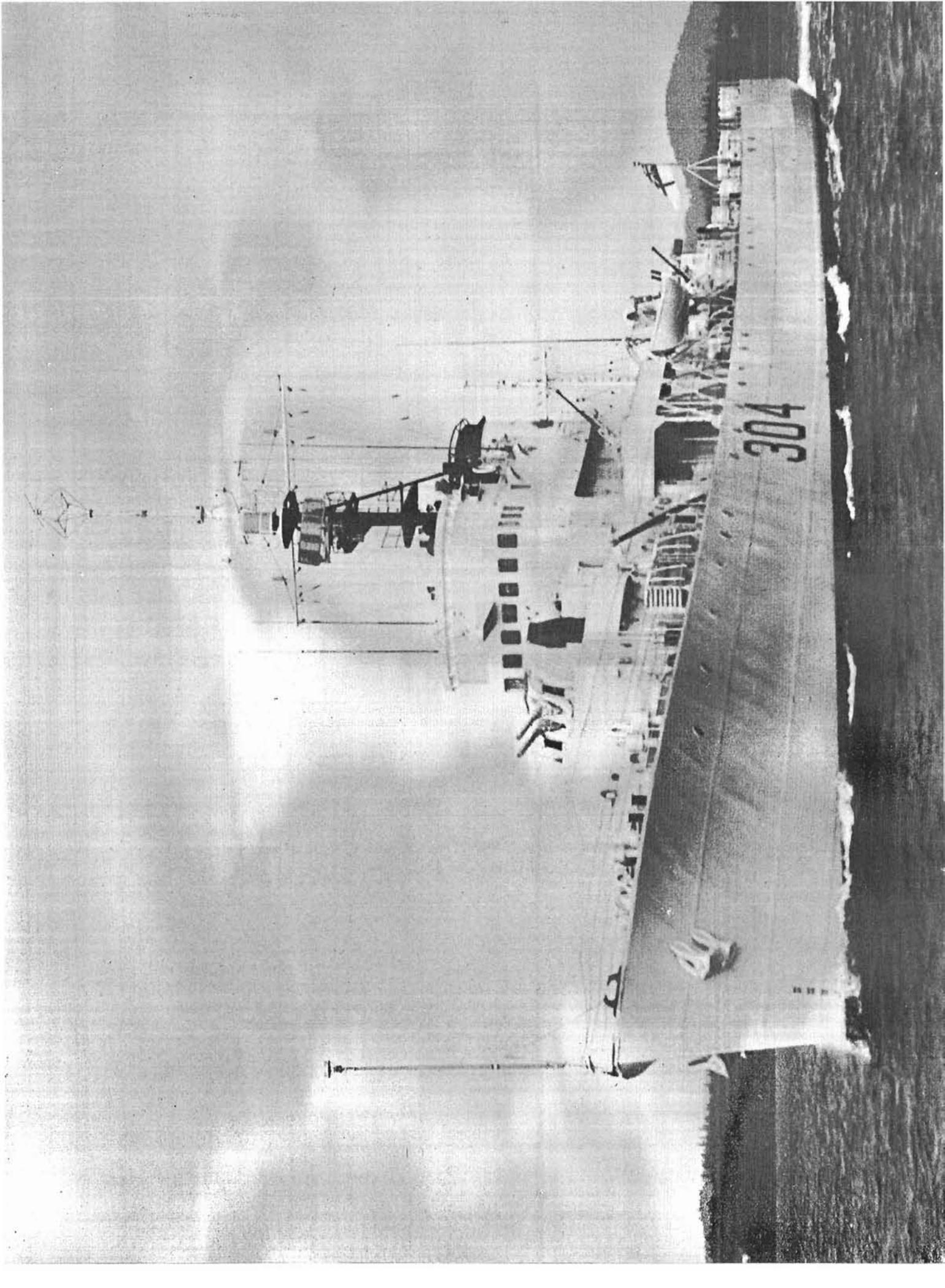


The CROWSNEST



Vol. 10 No. 5

March, 1958



The CROWSNEST

Vol. 10 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1958

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LADY OF THE MONTH

The program of frigate modernization has been completed by the Royal Canadian Navy. Twenty-one frigates of Second World War vintage have now been almost completely rebuilt into modern anti-submarine escort vessels. Eighteen are serving with the RCN; three are on loan to Norway.

The last to be modernized was HMCS *New Waterford*, shown on the opposite page, proudly steaming from Esquimalt Harbour. Her forecandle deck has been extended right aft and her former superstructure has been replaced by one built of aluminum.

Her anti-submarine armament, too, bears little relation to that which she carried formerly. Just the same, her original armament proved pretty effective when she shared in a "certain" submarine kill in October 1944. (E-44257)

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Naval Headquarters,
Ottawa, Ont.

The Cover—To the full power trials of HMCS *Crescent* add a heaping quantity of churning wake, a dash of that wonderful feeling of swift passage over the sea and, for the final decorative effect, the White Ensign, crisply snapping. That's a good recipe for a cover photo. The "chef" is Ldg. Sea. E. W. F. Charles, still photographer for the Second Canadian Escort Squadron during the Far East training cruise. (CR-166)



RCN NEWS REVIEW

Not a particularly impressive picture from a scenic standpoint, the above view is reproduced here for just one reason: It explains why mine-sweeper crews spend sleepless nights and worried days. Every black streak in the foreground is a log of B.C. timber—no friend of bows, propeller, rudder or sweep. The picture was taken during a recent minesweeping exercise in the Campbell River-Oyster Bay area. (E-44441)

Huge Naval Force Enters Halifax

The largest naval force to enter Halifax since the Second World War arrived at the historic port on the morning of March 14 at the midway point of joint British-Canadian exercise.

The force included 14 units of the British Home Fleet, commanded by Admiral Sir William W. Davis, Commander-in-Chief, Home Fleet, accompanied by the Earl of Selkirk, First Lord of the Admiralty, and 15 units of the Royal Canadian Navy's Atlantic Command, under the command of Commodore J. V. Brock, Senior Canadian Officer Afloat (Atlantic).

The Home Fleet consisted of the submarine depot ship, HMS *Maidstone*, wearing the flag of Sir William; the aircraft carrier, HMS *Bulwark*, the cruiser, HMS *Ceylon*, wearing the flag of Vice-Admiral J. D. Luce, Flag Officer Flotillas; five destroyers, including three of the latest Daring class; two frigates, two submarines and two Royal Fleet auxiliaries.

The Canadian task force included the *Bonaventure*, wearing the broad pennant of Commodore Brock; 12 destroyers and frigates of the First, Third and Seventh Escort Squadron, including four of the St. Laurent class destroyer escorts, and two submarines of the Sixth Submarine Squadron.

The Canadian and British units rendezvoused at Bermuda prior to carrying out the first phase of Exercise

Maple Royal en route to Halifax. The second phase was scheduled to begin March 18 and complete on March 22.

The exercise was designed to give the combined force experience in working together in all phases of naval warfare, including anti-submarine, offensive and defensive air operations, day and night surface actions and replenishment at sea. The two carriers were to operate each other's aircraft during portions of the operations.

The program for the exercise called for aircraft from the Royal Canadian Naval Air Station at Shearwater, N.S., to fly offensive sorties against the fleet.

The Royal Air Force was to be represented by a Coastal Command Shackleton Unit from RAF Station Aldergrove, Northern Ireland. This unit was to deploy to RCAF Station Greenwood to participate in the exercise with RCAF Neptune squadrons.

Submarine Sends Farewell Message

As HM Submarine *Alliance* sailed for England's shore at the end of February on completion of her last spell of duty with the Sixth Submarine Squadron, she despatched the following message to Naval Headquarters, in Ottawa:

"On finally leaving the Royal Canadian Navy we wish you all good luck for the future and thank you for the kindness, consideration and co-operation you have given us."

The first phase of the exercise, conducted by the Commander-in-Chief, Home Fleet, ended with the ships' arrival at Halifax.

After four days in port, the combined forces were to sortie for the second phase—a continuation of the combined and joint operations in the North Atlantic area under the tactical command of Commodore Brock.

This was the first time since the war that such large naval forces from the United Kingdom and Canada have had the opportunity of operating together. The exercise was to assist both forces in seeking a joint solution to mutual problems and a greater understanding of their respective procedures and techniques.

Conditions Set to Labrador Transfer

The White Ensign was hauled down—though not necessarily forever—on board the Arctic patrol ship HMCS *Labrador* at Saint John, New Brunswick, on February 28 as the vessel was formally transferred to the Department of Transport.

The transfer was effected under an order-in-council, approved by His Excellency the Governor-General on February 13, which provides that the *Labrador* "will be returned at the request of the Minister of National Defence if, in his opinion, it is required for military purposes."

The Royal Canadian Navy was represented at the transfer ceremony

by Commodore (E) John McGillivray, Commodore Superintendent, HMC Dockyard, Halifax, and Captain (E) H. A. Winnett, Assistant Chief of Naval Technical Services, Ottawa, and the Department of Transport by Andrew MacClements, superintendent of ships' operations for the department, of Montreal.

U.S. Warships Visit Esquimalt

Three vessels of the United States Navy visited Esquimalt in late February. Together, the visiting ships carried more than 300 officers and men.

USS *Elder*, boom defence vessel, commanded by Lt. W. W. Wright, USN, spent only a few hours in port but the submarine USS *Sea Devil* (Lt.-Cdr. L. A. Cravener, USN) and USS *Vance*, destroyer-escort, commanded by Lt.-Cdr. R. T. Daniel, Jr., USN, were at the West Coast base over the week-end.

Frigate First To Offer Aid

HMCS *Sussexvale* was first on the scene when a US Navy tug and tow, drifting helplessly out of control in a 55-knot February gale, asked for help. The frigate was one of nine ships to race to the aid of the drifting fleet ocean tug *Yuma* and the mothballed helicopter carrier *Tinian* en route from Seattle, Wash., to San Diego, Calif.

By 1000 that evening, however, the *Yuma* regained control and returned to Seattle to await better weather.

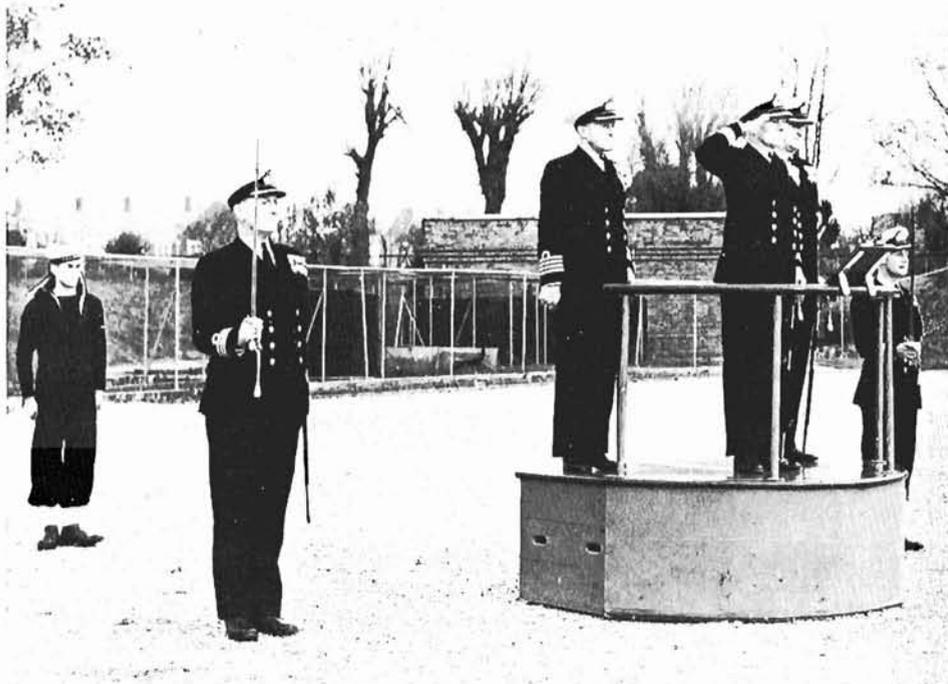
Another vessel to go to *Yuma's* aid was the SS *Sudbury*, formerly HMCS *Sudbury*, Flower class corvette, which has been converted to an ocean-going tug by the Island Tug and Barge Company.

Reserve Officer Rhodes Scholar

Sub-Lt. John Robert Keyston, RCN (R), an eighteen-year-old post-graduate student at Dalhousie University, has won a 1958 Rhodes scholarship.

Son of Dr. J. E. Keyston, former chief superintendent of the Naval Research Establishment, Dartmouth, and now vice-chairman of the Defence Research Board, Ottawa, Sub-Lt. Keyston graduated from Dalhousie University last May with his BA and is pursuing research and study at Dalhousie leading to a MSc degree.

Sub-Lt. Keyston has a brilliant record in mathematics and physics. He entered Dalhousie with a scholarship in 1953 and has consistently taken scholarships in science and mathematics since that time. Upon graduation he was presented with the Governor General's Gold Medal—awarded to the most distinguished



Whale Island bade farewell to the last RCN personnel to undergo gunnery training there at Friday divisions on November 8, 1957. Commodore P. D. Taylor, Naval Member Canadian Joint Staff, London, came down to HMS Excellent, Portsmouth, for the occasion. In the top picture, Commodore Taylor is shown taking the salute at the march past. On his left is Captain R. Casement, commanding officer of Excellent. In the lower photograph the two officers are shown seated in front of the last RCN class which includes left to right, PO G. Lavery, Lt. D. J. Wand, CPO L. Farr, A/Cd. Gunner R. J. A. Leduc, PO T. E. Burry, PO W. O. Cranmer, Cdr. Gunner S. F. Brain, PO E. G. Brimble, and PO L. Flanagan. (Photos from "Evening News and Hampshire Telegraph", Portsmouth, England.)

graduate of Dalhousie's faculties of arts and sciences.

The young student proposes to undertake study and research leading to a doctor's degree in physics at Oxford University when he takes up residence in October, 1958.

Born in England, he spent most of his school days in Canada. While at university he served two years as a UNTD cadet before becoming a sub-lieutenant. During the winter he acts as instruction officer, electrical branch, HMCS *Scotian*, Halifax naval division.

Escort Squadron Turns for Home

Five ships of the Second Canadian Escort Squadron were on their way home at mid-March after more than eight weeks of joint exercises with U.S. Navy units and visits to several Far East ports.

HMC Ships *Crescent*, *Cayuga*, *Fraser*, *Margaree* and *Skeena* sailed from their Esquimalt base on January 16. Their first port of call was Long Beach from where they sailed January 21 for Pearl Harbour and the Far East.

The first phase of the main training program was carried out on passage with the ships participating in a convoy exercise and associated anti-submarine warfare with USN units.

Following the exercise the Canadian units called at Yokosuka, Tokyo, Hong Kong, Saigon and finally Okinawa from where they sailed March 12 to join in a second convoy exercise proceeding eastwards. After a two-day visit to Pearl Harbour, the ships were to proceed to Esquimalt, arriving there April 2.

Ontario Sails South Pacific

Mid-March found the *Ontario* in the South Pacific and on the eve of her visits to New Zealand and Australia with 50 senior terms cadets from HMCS *Venture*.

The *Ontario* sailed from Esquimalt on February 24 with Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, embarked. Rear-Admiral Rayner remained with the cruiser until she reached Pearl Harbour where he conferred with the Commander-in-Chief, Pacific Fleet, Admiral Herbert G. Hopwood, USN, and members of his staff on naval matters of mutual interest.

During his passage, Rear-Admiral Rayner took the opportunity of witnessing a squadron of ships of his command carrying out exercises. These ships in-

cluded the *Sussexvale*, *Ste. Therese* and *New Waterford* of the Fourth Canadian Escort Squadron. Following joint exercises with the cruiser, the frigates left to carry on with squadron exercises before returning to Esquimalt.

The *Ontario*, meanwhile, sailed from Pearl Harbour on March 7 and was scheduled to call at Suva, Auckland, New Zealand, and Sydney, Australia, returning to Esquimalt May 5 by way Suva and Honolulu.

GHOSTS IN TIN BOXES

NOVA SCOTIA's Celtic heritage is productive of tales of those mischievous, invisible sprites known in psychic circles as "poltergeists".

The poltergeist is known for his mad, illogical and downright annoying behaviour. Objects fly through the air without apparent cause, residents of haunted homes are jabbed with pins or needles, strange noises are heard and mysterious fires start. In the Old World a priest is often called in, with bell, book and candle, to exorcise the ghost. In the New World, it has often been possible to trace the phenomena to human pranksters.

No human agency was apparent, however, when boxes of pyrotechnics, in storage at an East Coast naval magazine, took it on themselves to act in a strange, noisy and lively fashion. The metal boxes, without any sign of outside interference, would go "Boing!" and leap into the air or go skittering across the floor, emitting strange sounds.

Workmen in the magazine were naturally worried by the uncouth activities of the boxes because of the explosive nature of the contents.

The experts who were called in to deal with the prankish boxes were from the Dockyard Laboratory of the Naval Research Establishment. They noticed immediately that the boxes were bulged and distorted and suspected that gas, under considerable pressure, had formed inside. They drilled small holes in the containers and collected for analysis the gas which emerged. It proved to be hydrogen.



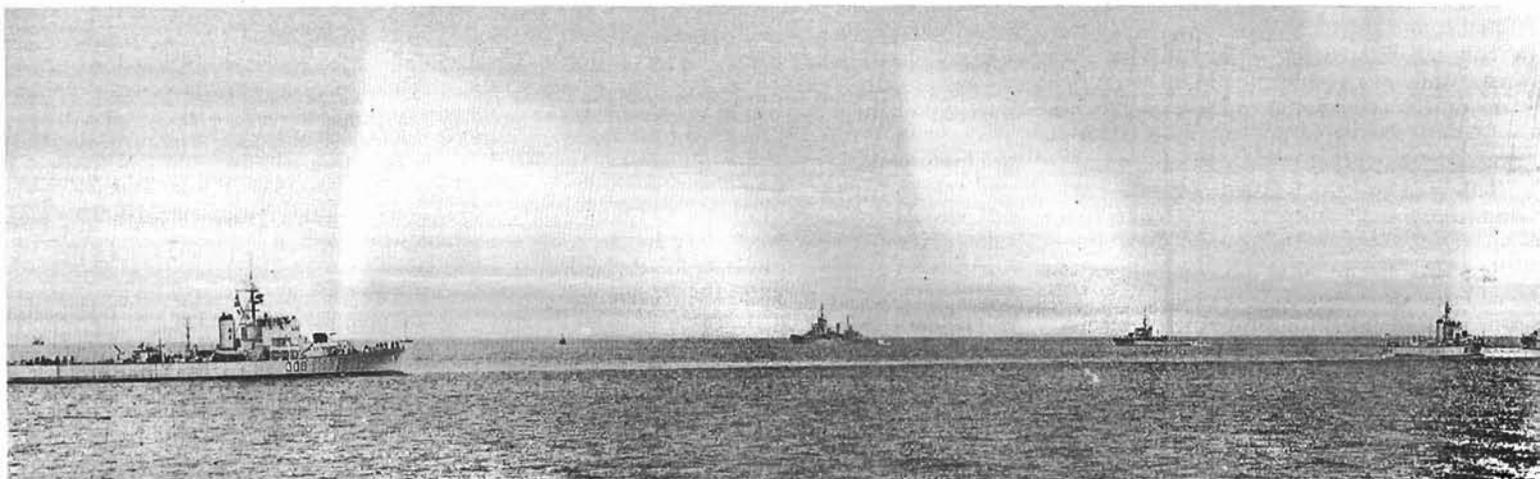
This was only the first step in solving the mystery. A detailed examination of the interiors of the galvanized flare containers indicated that corrosion could not be blamed, nor was the packing material involved.

The ingredients used in the flares were next analyzed and the culprit was found. Antimony, the usual metallic ingredient in the flares, had been replaced by the manufacturer with powdered magnesium. The magnesium, it was concluded, had reacted with moisture in the boxes to produce hydrogen. Eventually enough pressure was built up to bulge the sides of the boxes or twist them out of shape.

A check of manufacturing dates revealed that similar reactions had taken place in flares with similar filling at other magazines in Canada.

Corrective action was suggested by the laboratory technicians. Now the flares rest quietly in the magazines awaiting the day when their careers will end in a brief blaze of glory.

Rounding the buoy and heading for the open sea is the cruiser *Ontario* (centre), as she sets out on her cruise to Australia and New Zealand. Following in her wake are four frigates of the Pacific Command, the *Ste. Therese* (left), *New Waterford*, *Sussexvale* and *Beacon Hill*. The frigates accompanied the *Ontario* for two days and then returned to B.C. waters for further exercises. The photo was taken by PO Ken Martin. (E-44540)



HMS CORNWALLIS PUTS UP LAST FIGHT

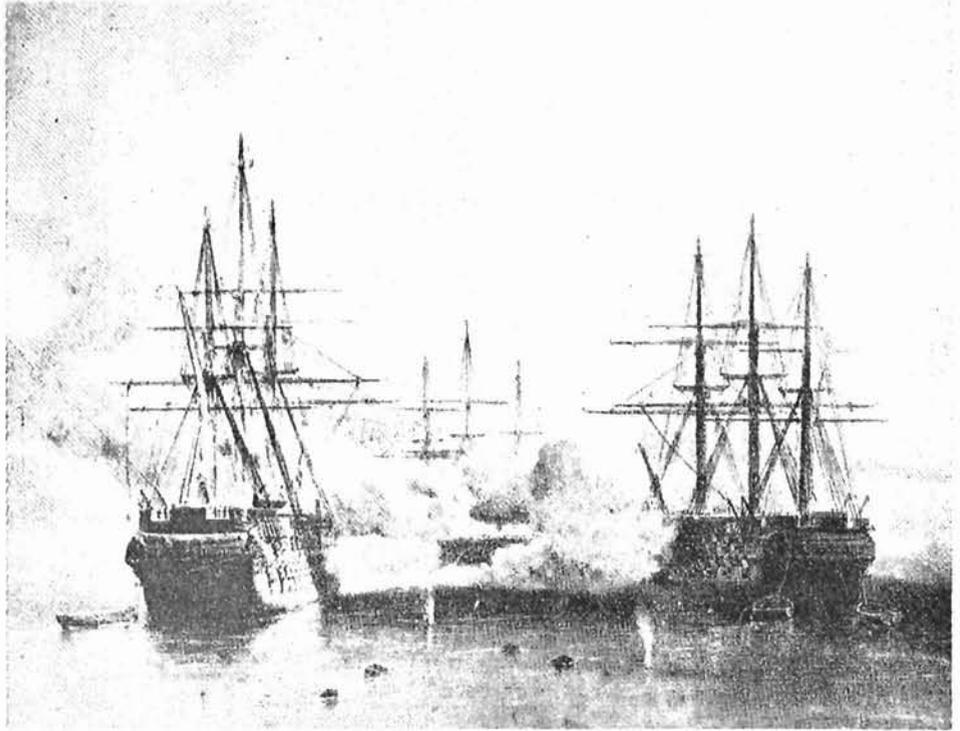
Wreckers Resisted by Stout Timbers of Old Hulk

IN THE Royal Canadian Navy the name "*Cornwallis*" has been synonymous with growth and achievement from the time the first wartime sailors passed through its gates, following its commissioning on May 1, 1942, to receive the training which was to equip them for the vital part they were to play in the war at sea.

Since then there have been many changes. With the end of the Second World War, the establishment was paid off and then, on May 1, 1949, HMCS *Cornwallis* was again commissioned. The intervening years have seen many improvements in the training facilities for Canada's sailors.

Thousands of miles away, however, there is another *Cornwallis* and it, too, in a long career of service has seen many changes. Located in Sheerness Dockyard, at the mouth of the River Thames, it is today engaged in the final conflict of a long, battle-scarred career as it resists the attack to which it is being subjected by its somewhat unromantic adversaries, the derricks and winches of the ship-breaker.

Dismasted and but a vestige of the former proud ship she once was, the *Cornwallis*, fifth of her name, used for many years as a landing jetty at Sheerness, is being torn apart to be replaced by a modern concrete structure.



During the Crimean War the *Cornwallis* and two other British ships engaged the enemy at Sandham. In the engagement depicted here, the *Cornwallis*, left, lost 10 of her men. She was one of a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas, which sailed in March, 1855, for the Baltic to establish a blockade of the coast of Courland. She was also one of the force of 54 ships which participated in the bombardment of the Russian fortress at Sveaborg in August, 1855. (CN-3356)

However, after nearly a century and a half of service, her stout timbers are resisting to the last.

Last October the powerful machinery of the Royal Fleet Auxiliary salvage ship *Succour* started ripping away the weather deck planking and removing the fore-and-aft and cross beams, the latter nearly two feet square. It is interesting to note that none of the ship-breakers will even hazard a guess at when their task will be completed. Captain R. Scouter, master of the *Succour*, has dubbed the old ship "a tough old bird".

She was scuttled in her present position and secured with giant chains and steel hawsers. Dismasted and cleared down to her main deck, with her interior gutted, she has been at Sheerness in her role of jetty for many years. The task facing the shipbreakers is the dismantling of her lower and orlop decks and hull, nearly 180 feet long. This work can only be carried out at half-tide and a further complication is that a thousand tons of mud is lodged in her hull.

The old jetty is all that remains of the *Cornwallis*, a 74-gun, three-deck ship which was launched at Bombay in 1813 and commissioned in November of the following year as the flagship of the Commander-in-Chief, East Indies. Named after the Marquess Cornwallis, a governor-general of India, she was of 1,809 tons and carried a crew of 590 men. Her length, beam and draught were: 177 feet, 48 feet and 18 feet.

It was not long after this that she was involved in action. On April 27, 1815, the *Cornwallis*, commanded by Captain John Bayley and flying the flag of Rear-Admiral Sir George Burlton, met the American sloops *Peacock* and *Hornet* in the South Atlantic. The *Peacock*, a fast ship, managed to escape but the *Cornwallis* chased the *Hornet* for 48 hours. At daylight on the 29th the *Cornwallis* opened fire, and throughout the day the American sloop was very close to being captured, but she staved off that disaster by lightening ship, throwing overboard all her spare spars, stores, anchors, shot, boats, ballast and all her guns but one. She was struck

Silver Spike Sought in Hulk

There is a remote possibility that an extremely interesting link with the past may be found with the breaking-up of the hulk of HMS *Cornwallis*.

The Admiralty News Summary of December 1, 1957, referring to the ship, contains the statement: "A prize to be found, if indeed it is ever recovered, is a six-inch silver nail, known to have been driven in the hull during a Parsee religious ceremony."

Lt. (E) D. S. Dubash, an RCN(R) officer at Carleton, and an Ottawa engineer in private life, explained that the silver nail undoubtedly had a connection with the practice in the Parsee religion of making a gift of a silver article on the birth of a child.

Lt. Dubash is a descendant of one of two Bombay shipbuilding families from whose yards came the famous teak-built East Indiamen which played such an important part in the development of Britain's sea-power. It is possible that the *Cornwallis* may have been built by his ancestors.

by three shots from her pursuer. That same afternoon, however, the sloop was saved by a shift in the wind and, as the wind grew fresher, she gradually left the *Cornwallis* hull down.

A number of years were to pass before the British ship was again to be involved in action. In 1842 the *Cornwallis*, now commanded by Captain Peter Richards, and flying the flag of Rear-Admiral Sir William Parker, took part in the first China War. Soon after arrival on the station, Sir William transferred his flag to another ship.

On March 14, 1842, the boats of the *Cornwallis* left Ningpo in an expeditionary force of seven ships and boats carrying 350 men and marines. The naval brigade was landed and joined the army in time to take part in a victory over the Chinese troops at Se-gaon. Four hundred and fifty Chinese fell while the naval brigade lost only 15 men.

The following month, on April 14, at Chusan, the boats of the *Cornwallis*, together with those from six other ships, defeated a Chinese attempt to burn the shipping by means of fire rafts.

On May 16, the *Cornwallis* arrived off Chapoo in a fleet of 11 ships, and contributed to a naval brigade of seamen and marines which co-operated with the troops. After a three-hour struggle on the outskirts of the town, Chapoo was captured.

June 13 saw the *Cornwallis* arrive off Woosung as part of a fleet of 14 ships under Rear-Admiral Sir William Parker. Three days later these ships opened fire on the forts ashore. After two hours of this bombardment, towards the close of which the Chinese guns were nearly silent, detachments of seamen and marines were landed and Woosung was captured, with a British loss of only three killed and 20 wounded.

One of the most active phases of this campaign occurred in the month of July, during which the *Cornwallis* took part in an expedition into the Yang-tse-Kiang. The attacking force consisted of about 18 men-of-war, nine East India Company's paddle steamers and 40 transports carrying 9,000 troops under Rear-Admiral Sir William Parker.

On July 6, the movement was commenced and on July 20 the Chinese sent some fire-rafts down the river against the British fleet. The troops were landed on the following day, accompanied by a small naval brigade, and a few days later the town of Chinkiang was captured. By September 15 everything was in readiness for an attack on Nanking but before this could be put into effect the Chinese sued for peace. The Treaty of Nanking, which ceded Hong Kong to

Great Britain, was signed on September 29, thus ending the China War of 1840-1842.

The *Cornwallis* received the battle honour:

"China 1842"

Fourteen years later, significant changes were made in the ship. Her armament was reduced to 60 guns and she was converted to steam at Devonport, England. Engines of 200 horsepower were installed before she was commissioned for service in the Baltic.

A year later, on March 28, 1855, the *Cornwallis*, commanded by Captain George Greville Wellesly sailed from England in a fleet of 88 steam vessels of various kinds, commanded by Rear-Admiral the Hon. R. S. Dundas with his flag in the *Duke of Wellington*. They made for the Baltic, to beset Russia's northeastern flank during the Crimean campaign and at once established a blockade off the coast of Courland.

On August 9, the *Cornwallis* was one of a British force of 54 vessels which took up position for the bombardment of the fortress at Sveaborg, which also contained a dockyard and government stores. The attack lasted until the morning of August 11 and it was reported that the Russians had lost 2,000 killed, 23 vessels burned, and that the dockyard, government stores and powder magazines were blown up and

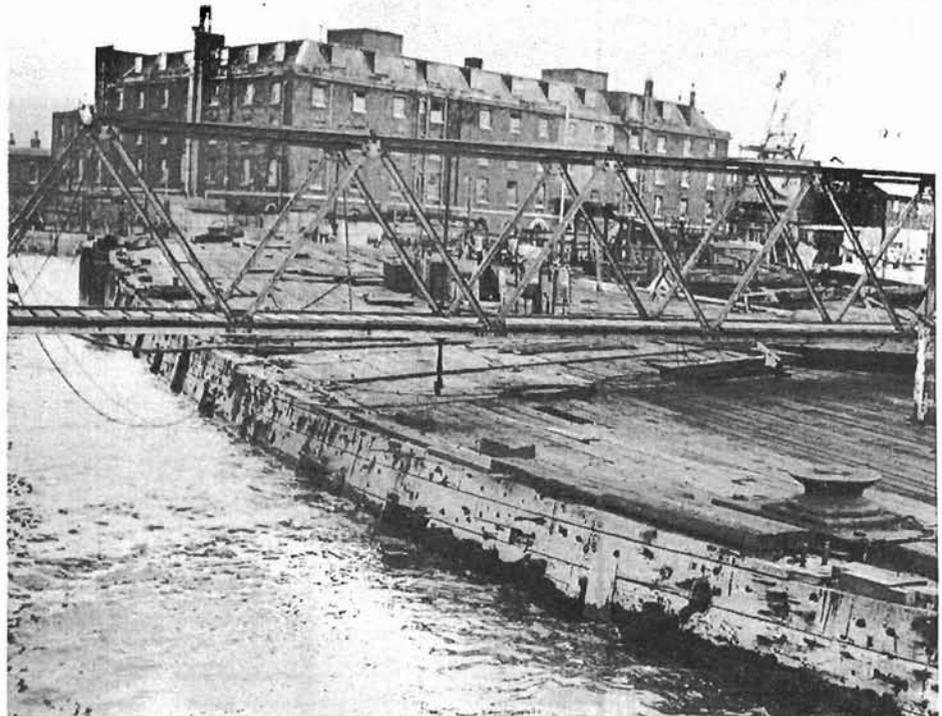
completely destroyed. Only one man of the British side lost his life.

The *Cornwallis* and two other ships engaged the enemy ships at Sandhamn and the *Cornwallis* lost 10 of her men. While the Sveaborg bombardment continued, boats from the *Cornwallis* attacked a Russian frigate which was moored in Kungs Sound, but were unable to destroy her.

It was in this campaign that the third battle honour was awarded to a ship named *Cornwallis*: "Baltic 1855". (The first battle honour was "Amboyna 1810", awarded to the third ship to bear the name, a 38-gun teak-built ship which was purchased in Bombay in 1801).

A number of years after the Crimean War, when the Coast Guard Service was reorganized under the Admiralty, the *Cornwallis* was the first of the warships commissioned for this Service, in which she remained until 1864. She has been at Sheerness since 1865, and during the First World War was commissioned as HMS *Wildfire*, on whose books many of the naval personnel serving in Sheerness Dockyard were borne.

Today, having come to the end of the least dignified, but still functional, part of her career, the *Cornwallis* is apparently continuing to resist any attempts to end her lengthy record of service, not so much in the tradition of "a tough old bird", but, rather, as an old but distinguished fighting lady.—A.C.T.



Taken in September 1952, when the *Crescent* visited London in the course of a UNTD training cruise, this photograph shows the *Cornwallis* in her role of jetty at the Sheerness Dockyard. The ship's gun ports can be seen at the waterline. A 74-gun ship, she was launched at Bombay in 1813 and was of 1,809 tons with a crew of 590 men. Her length, beam and draught were 177 feet, 48 feet and 18 feet. (CR-140)

OFFICERS AND MEN

Exercises Held Off California

Four frigates of the Fourth Canadian Escort Squadron were sailed from Esquimalt March 10 to take part in exercises with ships of the United States Navy in the San Diego area.

The exercises were scheduled to last from approximately March 15 to March 23, with the Canadian squadron due home at Esquimalt on March 28.

The four Canadian units are the *Sussexvale*, *Ste. Therese*, *Beacon Hill* and *New Waterford*.

Changes Made In Administration

The first major changes in administration at *York* in years were instituted in February by Captain L. D. Stupart, commanding officer of the Toronto naval division.

Affecting everyone in the ships' company, the changes were made with the hope that *York's* efficiency would rise to the point of bringing the "Efficiency Trophy" back to *York* for the second time in three years.

The changes were made after a month's research and submissions were presented by a large number of the ship's company.

The first major change was the appointment of a lieutenant-at-arms. The second was in the formation of a holding unit to take charge of the recruit from the time he enters *York* until such time as he is taken over by the new entry training officer. This unit will have a regular syllabus including lec-



The 45th officers' divisional course completed in February at Cornwallis. Members of the course are, left to right, front row: A/Sub-Lt. (L) N. J. Weir; Lt.-Cdr. (E) J. F. MacKintosh, course officer; CPO H. C. Dowle, course instructor, and A/Cd. Eng. (AE) Arthur Turnbull. Rear row: A/Lt. R. A. Stevenson; A/Sub-Lt. (L) F. J. Devlin, and A/Cd. Bos'n H. J. Hancock.

tures and movies—generally giving the recruit an idea of how the ship operates.

York's training program has been changed as well. It was proposed that a leadership course be established for men and junior officers. Heads of departments, under the new policy, now attend two nights per week, as Thursday has been set aside for administration night.

Change of Command At Brunswicker

Lt.-Cdr. Roland M. Black, RCN(R), has been appointed in command of HMCS *Brunswicker*, Saint John, N.B., naval division.

He succeeds Captain John A. MacKinnon, RCN(R) who has been in command of the division for the past six years. Captain MacKinnon will revert to the retired list of the RCN(R).

Lt.-Cdr. Black, executive officer of the division since 1954, entered the former RCNVR during the Second World War and served with the Royal Navy from

1940 until 1943 in combined operations in the Eastern Mediterranean.

Captain MacKinnon has been associated with seafaring for more than a quarter of a century. During the war, in addition to other appointments, he commanded HMCS *Llewellyn* (auxiliary minesweeper) and, later, HMCS *Westmount* (frigate).

Capt. MacKinnon is superintendent of the pilotage service in Saint John.

'Sweepers Visit Campbell River

Sea Cadets and the general public of the Campbell River area were given the opportunity of having a close look at ships of the Pacific Command's Second Canadian Minesweeping Squadron over the week-end of February 22-23.

Units of the squadron, HMC Ships *Fortune*, *James Bay*, *Miramichi* and *Cowichan*, had been in the Campbell River area since February 11 on mine-sweeping exercises.

Arrangements were made for 45 members of the Royal Canadian Sea Cadet

WEDDINGS

Sub-Lieutenant Harry R. Coutts, *Niobe*, to Miss Jean Lesley Whitson, of Plymouth, England.

Lieutenant Donald E. Maxwell, Naval Headquarters, to Miss Beverley Ann Silk, of Toronto.

BIRTHS

To Lieutenant J. D. Cairney, *Cornwallis*, and Mrs. Cairney, a son.

To Lieutenant Donald Carmichael, *Cornwallis*, and Mrs. Carmichael, a son.

To Chief Petty Officer H. C. Dowle, *Cornwallis*, and Mrs. Dowle, a son.

To Lieutenant-Commander Michael Kelly, *Cornwallis*, and Mrs. Kelly, a daughter.

To Lieutenant J. E. McLaughlin, Naval Headquarters, and Mrs. McLaughlin, a son.

To Lieutenant (SB) Howard C. Wallace, Naval Headquarters, and Mrs. Wallace, a son.

To Lieutenant W. K. Wiedman, USN, *Cornwallis*, and Mrs. Wiedman, a son.

Corps of Campbell River to spend a day at sea with the minesweepers on February 22.

The following day, Sunday, February 23, all the ships held "open house" and residents of the area were welcomed on board four minesweepers during the afternoon.

Lt.-Cdr. S. G. Moore, commanding officer of the *Fortune*, is in command of the squadron. Commanding the other three minesweepers are: *James Bay*, Lt.-Cdr. J. J. Coates; *Miramichi*, Lt.-Cdr. M. A. Considine; and *Cowichan*, Lt.-Cdr. G. W. S. Brooks.

York's Christmas Shop Successful

The annual "Christmas Shop" at HMCS *York* was an outstanding success and sales were 97 per cent higher than last year. Profits were up 146 per cent.

Net profit to the Ship's Fund was \$254.57 this year against \$103.83 a year ago.

Lt.-Cdr. Bob Buchanan, who was then supply officer for the division, originated the Christmas shop idea in *York* a year ago and was the spark behind the shop again this year.

He was assisted ably by six members of the RCN. They were Petty Officers Robert Lechie, Robert J. Richey, Arthur Mitchell and Gordon Miller, Leading Seamen Garry Desjean and Able Seaman James Holmes.

Reservist Served In 89 Ships

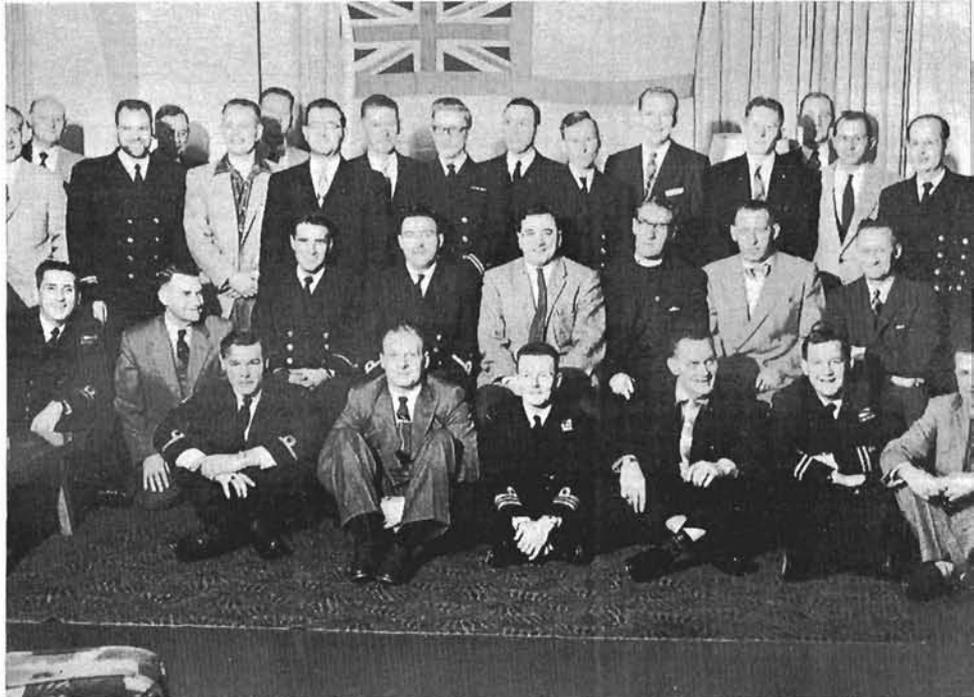
PO Frank R. M. Holk, BEM, RCN(R), of Hamilton, holds a record that is probably unique. His story was told recently in Frank J. Keen's column in the *Hamilton Spectator*.

In the five-and-a-half years of the Second World War he served as a convoy signalman, according to Naval Headquarters records, in 89 merchant ships (although only 62 were claimed in Mr. Keen's article) and spent 1,276 days at sea out of a total of 2,116.

Although many of his trips were from Halifax to Boston and return, he also made numerous voyages to the United Kingdom, Australia, the Mediterranean and other ports, many in tankers.

For his service PO Holk was awarded the British Empire Medal. In addition he is entitled to wear the CVSM and Clasp, Defence Medal, Pacific Star, Africa Star and Clasp, Atlantic Star and Clasp (denoting France-Germany Star), 1939-45 Star, and the War Medal.

Page eight



Reserve, retired and former naval officers of Prince Rupert, B.C., and district met in the wardroom of HMCS Chatham, the Prince Rupert naval division, on February 7 and decided to seek affiliation with the Naval Officers' Associations of Canada. Orme G. Stuart (Commander, RCN(R) (Ret'd)), was asked to draw up a constitution and by-laws and report back to a general meeting.

PO Holk re-entered the Reserve at *Star*, the Hamilton naval division, in June 1955.

In civilian life he is a lieutenant in the Hamilton Fire Department.

Operational Plans Discussed at Coast

Operational planning was discussed with officers of the Pacific Command during a visit to Esquimalt in February by Commodore D. L. Raymond, Assistant Chief of the Naval Staff (Plans), Ottawa.

Ward Furnished By Navy Show

The Winnipeg Children's Hospital has a new five-bed ward, thanks to HMCS *Chippawa*.

Financed by contributions from personnel at *Chippawa* and by a variety concert staged at the division and at Rivers air base, the \$2,000 ward was dedicated on February 23 by Chaplain E. J. I. Hoad, and was declared open by Captain A. R. Picard, Chief of Staff to the Flag Officer Naval Divisions, when he visited *Chippawa* for the annual inspection of the division.

"Yorker" Founder Leaves for West

The founder of *The Yorker* — the monthly publication of HMCS *York* — and a long-time leader of activities around the ship, Cdr. (SB) A. C. Theobalds left the Toronto division at the end of the year.

Leaving the Toronto area due to business commitments in Vancouver, Cdr. Theobalds hopes to retain his affiliation with the RCN(R) on the West Coast.

He was given a party by members of the information branch and presented with a pair of cuff links. The wardroom presented him with a pewter mug.

Although his accomplishments have been many while at *York*, the one deed which stands out markedly was the founding of *The Yorker* in March 1952.

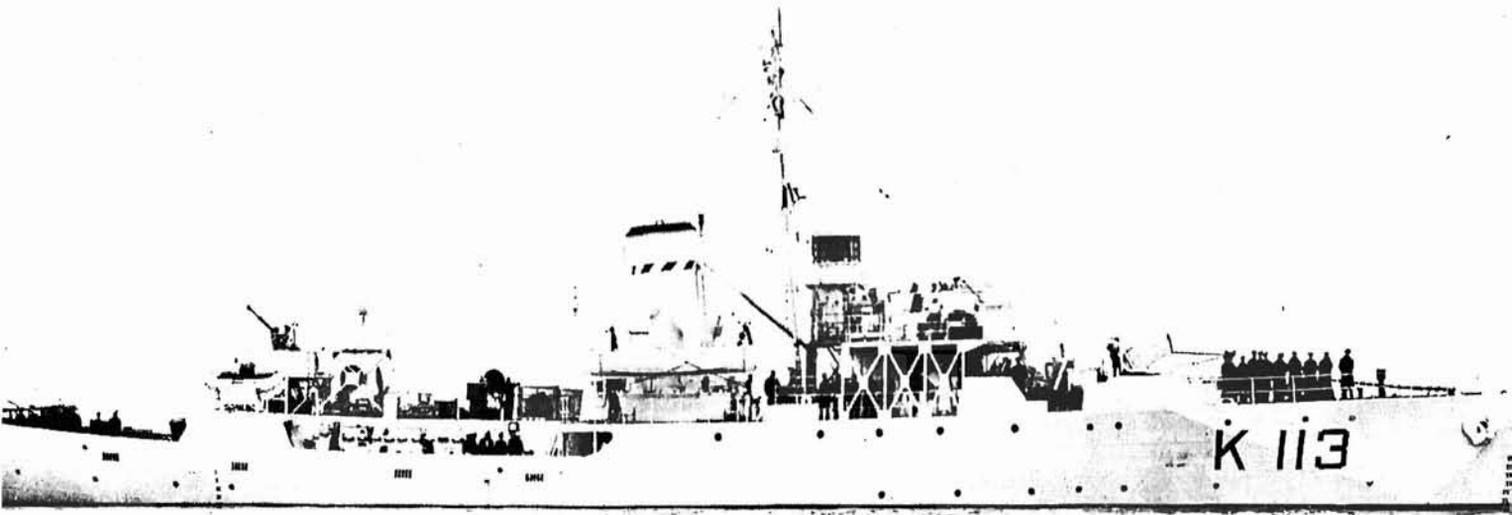
His innumerable friends at *York* both in the wardroom and on the lower deck will miss his kindly leadership and wish him well.

Officer Named to Newfoundland Posts

Cdr. Edward B. Pearce, formerly Command Personnel Officer on the staff of the Flag Officer Naval Divisions at Hamilton, has taken up the appointments of Canadian Naval Commander, Newfoundland, and commanding officer HMCS *Avalon*, RCN base in St. John's Nfld.

Cdr. Pearce succeeds Cdr. John H. G. Bovey, who will take command of HMCS *Saguenay* on April 1. Cdr. Bovey had held the St. John's appointments since July 1956.

Before leaving St. John's Cdr. Bovey was honoured at a reception by government officials, city businessmen and prominent citizens at Buckmaster's Field.



SECOND WORLD WAR FUNNEL BANDS

What Did They Signify?



COATICOOK AND ETRICK

FROM TIME to time, *The Crow's-nest* publishes a photograph to identify it. There is no mystery about the ship above: She is HMCS *Arvida*, the picture was taken on March 30, 1943, on completion of her refit at the U.S. Coast Guard Base at Curtis Bay, Maryland, and she wears on her funnel the "Barber Pole" band of Escort Group C-5.

Usually the funnel bands do not show up so well in photographs of ships, and other illustrations are based on pictures in the files of the Naval Historian. In most cases the identity of the ship is known, but there is no information on

hand about the significance of the funnel markings. Since only black and white photographs are available, not even the colours are known. The missing information in many cases is: What groups or forces did the markings belong to? What colour were they? When were they introduced?

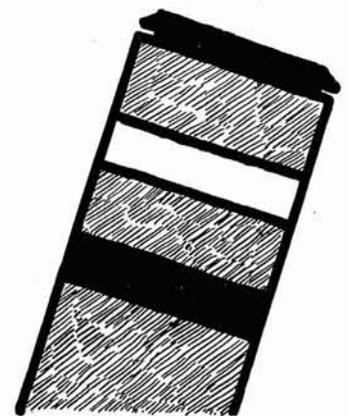
Besides the bands, there are variations on the maple leaf: usually by the addition of a number. Unfortunately this is not much help, because there were five different series of numbers: A, B, C, W and EG; thus the figure 1 might indicate that the ship belonged to C-1 (C-groups were mostly Canadian-manned), but it might be any one of the



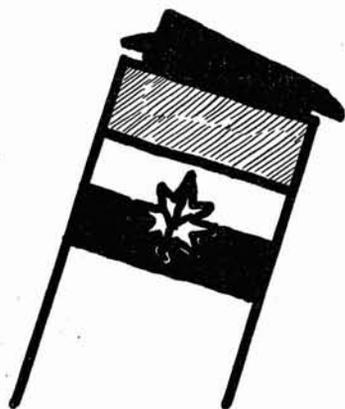
LEFT-HANDED BARBER POLE



CANSO



UNIDENTIFIED



STE. THERESE

but information from other ships, and about other markings not illustrated will be equally welcome. The "Barber Pole" band is the only one which is known, largely because of the song about it (see March 1956 *Crowsnest*), but why did some ships have right-handed spirals and some left-handed?—Ph. Ch.

Probably the first sailor ever to paint a maple leaf on the funnel of a Canadian warship, with his captain's approval, Joseph Stephenson, able seaman with the RNCVR in the First World War, has been assured by Naval Headquarters that he appears to be one of the first men to introduce, with any permanence, the use of the emblem to distinguish Canadian ships.

He has replied to the Naval Secretary's letter, informing him of this, with further information on the Canadian drifters which served overseas in the First World War. His letter follows:

"Dear Sir:

"May I say thank you for your very kind letter saying that you have recognized me as one of the originators of the use of the emblem of Canada the maple leaf, as displayed on all ships of Her Majesty's Royal Canadian Navy.



FRASER AND CHAUDIERE

other series. The *St. Thomas* had a spray of three leaves on her funnel; maybe this was her captain's fancy, but it may have been a group marking (C-3?). One of the most interesting of the maple leaf variations was that of *HMCS Teme*: She was on loan from the Royal Navy, and her leaf had a tudor rose in the middle.

The names of the ships which are known to have worn the various markings are shown under the illustration, and may serve to jog the memories of past members of their ship's companies,

"I would like to give you a few more details to establish my claim as to how and what happened to the Ships *CD 2*, *CD 7*, *CD 11* and *CD 8*. In your letter to me you say all records of these ships, where they served and what became of them were unknown. Well, in the first place, it all started at Gibraltar in March 1918. Forty Canadian ratings were drafted to "Gib" to man these ships—about 10 ratings to each ship. We commissioned the ships in the traditional way of the Navy and flew the pennant, spliced the main brace and off



Joseph Stephenson, once an able seaman in the RNCVR and now living in Leeds, England, says the accompanying picture shows the complement of the naval barracks at Esquimalt in March 1917. He is shown second from the right end of the second row, next to the sailor with the dog. Most of the cap tallies say "RNCVR Pacific", but at least one reads "HMCS Shearwater", at that time depot ship at Esquimalt. Mr. Stephenson has been recognized as the first man known to have painted the maple leaf on the funnel of a Canadian warship with the approval of his commanding officer. (CN-3349)

we went in CD 2, the Flagship, Captain Rumbolt in charge, to Freetown, Sierra Leone, to sweep the bay of mines. In order to have them recognized as Canadian and not British we flew the Blue Ensign of Canada under the commission pennant. When we got to our destination and settled down our sweeping gear and kites all overboard ready for action I said to my Skipper 'Can I paint the maple leaf on the funnel?' He said 'Go ahead!' This I did and we knew then that we were meaning business.

"In those days, 40 years ago, I don't think the maple leaf meant much to the outsiders, least so to Senior Naval Command at Freetown because there was no objection from any source and anyhow the emblem had not been seen on the funnel of any Canadian ship up to then. But it sailed the high seas on the CD 8 and CD 7 and CD 11 and CD 2. I don't think I painted it on all of them, but definitely on CD 8 and CD 2. I

can still remember the names of the captains: CD 11, George Pickering; CD 8, Alan Breeze; CD 7, George King, and CD 2, A. Rumbolt. My own crew was Seaman Stephenson McKay, Marchant, Hewison and J. Hill. The mate was H. Manuel.

"After the war we were ordered to take the ships to the Orkney Islands, Scotland. Scapa Flow was where they finished and the emblems were still on. Then we all were drafted back to Devonport, England. I have got in my possession a pair of dividers the skipper gave me for a keepsake. I have never seen any of my shipmates since that day. I have a photo of myself and a photo of the complement of Naval Barracks at Esquimalt taken March 1917 so if any of the old salts are still living they may identify themselves.

"In the Esquimalt picture I am next to the rating with the dog on his right,

with my wavy collar, so if you publish the pictures I have sent I shall be grateful.

"I am not at all surprised there are no records of these ships, as we were so small I don't think anybody took much notice of us, but we had a three-pounder forward and were ready for anything and we were Canada—I saw to that. Hence the maple leaf on the funnel, but I can assure you the maple leaf sailed the seas on our funnel for several months and we were proud of it.

"I think Scapa Flow could assist me in my claim for recognition.

"Thanking you again,

JOSEPH STEPHENSON,

AB RNCVR 3757

Heddon Street,
Headingley,
Leeds,
England."



An aerial view of HMCS Quadra, Sea Cadet training camp, taken on December 31, 1957. (E-43820)
(See story on page twelve)



The ship's company of HMCS Shediac piles ashore from a landing craft during commando training at Comox during the Second World War. (E-6324-8)

THE COMOX STORY

Royal Navy established rifle range in 1895

A HEAVY ARMoured CRUISER of Queen Victoria's day slowly rounding a low, sandy point to anchor in sheltered Comox Harbour, her boats ready to be sent away that her blue-jackets might, after many weeks at sea, tumble ashore for work and frolic amid the sand dunes of the spit.

—Whites of eyes peering from blackened faces, Canadian destroyer men in the darkness of a moonless night, crawling silently past the ancient and melancholy Indian burial place in the scrub trees, bent on mock attack despite the yelping of a suspicious dog not far away.

—Would-be commandos, in Hitler's time, leaping ashore from assault craft, their automatic weapons at "the ready", being licked into shape for the "Sixth of June".

—Literally swarms of "teenagers" in Sea Cadet uniforms, disgorging from naval transports, eager to try their hand at sailing a whaler and their skill on the rifle range.

THESE ARE scenes that, in a small way, tell the tale of the Royal Navy and the Royal Canadian Navy in Comox Harbour, Vancouver Island, a story that encompasses some 60 years.

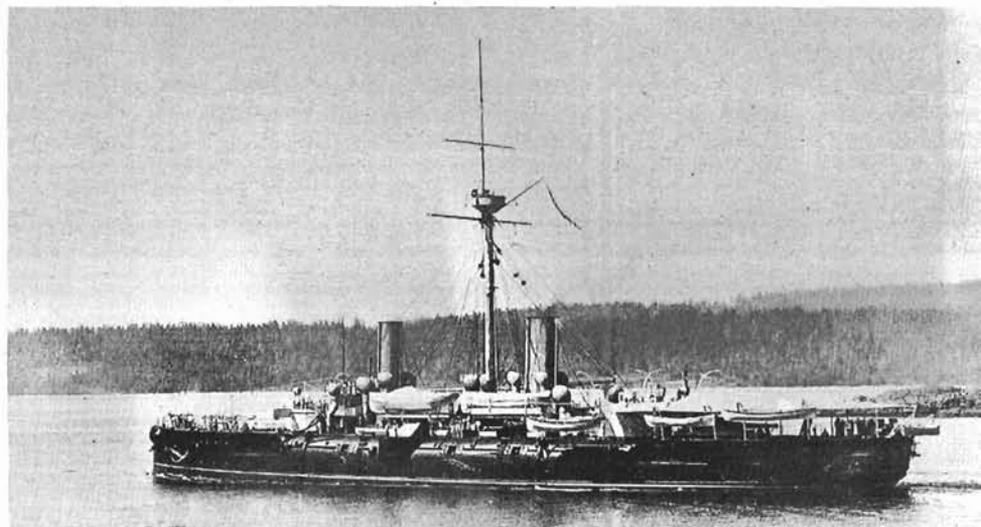
In the late years of the nineteenth century when Canada herself was young and the new province of British Colum-

bia had only recently joined the confederation, naval defence of the Pacific coast was still in the hands of the Royal Navy. The Pacific Squadron had its base in the small dockyard at Esquimalt and was commanded by a rear-admiral who wore his flag in a battleship or an armoured cruiser. His responsibility was not only the defence of Canada's West Coast but guarding of Britain's interests from Tierra del Fuego to the Bering Sea. At that time, in addition to his flagship, the Commander-in-Chief, Pacific, had three or four light cruisers as well as several sloops, gunboats and torpedo boats.

The rifle range at Comox had its beginnings in 1895 when working parties were landed from the new flagship HMS Imperieuse, single-masted armoured cruiser, shown here in a picture taken from Duntze Head—where photographers appear to have been standing ever since, taking shots of warships entering or leaving Esquimalt Harbour. (E-38213)

Unlike today, there were neither real barracks nor training areas ashore but, as is the case nowadays, it was essential for the sailor's well being that he should occasionally be landed for recreation and training, preferably away from the naval base. In this way Camp Comox came into being though it was not so called then. It rejoiced in the name Goose Spit.

The "Spit" is a narrow tongue of low land extending southwestward from Willemar Bluff forming a partial bar across the south of Comox Harbour and is about 130 miles up the east coast of Vancouver Island from Victoria.





British sailors building the Comox rifle range in 1895. (E-38258)

The major use of such a "camp" was for exercise in musketry and other small arms drill. Previously Coburg Spit, just outside Esquimalt Harbour, had been employed for this purpose, but, with the advent of more powerful rifles, its proximity to the anchorage became a source of danger.

Meanwhile the Commander-in-Chief, Rear-Admiral Henry F. Stephenson, C.B.,¹ had been seeking a suitable location for his rifle range camp and on December 11, 1895, wrote to the Lieutenant-Governor of British Columbia requesting that Goose Spit be set aside for use of the Imperial Government.

In less than a month it was announced that "That portion of land known as Goose Spit, Port Augusta, Comox, which is the property of the Government is hereby reserved and set apart for the sole use of Her Majesty's Government, for Naval and Military purposes".²

Soon a new flagship arrived at the station, the single-masted, armoured cruiser HMS *Imperieuse*³ and the new C-in-C, Rear-Admiral Henry St. L. B. Palliser wasted little time in doing something about Goose Spit. By this time the place was well known to the ships of the squadron and under the Admiral's orders firing points with ranges of 200, 300, and 500 yards were laid out.

BY 1898 the companies of such ships as HMS *Amphion* and HMS *Egeria*⁴ had extended the range to 700 yards and the butts, cribbed with heavy logs, were equipped with red flags and canvas targets, the latter being capable

of being hoisted and lowered. Some idea of the manual labour involved in this undertaking may be gathered from these remarks that appeared in a British magazine:⁵ "The huge pieces of timber which form the base (of the stop butts) were dragged, by a process known as 'parbuckling', from the beach, where they were lying about. This mound is calculated to contain some 10,000 tons of material . . ." All this having been accompanied by the Squadron, the Admiralty soon granted funds for the erection of a long, commodious mess building and a jetty as well.

But it was not all work, for the same paper reported a golf links and football field providing much recreation and enjoyment as well as cricket being in prospect. "The roads are good for 'biking', which has become quite a recognized amusement for Jack nowadays; and the men find acquaintances in the neighbouring ranches with whom they can talk about the 'old country'. Scarcity of water is the only drawback."

Water was indeed quite a problem and continued to be so for years. It was brought ashore in barrels in the ship's boats until later when a local firm, Messrs. Carter & Sons, supplied the range via water-boat at a cost of 75 cents for every 210 gallons.⁶ Fresh cool water was essential particularly because of field gun drill being "well calculated to promote the circulation and open the pores of the skin." From the time of landing a dismantled 9-pounder from a ship's boat it could be assembled and fired in less than sixty seconds!

4. Ships on the Esquimalt Station during this period included, *Imperieuse*, *Warspite*, *Wild Swan*, *Virago*, *Sparrowhawk*, *Pheasant*, *Phaeton*, *Leander*, *Icarus*, *Egeria*, *Comus* and *Amphion*.

5. *The Navy and Army Illustrated*, October, 1898.

6. NS 38-6-12.

Like many another "foreign" station, Esquimalt and its outports were to fall upon rather slim times. Admiral "Jackie" Fisher at the Admiralty was soon facing up to the rising power of the German fleet that was to reduce the distant British squadrons and bring about the memorable concentration of the Royal Navy in "home" waters.

HM Sloop *Shearwater* (Commander A. T. Hunt, RN), in 1905 was ordered to make arrangements for the return of Comox Rifle Range to the Canadian authorities.⁷ However, title to Goose Spit had never been held by the Admiralty so that its closing down merely amounted to relinquishment of the privilege to use the property. This was carried out on June 18, 1906.⁸ By this time, of course, the Pacific had dropped from a rear-admiral's to a commander's command and only HM Ships *Shearwater* and *Egeria*, both capable of proceeding under sail alone, remained.

By 1908, Esquimalt was a very quiet dockyard in the hands of the Department of Marine and Fisheries⁹ but even so, the lonely *Shearwater* still needed a camp ashore to exercise her company. On June 27, the sloop's new commanding officer, Cdr. C. W. G. Crawford, RN, asked the Lieutenant-Governor for the use of Goose Spit, during the summer months. On his arrival there in July he was much annoyed to find the Admiralty's iron target frame dismantled ready for shipment to Nanaimo in CGS *Quadra*.¹⁰ It seems that the Nanaimo Rifle Association had gained possession—but not for long. On August 25, the Commander-in-Charge in *Shearwater* ordered HMS *Algerine* (sloop)¹¹ to pick up the range appliances and convey them to Esquimalt. Meanwhile, arrangements were made for the men of the *Shearwater* and *Algerine* to have a month's training on the army's rifle range on Beacon Hill, Victoria. Camp Comox remained quite deserted.

HOWEVER, it was not long before the forsaken had two ardent suitors. The Admiralty in 1909 began to realize it had been a bit hasty in dropping Goose Spit, particularly as commercial interests were eyeing the property. Application was made to

7. Letter 17 May 1905, Admiralty to Commanding Officer, HMS *Shearwater*.

8. Letters June 18, 1906, Cdr.-in-Chg., West Coast of North America to Lieutenant-Governor of B.C. and Governor-General of Canada.

9. Formally handed over by the British Government in 1910.

10. CGS *Quadra*, a lighthouse tender of the Department of Marine.

11. HMS *Algerine*, a sloop (steam and sail) which, like the *Shearwater*, was stationed at Esquimalt.

1. Rear-Admiral Stephenson wore his flag in HMS *Royal Arthur*, a first class armoured cruiser of 7,700 tons.

2. Order in Council No. 7196, January 9, 1896.

3. HMS *Imperieuse*, 8,500 tons, completed in 1886; carried four 9.2" and ten 6" guns; speed 16.75 knots.

British Columbia for return of former privileges.¹² The other suitor was the new Naval Service of Canada,¹³ soon to be known as the Royal Canadian Navy.

When this service was but a month old, in June 1910, Naval Service Headquarters, wrote Cdr. G. W. Vivian, RN, of the *Shearwater* asking for a report on Comox Rifle Range. Cdr. Vivian replied that "most of the gear had been disposed of, but the targets are in fairly good order and are in Esquimalt Dockyard". He added: "What buildings there are, are in a bad state of repair." Ottawa was soon asking British Columbia to grant the RCN the same privileges at Goose Spit previously enjoyed by the Royal Navy.¹⁴

An exchange of correspondence between Ottawa and Whitehall soon brought about the arrangement that obtains to this day. The RCN was to gain "user possession" of Goose Spit and maintain the facilities there, while ships of the Royal Navy were guaranteed all co-operation upon application to the Canadian Senior Naval Officer, Esquimalt. Late in November 1910, the newly arrived Canadian light cruiser *Rainbow* was ordered, on returning from Vancouver, to look into Comox Harbour and report the state of the RCN's new acquisition.

The visit of HMCS *Rainbow* (Cdr. J. D. D. Stewart, RN), heralded not only the rebuilding of Camp Comox but, unfortunately, a long period of controversy with commercial firms who, while Goose Spit was in a condition of seeming abandonment, had encroached upon the camp's foreshore.

In a report dated March 16, 1911, the *Rainbow* reported that the Western Canadian Lumber Company had driven piles along the foreshore for the purpose of mooring log booms. It was considered useless to repair the jetty "as the wear and tear caused by the logs would soon destroy it again". Cdr. Stewart warned that men working on booms moored to the spit would be in the line of fire from the range.

Cdr. Walter Hose, RN,¹⁵ who relieved Cdr. Stewart in the *Rainbow* in June had similar difficulties throughout 1911. Part of the problem was the difficulty of pinning down responsible parties;

12. Letter Admiralty to Colonial Secretary, August 5, 1910.

13. Established by the Naval Service Act May 4, 1910.

14. Letter, Under-Secretary of State, Ottawa, to Lieutenant-Governor of B.C., October 27, 1910.

15. Commander Hose transferred to the Royal Canadian Navy on January 1, 1912; in addition to commanding the *Rainbow* he was also commander-in-Charge, Esquimalt.

sometimes it was the Western Canadian people who were involved and, at others, it was the Fraser River Lumber Company and the Comox Logging and Railway Company. Always the chief source of friction occurred when a ship of war came to an anchor inside the spit only to find the approaches to the jetty blocked by booms of logs.

A SHORT-TERM solution was found in 1912 when the navy agreed to let the loggers use certain parts of the foreshore on certain conditions. However, in August 1913, Cdr. F. H. Walter, RN, in *Shearwater* was forced into a dangerous position by several booms of logs. He had landed most of his company for musketry exercises.

In July 1912 the floating landing stage at Comox Rifle Range was reported to be quite beyond repair, only a few decayed piles now remaining.¹⁶ Tenders had already been invited for "a pier about 495 feet in length by 8 feet in width. Both sides of pier are to be provided with a handrail well braced and strutted. A floating stage 40 feet long and 12 feet wide is to be placed at an end of the pier and connected thereto by a hinged gangway 4 feet wide . . ." Mr. P. Smith, a reliable contractor who had done much good work previously for the Admiralty at Comox, was awarded the contract. The price was \$1,175 and the fine new jetty at Goose Spit was ready for service by October 1912.¹⁸

HMCS *Rainbow* was in Comox Harbour at this time and as plans for sinking a cribbed well at \$2.50 to \$3.00 a foot were abandoned, fresh water for

16. Letter, July 25, 1912, Cdr.-in-Chg., Esquimalt to Naval Secretary.

17. *Ibid.*

18. Letter, October 8, 1912, Naval Stores Officer, Esquimalt, to Cdr.-in-Chg.

19. Letter October 9, 1912, Naval Stores Officer, Esquimalt, to Cdr.-in-chg.

cooking and drinking ashore still had to be landed in barrels in the ship's boats.¹⁹

During the Great War in the winter of 1915-1916, Goose Spit was occupied by the army. In December 1915, Colonel J. J. Warden, commanding the 102nd Battalion, Canadian Expeditionary Force, telephoned Rear-Admiral Storey requesting the use of the camp-site.²⁰

While this unit and a small detachment of Engineers were in camp many improvements were made. The soldiers used the old Admiralty mess hut and shelter shed for an officer's mess and camp office, installed a large new cooking range and brought water from the mainland creek by sinking wooden pipes of cedar below salt water.²¹ In short order several mess and recreation buildings were put up as well as cook houses, bath and wash houses, a post office and even a "dentist shop". The west end of the spit was completely cleared of logs and driftwood, thus providing a good parade and drill ground. By June 1916, the 102nd had gone, presumably bound for France, leaving a vastly improved campsite.

In the fall of 1920 a local militia unit of machine-gunners applied for the use of the rifle range but in the spring of 1921 the army was asked to make no plans for Goose Spit as the range "is required for naval use until further notice".²² This was occasioned by the visit of the new Canadian squadron composed of the light cruiser HMCS *Aurora* (Captain H. C. H. Adams, RN), and the destroyers HMCS *Patriot* (Lt. C. T. Beard, RCN), and HMCS *Patrician* (Lt. G. C. Jones, RCN).

20. Rear-Admiral W. O. Storey, RN, Retired, Admiral Superintendent Esquimalt Dockyard.

21. This water system was of little lasting value for, as so often happens with Pacific coast streams, they dry up in the spring and remain so until the following November.

