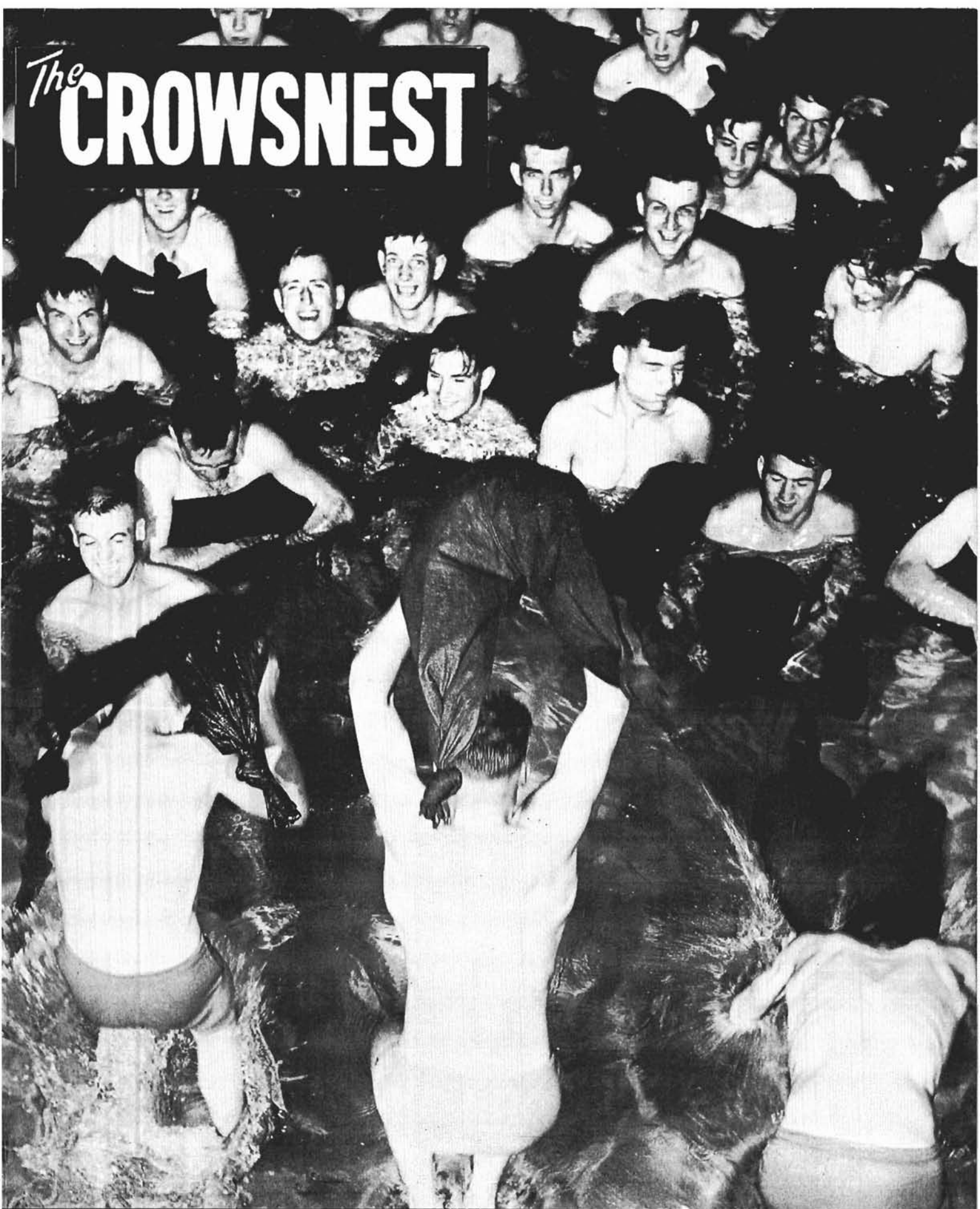


The CROWSNEST



Vol. 7, No. 9

July, 1955



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1955

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LADY OF THE MONTH

The arrival of HMCS *Wallaceburg* at Hamilton, Ontario, heralds the start of this summer's reserve training program on the Great Lakes. The *Wallaceburg*, which with the *Portage* and *Minas* form the 11th Canadian Escort Squadron, is shown on the opposite page as she comes alongside the lawn-edged wharf at HMCS *Star*.