22. Naval Message April 11, 1921, NSHQ to Dockyard, Esquimalt.



The mess hut and recreation grounds at Comox, as pictured in "The Navy and Army Illustrated", October 1898. (CN-3333)

Throughout the years between the two world wars there was seldom, if ever, a year when there were no ships of war anchored in Comox Harbour, their companies to a man (with the exception of the duty watch) ashore enjoying the facilities of Goose Spit. It was customary each summer for the Commander-in-Chief, America and West Indies, at Bermuda, to send at least one cruiser to the north-east Pacific and, invariably, Comox was one of the most popular ports-of-call. Such ships included HM *Capetown* (1925), *Curlew* (1926), *Colombo* (1929) *Dauntless* (1930), *Dragon* (1931), and (1933), *Danae* (1934), *Apollo* (1936) and *Orion* (1939).²³

Quite often the Royal Navy's visiting ship would be accompanied by a destroyer or minesweeper of the RCN, the latter anxious to exercise with the heavier British ship. Such was the case on the last day of June 1930 when HMS *Dragon* (Captain W. F. Wake-Walker, OBE, RN) arrived on the station. On passage to Vancouver she was the target for a torpedo exercise by HMC Ships *Champlain* and *Vancouver*, destroyers which also later joined the *Dragon* for musketry exercises ashore on Goose Spit.²⁴

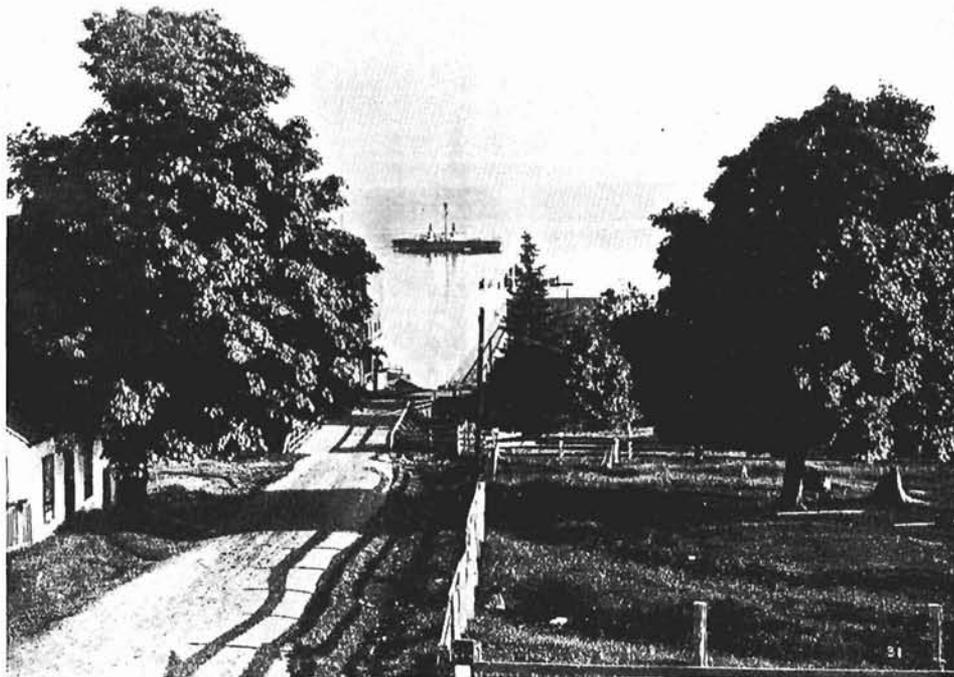
IN 1929, the Board of Trade at Courtenay, up the bay from Comox, showed interest in gaining use of the parade ground on Goose Spit as a landing field for aircraft. But apparently, the cost of grading was prohibitive, and nothing came of it.

Two years earlier, in 1927, the Courtenay authorities had extended a water main to the village of Comox and had run a pipe to the village wharf. For \$750 they offered to run a galvanized pipe under the bay to the spit. However Naval Headquarters thought the price prohibitive considering that salt water would corrode the pipe in two years. Consideration was then given to towing to Comox each summer the big dockyard water scow *Cowichan* to pump fresh water up to a water tower on the spit. However, the scow was considered too unwieldy for ships' boats, and committing a minesweeper like HMCS *Armentieres* would interfere with RCNVR training. Finally the Courtenay authorities offered to put in the water line for \$675 and maintain it. In addition, the navy was to pay \$30 a year. This was approved on May 8, 1929.

In the same year the old jetty built in 1912 and repaired on several occa-

23. Applications were also made for HM Ships *Norfolk* (1934) *Danae* (1935), *Orion* (1936), and *York* (1938).

24. F. V. Longstaff, *Esquimalt Naval Base*, Victoria, 1941, p. 98.



A corner of the village of Comox as it appeared about 60 years ago. (CN-3332)

sions was described as in a state of collapse. The Comox Logging and Railway Co. agreed to build a less pretentious replacement for \$500, the "low price being in consideration for the booming facilities received by the Company on the foreshore of the Spit".

During the winter of 1931-32, the 2nd Battalion, Canadian Scottish regiment, fired on the range one afternoon each week and the following August, "B" Company, Princess Patricia's Canadian Light Infantry, was given the same facilities.

The availability of water under pressure paid dividends when a spectacular fire occurred on the night August 17/18, 1936. The whole spit was tinder-dry when the target shed went up in flames; the ship's company of the cruiser *Apollo* managed to keep the flames from spreading to the other buildings. A replacement was built in 1937 by Mr. Thomas Knight of Comox, for \$350, a lower price by \$20 than that paid in 1929 for the former structure.

Just before the Second World War, HMCS *Comox* visited the town for which she was named. A coal-burning minesweeper of the Fundy class, she had been built by the Burrard Dry Dock Co., in 1938 and gave excellent service off the Atlantic coast throughout the whole of the war. Under the command of Lt.-Cdr. H. W. S. Soulsby, RCN, she steamed into Comox Harbour and, as a token of their pride in the new ship; the townspeople presented the *Comox* with a miniature totem pole, fashioned in silver.

As it did to all Canadian naval establishments, the outbreak of the Second World War in 1939 brought great expansion to Camp Comox. Accommodation for the host of recruits that descended upon Esquimalt was quite inadequate in HMCS *Naden* of that day. So it was that early in 1940 plans were well advanced for the use of Camp Comox as a school of gunnery and seamanship.

AS A RIFLE RANGE and camp in peace time, "roughing it" was part of the fun but, in terms of a regular all-year-round naval training station, the quite primitive sanitation and absence of electric power, not to mention of building and water, necessitated a rapid and relatively costly programme of construction. Yet *Naden*, back at Esquimalt, was already overflowing with trainees. As a result during the spring and summer of 1940 on Goose Spit, the necessity to conduct naval training in the midst of construction, was not exactly conducive to the art of learning, but then sailors are notorious for "making the best of it".

The building program was under way by late spring. Basically this included living quarters, power, water, a jetty and improvements to the range butts. One of the difficulties encountered was that all men and materials had to be brought to the spit by boat or scow, an expensive and slow process.

In April, Mr. R. Rushton of Courtenay was engaged to bring a new fresh water line from the vicinity of the Lorne Hotel

to the new tank tower on the spit. The storage tank built of wood staves by a Vancouver firm had a capacity of 20,000 gallons. Electric power by pole line was also brought to the spit.

The new barracks to consist of a mess hall, galley and three living accommodations wings were begun late in June. A contract let to Messrs. Williams, Trerise and Williams of Victoria and worth just under \$28,000 required the building to be completed by mid-September. So great was the need of early occupation that the builders, for the sum of \$3,500, put on three shifts working round the clock, seven days a week, to have the barracks ready a month early.

In the meantime the seamen drafted from Esquimalt had been living under canvas but using the old buildings for messing, stores, instructional space and offices.

The advance party steamed into Comox Harbour the evening of April 11, 1940, in the armed yacht *Sans Peur*. In addition to stores they brought a cutter, two whalers and a skiff. The *Sans Peur* returned six days later with the first draft of trainees, consisting of 42 able seamen of the RCNR and 25 RCN stokers, for the musketry course. And so it went all summer, sometimes the old trawler minesweeper HMCS *Armentieres* being pressed into service as a transport.

In May there were 92 ratings under instruction in musketry, squad drill and boat-work under oars and sail. From time to time the same men formed work parties to rebuild the firing points and butts and in June the pistol butts were completed. When dry rot threatened to bring down the lofty flag staff, the seamen soon found pole logs on the foreshore with which to replace it. In July when two fires broke out, one in the dance hall at Royston and the other in Comox itself, the seamen from Goose Spit were promptly landed to assist the townspeople.²⁵

ON AUGUST 3, 1940, Camp Comox became a regular fleet establishment being commissioned on that day as HMCS *Naden (III)*.²⁶ A tender to *Naden* at Esquimalt, the new establishment had as its first commanding officer Lt.-Cdr. Leslie Harrison, RCN.²⁷

25. Throughout 1940, a great asset at Camp Comox was the presence of large power boats for use as harbour craft. These in were, in turn, the *Emow*, *Sparton (III)*, *Taseko* and *Saravan*.

26. HMCS *Naden* was, of course, the RCN Barracks at Esquimalt. But also at this time HMCS *Naden (II)*, the Mechanical Training Establishment, was located in the Dockyard proper, at Esquimalt.

27. The chief reason for the commissioning was that it gave the officer-in-charge greater disciplinary powers.

Once again jetty facilities came under close study and, in July, the report noted that "at low water, no boat, not even a whaler, can get alongside the present landing pier". A shorter, stouter wharf with concrete pillars was recommended, the approaches to be dredged. In a marginal notation, the Chief of Naval Staff required that the new jetty be such "that a minesweeper or corvette may lie alongside at any state of the tide".

The contract for the jetty equipped with a two-ton hand-operated derrick and with a plank road approach, was let December 2 to Mr. W. Greenlees for just under \$21,000. This was to include a \$3,000 plank road to the butts, required because of the shifting sands. The whole installation was completed by mid-March 1941.

A feature of the year 1941 at Comox was indecision on the part of Naval Service Headquarters as to just how "permanent" and how extensive barracks accommodation should be. Pearl Harbour was not to occur until the year's end and proper quarters for officers and petty officers and for a sick bay, and also central heating—these were all bound to cost money.

Plans were passed back and forth throughout the year and by November, when the cool, rainy season sets in, there were some 400 ratings stationed at Comox. Sick bay facilities were practically non-existent and sick seamen were hospitalized at St. Joseph's in Comox. In this state of no decision, the Commanding Officer Pacific Coast sought and received approval for construction of a tiny eight-bed hospital to be built by the ship's company, not more than \$950 to be spent for materials.

Originally the idea of Goose Spit was to take trained men from *Naden* for gunnery and seamanship courses while they awaited their drafts to sea. This would then make space available in barracks at Esquimalt for "new entry" seamen. But more and more, as the war progressed, *Naden (III)* became a second training barracks with ever greater demands being made for accommodation the year round.

In August 1941 there were 60 officers and men as permanent complement, including instructors, 188 stokers whose stay would amount to eight weeks (six weeks of mechanical training and two of gunnery, seamanship and camp duties), and 53 seamen. The seamen were there for only two weeks (musketry and boat-work). New drafts expected that month were to live under canvas.

In April, 1941, there was a pleasant change when the armed yacht HMCS *Wolf* arrived in Comox Harbour for a five-day stay, having brought the naval band from Esquimalt for a series of concerts not only on Goose Spit but in all the towns of Comox valley.

Another important event that spring was the opening on May 28 by the Canadian Legion of their premises in Comox to the men of the navy. The recreation room of this building was generously made available to all members of HM forces, and HMCS *Naden (III)*, in appreciation, turned out a sizeable detachment to attend the event. The new Legion hall was opened in November. The commanding officer of HMCS *Naden* at Esquimalt, attended.²⁸

IT WAS APRIL 1942 before the new block was started. The Victoria firm that built the main barracks in 1940 received the contract and work was begun on the 27th. The new building was to provide accommodation for ten officers, 24 chiefs and petty officers, a 12-bed hospital and sick bay as well as a central heating plant to service both the large blocks. This project cost just over \$37,000 and was completed August 31.

Also in April, technical training in mechanics was stopped in *Naden (III)* as this part of stoker training could now be adequately handled at Esquimalt. The training at Comox again was primarily in connection with the range or boat-work. But something new was about to be added that would later change the whole character of the establishment. Already, an assault course was half finished and preparations were in hand for training in bayonet fighting, gas attack, and various other aspects of fighting on land. More and more, the Bren and other automatic weapons were heard on the range and occasionally the anti-aircraft guns mounted in the bracken to the eastward of the barracks.

During the summer two more firing butts, making six in all, were built on the range.

On July 7, 1942, ceremonial divisions and a full-scale inspection were carried out in HMCS *Naden (III)*. A guard of honour was paraded when the Chief of the Naval Staff (Vice-Admiral P. W. Nelles), the Commanding Officer Pacific Coast (Commodore W. J. R. Beech), and the Commanding Officer of *Naden* (Captain F. G. Hart); all stepped ashore from the Fairmile Motor Launch Q.069.

In August a new building for training in seamanship was opened, and, in a very short time straight four-week courses in this subject were under way.

28. Captain W. B. Holms, RCN.

By December the navy's establishment up the bay at Courtenay was taking definite form. It was in this month that *Naden (III)* became responsible for the completion and fitting out of the new combined operations camp at Courtenay. The tragedy of Dieppe had come and gone but its lessons had not gone unheeded. There was to be much hard fighting on the beaches and rocky shores of Europe, and Courtenay was to be one of many Allied stations where men of all services were to learn the complexities of "Combined Operations".

Actually the combined operations organization was a navy-army arrangement for the defence of the Pacific Coast in the event that the Japanese gained toe-holds on Canadian shores. The idea was that 100 Landing Craft Mechanized (Wooden) were to be built by the army, manned by the navy and distributed in certain key positions between the American and Alaskan boundaries.

Basic naval training for men recruited into the Fishermen's Reserve for landing craft duties, was begun at William's Head, near Esquimalt, in July 1942. Training in conjunction with the army began late that fall when the navy was required to vacate William's Head and so established its own camp at Courtenay. But by mid-1943 it was recognized that the Japanese threat to British Columbia no longer existed and policy therefore shifted in the direction of combined operations training for future service in Europe.

As the assault craft began to concentrate in Comox Harbour the rather primitive facilities of the camp at Courtenay were soon overtaxed. That summer "combined ops" moved to what was now a very well established naval base, *Naden (III)*, on Goose Spit. In fact on the spit, "combined ops" became the primary activity, and the base was commissioned HMCS *Givenchy (III)* on October 1, 1943.²⁹

ANOTHER EVENT of 1943 was a representation made by local Comox Indians seeking cash compensation from the navy for using Goose Spit. An old Indian burial ground of some 13 acres was located out towards the western end of the spit, extending right across the spit between the 1,000-yard firing point and the light beacon. It had been designated an Indian Reserve in 1876 and from the beginning of naval activities on the spit in the 1890s, naval authorities, both RN and RCN, had been

very much alive to the necessity of permitting no desecration in the burial area and allowing Indian entry at all times.

The Indians asked for \$150 yearly compensation retroactive to 1940 and offered to trade the reserve for the Seal Islands where the clam beds were the attraction. Settlement came in 1944 when the Indians signed a lease for 21 years permitting the use of the burial area by the navy.

A 140-foot drill shed, completed by Turley Bros. of Nanaimo in August 1943, was a great improvement to training facilities at Goose Spit, particularly in wet weather.

Typical of the training carried out at Comox was that of September 1944, when the Midland Regiment received training in *Givenchy (III)*. These are excerpts from the Report of Proceedings: Three assault craft exercised "C" Company in boat drill; six craft exercised Support and Headquarters Companies as well as "A" Company in boat drill and landing net procedure; three craft drilled "D" Company in landings on Goose Spit; four companies in nine craft practised landings on Sandy Isle; five cutters were employed teaching soldiers boat pulling.

Les Fusiliers de Sherbrooke followed in October.

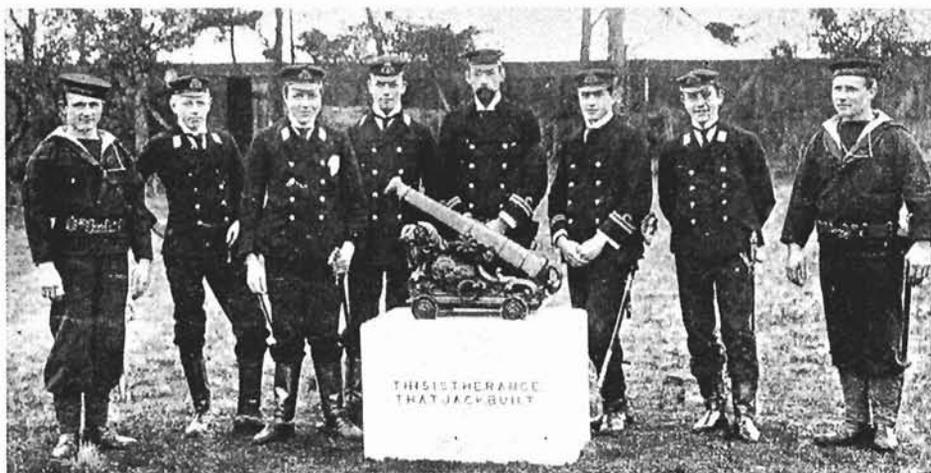
As the war progressed into 1945, the army's camp at Courtenay was soon closed down and the navy no longer was required to train army personnel in combined operations. However, *Givenchy (III)* continued to provide training on the assault course for the men of HMC Ships. During April and May, the entire ship's company of the anti-aircraft cruiser *Prince Robert* was accommodated on the spit for specialized training while the ship was refitting for duty in the Pacific.

AFTER THE WAR, when *Givenchy* at Esquimalt had been paid off and Goose Spit itself had been reduced to a status of "care and maintenance", Camp Comox was usually referred to as *Naden (II)*. But the spit was not to stand idle for long. Back in June 1943, Sea Cadets numbering 200 had camped under canvas on Goose Spit, and there were signs that they would come back again now that the RCN had a more direct interest, together with the Navy League of Canada, in the training of the cadets.

In the summer of 1952, more than 700 boys of the Royal Canadian Sea Cadet Corps from Winnipeg west, camped on Goose Spit and this programme has continued each summer.

On July 1, 1956, Camp Comox once again was formally commissioned as a fleet establishment of the Royal Canadian Navy. Known as HMCS *Quadra*,³⁰ in service during the summer months each year and carrying on its books specially chosen officers and men of the regular navy, the camp continues to instruct the youth of Canada in seamanship and gunnery—the fine points of boat-work under oars and sail, of firing on the ranges—two activities that under ideal conditions of discipline and comradeship, contribute no small part to good citizenship. And, while the face of Goose Spit has been changed out of all recognition, its purpose from the days of the *Amphion* and *Imperieuse*, the *Egeria*, the *Shearwater* and the *Rainbow*, has remained very much the same these 60-odd years.—*Naval Historical Section*.

30. Vancouver Island was originally named by Captain George Vancouver, RN, as "The Island of Quadra and Vancouver" in honour of the Spaniard Juan Francisco de la Bodega y Quadra, who like himself, had been sent to the Northwest Coast of America, to carry out the Nootka Convention in 1792. HMCS *Quadra* is named from the same Spanish naval officer.



Officers and men of the Royal Navy show justifiable pride in their new rifle range at Comox, which they built before the end of the last century. (CN-3338)

29. HMCS *Givenchy (I)* and *Givenchy (II)* were in Esquimalt Dockyard.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Ottawa

On January 20, as part of Task Force 301, the "Beaver" headed south for her second southern cruise. The first two weeks were spent polishing up the attack and maintenance teams for the forthcoming joint exercises with the U.S. and Royal Navies.

At the Task Force boxing meet held in the *Bonaventure*, while at Sir Francis Drake Roads, AB Ted Skakum and AB George Killoran were victorious in their bouts.

From the Virgin Islands, the ships moved up to Florida, and after a one-day rest in Mayport on February 2, the Third Escort Squadron spent one day exercising with the U.S. atomic submarine *Sea Wolf*. After this most enlightening day, the squadron took part in the joint U.S.-Canadian exercise ASWEX, in which on one occasion the *Ottawa* and the *Assiniboine* distinguished themselves in a four-hour A/S action with a most elusive U.S. guppy-type submarine.

The ship's movie goes logged considerable "flick" time with two simultaneous showings in the ship every evening while at sea, which speaks well for the newly formed film organization for sea-going ships.

With the helicopter platform still fitted, aircraft from HS 50 Squadron were regular visitors on board. This, with the energetic deck hockey league, made the flight deck a fairly busy part of ship.

Eight-Day Trip Under Atlantic

A sign of the times is the record crossing of the Atlantic Ocean in eight days, 11 hours.

Fast? Not if the vessel had been on the surface, but it was the nuclear-powered submarine USS *Skate*, and she made the crossing submerged from New London, Conn., to Portsmouth, England.

When he docked at Portsmouth, Cdr. James F. Calvert, commanding officer of the *Skate*, said that the *Nautilus* may have clocked a similar time on a recent cruise westward from Europe. The speed of this voyage had not been announced.



Sailors' blood—345 pints of it—was donated at Naden in early March when the Red Cross set up a one-day blood donor clinic there. Two of the Red Cross nurses in attendance were Misses Chris Koehler and Henny Van Dyk, both of Vancouver. (E-44562)

At the last meeting of the ship's Welfare Committee, it was decided that the ship should "adopt" a needy child under the Foster Parents Plan. This is a new venture for the ship and every one is anxiously looking forward to what the stork will bring.

Among several training classes held on board is a course in navigation conducted by the "pilot", Lieut. Bob Bidwell. This has proven to be an extremely interesting pastime for all ranks.

PACIFIC COMMAND

Gunnery Training Centre

The B.C. Centennial, with all its publicity, is going to require tremendous patience, drill and imagination. There must be hours of drill on the parade ground, so that no mother on the side line, can say her "Jimmy" is the only one in step!

Many sunset guards and parades are on the official program, which means much personal sacrifice and effort must be made in order to maintain and am-

plify the many splendid traditions of the RCN.

The old saying "Whiskers make the man", is being proved day by day as beards are sprouting right and left for the various pageant events that will take place this year.—E.A.M.

NAVAL DIVISIONS

HMCS Discovery

Twenty-one *Discovery* reservists absorbed all the action they could take in a whirlwind exercise-packed weekend cruise on board HMCS *Beacon Hill* as the sea training program for the winter began. Old-timers voted the cruise the busiest and most successful in recent history, with never a letdown from Friday night until Sunday afternoon.

The cruise began with officers and men assigned to various departments aboard and from the beginning it was evident there would be action and more action. And to make conditions even better the *Beacon Hill* ship's company accepted our people as "shipmates" and

not as a group who had interfered with their week-end leave. This had double meaning when it was learned the *Beacon Hill* had been at sea all week and would continue on an additional week's training before returning to base.

Friday night saw the reserves taken on a detailed, conducted tour of the ship, exercising their emergency stations, and observing a 4-inch gun crew carry out a starshell night exercise.

Saturday morning at Ganges was spent in a hundred and one evolutions, ranging all the way from fire drills to whaler crew exercises, ABCD exercises, practical instruction in seamanship, TAS routines, navigational aids, motor cutter handling and of course, routine watches aboard.

In the afternoon there were voluntary whaler crew races, which saw *Discovery* chiefs' crew finish sixth and officers' crew seventh out of 11 crews participating. *Beacon Hill* wardroom officers won in "once around the ship" course in one minute and 20 seconds. *Discovery* chiefs clocked 1-56½ and the officers, after a disastrous start which saw their whaler crash into the side of *Beacon Hill*, recorded 2-00 minutes flat. Cdr. (SB) Bill Herbert was relieved of his cox'n duties by Lt. (S) Eric Van Allen after trying to sink *Beacon Hill*. Cdr. Herbert assumed stroke duties and wound up "catching a crab" as the whaler went across the finish line, thus lessening the chances of the officers to make a better time.

Sunday saw the reservists "close up" to AA stations and each had a chance to fire guns, work in the "ops" room and generally observe what happens in an atomic attack.

The program packed as much training into two days as many a two-week program in the summer. Warm thanks were extended to Lt.-Cdr. Paul Wilson, commanding officer, and his ship's company for the splendid and worthwhile week-end. The program was drawn up by Lt.-Cdr. Wilson and Lt.-Cdr. Fred Henshaw, executive officer, and they were assisted in carrying out the training schedule by Lt. (E) J. J. Tanner, Lt. (S) J. S. Cowie, Lt. (TAS) D. A. Elrix, Sub-Lt. D. B. M. McLeod, navigator, and Mr. R. P. W. Palmer, ABCD officer. Lower deck direction was provided by CPO D. J. McLennan, coxswain, CPO Gordon Hewitt, CPO Herb Law and CPO Boyd Nicholls. Also on board on RT was Lt.-Cdr. (SB) John Arnold, of *Malahat*.

The following *Discovery* personnel were on board: Cdr. (SB) Bill Herbert, Lt.-Cdr. Ted Daley, Lt.-Cdr. Bob Kincade, Lt. Ray Turner, Lt. (SB) Jack

Thornton, Lt. (S) E. W. Van Allen, Sub-Lt. (AE) D. C. King, Sub-Lt. J. Drent and Sub-Lt. Charles Bristol. Chiefs and POs included CPO "Doc" Alexander, CPO R. R. Burry, CPO C. Hartney, PO Lou Cousins, PO Larry Peppard, PO S. Moir and PO L. Hafenden. Others were AB I. Hurst and Ordinary Seamen E. Morrison, D. Chamberlain, R. Hammond and B. Leech.—*Discovery Newsletter*.

HMCS Catarqui

A tri-service ball was held at *Catarqui*, Kingston naval division, in late February, for officers and cadets of the Navy, Army and Air Force training groups at Queen's University.

Lt.-Col. R. J. Kennedy and Mrs. Kennedy, Lt.-Cdr. Roy Tear and Mrs. Tear, and W/C J. E. Wright and Mrs. Wright, were in the receiving line.

The ball was convened by P. F. Saegert (Navy), and the committee in charge included Miss Liz Oughton (Air Force), Miss Anne Davison (Air Force), Jim Lentgris (Army), Terry Watts (Air Force), Pete McLain (Navy), and Roger Davison (Navy).

The cadets also did their own decorating which included murals of characters from Walt Kelly's comic strip "Pogo" caricatured to represent certain of the officers and cadets.

HMCS York

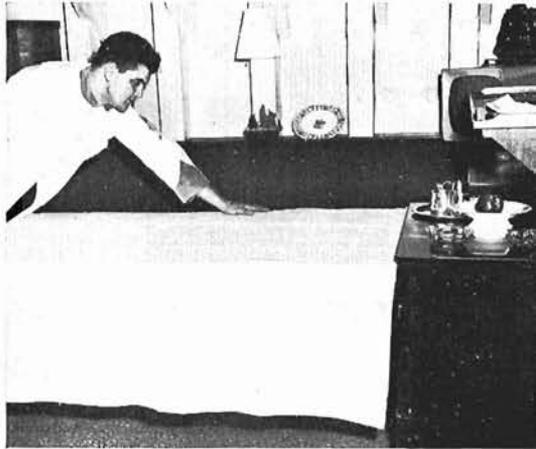
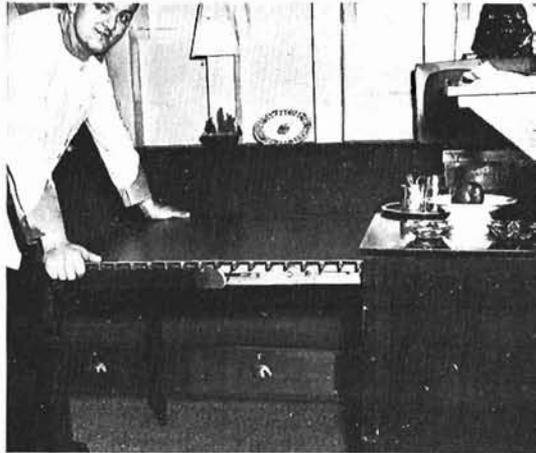
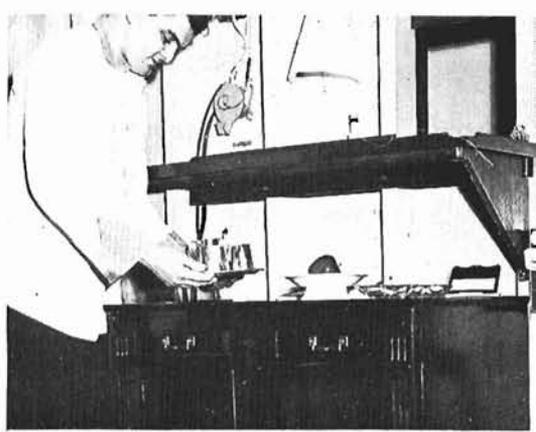
The value of frogmen in the service has been proved beyond doubt by two *York* divers—and they have had harrowing experiences the past month to prove it. They succeeded where other salvage methods failed and they did this under some of the worst conditions.

Lt.-Cdr. Tim Turner and Lt.-Cdr. Fred Lamar, *York's* two frogmen, recovered an estimated \$100,000 worth of equipment from a CF-100 aircraft which crashed during the Canadian National Exhibition.

After dragging operations and hard-helmeted diving methods failed to obtain the aircraft parts, Lt.-Cdr. Turner and Lt.-Cdr. Lamar dived for two weeks, found the parts and gave much help to the investigation of the crash that claimed two lives.

Their work started a full three weeks after the crash, after the exact position of the aircraft in Toronto harbour had been lost.

Lt.-Cdr. Turner, an ardent diver, had watched the dragging operations soon after the crash and had taken pictures of the area from several places in the harbour. When he and Lt.-Cdr. Lamar were called in September 26, the RCAF crash boat from Trenton was unable to



Space is a problem in some of the smaller warships, such as the wooden minesweepers, but there are a number of ways of licking that problem. Here Ldg. Sea. Reginald Chambers, steward in HMCS *Miramichi*, is seen in the tiny wardroom of the 'sweeper, getting ready for an incursion of hungry officers. From what looks like a neat little buffet, a table top with two legs to support it appears, the linen is spread and soon, although they may not be able to move around, the officers will dine in comfort and style. (E-4445-6-7)

locate the aircraft because the marker in the harbour had been removed. Even the keen eyes of the skipper of the Toronto Island Ferry and the Toronto Harbour Police were faulty and their efforts failed.

However, from pictures taken by Lt.-Cdr. Turner, the party was able to fix a position and when the frogmen went down at the spot noted, it was found

that the crash boat's anchor was wrapped around part of the aircraft.

This was about the last thing they saw however. Once on the bottom of the harbour some 35 feet down, mud was stirred up and nothing could be seen, not even a powerful lamp taken below was of any service after the first few minutes on the bottom.

Thus their search was done by touch, and because of this, the officers recall some eerie experiences in the mire of Toronto harbour.

To add to their problem, autumn was catching up with this part of Canada. Being late September and early October, the lake temperature was well down. The divers were able to stay under for only about 30 to 45 minutes at a time.

But despite the murky water and the penetrating cold, the two citizen sailors came up with the required parts after two weeks of interrupted diving.

They won the plaudits of the RCAF for their work and proved that where others fail, frogmen flourish.

Lt.-Cdr. Turner, an orthodontist in civilian life, is York's intelligence officer. Lt.-Cdr. Lamar, a lawyer, is the assistant training officer.

In January of this year, the two officers were guests of Orenda Engines Ltd., at a special luncheon by the service department of the company who had made the ill-fated engine.

Both officers were given desk lighters by the company as a token of their appreciation of the outstanding service provided.

HMCS Star

A new executive for the wrens' mess at HMCS Star, Hamilton naval division, was elected at a recent mess meeting.

Elected were: Reta V. Minchin, honorary past president; Barbara G. Gotch, president; Florence Witherell, vice-president; Helen Boden, treasurer; Barbara Gallant, secretary and Connie Parker, social convener.

During the meeting the wrens set the date for their sixth annual Hard Times Dance, March 29 at Star.

HMCS Nonsuch

Captain George P. Manning, RCN(R) (Ret'd), a former commanding officer of the Edmonton naval division, was chosen president of the Edmonton United Services Institute, at their annual meeting.

Selected for the board of management were four other Edmonton naval officers: Cdr. (S) W. Ross Hickey, Cdr. L. J. D. Garrett, Lt.-Cdr. R. M. MacLean and Lt.-Cdr. F. D. Banwell.

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Serving and former members of the wrens attended a surprise farewell party for RPO Alice Thompson at Moresby House, Naden, on January 23. Present were: Front row (left to right), Wrens Lynne Hayes, Rosalee Auger, Ruth Clare, Dorothy Heard and Alice Raitt; centre row, Lt. (W) Jessie Wardhaugh, Lt. (W) Margaret Neilson, RPO Alice Thompson and Lt. (W) Ellen Halikowski; back row, Wrens Viola Corbett, Agnes Cook, Mary Wovk, Beverley Beattie, Doris McNutt, Terry Heffernan, Marian Amiss and Marie Paget. The dog in the foreground answers to the name of "Pal".

FAREWELL TO WREN RPO

On Thursday January 23, 1958, twenty-three women sat in unaccustomed silence. A slight, gray-haired figure stepped across the threshold of Moresby House, HMCS Naden, and the silence was broken. Twenty-three voices chorused, "Surprise!"

The occasion was a farewell party in honour of Regulating Petty Officer Alice F. Thompson of Calgary, Alta., after 13 intermittent years of service with the Royal Canadian Navy.

Gathered to salute her were Lt. (W) Ellen A. Halikowski, Wren Divisional Officer, Naden, Lt. (W) Margaret Neilson, Malahat, Lt. (W) Jessie Wardhaugh, Malahat, Wrens Rosalee Auger, Beverley Beattie, Agnes Cook, Viola Corbett, Nancy Cuthbert, Beverley Guerin, Lynne Hayes, Ruth Lister, Patricia McAllister, Ellen Pedrick, Joan Raycroft, Yvonne Sims and Mary Wovk and ex-Wrens Marian Amiss, Ruth Clare, Dorothy Heard, Terry Heffernan, Doris McNutt, Marie Paget and Alice Raitt.

PO Thompson became a member of the WRCNS back in December 1944 at Tecumseh in Calgary. She served at HMCS Conestoga, the Wren training centre in Galt, Ontario, until March 1945, was drafted to Discovery, and

crossed the straits to serve in Moresby I and II, Naden until the end of March 1946, then returned to the East Coast and Ottawa where she remained until the WRCNS were demobilized in July, 1946.

"Tommy" spent the interim years working for the Department of National Defence with the RCAF in Calgary. In 1952 when the wrens were once again brought back into the service she signed on the dotted line for the RCN(R) at Tecumseh. On February 2, 1953, PO Thompson commenced continuous naval duty at Cornwallis. There she guided Wrens from Conestoga through the rigours, smiles and tears of new entry training.

In August, 1955, the West beckoned once again. From then until her release date February 2, 1958, when she reverted to the active reserve on the books of Malahat, she supervised the wrens of Moresby House.

Like many ex-navy people before her, PO Thompson has settled down in Victoria where she hopes to work for the Department of National Defence, this time with the Navy. Wrens and ex-Wrens throughout Canada wish her continued success and happiness on "civvy street".—R.A.

THE RESERVE

"Basic role of the RCN(R) in the nuclear age remains unchanged"—Rear-Admiral Adams

WHERE does the Royal Canadian Navy (Reserve) fit into Canada's changing defence picture? Will its relative importance increase or diminish with the years? How will the naval divisions across Canada be affected by the announced changes in personnel strength?

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, dealt with these questions and others in an address to the United Services Institute of Quebec City on January 30.

The address, as Rear-Admiral Adams pointed out, was in the nature of a "swan song", since the date of his retirement leave, April 2, was inexorably approaching.

"But today," said Admiral Adams, "I speak to you as an active, serving officer of the Royal Canadian Navy. National defence has been my business for 33 years. Over those years I have held many different appointments—destroyers, cruisers, aircraft carriers, shore establishments. I have served in them all in one capacity or another. And of my 33 years of naval service, seven years have been spent administering and commanding the Royal Canadian Navy (Reserve).

"From 1947 to 1949 I was Director of Naval Reserves at Naval Headquarters in Ottawa. For the past five years I have held the appointment of Flag Officer Naval Divisions, which in simple terms means the officer in chief command of all naval reserve forces in Canada.

"Now in seven years of association with a group you really get to know them. In my term of office as Flag Officer Naval Divisions, and, indeed, throughout so much of my naval life, I feel I have come to know these men and women of the naval reserve well. Their contribution to our country in the last war holds an honoured place in history. However, maybe, not so much is known about the contribution they are making in these post war years of uneasy peace.

"In the discharge of my duties I frequently visit the 22 naval divisions located in Canadian cities from St. John's, Newfoundland, to Victoria, B.C., and each summer new entry naval reserves from all over Canada come by the hundreds to my headquarters in Hamilton, Ontario, to carry out concentrated training in our ships. This gives me the

opportunity to know them personally, to understand their problems and appreciate their worth.

"Believe me, their worth is very real . . . very tangible!

"From coast to coast these men and women of the naval reserve display a loyalty, enthusiasm and ability of the highest order. They are people with civilian occupations and problems, yet, often at personal sacrifice, one night each week they forego other pleasures and proudly don the naval uniform to train in the service of their country. Each year they use their summer vacations to serve in naval establishments and ships so they may gain further experience and skills.

"Such is the substance of the people I am honoured to command. Such is the mettle of the Naval Reserve.

"These days we read much of changes in institutions which have served us well in the past . . . changes necessitated by the sudden advances of science and its bearing on military matters. These advances, these new concepts affect us all, and the Royal Canadian Navy and its Reserve is no exception. The potential threat of nuclear warfare has ordered us to re-shape much of our military thinking. In a few moments I will tell you something of how this is affecting the role and operations of the RCN. Right now I wish to discuss the bearing these new ideas and facts have on the operation and administration of the Naval Reserve.

"The basic role of the Royal Canadian Navy (Reserve) remains unchanged; the nuclear age, and its influence on naval planning, demands that the Naval Reserve be a highly trained and flexible organization capable of mobility of thought and action. It must be a balanced force within which there is a job for every man, and a man for every job, and the whole must possess sinew, muscle and vitality.

"The Navy's job is to provide the sensible establishment of a force which is related to the foreseen requirements of defence and flexible enough to handle the unforeseen requirements. This statement is just as true of the reserve as it is of the permanent navy.

"All organizations tend, over a period of time, to get out of balance, to become topweighted in certain areas and underweight in others, thereby losing

vitality and efficiency. This will happen unless, from time to time, there is an intelligent appraisal of needs and requirements, and a streamlining of effort, men and material. A judicious pruning usually produces a better strain and greater efficiency in any organization, and, if we are to make sure the naval reserve is a force related to the foreseen requirements, and possessing the flexibility to meet the unforeseen, then we must remould our establishments to meet the challenge.

"This we are doing today. We are bringing the naval reserve back into balance. Such a move requires the reduction of personnel in certain categories, but it also means strengthening and building up personnel in other areas. We are cutting only where we consider such action increases the overall efficiency of the structure. For the Naval Reserves in general, this does mean a small over-all reduction in size. Our officer complement is being reduced from 1,600 to 1,100, and our strength in men will be increased from 3,100 to 3,300 and stabilized at that figure. In other words, there will be an approximate decrease of only six per cent in the size of the Royal Canadian Navy (Reserve). This streamlining will renew the vigour of the force, ensuring that it will continue to be a strength behind the permanent navy, completely related to the service's needs and requirements.

In the latter portion of his address, Admiral Adams discussed naval problems of today and what the Royal Canadian Navy is doing to meet them. He concluded:

"The oceans are wide and deep. Below the surface the enemy can lurk like the proverbial needle in a haystack. Have we enough ships to seek, find and destroy an enemy slithering unseen below the waves? Have we enough aircraft to comb the skies and combine with ships in the kill of enemy submarines? Can we prevent the 'end run' which would lay waste our sea-boards and much of the industrial strength of Canada? Those are questions with which every Canadian should be concerned. They are questions as important as preservation itself . . . preservation of our way of life . . . preservation of our homes . . . preservation of ourselves."

A SURVIVOR'S STORY OF HIS RESCUE

IN THE AFTER CANOPY of the Tribal class destroyer escort *Iroquois* there is a plaque which is displayed as proudly as any battle honour. It commemorates the rescue 15 years ago of survivors from SS *Duchess of York*, sunk while on troop transport duty on July 11, 1943.

Before the Second World War the *Duchess of York* was a Canadian Pacific steamship plying the North Atlantic between Great Britain and Canada. On the outbreak of war she was taken over for transport duties and her luck held for three and a half years.

The convoy in which she came to her end was one that also included the liners *California* and *Port Fairy*. The *Iroquois* was one of the escorting warships as the convoy steamed down the coast of Portugal for Gibraltar. A single Focke-Wolf appeared overhead and called in two others. The *Duchess of York* and the *California* were fatally bombed. The guns of the *Iroquois* discouraged the German aircraft from an attempted attack and bombs aimed for the *Port Fairy* missed.

While the *Iroquois* carried out a wide sweep around the convoy to check for lurking submarines, two British escorts began removal of troops from the burning liners. Satisfied there were no U-boats in the vicinity, the *Iroquois* then closed the *Duchess of York* to embark survivors. From this ship 628 troops and crew members were saved. After the burning wrecks were sunk, the escorts and the surviving troop ship went on their way.

Later the officers and ship's company of the *Duchess of York* presented a plaque to the *Iroquois* in gratitude for their rescue. In more recent years survivors have got in touch with the ship, again to express their thanks.

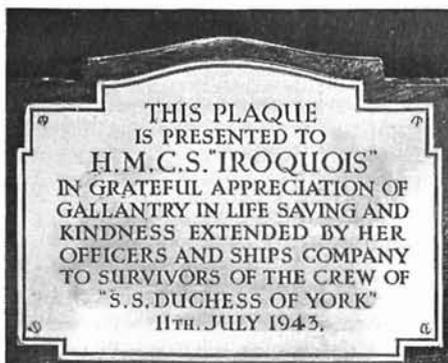
One of these was Flying Officer A. Pipe, of the Royal Air Force, who wrote to the then commanding officer, Cdr. D. L. Hanington, about a year and a half ago when the *Iroquois* was visiting Southampton. He asked for a photograph of the ship and promised to send a personal account of the action. What follows is F/O Pipe's story of the loss of the *Duchess of York* and the rescue operation:

DURING the early hours of a Wednesday morning in July 1943 we, members of His Majesty's Royal Air Force, boarded the Canadian Pacific

steamship the *Duchess of York* at Glasgow. This, for me, was a particular thrill, as the last time I saw this ship was in Halifax during the winter of 1935.

We sailed that night, and we were accompanied by the SS *California*, with army personnel on board, and a merchant ship, the name of which I did not know. Our escort was one destroyer and one corvette.

Up until the Sunday the voyage was uneventful. We had no idea of our



destination. On the Friday there was a minor event, the destroyer taking anti-submarine action some five miles on the port bow.

On the Sunday evening, I had been on police duties and had decided as a relaxation to visit the cinema, accompanied by another NCO.

The film show had not long started when the alarm went, at about 2040 hours. We remained at the film show. Within five minutes the film show was interrupted by the ship's commandant who instructed us to put on our life jackets and disperse between decks. We were not allowed on deck unless on essential duty.

Most of the personnel went aft to their quarters while the NCO and myself kept forward on "C" deck. Within a few minutes it was obvious the attack was by air, as the "ack-ack" opened up. There were several dull thuds. After a lapse of a few minutes the "ack-ack" opened up again and this time there were near misses, first on the starboard side, then on the port side. A further quiet period of a few minutes then "ack-ack" again. There followed a tremendous crash, and we knew we were hit. My colleague and I were thrown the whole length of the forward deck. The lights went out.

In a matter of seconds the emergency lighting came on. We proceeded to the

main stairway only to find a gaping hole where the lift shaft and stairway had been.

We assisted members of the crew in helping evacuate members of the engine room staff; some were badly injured. A message came to us from a forward point for volunteers to make a bucket chain. The ship was on fire. However, we were too busy attending to the injured and the dying.

Word came down to us, about 2145 hours, to abandon ship. We carried the wounded up on deck to find only one lifeboat left, partly full, forward of the bridge. We assisted the wounded into this remaining lifeboat, and it was lowered.

The ship was blazing midships and the captain from the bridge, said that he did not know what was happening aft and told us we had better get away. We lowered ourselves into the water and claimed a nearby raft.

In the last moments of daylight, we saw a remaining aircraft hovering around. The *California* had been hit and was going down. The merchant ship seemed to be all right. The destroyer and corvette were picking up survivors.

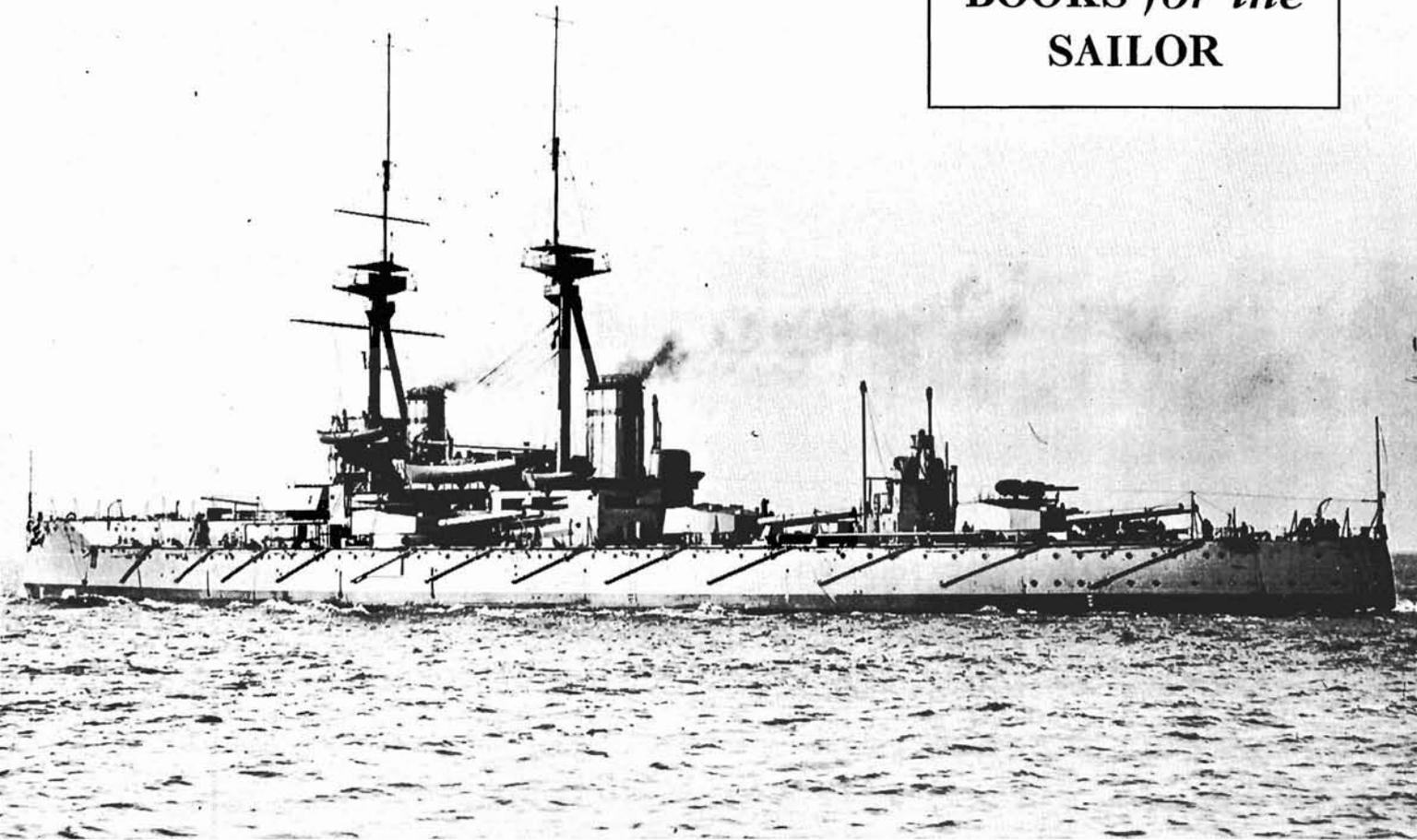
Darkness fell and we drifted in a moderate swell, away from the *Duchess of York* which was now all alight. After drifting for an hour or so, we were taken in tow by a lifeboat, and pulled further away from the burning ships.

Some time later in the darkness, we heard a North American voice call out: "If there's anyone else left in the water, yell out. Let's hear you". Needless to say we made good use of our lungs.

Eventually the destroyer loomed up over us, and we used the scramble ladders to get on board. There were those who were either too exhausted or injured to pull themselves up, and sank back into the water. Canadian seamen dived overboard to render assistance.

The destroyer was HMCS *Iroquois*. We were taken below to the mess deck, stripped and given warm blankets and warm drinks. We were the last survivors to be taken on board and we were told the destroyer would head for Casablanca. If I remember rightly there were 600 survivors on board, and that number on board a destroyer can offer complications. However, the Canadian personnel from the commander down, took it all in their stride. Joseph Addison summed it up thus: "Unbounded courage and compassion joined".

BOOKS for the SAILOR



Within the 60-year span of "Jane's Fighting Ships" the mightiest warships of all time have come and gone. Among the early powerful Dreadnoughts (as they were known after the first of the class built in 1906) was HMS Vanguard, 19,250-ton floating fortress completed in 1910. (CN-2127)

SIXTY YEARS OF 'FIGHTING SHIPS'

Diamond Jubilee 'Jane's' Records End of Epoch

TWO GENERATIONS ago—in 1897, to give the precise year—the first edition of Fred T. Jane's "Fighting Ships" appeared. From that day to this each annual issue of "Jane's Fighting Ships" has presented more detailed information about the naval forces of the world than has been available from any other source.

Those 60 years encompass the rise and fall of the mightiest warship of them all—the battleship. The prototype of the all-big-gun battleship, HMS *Dreadnought*, did not arrive on the scene until 1906 and now Great Britain and the United States are retiring their battleships from active service. The age of the aircraft carrier and the guided missile is upon us.

The 1957-58 edition of "Jane's Fighting Ships" is the Diamond Jubilee Edition and the book has undergone a

change of format as radical as the change in the composition of the world's fleets which it records. The horizontal layout, followed faithfully for 60 years, has given way to a new vertical design, which fits more comfortably into a library shelf.

"This new shape has been adopted because it gives a greater flexibility of arrangement of the subject matter, including a wider variety of illustrations," says the publisher's foreword, "but it has meant a complete rearrangement of presentation of the contents and the resetting of all type matter. It may perhaps be permissible to say that the 'new look' in Jane's matches the 'new look' in navies."

The navies of the world are covered in 542 pages of pictures and text, in comparison with 446 pages in the previous edition. The 12 pages dealing

with the Royal Canadian Navy contain 19 drawings and 46 photographs, which tell clearly and concisely the story of Canada's modern naval service.

The new "Jane's" has the honour of including an introduction written by the First Sea Lord and Chief of the Naval Staff of the Royal Navy, Admiral of the Fleet the Earl Mountbatten of Burma, who refers to the Diamond Jubilee volume as "an important naval occasion".

"In any year the publication of 'Jane's' is a red-letter day in the world," the First Sea Lord writes, "but it is particularly fitting that this sixtieth occasion should coincide with the announcement of the new *Dreadnought*, our first nuclear-powered submarine—'undoubtedly,' as the First Lord of the Admiralty has called it, 'the most dramatic

naval development we have seen since the *Dreadnought* of 50 years ago."

The editor's foreword to the new edition quotes the words with which Fred T. Jane opened his foreword to the 1906 edition of what was then known as "All the World's Fighting Ships":

"Revolution is thick upon the naval world, and there has never been an edition of this book in which so many alterations have had to be made."

Today's editor, Raymond V. B. Blackman, feels that these words are probably more applicable to the present edition than to any other since the first editor wrote them 51 years ago.

"In the decade since the last Jubilee edition of *Fighting Ships* was published," he writes, the most notable change in the balance of power has been the emergence of Russia as a sea power second only to the United States, but with a marked difference in the character of their respective navies.

"It is significant that while the United States and, to a lesser extent, Great Britain are building carriers and, in common with other major powers, a comparatively small number of cruisers, destroyers, frigates and submarines for experimental purposes or to meet their normal replacement quotas, Russia is building up a powerful force of modern cruisers and destroyers and the largest submarine fleet the world has ever seen."

The editor detects the motive of this build-up in the the words of Marshal Zhukov, the former Soviet minister of defence:

"In a future war the struggle at sea will be of immeasurably greater importance than it was in the last war."

The emphasis given by Russia to the production of submarines leads the editor to speculate on the possibility of nuclear submarines, armed with guided missiles, becoming the capital ships of the future, just as aircraft carriers have superseded battleships. He points out that nuclear-powered submarines require only a fraction of the maintenance and none of the naval support required by aircraft carriers.

At the same time, the building programs of the navies of the world give no indication that the day of the surface ship is past.

"The torpedo, the several varieties of mines, the aircraft and the guided missile in turn were all successively deemed to have foredoomed the surface warship to extinction, but still warships survive all hazards. In fact there are now more warships in the world than at any time except at the end of the Second World War . . ."

Last Battleship Paid Off by USN

The last active battleship in the United States Navy, the 45,000-ton *Wisconsin*, was paid off at Bayonne, New Jersey, on Saturday, March 8.

The *Wisconsin* (45,000 tons, standard; 57,000 tons full load) was launched on December 7, 1943, exactly two years after the raid of Pearl Harbour and was ready for service by the spring of 1944. She served through the last year of the war against Japan and was in Tokyo Bay the day the surrender was signed on board USS *Missouri*, her sister ship.

Although she came through the war in the Pacific unscathed the *Wisconsin* received superficial damage from Communist shore batteries during the Korean war.

On the occasion of her paying off into reserve, Rear-Admiral Chester Woods, Commandant of the Third Naval District said:

"We hate to see the end of the trail for this magnificent breed of ship—this king among kings of the sea. The new king is the carrier—but some day it, too, will pass on, giving way to the new king of that future era—the submarine, the guided missile carrier or something else which we cannot know."

The task of transforming "Jane's *Fighting Ships*" into its new format must have been a prodigious task for the editor and his publishers, Sampson Low, Marston and Company, Limited, of London, who have published the work annually from its beginning.

The present editor, Mr. Blackman, had however already shown his ability to cope with a monumental task when he was called to the editorship of "Jane's" on the untimely death of the previous editor, Francis McMurtrie, in 1949. Work had already been begun on a new issue, but Mr. Blackman quickly gathered up the loose ends and the 1949-50 edition appeared on schedule.

The publishers have said of the current volume: ". . . this year's change

in the shape of the book, combined with the accelerating pace of naval development, has involved more work for R. V. B. than was faced by any of his predecessors, except perhaps for the production of the very first volume."

The cold war has not made the work of compiling information for Jane's any easier. Back in Czarist days Russian feelings were injured by the attention given by Fred Jane, in the 1920, edition, to the Imperial Japanese Navy. The Russian naval staff offered Mr. Jane free access to any warship or shore base he wished to visit.

However, the publishers, when faced today by a complete lack of co-operation, are not easily discouraged. The current Russian section contains 38 pages of text, illustrated with nearly 200 drawings and photographs! How the publishers' private intelligence system operates has never been disclosed, but there can be little doubt that it is remarkably efficient. According to Associated Press writer Watson Sims, even western countries have been known to try to feed false information to "Jane's" in the hope of fooling potential enemies. They did not succeed, although at the same time the publishers usually respect the wishes of the governments that certain information be kept confidential.

Those who have known "Jane's" in the past do not need to have this volume recommended to them. It is sufficient to say that the new edition contains more information, presented more conveniently and attractively than any previous issue.—C.

JANE'S FIGHTING SHIPS — 1957-58 *Diamond Jubilee Edition*, compiled and edited by Raymond V. B. Blackman, with an introduction by Admiral of the Fleet the Earl Mountbatten of Burma; Canadian publishers, The McGraw-Hill Company of Canada Limited, 253 Spadina Road, Toronto 4; published in Great Britain by Sampson Low, Marston & Co., Ltd.

THE SLEDGE PATROL

DURING the Second World War accurate forecasts of weather were equally important to both German submarines and Allied convoys in the Battle of the Atlantic, and observations from four weather stations on the north-east coast of Greenland were invaluable in providing data for such predictions. These stations transmitted daily and, by an incredible oversight on the part of the British in 1940, continued to do so in plain international code, even after the invasion of Den-

mark, from which country Greenland is administered.

By 1942 the Danish Governor had ordered the sparse population of hunters and Eskimos, who lived on the north-east coast, to come south and had formed a small sledge patrol to cover the area in case the Germans attempted a landing. About the same time the weather stations started to transmit in code. Germany was now at war with Russia and weather reports from Greenland had taken on a new significance

with the advent of British convoys to north Russian ports. A trawler sailed from Kiel in the summer with a ship's company of 19 men, and on August 26, 1942, anchored in a tiny fjord on the north-east Greenland coast. The Germans at once began to send out weather reports and were not discovered by a dog-sled patrol until March 1943.

The outcome is described in David Howarth's factual account "The Sledge Patrol".

This is not a story of a long campaign (it was all over by July 1943 when the Germans scuttled their ship and were rescued by a flying-boat from Norway) or of bloody battles between large bodies of men (only one man was killed) but it is a study of the Arctic philosophy of life and its effect on the individual, particularly the German commander, when forced to wage war contrary to all environmental instincts.

David Howarth gives an interesting picture of a little known part of the Arctic and interprets the feelings and motives of the participants in this unusual little campaign. The Eskimos and the Danes, trained in the live-and-let-live philosophy of the friendly Arctic had no desire to kill the men they knew to be enemies. The Germans lacked the Arctic lore they needed to become an effective fighting force. And thus the strange unmilitary war between 19 men on one side and 15 on the other went on its way, with a profound effect on the hearts of the Nazis, confronted by an enemy whose whole philosophy of life was the Golden Rule.

This well-illustrated book tells an engrossing story.—J.D.F.K.

THE SLEDGE PATROL, by David Howarth, published by Collins, 10 Dyas Road, Don Mills, Ont., 255 pages, illustrated, \$3.50.

dation from the Senate of the United States.

There are stories of many colourful ships, such as the ill-omened and reluctant *Marco Polo*, which seemed determined not to go to sea. She blew to pieces in a windstorm when half-built, and when rebuilt she skidded too far at her launching, getting stuck in the mud on the opposite bank. Finally she put to sea and while under the cool command of Captain Bully Forbes, earned the distinction of "the fastest ship in the world". Another famous product of Atlantic shipyards was the mighty *W. D. Lawrence*, "the largest sailing ship afloat", which outlived the day of the wooden ship.

This is a story of triumphs and disasters; of records made and of shipwrecks; of heroism and mutiny; of shipbuilders and captains and seamen who were to make the name "Bluenose" known and respected in ports throughout the world.

"The Salt-Water Men" was written by Joseph Schull, who grew up in Moose Jaw, Saskatchewan, far from the sea of which he writes. During the war he served with the Royal Canadian Navy as an Intelligence and Information Officer in Canada, Newfoundland and Europe. He is the author of "The Far Distant Ships", the official account of Canadian naval operations in the Second World War. Mr. Schull now lives near Montreal, and is concerned mainly with television writing.

The many excellent full-page and smaller illustrations which add to the book's interest were provided by another former naval officer, Ed McNally, a Montreal artist, who is widely known for his work in *Weekend Magazine* and other publications.—E.M.

THE SALT-WATER MEN, by Joseph Schull, with illustrations by Ed McNally, published by Macmillan Company of Canada Limited. 144 pages; price \$2.00.

CANADA'S DAYS OF SAIL

A New Book by Joseph Schull

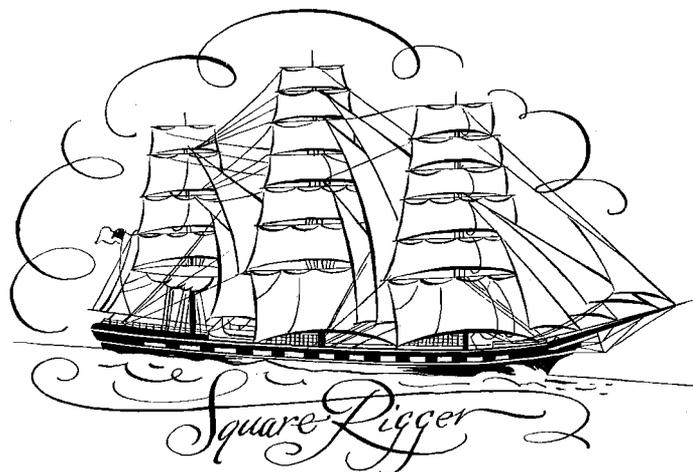
"The Salt-Water Men" is a collection of stories about Canada's deep sea sailors and ships built by Canadians. A story of iron men and wooden ships—the men who built the ships and the men (and sometimes women) who sailed in them. While it is written primarily for young people, it is a book to be read and enjoyed by all ages. It brings to life a segment of Canadian history which is, unfortunately, little known outside those areas bordering the St. Lawrence and the Atlantic seaboard. Not many of us are aware, for instance, that Canada at one time stood fourth among the ship-owning countries of the world, with a merchant navy of 7,000 vessels.

From the time the white man first sighted the shores of the new land, Canada's destiny has been irrevocably tied to the sea. The rhythm of Canada's growth was measured in the comings and goings of ships. Frenchmen, and Basques, and Portuguese followed the English to the waters of Newfoundland and the Gulf, and each autumn sailed for home, their ships laden with the fish of the western waters. Then came the fur traders and land seekers and before long bales of pelts and mountains of felled timber began to pile up on the shores, waiting for ships to carry them away.

At first the carriers for the long voyages were provided by Europe. Canadian forests sailed to England as pruned trees and returned as ships. But these early Canadians had a sharp business sense. If ships and the carrying

of timber were more profitable than timber itself, they would take a hand in the game. Canadian craftsmen were already experienced in building smaller ships for the coastal and West Indies trade and it was only a step to the bigger timber-carriers for the long voyages. The building of ocean carriers led naturally to the sailing of them.

Canadian seamen, with nearly four centuries of experience in home waters, were ready to turn to the "blue water" whenever the call came. Some were already veterans of the Atlantic routes. There was Captain David Cook of Yarmouth, who for his daring rescue of over 400 passengers from the American packet *Caleb Grimshaw*, won the highest award given to mariners, the silver medal of Lloyd's Limited, as well as a gold watch and letter of commen-



THE NAVY PLAYS

St. Jean Retains College Trophy

The Canadian Services Colleges annual contest for the Claxton Cup saw College Militaire Royal de St. Jean break a tie with Royal Roads in the last event to retain possession of the trophy.

Royal Military College finished third in the tournament.

The Marshall Memorial Trophy, awarded for good sportsmanship and athletic ability, was won by Cadet J. L. Moffat of CMR, marking the first time this trophy has been won by a cadet from St. Jean. Cadet Moffat was the unanimous choice of the judges not only because he participated in three events, shooting, boxing and diving, but also because he was outstanding in diving and won his bout in boxing.

At the end of the first day of the two-day competition, the three colleges were all tied up on points. Royal Roads had won two basketball games, 48-22 against RMC, and 47-34, with CMR, and CMR took one from RMC, 37-33.

In volleyball Royal Roads and CMR each defeated the Kingston cadets, 2-0 and 2-1, and CMR downed RR, 2-0. The rifle shoot went to RMC, with RR and CMR tied for second place and in boxing the three tied after 12 matches in which there were four TKOs.

The following day CMR won a best of three volleyball series from RR, and then edged RMC in basketball.

The final event, swimming broke the three-way tie when CMR splashed to victory in the 200-yard free-style relay.

Stad Athletes Share Award

Two outstanding *Stadacona* athletes, CPO Thomas Elstone and CPO Charles A. Howe, have been presented jointly with the Admiral Jones Shield.

The Admiral Jones Shield is presented annually to the man "who contributes most in conduct, sportsmanship and character to sports in HMCS *Stadacona*."

Army Winner of Tri-Service 'Spiel

An Army rink, skipped by Sgt. George Scott of Kingston, took the honours at the Tri-Service Bonspiel held in Kingston on February 28.



One way for a naval photographer to get his picture taken is to skip a winning rink in the "roarin' game", as Ldg. Sea. Wes Young found out when he led his West Coast rink to victory in the B.C. area tri-service bonspiel at Chilliwack, B.C. In the final the Navy team edged out an RCAF Comox rink, which conceded after eight ends. Here Major Gerald W. Graham, RCE, presents the awards to Ldg. Sea. Young, Cliff Anderson, Bert Watts and Bob Gray. (E-44331)



The Navy rink from the RCN Curling Club (Hamilton branch) placed third in the annual Tri-Service Bonspiel in Kingston, Ontario, during the last week in February. Service teams from all over Canada, the North West Territories and the Yukon took part. The naval curlers from Hamilton were: Lt.-Cdr. (L) H. C. Tilbury, Lt. J. C. Persson, Ord. Cdr. (W) Onysko (skip) and Cdr. R. B. Hayward. An Army rink from Kingston won top honours in the Bonspiel. (COND-4689)

Sgt. Scott's rink gained a spot in the 'spiel when bad flying weather kept the Atlantic Command entry, Lt. W. E. Smith's rink from *Shearwater*, from participating. Another Navy rink from the West Coast was also unable to compete.

Two Navy rinks from Ottawa, skipped by Lt. (MAd) E. Y. Porter and Cd. Electrical Off. R. L. Henry, both lost out to hard-fighting Army and RCAF rinks in the 32-rink curling championships.

Runner-up in the 'spiel was Lt.-Col. W. (Bill) Timmerman, of Army Headquarters, Ottawa. A Navy rink from Hamilton, skipped by Ord. Cdr. Onysko, was in third place.

"The bonspiel", said one Navy curler, "was laid on by the Army and was one of the best events I've ever had the honour of participating in, not only for the way it was laid on but also for the food and entertainment provided."

PO Catches Husky Shark

PO James MacKinnon, of the *Ottawa*, caught a 14-foot shark while the ship was at anchor recently off the Virgin Islands.

Claiming an award of the "Largest Fish Caught" put up by the commanding officer, Cdr. C. R. Parker, the shark was captured shortly after a swimming period over the ship's side. It also put to shame the previous week's winner, a "six-inch minnow" caught by AB Richard Berry.

Life Membership For West Coast Angler

The RCN Anglers' Association on the West Coast presented its first life membership to CPO Dick James, the first president, who is retiring after two years in office.

CPO James was elected president when the RCNAA was started in 1955. The life membership presentation was made at the association's annual general meeting.

At the meeting the following were elected to the 1958 executive, Honorary president, Rear-Admiral H. S. Rayner; president, Jack Pottinger; first vice-president, Ted Allen; second vice-president, Jack James; secretary, Lynda Murphy; treasurer, Herb George; directors, Bill Montgomery, Maurice Grute, "Taff" Hughes, Bert Dodd and Brian Stevenson.

For ardent trout fishermen, the RCNAA will award trout buttons for any species of trout, except steelhead, caught anywhere on Vancouver Island. On a trial period of one year, the but-



Appreciation of generous contributions made by officers and men of HMCS Ontario was shown by the Victoria-Saanich Inlet Anglers' Association when CPO Dick James (left), chairman of the 1957 Solarium Salmon Derby, and Frank Nuttall, president of the anglers' organization, presented a suitably inscribed shield to Captain J. C. Littler, commanding officer of the Ontario. Last summer the ship's company contributed \$1,636 to the big salmon derby which raised \$11,454 for a crippled children's hospital. (E-44520)

tons will be awarded as follows: Bronze—two pounds and up but under four; silver—four pounds and up but under six; gold—over six pounds. There is, however, one stipulation—the catch must be weighed-in at *Naden*.

The association also revised its Steelhead Button weights. These are now Bronze—ten to 13 pounds; silver—13 to 16 pounds, and gold—16 pounds and over.

Shearwater Out Of Alan Cup Race

The *Shearwater* Flyers, who won the Armed Forces Senior Hockey League title last month in Halifax, lost in straight games to the Amherst Ramblers in the Maritime Senior Hockey Championships and the right to enter the Alan Cup playdowns.

In the best of seven series, the Ramblers defeated the Flyers 9-4, 6-2, 13-7 and 9-2.



Curling Club Plans New Rink

The RCN Curling Club (*Ottawa*) has been hard at work for the past several months on a plan to build a three-sheet rink on a corner of HMCS *Carleton*, *Ottawa* naval division, property. The estimated cost of the building would be about \$60,000.

Financing arrangements for the structure would include selling shares to members of the club, which now numbers 120 male and 50 female members. Annual operating expenses have been estimated at about \$2,000 per year and annual revenues over \$8,000.

Plaque Presented For Hospital Gifts

The Victoria-Saanich Inlet Anglers' Association president James Nuttall, and CPO Dick James, chairman of the 1957 Solarium Salmon Derby, presented a plaque to Captain J. C. Littler, commanding officer of the *Ontario*, in appreciation of the cruiser's contributions to the Queen Alexandria Solarium last summer.

In the *Victoria Times* Anglers' Derby the *Ontario* contributed \$1,636 out of the total of \$11,454 raised for the crippled children's hospital.

LOWER DECK PROMOTIONS

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

ANDROWSKI, DonaldLSCK2

BELEC, Pierre J.LSAR1
 BISSON, Regent A.P2MA2
 BLESKIE, Edmund M.LSQM1
 BOULANGER, Yvon J.LSAC2
 BRADFORD, Austin E.LSTD1
 BRUCE, Charles A.L2CS2
 BURNS, Robert A.LSMA2
 BYRNE, Kevin P.LSCK2

CADEAU, Paul A.LSRA2
 CAUGHT, Ronald A.C2OT4
 CHALMERS, William K.LSEM1
 CHAPMAN, Robert D.L2CS2
 CHILDERHOSE, John R.P1ED4
 CHILDS, William G.LSRA2
 CHUTE, John J.P1EG4
 CLARK, Graham A.LSCK2
 COPP, Gordon E.C1OT4
 CUNNINGHAM, James J.P2CK2
 CURRY, William C.C2SH4

DALEY, Coleman A.P1EA4
 DAVIS, Robert J.LSCK2
 DESCHAMPS, John J.LSAF2
 DIXON, William H.P1EF4
 DOGGART, WilliamP2NS2
 DUNCAN, Lawrence W.LSMA2
 DUNN, Paul C.P1AT4

ELLIOTT, George R.LSSW2
 ESPIN, George W.P2MA3

FLOOD, Ronald H.LSMA1
 FORBES, ThomasLSCR1
 FOURNIER, Wildor J.LSPW1

FOX, James H.LSCR1
 FRASER, Herbert E.LSAA1
 FROST, James F.P1EG4

GALBRAITH, David R.LSRA3
 GILLESPIE, William W.P1GA4
 GILLINGHAM, Gerald J.LSEM2
 GRAY, William G.P1CR3
 GRIFFIN, William L.LSSW1

HACHEY, George J.LSAA1
 HALL, HerbertP2CK2
 HALLAM, Charles B.LSRA2
 HARRISON, Robert A.LSRA2
 HAYWARD, Ivan D.P1PW3
 HENDERSON, Donald C.LSMA2
 HENDERSON, Thompson M.LSRA2
 HEON, Gaston G.P2SW2
 HIRST, BryanLSRA2
 HOULE, Reynald J.P2GA3
 HUNTER, Gerald K.LSQM2

INGLIS, Arthur T.C2OT4
 INGRAHAM, Gordon L.LSEM1

JEFFREY, Allan O.LSCK2
 JOHNSON, EarlP1GA4
 JULIEN, Murray J.LSSW2

KATTLER, Reginald F.LSAW2
 KLASSEN, Ronald E.L2SR2

LOFGREN, Harry B.LSAF2

LANDRY, Joseph M.LSQM2
 LESIUK, DmeytraLSCR1
 LINSEY, Sidney F.LSSW1
 LUKE, Donald L.LSCR1
 LYON, Howard D.P2SW2

MacDONALD, CharlesP1EF4
 MacKAY, Carsten S.LSRP1
 McINTYRE, Earl B.P2EM2

McLEOD, WilliamP2GA3
 MAGEE, Kenneth B.LSCK2
 MASON, Douglas D.C2ER4
 MASSEY, Raymond H.LSMA2
 MELVINE, Ralph L.LSVS1
 MICKELBURGH, Vincent E.LSAA1
 MILLER, Harvey L.LSCR1
 MILLER, Pierre L.LSNS2
 MORGETROYD, JamesC2OT4

NAULT, Gerald E.LSRA2

PAQUET, Joseph R.C1WR4
 PAYANT, Gaetan J.LSQM1
 PEARSON, Frederick J.LSRA2
 PETZNICK, DavidL2CS2
 PHILLIPS, Joseph E.LSTD1

QUESNEL, Gerard J.P1ED4
 QUESNEL, Jean J.LSAR1

RAYMOND, Stewart A.LSAW1
 REEVES, Roger A.LSLR1
 ROBINSON, James W.L2CS2

SCOTT, Clement S.P2GA3
 SEWELL, John S.LSRA2
 SIMPSON, Richard E.LSRA2
 SMITH, John W.LSRP1
 SMITH, Robert W.LSRA2
 SURETTE, Paul J.LSRP1
 SUTTON, Russell D.LSTD1
 SWITZER, Neale E.P1ED4

THERIAULT, Gilles J.L2CV1
 TREMBLAY, Lorenzo J.LSSW1

VALENTIATE, Roy H.P1AT4
 VIET, Georges D.LSEM1

WATTS, Errick W.LSQM1
 WHITNALL, William G.LSCK2
 WILLIAMS, Hubert O.LSEM1
 WILSON, Ronald D.LSSE1



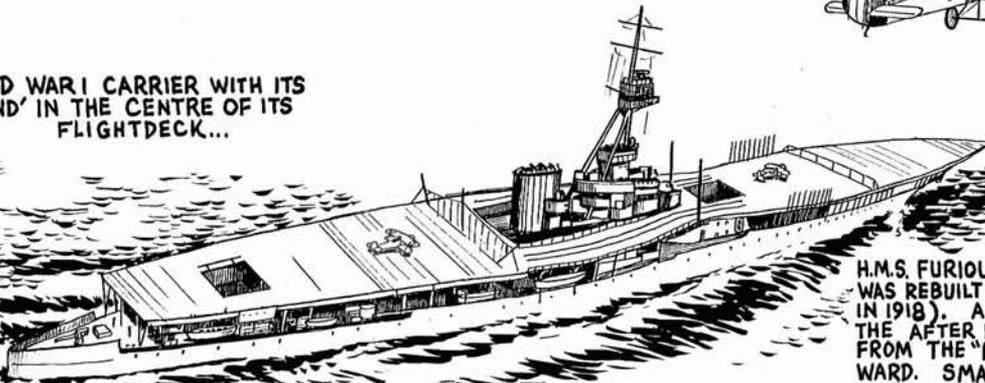
First trip in a whaler.

Naval Lore Corner

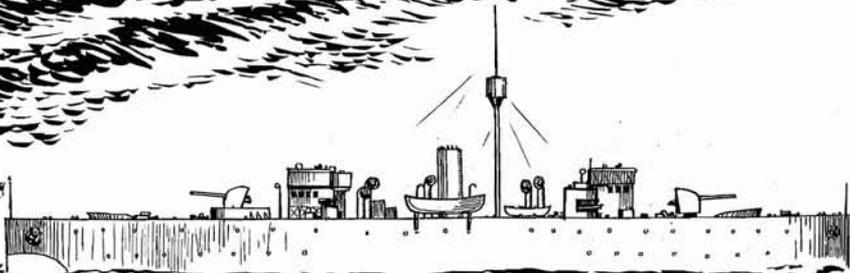
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WORLD WAR I FREAKS



WORLD WAR I CARRIER WITH ITS
'ISLAND' IN THE CENTRE OF ITS
FLIGHTDECK...



H.M.S. FURIOUS (SHOWN HERE AS SHE
WAS REBUILT FOR THE SECOND TIME
IN 1918). AIRCRAFT "LANDED ON" ON
THE AFTER DECK AND TOOK OFF
FROM THE "FLY OFF" PLATFORM FOR-
WARD. SMALL TROLLEYS ON BOTH
SIDES OF THE SUPERSTRUCTURE
TRANSFERRED THE AIRCRAFT FROM
THE "FLY ON" TO THE "FLY OFF" PLAT-
FORMS.



'RACEHORSE' CLASS MINESWEEPING
SLOOPS: (1918-19), 1320 TONS, 17
KNOTS, TWO 4-INCH GUNS.
(24 SHIPS IN CLASS)

ROYAL NAVY 'RACEHORSE' CLASS MINE-
SWEEPING SLOOPS (ABOVE) AND 'KIL'
CLASS PATROL GUNBOATS (RIGHT)
WERE DESIGNED SO THAT THEIR
STERNS LOOKED EXACTLY LIKE THEIR
BOWS. AT A DISTANCE IT WAS DIFFICULT
TO TELL IN WHICH DIRECTION THEY WERE
STEAMING, TO ADD TO THE CONFUSION
OF AN U-BOAT CAPTAIN, FALSE 'BOW'
WAVES WERE PAINTED ON THE STERNS.



'KIL' CLASS PATROL GUNBOATS
(1918), 890-893 TONS, 13 KNOTS,
ONE 4 INCH GUN.
(81 SHIPS IN CLASS)



BRITISH PRE-DREADNOUGHT BATTLESHIP H.M.S. LONDON (1899)
OF 15,000 TONS WAS CONVERTED INTO A MINELAYER IN
1918. HER MAIN ARMAMENT WAS REMOVED AND SHE WAS
LEFT WITH THREE 6 INCH GUNS, ONE 4 INCH GUN AND FOUR
SUBMERGED 18 INCH TORPEDO TUBES.

Edmond Cloutier

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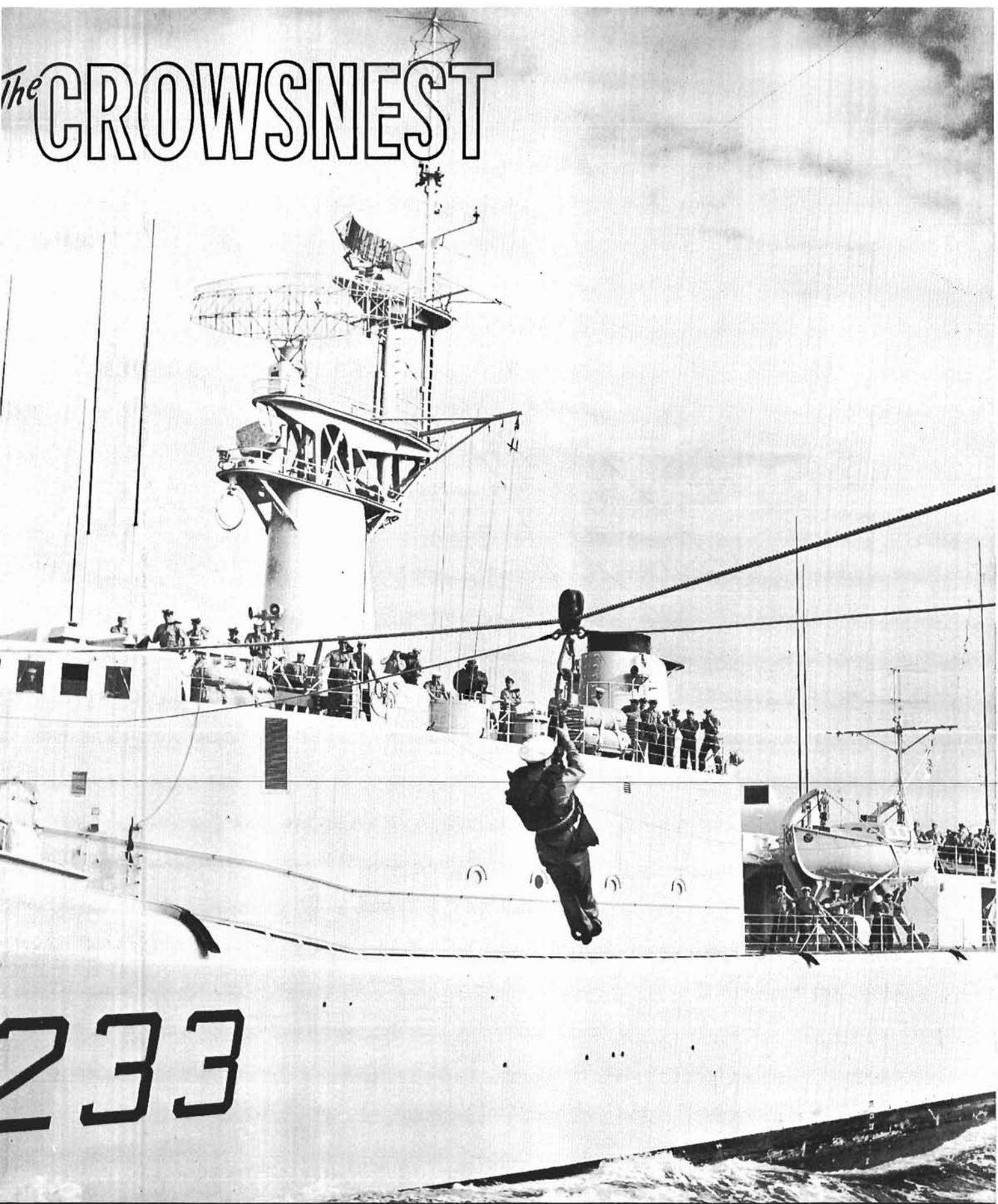
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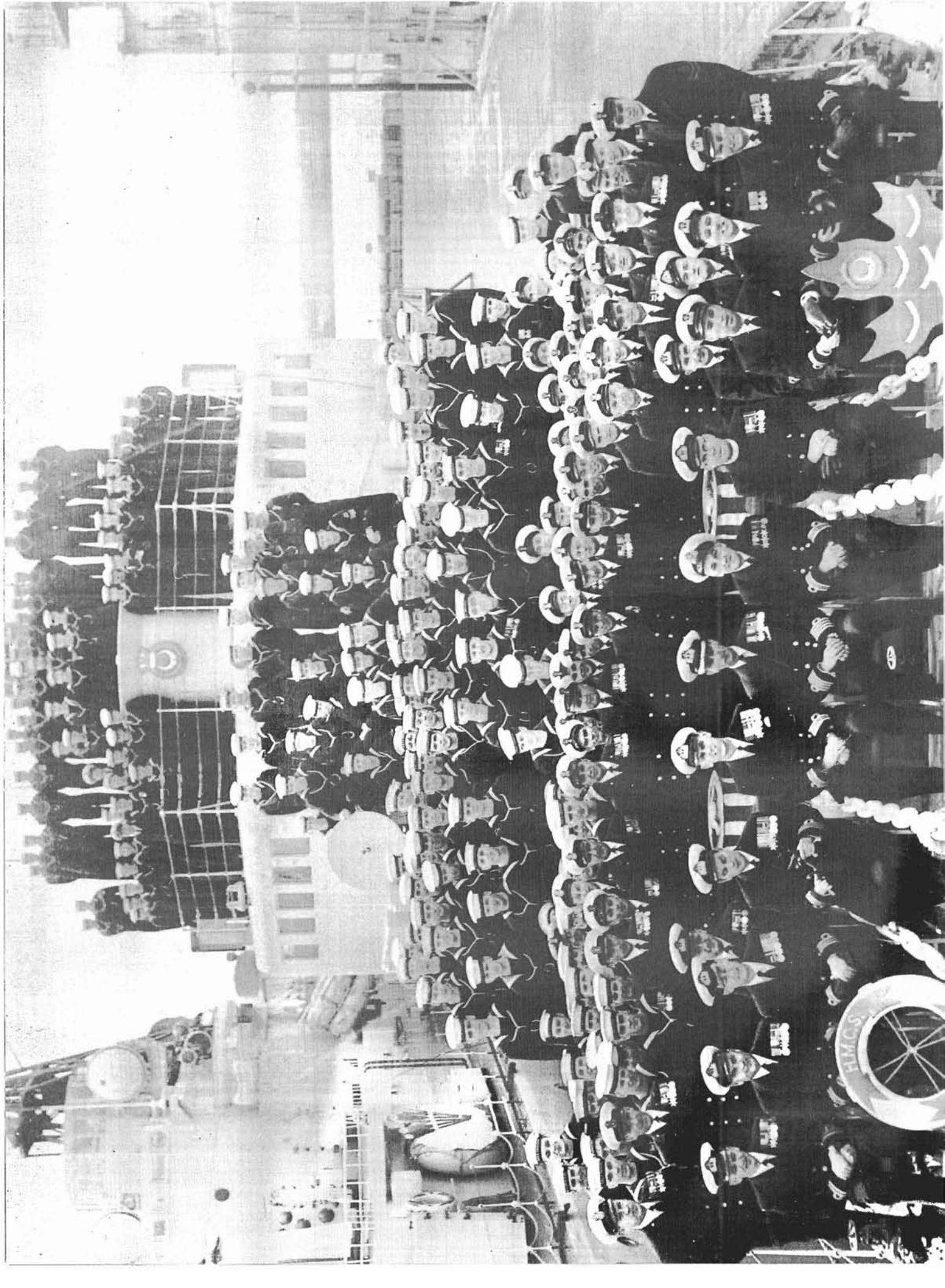
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The CROWSNEST



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The CROWSNEST

Vol. 10 No. 6

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APRIL, 1958

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FAMILY PORTRAIT

Up betimes and, it being a sunny day and ye officers and men in astonishingly good humour, ye Captain did summon ye ship's photographer.

"Methinks," he did say, "ye time is ripe for a portrait which doth depict ye ship's company as One Big Happy Family."

Whereupon, when ye officers and men were assembled upon ye forecandle and ye upper portions of ye ship, ye whole multitude did beam toothily and mightily upon ye photographer, who did press a button and say:

"Sorry, sir. In my forgetfulness I pulled not out ye slide."

When ye photographer had been trussed up and flogged without mercy, to ye merriment of all present, ye company did again assemble in their places and ye picture was taken . . .

Samuel Pepys, being almost wholly ignorant of the existence of Japan and the ship's name being obscured by a cable holder, did not mention that the picture was taken on board the Crescent, senior ship of the Second Canadian Escort Squadron, alongside at Yokosuka on Tokyo Bay. (CR-217)

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

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

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The Cover—Feeling happier by the minute, a passenger from the *Crescent* passes the halfway mark during a jackstay transfer to the *Fraser*. This evolution took place during the journey of five DDEs of the Second Canadian Escort Squadron to the Far East this spring. The picture was taken by Ldg. Sea. E. W. F. Charles, squadron photographer. (CR-189R)



RCN NEWS REVIEW

HMCS Margaree presents a dashing picture as she lays down a smoke screen during exercises with U.S. Navy units in the Pacific. The exercises were carried out in the course of this spring's training cruise of the Second Canadian Escort Squadron to the Far East. (CR-159)

Chippawa First In Efficiency

HMCS *Chippawa*, Winnipeg naval division, has won the interdivisional efficiency trophy for the third successive year.

In 1956 the trophy was shared with HMCS *York*, Toronto naval division, and in 1957 *Chippawa* won outright.

The trophy, a sterling silver model of HMC *St. Laurent*, is awarded annually to the best all-round naval division in Canada. Second place went to HMCS *Discovery*, Vancouver naval division, which thus qualifies for the *Malahat* runner-up trophy.

"Competition for the awards this year has been exceptionally close and the commanding officers, officers and men of these divisions are to be congratulated," said the announcement of the winners.

Joint Air-Strike Exercises Held

Royal Canadian Navy and RCAF jet aircraft took part in joint air-strike ex-

ercises, attacking and defending military targets in the Halifax area on March 13.

The simulated attack on shore installations took place between 0600 and 1200 by some 25 carrier-born aircraft including Sea Venoms and Seahawks from the British carrier *Bulwark* and Banshees from the *Bonaventure*, operating with combined units of the Home Fleet and the RCN's Atlantic Command south of Halifax.

Opposing the attackers were a formation of F-86 Sabre jets from RCAF Station, Chatham, and RCN Banshees and T-33s from *Shearwater*. The defending aircraft operated out of *Shearwater*.

Later in the day, RCAF F-86 Sabres and RCN Banshees from *Shearwater* carried out attacks on the combined fleet, testing air defences.

Halifax Host to 32 RN-RCN Ships

Following the first phase of Exercise Maple Royal, the largest joint RCN-RN operations held since the end of the war, a total of 32 Canadian and British war-

ships entered Halifax on March 14 for a brief spell before sailing again on March 18 for the second half of the operation.

Maple Royal, principally an anti-submarine exercise, was held by the Commonwealth ships between Bermuda and Halifax during the period March 10-14.

On arrival at the Atlantic Command headquarters, the first ship to enter Halifax was HMS *Maidstone* (submarine depot ship), to which Admiral Sir William Davis, Commander-in-Chief Home Fleet, transferred his flag on arrival.

Other units of the Home Fleet were HM Ships *Ceylon* (cruiser), wearing the flag of Vice-Admiral J. D. Luce, Flag Officer Flotillas, Home Fleet; *Bulwark* (aircraft carrier); *Daring*, *Dainty* and *Delight* (Daring class destroyers); *Camperdown* and *Barfleur* (Battle class destroyers); *Ulster* (U-class frigate), wearing the broad pennant of Commodore G. E. Hunt, Senior Naval Officer, West Indies) and *Troubridge* (T-class frigate); the submarines *Tiptoe* and *Anchorite* and the Royal Fleet Auxiliaries *Tidereach* and *Olna*.

The Canadian ships taking part in the joint exercises were: the *Bonaventure*, *St. Laurent*, *Ottawa*, *Assiniboine*, *Saguenay*, *Algonquin*, *Haida*, *Micmac*, *Nootka*, *Sioux*, *Outremont*, *La Hullose*, and *Swansea*, and the submarines *Alcide* and *Amphion* of the Sixth Submarine Squadron based at Halifax. The Canadian fleet was under the command of Commodore J. V. Brock. For the second phase, *Maple Royal II*, held March 18-22, Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, transferred his flag to the *Bonaventure*.

An interested spectator during *Maple Royal I* was the Earl of Selkirk, First Lord of the Admiralty, who returned to the United Kingdom by air after visiting Halifax. He referred to the exercise as being: "... very successful and all movements were extremely well co-ordinated."

Maple Royal also marked the largest joint peacetime naval air manoeuvres carried out by the two navies. In addition to the *Banshee* jet fighters and the *Trackers* anti-submarine aircraft which flew from the *Bonaventure*, planes of the *Bulwark's* four squadrons, 801 (Hawker Seahawks), 891 (de Havilland Sea Venoms), 845 (Westland Whirlwind helicopters) and 849 D Flight (Douglas Skyraiders), were also busily engaged in carrying out many sorties.

During the period the ships were in Halifax, HM Ships *Maidstone*, *Bulwark*, *Ceylon* and *Camperdown* were open to the public and created a great deal of interest.

For the British sailors, the brief spell in harbour was a hectic round of sight-seeing and competing against their Canadian colleagues in an active sports schedule which included volleyball, basketball, water polo, squash and boxing. They received a warm welcome from the people of Halifax and local clubs and organizations extended their facilities to the visiting sailors.

Oceanographic Group Sails

A group of scientists of the Pacific Oceanographic Group, Nanaimo, B.C., sailed in the *Oshawa* when she left Esquimalt early in March for a five-week operation in northern B.C. and Alaskan waters.

The group, headed by E. B. Bennet, senior scientist, was to conduct surveys for the federal fisheries department, the Pacific Naval Laboratory and other agencies.

The *Oshawa*, commanded by Lt.-Cdr. G. H. Barrick, is employed on research duties for the PNL.



Captain M. G. Stirling, left, commanding officer of HMCS *Crescent* and Captain Second Canadian Escort Squadron, welcomes Rear-Admiral Sadayofhi Nakayama, Commanding Officer Training Fleet, Japanese Navy, on board the *Crescent* at Pearl Harbour, Hawaii. Behind the admiral is Sub-Lt. (S) J. R. J. Rangel, of *Victoria*, Yokohama-born officer who served as interpreter for the occasion. Admiral Nakayama commanded a Japanese squadron visiting Pearl Harbour for the first major call made there by the Japanese since the end of the war. Five Canadian destroyer escorts were in port at the time in the course of their Far East training cruise from Esquimalt. (CR-185)

Ontario Visits Pearl Harbour

The *Ontario* left for Suva, Fiji Islands, following a four-day call at Pearl Harbour highlighted by a meeting of high-ranking RCN and USN officers, the heaviest recorded rainfall in the history of the island of Oahu, and a generous helping of Hawaiian hospitality.

On board the *Ontario* for the practical, seagoing phase of their training are 50 senior term *Venture* cadets.

Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, made the voyage from Esquimalt to Pearl Harbour, to meet and discuss future operations with Admiral H. G. Hopwood, Commander in Chief of the U.S. Navy's Pacific Fleet.

After a stormy passage, the *Ontario* entered Pearl Harbour in bright sunshine. The customary gun salutes were exchanged, and the ship was met by a troupe of Hawaiian dancers arranged by a local chamber of commerce.

Following the arrival, calls were made to the cruiser by the British consul and the USN liaison officer, after which Rear-Admiral Rayner and the commanding officer of the *Ontario*, Captain J. C. Littler, of Halifax and *Victoria*, made calls on USN authorities ashore, including Rear-Admiral N. K. Dietrich, Commander Hawaiian Sea Frontier, and Rear-Admiral F. A. Brandley, Chief of Staff to Admiral Hopwood. Calls were also made on Governor Quing and on Mayor Blaisdell, of Honolulu.

On the second day, Rear-Admiral Rayner and Captain Littler called on Rear-Admiral E. W. Grenfell, Commander Submarine Force Pacific, and on Rear-Admiral H. D. Riley, Chief of Staff to the Commander-in-Chief Pacific. The following day Rear-Admiral Rayner attended a conference at the headquarters of the Commander-in-Chief and held informal discussion with Admiral Hopwood.

The fair weather that marked the ship's arrival was followed by a storm

in which 16 inches of rain fell in 24 hours. This damaged but did not halt the entertainment program arranged by the USN and civilian authorities. Members of the ship's company were taken on bus tours of the island and were guests at a number of informal functions.

Groups of *Venture* cadets were taken on a tour of Barker Point naval air station, were shown a display of all simulated training devices and given a demonstration of new tactics with the latest USN aircraft. Another 22 cadets spent a day in submarines on shake-down cruises for new crews.

The *Ontario* was at Suva from March 16 to 19. From there she left for New Zealand and Australia, and will return to Esquimalt, via Suva and Honolulu, May 5.

Military Tattoo Planned for B.C.

A military tattoo, featuring service bands from Canada, the United States and the United Kingdom, will be part of the British Columbia centennial celebrations this year in Vancouver.

The two-hour searchlight pageant will include performances by massed bands, 100 Highland dancers, massed pipes and drums with 200 musicians, an historical pageant and a mock modern battle. It will take place June 23 to July 1, with performances beginning shortly after sundown.

Expected to take part are bands of the U.S. Marine Corps, San Francisco; the Royal Marines from the U.K.; the Royal Canadian Navy, HMCS *Naden*, Esquimalt; the Royal Canadian Air

Force, Edmonton; the Royal Canadian Engineers, Chilliwack, B.C.; Queen's Own Rifles, Calgary; 1st Battalion Princess Patricia's Canadian Light Infantry, Victoria; 2nd Battalion PPCLI, Edmonton; Lord Strathcona Horse, Calgary, and Crawford Pipe Band, Vancouver.

Idea Brings Award of \$100

A suggestion by PO Alastair Newall has gained him an award of \$100 from the Suggestion Award Board of the Public Service of Canada, and a certificate of award from the Naval Secretary.

PO Newall suggested a modification to certain RCN anti-submarine aircraft which allows the aircraft to carry out



With the sea pacific in mood as well as name, sailors of HMCS *Crescent* pray at Sunday Divisions on the quarterdeck. Captain M. G. Stirling, commanding officer of the destroyer escort and Captain Second Canadian Escort Squadron, leads the prayers. The *Crescent* and four other destroyer escorts were en route to the Far East on the spring training cruise. (CR-163)

functions not previously possible. The idea was forwarded to the Suggestion Award Board for evaluation by specialist officers and has been adopted for use by the Royal Canadian Navy.

PO Newall was born in Vermilion on January 1, 1926, and served with the RCAF from January 1944 until October 1945.

He entered the RCN in March 1946 and after serving ashore on both coasts and at sea in the *Ontario*, he specialized as an air mechanic and later as an air ordnance-man. He subsequently served with air groups at *Shearwater*, and at sea in the *Magnificent*, and took advanced air ordnance courses in the United Kingdom.

PO Newall is now serving with VU-33, naval utility squadron based at Patricia Bay near Victoria.

Oriole Begins Sailing Cruises

The first in a series of four sailing cruises for *Venture* cadets—in the yacht *Oriole*, got underway March 21. A familiar sight in local waters, the *Oriole* is commanded by Lt.-Cdr. C. A. Prosser.

With 18 cadets on board, *Oriole* left Esquimalt harbour on the afternoon of March 21, and returned late on March 23. Port Townsend and Seattle were visited during the cruise.

The second cruise carried the same number of cadets, and called at the same ports. That cruise was held at the end of March. Two similar cruises are to be held in April.

Each group of cadets is accompanied by one of *Venture's* divisional officers, either Lt. (P) John Kennedy or Lt. Constantine Cotaras.

While the sailing cruises are designed to provide practical sailing experience and general seamanship to all the cadets, special emphasis is placed on pilotage training.

Busy Schedule For 'Sweepers

The Second Canadian Minesweeping Squadron continues to be one of the busiest groups in the Pacific Command. It has been "on the go" almost continuously since the beginning of the year.

Led by the *Fortune*, senior ship, the *James Bay*, *Miramichi* and *Cowichan* returned to Esquimalt early in March from a four-week exercise in the Campbell River - Oyster Bay area. The *Fortune*, *James Bay* and *Miramichi* sailed

almost immediately for northern B.C. waters, calling at Prince Rupert, Masset, Skidegate, Kitimat, Bella Bella and Bella Coola. It was arranged to embark Reserve officers and men from *Chatham*, the naval division at Prince Rupert, during the visit there, and take them to sea for a period of training. The three ships returned to Esquimalt early in April.

The *Cowichan* was to visit Bremer-ton and Tacoma in mid-April for a week of technical trials in the Puget Sound area.

On the *Cowichan's* return to Esquimalt the four ships of the squadron expected to sail to Alaska on a training cruise lasting from April 23 until May 15, visiting Sitka, Juneau, Skagway, Petersburg, Wrangell and Ketchikan. During the cruise exercises were planned with ships of the Fourth Canadian Escort Squadron, en route to Prince Rupert.

New War for Old Avengers

A new type of warfare may soon face some former Royal Canadian Navy aircraft. The airplanes are the outmoded Avengers which recently went up for sale. It is reported their new

owners plan to use them for spraying chemicals over Canadian forests in the war against the spruce bud-worm.

These aircraft are among the 22 which were turned over to Crown Assets Disposal Corporation for sale. More are expected to go up for disposal later as they are replaced by the new RCN anti-submarine aircraft, the Tracker.

Some Avengers are still in service but will be replaced shortly, while others have been paid off from the squadrons in preparation for disposal.

It is the second time on the block for the Avengers. U.S.-built planes, formerly torpedo bombers, they were acquired by the RCN and converted for anti-submarine use in 1951.

In the original role of torpedo bomber, the Avengers were used effectively by the U.S. Navy in the Pacific in the later stages of the Second World War.

For their anti-submarine duties with the RCN they were almost completely rebuilt into two main types, one for search duties, the other as an attack aircraft. In the search Avengers, huge radar domes replaced the former underbellies which housed the torpedo or bomb bays. They were also equipped with magnetic anomaly detectors for ferreting out submarines travelling beneath the surface of the ocean.

RCN ADOPTS NEW TABLE OF VISUAL STANDARDS

A revised standard of visual acuity has been adopted by the Royal Canadian Navy. Recognizing the greater demand made on eyesight by modern technical equipment, it broadens considerably the fields of activity in which glasses may be used.

A further influence has been the increasing efficiency of and reliance on electronic "eyes", chiefly radar, for detection and observation. These instruments have not replaced the human eye, but by enormously extending a ship's visual capability—especially at night and in low visibility—have enabled an easing of emphasis on eyesight standards in many categories.

All personnel over the age of 23 are now permitted to wear glasses, except in hazardous circumstances, to correct and preserve vision. Of those 23 years of age and under, a high standard of visual acuity is still required of officers employed in executive duties (e.g., watch-keeping at sea) and of seamen,

photographers and communicators (visual). However, personnel in these categories may wear glasses for reading, if prescribed.

The new standards take into account the deterioration of eyesight with age. Minimum standards, with and without glasses, have been established for each of four age groups—23 and under, 24 to 33, 34 to 40 and 41 and over. These are further subdivided according to duties. The effect will be to ensure adequate vision for duties performed, and in some cases permit employment of personnel in duties from which they were prohibited by previous eyesight standards.

Provision is also made for those whose eyesight may fall below the minimum standard. Cases of this nature will be considered individually and the status and employment of an officer or man in this category will be determined in relation to his overall capabilities.

IT TAKES THE COIN OF THE LAND



...TO BUY TRINKETS



...AND FINE CHINA



...OR A PORTRAIT BY A SKILLED ARTIST



...AND FOOD TO SUSTAIN YOU



**...UNTIL YOUR SHIP SAILS
FOR NEW SCENES.**





The Polynesians

THE VAST Pacific Ocean's recorded history dates from the discovery of explorers like Magellan, Drake, Cook and a few others who sailed its almost limitless expanse in search of a route to China. When these dauntless sailors raised islands, they found each one populated by a strange race of people. It was immediately apparent that these brown-skinned natives have existed on the various islands for hundreds, even thousands of years. Their language was simple. It existed only in spoken form and remained as such until comparatively recent times. But they had chanters, honoured men of each tribe, whose business it was to tell stories which had come down through the ages, relating the history of each particular tribe. Only guesswork can separate fact from fiction. Yet certain elements of each story must be true, else how can history account for people living on tiny islands, thousands of miles from the mainland?

Three races are found in the Pacific Islands: the Melanesians, Micronesians and Polynesians. The territories they inhabit are distinctly separate from one another. Melanesia is in the far southwest Pacific running from just east of the Philippines in an arc-like formation to the Fijis. Next comes Micronesia following the same conformation and stretching from the Marianas to the Ellis Islands. Finally there is Polynesia, which comprises just about all of the other islands in the world's largest ocean.

This is the story of the ancient Polynesians. It could be the story of virtually any Pacific clan. But thanks to "chanters' lore" and the work that has been done by Polynesian scholars like Mary Pukui of Honolulu's Bishop

Museum, it is possible to create an accurate picture of how these people lived and how they migrated.

THE POLYNESIANS originally came from India eons ago. Why they moved or started their wanderings is a matter of conjecture. But move they did; eastward to seek something they lacked in the more civilized confines of their native land. Not much free land was available to them as they started their eastbound trek, so they moved farther and farther toward the rising sun, looking, searching, always seeking, tribe by tribe, until they found what amounted to their own particular "promised land". It took generations. Their wanderings were broken from time to time, sometimes for many years, to build up tribal strength. But eventually they arrived and created a crude civilization which has managed to survive the perils of existence even to this day.

Chanter's Legends have established that two important forces were most

likely responsible for tribal movements from island group to island group in the "Great Sea of Kiwa", as they called the Pacific. These were economic and religious. Economic, because each island was small and thus could not support many people. Religious, because two great Gods controlled the thinking of the island world of the time; Tane the peaceful lover of man, and Koro or Oro, the god of war and destruction. The followers of Tane were mild-mannered folks who lived up to the "Golden Rule". The Koroites, on the other hand, were murderous cut-throats dedicated to the worship of blood. It follows that the peaceful ones, stopping at an island under the control of Koro adherents, made tracks for other pastures before the "blood sacrifice" demanded by the warlike people completely destroyed them. It was a "dog eat dog" situation, with the more peaceful ones at the receiving end. Small wonder that the Tane adherents bided their time, built up their numerical strength, grew and stored food, built boats and then took off like the "ghost tern" for parts unknown. Their journeys were almost unbelievable. How they managed to survive the ravages of hunger, thirst, natural phenomena and a myriad of other forces is one of man's minor miracles.

The migrations from island to island can be classified among the world's greatest sea stories. Imagine, if you can, six hundred or more people suddenly pulling up stakes, boarding specially built canoes and spending week after week at sea before sighting another island. Frequently the new land, even though uninhabited, was not the "dream land" or "legend land" promised by tribal priests on behalf of

Acknowledgment

The accompanying article on that great race of sailors, the Polynesians, appears here by courtesy of The Compass, bi-monthly publication of the Socony Mobil Oil Company, of New York, and its editor, K. V. W. Lawrence, who served as a commander in the U.S. Coast Guard during the Second World War. The illustrations have been adapted by the Naval Art Section from those appearing with the original article.

the Gods. Therefore it was a mere stepping stone where the tribe could rest for five, ten or twenty years, build up its numerical strength, plant jealously guarded shoots for future food, stock the fruits of their labours and even plan another sea journey. It certainly was a series of situations fostered by both superstition and necessity which have given the modern world its share of stories both fictional and factual—stories which have excited imaginative minds and pushed them along speculative paths to provide some tangible proof of what actually happened so long ago.

Each tribe was a closely knit, self-sufficient organization, ruled by a chief who usually inherited his position. When another trek was imminent, all hands "turned-to" and followed a definite work plan, established through experience from previous migrations. Work was parcelled out according to ability to perform. It fell into two general classifications, construction of the ships and the gathering of provisions for the journey, both equally important factors in the success of the pending operation.

Building of the ships, each one destined to carry 100 people or more, followed very definite religious and constructive precedents. After ceremonial cleansing, the builders were isolated from everyday trafficking, as both the mechanics and their materials were under control of the gods whose favour had to be curried. Plans and blueprints were non-existent. The builders followed their apprentice training which taught them design, methods of construction and selection of tools, such as the sharpest fishbones for drilling holes and the best shells and stones for gouging and shaping.

Trees destined to become hulls were carefully selected. Priests prayed to the Gods who owned them for permission to fell each one. After cutting, the great logs were dragged to open-sided sheds where workers commenced shaping them into hulls. Under cover, protected from the deteriorating influence of the broiling tropical sun, two logs were shored up on stocks, an exact prescribed distance apart. This was done because each ship had a port and starboard hull joined by six or more solid, hardwood beams. To increase freeboard, planks were added to the hull's top side by carefully and skilfully fitting them so that seams were almost unnoticeable. Nails were unheard of, hence all planking was secured to the base hull by careful stitching with coconut fibers. Joints were made tight by caulking with the same coconut fiber and then smearing

with breadfruit gum. The result was an extremely seaworthy craft that could withstand considerable working in rough seas.

The cross beams connecting the port and starboard hulls were decked over. A mast was set up to carry a triangular sail painstakingly plaited by the women from pandanus leaves. And small structures were built on the deck, frequently no more than five feet high, to shelter women and children as well as the aged and infirm from the elements. Finally, every part of the ship was carefully rubbed down with pumice, painted in tribal colours and then dressed with kukui nut oil to give it a splendid finish not unlike present-day lacquer. All was then in readiness for launching.

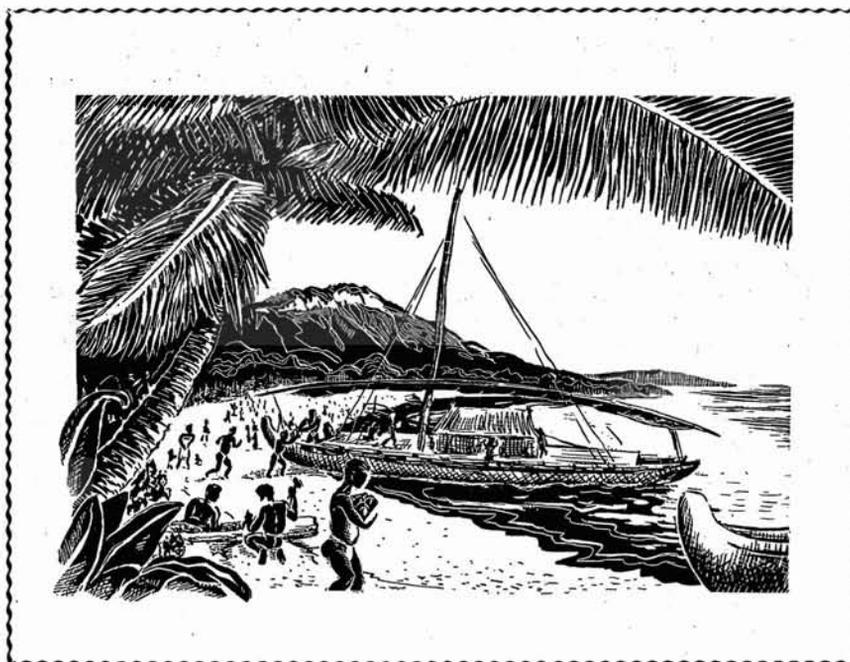
While the ships were being built, the women of the tribe worked long and hard preparing provisions for the voyage. Gardens of yams and taro root were planted sufficiently ahead of departure date to insure maturity. Pits were dug, lined with leaves and filled with breadfruit. Here, this island staple would ferment and turn into poi, a thick, white nourishing paste. Breadfruit was also baked, rolled thin and made into flour. The finished product was wrapped in leaves and placed in lengths of bamboo for protection. When the yams and taro roots matured, some were baked and stored for use at sea while others were carefully preserved for planting when a new island was reached.

The children worked too, roaming here and there, gathering pandanus nuts from which another type of flour was made. They also gathered vast hoards

of coconuts, enough to fill every available place on the ships. This was called the food of last resort and would not be touched until all the other food was consumed. The reason of course lies in the peculiar preservative properties of the fruit's hard outer shell, protecting the inner meat and spongy utos, both rich in nourishment, from decay. Children also collected the tribal livestock which had been allowed to roam free all over the island. As the fowl, pigs and other animals were caught, they were placed in pens, watered, fed abundantly and allowed to fatten so they would be in top condition for the voyage.

The rest of the tribal members, including the aged and crippled, not actually occupied with raising or collecting food, spent their time preparing various kinds of containers in which the edibles would be stored aboard ship. Baskets were painstakingly woven. Calabashes were collected to be used as gourds for both drinking and bailing. Long lengths of the ever present giant bamboo were gathered, cleaned and set aside for carrying breadfruit, flour and fresh water. The combined activity was feverish, growing more so as departure day approached. For each one knew his contribution had to be the greatest possible if the spectres of thirst and hunger were to be kept from hovering over the little fleet during the long weeks at sea.

Launching day for the boats was a very special occasion attended by considerable ceremony. Priests performed rites which dedicated the craft to Tane. Blood purification and human sacrifice were employed by the bloodthirsty





tribes, ceremonial purification by the more peaceful ones. After prayers and long recitations by chanters, detailing how the vessels were built, everyone adjourned to a great feast where abundant food was literally washed down with copious quantities of okōlehao, a potent alcoholic beverage made from the ti root. As might be expected, the feast and recovery therefrom took several days.

As departure day came closer, activity was stepped up. The ships, now afloat in the sheltering lagoon, were carefully loaded with voyage supplies, not wasting an inch of space. Families were separated and assigned billets on different vessels, so that if any of the craft were lost or became permanently separated from the rest no strain would be wiped out. Even the livestock received special handling. Fowl were placed in handmade coops and larger animals were secured in specified places aboard. Fresh water, which can spoil if kept too long in the open, was the last item to be stored. It was placed in

bamboo and homemade jars which were sealed against the destructive power of air. At last all was in readiness.

The day picked by the priests for leaving the island finally arrived. The whole tribe, gathering its holy relics, embarked. At a signal from the chief, sails were set and the little boats, one by one, passed through the harbour's protective reefs and turned eastward toward the rising sun.

The launching ceremonies, the feast and the careful choice of departure day were all dependent upon whether the migration was being forced or not. Frequently tribes inhabited an island only on the sufferance of those already in residence. Just as frequently intelligence reached them that the original residents were planning a massacre. When this happened, they left the island in a hurry without benefit of any ceremony, religious or festive. Under such a circumstance it was a matter of survival, hence expediency was the keynote and speed the essence.

Once at sea, all was changed. As long as a fair breeze blew from the west the vessels continued under sail. This sometimes lasted for days and even weeks. During the daytime the fleet would spread out in a long arc covering as much as 20 or more miles of ocean. As the sun sank, conch shells sounded a recall, tightening the arc so that each vessel could be distinguished by its neighbour after dark. During the night hours, mats were drawn over the gunwales and secured to cleats in order to protect the sleepers from flying spray. In spite of the very crowded conditions aboard, everyone was able to sleep comfortably. At dawn, life stirred once again and the ships spread out to cover as much of the viewable horizon as possible.

Food was carefully doled out twice daily, at mid-morning and late in the afternoon. Everyone received the same ration. It is thought, however, that the older people skimmed on theirs so that the children would have more. Water was restricted to three cups a day; a cup being a small section of bamboo stalk. The livestock fared somewhat better than the humans. They were generously fed, watered, cleaned and exercised as much as practicable, since they were big factors in the tribes' future survival.

Rains, at certain times frequent and heavy in most tropical Pacific areas, replenished fresh water supplies. Concentrations of birds over a small area of sea revealed the presence of schooling fish. Enough fish were speared and brought aboard to provide a special feast, a break in the monotonous routine of rationed food-stuffs from the departed island.

When the breeze fell and the sea became calm, the people went over the side to spend some refreshing moments swimming and enjoying themselves. During this period, the ships were thoroughly cleaned. The process consisted of moving all the gear from each ship, parcelling it among the others one by one until all were cleaned. When finished and restowed, the people came back on board. The men then got out their paddles and the migration once more got underway.

The Pacific is famous for its typhoons, storms and torrential rains, but it is also subject to long frustrating calms. When a migrating tribe was caught in one of these, the pleasure of being at sea soon turned to almost unbelievable suffering. The broiling sun beating from a cloudless sky on the little vessels soon dehydrated the travellers. Fresh water rations were reduced from three

cup a day to two and then finally to one, barely enough to sustain life. Even adolescent training, during which each tribal member learned to endure the pangs of thirst so that it would not be a strange sensation, was of little help. As days passed, the weaker members of the clan succumbed and were buried at sea. The stronger members were reduced to almost unmovable hulks just lying under the protective mats, praying for the blessed relief of either death or cooling, refreshing rain. It is quite possible that whole tribes were obliterated under these circumstances. On the other hand rain, sometimes in torrential quantities, did come to renew the life spark and the tribe survived.

Violent storms also took their toll. Mountainous waves driven before gale winds separated little fleets, destroying some vessels and blowing the rest every which way over hundreds of miles of water. The probability of survivors, so separated, of ever finding each other was extremely remote. But enough members of a tribe did manage to withstand the violence of nature to finally raise another island. Here they would land to re-establish shoreside living. If the priests proclaimed it the "prom-

ised land", thanks would be given the gods for leading them safely there and relieving them for all time of the perils of further migration. If the new island was either populated or declared not to be the permanent home, the tribe would settle down to build up its strength and resources for a further trip.

Even though the new island was only to be a stepping stone, tribal relics and religious items were carefully stored in a temple erected by the people as soon as practical after their safe arrival. Houses were built, crops planted and the business of everyday survival became the paramount object. In back of all the activity, however, was the relentless urge to move on and find the utopia promised. The longer they stayed, the stronger the urge became until finally a date of departure was set. Then the whole process of preparation for the impending sea voyage commenced once again.

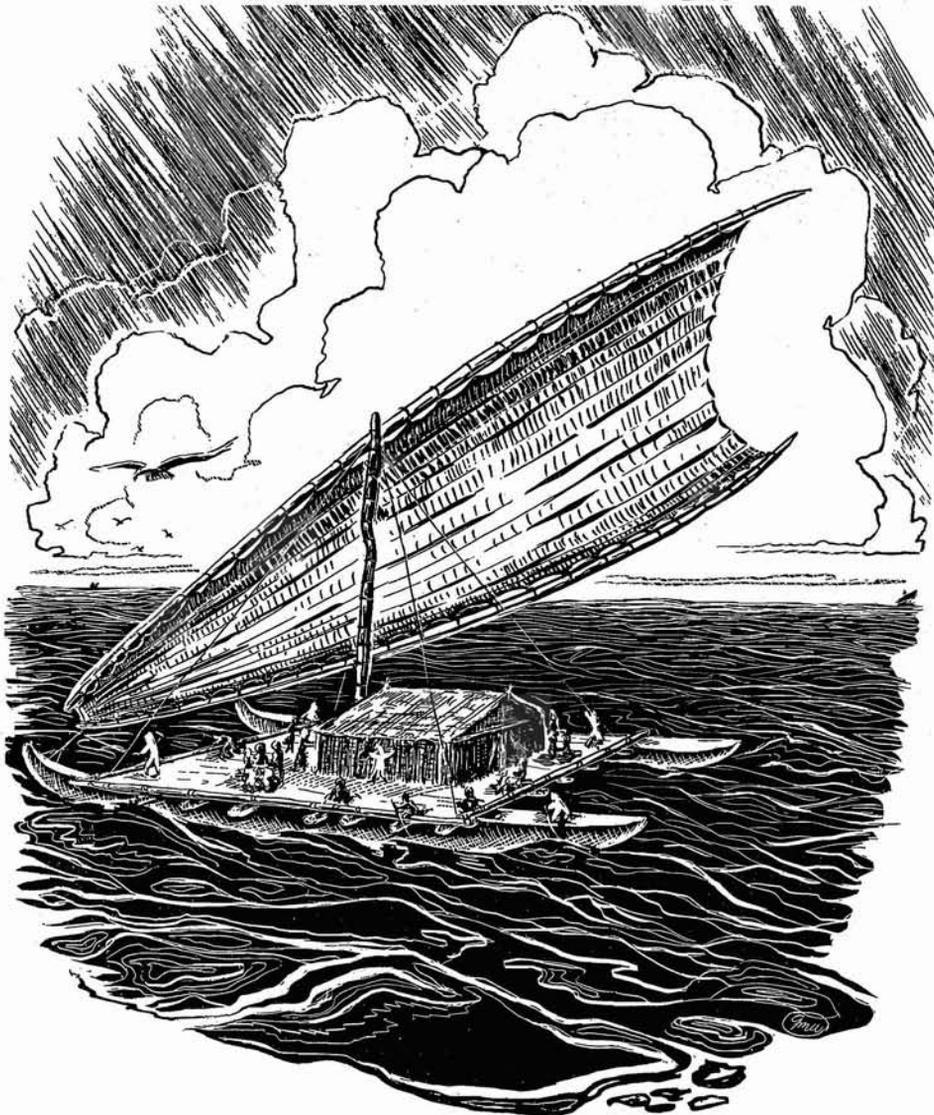
How these people managed to locate the many small, widely separated islands that dot the Pacific is truly a miracle. But it was sort of a planned miracle, assisted by a thorough knowledge of certain natural phenomena peculiar to that part of the world. They

had neither charts nor compasses. They had no knowledge of mathematics. They could not "shoot" a celestial angle or for that matter establish a fix. They did have a knowledge of various constellations, though, as well as the approximate position at which each one would be found on the celestial sphere at various seasons of the year. They also knew where the sun should be during every hour of the day and steered by it. They could read weather signs extremely well, even to what the running swells of the sea presaged. And they had an uncanny knack of picking the right winds, the winds which would last for weeks, speeding them on their way.

The interpretation of natural phenomena which pointed out approximate direction and location of land was probably these ancient navigators' most prized asset. The horizon limit of a little fleet stretched out over twenty miles of ocean was, at best, not more than 400 or so square miles. Considering the distances involved it would have been extremely simple to miss an island just beyond the horizon. These splendid sailors, however, saw certain things and knew how to read them. For example, island birds frequently spent the daylight hours roaming far from land in search of schooling fish. A Polynesian sailor upon seeing them, would alter course in the direction of their evening flight, knowing full well it would lead to land. Clouds and cloud formations also told a story. A high-piled formation usually indicated the location of an island. The underside of a low-lying formation which had a greenish cast to it reflected the presence of a lagoon below. A keen native sense of smell similarly played a part. The warm, humid tropical air carried the tell-tale odour of land, particularly during the hours of darkness. Certainly obvious facts, yet knowing how to use them properly was what made the ancient's feats even more extraordinary.

Modern Polynesians use virtually the same methods of ocean travel as their ancestors did. As a matter of fact, during the last war, the United States Navy prepared a survival-at-sea manual, discussing in detail the Polynesian methods of finding land and surviving the rigors of long days at sea. And it worked. Many sailors as well as airmen, alive today, owe their survival to those ancient sailors who followed the flights of birds to discover uninhabited islands where their families could settle down permanently and live forever free from hunger, thirst and the punitive actions of more warlike people.

—The Compass.



OFFICERS AND MEN

Navy League Cadets Awarded Trophy

The Navy League Proficiency Trophy for the best Cadet Corps this year went to Edmonton Navy League Cadet Corps No. 11.

The award was presented by the Hon. Dr. J. J. Bowlen, Alberta's lieutenant-governor to Lt.-Cdr. Bernard Feehan, commanding officer of the corps.

The Navy League Cadet Corps is composed of boys not old enough to enter the Royal Canadian Sea Cadet Corps.

Bonaventure Mourns Loss of Two Pilots

Separate accidents took the lives of two Royal Canadian Navy pilots in March. Both were from 871 Squadron, flying Banshee jet aircraft.

Lt.-Cdr. Brian Bell-Irving, 32, of Vancouver, died when the brakes apparently failed while taxiing after a normal landing and the aircraft swerved over the side of the *Bonaventure*. His body was recovered by the *Haida*.

Lt. W. T. Troy, 29, of Campbellton, N.B., was on a flight from *Shearwater* to join the *Bonaventure* off Florida when his aircraft was reported overdue. It was considered the aircraft crashed near Mayport Beach, Florida. A search was carried out by U.S. Navy, which recovered floating wreckage.

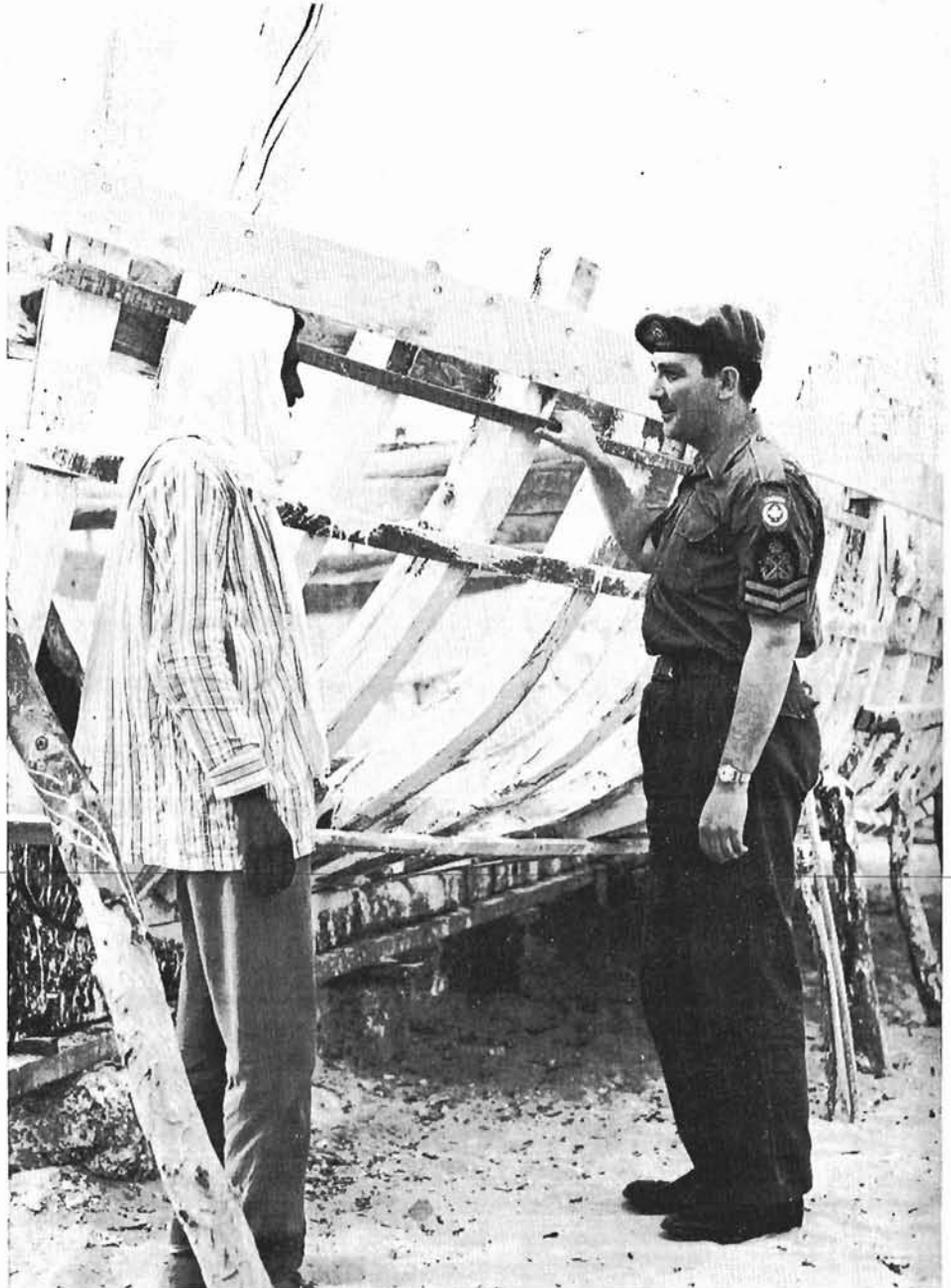
Six Given New Appointments

Changes in the appointments of six senior officers of the Royal Canadian Navy were announced in March by Naval Headquarters.

Captain L. Lysons Atwood, who has been Director of Naval Training, will take up the appointment of Director of Naval Intelligence on April 17.

Captain Frank B. Caldwell, Director of Naval Intelligence since September, 1956, will become Director of Personnel (Officers), on April 21.

He succeeds Captain James C. Pratt, who on June 25 will take command of the *Crescent* with the additional appointments of Captain Second Canadian Escort Squadron and Senior Officer in Command. The squadron is based at Esquimalt, B.C.



The "admiral" of the United Nations Emergency Force Fleet, which is composed of one landing craft, was temporarily beached when rotation caught up with his crew of soldiers. PO David A. Kurts, the only member of the RCN attached to the UNEF, is shown chatting with an Egyptian building a fishing boat. Attached to UNEF headquarters at Gaza, Egypt, PO Kurts went back to plying his "trade route" between Gaza and Beirut, Lebanon, after a new crew had been provided. (O-10396)

Captain Pratt will succeed Captain Michael G. Stirling, who on July 25 will take up the appointment of Naval Member of the Directing Staff of the National Defence College, Kingston, Ont., with the acting rank of commodore.

Cdr. Edgar S. MacDermid, has been appointed to Naval Headquarters temporarily as Director of Naval Training.

Cdr. Daniel L. Hanington, has assumed Cdr. MacDermid's former appointment as executive officer of *Stadacona*.

Leading Seaman Commissioned

A former leading seaman, James B. Luff, 29, has been promoted to the rank of acting sub-lieutenant (S).

Following a six-week officers' divisional course at *Cornwallis*, Sub-Lt. Luff will take up an appointment at *Shearwater*, until October, when he will begin a supply officers' technical course at the naval supply school in Ville la Salle.

Sub-Lt. Luff was born in Portsmouth, England, and served in the British Army from June 1946 until September 1948 and in the Royal Canadian Air Force from June 1952 to March 1953.

He entered the RCN at London, Ont., in June 1953 and subsequently trained and served in establishments on the East Coast and at sea in the *Quebec* and the *New Liskeard*.

Former SBA Promoted

CPO Sidney R. Wallace, 34, has been promoted to the acting rank of commissioned officer (medical technician).

Cd. Off. Wallace was born in Detroit, Mich., and entered the RCNVR in April 1942 at Ottawa, as a sick berth attendant. From 1942 until the war's end he served in naval hospitals on the East Coast and at sea in the *Swansea*. He transferred to the regular force in December 1944.

Since the war, Cd. Off. Wallace has served in naval hospitals on both coasts and in a destroyer, a frigate and an Algerine coastal escort.

Following an officers' divisional course at *Cornwallis*, he will take up the appointment of hygiene officer on the staff of the Command Medical Officer in Halifax.

Cdr. Husher Takes Command of Haida

Cdr. John Husher has been appointed in command of the *Haida* effective April 7.

Cdr. Joseph M. Paul, who has been officer-in-charge of the Leadership School at *Cornwallis* since May 1956 succeeds Cdr. Husher as officer-in-charge of the Gunnery School at *Stadacona*.

Naval Educator Dies in Ottawa

Lorne N. Richardson, 71, first professor emeritus of Carleton University, died in Ottawa on March 10. Professor Richardson had been associated with



Two paintings by A/Captain (E) John Osborn, Command Technical Officer at Esquimalt, now are hanging in the Art Gallery of Greater Victoria. Captain Osborn and Collin Graham, curator of the art gallery, are shown here with the paintings, the upper one a scene in London, England, the lower, a street in Hull, Quebec. A black-and-white reproduction of one of Captain Osborn's paintings, an idealized picture of the Thames River with St. Paul's Cathedral in the background, was reproduced in the December 1955 issue of "The Crownsnest". At that time he was attached to the Canadian Joint Staff, London. (E-44665)

the Royal Canadian Navy, since its beginning when he was professor of mathematics at the Royal Naval College of Canada at Halifax in 1910.

Professor Richardson was born in Wallaceburg, Ont., and was a graduate of the University of Toronto and McGill University. He taught at the RNCC from 1910 until the outbreak of the First World War when he entered the Canadian Army as a lieutenant in the University of Toronto 1st Tank Battalion.

Following the war he resumed teaching at RNCC, by then at Esquimalt,

B.C., until the college closed in 1921. In 1922 he became professor of mathematics at the Royal Military College in Kingston where he served until 1940, the last two years as director of studies.

In May 1941, he was appointed Director of Naval Education at Naval Headquarters, Ottawa, with the rank of Honorary Instructor Commander, and remained at this post until March, 1945. The following year he became the first full-time lecturer at Carleton University and then professor of mathematics until he retired in 1957, although he continued as lecturer.

He is survived by his wife, the former Helen Mackenzie of Chatham, N.B., a daughter, two sisters and two brothers.

Supply Officers Exchange Posts

Two senior officers of the Supply branch exchanged appointments on March 31.

Cdr. (S) D. A. Collins succeeded Cdr. (S) K. Mc. Roy as supply officer of the *Bonaventure*. Cdr. Roy took up Cdr. Collins' appointment as Manager Supply, Atlantic Coast, and as officer-in-charge of the Naval Supply Depot, Halifax.

R. Baker Guides A-Sub Program

The naval architect who was primarily responsible for the advanced design of the Royal Canadian Navy's new destroyer escorts will guide the construction of the Royal Navy's first nuclear submarine, to be known as HMS *Dreadnought*.

The Admiralty has announced the appointment of Rowland Baker, OBE, to Technical Chief Executive *Dreadnought* Project.

After serving with the Royal Canadian Navy for eight years as Naval Constructor-in-Chief, Mr. Baker returned to England in July 1956. Dur-



ROWLAND BAKER, OBE

will guide the design and construction of the Royal Navy's new nuclear-powered submarine, the *Dreadnought*. Mr. Baker was for eight years Naval Constructor-in-Chief at Naval Headquarters, Ottawa, latterly with the rank of constructor commodore, RCN(R).



Two Sea Cadets embarked in the *Skeena* learn to fire a Bren gun during the training cruise to the Far East of five destroyer escorts from Esquimalt. Left to right are Cadet Jack Cave, of Moose Jaw, Sask.; PO Jim Tyre (instructor), Victoria, and Cadet Jim Scott, Calgary. (CR-190)

ing the last two and one-half years of his service in Canada he held the rank of constructor commodore, RCN(R).

His new Royal Navy appointment, designed to strengthen the organization by centralizing the control of the *Dreadnought* project, was first mentioned by the First Lord of the Admiralty in his explanatory statement on the navy estimates.

The chief executive's tasks will include the direction of all departments and contractors participating in the project and the control of an integrated constructive mechanical and electrical engineering project team.

Mr. Baker is a member of the Royal Corps of Naval Constructors. While in Canada he played a great part in enabling major warships to be designed and built from Canadian sources. The St. Laurent class of anti-submarine frigate and the icebreaker *Labrador* are the best-known of these ships.

Aged 49, Mr. Baker entered Admiralty service at Chatham Dockyard in August 1923. In 1927 he was selected for special training at the RN College, Greenwich, and entered the Royal Corps of Naval Constructors as an assistant constructor in September 1931.

After service at sea and a short appointment to Portsmouth Dockyard, he was transferred to the Naval Construction Department, Admiralty, in June 1934 where he was engaged on designs

of sloops, minesweepers and surveying vessels until May 1937 when he was appointed to HM Dockyard, Sheerness.

During 1941 he became closely associated with the design and production of landing craft.

His duties as Acting Chief Constructor and Superintendent of Landing Craft in November 1942 included a visit to the U.S.A. where the Bureau of Ships of the Navy Department started designs for a huge building program of landing ships for use in the Pacific and against Italy and Germany.

The value of his services was recognized by the award of the OBE in the New Year's Honours List of 1946 and by the award of the American Medal of Freedom with silver palm in October of that year.

Veteran of Two Wars Deceased

Cdr. F. N. D. Carmichael, 63, of London, Ont., died in London on March 16. He was a former executive officer of *Hunter*, Windsor naval division, and had served in two world wars.

During the First World War he served as a lieutenant from 1916 to 1918. He re-entered the navy in 1942 and served as recruiting officer at *York*, Toronto naval division, executive officer of *Hunter* and as commanding officer of *Prevost*, London naval division. He retired in 1946.

VOTING IN THE ARMED SERVICES

How Our Democratic Rights Are Protected

A FOUNDATION STONE of democracy is the right of adults to select from properly qualified candidates their federal, provincial and municipal authorities in the essential field of politics. It is more than the right to vote—compare Canada with those countries which allow a vote but provide no choice of candidates—it is the right to judge between various platforms and various people. It follows that the system will work well only if two conditions are met: (a) we have a sufficient number of able volunteers to run for office; (b) there is an interested and intelligent electorate.

How is this right of selective vote preserved for the officers and men of the armed forces? It is recognized that they, more than any other group, are liable to be away from their usual homes—indeed even out of the country—at election time and special provisions have therefore been made in what is termed, “The Canadian Forces Voting Regulations”.

When the Prime Minister obtains the Governor General’s signature to a writ for a federal election, a complex organization begins its life. By regulations Canada is divided into three voting territories: the Maritimes with



Because most of them are away from home constituencies, members of the armed services operate under a somewhat different set of election rules than the civilian. Naval liaison officer for the federal general election in the Maritimes was Instr. Cdr. C. H. Little (second from left), and the deputy returning officer, Stadacona, was Lt.-Cdr. James C. Mark. The prospective voters are AB J. A. Lesperance and AB Robie G. Pearce. Four provinces are represented. (HS-51945)

How We Vote

The federal election of March 31 has come and gone, and the results are known throughout the world. In this election, man for man, civilians and members of the armed services had an equal voice; each individual had the right to vote for the candidate of his choice, each had the right to record his vote secretly and without coercion.

Because of the somewhat non-madric nature of the armed forces, special arrangements must be made for the recording of their votes and there must be certain privileges and obligations which are unknown to civilians.

The differences between service and civilian voting are explained in the accompanying article by Instr. Cdr. C. H. Little, Command Education Officer, Stadacona, who was naval liaison officer for the federal general election, Maritime Area.

headquarters at Halifax; Ontario and Quebec with headquarters at Ottawa; the West with headquarters at Edmonton. In addition, the chief electoral officer (a senior, permanent civil servant) is empowered to establish a voting territory for any area outside Canada where substantial numbers of Canadian forces electors are stationed. Such a territory has been established to cover Western Europe and Egypt with headquarters at London, England. Members of the forces in out-of-the-way places such as Baffin Island, Indo-China or Israel are attached to one of the four established territories and arrangements are made for them to cast their vote before appropriate deputy returning officers.

A Canadian forces elector is any member of the regular forces of Canada—Navy, Army and Air Force—anywhere in the world and the wife of such member accompanying him outside Canada. The Canadian forces were placed on active service by order-in-council at the time of Korea; this order-in-council has never been revoked and we therefore continue to be on active service. For the purposes of the

Canadian Forces regulations, this means that all members of the regular forces, whatever their age, are entitled to vote. It also means that any member of the Reserve, who is on full-time duty during the voting period, is also entitled to a vote, whatever his age.

For all voting territories, a civilian special returning officer is appointed by the Governor-in-Council. The functions of the special returning officer are to provide voting supplies, to maintain a headquarters where complete ballots are received, sorted and counted and to dispose of unused material after the election.

Then the Minister of National Defence appoints to each special returning officer a permanent force liaison officer from each of the three services. His duties are to deal directly with each commanding officer within his territory, to implement the regulations and also to carry out any instructions of the special returning officer or, to put it another way, his task is to provide every Canadian forces elector with the information and the facilities to cast his vote.

By regulation, each liaison officer informs each commanding officer in his area that a federal general election has been ordered and requires him to publish in daily orders a notice of the same together with an announcement that Canadian forces electors will vote during the week preceding election day and that the hours of voting and the location of the polling booth will be stated in a further notice. This announcement, like others in the regulations, has a name: Form No. 5.

At the same time, each commanding officer is required to designate a deputy returning officer whose function is in simple terms—to manage the voting in his ship or establishment. In practically all cases the deputy returning officer now becomes the commanding officer for the purposes of the general election and proceeds to act with the liaison officer to implement the regulations.

Within two weeks of the publication of Form No. 5, each unit is required to furnish a list of all Canadian forces electors borne and their place of ordinary residence as stated on an official form, No. 15, No. 16, No. 17 or No. 18.

It might be well at this stage to explain the purpose and importance of these statements of ordinary residence.

If we were civilians, we would be enumerated on a polling list wherever we lived in Canada (with the legal requirements of 12 months' residence in the country, as some of our wives are finding out to their dismay) and would vote around the corner. In this arrangement there is little opportunity for either double dealing or flexibility: we live in a certain place, we are free and 21, we are in the polling booth on election day and we cast our vote; otherwise NYET! As members of the active force, we have much greater individual protection and much wider allowances; at the same time there are guarantees that we cannot be stampered or dragooned, as has happened

in more than one country during the electoral centuries of the past.