While the Great Lakes are not new to the *Wallaceburg*—she was a visitor to those parts as far back as eight years ago—the activity in which she will participate during 1955 will be far greater than in the "old days". No less than 15 ships will take an estimated 1,500 Reserve officers and men to "sea" in the Great Lakes for training this summer.

The honour of being the first ship of this year's training fleet to arrive at Hamilton is well-deserved by the *Wallaceburg*. Commissioned at Port Arthur in November, 1943, the *Wallaceburg* was employed in convoy escort work during 1944-45. Placed in reserve following hostilities, she was commissioned again in 1947, and since that time has been employed for varying periods in anti-submarine and minesweeping training duties.

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Cover Photo — Knot the ankles, bring the opening down smartly to trap air in the legs, and you have an emergency life "jacket". The picture was taken at HMCS *Cornwallis* where seamen in training learn such useful bits of nautical lore — and, furthermore, the scene is a cool one to gaze upon during the dog days. (RCN Photo by Lieut. (SB) Monte Everett, RCN(R).)



RCN NEWS REVIEW

RCN guard of honour pays its respects to Toussaint Louverture, hero of the independence of Haiti, during the call at Port-au-Prince of the First Canadian Minesweeping Squadron which returned to Halifax May 1 after six-week training cruise to the Caribbean. Cdr. H. B. Carnall, squadron commander, placed a wreath on behalf of Canada. (HS-35658)

Rear-Admiral's Rank for Two

The promotion of Commodore Kenneth F. Adams, CD, Commanding Officer Naval Divisions, and Commodore Herbert S. Rayner, DSC and Bar, CD, to the rank of rear-admiral, effective May 21, was announced by the Hon. Ralph Campney, Minister of National Defence.

Rear-Admiral Rayner's promotion was concurrent with his taking up the appointment of Chief of Naval Personnel at Naval Headquarters.

Rear-Admiral Adams has been in his present appointment since the formation at Hamilton on April 27, 1953, of a separate establishment to administer the RCN(R) and the 22 naval divisions across Canada.

During the Second World War he commanded the destroyers *Assiniboine*, *Ottawa* and *Iroquois*, and the auxiliary cruisers *Prince David* and *Prince Henry*. His wartime shore appointments included command of *Stadacona* on two occasions and command of HMCS *Somers Isles*, the RCN sea training base in Bermuda.

Rear-Admiral Rayner was Naval Assistant to the Chief of the Naval Staff before taking up his new appointment as Chief of Naval Personnel. He succeeds Rear-Admiral Hugh F. Pullen, OBE, CD, who was to become Flag Officer Pacific Coast on July 7.

During the Second World War, Rear-Admiral Rayner commanded the destroyers *St. Laurent* and *Huron* and

held staff appointments at Halifax and at Naval Headquarters.

Before going to Ottawa in January of this year he had commanded the *Magnificent* since March 11, 1953.

MBE Awarded For 'Copter Mission

Naval helicopter pilot Lieut. Wallace Elmer James, has been appointed to the Most Excellent Order of the British Empire (Military Division) (MBE) for his rescue of a badly-injured lighthouse keeper off Cape Breton, N.S., last fall. Lieut. James is at present serving in the helicopter detachment on board the *Magnificent*.

Lieut. James flew a HUP-3 helicopter 270 miles from *Shearwater* to St. Paul's Island, at the northern tip of Cape Breton Island, to bring the keeper to Sydney, N.S., for hospitalization. The man had suffered a fractured skull and badly-wounded arm in a dynamite explosion. The mercy flight took place on October 26.