Instead of being enumerated just before an election, we place on file a statement of ordinary residence which remains our domicile for voting purposes unless we alter it formally in December of any year. Thus, whenever an election may find us, we are already listed as a voter. This is important because it protects our individual rights and prevents packing an electoral district by moving bodies of armed forces when an election is ordered.

The Armed Forces vote during the six week-days preceding election day in order to permit the maximum number to vote despite the exigencies of the service and the time is not too long for large establishments such as *Stadacona*, *Naden*, *Shearwater* and *Cornwallis*. Nor is it too long when operations are considered, because a ship will often be unable to vote during most of the period.

When a Canadian forces elector comes to the polling booth established in his ship or establishment, at the time and place notified by the commanding officer, he appears before the deputy returning officer, identifies himself and is shown his name and place of ordinary residence on the nominal list. The place of ordinary residence sets the electoral district and hence the candidate for office. The Canadian forces elector is required by the deputy returning officer to complete a statement of identity and district and is then given a ballot and a plain envelope. He retires to a private booth with the list of candidates, writes the name of his choice on the ballot and encloses it in the little envelope. He then returns to the deputy returning officer and puts the little envelope inside an outer envelope which has on one side the statement referred to above and on the other the name and address of the special returning officer. The outer envelope, which goes post free, is then mailed.

When the outer envelope is received in the headquarters of the special returning officer, it is first scrutinized to ensure that it has been completed and signed by the elector and witnessed by the deputy returning officer. This is another safeguard to protect the individual and to prevent irregularities. Then all outer envelopes for each district are assembled together until the order to count the votes is given. At that time all outer envelopes are discarded and the scrutineers, who work in pairs, have before them only a pile of plain brown inner envelopes containing completed ballots. Thus there is no possibility of knowing who voted for whom except in the million-to-one case where only one Canadian Forces elector, out of the tens of thousands eligible, voted in an electoral district and his name was renumbered. Those are very long odds indeed and for all practical purposes may be disregarded.

After the voting week, the deputy returning officer returns unused material and accounts for the ballots which were issued to him. Some ballots will have been used by Canadian forces electors, one or two will have been spoiled, the remainder he will return to the special returning officer and heaven help him if the number accounted for does not coincide with the number issued! Not even a supply officer and his cash are held to stricter account. Again we have an instance of safeguarding the elector's vote by ensuring that it cannot be falsified.

This whole system is admirable, combining as it does the maximum of security for the individual secret ballot with the utmost opportunity for informed selective voting. It is heartening for members of the armed forces to know that the system of government which they have enlisted to protect is concerned with the rights of all individuals to exercise the most important right of democracy: the secret, selective ballot.—C.H.L.



NEW SOURCES OF POWER - -

How Do Gas Turbines and Nuclear Energy Fit into the Naval Picture?

SINCE THE END of the Second World War the gas turbine engine has attracted a great deal of interest and in many quarters enormous advantages were predicted. Because the high temperatures, essential for high thermal efficiency, exist continuously and in areas where cooling is not a useful part of the cycle, as opposed to diesel engines and boilers, metallurgical advances are even greater prerequisites to improved efficiency in gas turbines than in any present conventional engines.

The net result of the present metallurgical limitations is that a very high air to fuel ratio is required in comparison to boilers or reciprocating internal combustion engines. This in turn results in a great deal of the mechanical power produced being used in merely compressing air. As a result of this large circulating power, the effective design of gas turbines requires a high efficiency in all components if the horsepower output is to be achieved efficiently and economically.

The Author

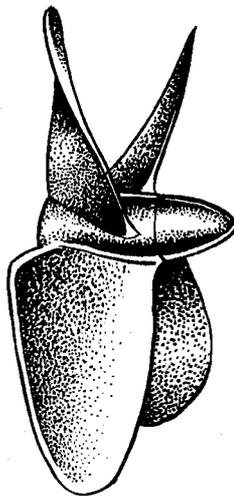
On March 4, Commodore (E) B. R. Spencer, Engineer-in-Chief of the Royal Canadian Navy, addressed the technical section of the Canadian Shipbuilding and Ship Repairing Association at the association's annual meeting in Montreal.

Speaking on the subject "Some Recent Developments in Marine Propulsion of Naval Vessels," Commodore Spencer for the most part dealt with the machinery developed for the St. Laurent class destroyer escorts.

However, in the latter portion of his address, Commodore Spencer discussed the possibilities of the gas turbine and nuclear power and their application to naval vessels of the future. This portion of the address is reproduced here.

The Royal Canadian Navy has been closely following the development of gas turbines and their possible use. However, before a new type of prime mover can be considered acceptable by any user, it must compare favourably with the performance of existing machinery.

One of the most promising applications is the use of gas turbines to provide "boost power" in a warship, for



as you are aware naval vessels must be capable of speeds much in excess of the normal cruising speed. The boost concept is to have a steam plant only large enough to provide cruising power, the balance being provided from gas turbines. This results in a light machinery installation with very good efficiency at cruising power and moderately good efficiency at full power.

This concept of boost power can also be applied to high speed launches, such as motor torpedo boats, by fitting together a diesel engine and a gas turbine to give a compact high-power plant which is comparatively easy to maintain and which burns less volatile fuel compared to the wartime MTBs fitted with aircraft piston engines. Small boats can also be considered suitable for gas tur-

bine propulsion if a high speed is desired and fuel consumption is of secondary importance.

The fuel consumption of gas turbines can be made competitive with steam installations, as ably demonstrated by several merchant ships. However, this requires the use of a complex cycle with numerous heat exchangers and inter-coolers which occupy almost the same space and weight as that of a conventional steam plant.

The difficulty of burning other than gaseous or distillate fuels is a major disadvantage of the gas turbine and if the cheaper and more plentiful residual fuels are used then greatly increased maintenance charges would have to be faced.

A New Freedom

"It was not fully realized until the Nautilus actually operated, just what a tremendous advantage of mobility the ship possessed. Nautilus could move with complete freedom beneath the seas. The day of the diesel submarine was over.

"What will nuclear power mean to surface ships?

"An individual ship, such as the guided missile cruiser USS Long Beach will, like the submarine, experience a great increase in mobility. It is well known that the captain of a ship must take heavily into account his available fuel oil supplies when planning any operation. The selection of speed is a balance between the desire to arrive at the destination in the shortest possible time and the need to minimize fuel consumption. The Second World War Pacific operations are one long history of the struggle with supplies and replenishment. Nuclear power eliminates the problem of refuelling at sea."—Rear-Admiral Hyman G. Rickover, USN, in "All Hands".

The recent successful development of the free-piston engine is a promising alternative to the medium powered diesel engine. The fuel consumption is comparable and the basic simplicity of the gas turbine is largely retained. The moderate gas temperatures and much smaller circulatory power needed makes practical the use of a reverse turbine, thus overcoming one of the major difficulties of the gas turbine for which a reversing gear train or controllable pitch propeller is necessary.

The free-piston engine, however, retains the problems associated with diesel engines, such as cylinder liner wear and fuel injection, but has the advantage of fewer moving parts and easier maintenance of the gas generators. These engines are approximately equal in weight and space to diesel engines, one big advantage being that of reduced maintenance costs.

Summing up, therefore, on future trends for the machinery for naval vessels of any considerable size, it seems doubtful whether there will be any radical change from the present basic methods of propulsion. The prime movers are almost bound to be steam turbines for some time to come, with the possible introduction of a gas turbine boost, coupled for higher powers. It must be remembered when considering this type of installation that we are confronted with the problem of carrying separate fuels, apart from providing some suitable form of gear box in which to match the two drives, and have yet to simplify the requirement of operating the gas turbine in the astern direction. There is, however, no doubt in my mind that these problems will eventually be solved, in order that we can press forward to installing such a combined unit in a ship, the gains being too attractive to ignore.

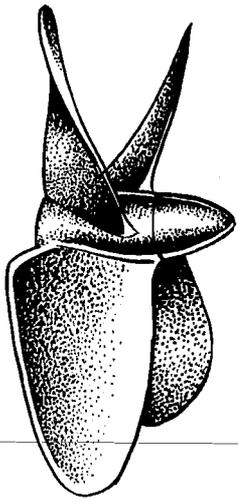
THE LAST and most revolutionary change which is likely to come about in marine engineering design, in the very near future, is the introduction of nuclear power. Nuclear reactor design, although still in its infancy, has, from the successes gained to date, indicated that this source of power possesses enormous possibilities, not least in the field of marine engineering.

While at present it is difficult for a country the size of Canada to justify the necessary vast expenditures for the construction of nuclear powered warships, it is nevertheless essential to keep in close touch with all developments in the marine field with a view to being prepared to meet a requirement in due course. This preparation would mainly include the training of personnel and

the provision of experience in how to approach the various problems which will be encountered when dealing with the design and construction stages of a nuclear propelled vessel.

From a purely military point of view, the advantages of nuclear power are obvious. To state these briefly, a nuclear powered ship would have a very high endurance and would be capable of maintaining a continuous high speed within the limitations of the fuel life. No oxygen is required in order to obtain the heat release and the problem of exhaust gases is eliminated, the last two factors being of prime importance in the construction of submarine machinery.

In the case of surface vessels, both uptakes and intakes are eliminated leaving the upper deck clear for additional armament, the new profile giving the ship great resistance to atomic war-



fare. With no requirement for fuel bunkers, the fire hazard is greatly reduced, vulnerability below the water line reduced and the ability to resist action damage of all kinds heightened.

These advantages are however, tempered by certain disadvantages, not the least being the large weight of the biological shield needed, together with the higher initial capital outlay and development costs incurred. Notwithstanding, it is apparent that once one nation has taken the lead in the nuclear powering of warships, it would be essential for competitive nations to follow suit, observing that the advantages would revolutionize naval strategy.

Time does not permit me to engage in a lengthy discussion on the technical aspects of nuclear power, but I would like to compare the nuclear requirements of a merchant ship with those of a warship, in order that the

problems that will be confronted by the naval designer may be more readily understood;

(a) *Commercial Requirements*

- (1) To be comparatively economic, operationally.
- (2) To be of a relatively simple design and thus reasonably inexpensive to build and to possess ease of operation.
- (3) To have a minimum turn-round time.
- (4) To possess a reasonable speed, say 16-17 knots.
- (5) To possess high endurance at full speed.

From commercial reactor design to date, it would only be possible to achieve competitive economic operation in a large vessel. From a first-cost point of view, it is probable that continuing development will cause the cost of reactor systems to decrease. It would seem that the only one, of the above requirements, which could be met today is minimum turn-round time, although it is probable that reasonable speeds could be obtained in large vessels.

(b) *Naval Requirement*

Repeating the former statement made on the principal requirements for a warship, we observe that the naval designer must contend with:—

- Reliability
- High endurance at cruising speed combined with high top speed
- Low weight
- Small space and height
- Ease of operation
- Ease of manufacture
- Ease of maintenance
- Resistance to shock
- Silence of operation
- Adaptability to automatic control.

It must be noted that, to date, it is recognized by the navies of the major powers that the pressure water reactor (PWR), using enriched fuel, is the only reactor system which comes near to meeting the naval requirement, although the costs involved of such a system prohibit its general adoption.

It is considered that the PWR can readily satisfy such points as reliability, high speed endurance, low weight and small space and height. Ease of operation is difficult to assess without experience, but a reactor system is certainly an area requiring employment of fully automatic controls and, thus, it may be expected that control and operating problems will be minimized.

Ease of manufacture and maintenance can only be assessed on an intuitive basis. It is known that many reactor components are at this time requiring special manufacturing techniques, but it is expected that this problem will eventually be rectified.

As is well known, resistance to shock is always a naval requirement, and it is believed that no difficulties will arise in fitting this requirement into a nuclear design. Silence of operation to an acceptable degree should be available in a reactor-steam-turbine plant. The only satisfactory way in which to operate a reactor plant would be through the maximum use of automatic controls.

It is obviously not possible to achieve perfection in each and every one of these requirements and, thus, the naval machinery plant must be the best compromise of all these features.

As yet, the RCN has not outlined its future requirement for nuclear power, although it is in order to presume that a program will develop at some future date, the decision resting entirely on the outcome of developments in this new field of endeavour.

BRIEFLY REVIEWING nuclear reactor development, the pressurized water reactor (PWR), utilizing enriched fuel, has proved itself to be fundamentally reliable. Developed primarily for a military application, the system is compact but extremely costly.

A further development to the pressurized water reactor (PWR) is the introduction of the sodium-cooled reactor to reduce the size and capital outlay. This reactor system, however, calls for a novel and therefore expensive arrangement to contain the sodium circuit and is beset with many problems.

The graphite moderated gas-cooled reactor, more commonly known as the "Calder Hall Type," is a reactor employing natural uranium, and in its present stage of development might be considered practicable for fitting in a super-tanker or some other large vessel.

The boiling water reactor, already applied to a commercial undertaking in the U.S., is a safe and reliable system.

Certain other homogeneous and gas-cooled reactor systems are being developed, none at this early stage appearing to emerge as a competitive and economical solution for marine propulsion.

The need does exist, however, for the training of personnel and the gaining of experience in Canada, if we are to be ready to meet the nuclear propulsion requirement in the near future.

The RCN will probably be using oil-fired vessels for some considerable time

to come and, if squadrons composed of such vessels are to be competitive with nuclear powered forces, then I think it is not unreasonable to assume that some type of replenishment vessel propelled by nuclear power might greatly assist in enabling conventional fleets to operate alongside nuclear fleets without embarrassment to either.

A tanker fitted with a modified "Calder Hall Type" reactor using slightly enriched uranium would, therefore, appear to be practicable if one considers the hull form, which is eminently suited to the weight and space requirements, the shielding problem which lends itself in this design of ship and the fact that a tanker's normal operation is one of maximum power at sea coupled with a fast turn round in harbour.

The progress of nuclear power for marine purposes depends entirely on the future development of reactor designs, and I can only state again that the Royal Canadian Navy has not limited its specific interest to any one type of vessel, but that developments in all fields are being studied very closely.

The primary purpose of entering the nuclear propulsion field is quite naturally to obtain a nuclear vessel, when it becomes feasible to do so. However, there is a secondary and very important aim, and this is to promote and encourage nuclear reactor technology to flourish in Canada. It is hoped in this way to develop industrial organizations who will be capable of the design, manufacture and repair of nuclear power plants for naval and commercial vessels alike.

In conclusion, it takes very little imagination to realize that all this is feasible and possesses no magic. This

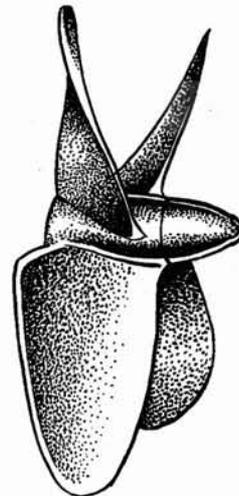
has been most convincingly demonstrated by the United States Navy and is in the process of being demonstrated by the Royal Navy and the USSR.

The introduction of nuclear power to larger surface vessels is inevitable. The change to nuclear plants may be compared to the change from coal to oil or reciprocating engine to steam turbine. Traditionally, it will take time to overcome prejudice where the new system must be compared with a fully-developed predecessor. Practical demonstration is the only way to overcome these difficulties.

The development of nuclear plants and the solution to the problems which arise is entirely a matter of engineering and can only be dealt with by the engineering industry. There are no insuperable problems in the development of these new systems, but at the same time we cannot assume that there is not a large task ahead of us calling for wise direction and, above all, technical excellence.

The second half of the 20th Century will, undoubtedly, witness newly-won achievements in the field of naval propulsion go from strength to strength, but in all this let us be reminded of some words written by the late Rudyard Kipling:

"This new ship here is fitted accordingly to the reported increase of knowledge among mankind. Namely she is cumbered, end to end, with bells and trumpets, and clocks and wires which, it has been told to me, can call voices out of the air or the water, to con the ship while her crew sleep. But, sleep thou lightly, O Captain. It has not yet been told to me that the Sea has ceased to be the Sea."



AFLOAT AND ASHORE

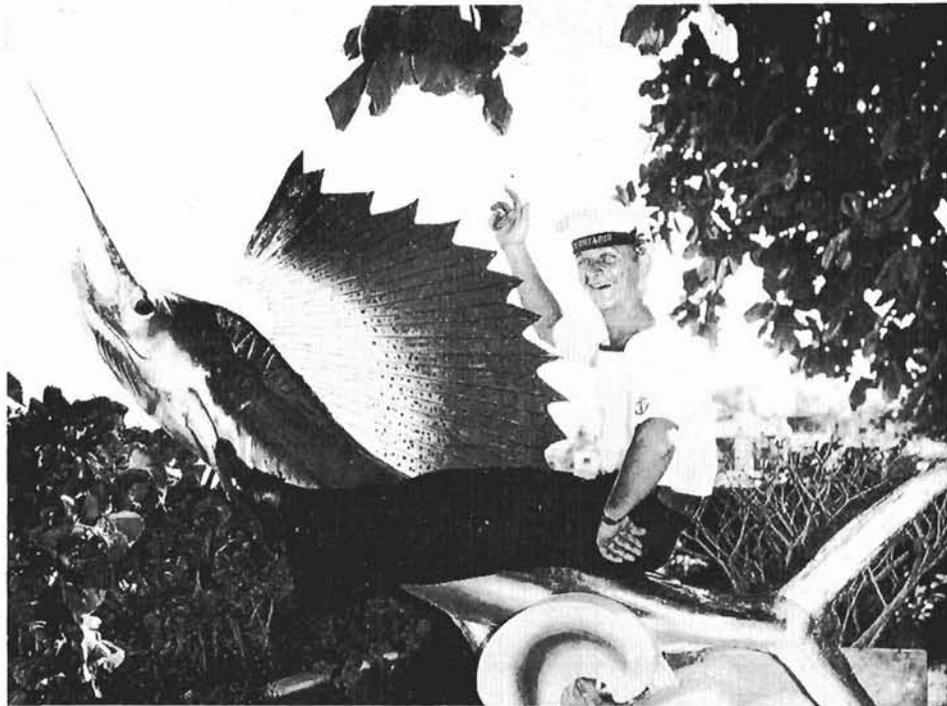
PACIFIC COMMAND

HMCS Ontario

Amid the pomp and pageantry of a "royal court" held in the middle of the Pacific ocean, five members of the *Ontario's* ship's company were specifically honoured by King Neptune in early March as the *Ontario* crossed the equator en route to the Fiji Islands, New Zealand and Australia in the course of a training cruise for 50 Venture cadets.

The Ancient Order of the Dead Fish and Chain (Sea Dog First Class) was conferred on Captain J. C. Littler, the *Ontario's* commanding officer.

Cdr. D. G. Padmore, the executive officer, received the Recent Order of the Pusser's Tent in commemoration of a



"Why, if it isn't old Neptune himself, out of the rig of the day!" Ldg. Sea. Ross Sinclair strikes a carefree nautical pose during the *Ontario's* visit to Acapulco, Mexico, early this year. (OT-3722)

US Navy to Spy on Mars from Balloons

Two U.S. Navy balloon flights this fall "should give a real clue" to the possibility of life on Mars, according to Rear-Admiral Rawson Bennett, USN, Chief of Naval Research, addressing the American Institute of Electrical Engineers in Chicago.

Admiral Bennett said two scientists will ride the balloon up to 80,000 feet and use a 16-inch telescope to obtain the first clear look at Mars.

The admiral said the men expect to be able to measure the water vapour content and the oxygen of the Martian atmosphere.

"What they discover," he said, "may solve the mystery of those canals and should give us a real clue to the possibility of life as we know it on Mars."

Admiral Bennett said this flight "will inaugurate a new technique of high altitude astronomical observation, which a number of eminent astronomers and observatories predict will lead to startling advances in astronomy and astrophysics."

Summing up other navy research, the admiral said: "Living organisms have been recovered from ocean depths never before reached. We have received radio signals that have been sent curving two or three earth radii out into space to test whether a sparse medium actually fills the void between the earth and the sun.

"By probing more than 1,000 feet down into the Greenland ice cap, there have been recovered cores which carry in their undisturbed annual layers of snowfall a record of the earth's climate reaching back as far as 2,000 years."—*Armed Forces Press Service*

Honolulu newspaper report which said, in referring to the *Ontario's* quarterdeck awning, that "a large tent" had been erected to accommodate 200 guests at a reception held in Pearl Harbour.

Cdr. (E) Robert Lane, the engineer officer, was awarded the Order of the Busted Prop, while the ship's dental officer, Capt. J. J. N. Wright, RCDC, received the Order of the Snag Tooth.

Twenty years of service in which he had never lost a piece of ship's cutlery or broken a glass won the Order of the Greasy Spoon for the chief cook, CPO S. A. Johnston.

The ceremony, which took place on March 13, was preceded the night before by the arrival of the herald of King Neptune. The herald emerged with his retinue from the depths in a sea of spray and fireworks to announce to one and all the coming of His Most Oceanic Majesty on the morrow, and to warn that all "tadpoles" would be initiated before crossing in his domain. For this purpose a list had been compiled of all those who had never before crossed the line. Of 634 officers and men on board, 326 were found to be tadpoles.

At two bells of the forenoon watch on the following day, King Neptune and his court arrived and took station on the quarterdeck, where the ship's company was brought to attention with the playing of the oceanic anthem.

The awards were presented first, after which the court proceeded to the boat deck, where "requestmen and defaulters" were brought before King Neptune, who summarily disposed of cases whose crimes had been brought to his royal attention.

The "miscreants" included Cdr. W. M. Kidd, the cadet training commander; Instructor Cdr. G. C. E. Gray; Captain Wright, the dental officer, who just a few moments before had been honoured by King Neptune; Instructor Lt.-Cdr. L. W. Maundcote-Carter; Belgian Cadets Jean L. Ceux, Siegfried D. Deleu and Claude C. Sedeyn, and Ldg. Sea. R. B. Bentley.

Following disposal of these cases, the initiation of the other "tadpoles" proceeded briskly and was completed by six bells of the forenoon watch. Thereupon Neptune and his court, not being used to fresh air, leapt into the water and disappeared.

ATLANTIC COMMAND

HMCS Stadacona

The Chiefs and Petty Officers' mess at *Stadacona* has two more worthy ventures to its credit.

A recent addition to their mess is an attractive, well-stocked snack bar, catering to members and guests, which is operated by the Canadian National Institute for the Blind (Maritime branch). Profits from the snack bar go to the CNIB.

Their other gesture was the donation of \$213, the proceeds of a turkey social, to three orphanages in the Halifax area. The institutions, the Protestant Orphanage, the Nova Scotia Home for Coloured Children, and St. Joseph's each received a cheque for \$71.

HMC Communications School

At HMC Communications School, *Cornwallis*, Petty Officers Alexander Muse and Stewart Shufelt have joined the visual staff.

Two TG1 qualifying courses completed in February, CR114 and CV97. Graduates of CR114 class were: Ordinary Seamen Douglas Boicey, Edward Eaton, William Elliott, Gilbert Fraser, Brian Howard and Frank Walton.

Graduates of CV 91 class were: Ordinary Seamen John Huxley, Henry Serjeant, Gale Shirreffs, Gary Wilson and Paul Zoschke.

Ldg. Sea. Carl Oakes serves goodies to three hungry guests during a party held in the *Bonaventure* for 180 orphans and crippled children at Charleston, South Carolina. The "Bonnie" was part of a Canadian naval task force visiting the U.S. port during Atlantic spring exercises with units of the U.S. Navy. (HS-51782)



Ord. Sea. Eaton, of CR114, and Ord. Sea. Huxley, of CV97, claimed the prizes as top men in their class.

Five C2CRs commenced an 18-week instructors' course at the school to qualify for TG4. They are CPOs Charles Brown, William Bruce, John Layton, Russell Maynard and Wilson Moulard, in class R15.

Also starting an instructors' course are six C2CVs. They are CPOs Jack King, Lloyd Kirkpatrick, Robert Meadows, Ian McKellar, Lindsay Sheperd and Douglas Worthington, in class V15.

Before starting their new course, the chiefs in both R15 and V15 completed a three-week instructional technique course at *Stadacona*.

NAVAL DIVISIONS

HMCS Carleton

Eighteen students attending university in Ottawa, were formally promoted from probationary cadet to cadet in their respective University Naval Training Divisions in a ceremony at *Carleton*, Ottawa naval division, on Sunday evening, March 9.

The inspecting officer, who also presented certificates to the cadets, was Captain E. T. G. Madgwick, Director of Naval Manning at Naval Headquarters.

The UNTD cadets, most of whom are in their second year at university, enrolled last September as probationary cadets. They are students at the University of Ottawa, Carleton University and St. Patrick's College.

The ceremony, consisting of an inspection of the cadets by Captain Madgwick, followed by the firing of a feu-de joie and the presentation of the certificates, began at 8 p.m. At its conclusion there was a tea for parents and friends of the cadets.

HMCS Star

The Hamilton Garrison Officers' Softball League has been active in Hamilton for many years, but this year the enthusiasm was tremendous, with six teams taking part. Despite the added competition the team entered by *HMCS Star* came closer this year to winning than ever before. They lost the final game 5-4 in extra innings to the Royal Hamilton Light Infantry.

Lt.-Cdr. Frank Ross is president of the league this season.

Games were played in the local armouries and a good number of civilians turned out to watch.

HMCS Griffon

The Chief and Petty Officers' mess of *Griffon*, Port Arthur naval division, held its annual ladies night banquet in February, and played host to a large number of guests.

Preceding the dinner was a reception, during which the ladies were presented with rose corsages. Guests included RCAF, Canadian Army and U.S. Navy personnel.

Following the banquet a dance was held at *Griffon*.

HMCS Catarqui

CPO Gordon Clarabut, of *Kingston*, was presented with the *HMCS Catarqui* Trophy during the annual inspection of the *Kingston* naval division by Captain A. F. Pickard, Chief of Staff to the Flag Officer Naval Divisions.

The *Catarqui* Trophy is presented annually to the man who has contributed most to the ship's efficiency during the year.

New Admiral of Royal Yachts

Vice-Admiral Sir Connolly Abel Smith, was relieved as Flag Officer, Royal Yachts, on January 30 by Rear-Admiral Peter Dawnay, and his flag was hauled down in HM Yacht *Britannia* at sunset of that day, the *Admiralty* News Summary reports.

Vice-Admiral Abel Smith was appointed Flag Officer, Royal Yachts, on February 2nd, 1953, at the time when the new post-war Royal yacht *Britannia* was building. He accompanied Her Majesty the Queen during her Commonwealth tour in SS *Gothic* in 1953-54, and then took command of the *Britannia* on April 28, 1954.

Since then, he has been in command of the *Britannia* during her voyages in all the oceans of the world, steaming by the end of 1957 a total of 92,700 miles, including, in 1956-57, a circumnavigation of the world which lasted six months; a voyage longer in time and distance than any performed by a previous Royal yacht. Throughout this time, he was responsible for the safe conduct of the voyages of the Queen and other members of the Royal Family during their travels by sea. Admiral Abel Smith retired from the Royal Navy on leaving the Royal yacht and is to take up farming at his home in Scotland.

Admiral Dawnay, recently Assistant Controller of the Navy at the Admiralty, is a communications specialist who served the major part of his career at sea. He was appointed an Extra Equerry to the Queen on assuming his new appointment.

Admiral Dawnay's flag was hoisted in HMS *Vigo*, a ship of the destroyer squadron which he commanded in the Mediterranean in 1950-52, on the morning of January 30, and transferred to the *Britannia* on the following day.

Origins of Canadian Naval Law

Roots of QRCN Reach Back to Eighth Century

PART OF THE National Defence Act, 1950, can be traced back to the Rhodian Sea Laws (*Lex Rhodia*) which governed maritime commerce in the Mediterranean some 1,200 years ago. Although these "laws and customs of the sea" were probably written in the 7th century, the earliest record remaining is an 11th century parchment, now quite illegible, held in the Vatican library.

The laws of the Republic of Rhodes, themselves originating with the Phœnician merchants of Tyre and Sidon in about 1500 BC, were adopted by Rome, in the Digest of Justinian, and by other Mediterranean states: (1) *Tavola Amalfitana* (Table of Amalfi, near Naples) around 800-900 AD; (2) *Consulato del Mar* (Consulate of the Sea), 1494, in the Kingdom of Aragon, now Barcelona; and (3) the Assizes of Jerusalem. From the latter source the laws were recorded in revised form in the 12th century by William de Forz of Oleron, the commander of part of the Spanish fleet taking part in the Crusades. The Roll or Rule of Oleron is the most important mediaeval source of maritime law and custom; its guiding principle was that punishment should fit the crime:

"Know all men that We, with the aid of upright counsels, have laid down [a current expression!] these ordinances:

"Whoever shall commit murder aboard ship shall be tied to the corpse and thrown into the sea.

"If a murder be committed on land the murderer shall be tied to the corpse and buried alive.

"If any man be convicted of drawing a knife for the purpose of stabbing another, or shall have stabbed another so that blood shall flow, he shall lose a hand.

"If a man strike another with his hand, he shall be ducked three times into the sea.

"If any man defame, vilify, or swear at his fellow, he shall pay him as many ounces of silver as times he has reviled him.

"If a robber be convicted of theft, boiling pitch shall be poured over his head and a shower of feathers be shaken over to mark him, and he shall be cast ashore at the first land at which the Fleet shall touch."

And finally:

"All other faults committed at sea shall be punished according to the customs used at sea."

Richard I, the Lion-Hearted, applied the Roll of Oleron, with little change, to his English fleet; through him the *Lex Rhodia* was adopted as a maritime code, not only in Britain, as the Ordonnances—the earliest known Articles of War—but in the Baltic as the Laws of Wisby (now Gotland, Sweden), and in the north European towns forming the Hanseatic League as the Lubeck or Hanseatic Code. This latter Code made provision for a load-line on merchant vessels several centuries before the House of Commons received into its august midst a certain Liverpool merchant named Samuel Plimsoll. These bodies of law, recording the rights of foreign shipowners and traders, are the original basis for international law, which is only now reaching fruition and attaining wide recognition among the nations.

A development from the laws or Ordonnances of Richard I was the Black Book of the Admiralty, in which was recorded all law relating to seafaring under the British flag. This famous book contained "... the ancient statutes of the Admiralty, to be observed both upon the ports and havens, the high seas and beyond the seas, which are engrossed upon vellum in the said book and written in an ancient French language." English was not used in law until 1362; the archaic "Law French" did not become obsolete until 1731. Through the 14th to the mid-18th centuries the Admiralty Black Book was in use as the authority for British maritime law. It too provided for trial and punishment of offences "... according to the law and custom of the sea."

Provisions of the ordinary criminal law were added to the maritime law from time to time. For example, an act of Henry VIII in 1537 gave jurisdiction to the High Court of Admiralty to try offences committed on the high seas against the Statute of Treasons, 1352, and certain other criminal statutes: "All treasons felonies robberies murders and confederacies hereafter to be committed in or upon the sea or in any other haven river creek or place where the Admiral or Admirals have or pretend to have power authority or jurisdiction shall be inquired determined and judged in such shires and places in the realm as shall be limited by the King's commission or commissions to be directed for the same in like

form and conditions as if such offence or offences had been committed or done in or upon the land . . ."

Although the High Court of Admiralty merged in 1875 with the Supreme Court of Judicature, Roman Law, as derived from the Digest of Justinian through Oleron and the Black Book, remained of considerable authority, but could not be pleaded in common law or chancery courts where case-law and equity took the place of Roman principles. General and particular average, and what is now known as "innkeeper's liability" with respect to passengers, are principles which have survived, without appreciable change, from the *Lex Rhodia*.

An ordinance for the government of the navy, signed in 1645 by Charles I, contained provisions for the holding of courtsmartial; this term, and no doubt some of the procedure, date from the Court of Chivalry of the 11th to 16th centuries.

Unlike the army Articles of War, which used to be a royal prerogative, issued to the British army only when serving out of Britain, the naval Articles have always been statutory. The difference was made intentionally, to protect the country from coercion by the king. The Bill of Rights, 1689, provided that the king could not raise or maintain a standing army in peacetime, but the navy was not included in this provision. It has remained a prerogative force on a permanent basis, subject to parliamentary control through the estimates and supply bills.

Until the first of the annual Mutiny Acts was passed in 1689, military law could not exist in Britain in peacetime. Parliament maintained control over the army by the device of having to renew the Mutiny Act for a year at a time. In 1803 the royal prerogative of issuing Articles of War, and parliament's annual military bill, were combined in the Army Act. The Air Force Act of the United Kingdom is based on this act. Both acts must be renewed annually.

The present Articles of War for the Royal Navy are embodied in the Naval Discipline Act, a permanent statute. This latter Act is derived from the Articles of War, 1623, and 1653— of which the final article states: "All other faults . . . shall be punished according to the

laws and customs of the sea"; the Naval Discipline Acts of 1661 (which contains the same final article), 1749, 1847, and the best known, that of 1866, which states in the preamble that it is "... the law relating to the Government of the Navy, whereon, under the good Providence of God, the wealth, safety and strength of the kingdom chiefly depend..." A further statute in this series, the Naval Discipline Act of 1911, is in a different category, as it relates to the application of the disciplinary provisions of the 1866 Act to the Dominion Naval Forces.

Under authority of article 91 (7) of the British North America Act, 1867 (the Canadian Constitution), section 69 of the Militia Act (Can.) made provisions of the Army Act (Imp.) applicable to Canada in 1869, and annually thereafter.

The Naval Service Act (9-10 Edw. VII, c.43), assented to 4 May, 1910—the official birthday of the Royal Canadian Navy—stated in section 48: "The Naval Discipline Act, 1866' . . . and the King's Regulations and Admiralty Instructions, in so far as the said Acts, regulations and instructions are applicable, and except in so far as they may be inconsistent with this Act or with any regulations made under this Act, shall apply to the Naval Service and shall have the same force in law as if they formed part of this act . . ."

A Canadian disciplinary code was first provided in the revised Naval Service Act of 1944. This act also provided for the King's Regulations and Instructions for the Royal Canadian Navy (KRCN), to supersede KR & AI, which had first been issued to the Royal Navy in 1731. Commander (SB) Horace E. Read, OBE, RCN(R) (Ret'd), dean of the Dalhousie University Faculty of Law, was chairman of the committee which drafted KRCN.

The National Defence Act, 1950, is the result of three years of study and work by service and legal authorities, and represents a consolidation, found necessary by the experience of the Second World War, by the statutes mentioned above, and of the Department of National Defence Act, 1922, the Militia Act, the RMC Act, the RCAF Act, as well as the Army and Air Force Acts of the United Kingdom, all of which had previously applied to units of the Canadian forces.

In the drafting of the National Defence Act, Canadian authorities made extensive use of the work done in the United States in preparation of the Uniform Code of Military Justice, and also to the recommendations of Mr. Justice Pilcher's committee on military

law in the United Kingdom, which led to the latest revision of the Naval Discipline Act.

Following the government's tri-service policy, the National Defence Act is a consolidated act, applicable to the three armed services and the Defence Research Board. With respect to its broad application to four distinct services this Canadian legislation is probably unique.

Although the Act was assented to on June 30, 1950, parts IV to IX, entitled the Code of Service Discipline, only became effective in the Canadian Forces on September 1, 1951. The National Defence Act and the Defence Services Pension Act have been amended annually since 1950 by Canadian Forces Acts.

By virtue of section 119 and Part XII, the Code includes provisions of the ordinary criminal law of the country, as found in the Criminal Code, the Official Secrets Act, and other federal statutes. As a recent extension to the

principle carried forward from 1537, section 119A provides that offences against foreign laws may now come under the jurisdiction of the Code of Service Discipline.

We may note with interest that it was the naval disciplinary code of the Naval Service Act, 1944, which was used perhaps as the principal basis for the drafting of the Code of Service Discipline. This Act provides the link in a direct chain joining the maritime customs and laws of the Phœnician seamen of Tyre and Sidon in 1500 BC, to the statutory code and regulations governing the conduct of Canadian sailors in 1958 AD.

The above article was written by Lt.-Cdr. A. D. Taylor, recruiting officer for Quebec City, who began the study of law while serving in HMCS Magnificent and has continued his studies ashore. He has also delved deeply into naval customs and traditions.

ON or IN?

A FINE POINT of nautical grammar is resurrected in the March 1958 issue of *The Nautical Magazine*, that ever-interesting merchant service journal published in Glasgow, Scotland.

Does one serve "on" or "in" a ship?

This is the way *The Crowsnest* once heard the matter put: A ship is a vessel; a vessel is a container. Therefore, one serves "in" a ship. Similarly, one does not live "on" a house.

That should settle the problem and, in fact, the question would never come up at all if all sea-going vessels were submarines. However, in these days of aircraft carriers, which are essentially floating platforms, some sort of case can be made for the occasional use of "on".



The issue can be beclouded further by drawing attention to the expressions "on board" and "aboard". (By the way, which of those terms is to be preferred?) Certainly no sailor would claim he sailed "inboard" a ship.

But to get back to the original question: "On or in?"—here is what *The Nautical Magazine* has to say:

"Many years ago when we were very young we were severely reprimanded by an old seadog for saying that a man was serving 'on' a ship. 'Is he a barnacle or something?' the old seaman wanted to know. But nowadays almost everyone seems to be sailing on a ship or serving on a ship and we wonder how they manage to attach themselves to the hull, for obviously if one sails 'on' a ship then presumably you must be somewhere on the outside. For this matter of 'on' or 'in' has always tickled our fancy and, while not wishing to sound pedantic, we have noted in recent months how the usage of 'on' has grown in some leading shipping magazines and even *Lloyd's List*, not to mention house magazines.

"Perhaps some of our more knowledgeable readers will have some comments on the matter, but apart from that old seadog we were told by men who know the King's (or Queen's) English that a person sails 'in' and never 'on' a ship—unless he happens to be a barnacle or something like that."

'VICTORY AT SEA'—The RN's Story

One-Volume History of Naval Operations Appears

IN "VICTORY AT SEA", Lt.-Cdr. P. K. Kemp, RN, the man who as both Admiralty Archivist and head of the Admiralty Historical Sections gives us an officially approved single-volume work on the sea war, 1939-45. It is, as he admits in the preface, rather late in the day for a one-volume *tour de force*, but, as he again admits in the preface, there is room for a volume that relates the sea war to the war as a whole, and that shows how ocean problems affected the dispositions and conduct of grand strategy. Indeed, it is possible that having at his disposal both the work of other laborers in the naval vineyard plus the stocks of officially matured grapes he is in an excellent position to dispense a good vintage wine.

It is important to remind readers, however, that official though Lt. Cdr. Kemp's book may be, it is not intended to cover in detail the material that Captain Roskill does in his "War at Sea"—the official history now appearing in three volumes. Sailors who want detailed treatment of various actions will still need to turn to that magnificently conceived and executed larger work.

What Lt.-Cdr. Kemp does is to briefly describe naval activity and relate it to the great struggle as a whole. In other words he tells the story of the war with significant pauses for strategic explanation. This will surely appeal to those who have asked the question (and who has not): "Why in the name of Heaven did we do that?" He does not provide all of the answers but he does explain a great deal.

He explains, for instance, that it was not just the sloth of politicians that allowed the fleet to decline in the inter-war period, and that in a democracy people as a whole must want and be prepared to pay for military security—a judgment that has implications in 1958. He exonerates Chamberlain and Munich by referring to the fact that the Chiefs of Staffs flashed a red light in 1938. He makes the further point that the state of naval preparedness was *not* disastrously low in 1939 when the war began. The Royal Navy was reasonably ready.

Undoubtedly, however, there were not sufficient ships to enable the Navy to act offensively in a number of theatres at once and this fact allied with a timorous decision by the framers of grand strategy to act defensively in any theatre

caused early chances to be missed. Instead of frightening the Italians away from Germany, says the author, an attempt was made to coax her away in friendly fashion—a policy that cost the Navy dearly in the years to come.

Norway was another case in point. Unable to come to a decision whether the iron-ore shipments to Germany should be dealt with by the temporary expedient of mining enemy waters, or by the determined occupation of the Narvik area with an expeditionary force, the planners hesitated until too late. Respect for Norwegian feelings

BOOKS for the SAILOR

had something to do with this, but the Germans had no such scruples and the result was that the Norwegian operation took the form of insufficient reaction to strong planned German action, the Navy played the role of evacuation force nobly, and the Naval ring surrounding Germany was no longer tight.

The waiting policy allowed the Germans initiative in France as well, and once again the Navy performed its task of evacuation well, but as the last rescuing craft left France it left a French coast in German hands and the Fuhrer looked unimpeded onto the broad swell of the Atlantic. Italy's entering the war threatened the Mediterranean so that Middle East shipping had to go by Cape Town—a further strain on shipping at a time when invasion threatened the British Isles themselves. On top of all of this the U-boats were beginning to achieve really significant successes in the North Atlantic.

The bulk of Lt.-Cdr. Kemp's book deals with the period from this grim moment in 1940 until the time in mid-1943 when the Royal Navy went over once again successfully to the offensive. It would be impossible to follow the author as he moves about the whole world discussing ocean events, and hence we confine ourselves to a short mention of the Battle of the Atlantic.

The most important Naval action if not the most important of the war took place on the waters that wash Nova Scotia on the one side and the United Kingdom on the other. For it was on

the Navy's ability to transfer ships with their precious cargoes from Bedford Basin to dockside on the Mersey and the Clyde that British strength to resist ultimately depended. The Germans were aware of this fact as well, and for three long years the grim Atlantic struggle went. U-boats grew in numbers, their tactics improved and the allied merchant losses went painfully up. A total of 195,000 tons of sunk shipping in June 1940 changed to 627,000 in March 1943—the turn of the tide. One shrinks from a cold-blooded recording of figures that mean so much in individual terms. Yet, for all that, the economic life line held, and finally by the autumn of 1943 the Battle was won as shipping losses decreased and U-boat kills increased rapidly.

Commander Kemp shows how courage, experience, improved scientific aids, and aircraft finally defeated the U-boat. He also acknowledge the fact that the Royal Canadian Navy had a share in the victory, speaking of a "close and harmonious" partnership between the two navies. His ideas of Canada are slightly hazy, however, since on the very next page he speaks of an escort sailing from "St. John's, Nova Scotia". There are rumours from the Royal Navy of a projected reorganization of the Hydrographer's Department. One hopes that this does not mean the end of the use of charts!

The author gives full credit to aircraft for the part they played in defeating the U-boats. He is not so charitable to the senior officers of the Royal Air Force. When Coastal Command came under the operational control of the Admiralty he talks of the "pressure from the Air Staff" behind the decision to use the aircraft "offensively" in hunting tactics rather than in convoy shadowing. Since this was, at the time, the general approach used by the Navy in the disposition of its surface craft one wonders why the "Air Staff" is dragged in—to be finally knocked on the head with "And, moreover, in the true exercise of air power, who were the Admiralty to challenge the opinions of the Chiefs of this new and rapidly growing Service?" Readers who have become convinced of the need for closer co-operation between the Services will read such passages with misgivings.

The end of the severe U-boat pressure in the Atlantic saw corresponding improvements in other theatres and the

supply stream so desperately guarded finally disgorged in Torch, Anvil, and Overlord and a proved navy displayed the inshore technique learned in evacuation in the more congenial task of assault on European beaches. We all know the result.

Canadians will still need to consult Joseph Schull to follow their own ships in action and exact students will still need to consult Captain Roskill, but Commander Kemp has given us a tightly-packed wide coverage of the ocean war. His is a competent book that deserves to be read by all those who want to know where the Navy was in the hour of need.—D. M. Schurman.

VICTORY AT SEA, by Lt.-Cdr. P. K. Kemp, R.N., S. J. Reginald Saunders & Company Limited, Toronto, Ontario; pp. 365; \$6.50.

REVISED LIST OF SHIP MODELS

The National Maritime Museum in London, England, has issued a supplement to its "Catalogue of Ship Models" by R. C. Anderson, Lit.D.

Dr. Anderson, a trustee of the National Maritime Museum since its foundation, produced a catalogue of ship models which was first published by Her Majesty's Stationery Office in 1952, according to the *Admiralty News Summary*.

This catalogue lists and describes some 700 ship models, including Dr. Anderson's own extensive collection, presented by him to the Museum. The original catalogue costs 5s 0d. and the supplement, which can be obtained separately, but will in future be sold with it, costs 6d. The supplement gives particulars of 73 models, acquired since 1952, and ranging in date from the middle of the 17th century to the present day. Of the 73, 47 date from the last century, when many important changes in the development of ships occurred.

Thirty-two of the models described are merchant ships, mostly of the last century. The Museum collection specializes in contemporary scale ship models, but contains a few modern reconstructions. While neither the catalogue nor its supplement is illustrated, a companion volume, entitled "Picture Book of Ships Models", price 2s. 0d., illustrates a selection of the models described in the catalogue.



HAMMOCK NEARING END OF DAYS IN RN

THE GREATEST (and almost the last) stronghold of the hammock has been breached. The Royal Navy, which has slung hammocks since 1597, is in process of discarding them in all warships.

The changeover is similar to the one which began in the Royal Canadian Navy about eight years ago when HMCS *Sioux* underwent a major refit. Since then all new construction and all modernized ships in the RCN have been fitted with bunks and with other furnishings and facilities designed to make life at sea more liveable.

The Royal Navy's action is in accordance with a policy announced by the Admiralty last year, intended to improve the working and living conditions of officers and men afloat. All the new improvements in habitability will be incorporated in new design ships and, as far as practicable, existing ships will be modified.



The improvements will include "centralized" messing, which will remove food preparation and washing up from the mess decks; more space for communal mess life; book shelves, lockers and suitcase stowage; plug-ins for electric razors in ships with alternating current; provision of electric irons and ironing boards, and so on. A certain portion of the lower bunks will be made so they can be turned into settees during the day, and chairs and small tables will be provided.

Considerable attention is also being given to improving the appearance of lower deck messes and officers' quarters. Surroundings are to be made as homelike and easy to keep clean as possible. Electric fireplaces are to be fitted in senior men's messes where space permits and carpets have been approved for chief petty officers' messes.

It is not considered practicable to air-condition all spaces in existing warships or those already under construction. However, improved ventilation will be provided and air-conditioning will be provided in future construction.

Just how thoroughly the Royal Navy is going into the whole question of improved habitability can be judged from the announcement that trials have been arranged for tobacco smoke filters for use in air-conditioned spaces.

THE NAVY PLAYS

Hochelaga Takes National Trophy

A rink from *Hochelaga*, Naval Supply Centre in Montreal, won the Canadian Westinghouse Trophy and the national championship of the Royal Canadian Navy Curling Association's second national bonspiel, held in Ottawa, March 24-25.

Skipped by CPO Doug Newton, the rink defeated one from *Patriot* in Hamilton 11-7 in the final. Newton's Montreal teammates included CPO Al Bennett, lead; PO Dave Robertson, 2nd, and Frank Barron, mate. The *Patriot* rink included Ord. Cdr. Bill Onysko, skip; Lt. (L) Ernie McCubbin, lead; CPO Bill Currie, 2nd, and PO Roy Eldridge, mate.

Rinks from Ottawa, Moncton and Hamilton figured in the other three divisions. The four Hamilton rinks all reached the finals in a determined bid to take over the 'spiel.

The Ross Trophy, for second division play, went to an Ottawa rink. Members were W. P. (Bill) Kingston (ex-Navy), skip; Captain (S) Steve Clemens, lead; Instr. Captain J. D. Armstrong, 2nd., and Commodore (L) H. G. Burchell, mate. They edged Lt.-Cdr. George Manson's Hamilton rink 12-11.

The RCN Curling Association Prize, for third division, went to PO Doug Baldwin's rink from *Coverdale*, naval radio station near Moncton, N.B. They beat Lt.-Cdr. Frank Ross' Hamilton rink 12-6. Baldwin's teammates included PO Hank Hansen, lead; CPO George Castle, 2nd, and Ldg. Sea. Stan George, mate. It was the only Moncton entry.

The fourth division President's Prize was won by the Hamilton rink of Lt. John Persson which drubbed 16-5 the Ottawa rink of Lt.-Cdr. (S) Charles Crothers.

The Persson rink included Lt.-Cdr. Bill Hendry, lead; Lt.-Cdr. (E) Peter Salsiccioli, 2nd, and MAA Charles Piper, mate.

Competitors came from Halifax, Dartmouth, and Quebec City establishments as well, for a total of 24 rinks.

Play was at the Rideau and the RCMP curling clubs over the two days. It was conducted on a round-robin basis, in sections, with eight-end games which



A rink from Hochelaga, Naval Supply Centre in Montreal, emerged with the national championship after a two-day, 24-rink second national bonspiel in Ottawa March 24-25 of the RCN Curling Association. Members are, kneeling; CPO Doug Newton, left, skip, and PO Dave Robertson, 2nd; standing, CPO Al Bennett, left, lead, and PO Frank Barron, mate.

were switched to ten for the finals. Players travelled to Ottawa at their own expense and the time involved came off their annual leave.

W. Cheeseman, of Canadian Westinghouse, presented his company's championship trophy to the *Hochelaga* rink, gave silver plates to its members and smaller plates to individuals of the runner-up rink. Rear-Admiral K. L. Dyer, Chief of Naval Personnel, presented the Ross Trophy and RCNCA Prize and Commodore Ross, president

of the Ottawa (host) club and bonspiel committee chairman, presented the President's Prize. Awards were made at the Rideau Club in a ceremony following the competition.

Admiral Dyer officially opened the bonspiel Monday morning and threw the first rock. Assisting officials were R. H. MacNabb, chief umpire, and F. L. Price, umpire, both from curling clubs in the capital; Lt.-Cdr. G. M. deRosenroll and Lt.-Cdr. (CE) J. E. Forster, both scorers.

Canadians Bow To Tokyo Team

Canadian sailors found hockey the third-ranking sport of Japan as they went down 9-3 to an all-Tokyo squad during the visit of five destroyer escorts of the Second Canadian Escort Squadron to the Japanese capital.



More than 5,000 watched the game in Tokyo. Canadian Ambassador W. F. Bull, performed the official face-off.

Checking on rule interpretations before the game in the accompanying picture are, left to right, Ldg. Sea. Stewart Duffy, Hockey Commissioner Tsugi and Chief Referee Hgaki.

Ex-Commodores Join 'Blue Gavel'

Two members of the Royal Canadian Navy Sailing Association are members of the International Order of the Blue Gavel, Vancouver Island district. They are Chaplain (P) G. L. Gillard, and Lt.-Cdr. Roy Smith.

Membership in the Blue Gavel order is limited to former commodores of recognized yacht clubs, and both Chaplain Gillard and Lt.-Cdr. Smith had served as commodores of the RCNSA.

Visitors Beat RCN at Squash

Following Maple Royal I, when ships of the RN Home Fleet task force called at Halifax for a brief rest, there occurred one of the few occasions for the two navies to compete in sports on Canadian soil.

Royal Navy squash players trounced the RCN despite the fact they were using the American-type ball, which differs from their own. The Canadians went down 4-1 in games.

Stad Captures Hoop Crown

In basketball, the *Stadacona* Sailors cuffed the powerful *Shelburne* USN Red Raiders, 52-47, to take the Nova Scotia Senior "B" basketball title.

It was revenge for the *Stad* Sailors who suffered the loss of the Atlantic Command championships to the Red Raiders in February. The game also broke the Red Raiders 23-game unbeaten streak, and made up for three previous losses to *Shelburne*.

While *Shelburne* is a joint RCN-USN hydrographic station, the basketball team is composed entirely of USN personnel—hence the title.

West Point Wins Inter-College Meet

Royal Military College, Kingston, Ont., took a back seat to the United States Military Academy, West Point, N.Y., in the annual match between the two colleges.

West Point clobbered RMC 5-1 in an exhibition hockey game, making it three in a row for the Americans. Then they went on to score a victory in debating the subject "Resolved that our North American standard of living is too high for the good of our society". RMC stated the affirmative.

To round out the match the West Pointers topped both RMC and the RCMP in a pistol shoot. The USMA held an aggregate score of 1370 with RCMP close behind with 1332, and RMC trailing with 1279. There were ten men on each team, with top five scores to count, and the shoot was fired in three relays.

Stadacona Wins Basketball Honours

In the Atlantic Command basketball meet, held at *Cornwallis*, Navy and Air Force took top honours.

In the championship match, *Stadacona* whipped *Cornwallis* 54-37, while Greenwood RCAF trounced Aldershot Black Watch 69-24 to take the consolation prize.

Star Hockeyists Beat Kitchener

HMCS *Star*, Hamilton naval division, captured the inter-divisional hockey title by defeating Kitchener Tender 7-2.

Sailors Second In Swim Meet

RCN swimmers took second place at the Nova Scotia swimming meet held at the *Stadacona* pool recently. In the men's division Acadia University won first place with 50 points, followed by *Stad* with 41, Halifax "Y" with 24, and trailed by Aldershot Black Watch and Saint John, N.B. Vocational School tied with 15 points.



A shipboard volleyball team, HMCS *Crescent's*, won out over usually better-conditioned shore types to take the Pacific Command title. Lt. James H. Murwin, left, a member of the team, radiates satisfaction as he receives the trophy from Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, just before the destroyer escort sailed for the Far East as senior ship of the Second Canadian Escort Squadron. (CR-154)

Ontario Wins Cricket Match

A *Venture* cadet and staff cricket team from the *Ontario* scored two firsts in far-off Fiji, during the South Pacific cadet training cruise, when they defeated the Fijian Wanderers 75-48.

The game marked the first time a Canadian cricket team had ever played in Fiji and it was the first time a visiting Commonwealth team had ever defeated them.

The cadets weren't so fortunate when it came to rugby, though. Against the Fiji Naval Volunteer Reserve, with the Fijians playing barefooted and displaying a fast and clever game, the cadets lost 9-3.

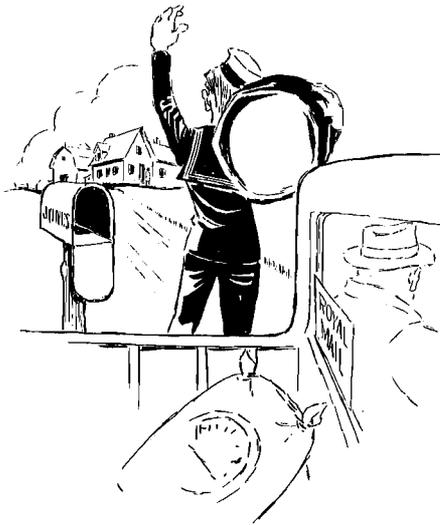
In softball, the *Ontario* defeated the USS *John* 10-6, and took a win from HMNZS *Pukaki* 8-3, but they were clobbered in water polo, 8-2 by the RNZAF.

Ontario boxers worked out with Suva amateur boxing club, and 35 officers and men took advantage of the Suva Golf Club invitation to use their facilities.

Stadacona Ends Curling Series

In curling, Lt. Doug Campbell retained the Burgess Challenge Trophy at the conclusion of the regular season competitions for *Stadacona*.

LOWER DECK PROMOTIONS



RETIREMENTS

CPO ROBERT QUENTIN RODGER, 39, C2RT4, of Abbey, Sask., joined September 13, 1937; served in *Naden, St. Laurent, Nootka, Stadacona, HMS Victory, Saguenay, Niagara, Quesnel, Cornwallis, HMS Arethusa, Algonquin, Fort Francis, Scotian, St. Boniface, Newport Corners, Magnificent, Quebec*; awarded Long Service and Good Conduct Medal September 13, 1952; retired December 20, 1957.

PO GEORGE WILLIAM FOSTER, 40, P1EM4, of Winnipeg, joined January 5, 1937; served in *Naden, Fraser, Restigouche, Stadacona, Goderich, Cornwallis, Hochelaga II, Niobe, Gatineau, Avalon, Eastview, Peregrine Thetford Mines, Shelburne, Provider, Scotian, Givenchy, Uganda, Rockliffe, Portage, Ontario, Athabaskan, Micmac*, awarded the Canadian Forces Decoration January 1, 1949; mentioned in despatches October 18, 1940; retired January 1, 1958.

CPO EDWARD JACKSON, 40, C1R14, of Birkenhead, England; served in RCNVR from 1935 to 1937, joined January 5, 1937, served in *Stadacona, HMS Victory, HMS Nelson, Restigouche, Royal Naval Signal School, St. Hyacinthe, Venture, Granby, Protector, Sault Ste. Marie, Peregrine, Niobe, HMS Vindex, HMS Ravager, Scotian, Bytown, Shearwater, Magnificent Iroquois, La Hullose, Albro Lake, Nootka, Bytown*; awarded Canadian Forces Decoration January 5, 1949; retired January 4, 1958.

CPO PETER LOWE RIGG, 41, C1OT4, of Olds, Alberta; joined January 5, 1937; served in *Naden, Fraser, Restigouche, Stadacona, Ottawa, Cornwallis, Niobe, Cayuga, Ontario, Athabaskan, Ontario*; awarded Long Service and Good Conduct Medal January 5, 1952, retired January 1, 1958.

CPO PAUL ALLEN WENTZELL, 41, C1OT4, of Indian Point, Lunenburg County, N.S., joined January 5, 1937; served in *Stadacona, Saguenay, Venture, Skeena, Niagara Cornwallis, Avalon, Algonquin, Huron, Scotian, Iroquois, Haida, Micmac, Nootka, Naden, Donnacona*; awarded Long Service and Good Conduct Medal January 6, 1952, retired January 4, 1958.

DAVIS, Laurence B.LSEM1
DENBY, Gordon B.LSEM1
DIAMOND, Ralph G.LSEM1
DICKSON, James F.LSRT3
DOUGHERTY, William H.LSRT2
DUCKWORTH, William G.LSEM1
DUNCANSON, Frank T.C2EM4

EDWARDS, John W.C2ER4
ELLISON, John G.LSEM1
ESPLEN, Robert J.LSNS2

FARRELL, Alvin E.C2EM4
FARRELL, Bruce D.LSEG3
FLANDERS, Clayton E.C2ER4
FRANCE, Jack H.LSEM1
FUMANO, Leo L.LSRA2
FYFFE, RobertLSEM1

GAGNON, Stanley A.LSEF2
GILLEN, SamuelP1ER4
GLENN, Douglas B.LSRA2
GREENAWAY, Norman D.LSRA2
GRIGSBY, Ross F.LSEM1
GRIMES, Larry K.LSRA2
GUENTHER, Melvin L.LSEF2
GUEST, James R.P1ER4

HALE, Francis G.LSEM1
HANCOCK, CharlesC2EM4
HARDWICK, Gerald A.LSEM1
HEMPHILL, William D.LSRT2
HICKS, Arthur J.C2EM4
HODGSON, Rae C.P2EG3
HOFFMAN, Percy J.LSEM1
HOPPS, Edward K.C2ER4
HORNE, Allan R.C2EM4
HUNT, John T.LSEM1
HUTCHINSON, Frederick C.LSEM1

INWOOD, Leonard D.LSEM1

JAMIESON, George K.P2EM2
JEANES, James G.P1EM4
JOHNSON, Harvey D.LSED2
JONES, Charles E.LSEM1
JONES, Stanley H.P2EM2

KNIGHT, Garnet L.LSEM1
KOHARSKI, NicholasP2EM2

LALONDE, John J.LSEM1
LAMONTAGE, Lucien J.P1EM4
LAPALME, Laurent J.LSEM1
LARCHE, Nelson D.P1ER4
LEPAGE, Roland J.C2EM4
LEWIS, Peter W.LSEM1
LLOYD, William H.C2GI4
LONGSON, Charles J.C2ER4
LYALL, James C.LSEG2

MacDONALD, David C.P2EM2
MacDONALD, Lawrence R.LSEM1
MacGIBBON, Duncan G.LSEM1
MacKEAN, John A.P1ER4
MacLEOD, Harry B.P1EM4
McKEAG, Ronald G.LSEM1
McKELLAR, Allan M.LSEM1
McMECHAN, William P.LSPW1
McQUILLEN, Michael J.LSEM1
MAJOR, John E.LSEM1
MARCHMENT, George R.C2SW3

Following is a further list of promotions of lower deck personnel. The list is arranged in alphabetical order; with each new rating, branch and trade group shown opposite the name.

ALLAN, Murray H.P2EM2
ARNOLD, Allister R.LSEM1
ASTLES, Kenneth H.C2ER4

BAGGS, BruceLSEM1
BAINBRIDGE, AlbertC2ER4
BAKER, Stewart K.P2EF3
BOHILL, Kenneth A.LSEM1
BOND, Vernon J.LSTD1
BONNER, Leonard R.C2EM4
BOUGHTON, Benjamin E.P1AA2
BOYD, Elmer M.LSSW1
BOYLE, Allan W.P1EM4
BRIAND, Francis D.C2EM4
BRISCOE, John T.LSEM1
BRISSEAU, Ernest L.LSEM1
BRODIE, Norman W.LSRT2
BURGESS, Arthur R.P1EM4

CARR, Lowell H.LSEG2
CARR, Robert F.LSEM1
CHADWICK, Thomas G.LSEM1
CHAPADOS, Charles G.LSEM1
CHAPMAN, Thomas E.LSCR2
CHRISTIE, RobertC2Q14
COWARD, Robert G.P2EM2
CRAMER, Cecil C.C1ER4
CRANDALL, Frank L.P1EM4

DAVIDGE, Clarence B.LSEM1
DAVIES, Trevor E.C2EM4
DAVIS, Gordon K.P1RP3

Gold Storage Improves Gas

While most of us, at least in the cold weather areas of Canada, view freezing temperatures with apprehension because of the danger of gas line freezing, the U.S. Army Service Corps of Engineers has found that aviation gasoline stored in ice pits in the Arctic not only improves in quality but actually contains less moisture and other impurities, according to the Armed Forces Press Service of New York.

A recent U.S. Army announcement said, "The fuel, which evaporates rapidly and takes on impurities under normal climatic conditions, can be stored indefinitely in pits under the ice cap—scientists have determined that the fuel not only retains all of its properties but is even improved after an extended storage period.

"The fuel contained less moisture as a result of the low and constant temperatures."

The gasoline was stored in pits four feet wide and five feet deep at several points in the 1,200-foot tunnel the U.S. Army has carved out of the ice in the Canadian Arctic.



The scene is Sunday Divisions on the flight deck of the aircraft carrier Bonaventure, taken in January off Puerto Rico. (BN-1540)

MASON, Fenton C.PIER4
 MATHIEU, Jean-Claude J.LSEM1
 MERSEREAU, Foster L.PIEM4
 MILNE, Scott R.LSEM1
 MITCHELL, Richard C.LSEM1
 MONAST, Roger L.LSEM1
 MONKS, Ernest F.C1ER4
 MORIN, Aime F.LSEM1
 MURLAND, Sture J.P2EM2

NIXON, Byron E.LSEM1

OLIVER, William L.PIEM4
 O'QUINN, StanislausLSEM1
 ORGAR, William J.LSEM1
 OZARIO, Raymond M.LSMA2

PARADIS, Gerard J.PIER4
 PARSONS, Peter J.LSCS2
 PARUCH, Alam F.LSEM1
 PATTERSON, Robert E.LSEM1
 PAUL, David E.LSEM1
 PEARSE, Raymond E.LSEM1
 PELTIER, Vance G.LSEM1
 PERKINS, John D.LSTD1
 PICKRELL, Don W.LSAF1
 POOLE, WilliamP2AW3

POPE, Brian A.PIEM4
 POWELL, William G.LSEM1

RABIDEAU, FrancisP2EM2
 REEKIE, James A.LSCR1
 ROSS, Gerald D.LSEM1
 ROSS, Kenneth G.P2EM2

SALBERG, Mervin C.P2EM2
 SALSMAN, Eldon W.LSEA2
 SCHMIDT, Frederick B.LSRA3
 SKELLY, William G.PIER4
 SMITH, Cecil W.LSEM1

SOMMERVILLE, Wilfred J.C1EM4
 SOUTHWORTH, William R.C1EM4
 SOVIE, Martin R.LSEM1
 STARKEY, Charles S.LSRT2
 STEEVES, Waldo W.PIER4
 STEURNAGEL, Paul J.PIEM4
 SUTHERLAND, Auldon G.LSEM1

THOMSON, Alvin R.LSCR1
 THOMSON, Robert J.P2TD1
 TOMLINSON, Gordon E.C2ER4

VANDORPE, Romain H.PIER4
 VESSEY, Thomas C.PIEM4

WATT, Norman A.PIEM4
 WETHERELL, RonaldLSEM1
 WEZDEN, JosephLSEM1
 WILLIAMS, Robert C.P2EM2
 WILLIS, Stanley J.LSMO1
 WINFIELD, Norman R.P1LR3
 WOOD, Frederick K.PIEM4
 WOOD, James A.C1ER4
 WOOD, John E.P2EM2
 WOOLLEY, GordonP1ER4
 WRIGHT, William A.P2EM2

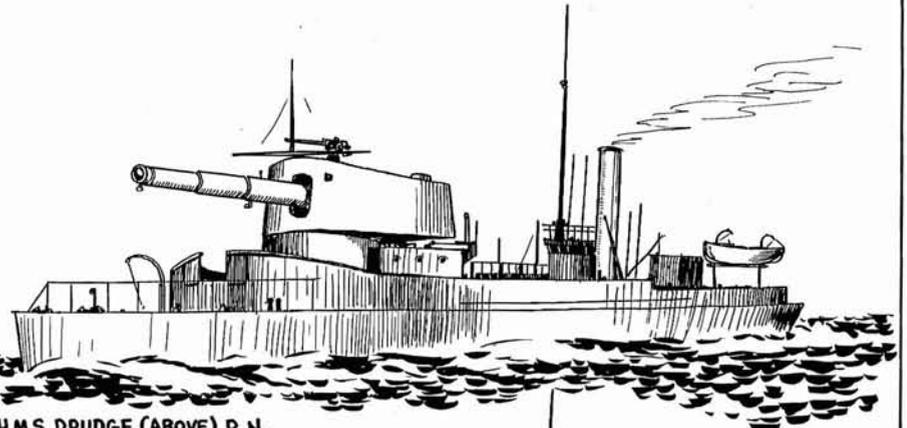


Naval Lore Corner

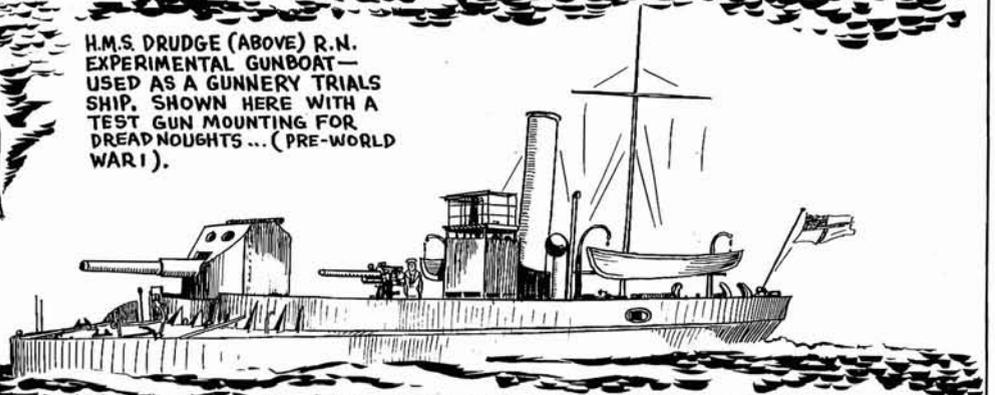
Number 58
EARLY GUNBOATS & MONITORS



GREEK GUNBOATS
"AKTION" AND "AMBRAKIA"
(1881 - REBUILT IN 1910) OF
433 TONS WERE ARMED
WITH ONE 10.2 INCH GUN.
THE GUN WAS AIMED BY
AIMING THE SHIP.

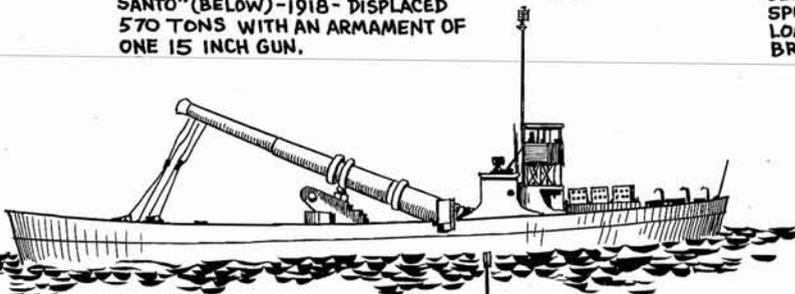


H.M.S. DRUDGE (ABOVE) R.N.
EXPERIMENTAL GUNBOAT—
USED AS A GUNNERY TRIALS
SHIP, SHOWN HERE WITH A
TEST GUN MOUNTING FOR
DREADNOUGHTS... (PRE-WORLD
WAR I).