Lieut. James took off at 4.30 a.m., two hours before dawn, with AB John P. Friedrich as crew. At 7.30 they picked up a doctor at Sydney and continued the rescue mission in the face of high winds, low visibility and snow flurries. On the final leg, which involved a flight over 18 miles of ocean, they encountered turbulent winds, while visibility was reduced to as little as 500 yards.

They landed amid swirling snow on the island, in poor terrain and tricky

winds. Lieut. James had to keep his rotors going throughout the three-quarter-hour period the doctor took to attend to the patient and bring him to the machine.

The return trip was accomplished without further incident and the final landing at Dartmouth concluded a mission lasting eight and a half hours.

The first two hours of the trip had been in extreme darkness, with only two lights visible on the ground as guides to a flight otherwise accomplished solely on instruments—no mean feat in helicopter piloting. Later, the adverse weather conditions frequently precluded adequate visual reference to the ground, necessitating a return to instrument flight.

The citation states: "The courage and skill displayed by Lieutenant James in carrying out this operation under adverse conditions resulted in the saving of . . . the life of the injured lighthouse keeper." The latter, completely recovered, is back at work on the island.

Discovery Wins Efficiency Trophy

HMCS *Discovery*, Vancouver, has won the efficiency trophy over 21 other naval divisions across Canada.

Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, announcing the award, said:

"The analysis of the annual reports of inspecting officers reveals a general improvement in the administration and

operation of all divisions. An outstanding feature has been the consistent loyal support and effort.

"I am loath to accept my responsibility of selecting the most efficient division in the realization that differences of design, location and facilities make the task an unenviable one.

"Discovery has been adjudged to be the winner of the efficiency trophy and is deserving of the heartiest congratulations for the high standard in evidence in all departments. Closely following are *Donnacona* (Montreal), *Chippawa* (Winnipeg), *Carleton* (Ottawa), *Malahat* (Victoria) and *Star* (Hamilton).

"It is my earnest hope that all divisions not mentioned by name in this message will reckon that their name would have been the seventh.

"The annual inspection has revealed that an excellent job is being done and that the value of a strong naval reserve is uppermost in everyone's mind," he concluded.

Commanding officer of the Vancouver naval division is Commander J. H. Stevenson.

HMCS *Prevost*, London, won the trophy last year on its first appearance. It is a silver-plated model of the *St. Laurent* class destroyer escort being built in Canada.

Labrador Fitted With Underwater TV

When the *Labrador* sailed June 1 from Halifax for her 1955 northern operations, she carried the first underwater television equipment to be used by any ship of the Royal Canadian Navy.

The equipment, property of the Defence Research Board, will be used for surveys of underwater beach approaches and for studies of the behaviour of divers in cold water conditions in the far North.

The equipment is portable, which will enable it to be operated from one of the *Labrador's* boats for inshore or shallow water work. It consists of a control unit, including a monitoring screen, to which the camera is attached by cable. The camera is enclosed in a cylindrical case, measuring 23 inches in length and just under 11 inches in diameter. The latter unit has a slight positive buoyancy, making it easier to handle under water.

The actual televising is controlled from the ship or boat, which is in audio communication with the diver. The latter has only to point the camera as directed from the control unit. The equipment operates on the closed circuit television principle.



The eye that sees below the sea, the underwater television camera carried in HMCS *Labrador* is prepared for lowering into Halifax harbour during tests carried out there before the Arctic patrol vessel sailed for the north. Lt.-Cdr. Jack Bathurst, of Ottawa, (right), underwater TV expert, instructed *Labrador* crew members in the use of the equipment, which will be used to survey the approaches to Arctic shorelines. Lt.-Cdr. John Ruse and PO William McPhee attach a security line to a strop before lowering away. (LAB-686)

This will be the first time that Royal Canadian Navy divers have operated underwater TV equipment, although Lt.-Cdr. J. H. Bathurst, on the staff of the Director of Torpedo Anti-Submarine and Mine Warfare at Naval Headquarters, Ottawa, has had considerable experience in this field during his service with the Royal Navy. Lt.-Cdr. Bathurst instructed the *Labrador's* diving team in the operation of the camera before the ship sailed.

RCN Associate Awarded OBE

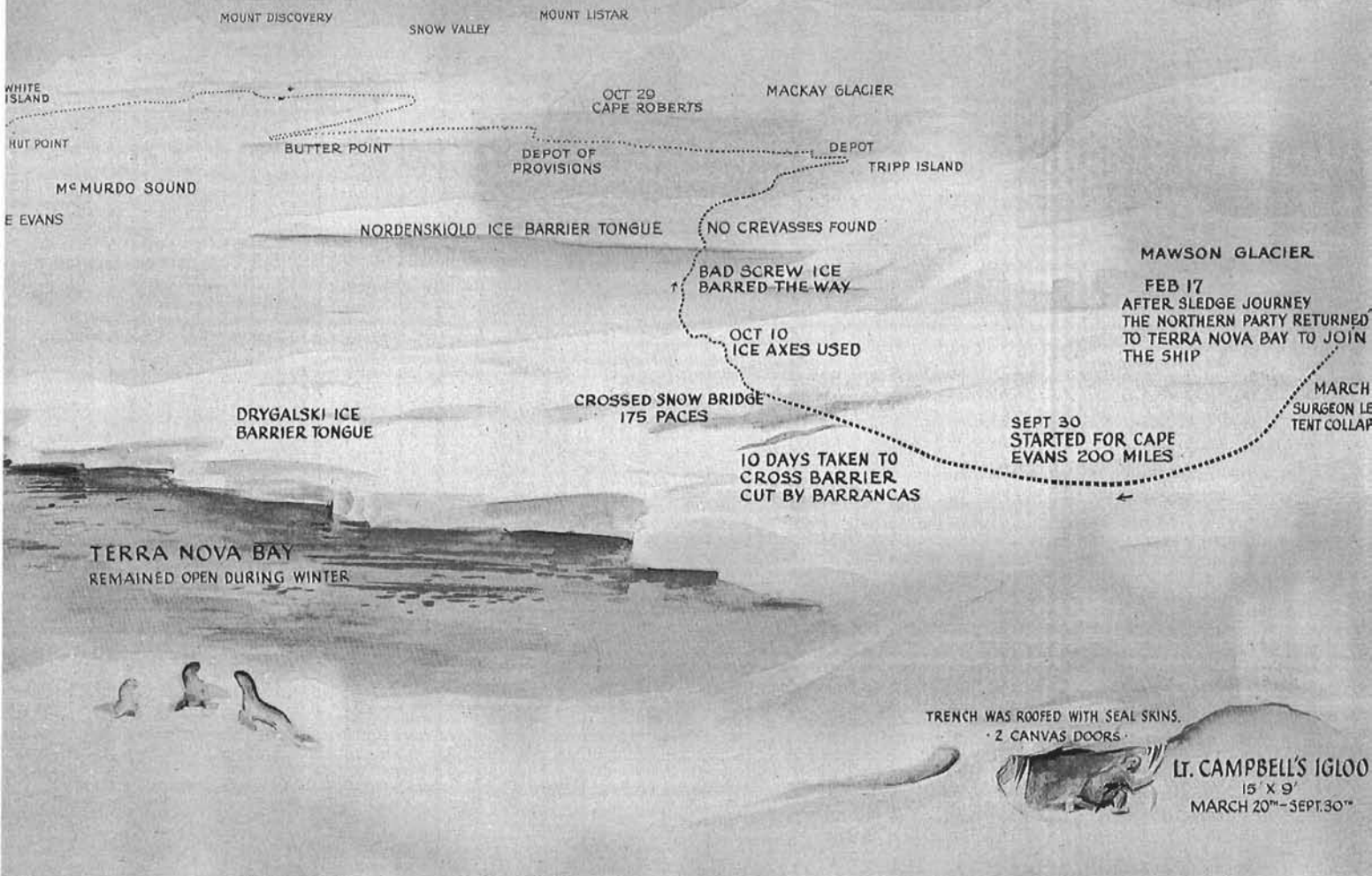
Cdr. (E) Hugh Wilson Findlay, DSC, RN, Technical Officer on the Royal Naval Liaison Staff (Canada) and Assistant Naval Advisor to the United Kingdom High Commissioner in Canada, has been appointed to the Order of the British Empire (Military Division) in the Queen's Birthday Honours list, June