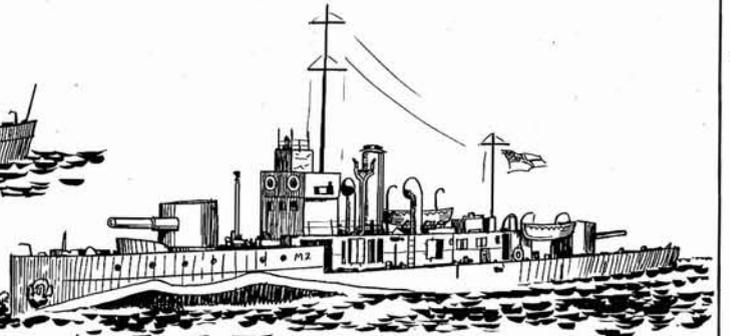
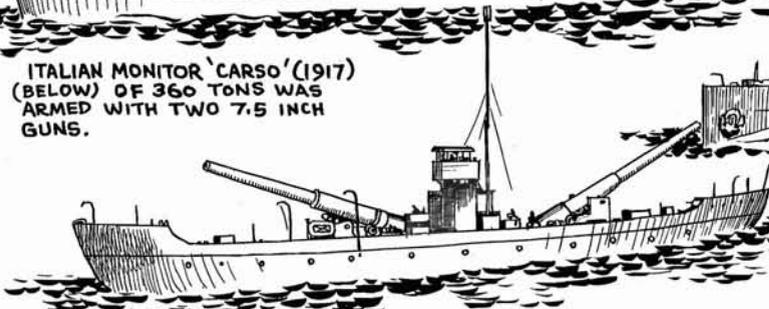


H.M.S. COMET - ONE OF THE FAMOUS BRITISH 'FLAT IRON'
GUNBOATS BUILT BETWEEN 1864-81, ALL OF WHICH DIFFERED
SLIGHTLY FROM THEIR SISTER SHIPS. 245 TO 300 TONS,
SPEED, 4 KTS., ARMOUR VARIED. SOME HAD 8 INCH MUZZEL
LOADERS. H.M.S. COMET WAS ARMED WITH ONE 9.2 INCH
BREECH LOADER. SHIP WAS AIMED TO AIM GUN.

ITALIAN MOBILE BATTERY "MONTE
SANTO" (BELOW) - 1918 - DISPLACED
570 TONS WITH AN ARMAMENT OF
ONE 15 INCH GUN.

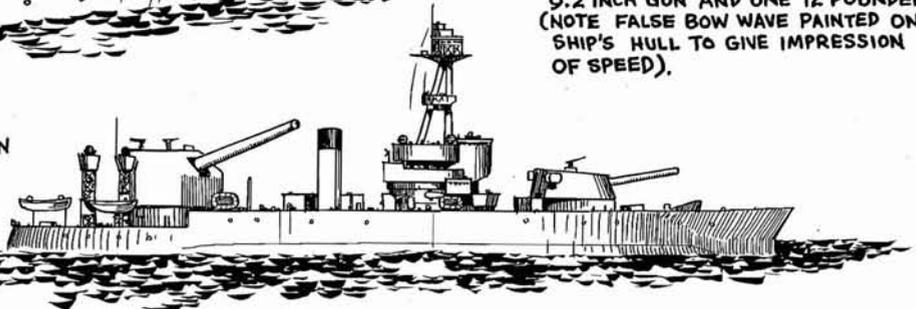


ITALIAN MONITOR 'CARSO' (1917)
(BELOW) OF 360 TONS WAS
ARMED WITH TWO 7.5 INCH
GUNS.



BRITISH 'M' CLASS MONITOR (WORLD
WAR I)...A VERY NUMEROUS CLASS
OF 540 TONS ARMED WITH ONE
9.2 INCH GUN AND ONE 12 POUNDER.
(NOTE FALSE BOW WAVE PAINTED ON
SHIP'S HULL TO GIVE IMPRESSION
OF SPEED).

BRITISH WORLD WAR I MONITORS 'GENERAL
WOLFE', 'PRINCE EUGENE' AND 'LORD CLIVE'
MOUNTED AN 18 INCH GUN AFT IN ADDITION
TO TWIN 15 INCH GUNS FORWARD. THIS
CLASS WAS NICKNAMED 'THE ELEPHANT AND
CASTLE' CLASS BECAUSE THE GIANT
TURRET LOOKED LIKE A CASTLE AND
THEY 'WADDLED' THROUGH THE WATER
LIKE ELEPHANTS.



Edmond Cloutier

QUEEN'S PRINTER—IMPRIMEUR DE LA REINE

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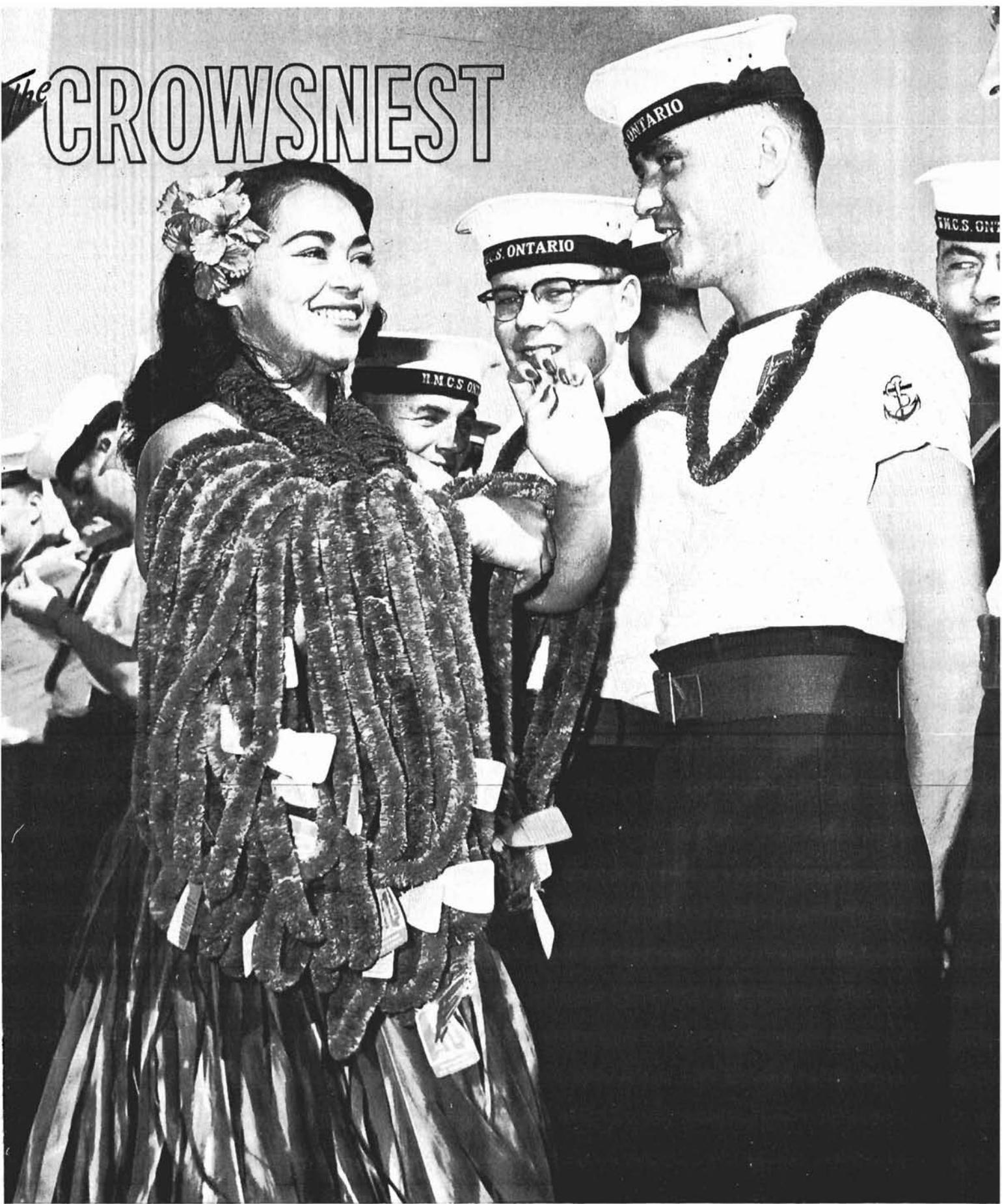
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L'Imprimeur de la Reine, Ottawa, Canada

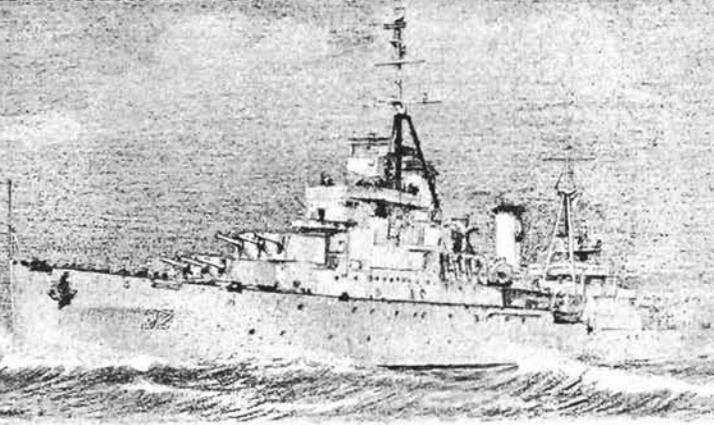


The CROWSNEST



1945

7/17/45



WHEREAS it is Our Pleasure from time to time to admit to Our Realm such as travel upon the High Seas in pursuit of gain or happiness, or in the course of Duty AND WHEREAS all who have become Our Subjects ought to be provided with a passport into Our Domains, to the end that they may be blessed with Fair Winds, Favorable Currents, and such other amenities as Our Bounty doth afford,

BE IT therefore known that having been duly initiated when Crossing the Line on board Her Majesty's Canadian Ship ONTARIO, commanded by Our trusty and well-beloved brother Captain John C. Littler, C.D., R.C.N., he is awarded this Certificate in proof thereof.

Given at Our Court on the Equator in Longitude 170 West, this 12th day of March, 1958.

Neptune
Rex Oceani

- ESQUIMALT Departed 24.Feb. Returned 5.May
- PEARL HARBOUR 3-7.Mrch
- SUVA, FIJI 17-20 Mrch
- AUCKLAND 24-28 Mrch
- SYDNEY 1-8 April
- SUVA, FIJI 14-16 Apl.
- HONOLULU 24-26 Apl.



The CROWSNEST

Vol. 10 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1958

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The Cover—A Hawaiian hula dancer presents a lei to Ldg. Sea. Ralph Tessier, a reserve from HMCS *Hunter*, Windsor naval division, during a traditional island welcome to the *Ontario* on the training cruiser's arrival at Pearl Harbour March 3. The ship was en route to Australasia. (OT-3809)

SPRING CRUISE

The thoughts of youth are long, long thoughts, as the poet has truly observed, and they often include dreams of shining realms in distant seas. The Navy is one sphere of activity where the yearnings of youth can be translated into vivid reality. There is ample evidence of this in the many cruise certificates which have appeared in *the Crowsnest* over the years.

The ports of call of the *Ontario* on this spring's cruise are shown on the certificate on the opposite page. In future years the officer cadets from *Venture*, the Sea Cadets and all others who made the journey will recall the enchantment of Hawaii, the tough Fiji Islanders, who played a rugged game of soccer bare-footed, the hot springs of New Zealand and the urbane pleasures of Sydney.

For the officer cadets these will be the first among fresh memories of a naval career and they will add to them as the years roll by.

The certificate, like nearly all the others, is from the pen and pencil of Cdr. H. W. S. Soulsby, of Victoria, who took up the career of artist on his retirement from the RCN.

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 new National Defence standardized prices, follow:

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6½ x 8½ glossy finish only40
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11 x 14 matte finish only	1.00
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RCN NEWS REVIEW

Clean-up, paint-up time in Esquimalt. Lying outboard from her sister ships, the Skeena and Fraser, the destroyer escort Margaree has her beauty restored. (E-44870)

VX 10 Awarded Air Trophy

The first annual award of the Wilkinson Trophy, for competition between RCN air squadrons, was made at HMCS *Shearwater* Thursday, April 17, by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

Admiral DeWolf presented the trophy to Lt.-Cdr. J. C. Sloan, commanding officer of Experimental Squadron 10, which was judged the squadron contributing most to the operational efficiency of Canadian naval aviation during 1957.

The award was made primarily for deck-landing trials carried out on board the *Bonaventure* early in the spring of 1957 by a detachment of two Banshee fighters and two Tracker anti-submarine aircraft from VX 10 squadron.

The detachment joined the *Bonaventure* in the United Kingdom after making the first trans-Atlantic flight by Canadian naval aircraft. The group was under the command of Cdr. H. J. Hunter, Toronto.

Other pilots in the detachment were Lt.-Cdr. K. S. Nicolson, Lt.-Cdr. S. M. Rowell, Lt.-Cdr. A. A. Schellinck, Lt. J. H. Birks, and Lt. Morris Komarnisky, who was subsequently killed in an air crash in Nova Scotia.

The Wilkinson Trophy was donated to the Canadian Navy last year by

L. D. Wilkinson, of Surrey, England, who commanded the first RCN fighter squadron. The trophy is surmounted by a replica of the Vickers Supermarine Sea Fire Mark XV aircraft with which the squadron was equipped.

The presentation took place at ceremonial divisions at *Shearwater*.

Hospital Scheme Affects Sailors

Coverage under the Manitoba Hospital Services Plan (MHSP), established under the Manitoba Hospital Services Insurance Act and regulations is expected to become effective July 1, 1958, according to a Naval Headquarters message to the Fleet in April.

The MHSP provides for the compulsory registration of Canadian regular force personnel, whose dependents reside in Manitoba, irrespective of where these personnel are serving.

Employers with five or more employees are required to register their employees and remit premium payments. Members of Canadian regular forces without dependents will not be registered.

In brief the plan covers all necessary standard-ward hospital services for insured in-patients and certain services provided by a hospital to out-patients for emergency diagnosis and treatment arising from an accident. It is stressed

that this is a hospital plan up to standard-ward level and that no provision is made for payment of doctor's bills.

The monthly rates for members of the Canadian regular forces are \$2.05 for member with one dependent and \$3.08 for member with two or more dependents.

A dependent is defined as a spouse, or dependent child under 19 years of age and unmarried, or child over 19 who is incapacitated and dependent on the family head.

Frogmen Study Lobsters' Habits

Early in March, naval frogmen from the Atlantic Command participated in one of the most unusual operations they have been called upon to undertake—observing the habits of lobsters.

This somewhat bizarre occupation, however, is likely to provide valuable information for scientists of the Fisheries Research Board of Canada who want to know whether metal lobster traps are more efficient than the wooden type in catching lobsters.

The results of the project, stated the Hon. Angus MacLean, Minister of Fisheries, could have far-reaching effects on the lobster industry of Canada's Atlantic provinces.

Research into the use of metal pots was started by the Fisheries Research

Board four years ago but the underwater observation of lobsters is the first experiment of its kind ever to be carried out.

On March 12, Navy divers, operating from the diving tender *Greenwood*, secured a diving bell beneath the turbulent waters of the Roaring Bull Rock area off Yarmouth Cape. In this were undersea movie and television cameras to record the lobsters' activities around the metal and wooden traps which were placed nearby.

Others taking part in the operation, which was sponsored by the Industrial and Development Service of the Department of Fisheries, were undersea television experts of the National Research Council and engineers of the Fisheries Research Board stations at St. Andrews, N.B., and Halifax. Naval divers also assisted by making on-the-spot observations.

Naval divers taking part in the operations were: PO Brian Dillistone, Ldg. Sea. Alan Heywood, AB W. O. Matthews and AB S. F. (Red) Watts.

9 Warships for Turkish Navy

Nine more Royal Canadian Navy vessels were turned over to Turkey during March under the NATO Mutual Aid program.

This brings to 14 the total number of former RCN ships transferred to the Turkish navy since last November when the first five of 10 Bangor coastal escorts were turned over at Point Edward

The Turkish ensigns were hoisted in the second five Bangors on March 29 of this year at Sydney, and, two days later, four Bay class coastal minesweepers were turned over at Halifax.

The Bangors received by Turkey during March were the *Westmount*, *Blairmore*, *Swift Current*, *Mahone* and *Sarnia*. The minesweepers were the *Gaspe*, *Trinity*, *Ungava* and *Comox* which joined the 10 Bangors at Sydney on April 17.

About 380 officers and men disembarked from the Turkish vessel *Tarsus* late in March to man the five Bangors and the ship continued on to Halifax with 160 others to take over the four coastal minesweepers.

Huge Welcome for Returning Ships

Five ships of the Second Canadian Escort Squadron received the biggest peacetime welcome even given any West Coast ships when they returned to Esquimalt April 2 from an 11-week training cruise to the Far East. A total of 5,400 people were at HMC Dockyard to greet the returning vessels.

During their time away, the ships carried out convoy exercises with United States Navy units and visited Long Beach, Calif., Pearl Harbour, Yokosuka and Tokyo in Japan, Hong Kong, Saigon and Okinawa.

Units taking part in the cruise were HMC Ships *Crescent*, *Cayuga*, *Skeena*, *Fraser* and *Margaree*. The squadron's commanding officer Captain M. G. Stirling reported that 76 per cent of the time away from Esquimalt was spent at sea.

Suggestion Awards Received by Two

Lt. J. J. Brooks, *Naden*, and C. R. Peck, a technical officer working in HMC Dockyard, Halifax, have each received a cash award and certificate from the Suggestion Award Board, Department of National Defence, for Recommendations which they submitted to the board.

For his suggested modification to the RCN servo tape repeater, which will be carried out to all gyro compass tape repeaters in HMC Ships, Lt. Brooks received a cash award of \$24.65. This piece of equipment automatically reports from the gyro compasses any changes in direction for the use of gunnery, navigational, radar and other personnel. A revolving transparent tape indicates the changes and Lt. Brooks found this difficult to read, particularly from a distance, due to the position of



Just two days after a personal victory, Defence Minister George R. Pearkes stood on the saluting base at Duntze Head on April 2 with Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, on the occasion of the return of the Second Canadian Escort Squadron from its 11-week tour of the Far East. (E-44775)

a light bulb behind the tape. He suggested a re-positioning of the light bulb so that the light shining through the tape would be diffused, making the tape more easily readable.

Mr. Peck received a cheque for \$23.12 for suggesting "safety tread" patches for radar antenna platforms. It was not uncommon, he pointed out, to find a radar antenna that was leaking oil. The presence of oil on the antenna platform was a hazard to the safety of maintenance and repair personnel. His recommendation that the patches be affixed to all radar antenna platforms in all classes of ships to ensure safer working conditions has been adopted.

Huron Back on Active Duty

The destroyer escort *Huron* rejoined the active fleet Friday, March 27, after refit at Halifax. Commissioning ceremonies were in HMC Dockyard.

Commodore P. D. Budge, chief of staff to the Flag Officer Atlantic Coast, who was the *Huron's* first executive officer, was guest of honour at the ceremonies.

The *Huron*, first commissioned in 1943 in the United Kingdom, served on convoy duty to and from North Russia and was engaged in offensive operations in the Bay of Biscay and English Channel. She served three tours of duty with United Nations naval forces in Korean waters.

The 2,700-ton ship, which began her refit last June, is commanded by Cdr. William H. Howe.



Major General M. P. Bogert, General Officer Commanding, Eastern Command, made his official call on Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, in March. He inspected a 48-man guard formed by men of *Stadacona*. (HS-51700)

TRI-SERVICE HELICOPTERS

A PRACTICAL demonstration of inter-service co-operation is being given these days at *Shearwater*, the RCN air station, where Army and RCAF personnel are serving alongside their naval comrades in two of the RCN's helicopter squadrons.

Attached to the Navy's Helicopter Utility Squadron, HU-21, for a year's on-the-job training, is a 14-man detachment from the Royal Canadian Army Service Corps.

Across the runway, with HS-50, the Navy's Helicopter Anti-Submarine Experimental Unit, is an RCAF pilot, F/O Ray Rasmussen. Since joining the squadron as RCAF liaison officer early last Fall, F/O Rasmussen has flown on anti-submarine exercises from the aircraft carrier *Bonaventure* as well as from *Shearwater*.

The 14-man Army detachment with HU-21 consists of three pilots and 11 maintenance personnel. All had had previous experience before joining the squadron, the pilots having received basic training at the Light Aircraft School at Rivers, Man., and more advanced training at Fort Sill, Okla., while the ground crew had trained with the RCAF and U.S. Army.

As its name implies, Utility Squadron 21 performs a variety of duties, among the more important being most of the helicopter search and rescue work carried out in the Maritimes. On two occasions, Army pilots, flying Navy helicopters, have taken part in search and rescue missions, the inter-service aspect of which has been heightened by the fact that they were directed by the RCAF, which is co-ordinating authority for search and rescue on the East Coast.

While the Army's main use for the helicopter is as a transport, the detachment's senior pilot Capt. Harold E. Wirth, welcomes the opportunity HU-21 offers of obtaining a diversity of experience and of becoming familiar with the types of helicopter operated by the squadron. These are the Sikorsky HO4S-3, Vertol HUP-3, and Bell HTL-6.

The two other Army pilots at *Shearwater* are Lt. Robert Barkley and Lt. William Charland.

The maintenance personnel are Sergeants Ralph Middleton, Earl H. Martin, John Martin, P. W. Phillips, Douglas Germain, William Clark and Earl Hebner, and Corporals William G. Archer, James Dowdell, Vernon A. Lane and John MacFarlane.



Ldg. Sea. Daniel Kewley, gives a few pointers on a Sikorsky helicopter engine to Cpl. Vernon Lane (top) and Sgt. William Clark. The soldiers are members of an Army detachment under training with the Navy's Helicopter Utility Squadron at *Shearwater*. (HS-51422)



Flying Officer Ray Rasmussen, RCAF, is flying with a Navy helicopter anti-submarine unit based at the RCN Air Station, *Shearwater*. Shown with him on board an anti-submarine helicopter is Lt.-Cdr. E. A. (Ted) Fallen, veteran RCN fixed-wing and helicopter pilot. (HS-51496)

NAVY NAMES ON B.C.'s COAST

ON DECEMBER 15, 1790, Captain George Vancouver received his commission to command HMS *Discovery*; on April 1, 1791, he sailed with his little expedition from Falmouth for the other side of the world. Proceeding by way of the Cape of Good Hope, New Holland, New Zealand and various Pacific Islands, he reached the Sandwich Islands of Cook, or Hawaiian Islands, as they are now called, in March 1792, remained there a few days to rest and recuperate and sailed again March 18, 1792, for the Pacific Northwest. After sighting various points which corresponded with the reports of previous explorers and meeting the U.S. trading ship *Columbia* (Capt. Robert Gray), of Boston, the expedition anchored April 29 within the Strait of Juan de Fuca.

The ensuing weeks were spent exploring the southern coast of the Strait of Juan de Fuca and the waters of the present state of Washington. Many of the most famous names of the area were given during this period: Mount Baker on April 30 after the Third Lieutenant who discovered it; Port Discovery May 2; Port Townsend May 8, after the Marquis of that name; Mount Rainier the same day, "after my friend Admiral Rainier"; Admiralty Inlet; Puget Sound, after Mr. Puget who had spent so much time exploring it; Restoration Point, because the anniversary of the restoration of the monarchy in England was celebrated at that spot; the Gulf of Georgia to honour the King; Possession

Sound, Port Gardner and Port Susan; Whidbey Island, after Mr. Whidbey who circumnavigated it, and Deception Passage; Point Roberts, after the former captain of the *Discovery*, June 12.

On June 13 the first name was given to a point in Canada: Point Grey . . . "in compliment to my friend Captain George Grey of the Navy". This was followed by a host of names—either given or inspired while Vancouver and his officers and men explored the coastline in a detailed search for the waterway that might link the Pacific and Atlantic oceans. It was no fault of theirs that the longed-for passage could not be found. The detractors of Capt Vancouver who disparage his work because he did not establish the existence of the Columbia and Fraser rivers would do well to read his instructions and his journal which show with what meticulous care he tried to find the supposed Northwest Passage forswearing all avenues that did not lead to his given target.

Several hundred names were given by, or inspired by, Vancouver. The map of British Columbia is all the memorial this officer needs.

During the month of June the *Discovery* and *Chatham* explored Burrard Inlet, Howe Sound and Jarvis Inlet, met the Spanish vessels *Sutil* and *Mexicana* and arranged the combined investigation of Toba Inlet and Bute Inlet. In July Point Mudge was named as was Desolation Sound; the Spanish ships departed to find their own way and the

First Prize

Hundreds of place names along the rugged British Columbia coastline owe their existence to the early naval explorers, both Spanish and British, who visited that part of the world. A detailed study of these was made by Instr. Cdr. C. H. Little in writing the essay, "Eighteenth Century Maritime Influences on the History and Place Names of British Columbia," which won first prize in the 1957 Barry German history essay contest. Only that portion of the essay concerned with Captain George Vancouver's voyage of discovery along the B.C. coast is printed here.

survey of the continental shore was continued by way of Loughborough Inlet and Johnstone Strait, which was named after Mr. Johnstone to remember his "exertions". Here on July 13 Vancouver and his "Spanish friends", Galiano and Valdes, parted, the former to pursue his investigation of the continental shore while the latter explored their way back to Nootka. The *Discovery* and *Chatham*, using wind and tide as best they could passed through what was later named Discovery Passage. Point Chatham was named July 16 as was Thurlow Island, Hardwick Island, followed, then Port Neville, Cheslakoos, Call Inlet, Knight Island (named by Mr. Broughton after Captain Knight, RN), Broughton Archipelago and Fife Inlet.

A short paragraph in the account for July 31 shows clearly the toil and trouble required to carry out these investigations (and let us not forget the writing of journals and drawing of charts which followed after returning to the ship):

The *Discovery's* yawl, launch and cutter, were ordered to be equipped, and in readiness to depart at daylight the next morning. Mr. Broughton accompanied me, attended by Lieutenant Puget in the launch, and Mr. Whidbey in the cutter. At sun-rise, our little squadron put off with intention of following up the continental shore, until we might find a more western

History Prizes Won by Halifax Officers

The 1957 Barry German prizes for naval history have been won by two Halifax-based naval officers.

The first prize (\$150) was awarded to Instr. Cdr. C. H. Little, Command Education Officer, for his timely essay on "Eighteenth Century Maritime Influences on the History and Places Names of British Columbia"—timely because this year British Columbia is celebrating its centennial.

The second prize (\$100) went to Instr. Lt. Peter H. Watson for his thesis on "The Impact of the Navy

on the History of Nova Scotia 1749-1819", an account of the role of the Royal Navy in supporting British rule in Nova Scotia during the conquest of Canada, the American Revolution, the wars with France and the war of 1812-14. Lt. Watson also won the 1956 Barry German prize.

The contest is sponsored by the Naval Officers' Associations of Canada "to encourage an interest in the history of maritime affairs of Canada and British North America."

passage leading to the sea; there to appoint a rendezvous for the launch and cutter; which were to continue the examination of the continental boundary, whilst we returned to conduct the vessels to the appointed station.

In August Mount Stephens, 5,645 feet, was named after the Secretary of the Admiralty, and the ships proceeded by way of Wells Passage out into Queen Charlotte Strait where on Monday, August 6, the *Discovery* went aground on a hidden shoal. A graphic sketch of the accident faces page 364 of Vancouver's Voyage. Fortunately, she came

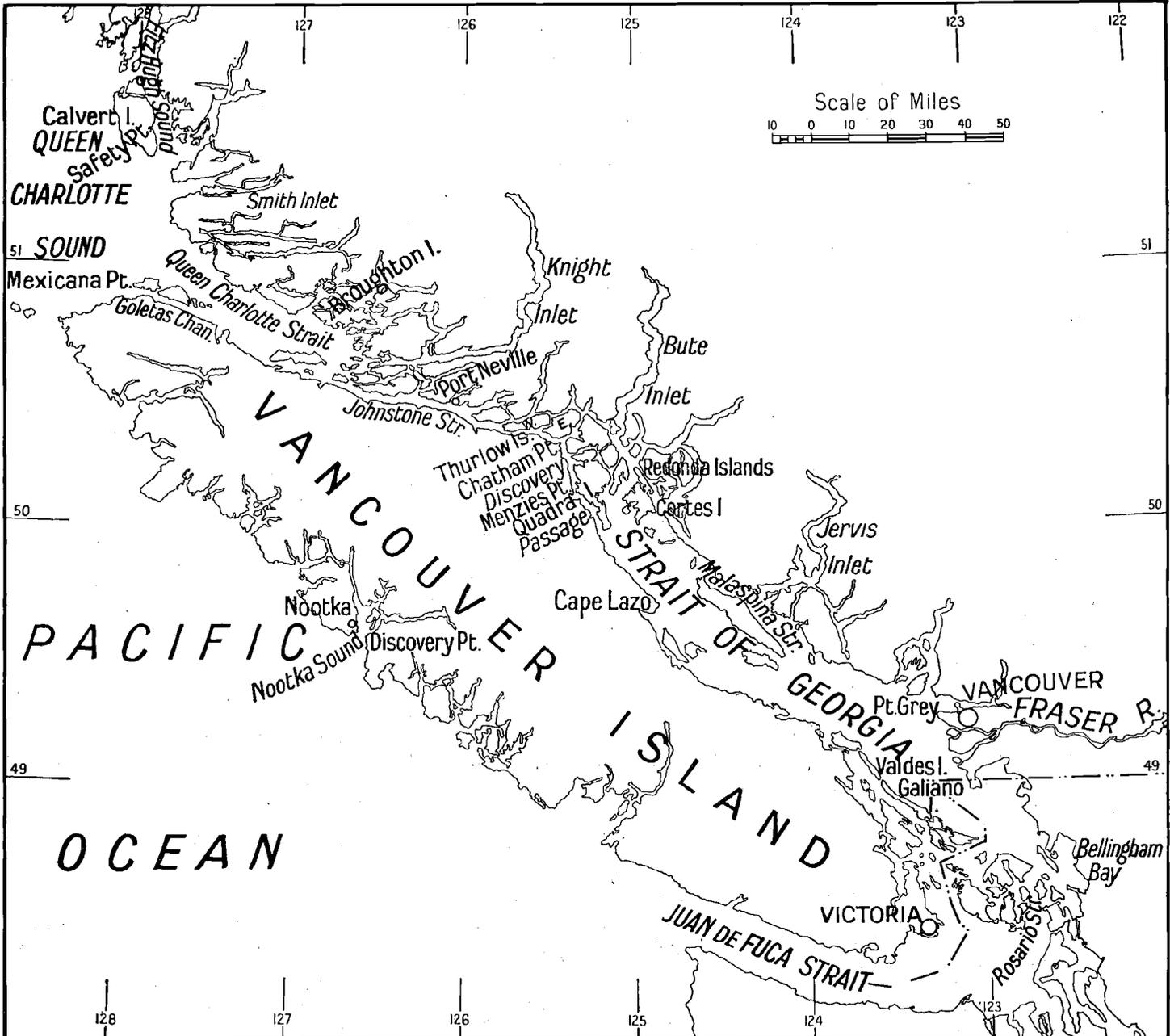
off quietly as did *Chatham* a few days later when she suffered a similar mishap.

These accidents and the fact that the expedition had now reached the area visited some years before by the fur-traders (whose charts Vancouver had) led to the decision on August 19 to turn for the open ocean and Nootka. But, in the meantime, Rivers Inlet had been explored and Point Addenbrook, Safety Cove and Point Menzies had been named (the latter after the invaluable scientist borne in the *Discovery*). Nootka Sound was entered August 28 and Capt. Vancouver proceeded to

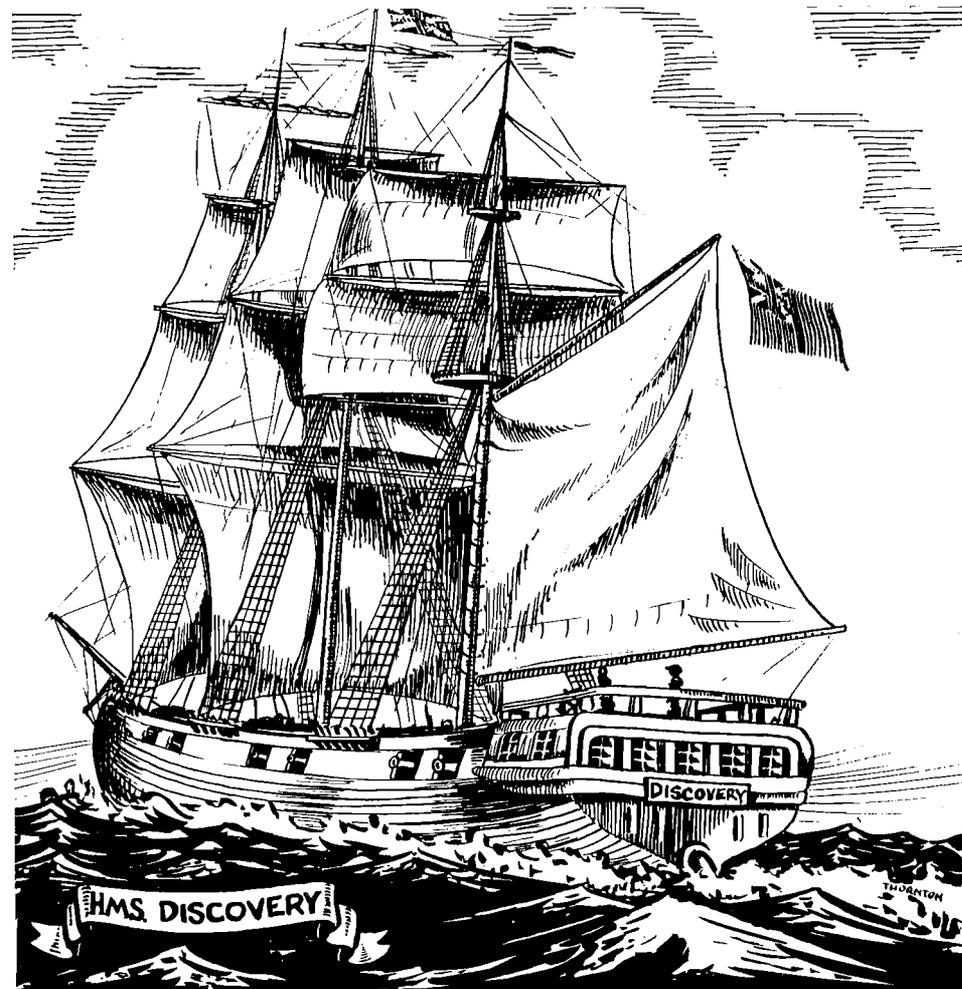
carry out the second principal instruction he had received from the Admiralty by conferring with the Spanish Governor, "Senor Don Juan Francisco de la Bodega y Quadra, Commandant of the Marine Establishment of St. Blas and California".

The two representatives found it impossible to agree on the precise interpretation of their orders but did find it easy to become friends and agree to report their differences to their respective governments. Their friendship is attested by Vancouver's statement:

In our conversation whilst on this little excursion, Senor Quadra had



The map of the northwestern coast of North America is strewn with hundreds of names given by early explorers of the Spanish and Royal Navies. Many of them are shown on the accompanying map which illustrated an article, "Voyages of Discovery—British Columbia", by Instr. Cdr. C. H. Little in the April issue of Canadian Geographical Journal. It is reproduced here, as an illustration for Cdr. Little's accompanying article on B.C. place names, by kind permission of Gordon M. Dalrymple, editor of Canadian Geographical Journal.



very earnestly requested that I would name some port or island after us both, to commemorate our meeting and the very friendly intercourse that had taken place and subsisted between us. Conceiving no spot so proper for this denomination as the place where we had first met, which was nearly in the center of a tract of land that had first been circumnavigated by us, forming the south-western sides of the Gulph of Georgia, and the

(Extracts from Instr. Lt. Peter Watson's second prize essay will appear in the June issue)

southern sides of Johnstone's straits and Queen Charlotte's sound, I named that country the island of Quadra and Vancouver; with which compliment he seemed highly pleased.

On Saturday, September 22, Quadra sailed for his winter quarters in Mexico; on Friday, October 12, Vancouver left Nootka for the Sandwich Islands. Thus ended the most important year in the history of British Columbia from the point of view of its enduring place names.

ONTARIO RETIRED AS TRAINING CRUISER

HMCS *Ontario*, cadet training cruiser, based at Esquimalt, will not be left in commission on completion of her current training program this fall.

The sea training of naval cadets in which the *Ontario* has been employed in recent years will be assumed by other ships of the Pacific Command.

The manpower made available by this decision will permit the commissioning of additional anti-submarine warships. The *Ontario's* complement is approximately 600 officers and men.

One of the most travelled Canadian warships, the *Ontario* was, at the time of the announcement, en route from

Suva, Fiji Islands, to Pearl Harbour, Hawaii. She earlier had visited Auckland, N.Z., and Sydney, Australia, in the course of a 10-week training cruise for 50 senior term cadets of HMCS *Venture*, junior officer training establishment at Esquimalt. She arrived in Esquimalt May 2.

This was the *Ontario's* second training cruise in 1958. The first, for junior *Venture* cadets, took her to ports in the United States, Mexico and the Canal Zone.

Commissioned at Belfast, Northern Ireland, in April 1945, the *Ontario* was in the Red Sea, en route to join the British Pacific Fleet, when the Second World War ended. In peacetime she has sailed to Australia and New Zealand, around the South American continent, to the United Kingdom and Europe and has ranged up and down the Pacific coast.

In 1951, she proceeded from the Pacific to the Atlantic coast to transport Her Majesty Queen Elizabeth, then Princess Elizabeth, and the Duke of Edinburgh on part of their tour of Canada that year.

Late in 1952 the *Ontario* made an 18,500-mile training and goodwill cruise around South America, visiting, among other ports, Valparaiso, Buenos Aires, Montevideo and Rio de Janeiro.

In June 1953 the cruiser was one of six Royal Canadian Navy ships which formed the Canadian Coronation Squadron and took part in the Coronation Naval Review at Spithead.

Early in 1954 the *Ontario* made a three-month 20,000-mile voyage to the Antipodes. In 1955 she made two major cadet training cruises. The first took her to Australia and New Zealand, and the second to ports in the United Kingdom and continental Europe.

In 1956 she made several more extensive training cruises, including one to Hawaii and Japan, another to the Caribbean and a third to Central and South America.

In 1957, she again carried out a training cruise to the Far East, with a second to west coast U.S. ports and Hawaii.

Jet Able to Carry Nuclear Weapons

The Royal Navy has announced its intention of forming at Lossiemouth, Scotland, in June its first squadron to be equipped with Vickers Supermarine Scimitar jet interceptor fighters, capable of striking with nuclear weapons.

The squadron will later embark in the 30,000-ton carrier, HMS *Victorious*, the first to have a fully-angled flight deck. Other carriers will eventually be equipped with the same type of aircraft.

HAZARDS OF CREDIT BUYING CITED

Admiral Grant Addresses RCN Benevolent Fund Meeting

CARELESS BUYING on credit can have a demoralizing effect on the lives of young sailors, according to Vice-Admiral H. T. W. Grant, RCN (Ret'd) president of the Royal Canadian Naval Benevolent Fund, who addressed the fund's 13th annual general meeting at Naval Headquarters, Ottawa, on April 14.

The 44 delegates, from ships and establishments from coast to coast, were welcomed by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

Thanking the delegates for the great interest they took in providing help to those who needed it, Admiral DeWolf said he was quite sure that the work carried out by the fund's claims committees was a 365-day-a-year task. During the past year it had been gratifying to see the tremendous step ahead which had been taken through the regular donations from serving personnel. The work of the fund was becoming better known each year and this, in turn, would assure it even greater support in the years ahead.

Reporting on the activities of the fund during the past year, Admiral Grant presented the following outline:

"In welcoming you to the 13th Annual General Meeting and before proceeding with the facts and figures, of the year's business I would like to touch on two matters bearing on fund policy both of which are reflected in this year's financial statement.

"First is the noticeable increase in credit buying directly attributable to high pressure salesmanship and accepted as a normal, if an undesirable, product of our North American way of living. Our files are studded with applications of young men who bought TV sets, motor cars and household appliances — with every prospect of an orderly payment over a year or two — until faced with some unforeseen contingency; and their definition of the unforeseen is often at variance with reality.

"This accepted attitude towards credit buying quite naturally encourages the premature acquisition of wives and children whose upkeep on a young sailor's pay is difficult enough without the added burden of loans plus interest. Thus we are faced with cases of distress which should not have arisen at all. I mention this simply to point out that while the Fund exists to relieve and salvage cases of hardship

beyond the individual's control, it cannot condone and must combat improvidence. We should let it be known that there is some truth in the saying that 'God helps those who help themselves'.

"On the other tack we find a genuine and heartwarming upsurge in contributions through assigned pay. In my humble opinion no Benevolent Fund can be a success without the wholehearted backing of its own service and it seems equally true that support other than on a voluntary basis soon loses its identity with the cause. It is all the more interesting, therefore, that in avoiding any form of compulsory support—such as a percentage or toll of canteen fund profits—the Navy has voluntarily cleared its own decks and vindicated the trust of those who need a helping hand as well as those who are no longer here to give it.

"Let me now move on to the facts and figures of the year's business:

"Your East and West Coast claims committees held one or more meetings per week at Halifax and Esquimalt respectively. At Ottawa your central claims committee functioned daily. The executive committee of your board of directors held seven full meetings and the full board of directors met twice.

"An analysis of claims for the current and past years shows that the total numbers and categories of applications are remarkably similar for both years. The same holds true for the dollar value of grants actually approved, but there is a very significant increase in the money loaned this year to both serving and discharged personnel. The necessity for these loans, some of them quite large, has been a matter of concern to your directors as well as claims committees, for many of them cannot possibly be repaid within the 18 months normally allowed; yet a refusal closes the door to all hope of eventual recovery. In most cases these large debts evolve through credit buying and loans of convenience.

"Your fund was audited in accordance with the by-laws and once again we are deeply indebted to the Auditor

General's Department and to Messrs. Lee and Martin of Halifax for carrying out this work without fee.

"From the financial statement it will be seen that credit balance at December 31, 1957, was \$2,756,691.47. This is an increase of \$33,348.85 over and above the balance at the beginning of the year and is due to higher donations as well as more bond interest consequent on the investment in government bonds of an additional \$40,000.00 I should point out that this increased balance does not take into account an additional \$2,363.59 held in suspense account for HMCS Quebec.

"Your fund's expenditures for the 12 months are shown as \$109,226.46. This is about 10 per cent higher than last year and is due primarily to writing off \$8,060.20 in old loans now considered uncollectable and by charging slightly over \$10,000.00 as an expenditure for the year in order to maintain a 40 per cent reserve against the higher loans outstanding.

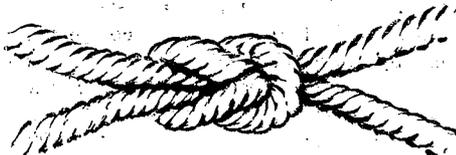
"A small increase in salaries for the office staff at Ottawa and the two coasts was made during the year to keep in line with salaries for comparable duties paid in the Civil Service.

"On the credit side it will be seen that donations received during the year amounted to \$56,465.15. This is in the order of \$26,000.00 more than we received last year and is primarily due to the contributions by assigned pay already referred to 4,691 officers and men, or about 25 per cent of the active strength, were voluntarily contributing to the Fund's work at the end of 1957.

The following summary of sundry donations made in 1956 and 1957 is of interest:

1956		1957
9,623.60	RCN personnel	32,012.17
18,558.96	RCN Ships and Establishments	21,760.40
1,049.23	Reserve Divisions	864.79
1,117.81	Other sources	1,827.79

"We are most grateful, not only to the donors in each of the above categories, but to the many individuals and, in particular, members of our claims committees who contributed their time and effort day in and day out on the Fund's behalf. The real measure of thanks which I only echo here is to be found in the letters of grateful appreciation written by so many who asked and received our help.



"Our eastern and western claims committees have recently been bolstered by the election to five-year memberships of RCN personnel who hitherto held temporary memberships on a yearly basis. Action will, I hope, be taken by the incoming board to complete the full slate of 75 members.

"I would like to pay tribute to the work and lead given, on the authority of the Chief of the Naval Staff, by Naval Headquarters in last year's request for voluntary contributions by assigned pay. Without the co-operation of the Navy here and at the coasts our appeal might well have fallen on stony ground.

"In this connection and in order to give credit where it is due, all outgoing cheques from the Fund have printed thereon the following text:

"This cheque is made possible through the generosity of Officers and Men of Her Majesty's Royal Canadian Navy, Royal Canadian Navy (Reserve) and other voluntary donors and is in no way whatsoever a charge to the Canadian tax payer'.

"You are aware that many cases involving veterans or dependents occur beyond the immediate jurisdiction of our claims committees and are investigated on the Fund's behalf by the Department of Veterans' Affairs. Without this ready and efficient co-operation we would be hard pressed for much essential information and I know you would wish me to record our sincere gratitude to this department as well as other government and civilian agencies. It is unnecessary to emphasize that your Fund has enjoyed, to our mutual advantage, the good-will and co-operation of the Army and Air Force Benevolent Funds.

"It may be of interest to mention that by agreement with Central Mortgage and Housing Corporation notices of impending eviction will in future not be served on serving or former naval personnel without accompanying information explaining that he has a sheet anchor in this Fund.

"In closing I wish to take the opportunity of thanking all members of the Board of Directors and, on their behalf, to express particular appreciation for the work of our general secretary, secretaries of claims committees and their respective office staffs."

Admiral Grant was re-elected president for a third term in office.

Vice-presidents elected for two years are Captain E. A. Thompson, RCN (Ret'd), Halifax, and Lt.-Cdr. (S) W. Woodward, RCN, of Victoria. Re-elected for one year terms are Captain (S)

T. F. T. Morland, RCN, of Halifax, and Griffith Jones, CPO, RCN (Ret'd), of Victoria.

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 F. Barry German, RCN (Ret'd) Ottawa; Vice-Admiral H. T. W. Grant, RCN (Ret'd), Ottawa; Lt. (W) A. I.

McPhee, RCN(R) (Ret'd), Ottawa; CPO M. Nelson, RCN, Hamilton; 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; Griffith Jones, Victoria; Captain (S) Joseph Jeffrey, RCN(R) (Ret'd), London, Ont.; R. C. Stevenson, Montreal; Captain (SB) A. W. Baker, RCN (R) (Ret'd), Beaverton, Ont.; A. B. Campbell, Halifax, and Rear-Admiral K. L. Dyer, RCN, Ottawa.

THE ROYAL CANADIAN NAVAL BENEVOLENT FUND

Financial Position of the Fund as at December 31, 1957

<i>Balance as at January 1, 1957</i>			\$2,723,342.62
<i>During 1957 the Fund was increased by,</i>			
Sundry donations (Schedule 3)		\$56,465.15	
Bank Interest		611.60	
Bond interest and amortization of discounts and premiums		85,172.57	
Payments on loans previously written off to Reserve for Uncollectible Loans		326.01	142,575.33
			<hr/>
			2,865,917.95
<i>and decreased by,</i>			
Grants	\$79,736.60		
Less: Savings obtained in settlement	5,429.98	74,306.62	
			<hr/>
Administrative Expenses			
Banking charges	73.70		
Civilian employees' pension plan employer's contribution	523.46		
Fidelity bond	86.40		
Fire insurance	10.50		
Maintenance of office equipment	64.50		
Miscellaneous	78.42		
Office equipment	711.40		
Postage	301.09		
Provision for uncollectible loans	10,663.07		
Salaries	18,869.88		
Stationery and printing	1,493.07		
Telephone and telegraph	552.43		
Travel	1,491.94	34,919.86	109,226.48
			<hr/>
Balance as at December 31, 1957			\$2,756,691.47

Analysis of Loans Receivable Account December 31, 1957

Balance as at January 1, 1957		\$ 58,412.88
Loans made during the year		72,441.94
		<hr/>
		130,854.82
Deduct:		
Amount received in payment of loans	\$56,142.92	
Loans converted to grants	1,731.65	
Uncollectible loans written off to Reserve	8,060.20	65,934.77
		<hr/>
Balance as at December 31, 1957 (Exhibit A)		\$64,920.05

Analysis of Claims Dealt with and Assistance Approved January 1 to December 31, 1957

	Discharged	Serving	Dependents	Totals
Applications dealt with	459	233	35	727
Applications approved	359	163	29	551
Applications not approved	100	70	6	176
Assistance approved:				
Grants	\$67,240.34	\$16,577.48	\$7,347.96	\$90,165.78
Loans	\$27,572.94	\$45,004.78	\$ 742.25	\$73,319.97
	<hr/>	<hr/>	<hr/>	<hr/>
	\$93,813.28	\$61,582.26	\$8,090.21	\$163,458.75

LAST YEAR'S GIFTS TO BENEVOLENT FUND

HMC Ships and Establishments:

Aklavik	Ship's Fund	\$ 30.00
Albro	Chief and POs' Mess	250.00
Aldergrove	{Ship's Fund	20.00
	{CPOs' Mess	20.00
Algonquin	Ship's Fund	233.33
Athabaskan	Ship's Fund	200.00
Avalon	Nfld. Area (AF)	
	Reg. Fund	116.62
Bonaventure	Ship's Fund	525.00
Brockville	Ship's Fund	40.11
Buckingham	{Ship's Fund	1,107.54
	{Wardroom Mess	92.00
Cordova	{Ship's Fund	68.90
	{Wardroom Mess	2.92
Cornwallis	{Ship's Fund	4,653.19
	{Wardroom Mess	120.00
	{Mayflower Float Award	14.69
	{Sale of Unclaimed Laundry	17.98
Coverdale	Ship's Fund	100.00
D'Iberville	{Ship's Fund	100.00
	{Wardroom Mess	150.00
Gaspe	Ship's Fund	46.30
Gloucester	Ship's Fund	100.00
Granby	Ship's Fund	45.00
Haida	Ship's Fund	500.00
Huron	Ship's Fund	318.62
Iroquois	{Ship's Fund	612.61
	{Wardroom Mess	112.68
Jonquiere	Ship's Fund	180.00
Labrador	{Ship's Fund	305.00
	{Wardroom Mess	250.00
Lanark	Ship's Fund	25.00
Lauzon	Ship's Fund	200.00
Magnificent	{Ship's Fund	4,000.00
	{Gun Room	29.96
Naden	{Ship's Fund	1,397.59
	{CPOs' Mess	150.00
	{Wardroom Mess	625.00
	{Scran Locker	6.70
	{Navy Aquatic Show	25.00
New Liskeard	Ship's Fund	70.00
Ontario	{Ship's Fund	1,800.00
	{Wardroom Mess	100.00
Outremont	Ship's Fund	60.00
Portage	Ship's Fund	25.00
Port Quebec	Ship's Fund	50.00
Resolute	Ship's Fund	40.00
Saguenay	{Ship's Fund	343.50
	{Wardroom Mess	43.95
St. Laurent	Ship's Fund	75.00
Sault Ste. Marie	Ship's Fund	240.00
Stadacona	{Ship's Fund	1,027.07
	{Wardroom Mess	1,000.00
	{Scran Locker	28.00
	{Band	50.00
Wallaceburg	Ship's Fund	16.74

Serving naval personnel,
by monthly assignments: 32,012.17

Naval Divisions:

Cabot	Wardroom Mess	100.00
Cataraqui	Ship's Fund	120.00
Discovery	Ship's Fund	150.00
Griffon	{Ship's Fund	189.34
	{Wardroom Mess	9.52
	{Seamen's Canteen	21.43
	{Chief and POs' Mess	34.50
Malahat	Ship's Fund	50.00
Prevost	Chief and POs' Mess	50.00
Scotian	Ship's Fund	20.00
Unicorn	Ship's Fund	120.00

Other Sources:

Anonymous	150.00
Anonymous	150.00
Barr, Daniel W.	20.00
Caldwell, J. B. LCDR	12.00
Campbell, B. Aubrey	47.00
Conference of Defence Assn's Fund	451.86
Daughters of England	50.00
Davidson, J. Ord. Sea.	14.75
Executive Officer, HMCS Stadacona	5.00
Farrow, John V., HON CDR, RCN(R) (Ret'd)	5.00
Grant, H. T. W., VADM, RCN (Ret'd)	50.00
Hose, Walter, RADM, RCN (Ret'd)	25.15
Imperial Oil Limited	100.00

Ivany, H. G., CON LT, RCN	5.00
Landrigan, B.	15.00
MacKenzie, Willard	10.00
MacLachlan, K. S., CDR, RCN(R) (Ret'd)	100.00
Miscellaneous Contributions	12.88
McPhee, Miss A. I.	15.00

Naval Officers' Ass'n Halifax	64.15
NOAC Montreal	500.00
NOAC Saskatoon	5.00
Stephens, G. L., ENG. RADM, RCN (Ret'd)	20.00
Total Donations	\$56,465.15

DELEGATES AT FUND MEETING

The following were delegates at the 13th annual meeting of the Benevolent Fund.

Lt. Carl Hindle, RCN(R) (Ret'd), Fort William, Ont.; Lt.-Cdr. (SB) A. G. Holland, RCN, *Naden*; Cdr. J. N. Kenny, RCN(R), Queen Charlotte; CPO R. N. Langton, RCN, Second Canadian Escort Squadron; Rear-Admiral K. L. Dyer, RCN, *Bytown*; Lt. (S) M. B. Young, RCN, *Saguenay*; W. G. S. George, Victoria; Chap. (P) A. G. Faraday, RCN, *Stadacona*; CPO F. R. Henderson, RCN, *Shearwater*; PO R. J. Carmichael, RCN, *Assiniboine*; CPO Morton H. Keeler, RCN, *Cormorant*; CPO J. J. Jeffries, RCN, *Coverdale*; CPO D. J. Rudolph, RCN, *Cornwallis*; CPO L. J. Smith, RCN, *Gloucester*; Charles Emmerson, Saint John, N.B.

Chaplain (RC) J. E. Whelley, RCN, *Stadacona*; CPO Phyllis L. Bayley, RCN, *Cornwallis*; Mrs. B. Y. Crowther, Vancouver; Mrs. E. A. Dobson, Halifax; CPO C. F. Doakes, RCN(R), *Chippawa*;

CPO H. Silvester, RCN, *Naden*; Miss A. I. McPhee, Ottawa; Captain R. P. White, RCN(R) (Ret'd), Ottawa.

Chaplain (P) B. A. Silcox, RCN(R) (Ret'd), Windsor; Chaplain (P) I. R. Edwards, RCN, *Naden*; Cdr. J. H. Crone, RCN, *Bytown*; Captain (SB) P. R. Hurcomb, RCN, *Bytown*; Chap. (P) E. G. B. Foote, RCN, *Bytown*; Rear-Admiral W. B. Creery, RCN (Ret'd), Ottawa; R. E. Franklin, Ottawa; Captain P. B. German, RCN (Ret'd), Ottawa; Captain E. A. Thompson, RCN (Ret'd), Halifax.

Lt.-Cdr. R. M. Wallace, RCN(R), *Discovery*; Lt.-Cdr. (S) W. Woodward, RCN, *Naden*; Cdr. H. Garrett, RCN(R), *Cabot*; A. B. Coulter, Ottawa; CPO D. H. Nelson, RCN, *Athabaskan*; Commodore Paul W. Earl, RCN(R), Montreal; R. C. Stevenson, Montreal; F. M. Jeffrey, Toronto; Captain (SB) A. W. Baker, RCN (Ret'd), Beaverton, Ont.; Lt. W. W. Kinloch, RCN(R), *Unicorn*; A. B. Campbell, Halifax; CPO R. C. Crawford, RCN, *Prevost*.



The Armed Forces' vote in the Federal Elections took place during the last week of March. At the polling booth of the Canadian Joint Staff in London, England, are left to right, PO Donald Pratt, Leading Seaman Charles Newcombe, Ord. Cdr. Martin T. Beardmore, Deputy Returning Officer, HMCS Niobe, Canadian naval headquarters in the U.K. (O-10458)

OFFICERS AND MEN

Lakehead NOA Names Officers

The Lakehead Branch of the Naval Officers' Associations of Canada has elected C. W. "Bill" King president.

Other members of the executive elected at the annual meeting on April 4 in *Griffon*, the Port Arthur naval division, were: H. Hardy, vice-president, J. Crook, as secretary-treasurer, and directors H. Hardy, W. C. Dilley J. Simpson and T. C. Luck.

The association was to meet again on April 23 to name delegates to the national convention of the NOAC in June at Saint John, N.B.

Helicopter Helps Break Ice Jam

A naval helicopter of HU-21 was pressed into service late in March to help avert an ice-jamming situation in the Chaudiere river which threatened to flood the town of Beauceville, 45 miles south of Quebec City.

The aircraft, piloted by Lt.-Cdr. William Frayn, was on a routine flight from *Shearwater* to Longueil, Que., for a factory check. En route, the plane called at RCAF Station Rockcliffe, and on the morning of March 20, took off for Longueil.

At the same time, however, a telephoned request for emergency helicopter assistance was received at National Defence Headquarters from Premier Maurice Duplessis of Quebec regarding the situation at Beauceville. A team of Army engineers was standing by at Quebec City, ready to move in and dynamite the ice jam in the Chaudiere



WEDDINGS

Leading Seaman William L. Cartwright, *Skeena*, to Miss Ruby A. Walker, of Victoria, B.C.

Able Seaman Ronald Douglas Young, *Swansea*, to Miss Lois Marie Workman, of Woodstock, Ont.

BIRTHS

To Lieutenant W. J. A. Black, RCN recruiting office, North Bay, Ont., and Mrs. Black, a son.

To Able Seaman Roger Carreau, *Bytown*, and Mrs. Carreau a son.

To Able Seaman Donald MacFarlane, *Bytown*, and Mrs. MacFarlane, a daughter.

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

To Lieutenant-Commander W. W. Robinson, *Stadacona*, and Mrs. Robinson, a daughter.

"First day of my first sea draft and they have to jam my leave. Whadda they care if I lost the starboard hook? This bucket's been alongside so long her barnacles have grown to the jetty. Just wait till they find this here slip is tied together with an old shoelace. Grumble, grumble, mumble, mumble . . ."

river. The river, swollen by a sudden thaw before Christmas, 1956, caused \$2 million damage as it poured through Beauceville at that time. The helicopter was used to lower the demolition personnel gently onto the river ice, which was of undetermined thickness. As a result, a six-mile channel was blasted free in the river and forestalled floods.

Shortly after take-off from Rockcliffe, the helicopter received its new orders through the control tower at the airfield, to proceed to Quebec City and pick up the engineers.

Co-pilot of the Navy helicopter was Lt. Robert Barkley, RCASC, an Army officer taking helicopter training with HU-21. The crewman was PO Stanley W. Connor.

Portage to Serve On Great Lakes

Lt.-Cdr. Charles W. Fleming took command of the *Portage* (Algerine coastal escort) when the ship commissioned early in April at Halifax.

The *Portage* will serve on the Great Lakes this summer to provide training for RCN (Reserve) personnel.

Wartime Head Of Wrens Visits

A warm welcome has been given by former wrens across Canada to Mrs. H. G. P. Stubbs, the former Dorothy Isherwood, of London, England, who this spring has been paying her first visit to Canada since the Second World War.

Mrs. Stubbs was one of two officers of the Women's Royal Naval Service (the other was Miss Joan Carpenter), who came to Canada in 1942 to oversee the organization of the Women's Royal Canadian Naval Service. On Miss Carpenter's return to England, Mrs. Stubbs became Director of the WRCNS, a post in which she was succeeded in 1943 by Commander (later Captain) Adelaide Sinclair.

During this spring's visit, Mrs. Stubbs' first call was on Mrs. Sinclair, who is serving with the United Nations in New York. Since then she has visited many of the major cities in Canada, from Victoria and Vancouver on east, renewing wartime friendships.

Mrs. Stubbs is associated with the British Broadcasting Corporation in London where she is responsible for recruiting, transferring and promoting members of the secretarial and clerical staff, who total about 5,000 persons.

Gloucester XO Off to Aklavik

Lt.-Cdr. (SB) Joseph W. Swiniarski, has been appointed executive officer of *Gloucester*, naval communications school near Ottawa, effective April 22. He was formerly on the staff of *Gloucester*.

Ships Witness Ryuku 'Quake

An earthquake rumbled through Ryuku Island in the Okinawa group on March 11 while six ships of the Second Canadian Escort Squadron were visiting the USN base there.

There were no injuries to the ships' companies nor damage to the ships, the *Crescent*, *Skeena*, *Margaree*, *Fraser*, *Cayuga* and *Athabaskan*. Two Okinawans were reported killed and another injured.

The ships arrived at Okinawa on March 10 and sailed two days' later for Esquimalt.

He succeeds Lt.-Cdr. William J. Pearce, who on June 8 will become officer-in-charge of the naval radio station at Aklavik, in the MacKenzie River delta of the Northwest Territories.

Haida Commanded By Cdr. Husher

Cdr. John Husher, took over command of the *Haida* (destroyer escort), on April 7.

Cdr. Joseph M. Paul who has been officer-in-charge of the Leadership School at *Cornwallis*, since May 1956 succeeded Cdr. Husher as officer-in-charge of the Gunnery School at *Stadcona*.

Double Joy In Pay Office

Cigar smoke hung heavy in the pay office of HMCS *Bytown* on March 28 as two pay-writers, Able Seamen Donald MacFarlane and Roger Carreau, became proud fathers.

Mrs. MacFarlane gave birth to a daughter, the MacFarlanes' third child; and Mrs. Carreau gave birth to a son, the first child for the Carreaus.

'Soo' Readied To Train Reserves

The *Sault Ste. Marie* was recommissioned April 1 at Sydney, N.S., and will sail later for the Great Lakes to pro-

Visit Confirms Friendship

The departure of the *Ontario* from Sydney, Australia, homeward bound, was the occasion for a message from His Excellency the Governor General of Australia, Field Marshal Sir William Slim. Addressed to Captain J. C. Littler, commanding officer of the *Ontario*, the message said:

"The visit of your ship and your fine ship's company has further confirmed the good will and friendship that all Australians feel for Canada. I hope you and the other ships of Her Majesty's Canadian Navy will repeat the visit in the not too distant future. Bon voyage."

vide summer training for personnel of the RCN(R).

Her commanding officer is Lt.-Cdr. William V. A. Lesslie, formerly on the staff of the Director of Naval Plans and Operations at Headquarters.

Engineering Posts Change Hands

Cdr. (E) Daniel H. Fairney, was appointed officer-in-charge of the Mechanical Training Establishment at *Stadcona*, effective April 7. He formerly was engineer officer of the Arctic patrol ship *Labrador*.

Cdr. Fairney succeeded Cdr. (E) Kenneth E. Lewis, who on April 21 took up an appointment in the *Crescent* as squadron technical officer for the Second Canadian Escort Squadron.



Dr. Murray MacKay, medical superintendent of Nova Scotia Hospital, receives a cheque for \$75 for the hospital's friendless patient fund from PO William Backewich, Tufts Cove, on behalf of officers and men of HMCS Lauzon. (DNS-20544)

2 Sea Cadet Corps Join Forces

Two Sea Cadet corps which have served Toronto for several decades under familiar names became one Monday, March 3, when *Haida* and *Ark Royal* corps were amalgamated in a colourful ceremony at HMCS *York* to become RCSCC *Vanguard* Corps under the chairmanship of Vice-Admiral E. R. Mainguy, former Chief of the Naval Staff.

The new *Vanguard* Corps is provided with quarters and training facilities in *York* and the former facilities at Haida Lakeshore barracks and in Earl Haig and Birch Cliff schools will be given up. The two boathouses, with their cutters and other craft will be retained in Sea Cadet and Navy League cadet service at 165 Lakeshore Road and at Ashbridge's Bay.

The colourful changeover ceremonies were held at *York* March 3 when both Sea Cadet Corps paraded with the Navy League Cadet Corps which are also quartered in *York*. Leading Navy League and naval officials were in attendance and there was a reception by the Toronto Navy League Women's Auxiliary following the ceremony.

An interesting feature of the evening was the presentation of a silver-mounted suitably inscribed gavel, on a base with the corps crests and commemorative plaque, to Captain L. D. Stupart and the officers of *York* by Ontario Navy League President Oliver B. Mabee of Toronto.

The Navy League committee of the new *Vanguard* Corps will be an amalgamation of the former *Ark Royal* and *Haida* committees and will include such well-known members of both as Jack Hand, Vernon Scott, H. S. Jones, Roy Prankett and other former Sea Cadets and officers of both corps.

Haida Corps, the former *Temeraire* of pre-war days, was founded in 1927 and the present chairman, H. S. Jones, has served in that capacity since 1934.

Ark Royal Corps, first established in Riverdale Collegiate under Jack Hand in 1943, was later moved to Earl Haig and Birch Cliff Schools when Vernon Scott took over as chairman.

Commenting on the amalgamation Vice-Admiral Mainguy said: "The new *Vanguard* Corps brings together two well-known, long-established Toronto Sea Cadet corps which have served east and west ends of the city for several



Five ships of the Second Canadian Escort Squadron returned to Esquimalt on April 2 after an eleven-week trans-Pacific training cruise taking them to Pearl Harbour, Okinawa, Japan, Hong Kong and Saigon. About 5,400 wives, children and friends crowded into the dockyard to greet the 1,250 officers and men in the five ships. From top to bottom in the photo (taken from an RCN Avenger aircraft) are the *Crescent*, *Skeena*, *Cayuga*, *Fraser* and *Margaree*. (E-44772)

decades and contributed in great measure, to the development of many outstanding citizens who have taken their place as valued members of our society. This change will ensure that the youth of our community will be more adequately served with good youth-training facilities in these modern, well-equipped quarters."

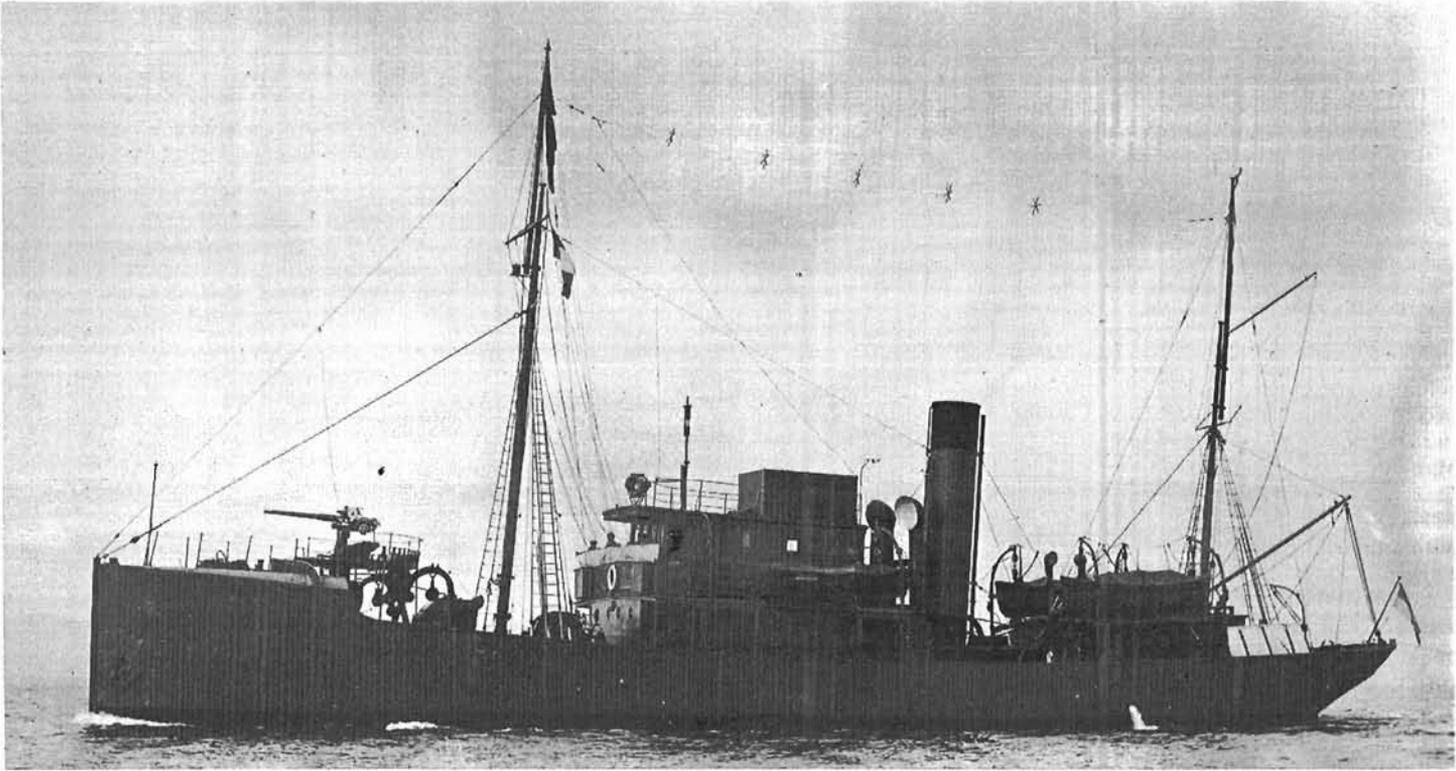
Staff College Members on Tour

Fifty-four members of the RCAF Staff College, Toronto, arrived in Halifax by air Sunday April 11 for a four-day familiarization visit to ships and

establishments of the Royal Canadian Navy. Members were accompanied by Group Captain F. W. Ball, director of studies at the college, and by members of the staff.

Members of the college embarked in the aircraft carrier *Bonaventure* Monday for a day at sea. Tuesday they observed sea-air exercises off Halifax, with the *Bonaventure* and units of the Third Escort Squadron participating.

Wednesday they visited the Joint Maritime Warfare School and on Thursday morning toured *Stadacona*. The group left Halifax Thursday for RCAF Station, Greenwood.



Oceanographers were taken to sea in a ship of the Royal Canadian Navy for the first time in 1936 when two of the scientists were embarked in the patrol vessel *Armentieres*, commanded by Lt.-Cdr. (later Cdr.) H. W. S. Soulsby. (E-032)

OCEANOGRAPHY

*Services of Four RCN Ships
Lent to Science*

IT IS JUST twenty-two years since naval vessels on the Pacific coast started carrying oceanographers to sea. Since that time nearly two generations of sailors have worked with the "long hairs". At a conservative estimate there have been more than 100 scientific cruises, each lasting from two weeks to two months. They have taken more than 25,000 samples of sea water, made more than 10,000 bathythermograph casts, and lowered and raised enough steel sounding wire to reach the centre of the Earth.

The importance of this work can be gauged from the fact that the Navy is now operating five vessels solely for scientific research—two on the Pacific Coast and three on the Atlantic.

Oceanography is the science of the sea, just as meteorology is the science of the atmosphere. The temperature and salinity of the sea water are the measures of the submarine climate in which the fish live. Fisheries require knowledge of these properties in order to locate fish. Hence oceanography is an integral part of fisheries research.

However, the Navy carried the first oceanographic expedition. During the

years 1873 to 1876, the steam frigate *HMS Challenger* sailed around the world examining the waters of all the oceans. Captain G. S. Nares was the commanding officer, with Sir Wyville Thompson as chief scientist of a party of six scientists and technicians. This was one of the great voyages of discovery.

Canadian oceanography began with the Canadian Fisheries Expedition, 1914-15. At that time, the Fisheries Branch was in the Department of Naval Service. In two cruises this expedition explored the approaches to Nova Scotia and the Gulf of St. Lawrence.

In 1936 Lt.-Cdr. H. W. S. Soulsby invited two oceanographers to sail with him on the Banfield Life Saving Patrol in *HMCS Armentieres*. They improved the time "on-station" by observing the waters off Barclay Sound. This liaison grew, and careful studies of the approaches to Juan de Fuca Strait and the west coast of Vancouver Island was supporting pure science, in keeping with its tradition.

Work ceased on the outbreak of war in 1939. However, by 1942 the Navy realized that the asdic (now known as

"sonar") could be foiled by temperature gradients and layers. It became critical to locate the convoy routes through waters where submarines could be detected; to place and adapt asdic gear to take advantage of water conditions, rather than being defeated by them. Exactly the same oceanographic information was needed to catch submarines as to catch fish.

There was an immediate demand for oceanographic data, and trained oceanographers to interpret them for Naval purposes. Except in the fishing areas the data was woefully inadequate. There was only one oceanographer in Canada; the other one was in the Army overseas. It was necessary to undertake oceanographic research in the middle of a shooting war. The research ships, which had to have lights to work by, were too easy targets on the Atlantic approaches.

However, every type of water condition was available for study on the Pacific Coast, where research could be carried on freely. *HMCS Ehkoli* (patrol vessel) was assigned, and from 1944 onwards studied the influence of water conditions on the effectiveness of

asdic gear. Since the war she has changed her status to CNAV.

In 1944 this anti-submarine program was joined with the United States pro-submarine research. The Canadian and American groups lived and worked together. The U.S. Navy research teams with their submarines and PC craft were familiar sights until 1949. An iron ball, 100 feet in diameter, now enshrined outside the Pacific Naval Laboratory at Esquimalt was an intrinsic part of these programs.

This work was in full swing when the Atlantic and Pacific wars ended, but was considered of sufficient importance by both United States and Canada to carry on. HMCS *Cedarwood* was added to the research fleet.

During this post-war period there were two notable episodes. A task force went into the Arctic during the summer of 1949 to study water conditions in preparation for the use of subma-

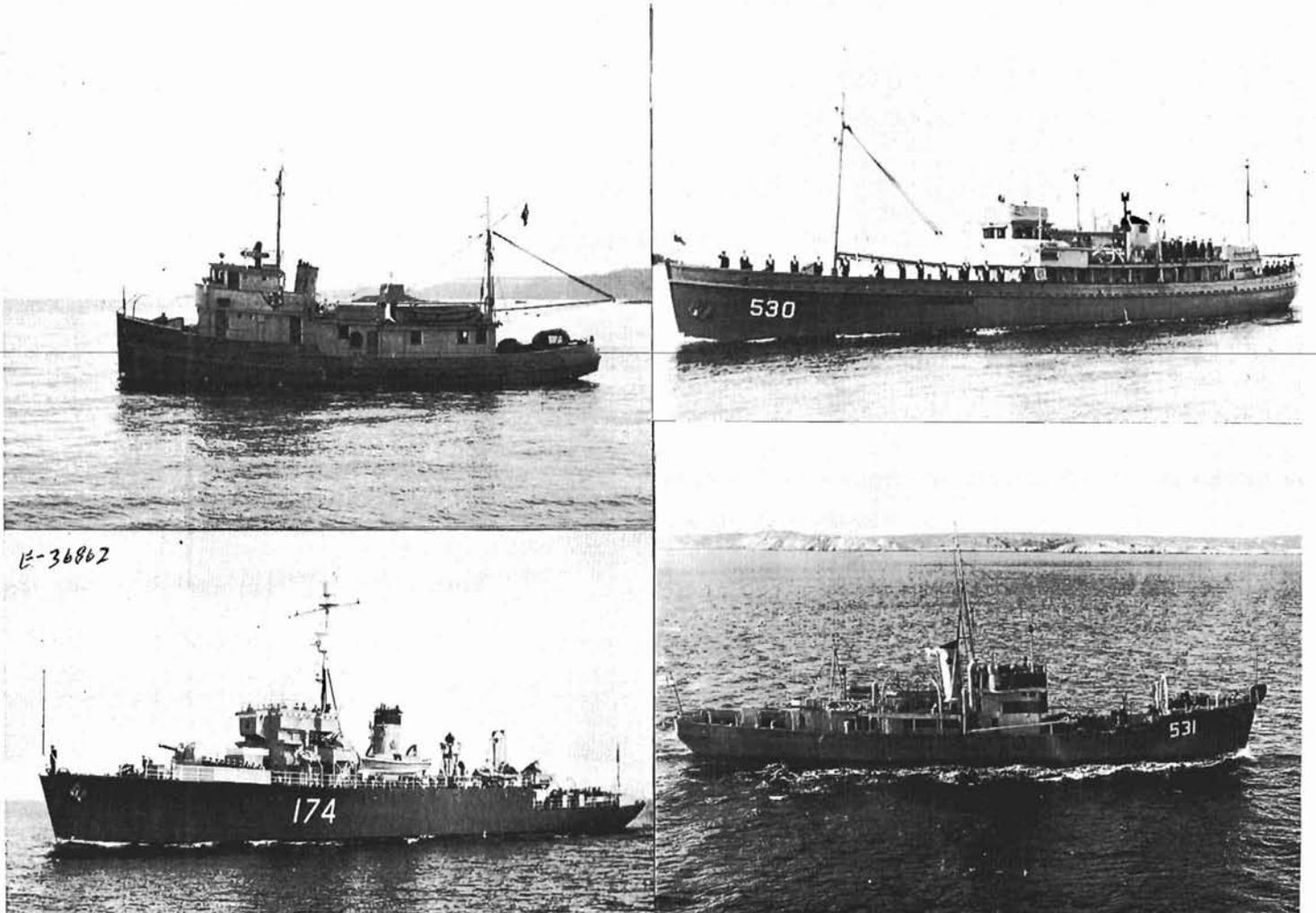
rines under the Polar ice cap. This was *Cedarwood's* big trip, from which she returned with her nose painted blue. The second was hanging a fleet submarine from two fourth-class buoys in Nodales Channel. The sight of two buoys proceeding slow ahead gave quite a shock to several of the coast steamship skippers.

Since the war, naval research has been centred at two Defence Research Board Laboratories, the Naval Research Establishment in Dartmouth, and the Pacific Naval Laboratory at Esquimalt. These laboratories have carried on studies in anti-submarine warfare in addition to the day-to-day service they provide the naval dockyards.

Realizing that it takes the same oceanographic information to catch submarines as to catch fish, it was obvious that Fisheries and Navy should work together in oceanography. The Navy provided the ships. The Fish-

eries Research Board provided scientists, and research facilities in the Atlantic and Pacific Oceanographic Groups. These groups were given the responsibility of providing an atlas of the oceanography of the coastal and oceanic waters of interest to Canada. This task has kept the oceanographic ships and people constantly at sea. They have reached far into the Atlantic, made the Northwest Passage, and reached half way across the sub-Arctic Pacific. In addition to fisheries and submarine conditions, they are concerned with ice movement, and the abyssal depths of the ocean. The atlas is becoming ever more complete.

There are more than 15 professional oceanographers in the two groups. These are highly qualified sea-going scientists. They can interpret and apply the data when and where it is needed. We will not be caught again without the date or "know-how".—J.P.T.



Here are four ships of the Pacific Command which, at one time or another, have been assigned to full-time oceanographic duty. The little patrol vessel Ehkoli (upper left) has been about 14 years on the job. Her future was under study in April. The Cedarwood (upper right), retired from oceanography last year, has been converted to a "side-wheeler" for B.C. Centennial celebrations. Successor to the Cedarwood was the coastal escort vessel Oshawa (lower left). The remaining ship is CNAV Whitethroat, turned over to the seagoing scientists on April 18. Built as a controlled mine layer, the Whitethroat should prove a handy vessel for inshore surveys.

Sea Gull Club Open To All Services

THE EXTENSIVE club facilities of the Navy League of Canada's Sea Gull Club at 41 Hollis Street, Halifax, have been made available to all Canadian service personnel serving in or passing through the East Coast port.

The club was originally established after the Second World War to continue the services to Canadian naval personnel which had been provided by the Navy League's wartime hostels, clubs and recreation centres in Halifax during hostilities.

When the Sea Gull Club's facilities were extended in recent months to include Canadian Army and Royal Canadian Air Force personnel, representatives of the two services were included on the management committee along with RCN and Navy League officials.

The Sea Gull Club comes under the supervision of the Navy League of Canada, with representatives of the three armed services acting in an advisory capacity. The local management committee consists of prominent Halifax businessmen and service personnel who give of their time voluntarily. The committee endeavours to maintain a high standard of cleanliness and a progressive program of entertainment, recreation and other services, in keeping with the need, all on a non-profit-or-loss financial basis. It requires approximately \$150,000 a year for actual operating costs. Revenue to meet this expense is obtained from the modest prices charged for meals, beds, and canteen services, and from rentals and donations.

The facilities include a cafeteria, where full-course meals or light lunches may be obtained, sleeping accommodation (single, double, three or four beds to a room and also dormitories), canteens, a lounge with television, reading



Students of the John Stubbs Memorial School, serving the Belmont Park naval housing area in Esquimalt, received warm acclaim in a recent Greater Victoria Schools Drama Festival. Grade 7's play "Hereward the Wake" was honoured as being among the best six plays of the festival. Individual performers took four of the 14 awards presented to the elementary and junior divisions. The award winners are pictured here with the teacher who directed them in the drama festival. Front, David Dutton, son of Professor and Mrs. H. M. Dutton, Royal Roads, who won a certificate of merit, and Cynthia Smith, daughter of Dr. and Mrs. H. D. Smith, Royal Roads, who was awarded a certificate and a book prize as best actress of the girls' elementary division. Back row, from left: Doreen Dibnah, daughter of PO and Mrs. C. R. Dibnah, of Belmont Park, winner of a certificate of merit; Mrs. H. J. Manson, teacher and director of the school's drama activities, and Grant Bingham, son of PO and Mrs. H. W. Bingham, View Royal, who also won a certificate. (E-44696)

and writing rooms, a large auditorium, games rooms, lockers and changing rooms, checkrooms, etc.

In the games rooms provision is made for checkers, darts, cards, billiards, table tennis and a variety of other games.

Lockers are available on a low rental basis and are under constant supervision. A changing room is open 24 hours a day and is available to all service personnel whether residents or not. A

round-the-clock check room is a decided convenience to servicemen who wish to store their kits while on leave.

The excellent auditorium, capable of holding 400 people, is available at a rental of \$25 an evening for ship's dances, smokers, concerts, etc. Smaller rooms are available for class and mess parties.

Throughout the year a dance is held each week-end in the auditorium and a movie is shown each Sunday afternoon.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Cape Breton

The Royal Canadian Navy's technical apprenticeship school graduated its third annual class of skilled tradesmen Wednesday, April 2, at Halifax.

Twenty-eight engineering, air engineering, electrical, ordnance and shipwright graduates from across Canada received certificates signifying successful completion of their 39-month technical apprenticeship course and their promotion to petty officer second class.

Commodore John MacGillivray, Commodore Superintendent Atlantic Coast, and Cdr. (E) J. C. Chauvin, commanding officer of the *Cape Breton*—home and training centre for the apprentices—officiated at the ceremony in HMC Dockyard.

The apprentices were enrolled in 1954 in the rank of ordinary seamen and were between the ages of 16 and 19 years. After taking basic naval training at *Cornwallis*, they moved on board the *Cape Breton*.

The apprentices have advanced 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, one is from



Tools of their trade were presented to five newly-promoted petty officers who led their classes on graduation from the RCN's technical apprenticeship school this spring at Halifax. With their prizes are, left to right: Petty Officers James C. Paul, ordnance; Donald Marshall, electrical; Kenneth Connolly, air engineering; John E. Harker, shipwright, and John N. Ray, engineering.

the Yukon, three from British Columbia, two from Alberta, three from Saskatchewan, one from Manitoba, ten from Ontario, one from New Brunswick, six from Nova Scotia and one from Newfoundland. They are:

Yukon: Kenneth D. Connolly.

British Columbia: Donald P. Brady, Stephen C. Doyle and Eric C. Badminton.

Alberta: Arthur L. Lees and James D. Wilkie.

Saskatchewan: Donald V. Marshall, Ronald Marshall and John A. Salmond.

Manitoba: Brian F. Kelly.

Ontario: Richard J. Ferrand, John E. Harker, David B. Jones, Ernest R. Leal, Terrence C. Lyons, John N. Ray, Rene M. St. Onge, Victor McKenzie, Robert S. Findlay and George R. Webster.

New Brunswick: Ralph F. Campbell.

Nova Scotia: James C. Paul, David R. Mason, George D. Roberts, Malcolm

L. Demont, Thomas Lilly and Robert Smiley.

Newfoundland: Eric V. Bursey.

PACIFIC COMMAND

HMCS Ontario

Easter week in Australia, the outstanding hospitality of Australians to naval personnel of a sister commonwealth and a personal farewell salute from the Governor General of Australia, His Excellency Field Marshal Sir William Slim, are happy memories for the ship's company of the *Ontario*, due home at Esquimalt May 5.

The *Ontario's* Australian call was made at Sydney in the course of a ten-week training cruise to the South Pacific with 50 senior term *Venture* cadets.

There was something for everybody during the Sydney visit. Organized activities included luncheons, receptions, tours, radio interviews, TV appearances, dances and sports. There were even a wedding and a baptism on board for ex-Canadians now living in Australia.

Funnels to End All Funnels

Some pretty fancy funnels were shown in Naval Lore Corner No. 56 in the February issue of *The Crow's Nest*, but none of them could compare with a couple sighted by A. J. A. Bell, of White Rock, B.C., when he was serving with the RNCVR out of Gibraltar in the First World War.

The funnels were the crowning glory of a Mississippi-style river boat, standing high out of the water with a great clutter of deck houses and cabins, which unbelievably had made her way across the Atlantic. She was put to work patrolling the Strait of Gibraltar, smoke, flames and soot belching from her lofty stacks.

Her smoke stacks rose for perhaps more than 30 feet above her high superstructure and were flared and notched at the top like King Cole's crown.

Mr. Bell has forgotten the little ship's name, but he can still picture her (guns and all) as she puffed her way along the waters of the Gibraltar Strait Patrol.

On the *Ontario's* arrival, April 1, the commanding officer, Captain J. C. Littler, made formal calls on the Canadian High Commissioner to Australia, the Governor of New South Wales, the Governor General and the Premier of New South Wales. That night, a reception was held on board with 200 guests attending, including Sir Owen Dixon, president of the Australian-Canadian Association, who journeyed from Melbourne for the occasion.

On the second night, the Premier of New South Wales held a reception for the *Ontario*, followed by an informal dance sponsored by the Victoria League. In addition, a luncheon was held on board by Captain Littler for leading Sydney citizens, and the Canadian High Commissioner held a dinner in Captain Littler's honour at the Royal Sydney Yacht Squadron.

Free public transportation was made available to all the Canadian service personnel in uniform during the week of their stay. Most theatres and the Royal East Show, largest agricultural exhibition in the world, also were free to the visitors.

A 100-mile tour of Katoomba in the Blue Mountains for 100 of the *Ontario's* men was sponsored by the New South Wales government. Daily tours of Sydney in private cars were provided. The Royal Australian Navy also arranged entertainment for both officers and men, and two informal parties were held by

the diplomatic debutantes and the Red Cross Society.

There was considerable activity on board the cruiser as well. Children and parents of Australian-Canadian League from Sydney toured the ship and Chaplain Horatio Todd, of Ottawa and Victoria, the ship's Protestant chaplain, performed a wedding and a baptism on board for former Canadians now living in Australia.

The *Venture* cadets spent a busy round of activity during the visit, and over the Easter weekend the majority were guests in Australian homes. Fifteen spent the weekend at Palm Beach Surf Club. Other activities included tours of the city and a visit to the Blue Mountains.

For the young members of the Royal Canadian Sea Cadet Corps in the *Ontario* a full week of entertainment was arranged by the Sydney Branch of the Navy League of Australia. One afternoon the cadets were driven down the coast to Woolgang where they visited the local sea cadet corps. Other activities included a boat trip around Sydney harbour, films of Australia and a visit to a koala bear sanctuary. On Easter Sunday all sea cadets were entertained in the homes of Australian sea cadets.

In the field of sports, the *Ontario's* athletes were active, though not too successful.

The results were: Soccer—*Ontario* 1, Royal Australian Navy 2; basketball—

Admiral's Sword Presented to RCN

The sword of Admiral Sir Richard Goodwin Keats, GCB, a contemporary of Admiral Nelson, has been presented to the Royal Canadian Navy in Newfoundland by Captain Ambrose J. Shea, of the Royal Canadian Dragoons.

The presentation was made on January 9 and the sword was subsequently transferred to HMCS *Cabot*, the St. John's naval division, for safe-keeping.

Admiral Keats, who died in 1834, was Commander-in-Chief Newfoundland, from 1813 until his appointment as Major-General of the Royal Marines in 1818.

Ontario 21, Sydney YMCA 62; golf—*Ontario* lost by a 40-point margin to the RAN; tennis—*Ontario* lost to HMAS Sydney; rigger—*Venture* cadets and staff 6, RAN 8.

The final notable event for the *Ontario* occurred on her departure when an unprecedented honour was paid the ship by Field Marshal Slim. Attired in full dress uniform, His Excellency took up position on the pier of his Sydney residence, Admiralty House, so that the Canadian cruiser was able to pay the appropriate respects as she sailed past.

The last sight of Sir William was of him waving his field marshal's baton in farewell.

HMCS *Stettler*

HMCS *Stettler*, of the Pacific Command's Fourth Canadian Escort Squadron, left Esquimalt March 28 on a training cruise, which took her to Vancouver and Nanoose.

Principal purpose of the exercise was to provide practical training for officers and men of *Discovery*, the Vancouver naval division.

Leaving Vancouver that evening with the reservists on board, the frigate was in the Nanoose area from the night of March 28 until the morning of March 30. After returning the personnel of *Discovery* to Vancouver, the *Stettler* sailed for Esquimalt carrying out anti-aircraft exercises en route with aircraft from VU-33, the Royal Canadian Navy's utility squadron based at Patricia Bay.

NAVAL DIVISIONS

Officers and men of *Patriot* and *Star* bade farewell to retiring Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, with naval pomp and ceremony.

A traditional naval custom took place when the Admiral was pulled away from his command in a whaler manned



Anne Collings and Rosalie Carron, both of Montreal, take a lesson in signalling from AB James Bain on board the destroyer escort *Assiniboine*. Cast members of "My Fur Lady" visited the Navy during the play's run in Halifax this spring. (HS-52267)

by senior officers, while three cheers were voiced by assembled naval personnel. It was the first time such a ceremony has been held on Hamilton Bay.

As well as honouring the departure of Admiral Adams who is on retirement leave from the Navy after 33 years' service, *Patriot* and *Star* personnel greeted the new Commanding Officer Naval Divisions, Commodore Edward W. Finch-Noyes, who assumed his duties in Hamilton on April 2.

A reception was held in the *Star-Patriot* wardroom for the departing Admiral and the arriving Commodore on March 29. On March 31, Commodore Finch-Noyes marked his official arrival at the command headquarters of Canada's naval reserves at 10 a.m., when he was greeted by the assembled headquarters staff in front of the administration building. He proceeded to the Admiral's office to commence the business of turning over the command.

Sunset, April 1, was ceremoniously observed at 7:15 p.m., when Admiral Adams was saluted by guard and band. The Admiral officiated at the traditional observance of sunset and the lowering of the ensign.

That evening officers of the RCN and RCN(R) dined Admiral Adams at a mess dinner.

At the hoisting of the ensign on the morning of April 2, the broad pendant of a commodore was hoisted to fly alongside the Admiral's flag. At sunset that day the Admiral's flag was



Captain A. F. Pickard is seen inspecting a wrens' division during the annual inspection of York, the Toronto naval division, on March 12. (COND-4701)

struck, officially marking his departure from the command.

On April 2, the old naval custom of pulling the Admiral away from his command in a service whaler was preceded by the firing of a 13-gun salute at 1430 and a fly-past by aircraft of the naval reserve air squadron, VC 920, from Toronto.

Training Division cadets from the University of Toronto.

Lt. (S) Frank Graves has taken over the duties of supply officer at York. Lt. Graves succeeded Lt.-Cdr. Robert Buchanan who has become assistant secretary to Rear-Admiral Pullen, Flag Officer Atlantic Coast.

Lt. Graves came to Toronto from the *Fort Erie*, where he had served as supply officer for 15 months. He was commissioned into the supply branch in August 1952.

Farewell Message For Admiral Adams

Rear-Admiral K. F. Adams, who relinquished the post of Flag Officer Naval Divisions at the beginning of April and proceeded on retirement leave, was thanked for his 33 years of service to the Royal Canadian Navy in a message from Vice-Admiral H. D. DeWolf, Chief of the Naval Staff.

The message said:

"As you relinquish the responsibilities of Flag Officer Naval Divisions, which you have carried out to such good effect during the past five years, officers and men of both the regular and reserve forces will wish me to convey their good wishes.

"The 33 years of your service have been distinguished by a firm contribution to the Navy's progress and the welfare of its personnel, and a special interest in the important Reserve in whose continued development your leadership has been a vital factor.

"I thank you on behalf of the Naval Board for your many valuable services and devotion to duty and join with all officers, men and civil staffs in extending to you and Mrs. Adams all good wishes for the future."

HMCS York

York won the plaudits of inspecting officer Captain A. F. Pickard in March.

Although the plaudits were not sufficient to bring back the Efficiency Trophy to the Toronto reserve naval division, they were gratifying to the ship's company which had worked diligently in preparation.

Captain L. D. Stupart, *York's* commanding officer, said later that the ship's company had reason to be proud of its showing and hoped that in the coming year it would continue to work as diligently and next winter regain the trophy from HMCS *Chippawa*. *York* and *Chippawa* shared the honours the first time the trophy was awarded in 1956 and *Chippawa* has won it ever since.

This inspection by Captain Pickard in March was the second by the captain in as many years. He said he saw a great improvement in the ship from the previous year.

A total of 400 were on parade, including some 50 University Naval

HMCS Scotian

Cdr. George A. Brown assumed command of *Scotian*, the Halifax naval division, on April 16, succeeding Cdr. Dennis J. P. O'Hagan, who had held the appointment since May 1955.

Cdr. Brown, who joined the Royal Canadian Naval Volunteer Reserve in 1936, has served at *Scotian* since August 1954.

During the Second World War he served in the *Ottawa*, the *Restigouche* and *St. Laurent*, with shore appointments at *Stadacona III* and at *Kings*, the wartime training school for RCNVR officers.

From 1942 until 1944 he was commanding officer of *Brunswick*, the Saint John, N.B., naval division and thus has the rare distinction of having commanded two naval divisions. He returned to civilian life in April 1947 and entered the RCN(R) later that year. He was promoted to the rank of commander in January 1949.

'Tarry Breeks and Velvet Garters'

Long-Awaited Book on Great Lakes Ships Appears

Lake Ontario 200 Years Ago

On the opposite page appears a reproduction of a famous chart drawn by Pierre Boucher De Labroquerie in 1757 showing the ships of the French and English fleets at the beginning of the war for the control of the upper St. Lawrence and Great Lakes.

In 1759, Quebec fell before the forces of General Wolfe and in the following year French forces pivoted on Montreal were caught between Major General Amherst's army, coming down river from Lake Ontario, General Murray coming up river from Quebec and Brigadier Haviland advancing from the south.

The last remaining French warships above Montreal were the Iroquoise (schooner), flagship of Admiral La Force, and the brig Outaouaise (the name means "The Girl from Ottawa"), commanded by Labroquerie. The two ships patrolled the St. Lawrence between the Thousand Islands and the Long Sault.

Then the Iroquoise struck a reef and tore away 15 feet of her keel and forefoot, leaving the Outaouaise alone.

In mid-August the British came swarming down the river in small boats. Labroquerie sailed to meet them. His ten heavy guns and four swivels should have been enough to work havoc among the British, but the wind failed him and he could not bring his big guns to bear. The small British craft, staying safely out of range of the big guns pounded the Outouaise without mercy. Labroquerie, who had fired the first shots from a French ship in the lake war in 1756 had also fired the last. He died the following year at his home.

Why Labroquerie chose to draw his map "upside down", with north at the bottom and south at the top is not known. Perhaps it was just a whim, comparable to his spelling "Lac On -- Tario" one place on the map and "Ontario" on another.

MANY a Canadian, and American too, will be glad to see "Tarry Breeks and Velvet Garters". Certainly there will be the many thousands who, for more than 30 years, have each Saturday night flipped over the pages of the *Toronto Telegram* to delve into Mr. Snider's "Schooner Days".

This little book is the first of three on the development of navigation on the Great Lakes and upper St. Lawrence. In his best story-telling fashion the author provides colourful glimpses of the men of New France who dared to open the heart of a continent, men of courage and enterprise who sought

BOOKS for the SAILOR

furs and dreamed of a passage to China, and who almost built an empire from Quebec to New Orleans.

Primarily this is the story of sail to the time of Wolfe and Montcalm, and the two books on the way will bring us to our own times. Of course, Mr. Snider is an old hand in this field; he has spent more than half a century digging through literally piles of paper in the great capitals of the world as well as amongst the frames and planks of sunken ships in Deadman's Bay, Toronto Island, Penetanguishene, the Nottawasaga and Tobermory. Not only that, having learned his seamanship the hard way, in trading schooners and stone hookers back at the turn of the

century, he has sailed his own topsail ketch into every fresh water bay and creek-mouth that he writes about.

To those who have enjoyed "In the Wake of the Eighteen-Twelves" and "Faded Flags of Fadeless Fame", this new title will be no surprise. "Tarry Breeks" refers to the coarse breeches of the 17th century seamen of the lakes, stained with the oil, beeswax and pine tar that coated the ships' hulls. And, of course, the velvet garter alludes to the lace and powdered wigs of those in New France who held positions of privilege and responsibility — more specifically, to a ribbon of black velvet said to have been found among the kegs of pine resin and dead-eyes as well as luxury trade goods among the bones of the burned French war fleet underneath where the National Defence College now stands.

There is something for everyone here, a sense of music in "From the height of Teiaiagon, on the shores of Skannadario . . .", and some new words to think about — goelette, bugalet rig, arquebuses-a-croc, tillac, toise and charroy. There is much about the mystery of the *Griffon*, and La Force, Le Moyne, La Salle, Frontenac, Pouchot and Labroquerie, some of whom have been sadly neglected in our Canadian story. Of course, Mr. Snider is a journalist; inevitably students of Canada's story in sail will be disappointed with the tantalizing brief and few references to the sources from which the story came. And though this reviewer is also a Torontonian, such words as "Toronto, the hardest milked, most derided and most desired city on the continent", and this " . . . our

The story of Capitaine Labroquerie's last battle is told in C. H. J. Snider's "Tarry Breeks and Velvet Garters", reviewed in this issue. Here is the closing scene:

"Three thunderous hours of this gruelling work in the August sun, and the smoke-pall drifted away from the brig, suddenly silent. It showed torn flags, dropping jerk by jerk from her mastheads, her rigging hanging like tangled grapevines, her sides all gashed and pockmarked.

"Give way!" shouted Williamson (commander of the attacking

force), and all dashed in, arriving alongside simultaneously under the smoking gun muzzles.

"Williamson was first up the side, and through the torn board-netting.

"Labroquerie, bleeding, smoke-stained, in faded and tarnished uniform, silently tendered his sword. Williamson bowed, as much as a man with a neck so short could bow, returned it to him, and shook his powder-blackened hand with his own equally black."

Queen City ever, pride of one million Canadians and envy of another fifteen", will not go down well. But then you never know when Jerry Snider has his tongue lodged in his cheek. For all that, his story of the Toronto Carrying Place and Fort Rouille is an absorbing one.

And, just in passing, most people quickly by-pass the introduction in a book; this one by Senator Roebuck is one of the most interesting this reviewer has had the pleasure to read.

It is to be hoped that the second volume, "Topgallants and Tomahawks"

will not be long in making its appearance.—E.C.R.

TARRY BREEKS AND VELVET GARTERS, by C. H. J. Snider, published by The Ryerson Press, Toronto; 148 pages; illustrated; \$4.50.

TWO HUNDRED YEARS OF NELSON

THE OCCASION for the publication of a new life of Lord Nelson is the fact that 1958 is the bi-centenary of his birth. It is, however, safe to say that neither new biographies nor articles on the life of this remarkable English sailor require special circumstances to prompt publication. Interest in Nelson has been increasing ever since his death and there is no present indication that such interest is on the wane. Indeed, when the phone rings at the Admiralty Library in London, there is about a 50 per cent chance that the inquiry will, in some way, concern the victor of Trafalgar. The result is that there are many people who have a grasp of the general outlines of the Nelson saga, and a formidable number who have made themselves into experts on some special aspect of his career or life.

The Nelson biographer, therefore, when he sets out on his task must be either exceedingly daring or singularly well informed on his subject, preferably both. He knows at once that he cannot compass the extraordinarily varied life of his hero between the boards of one volume. He also knows that every generalization or judgment he ventures will outrage dozens of the specialists who will sit, red pencil in hand, poised for indignant descent on offending passages.

The task surely requires courage enough. Take for instance the attitude of the tactical specialist. If the unwary author should use the word "flexible" in connection with the Trafalgar battle plan it will conjure up visions of a Nelson who had not thought out every last detail. Perish the thought. If the word "flexible" is omitted, then the author will stand condemned for not appreciating that Nelson's true genius lay in being able to expect and receive the best from his brother officers. There is no less difficulty posed in writing for those whose minds are bounded by bed posts. Did Sir William Hamilton really know the extent of the affair between his wife and the Admiral? A bald answer to this question will either raise outbursts of moral fervour or cynical

indignation in countless minds. The list of difficulties is as long as the recorded history of Lord Nelson's life and as frightening as the numbers of passionate specialists in the field.

Oliver Warner's book, "A Portrait of Lord Nelson", then, cannot and does not pretend to satisfy everybody. Canadians for instance will note that the reference to his Quebec romance is not exhaustive. Trafalgar specialists will resent the short treatment of that engagement. Those who tend to look for an appreciation of general strategy will



deplore the fact that the work of Sir Julian Corbett in "The Campaign of Trafalgar" does not seem to have strongly influenced the writer's attitude in the chapter entitled "The Long Watch". Those people will be especially annoyed who, considering vanity the deadliest of sins, find that the author considers vanity one of the inevitable traits of an essentially direct and uncomplicated character. Compare, for instance, Warner's assessment with that of Admiral Sir William James in "The Durable Monument". The Admiral's highest praise is probably contained in his bestowing on Nelson of the accolade "gentleman". Our author's tribute is less moral but surely no less compelling. He uses the word "genius".

The distinction is subtle, and Warner's word is probably more appropriate but it will not satisfy everybody.

When all allowance is made for difference of opinion on detail and character assessment, however, this biography represents an achievement. In his acknowledgements, thanks are bestowed on a "Mr. Charles Mitchell, who cheered me by saying that nobody ever wrote badly about Nelson." This is a modest comment on the author's part. He has written well, and good readable prose is seldom a result of mystical communion alone. What is perhaps more important he has kept his object firmly in mind and he has created, with due regard to Nelson research, a Portrait of Lord Nelson. Between the liberally-used comments of Nelson's contemporaries and the results of available historical research and material as well as between Nelson the man and Nelson the naval hero he has kept a reasonable and illuminating balance. There also exists side by side in these pages a sympathy for the power that the Nelson myth exerts over its disciples together with an appreciation of the inevitable disdain of the skeptics. There has been no attempt to gloss over unpleasant details and those who find to their surprise that the Hamilton affair has been kept under firm control will read with shock an account of an earthy affair with "a very handsome Greek woman." Taken together this balanced approach takes us closer to a total appreciation of the man.

Another feature that may not appeal to the specialists but that has advantages is that the book is addressed to the general reader. It would be a pity if, for instance, the life of England's greatest Admiral could only be approached by those who have mastered the intricate turns of sea warfare. There is something here for everybody and in a bi-centennial offering this is only proper.

One fault must be noted. Despite the fact that a portrait of Lord Nelson does emerge, only that portrait emerges. The other historical personalities in

the book, especially those of his wife and his mistress, remain flat and inspire neither dislike nor affection. This trick of using everybody as a foil for the hero creates an aloof Nelson beyond our ordinary reach. If the reader has no imagination, Mr. Warner does little to assist him as, say, Ludovic Kennedy does in "Nelson's Band of Brothers",

where through sympathetic studies of the captains we get some feeling for the magic of the "Nelson Touch."

Yet if the magic is lacking the genius shines through. Mr. Warner has brought Nelson the man into view as a fallible mortal and yet he has left Nelson the naval hero where he deserves to be; perched high above the rest of his kind

with his restless spirit keeping watch over the capital of the nation which raised him so high and which he served so faithfully.—D.M.S.

A PORTRAIT OF LORD NELSON, by Oliver Warner, Chatto & Windus, London, 1958; published in Canada by Clarke Irwin and Co. Ltd., Toronto; 372 pages; illustrated. Price \$6.75.

A BRISK TALE OF THE ROYAL NAVY

CAPTAIN E. W. Bush, DSO, DSC, RN, like so many seamen, can spin a good yarn but, unlike most of his brethren, he has gone to the trouble of setting it down on paper. The title of his autobiography reveals much of his personality: "Bless Our Ship" speaks of his care for his shipmates and his feeling for the spiritual values. He says no word about his ideas on these subjects; it is not necessary — they just shine through the whole fabric of the story he tells.

In his book, Captain Bush sticks very closely to his naval life, especially the seagoing part of it. He starts with his medical examination when he entered as a cadet, and ends with his son at the same stage. In between he traces his career from the Royal Naval Colleges to sea in 1914, cruiser work in the North Sea, the Battle of the Dogger Bank, Gallipoli, and Jutland, remaining for the rest of the war in HMS *Revenge* in the Grand Fleet. At Gallipoli, as Midshipman of HMS *Bacchante's* picket boat he won the DSC at the age of 16, the youngest officer ever to win it, but you won't find that out from the book—it is in the publisher's note on the dust jacket.

During the Twenty-Year Truce he kept himself busy in the Baltic, on the China Station, up the Yangtze-kiang in a gunboat and in the Mediterranean with only three short periods of service ashore.

The Second World War as seen from Captain Bush's standpoint is very different from the war that most Canadian naval personnel saw—he never sailed the North Atlantic and his only convoys were to Malta with a cruiser squadron, a destroyer flotilla and an aircraft carrier or two for escort, usually outnumbering the merchantmen by two to one.

His first appointment was as Captain of Inshore Patrols at Dover, which was just hard work until Dunkirk came along. He received the DSO for his services there. Next he served for a long commission as Captain of HMS *Euryalus* in the Mediterranean in the

15th Cruiser Squadron under Sir Philip Vian. One of the convoy operations led to the battle of Syrtis and a bar to the DSO. On relief from that service, he was appointed one of the Naval Assault Group Commanders of Force "S" for the descent upon the Norman coast. Here he won the second bar to the DSO. His last wartime job was Chief of Staff to Force W, the naval contribution to the amphibious operations along the Burmese coast, which led to his being present at the surrender of the Japanese forces in Malaya at Singapore. Somewhere along the way he was twice mentioned in dispatches, and again there is no mention of these awards.

If the story is unfamiliar to Canadians, one of the characters, mentioned only once, is not. When Bush was at Royal Naval College, Dartmouth, his Term Lieutenant's name was Massey Golden. This officer, as a retired Captain RN, served as Naval Control Service Officer at Sydney and Halifax dur-

ing the first few years of the Second World War. The only other Canadian item is, unfortunately, an error: HMAS *Napier*, engaged on the Arakan, is ascribed to the RCN instead of the RAN.

Most of what Captain Bush writes is from his own observation, but often he could only see part of an operation or an incident and he has supplemented his story by yarns told by friends or by reference to other publications. When he has done this, he is careful to tell the reader so and to give full credit to his sources. His narrative style is vivid and concise, and he wastes no time on routine matters or transitional passages, the reader must use his imagination to skip along after the story teller. He will be left nearly breathless, for the pace is brisk.—Ph. Ch.

BLESS OUR SHIP, by Capt. E. W. Bush, published by George Allen & Unwin Ltd. and distributed in Canada by Thomas Nelson & Sons (Canada) Ltd., Toronto; 16 plates; \$4.75.



"Now let's plan our ports of call."

THE NAVY PLAYS

Navy Picks up 2 Hockey Titles

Both entries from HMCS *Churchill* in the "A" and "B" Fort Churchill and District Hockey Leagues emerged victorious at the end of a rousing season's play.

Navy's "A" entry through the entire season with only one loss in regular league play—the first game of the season. In the finals, Navy met the DRNL (civilian) entry which had disposed of Army in the semi-finals, and, hitting its peak, ran roughshod over the opposition, winning in three straight games 8-3, 18-1 and 7-3. This was the second successive year that Navy "A" had taken home the league trophy.

The team also walked off with all individual honours with AB Murray Roden as high scorer and AB Dave Kemp as best goalkeeper. In the second game of the play-offs, Roden scored nine goals, ably assisted by linemates PO "Buck" Buchanan and AB Phil Yates. Kemp was outstanding in this game, missing a shut-out with only seconds remaining.

The "B" League entry, which had just missed winning the trophy last year, made a determined drive this year, meeting the civilian entry in the finals and fighting a really tough battle to eventually win. The arena was jammed with decidedly partisan crowds at all games.

First game was 7-4 in favour of the civilians, the second was close with Navy winning 9-8, third was Navy 5-4. The fourth was probably the most hotly contested of the entire season in either league with the finishing score 4-4 after ten minutes overtime. In the fifth and deciding game Navy won 7-5. Navy "B" also took the individual honours with AB Bob Barker winning the scoring championship and LS "Jeep" Beaulieu taking the goal-keeping honours.

Curlers Vie for Mythical Trophy

The *Avalon-Cabot* Curling Club, formed in December 1957 to compete in the Joint Services Curling League at St. John's Newfoundland, held its first annual inter-club challenge match for the mythical Cabot Tower trophy.



Navy pucksters made a clean sweep of the two hockey leagues in Churchill, Man., halfway up the western side of Hudson Bay. At the close of tough "B" league finals, Col. D. G. Ketcheson, Commandant of Fort Churchill, presents the league trophy to AB H. J. A. Tremblay, still perspiring from the hard-fought game.

The *Cabot* team, skipped by Ldg. Sea. J. Dinn, managed to squeeze a marginal win from the *Avalon* team, staffed by regular force officers and men from the staff of the Naval Commander, Newfoundland. The latter team was skipped by PO W. Moses and had as its members Cdr. E. B. Pearce, Lt. E. J. L'Heureux and PO G. Tough.

With a year of experience behind them members of the *Avalon-Cabot* Curling Club plan two Navy rinks next year in the Joint Services Curling League, curling each Saturday morning at the St. John's Curling Club. The league was a most active one this year.

Naval Wrestlers Enter B.C. Tests

In the B.C. Wrestling Championships at Quesnel in April, Ldg. Sea. I. D. Lefebvre defeated G. Anderson, the 1957 flyweight champion from Trail with a pin at 1.15 but he was pinned himself in the second match in 2.25. His second opponent was O. Tamura, Japanese National Champion, 1950-53,

and fourth-place grappler in the Olympics.

Lefebvre was selected as runner up to represent B.C. in the Dominion championships and British Empire Game trials in Vancouver May 23-25.

Al Day, a naval fireman wrestling with the RCN Club, lost by one point to R. Darrel from Trail who was on the Canadian championship team of 1956. In his second match, he wrestled L. Auisto, North Vancouver, and lost by a fall. Day had been leading at the end of free style but chose to continue by ground wrestling and was pinned.

Sailing Group Chooses Officers

George Field was elected commodore of the Edmonton Squadron of the RCN Sailing Association at the annual meeting in the Alberta capital in April. Other officers include Dr. C. Learmonth, vice-commodore; Phil Scott, honorary vice-commodore, Arnold Holmes, secretary and J. B. Corbet, treasurer.

The racing season begins May 17 on Lake Wabamun from the RCNSA boat-house on Moonlight Bay and fixtures will continue every Sunday. The number of boats is increasing.

**Stad Bowlers
Top Tourney**

Stadacona keglers captured the Atlantic Command five-pin bowling tournament, late in March, over six other entries. The two-day meet was held at the Stadacona alleys.

Stad romped into the lead in the first day after five rounds. The following day they held the lead and wound up the tourney to clinch a 22-18 point lead over second place *Shearwater*. In third slot was *Cape Breton* with 14, *Cornwallis* was fourth with 10, *Crusader* nine, *Granby* six and minesweepers trailed with five.

Keseluk of *Crusader* took the high triple of the meet, 828, Glass of *Shearwater* high average of 230.6, and Johnston of *Granby* high single string with 387.

**Stad Easy Winner
In Soccer Match**

Stadacona blanked Greenwood 8-0 in exhibition soccer in April. The sailors showed better conditioning and marksmanship than the air force opponents. Al Leslie of the sailors scored three times.

**Heat Too Much
For Marathoner**

PO Kiyoto (Jimmy) Takaoka, medical assistant at *Hochelaga*, had to bow out of the Boston Marathon after a gruelling 14 miles in 80-degree heat. He had been training on the Montreal area where the air was a crisp 45.

This was the Calgarian's second try at the famous marathon. In 1955 he was awarded a medal for finishing 32 out of a field of 210.

**Cdr. Little Heads
East Coast Golfers**

Instr. Cdr. C. Herbert Little was returned as president and CPO E. Lawrence as secretary at the annual meeting of the East Coast section of the RCN Golf Association in April.

The Navy golfers have decided to join the Nova Scotia Golf Association but meantime are planning an annual tournament, the Atlantic Command meet and, later, a tri-service tournament. Field days will be held every second Thursday at convenient links.

There are a couple of hundred Navy golfers in the Halifax area and another



Members of the RCN Squash Club on the West Coast pose with hardware collected in 1957-58 Pacific Northwest and B.C. championships. Front, left to right: AB Tom Sloan "D" Class B.C. champ; AB Norm Collins, "D" Class Pacific Northwest champ. Back row: Lt.-Cdr. Hal Lawrence, president of club; CPO John Waldron, team captain; PO Keray Jones, "B" Class Pacific Northwest champ and Sub-Lt. (MT) Isobel Styring, Pacific Northwest semi-finalist. (E-44700)

hundred scattered throughout the province, at Cornwallis, Point Edward Naval Base, etc.

**46 Rinks Enter
Command 'Spiel**

The biggest bonspiel of the Pacific Command Curling Club's season was held from April 4-7 with 46 entries. CPO Bert Nelson's *Athabaskan* rink won the grand aggregate with eight wins, one loss. CPO Ron Webster's *Naden* MTE won the Yarrows Trophy for the first event; Ldg. Sea. Wes Young's *Naden* team placed second and PO W. Aldrich's *VU 33* was third. Ldg.

Sea. G. Russell and his *New Waterford* rink came fourth.

The VMD Trophy for second event was won by CPO Nelson's *Athabaskan* rink. The Victoria Curling Club Trophy consolation to the first event went to CPO W. Clarke's MTE rink and the Stockers Trophy consolation to the second event went to Ldg. Sea. J. Merrifield's *Naden* quartet.

High aggregate winner for the season and holders of the Murdoch-Girard Trophy is the rink of CPO P. Lovric. The Birks Trophy, played for by the top 16 rinks at end of season play, was won by Surg. Lt. G. Woodall's quartet.

Several rinks took part in the Vancouver Island championships and Brier playdowns. There were winning Navy rinks in the annual commercial bonspiel and in the Victoria Centennial 'spiel.

During the Macdonald Brier, the Pacific Command Club was host to ladies of the visiting Brier competitors, giving them a tour of the naval establishments and a tea at Royal Roads.

Six medical nurses and a wren curled during the season and a rink carried club colours into the annual Victoria Ladies' Bonspiel.

Bowler Shares in Four Records

For second year, the Medical team topped the Pacific Command Bowling League. Fifteen teams bowled 72 games over the season and four new alley records were set, with CPO R. L. Pumfrey sharing in all four.

46 Rinks Compete At West Coast

Rinks skipped by CPO Ron Webster and CPO Bert Nelson dominated the



CPO Douglas Newton, of Stony Mountain, Man., and Halifax, appears to be top Navy curler this year. He skipped a Hochelaga rink to the national championship of the RCN in Ottawa and the RCN Montreal Club's award in Lachine. He is shown here with the Montreal cup on the left and the RCN Curling award on the right. In his hand is the individual Montreal trophy. Dating back to 1945, CPO Newton has come steadily up the curling ladder, progressing from lead in the Stony Mountain club to skip in the Hochelaga rink. His awards so far: 1945—club champion, Stony Mountain, position lead; 1955—Atlantic Command championship and the Chebucto Trophy of the Dartmouth Curling Club, position second; 1957—Atlantic Command championship and Pearl Trophy of the Dartmouth Curling Club, position mate, and 1958—RCN Curling Club national championship and RCN Montreal club champ, position skip. (ML-6707)

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fifth annual RCN Pacific Command Bonspiel at the Victoria Curling Club. There were 46 rinks in the Easter weekend play.

Webster's ensemble won the Yarrows Trophy in the top primary final, Nelson, the VMD Trophy in the second primary final. CPO W. Clarke's quartet won the Victoria Curling Club event and the other secondary competition went to Ldg. Sea. J. Marrifield's outfit.

Two Tri-Service Titles to RCN

The Vancouver Island tri-service volleyball, basketball and bowling championships were run off in Naden March 3. The RCN won the bowling and volleyball titles and RCAF Comox earned the hoop honours.

ND Training Centre in Front

The ND Training Centre led the 1957-58 Naden interpart hockey league standings with 50 points. MTE followed with 42 and Supply, Gunnery-Ordnance and Communications Training Centre were in a three-way tie for third with 38 points. TAS trailed with 32.

Bonspiel Played On Point System

A rink skipped by CPO Peter McKenna scored 117 points to win the Shearwater Curling Bonspiel in April. CPO Jack Laverdure's rink was just two points astern and CPO David Leavens brought his team in third with 109. Points were totted up after 36 rinks had played five games. The bonspiel wound up a highly successful year.

CPO Clarke Named To Bisley Team

CPO Douglas R. Clarke, Stadacona gunnery instructor, has made the Canadian rifle team for Bisley. The renowned shoot takes place early in July in England.

A member of the RCN's Atlantic Command team at the DCRA matches on Ottawa's Connaught Ranges last summer, CPO Clarke posted 817 out of a possible 875 for 25th place in the Bisley qualifying aggregates. Other marksmen higher on the list have been unable to go to the Bisley competition, so Clarke was selected to make up the 18-member Canadian team.

He is the third member of the RCN to qualify for Bisley. Lt.-Cdr. (SB) Ed Ryan, of *Cataraqui's* retired list, attended in 1951 and 1955 and CPO H. M. Oliver in 1956.



CPO DOUGLAS R. CLARKE

The Canadian team assembles in Ottawa June 12, embarks next day at Montreal in the *Ivernia* and on the 25th will shoot against the Royal Marines at Brown Down, will compete in sections with Liverpool and Jersey marksmen on the 27th and have a "friendly" with Cambridge University before Bisley opens.

CPO Clarke has long been a Navy marksman and in 1955 was a member of the Atlantic Command rifle team which had an outstanding record at the Connaught competitions. He personally won the Sherwood match and Borden event that year.

Stad Curlers In Second Place

CPO Eldon Mills' *Stadacona* rink won the second event title in the tri-service curling championships at Greenwood, N.S., in April, by downing a *Shearwater* rink 9-4. A total of 16 rinks took part in the 'spiel. An Army rink from Gagetown, N.B., topped the tournament.

Aklavik Enters Far North 'Spiel

Two Navy rinks from Naval Radio Station Aklavik, in the Mackenzie River delta, travelled southwest to Fairbanks, on the Alaska Highway for an international bonspiel, late in the winter.

All told, there were 52 rinks from Whitehorse, Dawson, Destruction Bay, Mile 1202 Alaska Highway and Fairbanks, the latter being known as the "Last Frontier City". The Navy teams skipped by AB J. Fraser and AB G. Stoker, were eliminated early in the tournament but made a host of friends.

LOWER DECK PROMOTIONS

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

ALLEYNE, James H.LSQM1
 ALLISON, Henry J.LSEM1
 ANDERSON, James C.LSTD2
 ANDREWS, Jack A.PIRC2
 ANDREWS, Ralph L.PIER4
 ANNETT, Bryan J.LSNS2
 ARTHURS, Thomas S.P2EM2

BAKER, Richard A.LSRP1
 BARLOW, EdgarPIQM3
 BELBECK, Warren C.LSAR2
 BENNETT, Christie L.C1ET4
 BENSON, Ernest L.LSRP1
 BIELBY, VictorP1AA2
 BIGNELL, Verle L.C2ER4
 BISHOP, William A.LSEM1
 BJOLA, Leonard N.P2PR2
 BLAKELY, Robert W.P1PH4
 BLOMMAERT, Andrew J.P2EM2
 BOETTGER, Floyd F.P2RN3
 BONE, Ronald M.C2ET4
 BOYD, Kevin J.LSRP1
 BRANDER, Walter E.P1TD3
 BRITNELL, Eric W.LSAR2
 BROSTER, Gordon A.P1RP3
 BROWN, WalterC1Q14
 BUCK, Kenneth F.P2PH3
 BURKE, Addison W.C1PI4

CAIN, ArthurP1QR2
 CAIN, John J.LSTD1
 CARPENTER, James E.LSAA1
 CARR, David D.LSRT2
 CHABOT, Gerald A.LSRP2
 CHAMBERS, Neil P.PIQM3
 CHANDLER, Stanley H.PIEM4
 CHILDS, HarryP2RS3
 CLARKE, Robert A.P2RN3
 COOK, Leonard A.P2AA2
 COOK, Ronald F.LSRP1
 CORMACK, Ernest J.LSVS1
 COSTELLO, Frederick J.P2QM3
 CRANMER, William O.C2GI4
 CRAWLEY, George E.PIER4

DASH, Owen H.LSAA1
 DAVIDSON, John E.LSAC2
 DEMISH, William A.LSCR1
 DENMAN, Richard D.P1AA2
 DETCHKOFF, WilliamP2OM2
 DICKSON, Ralph J.LSEM1
 DINGWALL, Robert J.LSRP1
 DONNAIT, Victor F.P1TD3
 DOWNEY, WilliamLSQM2
 DUFFY, William C.P1TD3

EDGAR, Eric G.P2EA3
 ELLIOTT, John E.PIQM3
 ELLIOTT, Samuel R.LSCR2
 ELLIS, Vernon W.LSEM1
 EVANS, BryanLSTD2

FASEVICH, MikeP2AC3
 FINLAYSON, Ronald A.LSTD1
 FLEMING, Paul H.P2RS3
 FOOTE, Ivan G.LSRP2

FORSTER, Donald L.P2RW3
 FOX, James F.LSEM1
 FRASER, Edison C.C2PT4

GALE, John S.PIQM3
 GALER, Douglas J.LSTD1
 GILBY, Donald E.P2QM2

GILL, Arthur M.P2RW3
 GILLIS, James V.P1QM3
 GORDON, Ray T.PIEM4
 GOULDEN, Ian E.LSCS2
 GOWANLOCK, Frank G.P2RW3
 GRAHAM, ScottLSTD1
 GRIFFIN, Clement F.P2RC2
 GRIFFIN, Philip S.P1EA4

LETTER TO EDITOR

Dear Sir:

Being a pensioner from the Royal Navy, with 31 years' service, including full time in both World Wars, a Canadian Legion comrade gave me five issues of *The Crow'snest*. You may picture how delighted I was to read them.

I joined the RN in 1903 and took my pension in 1927. I joined HMS *Lion* in Plymouth and was recalled in 1939 for the Second World War . . .

How well I remember HMCS *Niobe*, the pioneer of the Royal Canadian Navy. I was in Halifax in 1911 when the *Niobe* went on a rock at Cape Sable. I was serving in HMS *Cornwall*, cadet training ship (Captain Ley), and we were sent to bring her back to Halifax. The time would be noon on Sunday when we could hear her firing a gun, but could not see her, as it was very thick fog. We went on a rock ourselves. We were told it was Green Rock (uncharted). As luck would have it, it was flood tide and three hours later we refloated and anchored for the night.

The next morning our captain told us he was going to take the *Niobe* in tow, which we did and brought her back to Halifax. We went into dock for repairs to take us across the Herring Pond to England.

While we were in Halifax, we kids used to sleep when ashore at a place on Water Street. The owner was Georgie James and in the morning he used to wake us up with the sound of a bugle, calling the hands, as it were . . .

I remain,

Yours faithfully,

E. S. J. POOLEY

Port aux Basques,
 Newfoundland.

Note: The foregoing is a shortened version of the letter written by Mr. Pooley. It was occasioned by a letter in the September 1957 issue of *The Crow'snest*, in which Frank Hall, of Victoria, spoke of his father, Charles Robert Hall, then in his 89th year and living in California, who had joined the *Niobe* in 1910, when she was acquired by Canada.

HALL, Arthur K.LSAA1
 HALL, Bernard P.LSCS2
 HARDY, Donald H.C2ET4
 HAUGHIE, John E.P2EM2
 HAWKINS, Justin G.LSAC2
 HEAPHY, James S.LSTD2
 HERDER, Arnold G.LSAF2
 HEWENS, ClarenceP1PC3
 HEWITT, William R.LSEF2
 HICKS, StanleyLSCR1
 HILL, Norman B.C2PI4
 HINDER, Roy L.P2RP2
 HORSMAN, Willard A.LSRT2
 HUGHES, Ronald R.P2TD2
 HURLEY, Allen J.LSAA1
 HUZZEY, Givelin A.P2TD2

INGRAM, GordonLSRP1

JACKSON, Ward T.P2EG3
 JARDINE, LeonardP1EA4
 JOHNSON, Murray J.C2AT4

KELLY, Raymond W.LSAO1
 KILBURN, JamesLSEM1
 KINGSTON, Charles E.P2EG3
 KNIGHT, Donald L.LSQM1
 KNOWLES, Ralph E.C2RT4

LABONTE, Marcel J.LSRC2
 LALIBERTE, Remi J.LSRA2
 LANG, Keith A.P2RP2
 LEBLANC, MarcelLSSW2
 LEGGETT, Robert W.P2QM2
 LEGRAND, Donald L.P1RT4
 LEWIS, CharlesC2Q14
 LEY, Charles T.P2RD3
 LILLEY, Donald J.P2RD3
 LOGAN, James W.LSEM1
 LOGAN, Ronald J.LSRA2
 LONGHURST, Alfred T.P1AA3
 LONGTIN, Robert J.LSQM1
 LOWTHER, EdwardC2BD4
 LUSK, Charles W.LSED2

MacDonald, Chester T.LSEM1
 MacDOUGALL, Robert M.P2CK2
 MacINTYRE, Norman E.P2AA2
 MacKAY, DonaldC2Q14
 MacPHAIL, JohnLSRT2
 McCABE, Robert A.LSEM1
 McCORMICK, George H.LSQM2
 McCORMICK, Michael M.P1AA3
 McDONNELL, John E.P2RP2
 McFARLANE, Robert G.P2LR2
 McGEEAN, BernardLSEM1
 McIVOR, William T.P1PR3
 McLAUGHLIN, Daniel J.P2EM2
 McLENNON, Gerard P.P1QM2
 McMURRAY, Raymond J.LSAC1
 McTAGGART, Leo F.P1QM3
 MANDY, Lawrence B.C2PI4



Here are some more sailors of the Ontario en route to Australasia on a training cruise as they received a traditional island welcome on arrival at Pearl Harbour. Others are shown on the cover. Here, a hula dancer distributes leis to sailors and to cadets from Venture. (OT-3807)

MANN, William D.P2EA3
 MARSH, Bruce M.LSAA1
 MARTENS, FrankLSCR1
 MAURICE, DonaldLSEM1
 MEADE, CyrilP1TD3
 MELLISH, William J.C2CR3
 MENEAR, Edgar F.LSEM1
 MILBERRY, William L.PIRP3
 MILLEN, Walter M.LSRP1
 MITCHELL, William A.LSEF2
 MITCHELL, WilliamPIRP3
 MOLL, Ronald W.PIRC3
 MORRIS, HaroldC2BD4
 MORRISON, Robert C.C2ET4
 MOSS, Brian E.C2PI4

NOBLE, Gerrie G.PIER4
 NORTON, James E.PIER4
 NUTTALL, Fred B.LSQM2

O'BRIEN, Vincent L.LSCK2
 O'DONNELL, Edward T.LSAM2
 ORRELL, Donald R.LSPH2
 OVERBECK, Ronald B.LSSW2
 OWENS, James P.P2RW3

PALMER, James A.LSEG2
 PARENT, George G.P2RD3
 PARKE, William A.P1QM3
 PARKER, JosephC1RT4
 PATE, Richard E.C1ET4
 PATTISON, Olive B.PIER4
 PEARSON, RonaldC2ET4
 PERRY, Arnold J.P1EM4
 PETERSON, Eric C.P2EF3
 PHILCO, RaymondP2RA3
 PITT, Reginald G.C1PT4
 POLLOCK, Evan D.C2QM3
 PRETTY, Boyd D.LSRA2
 PROKOPOW, Thomas K.P2RP2

RAMSAY, AllanLSEM1
 RATCLIFFE, William C.P2RN3
 REYNER, Albert F.LSAA2
 RINDER, LeonardP1QR3
 RODEN, Keith B.LSLR1
 RODGER, Alexander E.LSAP2
 ROLLIN, Rene P.LSQM1
 ROSE, Alexander F.LSRA2
 ROSS, Douglas J.LSAA1
 ROSS, Mervin A.LSAF2
 ROSTEK, Frederick F.P2QR2
 ROY, Raymond M.LSCR1
 RUSSELL, James E.LSRP2
 RUTTER, Hugh A.P2AA2

SAUNDERSON, James B.P1QM3

SEEBOLD, Leslie J.PIRC3
 SEYMOUR, William A.LSQR2
 SHARP, Robert L.P1ET4
 SHEPLEY, Dexter D.LSEM1
 SHICK, Warner T.LSAM2
 SHORTEN, WilliamC1PC4
 SHORTREED, Ronald W.LSRP1
 SLATTER, Donald F.C2Q14
 SMITH, Charles W.LSAA1
 SMITH, Earl F.LSRP2
 SMITH, John E.PIRC3
 SMITH, William C.P2EM2
 STACK, Edward P.PIRP3
 STARK, Edwin F.LSRT2
 STARR, Edward R.P2EF3
 STEWART, Eldon W.P2NS2
 STOKES, Barry V.P2EF3
 STUTTER, Clifford E.P2RW3
 SWIFT, John A.LSED2
 SYKES, Douglas R.C2Q14

TAPSCOTT, Gene A.LSAA1
 TAYLOR, Gary J.LSCV1
 THOMPSON, JohnP2CD3
 TITUS, Cecil H.LSRT2
 TRAHAN, George A.P2EF3
 TREMBLAY, Henri E.LSED2
 TRINACTY, Edward A.LSSE1
 TROTTER, Robert L.PIRP3
 TURGEON, Armand J.P1QM3

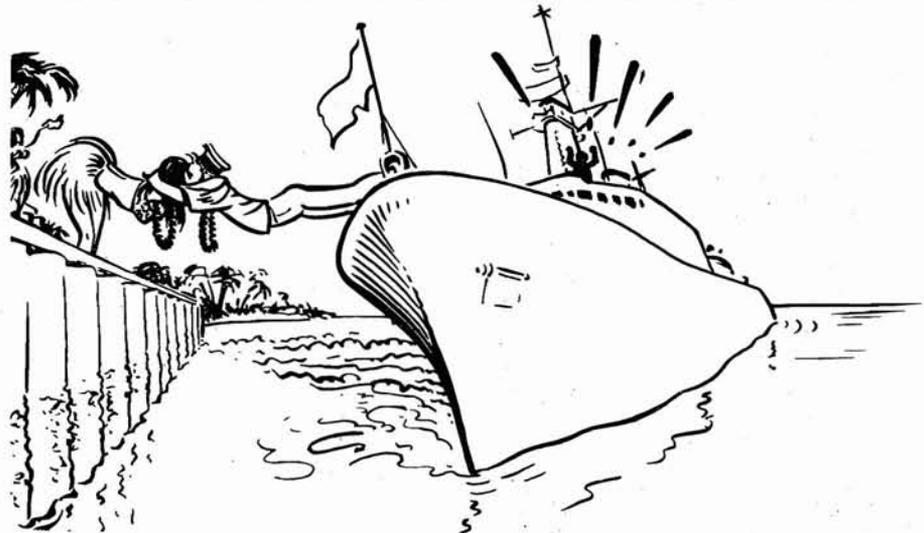
UTRONKI, Jerome P.P2RP2

VERRON, Harry J.P2PH3
 VOSS, John R.C2ET4

WALSH, Robert C.LSEM1
 WEBB, George T.P2TD2
 WELT, Ralph G.P2EA3
 WHITE, Lemuel E.P1QR2
 WILKINS, Peter J.P1TD3
 WILLIAMS, Richard B.LSAA1
 WILSON, James A.C1T14
 WILSON, James H.C2C14
 WILTON, Robert E.LSEF3
 WITHROW, Maurice S.P2RC2

YABLONSKI, VictorP2EF3
 YOUNG, James W.LSPH2
 YOUNG, John A.C2PH4

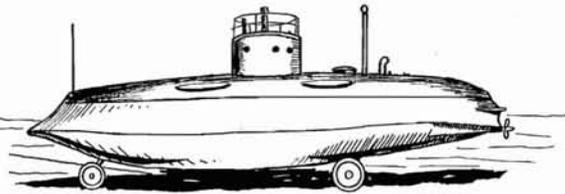
ZWICKER, Fulton G.P1PC3



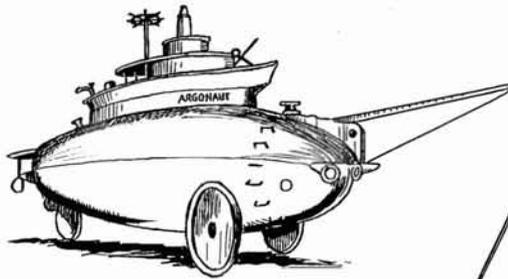
"Able Seaman Johnston, I said let go forward."

Naval Lore Corner

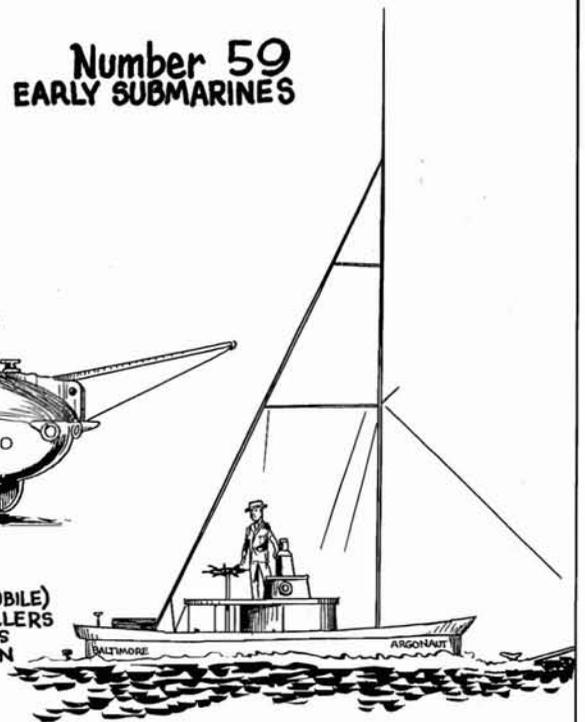
Number 59
EARLY SUBMARINES



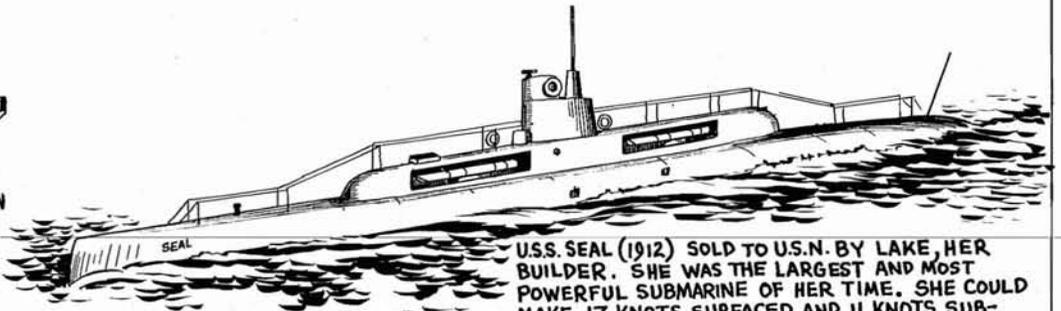
'LAKE' SUBMARINE (U.S.) 'PROTECTOR' (1901)... WHEELS COULD BE LOWERED TO ALLOW BOAT TO RUN ON BOTTOM OF SEA. SHE WAS SOLD TO RUSSIA WHEN CONGRESS REFUSED TO MAKE AN APPROPRIATION FOR HER. 140/165 TONS, 10/7 KNOTS AND ARMED WITH THREE TORPEDO TUBES.



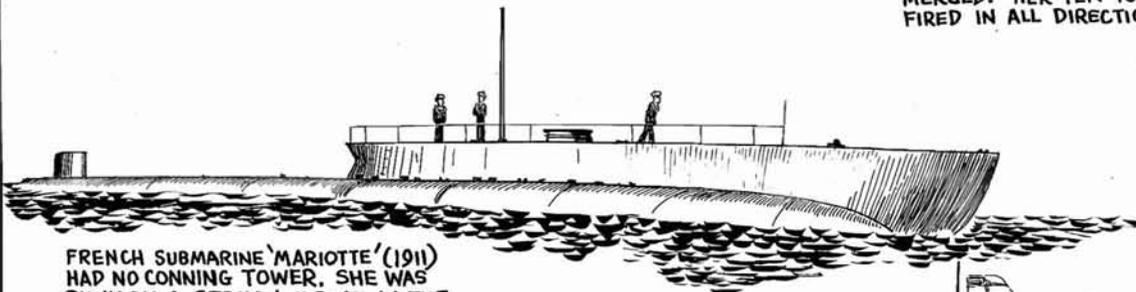
EARLY 'LAKE' SUBMARINE 'ARGONAUT I' (OCEAN AUTOMOBILE) (1896)... DRIVEN BY PROPELLERS WHEN AFLOAT OR BY WHEELS ON SEA BED. ILLUSTRATION AT RIGHT SHOWS HOW SHE APPEARED AFLOAT. SHE WAS LATER CUT IN TWO AND LENGTHENED BY TWENTY FEET. (1899).



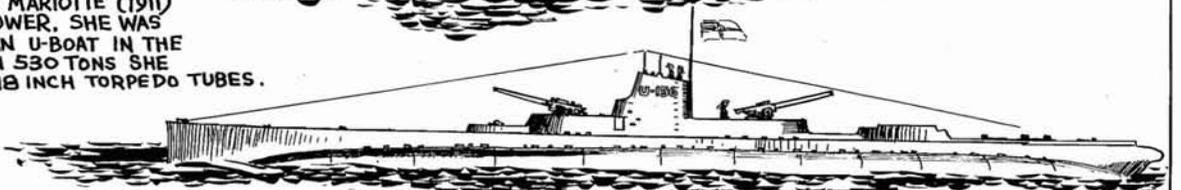
'ARGONAUT JUNIOR'... FIRST SIMON LAKE SUBMARINE. 14 FEET IN LENGTH AND FILLED WITH COMPRESSED AIR, SHE MOVED ALONG THE SEA BED ON MANUALLY CRANKED WHEELS.



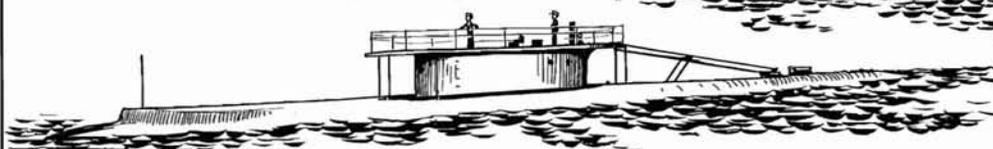
U.S.S. SEAL (1912) SOLD TO U.S.N. BY LAKE, HER BUILDER. SHE WAS THE LARGEST AND MOST POWERFUL SUBMARINE OF HER TIME. SHE COULD MAKE 17 KNOTS SURFACED AND 11 KNOTS SUBMERGED. HER TEN TORPEDO TUBES COULD BE FIRED IN ALL DIRECTIONS.



FRENCH SUBMARINE 'MARIOTTE' (1911) HAD NO CONNING TOWER. SHE WAS SUNK BY A GERMAN U-BOAT IN THE DARDANELLES. ON 530 TONS SHE CARRIED SEVEN 18 INCH TORPEDO TUBES.



GERMAN WORLD WAR ONE U-BOAT CRUISER 'U-156'... ARMED WITH TWO 5.9 INCH GUNS...



EMERANDE CLASS EARLY FRENCH COASTAL TYPE SUBMARINES. (DIESEL). 390/447 TONS, 11 TO 12 1/2 KNOTS, ONE 9 PDR. GUN, FOUR 18 INCH TUBES.

Edmond Cloutier

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The CROWSNEST



Vol. 10 No. 8

June, 1958



The CROWSNEST

Vol. 10 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE, 1958

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LADY OF THE MONTH

The modernized frigate *Sussexvale* slides easily through sun-dappled seas off the west coast of Vancouver Island during spring exercises.

The *Sussexvale* was recommissioned at Halifax in March 1955. She steamed around to the Pacific Coast that same spring and is now serving in the Pacific Command's Fourth Canadian Escort Squadron, of which she is senior ship. She is commanded by Lt.-Cdr. E. P. Shaw.

This aerial view of the frigate was reproduced in a number of Canadian newspapers on the occasion of Battle of the Atlantic Sunday by way of contrasting ships in the RCN of today with those that fought against the U-boats in the North Atlantic. (E-44931)

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

The Cover—The destroyer escort *Huron* rejoined the Atlantic Fleet March 28 at Halifax following a nine-month refit at HMC Dockyard. AB G. B. Kelly, of Smith Falls, Ont., and Ldg. Sea. W. J. Hancock, Wallaceburg, Ont., hoist the White Ensign to mark the recommissioning. The photograph was taken by AB Bob Maskell, Toronto, attached to the Dockyard photo section. (HS-52283)



RCN NEWS REVIEW

A picture of concentration, the bridge staff of HMCS Fraser is shown as the destroyer escort enters Hong Kong. The captain, Cdr. Ray Phillips, is third from left. (CR-270)

Battle of Atlantic Sunday Observed

Battle of the Atlantic Sunday was observed across Canada and in ships at sea on May 4, except for Halifax, where observance was postponed for one week to await the return to port of ships engaged in exercises.

Favoured by ideal weather and other circumstances, the observances appeared, judging by press reports, to have been the most widespread and best attended in recent years.

Observances in Ottawa were uniquely honoured by the presence of Prince Bernhard of the Netherlands, who laid a wreath honouring war dead at the National War Memorial in Confederation Square. A wreath on behalf of the Royal Canadian Navy was laid by Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff.

Another highlight of the Ottawa ceremonies was the presence of the *Stadacoma* band, which played the moving orchestrated Last Post after the wreaths were laid.

Halifax and Dartmouth a week later witnessed parades of almost 6,000 naval personnel in commemoration of the Battle of the Atlantic. About 130 officers and men from the U.S. warships in port shared in the observance. Rites there were attended by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, and Major-General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia.

Across the land naval veterans, former merchant seamen and Sea Cadets shared in the observance.

At Windsor, Ontario, Rear-Admiral Walter Hose, Chief of the Naval Staff from 1920 to 1934, addressed the participating units and members of the Windsor branch of the Naval Officers' Association marked the occasion by holding their first annual dinner on the Saturday evening. Their guest speaker was Captain James Pratt, Director of Personnel (Officers), of Ottawa.

At Esquimalt altars were erected on the upper playing field and in the gymnasium for Protestant and Roman Catholic services respectively.

The special significance of this year's observance lay in the fact that it was

15 years ago that it first became apparent Hitler's U-boat warfare was doomed to failure, and that he was losing the war on land as well.

Battle of the Atlantic Sunday was marked this year, by coincidence, on the 48th anniversary of the establishment of the Naval Service of Canada, later to be known as the Royal Canadian Navy. Assent was given to the Naval Service Act on May 4, 1910.

Upper Yardman Plan Replaced

The upper yardman scheme for the selection and preparation of men on the lower deck for commissioned rank came to an end on May 5 and at the same time new avenues of promotion were opened.

The action was taken in accordance with a recommendation of the RCN Personnel Structure Committee, aimed at improving opportunities for promotion from the lower deck. It is hoped that new, improved selection methods will result in earlier discovery of prospective officers.

Men who were being reported on as upper yardman candidates will be channelled into various training plans, depending on their age and educational background. Some will go to HMCS *Venture*, the officers' training establishment in Esquimalt; others will go to the Canadian Services Colleges; university training will be provided for some, and others will receive branch officer training.

Prince Praises Naval Personnel

Words of appreciation from the Prince of the Netherlands were passed on by Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff, to officers and men who took part in Ottawa's Battle of the Atlantic Sunday ceremonies. Admiral Tisdall's message said:

"HRH Prince Bernhard asked me to express his appreciation of the smartness and bearing of all officers and men taking part in the ceremonies at the National War Memorial on the occasion of Battle of the Atlantic Sunday 1958. Well done."

Rear-Admiral Tisdall represented Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, at the ceremonies.

The upper age limit for university training will be waived where a man is found to possess the proven ability to cope with this training.

Special arrangements are being made for men at present attending preparatory school as upper yardman candidates or completing Canadian Higher Educational Test requirements on their own.

It was announced last fall that the Branch Officer system of promotion would be replaced by a method which will make possible the promotion of officers with practical, specialized experience without placing them in competition with General List officers, who could be expected to have higher academic education as well as broader professional training and experience. There will be, however, an opportunity for officers promoted in this manner to transfer to the General List and compete for promotion there.

The new promotion scheme will be particularly favourable to young men of superior intelligence and ability who, for financial or other reasons, were unable to complete their high school training and who have begun service on the lower deck. It will provide them with opportunities for professional or university training which might not otherwise have opened to them.

Turkish Ships Leave for Home

Fourteen former Canadian warships sailed from Sydney, N.S., on May 19 for their new bases in Turkey. They were 10 Bangor coastal escorts and four Bay class minesweepers turned over to Turkey under NATO's Mutual Aid program.

On board were 1,000 Turkish sailors. Nearly half of them had been in Can-



The Last Post is sounded on Battle of the Atlantic Sunday at the foot of the Sailor's Memorial on Victoria Pier in Montreal. The bugler is Able Cadet Peter Venue, of RCSCC Victory, and the drummer is AB Robert Ross, of HMCS Donnacona. (ML-6735)

ada for eight months, manning the first five escorts turned over to them last year. The remainder came early this year for the turnover this spring of the remaining five Bangors and the four minesweepers.

Large crowds lined the Sydney waterfront to watch the departure of the ships, the largest single group seen in the harbour since the Second World War.

The Bangors, now re-christened, formerly served the RCN as HMC Ships *Kentville*, *Kenora*, *Nipigon*, *Fort William*, *Medicine Hat*, *Westmount*, *Blairmore*, *Swift Current* and *Sarnia*.

The minesweepers were the former HMC Ships *Gaspe*, *Comox*, *Trinity* and *Ungava*.

U.S. Submarines Put in at Halifax

Six United States Navy submarines and a submarine chaser arrived in Halifax May 16 for a week-end visit. The squadron called at Halifax during the course of an officers' training cruise.

The vessels are the submarines *Entemedor*, *Sea Owl*, *Piper*, *Tusk*, *Jalac* and *Crevelle* and the submarine chaser *Teasle*.

Senior officer of the squadron is Cdr. E. C. Barnhardt, embarked in USS *Piper*.

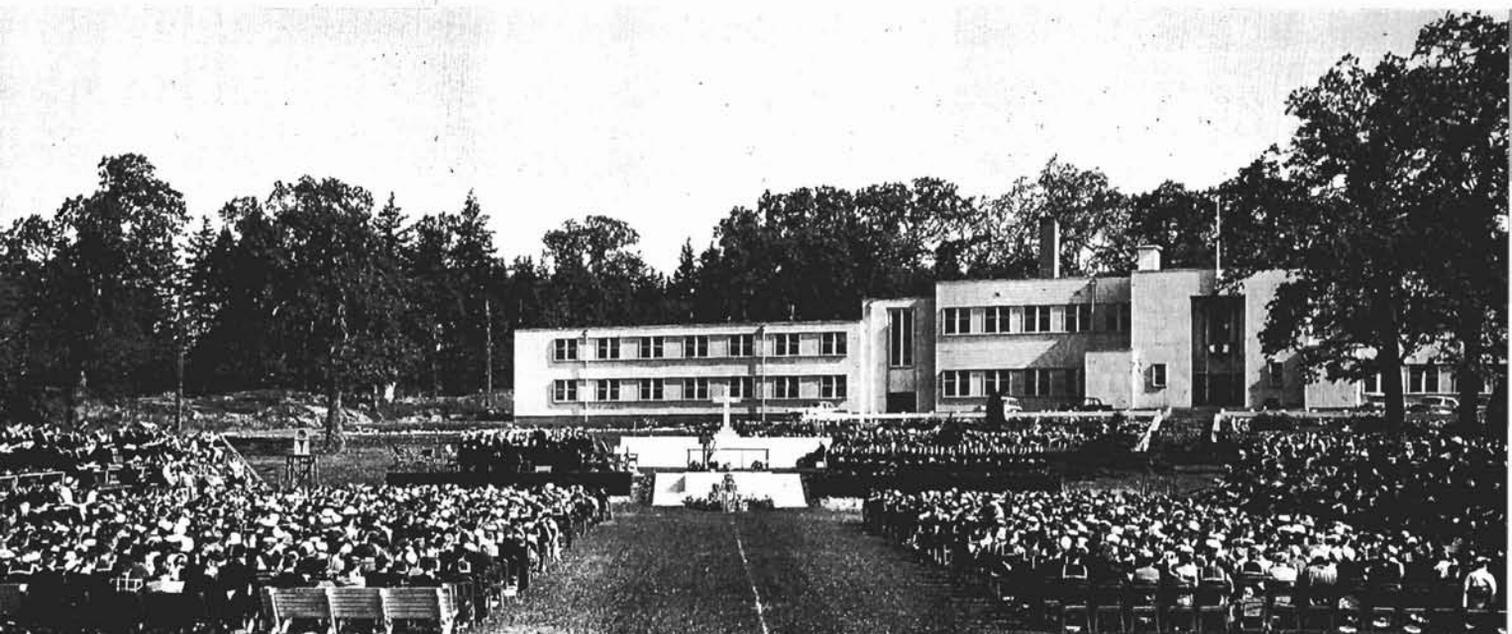
L'Aventure Pays Courtesy Call

The French frigate *L'Aventure* arrived at Halifax May 13 for a five-day courtesy visit.

The 2,200 ton ship, commanded by Capitaine de Frigate M. Mounier, was greeted officially by Jean Parmentier, French consul at Halifax. Tuesday morning *L'Aventure's* commanding officer made his official calls.

During the visit personnel of the ship were taken on sightseeing tours of the Halifax area and a dance was held

On the occasion of Battle of the Atlantic Sunday, Protestant services were held on the upper playing field of HMCS Naden. (E-45142)



for the men by L'Alliance Francaise at Newman Hall. The Commanding Officer and officers were guests at receptions at the *Stadacona* wardroom Tuesday evening and at the French consulate Wednesday evening. There was a reception on board *L'Aventure* May 17 and the frigate sailed the next day.

Flag Officer Visits Submarine Squadron

Rear-Admiral Bertram W. Taylor, DSC, Royal Navy, Flag Officer Submarines, arrived in Halifax by air from Ottawa on May 10 for a four-day visit to the Royal Navy's Sixth Submarine Squadron.

Admiral Taylor met with Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast and senior naval officers in the area, visited boats of the Sixth Submarine Squadron, met squadron personnel and inspected submarine facilities ashore.

On Sunday, observed as Battle of the Atlantic Sunday in Halifax, Admiral Taylor attended divisions with the Sixth Submarine Squadron in HMC Dockyard.

Admiral Taylor paid official calls on Monday morning, and visited RCAF Maritime Headquarters later in the morning. He visited the Naval Armament Depot and met with chief and petty officers of the Sixth Submarine Squadron that afternoon. He left for Norfolk, Virginia, Tuesday May 13.

As Flag Officer Submarines, Admiral Taylor is the Admiralty's adviser on all submarine matters. He also holds the NATO appointment of Commander Submarines Eastern Atlantic.

Cadets Arrive For Training

The first of 370 naval cadets from all parts of Canada began arriving in Halifax in early May to start their annual summer training ashore and afloat in ships and establishments of the RCN's Atlantic Command.

The cadets, who represent naval training divisions from universities and colleges throughout the country, are being accommodated for the most part in *Stadacona*.

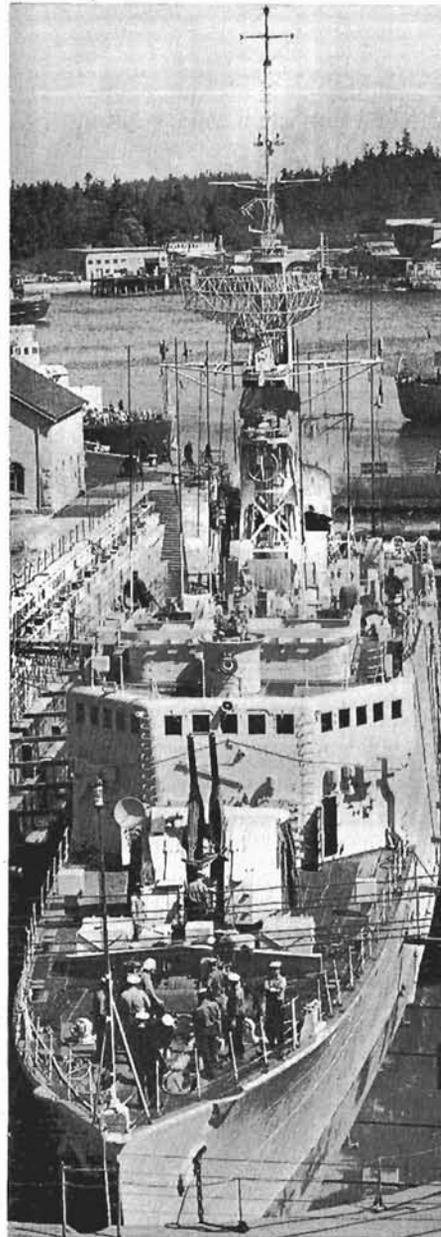
A total of 220 first-year cadets will take sea training in the frigates *La Hullose* and *Swansea* and will undergo a two-week divisional course at *Cornwallis*.

The first group of 80 cadets to go to sea sailed from Halifax May 12 for a month of practical training in general seamanship, gunnery and boatwork. The *Swansea* and *La Hullose* are operating in the Bermuda area and were to

call at Baltimore, from where the cadets were to visit the United States Naval Academy at Annapolis before returning to Halifax June 6.

Two other cruises for the remainder of the first-year cadets will take place during the summer months.

The cadets will spend most of their time ashore, where in addition to the divisional course at *Cornwallis*, they



Opened by the Royal Navy on July 20, 1887, the drydock in the dockyard at Esquimalt is doing business at the old stand. Built originally to handle warships which were essentially sailing ships with auxiliary steam engines, the drydock is still capable of providing a haven for modern destroyer escorts, such as the *Crescent*, shown here, in for refit. A glance at the snug fit should be enough to avoid confusing the old naval drydock with the vast government graving dock across the harbour. (E-45170)

will receive instruction in seamanship, communications, gunnery, navigation and other naval subjects. The minimum time allowed for summer training is 14 weeks, of which about four are spent at sea.

Approximately 150 second- and third-year cadets, of the constructor, electrical, supply, instructor, ordnance and engineering branches, will receive specialized training ashore in Halifax.

About 65 per cent of the cadets who are taking their training in the Atlantic Command are in the executive branch, while the remainder are in the supply and technical branches. Those who successfully complete their third year qualify for promotion to sub-lieutenant or acting sub-lieutenant.

MDG Retiring In September

Surgeon Commodore Eric H. Lee, Medical Director-General of the Royal Canadian Navy since September 1952 will begin retirement leave on September 8.

He will be succeeded as Medical Director General by Surgeon Captain T. Blair McLean, who has been Principal Medical Officer of *Naden*, and Command Medical Officer on the staff of the Flag Officer Pacific Coast, since November 1954.

Succeeding Captain McLean in this dual appointment will be acting Surgeon Captain Walter J. Elliot. Captain Elliot is now officer-in-charge of the Medical Branch School and ophthalmologist at the RCN Hospital at Esquimalt.

Captain McLean will be promoted to the rank of surgeon commodore on taking up his new appointment.

Arms Shipment Goes to Italy

Two shipments, totalling 237.84 tons, of naval guns, spare barrels, mountings and magazines from reserve stores of the Royal Canadian Navy, were made to Italy in April under Canada's program of Mutual Aid to member nations of NATO.

One shipment was loaded at Montreal and the other at Halifax. The Montreal shipment included 10 40mm guns and mountings, 13 spare 40mm barrels and 3,912 20mm magazines. The Halifax shipment included 10 20mm Oerlikon twin mountings and 300 20mm Oerlikon guns.

Shipments of armament from RCN reserve stocks are made to European countries as allocated by the NATO Standing Group in Washington.

Letters of Marque

· · The Story of Nova Scotia's Privateers · ·

THE ENTIRE naval force defending the province of Nova Scotia in 1756 consisted of a small squadron stationed at Halifax under Captain Spry. Governor Lawrence met this lack of naval support by receiving permission from the Board of Trade in that same year to issue letters-of-marque.

Under these letters-of-marque Nova Scotians were authorized to build or acquire vessels of 100- to 400-tons in size, protected by swivel guns and manned usually with a crew of between eighty and one hundred men. Each ship, before departing on a six-month cruise to attack French shipping, was to leave with the Vice-Admiralty Court at Halifax a complete record of who the owners were, and a list of the officers and men on board. A careful record of all captures and seizures was to be kept and all prizes were to be brought into Halifax for adjudgment at the Vice-Admiralty Court. To ensure that these orders were obeyed £3,000 bail was required for vessels with a crew exceeding 150 men and £1,500 was required for vessels with a smaller crew. These letters-of-marque or privateers, as they were usually called, were not allowed to fly the Union Jack but were to fly a Red ensign, as it would be known today.

William Knox, a Halifax merchant, petitioned Governor Lawrence for a letter-of-marque. Three months after the outbreak of war—July 1757—he received the letter granting permission for the *W. D. Lawrence* to put to sea. A 100-ton schooner, commanded by Captain Rous, with a crew of 100, she mounted 20 swivel guns. Because of an unsuccessful first voyage she was sold to two other Halifax merchants, R. Saunderson and Melachy Salter, who immediately sent her on another cruise to Bermuda where she made two ships prizes.

Fifteen private vessels of war were fitted out by Halifax merchants from 1756 to 1760. These vessels totalled 3,000 tons, carried 232 gun carriages, and most important, employed 1,000 men. Most of these crews were recruited from privateersmen and marines who accompanied Cornwallis to Halifax. From such a background Nova Scotia developed a naval tradition.

The Vice-Admiralty Courts controlled the terms on which letters-of-marque were issued. The reason is now perhaps

Second Prize

A selection has been made here of portions of Instr. Lt. Peter Watson's second prize essay in the Barry German history contest, "The Impact of the Navy on the History of Nova Scotia 1749-1819". While these sections form only a small corner of the broad canvas on which Lt. Watson has worked, they present a lively picture of privateering days in Nova Scotia.

more obvious. In those days the main source of income for men serving in the Royal Navy was prize money. When through letters-of-marque Nova Scotians came to share the profits of captured ships, the British seamen received less. British ships, therefore ensured that they came out on top. Mr. Martin in his book "Empire and Commonwealth" emphasized the control exercised in these courts by the Royal Navy working behind the scenes:

"The Vice-Admiralty courts, for the enforcement of trade and maritime regulations sat without juries, and were presided over by British judges who, like the customs officials, were supposed to be independent of local influences as they were of local control. Behind the whole moved the pervasive power of the Royal Navy, which on occasion could exert a direct and invincible domination."

The Vice-Admiralty Courts were a necessary outgrowth of Halifax's new commercial and strategic position. With the growth of colonial enterprise, strange ships came to port, pirates menaced the coast, and prize ships

awaited adjudgment. Thus under the judgeship of men such as Edward How, Benjamin Green, and William Collier, backed by the efficient ships of the Royal Navy, a fairly beneficial system was established for handling the maritime legal affairs of the growing port and hinterland of Halifax. But most important, this new system ensured at an early date close ties between the politically-minded merchant class and the admiral and his sea captains who operated out of Halifax.

While Nova Scotians profited from the operations of their own privateers, they also had to reckon their losses at the hands of American privateers.

ON JUNE 7, 1778, American privateers spent three days in Liverpool harbour without being molested by a King's cruiser. It was discouraging to the people and did a lot to disrupt the every day economic life. By October 1778 Simeon Perkins a prosperous merchant had lost five ships to the American privateers. These attacks led to changes in his business. Perkins concentrated on the Halifax market, supplying timber, lumber and staves to Halifax merchants Pollard, Linkletter, Smith and Ambrose. He also bought small schooners to secure fish and oak staves along the Nova Scotia coast. Simeon Perkins, who had originally come from New England, as a result of his ship losses to American privateers, planned to engage in privateering himself. The sum of £300 was raised and Perkins petitioned the government "to lend us some guns and provide us with ammunition". As a result of these preparations the schooner *Lucy* was fitted out, commanded by Captain B. Collins. She was dispatched January 21, 1780, and returned February 5 with two prizes. These prizes were poor. One was a sloop with salt and molasses, while the other was a schooner with a mixed cargo of salt, ducks, etc. As a result the *Lucy* was sold for £395, a net gain of £95 on the ship alone.

No part of Nova Scotia escaped the wrath of the American privateers. In 1776, 350 prizes were taken and insurance rates went up 25 per cent. "The boldness of these raids caused such wide spread alarm that the principal inhabitants of Cornwallis, Horton, King's County, and the Western Shore of the province petitioned the government to



protect the coast from further insults and depredations and asked supplies of ammunition for the militia". Small American privateers were able to take refuge in shallow water and thus avoid the larger British ships.

The Nova Scotia government itself decided to take action. At a cost of £399 a 50-ton vessel, the *Loyal Nova Scotian* was provided. Equipped with eight guns, Captain T. Criben and his 25-man crew saved many a small fishing vessel or coastal trading sloop from the privateers. The failure of the Royal Navy to provide adequate protection forced Nova Scotians to take a share in the defence costs. Ships were built with the aid of the valuable experience gained working in the expanding dockyard at Halifax or in repairing British ships which put in at any number of excellent Nova Scotia harbours. The birth of the nineteenth century ship-building industry in Nova Scotia dates back to these early ties with the British Navy.

The *Halifax Journal* of July 30, 1812, said:

"Privateers are swarming around our coast and the Bay of Fundy, hardly a day passes but we hear of captures made by them."

Throughout the year 1812 English men-of-war did not molest American unarmed fishing and coasting vessels. Meanwhile many Nova Scotia vessels were captured. On October 8 a boat's crew from one of these American privateers landed on Sheep Island at the mouth of the Tusket River. They shot Francis Clements, ransacked his house, carried off his livestock and left a widow with nine children. Fortunately the privateer was shortly afterward captured by the *Shannon*. Although the coast was repeatedly visited by privateers, the naval force on the Halifax station prevented any well-grounded fears of an enemy landing. In June 1813 two men-of-war, of 74 guns, and a frigate were seen chasing an armed vessel into Mahone Bay. The alarm guns were immediately discharged at the blockhouses and outposts and the militia was summoned and put to sea to chase the schooners. There was no need as a British 74-gun warship *La Hogue* and the frigate *Orpheus* had chased the American privateer *Teaser* into Mahone Bay. The *Teaser's* crew, seeing themselves cornered, blew the ship up.

On September 17, 1813, Admiral Warren arrived with his fleet from Chesapeake Bay. Over 30 large ships with 6,000 men aboard anchored in Halifax harbour. Among the vessels that lay at anchor was the brig *Curlew*

of eighteen guns. Commanded by a native Nova Scotian, Captain Michael Head, the *Curlew* had captured as prize the *Volante*, a 20-gun ship with 90 men on board.

SUCCESS continued throughout 1814. On July 5 the six-gun vessel *Snap Dragon* was captured by HM sloop *Martin* off Sambro light. A few days later the United States sloop *Rattlesnake* of 18 guns, was taken off Shelburne by HM Frigate *Leander*. These two vessels were brought in for adjudgment to the Vice-Admiralty Courts in Halifax. By August 1814 so successful had the blockade of the American coast become that a number of amphibious operations were undertaken by the Navy. In the early part of August Admiral Cochrane sailed to Chesapeake Bay and landed a military force which struck fear into the Americans by the temporary capture of the city of Washington. On August 26 Governor Sherbrooke and Rear-Admiral Griffiths set sail in the *Dragon*, a "74", for Penobscot. Sherbrooke's diary reveals an outline of this operation.

September 12—Secured Castine
September 15—Machias captured
September 18—at St. John, N.B.
September 20—landed Windsor, N.S.

These significant naval operations revealed the overall superiority of the Royal Navy not only in its protection of Nova Scotia but also in its ability to strike at strong points of the American coast.

The year 1815 brought peace, and with it the end of French and American privateering attacks on the coast of Nova Scotia.

One of the most profitable forms of employment on the sea during war time was privateering. Perkins of Liverpool, mentioned earlier, built and made ready for sea in 1798 the *Charles Mary Wentworth* and supplied her with 16 guns from the naval ordnance stores at Halifax.

Another of the privateers of the early Napoleonic War, and perhaps the most famous, was the brig *Rover*, commanded by Alexander Godfrey. Built at Herring Cove, the *Rover*, mounting 14 four-pounders, sailed June 4, 1800, for the Spanish Main with a crew of 55. After a severe engagement in which she captured three ships, including the Spanish flag ship—the *Santa Rita*—which netted the *Rover* £10,000 profit, she returned October 16 to Halifax. No wonder the merchants of Liverpool and Halifax turned readily to privateering.

"No commander of any ship or vessel having a letter of marque

and a reprisal, as aforesaid, shall presume, as they shall answer for it, at their peril, to wear any Jack, Pennant, or other Ensign or Colours, usually borne by our Ships, but that besides the Colours usually borne by merchant ships, they do wear a Red Jack, with the Union Jack described in the Canton at the upper corner thereof near the staff".

From the above quoted instructions it is apparent that the Royal Navy, during the War of 1812, did not intend to keep American warships tied down to their harbours so that Nova Scotian privateers could have a field day. Personnel of His Majesty's ships were impressed while those on board the privateers were volunteers. British warships also resented the poor discipline aboard the privateers and especially the thought of losing the prize money.

One of the most successful of the Nova Scotian privateers was the *Liverpool Packet*. This vessel, formerly known as the *Black Joke*, was purchased from the Vice-Admiralty Courts by four Liverpool merchants. Enos Collins, John and James Barss and Benjamin Knaut. Weighing 67 tons, she was originally designed to carry passengers and mail from Liverpool to Halifax and as such was the first vessel into Liverpool with the news of the war. With the outbreak of war in 1812, she was quickly fitted out with guns, and her crew, many of them fishermen, increased to 45. For two months the *Liverpool Packet* anchored at Liverpool, as Captain Joseph Barss patiently awaited a letter-of-marque which gave him permission to attack enemy commerce. Governor Sherbrooke granted the Letter, August 20, 1812. On August 31 Barss put to sea with 60 days food on board, 20 rounds of cannister, 300 pounds of shot and four hundred-weight of gun-powder in his magazine. Barss' commission read that he had the right to apprehend, seize, and take ship's goods and vessels belonging to France. This was the only power the Governor had the right to give. It was nevertheless understood that British authorities would allow attacks made on American commerce.

ON SEPTEMBER 7, Barss was sailing on the George Banks and the heavy shipping lanes. Here he captured the *Middlesex*, a 325-ton vessel carrying coal and salt to New York, and the *Factor*, a smaller vessel bound for Providence, Rhode Island, with a cargo of wine. These two vessels with prize crews on board were sent to the Vice-Admiralty Courts in Halifax to be condemned. The vessel *Middlesex* and her

cargo were returned to its owner. The *Factor*, being American-owned, was condemned but the Portuguese-owned cargo was restored to its owner. The profits from the *Factor* amounted to £1,130. Within five days more ships—the *Maria*, *Polly Union*, *Four Brothers* and *Little Joe*—were sent to Halifax to be condemned. The *Liverpool Packet* returned to Halifax on expiration of her 60-day letter-of-marque.

On November 24, 1812, the *Packet* was once more granted a letter-of-marque, this time the authorities officially granting her the right to attack American shipping. Off Cape Cod she captured the *Three Friends*, and the *Eliza*. The Boston newspaper "*Messenger*" was horrified by the large number of ships captured by the *Liverpool Packet*. When she returned December 21 for Christmas, 20 prizes lay moored to her credit in the Liverpool River.

The Navy objected to the success achieved by the *Packet* and so far not one of her prizes had been sold. Samuel H. George, Edward Brabruzon Brenton, and Brenton Halliburton, officers and agents of the Admiralty, had filed a claim for 18 of the 21 prizes. Sir B. Halliburton, Chief Judge in the province, alleged that the *Liverpool Packet*, private-armed schooner, commanded by Barss was not duly commissioned and authorized as a letter-of-marque. Governor Sherbrooke did his best to preserve the rights of the *Liverpool Packet*, but the Receiver-General won the first round. An appeal was entered in the courts and this time the owners won, but it had been a costly venture. The owners received, in November 1814, only £21,814 as £2,500 were swallowed up in court fees.

The poor privateersmen, who were on a share system, got nothing until January 1813 and then they collected

only £12 a share, from the sale of the *Factor*. It took two years to reap the benefits from the £21,814 and it was divided as follows:

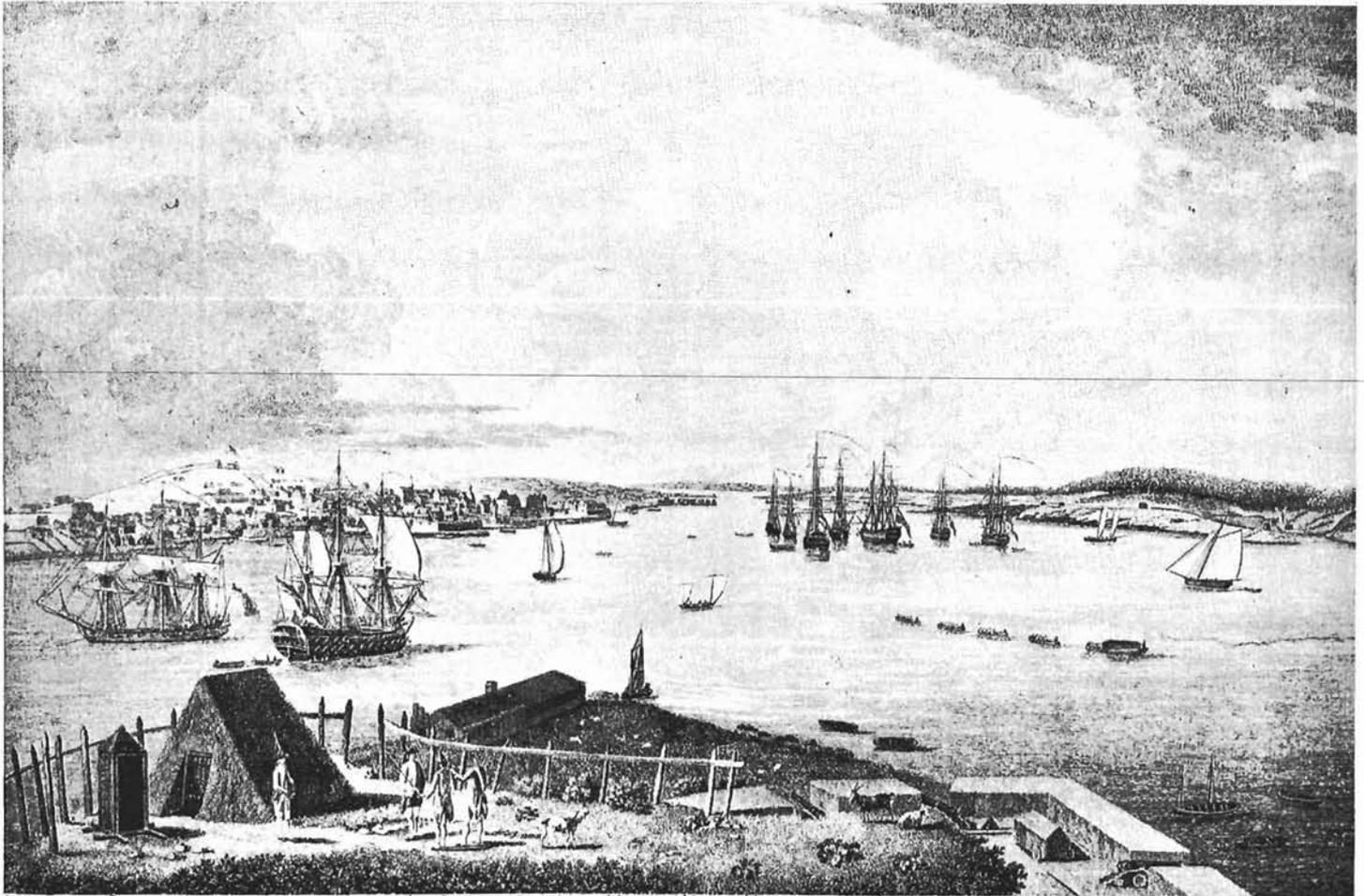
- owners—£10,907
- ship's expenses—£2,000 season
- profit—£8,100,000

Forty-five men: to be divided as follows:

- six shares per Commander
- four shares per Lieutenant
- three shares per Prize Master
- two shares per Petty Officer
- one share per seaman
- ½ share per boy

Thus seamen earned about £156 each, J. Barss received £10,000.

Not content with those rewards the *Liverpool Packet* continued her illustrious career. On Sunday May 22, 1813, she came into Halifax after completing her ninth cruise. Thirty-three vessels awaited judgment before the Vice-Admiralty Courts. Finally her luck ran



To the Right Honourable GEORGE LORD, Earl of Halifax, in Nova Scotia, this Plate represents the View from GEORGE ISLAND looking up to the BASSIN YARD and BARRON. It was handily published by the Artiste's Principal, and is of S. G. 1777. Colours added by the Artist, and the MAGAZIN de ROYAL le BASSIN. R. Short

This is how Halifax harbour looked to the artist, R. Short, in 1777, when privateering was helping to found great Nova Scotia fortunes. George Island is in the foreground. To the left, in the background, is the town, Citadel Hill and the King's Yard. The narrows leading to Bedford Basin can be seen in the centre of the picture and to the left the sparsely inhabited land where Dartmouth now stands. The print from which this is reproduced was presented to Stadacona in 1935 by Cdr. H. T. W. Grant, who became Vice-Admiral and Chief of the Naval Staff and who now heads the Royal Canadian Naval Benevolent Fund.

out, and on June 11, 1813, she was caught by the American privateer *Thomas*, off Portsmouth, New Hampshire; Barss was taken prisoner and later paroled. Utilized for awhile by the Americans, the *Packet* was recaptured and, under a new set of owners and a new commander, Caleb Seeley, went on to capture a half a dozen other prizes. She finally retired on October, 1814. Thus the *Liverpool Packet* had captured 45 prizes valued at £262,500 from August, 1812 to December, 1814. From his own profits Captain Joseph Barss built a beautiful mansion which still stands in Liverpool today.

THOMAS FREEMAN was another merchant who sought to increase his earnings by turning to privateering. Freeman and Snow Parker, walrus hunter, privateer owner and member of the House of Assembly bought the *Retaliation*, a condemned prize, at Halifax. A small topsail schooner, 60 feet long and weighing 71 tons, the *Retaliation* set sail with a letter-of-Marque dated February 18, 1813. After a short cruise she returned at the end of March with £6,000 in prizes before the prize court. Both Freeman and Parker had made modest fortunes. Due to the sickness of Thomas Freeman, the partnership was dissolved and the vessel sold. Under the new owners she once again put to sea. Unfortunately her luck ran out as she ran into HMS *Superb*, a 74-gun man-of-war blockading New London, and a number of her crew were impressed. The fate of some of her crew illustrates the disastrous economic effect the navy could have on the crew's dependents.

Nova Scotian privateers constantly had to worry about their prizes being seized by British warships. Such a case was the story of the *Crown*. Thomas Smith, baker, and John O'Bryn, sailmaker, both of Halifax, after depositing £1,500 as a security for good behaviour, received a letter-of-marque. In early April, 1813, Solomon Jennings, master, put to sea and on the 23rd captured the brigantine *Sibue* from Boston, ten miles southwest of Cape Sable. No sooner had the prize been secured than the British sloop-of-war *Atlanta*, Commander F. Hickey, came alongside the captured prize. Commander Hickey took the prize papers from Captain Curtis, the captured American captain on board, Jennings having failed to take and seal them. With his own prize crew on board, Commander Hickey threatened to seize a number of the crew from the *Crown* and to impress John Adams if he did not reveal all the information regarding the capture, so

that HMS *Atlanta* could claim the *Sibue* as its prize.

Adams replied coolly: "I do not need to learn discipline, sir. I have had the honour to serve His Majesty under Lord Nelson at the Battle of the Nile. I was wounded and disabled there. I fought under his Lordship at the capture of St. Jago, and at the Battle of Copenhagen, and at Tenneriffe. I fought under Captain Barkely on the *Glorious First* of June, in Lord Howe's action when we whipped the French and Spanish. As for keeping me on board here, that is something you cannot do, Your Honour. I have already served my King and country long and faithfully and have been disabled in His Majesty's service and so earned my discharge. And I have it, Your Honour, in black and white and can produce it."

Commander Hickey was forced to seize two others in lieu of Adams.

The Court of Vice-Admiralty who finally heard Jennings's story listened to affidavits on behalf of HMS *Atlanta*, and allowed her to be a joint captor, along with the late *Crown*, of brigantine *Sibue*. The *Sibue* sold for £5,062 which meant £2,531 for each ship.

The largest and finest of all the privateers of Nova Scotia was the *Sir John Sherbrooke*, owned by Enos Collins, Joseph Freeman, John Barss and Benjamin Knaut and commanded by Joseph Freeman, of Liverpool (father of Thomas Freeman). Freeman received his letter-of-marque, February 4, 1813, at Halifax, the fourth privateering commission granted by Governor Sherbrooke since the outbreak of

the War. A strict disciplinarian, Freeman kept his privateer in the same state of efficiency as if she had flown the whiplash pennant of the Royal Navy. Every Sunday morning the hands were turned out and he read them the Articles of War.

Freeman sailed with 150 men (one-third marines) in mid-March, 1813, for the trade routes off Block Island, where Long Island Sound traffic converges with the navigation between the Eastern States and the South Bay. In three months 19 prizes were brought before the prize courts netting the owners £10,000. Such a vessel cost a considerable sum to upkeep and as a result the brig, now at Liverpool, was advertised for sale August 10, 1813.

In the summer of 1813, Captain Burkett of *Matilda* and Joseph Freeman of the *Sir John Sherbrooke* together captured the American ship *Loyal Sam* off Massachusetts Bay. Captain Burkett had to prove before the Vice-Admiralty Courts in Halifax that the *Matilda* was indeed a regularly commissioned privateer and that she had five carriage guns mounted at the time of the *Loyal Sam's* capture. The prize court decided that the recapture of the ship for her Greenock owners called for generous salvage money, and allowed the high proportion of one-sixth of the appraised value of vessel and cargo—£9,424. So the *Sherbrooke* and *Matilda* received approximately \$7,850 between them.

ONE-THIRD of all the vessels taken from the Americans, 1812-14, were captured by Nova Scotia privateers. Two-hundred and seven of their captures lay in Maritime harbours—Halifax, Saint John, Liverpool, Digby, Yarmouth—with munitions nailed to their main masts signifying that they had been delivered to the Court of Vice-Admiralty. After the first sweep of the Nova Scotian privateers, 200 wagons had to be employed to move the blockaded goods along the American coast, and insurance rates from Boston to New Orleans, by water, rose to a 30 per cent premium. The Nova Scotian privateers knew well how to use the advantages gained from the British naval blockade to achieve large financial profits.

It can be seen from these accounts that the merchants indulging in the privateering trade could, on one hand, reap large rewards if their vessels were sound, the crews good, and their luck held. On the other hand, if they met objectionable British men-of-war or unscrupulous lawyers in the Vice-Admiralty Courts, they could suffer heavy financial losses.



OFFICERS AND MEN

New Assignments For Senior Officers

Three senior officers of the engineering branch of the Royal Canadian Navy will take up new appointments later this year.

Captain (E) John S. Somers, will take up the appointment on August 18 of Principal Naval Overseer, Montreal Area. He has been attending the National Defence College, Kingston, since September 1957.

He will succeed Constructor Captain Sturton M. Davis, who will go to the National Defence College, Kingston, in September.

Commander (E) Arthur G. Bridgman, now engineer officer of the *Bona-venture* will become Assistant Chief of Naval Technical Services (Air), at Naval Headquarters, on September 29.

He will succeed Acting Captain (E) (AE) Charles G. H. Daniel, who on October 27 will take up the appoint-

Engineers Supply Shrubs for Manadon

Rather than growing another tree in Brooklyn, officers of the Royal Canadian Navy have taken steps to assure that a supply of shrubs—azaleas, rhododendrons and such—will bloom at Manadon.

Manadon, although only engineers may be aware of this, is the new site of the Royal Naval Engineering College, formerly at Keyham. Manadon is near Plymouth and the new grounds are almost completely surrounded by housing developments — a situation which has made the naval engineers feel the need of a screen of greenery.

An estimate of the landscaping requirements of HMS *Thunderer*, as the engineering college is known, placed them at a thousand trees and 200 shrubs, far beyond the resources of wardroom funds.

Royal Canadian Navy engineers have responded to an appeal for assistance and have contributed \$125 to an "RCN Shrubs for Manadon Fund" so that the grounds may be as beautiful as possible by the time Her Majesty the Queen opens the new wardroom building on July 29.

The gift was announced in a message, signed by Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, and Commodore (E) B. R. Spencer, Engineer-in-Chief, on the occasion of the last annual engineer officers' reunion dinner at Keyham in early May.



A naval wag once said a ship is called a "she" because it costs so much to keep her in paint. Able Seaman Frank Anderson, suitably attired for the application of cruiser cosmetics, proceeds to pretty up the Ontario during the voyage to Australia and New Zealand. Beauty in ships may or may not be skin deep but the paint prevents the onslaught of rust. (OT-3799)

ment of Command Technical Officer on the staff of the Flag Officer Pacific Coast, at Esquimalt.

Captain (E) John S. Osborn, who has been Command Technical Officer since July, 1956, will proceed on retirement leave on November 3.

Plaque Presented To Prize Winner

Instr. Lt.-Cdr. Lawrence Farrington, winner of the essay contest in this year's RCN issue of *Canadian Shipping and Marine Engineering News*, on April 30 was presented with a plaque at *Venture*.

Instr. Lt.-Cdr. Farrington is a member of the teaching staff of the officers' training establishment.

The presentation was made by Arthur R. Joy, B.C. editor, Business Publications Division, MacLean-Hunter Publishing Co. Ltd., on behalf of *Canadian Shipping's* editor, Eric Axelson.

The recipient, whose prize-winning entry was published in the March issue of *Canadian Shipping*, also received a cheque for \$100. Second and third prize winners received awards of \$50 and \$25 respectively.

Mr. Joy praised the winner for the high qualities of his essay which had

won over several others entered by senior officers of the service.

To help spread knowledge and goodwill about the Navy, *Canadian Shipping* has produced a special issue on the service for the past seven years, Mr. Joy said. An annual event connected with it was the contest held for the purpose of helping to increase the Navy's own interest in the issues.

Following the presentation, Instr. Lt.-Cdr. Farrington was showered with hearty congratulations by his fellow officers in *Venture's* wardroom.

Civilian Personnel Manager Named

The appointment of R. L. W. Ritchie as manager, Civilian Personnel, Atlantic Coast (Navy), was announced by Commodore John MacGillivray, Commodore Superintendent Atlantic Coast. Mr. Ritchie will be responsible for all matters affecting the administration and welfare of civilian personnel working for the Navy in the Atlantic area.

Born in Alberta, he was graduated from the University of Alberta and studied at the University of Toronto

WEDDINGS

Leading Seaman William L. Cartwright, *Skeena*, to Miss Ruby A. Walker, of Victoria.
Able Seaman Thomas Eastick, *Beacon Hill*, to Miss Barbara Ruth McCulloch, of Victoria, B.C.

Able Seaman Gerald E. Gaudreau, *Shearwater*, to Miss Ursula Horbach, of Hamburg, Germany.

Sub-Lieutenant (E) D. K. Goodwin, *Donncona*, to Miss Eileen Sophy Ann Smith, of Ottawa.

Able Seaman Larry Guger, *Beacon Hill*, to Miss Donna Chapman, of Prince Albert, Sask.
Lieutenant (MN) Jewell Elizabeth Horner, *Naden*, to Lieutenant (E) Roy A. MacKay, *Naden*.

Able Seaman John D. Lotoski, *Beacon Hill*, to Miss Marjorie Moulton, of Sidney, B.C.

Sub-Lieutenant Charles E. Regan, *Niagara*, to Miss Beverley Kola Felner, of Victoria.

Able Seaman Ronald D. Young, *Swansea*, to Miss Lois Marie Workman, of Woodstock, Ont.

BIRTHS

To Lieutenant W. J. A. Black, North Bay, Ont., Recruiting Officer, and Mrs. Black, a son.

To Petty Officer Ralph Caldwell, *Beacon Hill*, and Mrs. Caldwell, a daughter.

To Able Seaman Roger Carreau, *Bytown*, and Mrs. Carreau, a son.

To Lieutenant William H. Evans, *Cornwallis*, and Mrs. Evans, a son.

To Able Seaman Donald MacFarlane, *Bytown*, and Mrs. MacFarlane, a daughter.

To Able Seaman C. G. McMullen, *Beacon Hill*, and Mrs. McMullen, a daughter.

To Leading Seaman Donald W. Purdy, *Beacon Hill*, and Mrs. Purdy, a daughter.

To Able Seaman Denis Reid, *Naden*, and Mrs. Reid, a son.

To Lieutenant Russell Wilcox, *Beacon Hill*, and Mrs. Wilcox, a son.

To Leading Seaman W. D. Wright, *Beacon Hill*, and Mrs. Wright, a daughter.

To Leading Seaman J. S. Yablonski, Naval Radio Station, Masset, and Mrs. Yablonski, a son.



Money for the Retarded Children's Association of Victoria was raised at a tea held recently by the Jill Tars Navy Wives Club, a navy wives' organization formed during the Second World War in Victoria. The annual tea was attended by Mrs. H. S. Rayner, wife of Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. Pictured here, from left, are: Mrs. J. Galbraith, honorary member, and organizer of the club; Mrs. Rayner; Mrs. J. Lysne, club president; and Mrs. H. V. Groos, wife of Commodore H. V. W. Groos, Commodore RCN Barracks, Naden. (E-44897)



The first recruit to be sworn in at the Canadian Armed Forces Recruiting Centre, Kingston, Ont., headed for the Navy section. Attesting Ord. Sea. Pasquale Coniglio, engineering mechanic aspirant, is Cd. MAA Alvin Underhill, left, of the RCN recruiting office in Ottawa. In the centre is PO Cyril Scrivens, who staffs the Navy side of the new Kingston office, first tri-service recruiting office in Canada which was opened April 3 by the Mayor of Kingston. Mr. Underhill, who began recruiting duties last fall, was well qualified to usher Coniglio into the Navy. He joined in 1941 as an ordinary seaman, survived the sinking next year of the first Ottawa, served ashore and afloat including time at Cornwallis, and in a carrier and a cruiser before promotion to commissioned rank last year. (Photo by Dick Herrington, Kingston Whig-Standard)

and University of British Columbia. During the war he served with the RCAF as a research psychologist. For the past 13 years he has been Chief Personnel Officer of the British Columbia Civil Service Commission.

Dual Appointment For Captain Deane

Captain (L) John Deane on August 18 will take up the dual appointment of Commodore Superintendent, Pacific, and Superintendent HMC Dockyard, Esquimalt. He will hold the acting rank of commodore while in the appointment. He is at present attending the National Defence College, Kingston.

He will succeed Commodore (E) John B. Caldwell. An appointment for Commodore Caldwell, who will go to Naval Headquarters on September 2, will be announced at a later date.

HQ Post for Captain Edwards

Captain Gordon C. Edwards, will take up the appointment of Deputy Assistant Chief of the Naval Staff (Air and Warfare) at Naval Headquarters, Ottawa, on August 25. Captain Edwards has been attending the National Defence College at Kingston, since September 1957.

He will succeed Captain Robert W. Murdoch, who will go to the National Defence College, Kingston, in September.

College Honours Naval Chaplain

Chaplain Charles H. MacLean, Protestant Chaplain at the Canadian Services College, Royal Roads, B.C., has been honoured with the degree of Doctor of Divinity (honoris causa) at the recent convocation of the Presbyterian College of Montreal held in St. Andrew's and St. Paul's Presbyterian Church.

Chaplain MacLean was padre to the Argyle and Sutherland Highlanders in Hamilton during the Second World War. He entered the Navy in 1951 and served at *Stadacona* and in the cruiser *Quebec* before going to Royal Roads.

First World War Medals Presented

On Saturday, May 10, at ceremonial divisions at Cornwallis, First World War Medals were presented to Rufus W. Connor, of Digby, by Captain M. J. A. T. Jette.

Mr. Connor is believed to be one of the oldest Canadian naval veterans,



Rear-Admiral R. E. S. Bidwell, president of the Nova Scotia branch of the Naval Officers' Association of Canada, presents a cheque to Lt. Peter Watson whose essay on the impact of the Navy on Halifax won second award in the 1957 Barry German prize list. Also shown are Cdr. C. H. Little, who was awarded first prize, and George Shilston, vice-president of the Nova Scotia branch of the NOA. (HS-52354)



When 79-year-old Rufus W. Connor, of Digby, N.S., turned up at ceremonial divisions at Cornwallis on May 10 for the belated presentation of his First World War medals, he was attired in the uniform of a master-of-arms, of Royal Navy early 1900s vintage, including frock coat and sword. The presentation was made by Captain M. J. A. T. Jette, commanding officer of Cornwallis. Mr. Connor served in the navy from 1896 to 1917. (DB-10574)

having enlisted in the Royal Navy August 1, 1896, and the medals he received from Captain Jette were the 1914-15 Star, British War Medal and the Victory Medal. He had been awarded these medals but had never actually received them.

Mr. Connor appeared on the dais in the uniform of a master-at-arms of the Royal Navy, early 1900s vintage, complete with frock coat and sword, adding colour to the presentation ceremony.

Highlights of MAA Connor's career consisted of participation in the Boer

War, the Boxer Rebellion, the Japanese-Russian War and the First World War. During his lengthy and colourful career he won several medals and awards for marksmanship and was one of the first qualified naval divers.

The 79-year-old veteran was invalided out of the service in 1917 and is now residing in Digby.

Institute Honours

Captain Roper

Included among the names of seven leading architects from cities across Canada, who have been elected Fellows of the Royal Architectural Institute of Canada, is that of Captain (CE) J. B. Roper, Civil Engineer-in-Chief, Naval Headquarters, Ottawa.

Captain Roper is a member of the Ontario Association of Architects. He entered the profession in 1926 after graduating from the University of Toronto. He was the architect for several Ottawa buildings, including the administration building at the Central Experimental Farm and St. Matthias Church.

During the Second World War he was responsible for planning and co-ordinating the development of naval shore establishments and has directed the post-war construction program of about 145 major naval construction projects from Newfoundland to the Queen Charlotte Islands.

Crash Minimized By Landing Wire

Four members of a Navy Tracker walked away from a crash landing, thanks to a carpet of foam and a hastily-rigged arrester wire after circling the *Shearwater* runways for two hours to burn up fuel and lessen the danger of fire on landing.

Lt.-Cdr. R. C. Rosenthal, pilot of the Tracker, said that a shrink link of the left wheel assembly broke on retraction, allowing the wheel to enter its housing without enough space to come into landing position.

Firemen of the air station sprayed gallons of foam over a small portion of the runway to cut down the chance of a fire through sparks or static electricity while the ground crew put up an arrester wire.

Lt.-Cdr. Rosenthal said that the crew did not bail out of the \$1 million plane because chances against injury in landing with the plane were slight, while one usually had some injuries if he parachuted. He said this was his first crash.

AB James Pilgrim set a few more records. It was his first crash, first flight in a Tracker and first flight with

the VS 881 Squadron attached to *Bona-venture*.

Co-pilot on the flight was Lt. S. K. Dewar and the second observer's mate was Ldg. Sea. Jack Battaro.

New CO Named To Buckingham

Lt.-Cdr. Donald M. MacLennan, assumed command of the *Buckingham*, when the ship commissioned at Halifax on May 6, following an extensive refit.

Actors Taken On Harbour Tour

Delegates to the Dominion Drama Festival in Halifax—approximately 250 of them—were guests of the Royal Canadian Navy on Friday afternoon, May 16.

The visitors were taken on a cruise of Halifax harbour and vicinity on

board seven ships of the Atlantic Command.

The minesweepers *Resolute*, *Thunder*, *Fundy*, *Chignecto*, *Chaleur* and *Quinte* sailed up the picturesque Northwest Arm and the frigate *Lanark* took her guests into Bedford Basin.

Assiniboine Gets New Captain

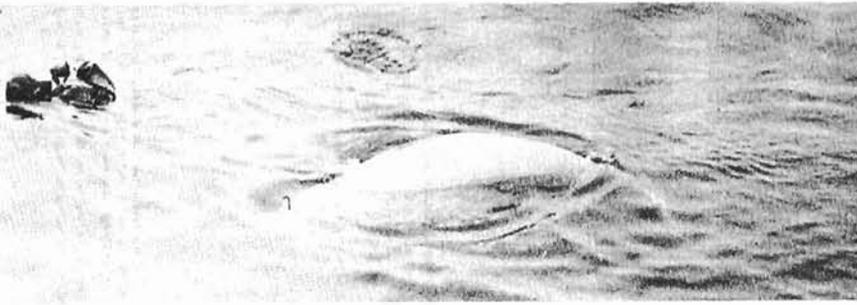
Cdr. James R. Coulter, took command of the *Assiniboine* (destroyer escort) on May 24.

He succeeded Commander Eric P. Earnshaw, who has been in command of the *Assiniboine* since the ship commissioned in August, 1956.

Cdr. Earnshaw has been appointed to the Royal Naval Staff College, Greenwich, as RCN member of the Directing Staff, effective June 30.



Just when they figured they had reached the last outpost of Never-Never Land in the South Pacific, Venture Cadets Robert Coren and Jack Alexander came up against this tourist bureau sign in Suva, Fiji, during shore leave from the Ontario. Kinda reminded them of a B.C. totem pole. (OT-3887)



MOBY JUNIOR

THE CLEARANCE DIVER Training Section of the Torpedo Anti-Submarine School in *Stadacona* was able to boast recently that amongst its members it had one of the world's best divers and swimmers. Without benefit of aqua-lung, mask or flippers, he put even the instructors to shame.

Having obtained perfection in underwater manoeuvring, he apparently wished to volunteer his services to the Royal Canadian Navy. Unfortunately his slow-wittedness and anti-disciplinary nature caused some concern to the instructors. Also the Diving Section was unable to adapt the tools of its trade to his requirements.

The TAS School sends out a plea for any manual, recent or ancient published or in manuscript form, on "The Handling and Training of Arctic White Whales!" Since this whale has not yet attained full growth and has not (at least to the knowledge of the School) chewed anyone's leg—Melville's "Moby Dick" has proved inapplicable.

This novice clearance diver (he cannot be called a mascot since he refuses to be leashed) is a 12-foot infant from the Arctic. Moby Jr., as the divers affectionately call him, turned up in Halifax Harbour about April 7 and after his arrival adopted the classes from the Diving Section as his own special playmates. Until he found them, he was a lonely individual. Who knows, he might have become mean and destructive from loneliness? Now he had all the pals he required.

How did his "pals" feel toward him? After an initial shyness, they came to accept his company. Every day they found him prompt and waiting for the first of the divers to enter the water. He accompanied the classes through all operations. Wherever there were two or more divers, he insisted on the middle berth. This gregarious young fellow appeared to be happy.

His innate curiosity was somewhat of a bother to the men working on underwater jobs. He came nosing and prying

about with a look in his eyes which seems to plea "Aw! Come on, give me a try at it!" However, he was soon disciplined by a rap on the "nose" with a hammer or wrench. But just like a playful pup, as soon as the memory of the slap was forgotten, he was back snooping again. Hence the discipline problem. How do you keep a fellow twice as long (not to mention his girth) as yourself in line! Did ever a three-foot high GI keep a platoon of six-foot ODs in line?

Moby Jr. remained with the divers until the last man was out of the water. Then he was seen to mope sadly away to find somebody else's business to poke his nose into, until the next morning when he returned promptly for classes.

On week-ends he was particularly lonely. He poked around the section looking so sorry for himself that finally some duty hand would get dressed and enter the water to begin the aquatic game.

Reliable sources at the Diving Section say that upon successful completion of training he will be promoted to ABCD3 Moby Dick Jr. ON 0013-H.

It is expected that if Moby's qualities reach the Detection department of the TAS School there will be a conflict as to which department could use him to the best advantage. With his, in the words of Rudyard Kipling, "satiabie curiosity" they will argue, he would investigate any suspicious object, and report it to the proper authorities.

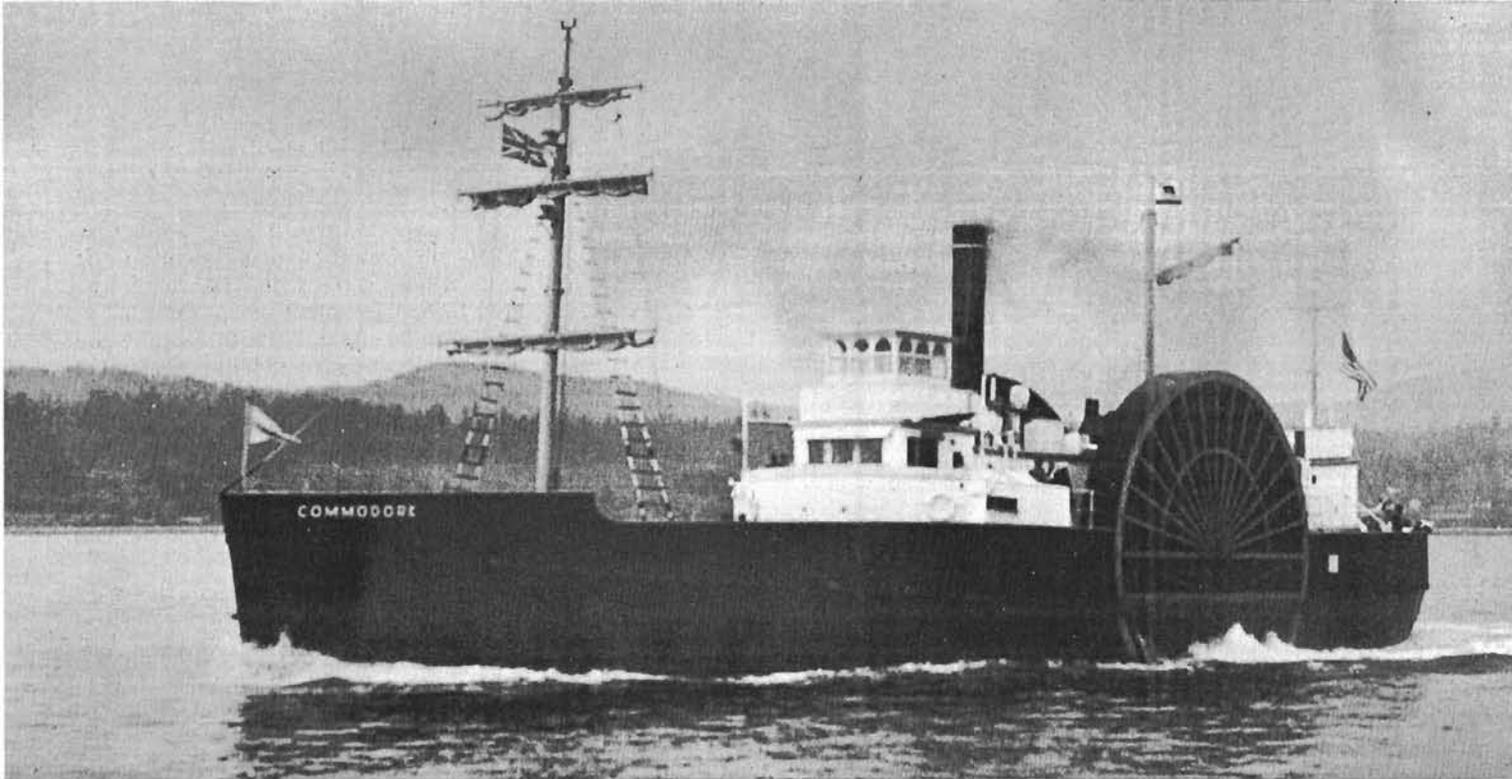
In any case, if he can prove his usefulness his next assignment will be a recruiting campaign in the Arctic Sea and a winter Newfie Patrol.

Just now, Moby Jr. appears to be on leave and it's the divers who are lonely. However, he appeared to enjoy his stay in Halifax harbour so thoroughly that his return is expected momentarily.

The white whale, a frequenter of the waters along Canada's East Coast, is a member of the dolphin family of small whales, which also includes porpoises and killer whales. It is about 18 feet long when fully grown and only a distant relative of Herman Melville's huge Moby Dick, which was an albino sperm whale or cachalot.

Schools of white whales sometimes venture far up the St. Lawrence River. They appear to share the cheerful, playful disposition of other porpoises and dolphins—the killer excepted. The scientific name for the white whale is "beluga".





"SS Commodore" (otherwise the RCN's former oceanographic vessel, HMCS Cedarwood) on a trial run off Esquimalt before the April 26 celebrations at Victoria which launched the B.C. Centennial. (E-45070)

SS COMMODORE

Cedarwood in role of paddle steamer in gold rush days

THE LITTLE *Cedarwood* retired from oceanographic duties last year and many must have felt that was that. However, it was not long before she was undergoing a drastic sea change.

The *Cedarwood* emerged this spring in the guise of "SS *Commodore*", the paddle steamer that brought the first miners from San Francisco in 1858 after word had trickled down the coast that gold was to be found in the Fraser River sands.

When the "*Commodore*" sailed again, manned by officers and men from *Naden*, her arrival in Victoria on Saturday, April 26, touched off the main program of the B.C. Centennial celebrations.

The following account of the "*Commodore's*" arrival appeared in the April 28 issue of the *Victoria Daily Times*.

BY NORMAN CRIBBENS

ORANGE SMOKE belching from the tall black funnel of the reconstructed paddle steamer SS *Commodore*, as she entered Victoria's Inner Harbour Saturday afternoon, April 26, sent a thrill through most of the 15,000 to 20,000 Victorians gathered to welcome her.

The applause, it is true, was not as enthusiastic as it could be, but for Victoria at least, the reception given to the province's first gold rush ship of 1858 was a hearty one.

As the *Commodore's* black nose edged around the corner of the harbour basin, I went tense, expecting a full-throated roar from the crowds jamming the Causeway.



Before he sailed with his horde of unruly miners bound for the Fraser River gold bars, the captain of "SS *Commodore*" (Lt.-Cdr. Hal Lawrence) received some much-needed good wishes from Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. (E-45017)

Alas . . . the crescendo didn't come. We heard only the pattering of many hands, like rain on a tin roof.

Victoria wasn't to be intimidated by any old paddle steamer! It was too well-mannered!

Yet for many, I'm sure, the appearance of the old pioneer ship bringing bearded gold-seekers and their gay ladies from San Francisco must have been a real thrill.

It was a forceful re-enactment of the gold fever which hit Victoria just 100 years ago.

Crowding the decks of the *Commodore* (actually the re-converted HMCS *Cedarwood*) were some 60 miners — fierce-looking ruffians, carrying picks, packs and pistols.

A band of Cowichan Indians led by Chief Mike Underwood greeted the *Commodore's* appearance in the harbour with a savage song that would have chilled the hearts of pioneers in days gone by.

And then, as a sharp reminder of the present, three Avengers of the Royal Canadian Navy, roared overhead at discreet heights of 500 feet.

The *Commodore* maintained her historic poise, flying both the Union Jack and the Stars and Stripes, as she was escorted into the harbour by a flotilla of tugs and small sea craft.

CBC announcer Bill Herbert, whose commentary was relayed through a loud-speaker system, informed the populace that the orange-red smoke from the *Commodore's* funnels came from redwood trees—burning below.

No one believed him, since the modern-day *Commodore* is known to be diesel-powered but the crowd accepted his explanation in the spirit of the occasion.

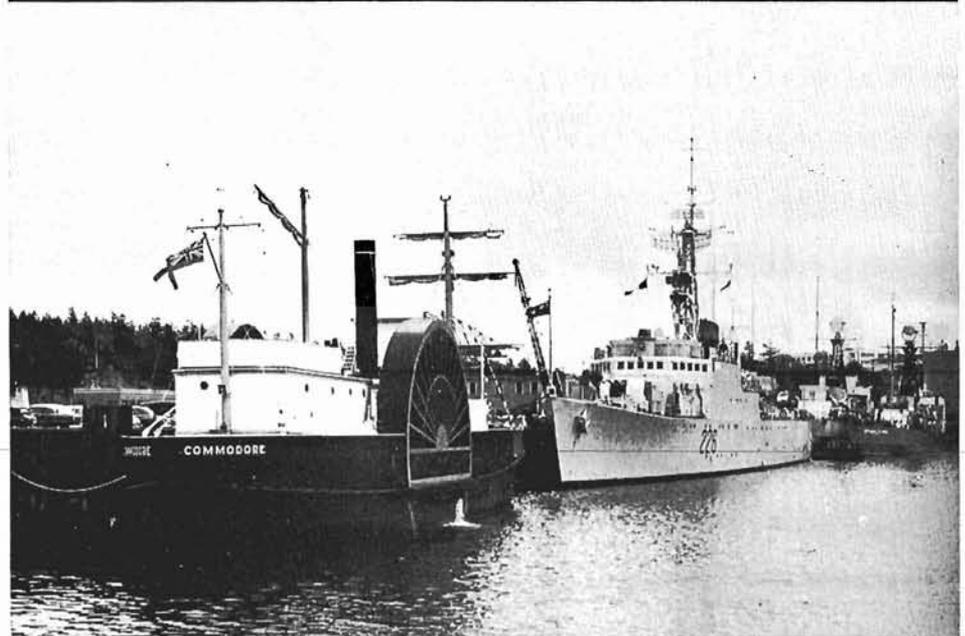
"The rush is on," said Mr. Herbert. "We are trying to preserve with historical accuracy a scene that occurred here 100 years ago."

As he spoke, two stowaways—RCN Lieutenants John Murison and Al Booth—jumped from the *Commodore* into the chilly waters of the harbour and swam ashore.

"There go two of our brave pioneers, leaping to freedom in a promised land," commented Mr. Herbert.

Flanked by tugs, Indian canoes and assorted small craft, the *Commodore* moved gracefully into the harbour, within range of a battery of cameras—professional and amateur—lining the edge of the Causeway.

Thousands of spectators spilled over the green lawns of the Empress while hundreds more packed the hotel balconies, and many guests enjoyed a



The clock has been turned back a hundred years on board one of Her Majesty's Canadian Ships on the West Coast and the officers and men of her crew have undergone certain corresponding changes. The *Cedarwood*, of recent oceanographic fame, is plying B.C. waters as SS *Commodore*, the sidewheeler which, a hundred years ago, brought San Francisco miners to Victoria on their way to the Fraser River. This explains the presence here of a portrait of the grizzled First Mate of the *Commodore*, whom intimate friends might recognize as Lt. E. A. MacFayden and the other chummy, but anachronistic, picture of the *Commodore* and the *Crescent* in Esquimalt harbour. (E-44988; E-44871)

grandstand view from their bedroom windows.

Mingling with the crowds along the Causeway were bearded Sikhs, song-voiced Chinese, burly young Canadians with beards and sideburns, and hundreds of teenagers—the boys in coloured shirts and blue jeans, the girls in flowered skirts and ballet shoes.

Children scampered in and out of the crowds and a dog which had lost its master raced up and down the sidewalk sniffing eagerly at anyone who might have a familiar smell.

It was all part of the carnival atmosphere.

The pounding of Indian tom-toms — that wondrously exciting sound — greeted the arrival of the gold-rush boys.

Unlike their historic predecessors they were given, not the cold shoulder, but a dignified welcome from such leading citizens as L. J. Wallace, chairman of the B.C. Centennial Committee; Mayor Percy Scurrah, Public Works Minister W. N. Chant (representing Premier Bennett), and Sir James



"The woman that kissed him—and pinched his poke—was the lady that's known as Lou". The men on board the "SS Commodore" as she steamed into old Victoria weren't miners fresh from the "crick"—just fresh miners heading for the "crick". As can be seen, the beauteous belles of the old colony were joyfully awaiting them, and an end to the husband shortage. The belles shown here are nursing sisters, wrens, etc., from Naden. (E-45075)

Douglas in the person of Victoria baritone John Dunbar.

They were greeted also by Percy Ross, ex-chief of the Songhees tribe, and Padre William Hills as the voice of Vancouver Island's clergy, past and present.

"You showed great courage and imagination in coming here. This is not an easy land for the white man, though the Indians have known it and found it good and the trappers have known it and found it rich."

Ex-Chief Ross declared:

"One hundred years ago we were not so sure of you. But there were so many of you there was nothing we could do . . . In the century that has

just passed British Columbia has become a great province for both of us."

Works Minister Chant said:

"You have worthy descendants here today. There are still great secrets to be uncovered and great wealth to be gained by courage and exploration.

"This is still the land of promise."

Mayor Scurrah introduced Rodney Doerr, vice president of San Francisco Chamber of Commerce, who said:

"I bring you greetings and good wishes from an admiring neighbour south of the border."

Ceremonies over, the visitors were taken for a ride by horse and carriage around Birdcage Walk and the Legislative Buildings back to the Empress

Hotel where they were entertained by Mr. Wallace and the B.C. Centennial Committee in the approved style.

The usual deadly restraint of the hotel lounge was shattered when the bearded miners and their gay ladies paraded through the tea and crumpet devotees.

"We've been coming to the Empress for years past but we've never seen anything as lively as this," commented Joseph Frickner of San Francisco, sitting with his wife, a cheerful grey-haired lady, in the lounge.

"We used to think of Victoria as a city where nothing ever happened, but it seems we have under-estimated the old place."

One of the most unlikely march-pasts ever to occur during divisions took place at Naden on April 25 when the crew of the "SS Commodore" and their passengers, rough, tough, gun-toting miners, swarmed across the parade ground. (E-45066)





The Wolf Cubs at the upper left are camping out in comfort. They are a part of their packs' campfire display at Cornwallis' huge Hobby Fair in the Recreation Centre. At the upper right Girl Guides display their skills. Below, a group of new entries try to coax a model aeroplane into action and a seaman and wren demonstrate leathercraft. Among the larger exhibits entered by ambitious home-craftsmen, were hi-fi sets and a motor boat. (DB-10453; DB-104488; DB-10447, and DB-10446)

THE CORNWALLIS HOBBY SHOW

THE CORNWALLIS Hobby Show, held at the Recreation Centre on Friday and Saturday, April 25 and 26, was viewed by over 1,500 people and proved an unqualified success.

The high calibre of the many and varied exhibits helped assure the success of the show. Included in the display were items from New Brunswick and Halifax as well as from the area around Cornwallis and Cornwallis itself. The first enterprise of this kind to be held here, it is hoped to make this an annual event from now on.

Samples of handicraft displayed included leatherwork, paintings, needlework, hand-made silver jewelry, many mounted with polished native stones; rugs, woven articles, and many others. Especially eye-catching for the feminine viewers were the attractive rugs, which would add a colourful note to any home. The hand-woven articles were all beautiful but an outstanding article was the black stole trimmed with bands of silver at either end. A group of five paintings by Kelsey Raymond of Smith's Cove, drew many favourable comments.

A highlight of the two-day show was the live demonstration by some of the craftsmen. Mrs. A. C. Cosgrove demonstrated weaving; Wren B. Banning and Ord. Sea. Thomas Webster of Kootenay Division, leathercraft; Ord. Sea. Michael Wilson, Restigouche Division, worked on a model boat; James Lewis, of Annapolis, demonstrated stone-cutting and polishing; Lt. David Molliet and Lt. George White displayed a hi-fi set and explained how to build one; PO Elkstein demonstrated ham radio operation and was very successful, being able

to raise Germany, Sweden and Denmark as well as many nearer places, during the show. A model aeronautic display by Ord. Sea. W. W. Todd, *St. Croix* divisions; Ord. Sea. L. Menard, *Margaree* division and Ord. Sea. J. Mitchell, with engine-powered models built by the men themselves, held in the drill shed because of the high wind, drew many spectators especially among the younger generation. Lt. E. Derbyshire displayed a TV assembly unit for those brave enough to attempt to build their own set.

One of the most attractive displays of the show was the Scout and Guide display on the second floor. The Scouts had a complete camping site set up, with evergreen boughs adding a touch of realism. The exhibit included the mess tent, a sleeping tent, a cooking area and a camp-fire site. Several of the boys and girls were on hand to answer any questions concerning the display. Also on display here were various projects which the Guides and Scouts must complete for their badges. This exhibit was in charge of Guide, Scout, Brownie and Cub Leaders.

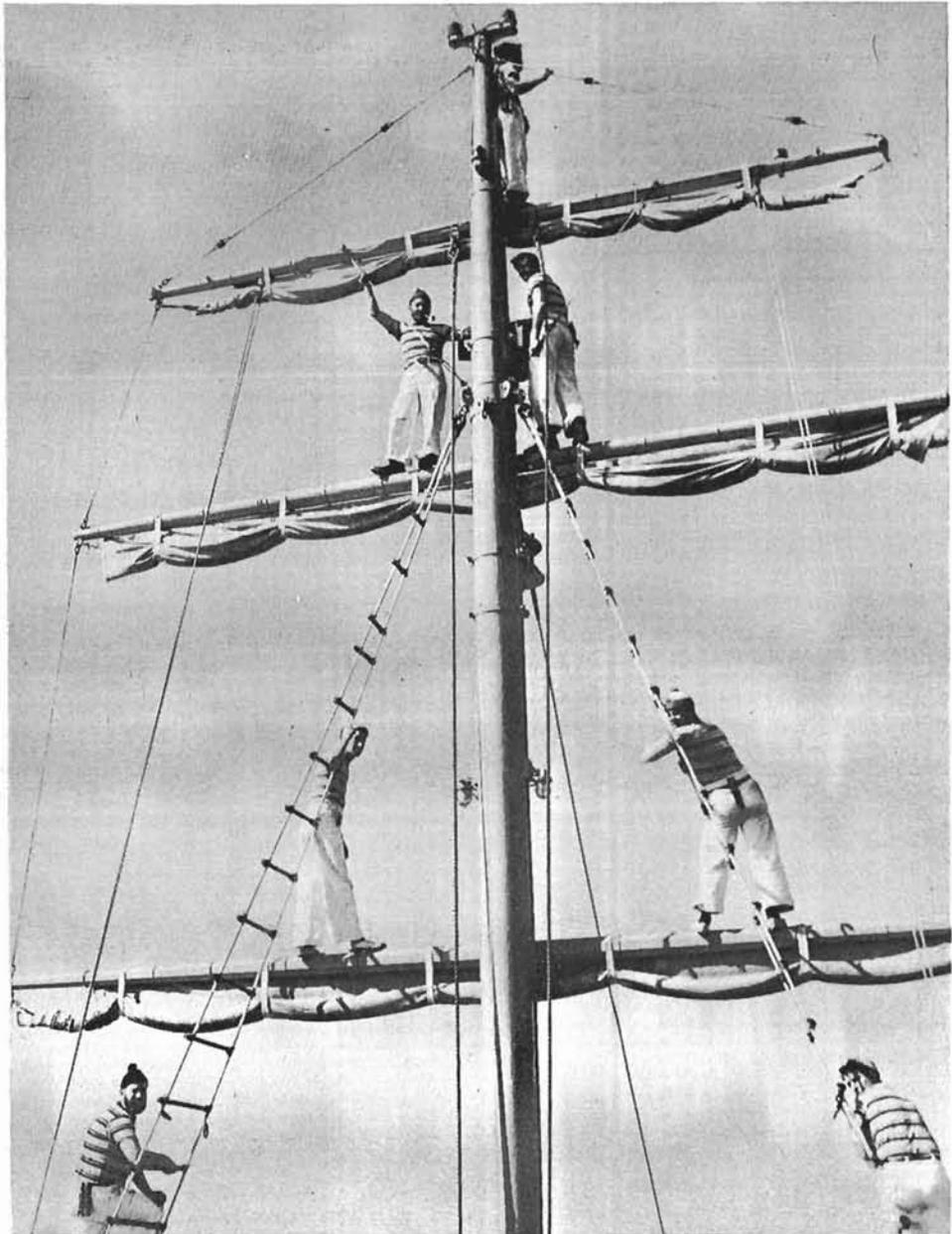
During the entire show, which was open Friday evening, Saturday afternoon and evening, appropriate films were shown in the TV room every half-hour.

On the opening night of the show Captain M. J. A. Jette presented prizes to some of the winners.

First-prize winners in the Hobby Fair were as follows:

Ord. Sea. K. Arn, *St. Croix*; Ord. Sea. D. Noviss, *Athabaskan*; Donald Mowatt, Bryan Redden, Janet Coe, Gleen Howarth, CPO H. Moody, CPO S. K. Henson, Lt. E. L. Anderson, Ldg. Sea. C. Thibbidao, Mrs. Dorothy E. Kennedy, Rev. A. J. Mowatt, Mrs. A. C. Cosgrove, A. B. Roland Maheux, Ord. Sea. N. Darwent, Cdr. W. McCully, Mrs. Marilyn Smith, Ord. Sea. Gordon Duckworth and Lt. E. Derbyshire.

The judges, faced with the very difficult task of picking winners from the



"Clear the poopdeck! Brail up the mizzen! Let fly the southeast spinnaker! Avast there, me hearties! Belay below!" With such "seamanlike" cries, the good ship *Commodore* gets underway and the salty sailors are happy to descend the foremast in time for tea. Happy, too, is the motley passenger list of gold-miners and gold-diggers in the knowledge that the ship isn't dependent on her sails. (E-45020)

outstanding articles displayed, were: Mrs. Frank Lockyer, Mrs. D. Hamilton and Mr. J. A. Dalton.

Officials responsible for the first successful Hobby Fair were directors, Lt. (S) G. T. White; managing director, Ross H. Chisholm; technical adviser, Miss Ruth Eisenhauer; assistant technical advisers, Miss Hazel Manthorn, Miss Enid Webber and display supervisors, CPO J. Mason, and CPO S. Fagg. Although holding no official title Ldg. Sea. Edward LeClair was invaluable in ironing out all the small details that kept the show running smoothly.

Others who contributed to the success of the show were: Dr. Ivan H. Crowell of the Department of Industry and Resources, Fredericton, N.B., who made possible a display of New Brunswick handicrafts; Digby Crafts, Annapolis Weavers, Fort Anne Rug Hooking Group; Gordon Grant, Irene Spicer, Earle Parker, N. Anderson, Clifford Browne, Donald C. MacKay, Molly Bell MacKey, Laura Wellard, Norma MacL. Anderson, LeRoy Zwicker, Marguerite Zwicker, all of Halifax and Kelsey Raymond, Smith's Cove.—Written for the *Cornwallis Ensign* by Mrs. Vera Foster.



AFLOAT AND ASHORE

PACIFIC COMMAND

CANCORTRON 2

The destroyer escorts *Crescent*, *Fraser* and *Margaree* of the Pacific Command's Second Canadian Escort Squadron, conducted a series of anti-submarine exercises in lower B.C. waters between April 21 and May 2.

During the exercises, the ships visited several ports, including Vancouver and Nanoose.

Departing from Esquimalt harbour, the three ships exercised daily from April 21 to April 23 off the west coast of Vancouver Island, returning to Esquimalt at the end of the day. On April 24 the ships left Esquimalt to visit Nanoose. From that port they sailed to Vancouver for a three-day visit.

During the remaining portion of the exercise program, the ships operated in Juan de Fuca Strait, returned to Esquimalt on the afternoon of May 2.

HMCS *Margaree*

During the first six months of the *Margaree's* commission, her travels have taken her to the other end of the world. Actually, the trip, via Esquimalt, from Halifax, to the Far East covered nearly 200 degrees of longitude, more than half way around the earth.

The second half of the trip, from Esquimalt to Saigon, was effected during cruising in February and March when the Second Canadian Escort Squadron joined with USN ships in exercises. Okinawa, Tokyo, and Hong Kong were among the ports of call familiar to the Royal Canadian Navy and now Saigon has been added to the list. But no matter how many times the Eastern ports are visited, there is always something new and different to see. The inroads of Western influence are noticeable in certain sectors but often only accentuate the national customs. A Japanese entertainer who may not even speak English, can plunk a ten-gallon hat on his head and render "Deep in the Heart of Texas" without a flaw in his southern drawl.

Souvenir hunting was a major pastime for many members of the ship's company and it wasn't long before the art of bartering was so professional that most merchants just gave their



A long Pacific swell breaks majestically over the bow of HMCS Ontario as the much-travelled training cruiser steams steadily through a tropical afternoon. The photo was taken during this spring's Venture cruise to the South Pacific. (OT-3773)

goods away when they recognized the *Margaree* cap tally. There were exceptions. For those who bypassed the shops ashore, the ship's canteen manager, PO McRae, could usually come up with the perfect gift for the occasion. For the discriminating buyer, there were a few always willing to unload their last port souvenirs at half price so they could have money to buy the next port's souvenirs at double price.

One of the interesting side excursions from the ship was to Nikko for

a week-end of skiing in company with fellow sportsmen from the *Cayuga* and *Fraser*. Nikko (in Japan you don't speak of beauty until you have seen Nikko) was in a truly picturesque setting, surrounded by mountains, blanketed in fresh snow, and dotted with Canadian "Sitzmarks"—the bunkers left by the part of a skier that goes down first. Although a bit out of practice, it wasn't long until the Canadian sailors had picked up the Japanese ski technique, that is, legs well apart, skis pointed downhill, and just let 'er go.

Fortunately, no major injuries were sustained and the minor ones became badges of honour.

The health of the ship's company remained good except for a few minor set-backs following visits to boiled octopus specialty shops in Saigon.

Enthusiasm for the ship's jackets ran high when a sizeable order was placed in Hong Kong. The jacket design, although controversial, was personalized by allowing a space on the right arm for the name of the wearer. Those who indicated they wanted no name sewn on, had their jackets dutifully inscribed "No Name". It was disappointing at first to find most of the jackets were made undersize but the Dependants' Day cruise following the ship's return home proved their worth. They were the rig-of-the-day for wives and sweethearts.—W.B.W.

HMCS Cayuga

The 1957-1958 Pacific Command hockey series was a hard-fought round of battles, with top honours being captured by the destroyer escort *Cayuga*.

Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, presented the championship trophy during a ship's company dance held recently. Cdr. P. C. Benson, the *Cayuga's* commanding officer, accepted the trophy on behalf of the ship and the hockey team.

HMCS Ontario

Financial assistance to three Fijian athletes who wish to attend the British Empire Games in Wales this summer was one of the goodwill gestures made by the ship's company of *Ontario* during the cruiser's 10-week training cruise to the Hawaiian and Fiji Island, New Zealand and Australia this spring.

The incident occurred when the *Ontario*, carrying 50 senior-term cadets from *Venture*, junior officer training establishment at Esquimalt, called at Suva en route to her home port where she was due to arrive May 5.

During the three-day visit at the South Pacific Island port, Captain J. C. Littler, the *Ontario's* commanding officer, hearing that a fund was being set up in Suva to enable three Fijian athletes of near Olympic standards to attend the games, made a radio broadcast and, on behalf of his ship's company and Canada, gave the athletes their first donation of \$100, expressing the hope that Canadian and Fijian athletes would be able to strive side by side for the high honours that go to the winner in such competitions.



"If you want to take a picture of my Mummy and my Daddy, go ahead—but don't forget I'm here too." Two-year old Karen, with a coy flutter of her eyelids, put the photographer in his place as he paused to record a happy family reunion (the bystanders are Ldg. Sea. Frank Hicke and his wife, Carol) on the return of the Second Canadian Escort Squadron to Esquimalt this spring. (E-44774)



Before the five ships of the Second Canadian Escort Squadron left Saigon, replicas of the badges of the Canadian destroyer escorts were presented to Cdr. Tran-Yan-Chan, left, commander of the South Vietnam Navy, to commemorate the Canadian visit. Making the presentation is Captain M. G. Stirling, commander of the squadron and commanding officer of the *Crescent*. (CR-332)

During the stay many of the officers and men of the Canadian cruiser received the hospitality of local citizens they had met on the *Ontario's* previous

visit while en route to New Zealand and Australia.

Captain Littler was dined by the commander of Fiji military forces and

had luncheon with the Commanding Officer, Royal New Zealand Air Force, Fiji.

The Suva radio made a 50-minute tape recording of musical numbers from the ship's concert program to be played after the Canadians left and the *Ontario's* band made a 30-minute recording to be added to the Suva radio records library.

The warship's visiting committee sponsored a dance for 200 members of the ship's company and the Royal Suva Yacht Club gave a dance for officers and cadets at which the *Ontario's* band provided the music.

ATLANTIC COMMAND

RCN Hospital

One of the most recent bouquets to be handed to the Royal Canadian Navy was from a Canadian Army major and concerned his stay in RCN Hospital in Halifax.

Let the story be told in his own words:

"I have recently been a patient in the RCNH and, therefore, I am writing to tell you how much I appreciated the wonderful attention and care I received while there.

"Everybody on the staff—the medical officers, the nursing sisters and the medical assistants—did everything possible to help one get better and, even more, to make one feel cheerful and at home. Each in his or her own way struck me as being an extremely nice person as well as very efficient.

"I have never seen a hospital, either in or out of the Service, that can compare with the RCNH in any respect—from treatment to the excellent meals. As an Army man, I am envious and, as a Canadian, I am extremely proud of the superb efficiency of our Navy.

"Thank you very much. Your staff makes being ill almost a pleasure."

Naval Supply Depot

On Monday March 24, the staff of Naval Supply Depot, Halifax, bade farewell to their departing officer-in-charge, Cdr. (S) D. A. Collins.

Cdr. Collins left the depot after more than three years as officer-in-charge to become supply officer of the *Bona-venture*.

In parting, he said that his tenure of office was most enjoyable and he attributed much of his success as officer-in-charge to the excellent co-operation received from the staff generally.

Relieving Cdr. Collins as officer-in-charge was Cdr. (S) K. M. Roy, ex-



A stained glass window, donated by members of the congregation was unveiled March 30 at the Church of the Redeemer, Shannon Park, by Commodore P. D. Budge, Chief of Staff to the Flag Officer Atlantic. The dedication reads: "To the Glory of God—They That Go Down to the Sea in Ships". Shown with Commodore Budge (left to right) are Chaplains (P) H. I. Hare, Bruce Peglar (Command Chaplain), W. W. Levatte and A. G. Faraday. (HS-52298)

supply officer of the *Bona-venture*, who assumed the duties on April 1.

NAVAL DIVISIONS

HMCS Patriot

Arrival of HMCS *Sault Ste. Marie* at Hamilton, Ont., on May 15, marked the beginning of the 1958 Great Lakes summer training program for reservists.

The *Sault Ste. Marie* was joined five days later by the *Portage* which will serve with her on the Great Lakes during the summer to give two weeks' ship training to hundreds of reservists from across Canada.

HMCS Chatham

The Prince Rupert naval division made a small presentation to Rear-Admiral K. F. Adams, former Flag Officer Naval Divisions, on the occasion of his last inspection of *Chatham* before his retirement.

The memento was in the form of a three-inch glass ball mounted on a wooden base, the globe being inscribed "Just an average Prince Rupert rain-drop".

During his visit, Admiral Adams addressed retired naval officers and renewed acquaintances with many old friends.

RCN LAUNCHES ICE FORECASTS

East Coast Service Operating from HMCS Shearwater

CANADA'S first ice-forecasting service, providing information on ice conditions in Canadian and adjacent waters, went into operation this spring. The service is being operated this year by the Royal Canadian Navy on behalf of the Department of Transport, which will take it over in 1959.

The service is a part of a mutual arrangement between Canada and the United States for provision of information on ice-infested areas around the coast of North America, for the benefit of commercial and government shipping.

The areas covered by the RCN ice forecasts include the Gulf of St. Lawrence, Hudson Bay, Hudson Strait and the northern coast of continental Canada.

Ice forecasts for the Central and Eastern Arctic and for the shipping lanes along the east coast of Baffin Bay have been provided in the past by the United States Navy's Hydrographic Office. This year the Hydrographic Office will provide the usual full support to shipping along the east coast north to Baffin Bay and five and 30-day forecasts for the Eastern Arctic area. Other ice advisories and ice forecasts will be provided by Canada.

The new Ice Central, as it is called, is located at the RCN Air Station, *Shearwater*, and is operated by RCN personnel who have had previous practical experience with sea ice and taken special training courses with the U.S. Hydrographic Office. The Department of Transport has organized an extensive system of surface and aerial ice observations, which are relayed to the Ice Central at *Shearwater* for use in issuing ice bulletins and ice forecasts. Both civilian and Royal Canadian Air Force aircraft will be used in the aerial ice surveys.

By midsummer of this year, three field forecast stations will be set up at Churchill, Cambridge and Frobisher in the north. While the *Shearwater* Ice Central will be manned the year round, these stations will be manned, two at a time, during the summer months only.

The *Shearwater* unit will provide basic ice information to the three northern stations, which will be equipped with radio facsimile recorders.

Much of the over-all organization and liaison for establishment of the

ice forecasting service was carried out by William F. Ganong, Director of Naval Weather Service at Naval Headquarters, Ottawa.

The forecasting program is under the immediate charge of Lt.-Cdr. (SB) William Markham, who was meteorological officer in the Arctic patrol ship *Labrador* for three years. Operating the main forecasting station at *Shearwater*, he will be assisted by A. P. Beaton, now serving as a civilian meteorological officer at the air station. They will be responsible for setting up the three field stations this summer.

In addition to Lt.-Cdr. Markham and Mr. Beaton, three RCN meteorologist's mates are on the strength of the *Shearwater* unit. They are PO John L. Hebgin, Ldg. Sea. R. G. McIvor, and Ldg. Sea. S. J. Willis.

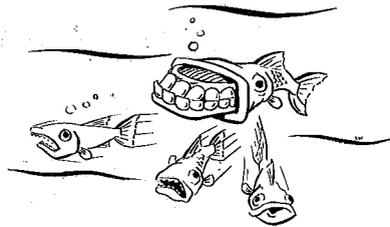
The service began by providing forecasts for the Gulf of St. Lawrence area, to assist shipping in both the river and the gulf. There will also be a build-up of ice information which may assist in extending the shipping season in the St. Lawrence Seaway.

Forecasts covering the Hudson Bay and Hudson Strait area will assist shipping operating to and from Churchill and the service will gather data for further knowledge of shipping seasons in the Ungava and other areas.

Ice information, both observed and forecast, along the northern coast of continental Canada will be used largely by shipping employed in the sea resupply of DEW Line sites.

The service will also be used by shipping carrying out re-supply of joint Arctic weather stations.

FULL FATHOM 2,200 HIS DENTURES LIE



The Navy takes a dim view of thoughtless or belligerent sailors, whose activities allow their "pusser" dentures to be damaged or lost.

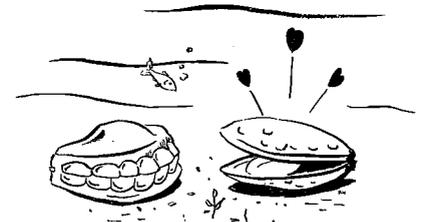
Naval General Order 35.01/1 requires the loss of such ivories to be reported "immediately" to the officer of the watch, along with an account of what steps, if any, were taken to recover them. He in return reports to the commanding officer, stating whether or not the loser is at fault. If the loser is blameless, the captain must provide him with a signed statement to that effect so that he can get a new set free. If found culpable, he must pay for replacement in accordance with the Schedule of Fees shown in GO 35.02/1.

An official report "Loss of Denture", covered by a charge sheet in accordance with QRCN 106.09 and with the

name of a witness attached was routed from the commander of an East Coast shore establishment to the Officer-in-Charge, Royal Canadian Dental Corps. The report was impeccably drawn up and the last two paragraphs read as follows:

"OSS . . . lost his prosthetic appliance during sea training in HMCS . . . on . . . The ship was in position 42° 30' N, 63° 22' W, the depth of water approximately 2,200 fathoms.

"The denture was lost over the ship's side during the course of disgorging, caused by sea sickness. As the ship was at that time carrying out exercises with a submarine in the circumstances outlined in para. 2, no recovery action was considered feasible."



APTITUDE STUDIES UNDERWAY

Testing Program Paves Way for Common Entry

CALL THEM "guinea pigs" or call them "yardsticks", a considerable number of sailors will undergo a group of aptitude tests during the coming months. But even if they are dismal failures the results won't show on their personal records. A good mark won't win promotion.

The series of tests is far from aimless, however, and it has been launched to meet the requirements of the revised personnel structure of the RCN, in particular the planned introduction of Common Entry for seamen.

Under the Common Entry scheme, a new entry will not be selected for trade training until a study of his aptitudes has been made and his own preferences have been stated. Selection for a trade will take place late in the new entry training period, which will last about four and a half months, including two weeks' sea time.

A classification and testing program is necessary to assure the selection for each trade of men most likely to reach the required proficiency. Without classification, and with the random assignment of men, there would be tremendous, excessive waste of time and money. Months of training might be spent on men who did not have the mental equipment to learn and the mental abilities of others might be wasted on duties requiring muscles rather than brains.

To get a classification and testing program underway it is first necessary to conduct a series of pilot studies. The pilot studies will involve the testing of predetermined number of people and the analysis of the tests. It is obvious that these studies can be conducted most readily and economically among serving personnel—and that is what is being undertaken this summer.

The task of the classification system is to discover the aptitudes of recruits, their "trainability" for various trades, to analyze and record this information, and make systematic recommendations concerning placement. In other words, men entering the Navy under the Common Entry scheme will have to be given aptitude tests, interviewed, and assigned for training, on the basis of the total picture of ability level, past training and experience, interest, and personality suitability. Their test scores and civilian school ratings will be recorded on permanent personnel records, and

the results analyzed for the relation between high test scores, success in service school, and success in the trade they are assigned to.

Everyone knows that individuals differ in physical characteristics, such as strength, endurance, agility and other bodily traits. Humans also differ in physical performance—and most people are not ashamed to admit that someone else is better than they are in physical performance and skill. For example, if one man is six feet tall and another five feet tall, the difference in height can be seen, and the measuring device is known and accepted. Differences in vision are readily admitted. No one contends that all men are created equal in ability to see; some are nearsighted, some farsighted, some colour blind.

There are also differences in ability to think, just as there are differences in physical characteristics or physical performance levels. These differences are measurable by means of tests.

Such a test is really nothing more than a well-conducted, standardized interview. In both test and interview, questions are asked, and answers are given—except that a test asks every-

one the same questions in the same way with the same answer choices, and gives everyone the same amount of time in which to answer.

An aptitude test usually measures a single ability, or very closely related abilities. A score on any particular aptitude test will enable the classification interviewer to compare one man with another, but only on the particular ability involved in that test.

In a battery of tests, several tests must be given if one man is to be compared with another on a number of abilities. For classification purposes, recruits will be compared on mechanical comprehension and reasoning tests, arithmetical knowledge and reasoning tests, clerical aptitude, verbal reasoning ability, electronic, radio and sonar aptitude tests as well as general information and ability tests. If only one aptitude or ability was tested it would be like comparing rooms for size, knowing width only.

The process of a pilot study is to gather information of a statistical nature from which standards can be established. This process will be carried out extensively throughout the RCN at a wide variety of levels. Men now in *Cornwallis*, those undergoing trades training at all levels, as well as individuals who have completed trades training, will be tested. The test result information gathered will in no way affect an individual's standing in the service now; the main purpose is to establish standards and possible score cut-offs to be used in the future. To obtain poor marks will not mean that the recipients will be transferred, disgraced or released; or vice versa, good marks will not hasten promotion.

The success or failure of a classification testing program is based on the standards established. In order to establish these standards results have to be obtained from pilot studies and pilot studies have to be performed on individuals. Therefore if anyone is given a battery of tests the following points should be remembered:

1. *These tests are in the experimental stages.*
2. *The results of the tests will in no way affect present status in the RCN.*
3. *Complete each and every test tried to the best of your ability.*

Defence Still Rests on Man

No matter what wonders are wrought by the miracles of science, man will continue to be the critical factor in war, declares Admiral Arleigh A. Burke, Chief of Naval Operations of the United States Navy.

With weapons having fantastic speeds and tremendous ranges, naval operations at sea will reach greater distances and cover larger areas than ever before. Admiral Burke recently told members of the Navy League at a seapower symposium in Washington, D.C.

The new capabilities will bring changed concepts of command structure, greater decentralization and more dependence upon the "intelligence and enterprise" of men throughout the fleets, he said.

"Battle conditions of the future will place greater demands upon the wit, judgment, and imagination of men who man our ships and aircraft," Admiral Burke asserted adding, "for it is our people, in the final analysis, who will make the Navy what it must be" in meeting new challenges.—APPS.

WAR AND THE CONSCIENCE OF MAN

Action-Filled Story of U.S. Submarine Warfare Told

WHAT DOES total war do to the conscience of man? Should any burden of guilt rest on a human being who kills another as a matter of duty during a war?

Captain George Grider, USN, whose submarine, the *Flasher*, destroyed a greater tonnage of Japanese shipping than any other U.S. submarine during the Second World War, was disturbingly confronted by these questions toward the end of the war. He was waging total war and he waged it with an impersonal detachment. The ships he sank were "targets", the men aboard them were simply "the enemy" with no individuality.

Then, during a patrol toward the end of the war, when Japanese ships had been almost swept from the face of the Pacific, the *Flasher* came upon a rather large sampan and attacked her with gunfire. When it appeared the crew had abandoned ship and were all making for nearby land a grenade was tossed on board the little vessel in the hope that it would hole the bottom and sink her. With the explosion a man leaped up from where he had been hiding in the stern sheets. His back was covered with blood.

"... As he went over the side and splashed into the water, he looked at me where I was standing on the bridge. He looked me, George Grider, right in the eye with an expression of piercing accusation, and in that brief moment the war was an intolerably personal thing. . . . Many a night I think of that poor man, who probably wasn't even a Japanese, who perhaps wasn't a combatant at all, whose sampan was doubtless his only livelihood. We had destroyed it, and in so doing had destroyed him and his friends. He said it all to me, and had given me my deepest scar of the entire war, in that one flashing glance.

"Even so, I feel no personal burden of guilt, and I think it would be wrong if I did. Certainly if it all had to be done again, I would do it. The guilt I feel is that of mankind as a whole, and similarly I think it would be wrong if I did not feel that.

"In warfare we all sin, he who fires the weapon no more than he, or she, who pays the taxes or buys the war bonds or contributes the layer cakes to the USO. All the same, I am sorry that

I had to be an instrument in that awesome destruction . . ."

It would be wrong to conclude from the passage just quoted that Captain Grider's story, as told to Lydel Sims in "War Fish" is burdened with solemnity. It is a story that gallops along, a brew well-laced with cheerful anecdotes. In fact, it almost requires the British expression "jolly" to describe it.

Discipline in a submarine is something that has to be self-imposed. It is born of the dependence of crew members on each other for their comfort,

BOOKS for the SAILOR

their safety and their very lives. In the smelly, crowded interior of a submarine there is no room for either fastidiousness or friction. The most awesome standing order that Captain Grider ever issued was to the effect that chocolate ice cream (which he loathed) should not be served invariably. It was the flavour to which most of the men in the *Flasher* had a passionate addiction and the captain showed fine Christian forbearance as long as he could. And then he produced the following order:

"Ship's Order No. 3987B. Hereafter, the ratio of chocolate ice cream to all other flavours served on board the USS *Flasher* shall not exceed one in three. Signed under my hand and seal this thirtieth day of March 1945. G. W. Grider, Commanding Officer."

The order was obeyed.

There are dozens of tales of submarine actions in the book—both single-handed and wolf pack. The submariner's greatest peril, it would appear, is becoming so engrossed in attack that he fails to notice the approach of an escort from another bearing. It is made very clear that attacking shipping in shallow coastal waters is dangerous business. A submarine's chief hope of safety after attacking a convoy lies in its ability to dive deep.

Captain Grider tells of disheartening difficulties with defective torpedoes during the early stages of the war in the Pacific. One submarine expended

every torpedo against enemy shipping without a single one firing. Another torpedo made a hairpin turn and blew off the stern of the submarine that fired it. A practice torpedo that Captain Grider (then executive officer of the *Hawkbill*) fired at a target destroyer off Balboa failed to run deep and crashed through the engine room. The destroyer limped into port, was patched up and returned to its target duties three days later. Grider tried another shot. Same thing happened.

Readers will be touched by the story of how Bible reading on Sunday nights became standard practice on board the irreverent *Flasher*—all through an innocent misunderstanding on the part of a devout young Negro steward.

Because of a minor heart attack, Captain Grider retired from the USN shortly after the Second World War. He studied law and began a new career. With the coming of the snorkel and then the nuclear submarine, he believes that there is little place left for individuality.

"We were corsairs in the Pacific conflict, and I believe we were the last of the corsairs."

He believes that the submarine has come into its own, with its great endurance and underwater speed, and its fearsome weapons—the homing torpedo and the guided missile.

"Where the revolutionary changes in submarine design will lead no one can be sure," he observes. "The growing talk of the all-submersible navy of the future, in which even battleships and aircraft carriers can submerge for greater safety or secrecy, may or may not be a pipe dream. But on one point there can be no doubt: the submarine has proved its right to an increasingly major share in naval planning."

In this book, the courageous, genial and thoughtful personality of Captain Grider seems to shine through. But does it? Are the warm, human sentiments expressed in these pages born in Captain Grider's heart or are they from the facile pen of his "ghost"? There is to be said: the name of the "ghost" appears on the title page and in that there is honesty.—C.

WAR FISH, by George Grider as told to Lydel Sims; published by Little, Brown & Company (Canada) Limited, 25 Hollinger Road, Toronto 16; 282 pages; \$4.50.

THE NAVY PLAYS

Naden Riflemen Capture Trophy

Members of a .22 rifle team at *Naden* made a name for themselves in recent barracks competitions. In inter-part competition they captured the Halfway Trophy.

One member, PO Clifford Douglas, took the individual trophy for highest single marks in *Naden*.

Team members are PO Clinton Thorne, Ord. Sea., Allen Pendlebury, PO Stewart Wheatley, Ldg. Sea. Bruce McCallum, PO Clifford Douglas, Ldg. Sea. Raymond Lawrence and Ldg. Sea. Tom Murphy.

Cornwallis CPO Squash Champion

Undefeated in 15 games, CPO Johnny Rowland, of *Cornwallis*, captured the Maritime Intermediate Squash Championship held at *Stadacona* early in May.

CPO Rowland, CPO George Kinch and Cdr. W. S. T. McCully represented *Cornwallis* in Intermediate play. Rowland in the first round defeated a *Stadacona* entry, while Cdr. McCully eliminated CPO Kinch. In the second round Chief Rowland downed an Army entry and went on to square off with Cdr. McCully in the semi-finals. In the finals CPO Rowland blasted an Army finalist 15-11, 15-9 and 15-8 to take the championship.

Another *Cornwallis* entry, Lt.-Cdr. Jim Arnott, drew a tough assignment in the Senior Division when he went against Carl Norwood, former U.S. National and Olympic player and runner up in the World's Singles Squash Championships in 1938. Norwood went on to win the Senior crown.

School of Music Leads Barracks

The RCN School of Music, with 126 points, won *Naden's* winter Cock-o'-the-Barracks. RCNH placed second with 102 points followed by Wardroom with 101½. Eleven other teams competed, results descending from 89½ points to 56.

RCN Boxers Lose in Finals

Three of the four RCN entries for the British Empire Games Trials, held in Vancouver early in May, fought their

way into the finals and there lost by a knockout, a TKO, and a decision.

Ord. Sea. Fred Desrosiers, a 17-year-old middleweight from *Cornwallis*, advanced to the finals and was dropped in the second minute of the first round by veteran Jim Walters of Vancouver. Walters is an experienced boxer of 123 bouts.

Another finalist, AB Alfred Senior, light-middleweight, of *Shearwater*, was



Lt.-Cdr. J. C. Mark, Deputy Education Officer, HMCS *Stadacona*, presented the Shannon Park Town Council Trophy to Ross Kay, captain of the Blackhawks, during the annual dinner of the Pee Wee Hockey Club of Shannon Park. (HS-52590)

rattled with rights and lefts by Canadian Army Champion Tommy Chaisson until he was out on his feet. Chaisson was awarded a TKO.

Chaisson earlier gained a decision over Ldg. Sea. Roland Thibault, *Cornwallis*, after first being butted and windmilled into initial confusion. However he soundly drubbed Thibault in round three.

AB Robert Coutu, a heavyweight, from *Stadacona*, entered the finals against Stan Renaud of the Windsor, Ont., Police AA, and lost the nod in a close decision.

The Navy representative team was coached by PO Raymond Shanks, of *Cornwallis*, 1955 Canadian Amateur Lightweight Champion.

Managing the Navy team for the trials was Lt.-Cdr. (E) J. Frank MacKintosh, of *Cornwallis*, who was also selected by the British Empire and Commonwealth Games Committee to manage the Canadian boxing team in the BEG at Cardiff, Wales in July. The team will sail from Montreal in late June.

Regatta Planned For Early July

Plans were under way for an Atlantic Command sailing and pulling regatta to be held on July 3 and 4.

A standing committee has been formed with Cdr. C. E. Richardson as chairman and members are made up from Canflagant staff, *Stadacona*, *Shearwater* and additional representatives have been named for the *Bona-venture*, *Cancortron One*, *Three* and *Seven* and other ships.

Busy Hockey Season At Shannon Park

During the past winter, from November until May, Shannon Park, N.S., boasted one of the most active hockey clubs of the area.

The Pee Wee Hockey Club, organized five years ago by CPO Harry Swanson who is now president of the Shannon Park Hockey Club, has attracted a membership of 100 ardent puck enthusiasts. Its four teams each played 15 games.

Top honours for the season went to the Blackhawks, coached by AB Charles Blythe. The Shannon Park Town Council Trophy was presented to them at the annual Pee Wee's dinner.

Stad Does Well In Rifle League

Stadacona has again entered the Halifax Garrison Indoor Rifle League with two senior and two junior teams.

Stad "A" seniors swept the field of eight, with an aggregate score of 4,838 out of a possible 5,000, to gain first place and win the Richard Oland Trophy.

They also won the United Cleaners and Dyers Trophy for the high weekly aggregate score, breaking all previous records with a total of 491 out of a possible 500. (*Stad* held the record with a total of 488 for four years.)

Stad "B" trailed the senior league due to sickness and drafting together with a general shortage of senior shots.

In the individual field CPO D. O. Miller took the Aldershot Trophy with a score of 978 out of 1,000, although he was narrowly beaten for first place by Lt.-Col. L. Simmonds with 980 points.

CPO Douglas R. Clark gained a close third to win the Safety Supply Trophy with 977 points.

Thirteen teams took part in the Junior league. Stad "A" Juniors led the way with 4,709 for the Moirs Trophy and Stad "B" Junior in third place captured the Harris and Roome Shield with a score of 4,633.

Individually the juniors did extremely well; PO S. H. Bell won the Cooke Trophy for the high aggregate with a score of 975 while PO E. J. Duncan won the Bligh Trophy with 961 to take second place.

Shooting spoons were awarded for the highest score obtained each week in both senior and junior divisions and Stad Seniors made the highest individual score in five out of 12 matches while the Juniors won four. PO Bell took three.

A total of nine trophies out of 13 were won by Stad's sharpshooters as well as nine spoons out of 24.

The eight Senior Teams were:

Stadacona "A" (4,835)	12 R.O.D. (4,755)
Shearwater (4,786)	Scotian (4,746)
R.C.M.P. (4,763)	Princess Louise Fusiliers (4,701)
City Police (4,757)	Stadacona "B" (4,699)

and with spare numbers and individual shots, there were 66 Seniors.

In the Junior division, 88 shooters went to make up the 13 teams and spares:

Stadacona "A" (4,709)	1st Maritime A.A. (4,249)
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Shearwater (4,679)	Civil Defence (4,201)
Stadacona "B" (4,633)	101 Manning Depot (4,117)
R.C.M.P. (4,598)	Halifax Rifles (4,082)
12 R.O.D. (4,539)	Princess Louise Fusiliers (3,845)
City Police (4,424)	Queen Elizabeth High School Cadets (3,794)
Scotian (4,305)	

Rifle Association Names Officers

At the annual meeting of the Atlantic Command Rifle Association, held at Stadacona, CPO Douglas R. Clarke was elected president.

Others elected in the new executive were Lt. S. H. Humble and CPO R. W. Saturley.

During the meeting plans were also made for the activities of the coming summer, including the Nova Scotia Rifle Association matches at Bedford, N.S., and the Dominion of Canada Rifle Association shoot at Ottawa.

Sea Cadets Take Challenge Shield

A team of four Sea Cadets from Westmount, Sydney, captured the Lieutenant-Governor's annual challenge shield in April, top award in the Nova Scotia Cadets rifle shoot at the Halifax Armouries.

Cadet Garfield Lewis of the Westmount team won the Strathcona Junior Cup, awarded annually to the champion cadet marksman.

An air cadet team from Sydney was runner-up in the shield competition with 390—three points behind the Sea Cadet winners.

Bowling League Ends Schedule

The mixed bowling league at the Point Edward Naval Base, Sydney, N.S., completed 22 weeks of scheduled play in March. The top two teams of the 12 entered were the Bangors and the Destroyers.

High individual averages for the season went to Frank Campbell (men) and Margaret MacDonald (women).

Officers Donate Challenge Trophy

A shiny piece of silverware, affectionately called "The Bucket", is destined to figure prominently within tri-service sports circles of British Columbia.

Donated by staff officers of the Canadian Services College, Royal Roads, the handsome ice bucket trophy was recently placed on the "open market" for sport challenges between teams of officers of the Royal Canadian Navy, the RCAF, or the Army anywhere in British Columbia.

The inscription on "The Bucket" was hardly finished when the first challenge—for hockey honours—was received.

The result: Naden 7; RCAF 407 Squadron, 2.

Cock-o'-Barracks All-Electrical

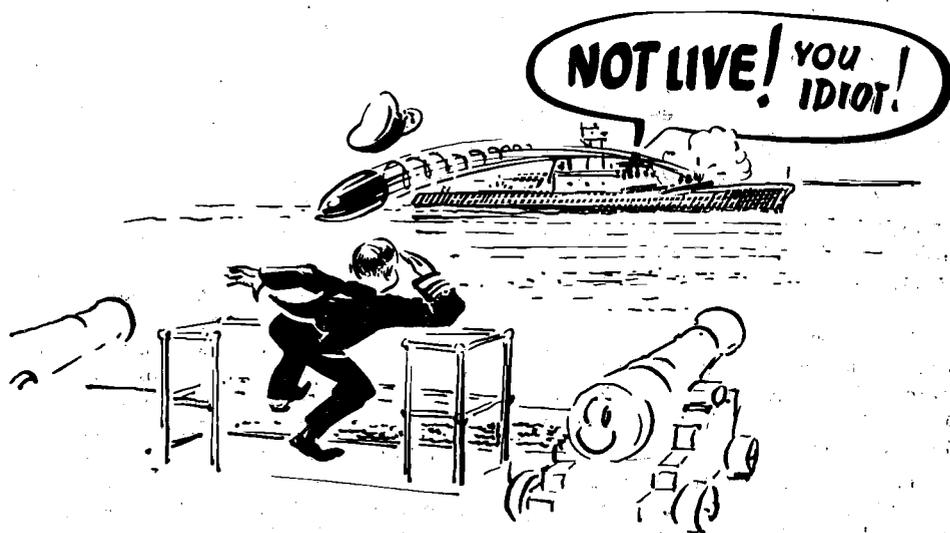
The electrical personnel of both Stadacona and Shearwater won respective Cock-o'-the-Barracks trophies for winter interpart competitions. On the Halifax side, the Electrical School garnered 4,820 points to win the big brass crockery by a wide margin. The TAS School had 4,050 points and RCNH came third with 3,300. Other results: Supply Department, 2,320; ND School, 1,840; Ordnance, 1,500, and MTE, 490.

Electricians at the air station rolled up 386 points out of 400 possible, edging by three points the Air Engineers. VF 870 had 363 for third place. Other results: NAMS and VS 880 tied at 352; HS 50, 347; VT 40, 321; Supply, 253; Air Armament, 227; HU 21, 224; VU 32, 150; VX 10, 144, and Tower, 126.

Navy 'Import' Tops League

Lt. (SB) Scott Henderson, an "import" on the Northern Affairs basketball team, became first holder of the Charles O'Donoghue Memorial Trophy as the individual scoring champion of Ottawa Civil Service Recreational Association league.

With 130 field goals and 52 from the foul line, his 312 points helped Northern Affairs team win 17 of 17 league games.



LOWER DECK PROMOTIONS

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

ACHTZENER, Harold J.C2CS4
ALLEN, PeterLSCK2
ALLEN, Ronald E.LSPR2
AQUANNO, FrankC2AT4
ARPIN, Jean J.LSRA2
AXFORD, Vivian R.LSRT2

BADMINTON, Eric C.P2GA3
BARNES, Victor W.LSTD1
BARRY, Norman A.P2RA3
BARTLETT, Harold W.LSEF2
BIESINGER, Gerhard F.LSRA2
BILLARD, Willis R.PICV3
BOGGIS, Robert R.LSAO2
BRADY, Donald P.P2ER3
BRAMBLEY, Kendrick J.LSAF2
BROCK, Richard G.LSCV1
BROWN, Arthur H.LSCR1
BURGESS, William C.LSRT3
BURKE, Cornelius A.LSCR1
BURSEY, Eric B.P2ER3

CALLAGHAN, FrancisLSCV1
CAMPBELL, Ralph F.P2ER3
CAMPBELL, William L.LSQM2
CANNING, Francis M.LSCR1
CARDIFF, Leonard R.LSQR1
CEDRAS, Roland J.LSPW1
CLARK, Norman B.LSRT2
COLLINS, Larry S.LSCS2
COLVILLE, Cameron J.LSAM2
CONNOLLY, Kenneth D.P2AT3
COMPTON, Frederick R.LSAM2
COOPER, Richard H.LSRA2
CORKERY, Michael J.LSAO1
COUTURIER, Andre J.P1CR3
CRAWFORD, Calvin C.P2EM2
CZOP, Robert M.P2TA3

DAGENAIS, Daniel P.LSRC2
DAVIDGE, Eldon J.P2RP2
DAWN, Roy W.LSRA2
DEANE, Donald E.P2TA3
DEMONT, Malcolm L.P2GA3
DOYLE, Stephen C.P2ER3
DUNFORD, Everette H.LSRC2

ELDRIDGE, Gareth J.P2CS3
EVANS, Gary N.LSCS2
EVANS, Richard J.C2PR3

FEETHAM, John W.LSCR1
FERRAND, Richard J.P2SH3
FINDLAY, Robert J.P2AT3
FORBES, Donald W.LSVS2

GANTON, StewartLSCV1
GAUVIN, Romeo A.LSRA2
GERVAIS, John J.LSRP1
GRAHAM, Donald J.LSCR1
GRAY, William W.LSRC1
GRIFFITH, Arthur W.P1CV3
GROSART, WilliamLSCR1

HAINES, Teddy C.LSCS2
HAMILTON, James J.LSCR1

HANCOCK, Jack G.LSRA2
HARE, Bryce C.LSAO2
HARKER, John E.P2SH3
HAROLD, Frederick C.LSRT2
HENRIKSEN, Svein A.LSAF2
HILL, Douglas G.LSRC2
HILL, John R.LSEA2
HOLSTEAD, Gordon R.LSLR1
HUNT, Richard M.LSEF2
HUTCHINSON, James R.LSCR1

INGREY, Arthur W.LSLR1

JACKSON, Gerald E.LSCK2
JAMIESON, James R.C2CV3
JANSEN, Carl O.LSQR1
JOHNSON, Robert H.LSEA2
JONES, Arthur K.LSAA1
JONES, David B.P2ER3



KEEPING, John C.LSQM1
KELLY, Brian F.P2ER3
KEMP, Glen T.LSCV1
KERGOAT, Raymond G.C2CS4
KITCHIN, William G.C1V14
KNICKLE, Roy D.LSEM1
KORTH, Werner H.LSRT2
KOZYRA, EdwardLSRA2

LAINCHBURY, Denis R.LSCR1
LALIBERTE, Gerard O.LSVS2
LALUMIERE, John J.LSCR1
LAMORIE, Norrie R.P1CS3
LANE, John W.LSRT2
LASEK, Francis J.LSEM1
LAW, James S.LSRA2
LAYDEN, William P.LSCK1
LEAL, Ernest R.P2ER3
LEES, Arthur L.P2ER3
LENZ, Harold W.P2RP2
LILLY, Leroy T.P2EF3
LINTON, Frederick C.P2CS3

LOGIE, David E.LSCV1
LUKEMAN, James J.LSRC1
LYONS, Terrance C.P2SH3

MacALPINE, Gerald A.LSRA2
MacDONALD, Donald S.LSQM1
MacDONALD, Kenneth C.LSEA2
MacDONALD, Kenneth G.P1CS3
MacDONALD, Wilfred E.LSTD1
MacDOUGALL, Robert J.LSRA2
MacKINNON, John J.LSEM1
McBAIN, William H.LSEA2
McBRIDE, Donald K.LSAM2
McCORRISTON, Delmer G.LSCR1
McDOWELL, Ross D.LSCR1
McKAY, Colin D.P2RP2
McKENZIE, Victor A.P2EF3
McLAREN, Lawrence L.P2GA3
McLEAN, Ronald A.LSQM1
McNEIL, Thomas L.LSRC2
McSHANNON, Bruce K.LSQR1
MACOOMB, John A.LSEA2
MARION, Robert M.LSCR1
MARSH, Conrad M.LSEA2
MARSH, David S.P2RC2
MARSHALL, Donald V.P2EF3
MARSHALL, Ronald D.P2AT3
MARTIN, James M.P1CV3
MASON, David R.P2ER3
MELLISH, Richard G.LSCR1
MILLER, Lorne W.LSCS2
MILLMAN, John E.LSTD2
MOORE, Harold D.LSRP1
MORGAN, Gordon E.LSTD1

NEARING, Thomas E.LSEA2
NICHOLLS, Ivan C.LSEM1

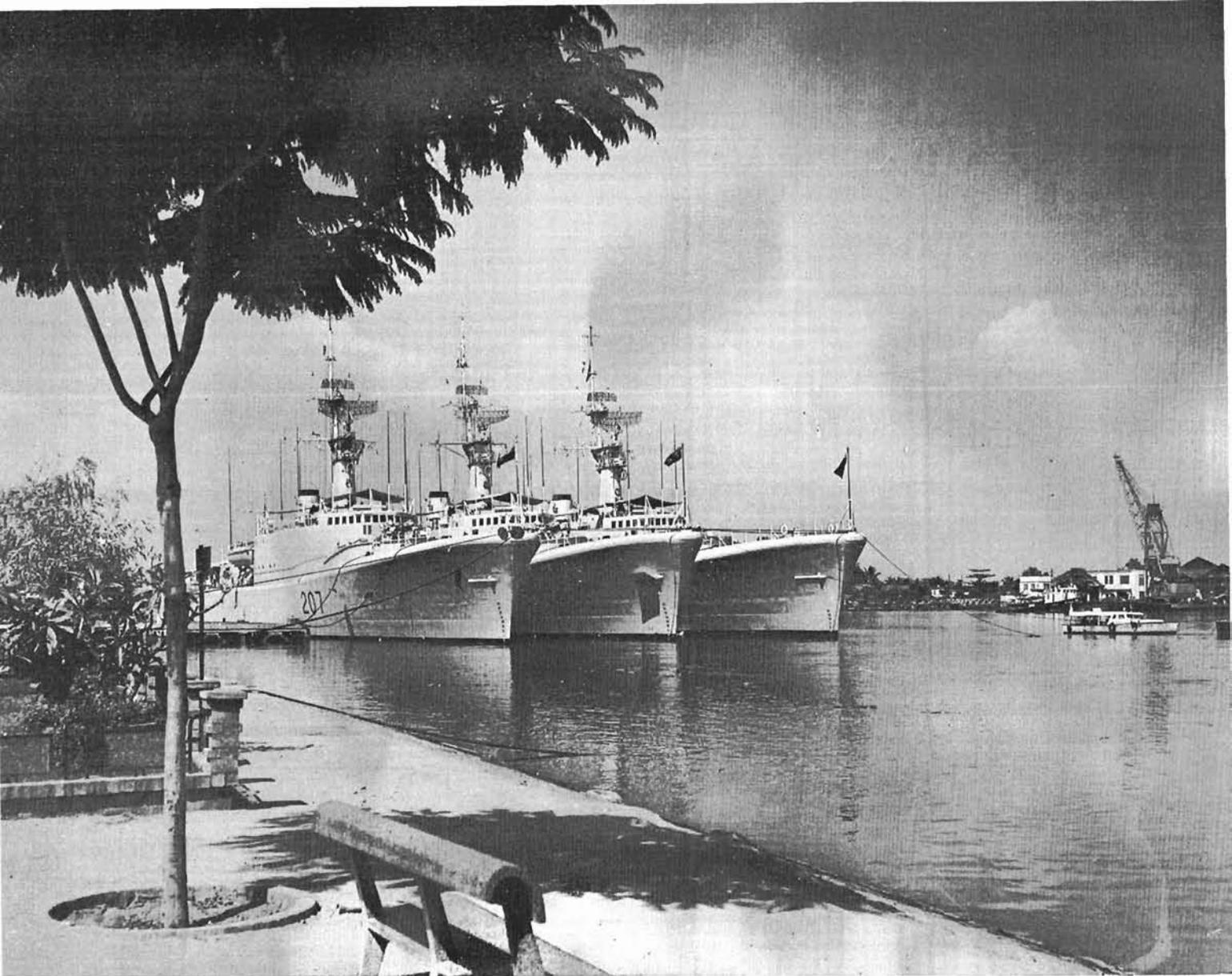
O'HARA, Walter J.LSRP1

PALAMARYK, Walter M.LSCS2
PARISH, Reginald G.C2CR3
PAUL, James C.P2GA3
PEARTON, James S.LSRA2
PEET, Arthur S.C2QM3
PELADÉAU, Gilles J.LSAW2
PENDLEBURY, Roger J.C2CV3

QUINSEY, LawrenceLSAA1

RAY, John N.P2ER3
REDMOND, Vernon F.LSEA2
REES, Edward J.P1ER4
RENSHAW, Arnold R.C2CV3
ROBERTS, David M.LSAR2
ROBERTS, George D.P2ER3
ROCHELEAU, Roland C.LSQR2
ROY, John R.P2EF3
RUTHERFORD, DouglasP1EM4

SALMOND, John A.P2AT3
SCHIVES, Thomas J.P1CV3
SCHWIEG, Wayne G.LSCS2
SCOTT, Reginald D.P1AT4
SEENEY, Lloyd E.LSCR1
SHERWOOD, Roy C.LSRA2
SHINE, LionelLSEM1
SMALLWOOD, Ralph S.LSRA2
SMILEY, Roderick G.P2EF3
SMITH, Harold G.LSRP1



The Skeena, Fraser and Margaree form a harmonious part of this waterfront scene at Saigon, in South Vietnam. The photo was taken during the visit of the five-ship Second Canadian Escort Squadron to Saigon during their spring training cruise to the Far East from Esquimalt. (CR-317)

SPERLING, Leonard A.P2EA3
 STANBOOK, Leonard J.LSRT3
 STEPHENSON, Lewis L.LSCD1
 STUART, David T.LSRP1
 ST. ONGE, Maurice R.P2ER3

THERIAULT, Jean J.LSAR2
 THIBBIDAO, Eldred C.LSQM1
 THOMPSON, Ronald E.P2AR3
 THOMSON, John K.LSRA2
 THORNE, Clayton G.LSRA2
 TULLY, Claire G.P2OM3

WRIGHT, Carroll F.P1CS3
 WAIGHT, Paul H.LSEM1
 WEBSTER, George R.P2ER3
 WELLS, Charles M.LSRT3
 WIGFIELD, Jack E.LSAA1
 WILKIE, James D.P2SH3
 WILLIAMS, Leo C.LSCCK2
 WILLIAMSON, Harold N.LSEA2
 WILSON, Brian A.LSCV1

YABLONSKI, John S.LSCS2
 YOUNG, Reginald B.LSCR1

ZWICKER, Lloyd E.P1CS3

RETIREMENTS

CPO FREDERICK JOHN BARTEAU, 38, C2ET4, of Advocate Harbour, N.S.; joined April 4, 1938; served in *Stadacona*, *Venture*, *Saguenay*, *Annapolis*, *HMS Osprey*, *Skeena*, *St. Laurent*, *Avalon*, *Snowberry*, *Sherbrook*, *Cornwallis*, *Niobe*, *HMS Nimrod*, *Teme*, *Ontario*, *Naden*, *Charlottetown*, *Warrior*, *St. Stephen*, *Iroquois*, *La Hullose*, *Shearwater*, *Huron*, *Swansea*, *Portage*, *Nootka* and *St. Laurent*; awarded the Canadian Forces Decoration October 31, 1950; retired April 19, 1958.

CPO LEONARD ROLLAND FERRIS, 37, C1ET4, of Victoria; joined April 4, 1938; served in *Naden*, *St. Laurent*, *Stadacona*, *Saguenay*, *Fennel*, *Cornwallis*, *Niobe*, *Chaudiere*, *White Throat*, *Sioux*, *Givenchy*, *Rockcliffe*, *Ontario*, *Antigonish*, *James Bay* and *Sussexvale*; awarded Long Service and Good Conduct Medal April 13, 1953; retired April 3, 1958.

PO RODERICK JAMES MacINTYRE, 39, P1TA4, of Bawlf, Alberta; joined April 4, 1938; served in *Naden*, *Restigouche*, *Stada-*

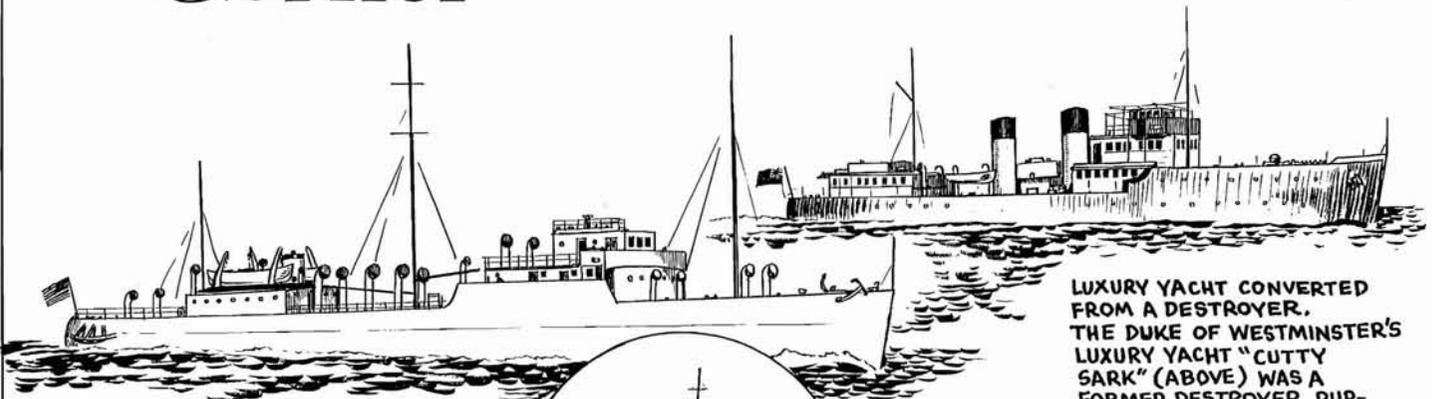
cona, *Margaree*, *Skeena*, *La Malbaie*, *Avalon*, *Givenchy*, *Swansea*, *Cornwallis*, *Peregrine*, *Dundalk*, *Middlesex*, *Bytown*, *Athabaskan*, *Cayuga*; awarded Distinguished Service Medal October 26, 1944; retired April 10, 1958.

CPO RONALD ALEXANDER MUNRO, 37, C1T4, of Halliday, Alberta; joined April 4, 1938; served in *Naden*, *St. Laurent*, *Stadacona*, *Acadia*, *Camperdown*, *Wetaskiwin*, *Pictou*, *Venture*, *Camrose*, *Nipigon*, *Somers Isles*, *Cornwallis*, *Qu'Appelle*, *Nonsuch*, *Uganda*, *Cayuga*, *Crescent*, *Athabaskan*, *Algonquin*, *Wallaceburg*, *Portage*, *Brunswick* and *Iroquois*; awarded Canadian Forces Decoration February 27, 1951; retired April 17, 1958.

CPO CARL EDGARD PETER PETERSON, 39, C2RT4, of Halifax; joined March 2, 1937; served in *Stadacona*, *St. Laurent*, *Skeena*, *Granby*, *Swift Current*, *Cornwallis*, *Saint John*, *Tillsonburg*, *Iroquois*, *La Hullose*, *Haida*, *Huron*, *Algonquin*, *Newport Corners* and *Magnificent*; awarded Canadian Forces Decoration November 4, 1950; retired April 25, 1958.

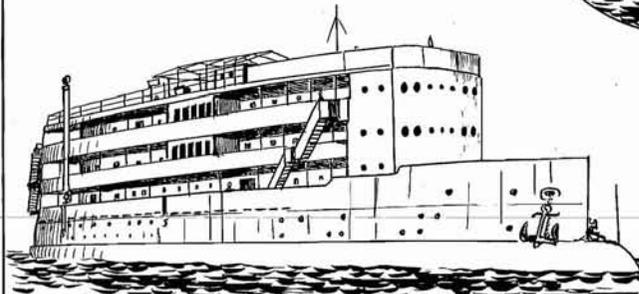
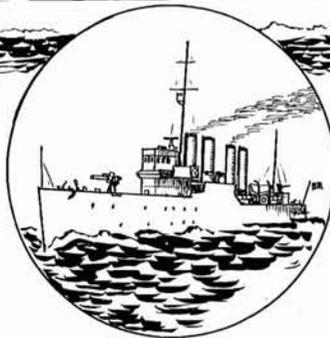
Naval Lore Corner

Number 60
WARSHIPS IN RETIREMENT

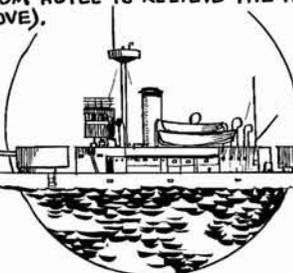


LUXURY YACHT CONVERTED FROM A DESTROYER. THE DUKE OF WESTMINSTER'S LUXURY YACHT "CUTTY SARK" (ABOVE) WAS A FORMER DESTROYER PURCHASED FROM THE ADMIRALTY.

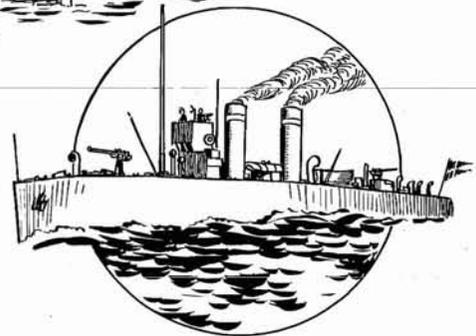
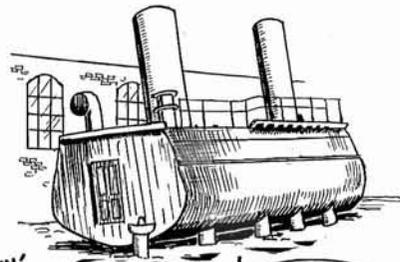
DESTROYERS CONVERTED INTO FRUIT CARRIERS. BEFORE THE WAR THE STANDARD FRUIT CO. PURCHASED 3 FLUSH-DECK DESTROYERS (INSET) FROM THE U.S. NAVY AND CONVERTED THEM INTO REFRIGERATED FRUIT CARRIERS. THEY WERE REFITTED WITH 6 CYLINDER DIESEL ENGINES.



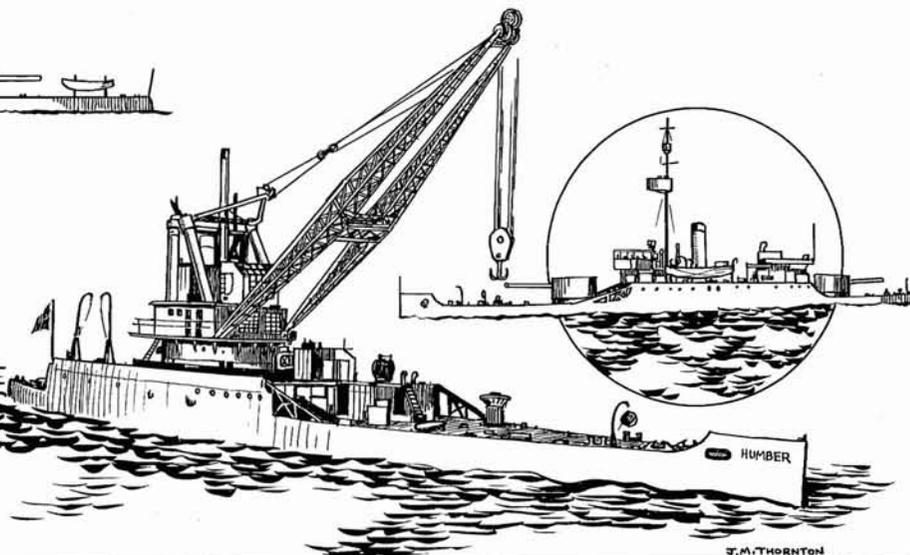
MONITOR CONVERTED INTO FLOATING HOTEL. THE EX-U.S. MONITOR 'AMPHITRITE' (1863) (BELOW) WAS DE-COMMISSIONED IN 1942, TOWED TO WASHINGTON THROUGH INLAND WATERWAYS AND CONVERTED INTO A 75 ROOM HOTEL TO RELIEVE THE HOUSING SHORTAGE (ABOVE).



THE OBSOLETE DANISH TORPEDO BOAT 'HAVORNEN' (RIGHT, LOWER) WAS PARTIALLY DISMANTLED AND HER MIDDLE SECTION CONTAINING THE BOILERS WAS LIFTED ASHORE BESIDE A WORKSHOP IN THE ROYAL DOCKYARD AT COPENHAGEN TO BECOME A STATIONARY STEAM POWER PLANT FOR THE DOCKYARD...



MONITOR CONVERTED INTO A SALVAGE SHIP. THE BRITISH MONITOR 'HUMBER' (FAR RIGHT) AFTER AN ADVENTUROUS CAREER IN WORLD WAR I WAS CONVERTED INTO A SALVAGE CRANE SHIP AND WAS FITTED WITH A 60 TON CRANE (RIGHT).



Edmond Cloutier

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