9. The award was in recognition of his liaison work with the RCN.

The Scottish-born officer has been associated with the Royal Canadian Navy for most of his 30 years of RN service, and has been in Ottawa since 1945. He is married to a Montrealer, the former Constance Mussell.

His RCN associations began in 1930 during three years on the America and West Indies Station in the cruiser *Danae* and again in the sloop *Scarborough* (1935-38). In the war he met many Canadians while in the destroyer repair ship *Hecla* based on Iceland during the Battle of the Atlantic. He was Engineer Officer of the 23rd Destroyer Flotilla (later joined by the *Algonquin* and *Sioux*) but a wound received in action put him ashore for good.

He came to Canada then with the wartime British Admiralty Technical Mission.



Memories of an RN Captain

Wintering in the Antarctic

IF YOU HAPPENED to be reading one of the leading English newspapers lately you would have seen the following item.

NO ORDINARY COPY

"The Dickens House in Doughty Street, the headquarters of the Dickens Fellowship, has been spring cleaning to be ready for the summer visitors who arrive in that season at the rate of forty or fifty a day. It is open again and is proudly showing a new acquisition, no ordinary copy of 'David Copperfield'. It is wrapped in a tattered, dark brown paper cover and the pages are heavily thumbbed with grease marks. The grease was seal blubber used in a tin with rope yarn for a wick. This made a lamp of sorts by which to read this copy of the novel. It is remarkable that the book has survived its adventures.

"It was carried with Captain Scott's expedition to the Antarctic in 1910-13

and it belonged to Lieut. Campbell who led the northern party which was lost for considerable time. He gave it to a member of the expedition, a New Zealand seaman, when they got home. After passing through many hands it was given to the Auckland branch of the Dickens Fellowship, which has now given it to London. The book and the letter accompanying it have both been identified by Lieut. Campbell, now a retired captain in Newfoundland."

What makes this all the more interesting to the residents of Corner Brook, is that Captain V. L. A. Campbell, DSO, OBE, RN (Ret'd), lives there.

During the many pleasant visits I have had with Captain Campbell the story of his exploits gradually unfolded. We have, unfortunately, space for only a brief outline of this grand old sailor's life.

Before the First World War in Christ Church, New Zealand, a renowned ship

called the Terra Nova was being fitted for the Scott expedition to the South Pole. Here we find Lieut. Campbell overseeing a job that he knew well. We will return later to this part of the story.

In 1914 Captain Campbell was fighting the Turks; later he was in the crack Diver Patrol, and during the Russian revolution he was ashore in the north of Russia. A few years after the war he retired to "Black Duck" in Newfoundland.

Life at "Black Duck" was restful and pleasant. The salmon fishing was unsurpassed and a schooner designed and built by the captain kept the old sailor fairly contented. It was at this time that he made a trip to Norway where he met and married a charming lady who was lady-in-waiting to the Queen of Norway. The captain observed, with a twinkle in his eye, that a destroyer captain must be able to think quickly.

So when he met this lovely lady he acted as a destroyer captain should.

Then, at the beginning of the Second World War he was called to Trinidad to serve as the Senior Naval Officer-in-Charge. An old enemy, malaria, forced the captain out of active service in a few months, and he was retired again.

In 1942 when submarines in the St. Lawrence threatened Corner Brook shipping, he volunteered for the RCN and was turned down, but he wrote to Ottawa pointing out that he had served years in the Arctic and also in the Antarctic and "chilled beef keeps indefinitely". Ottawa was convinced because they made him SOIC of the unique "Bay of Islands Patrol". He again retired in 1944.

Of all Captain Campbell's exploits the one he will be remembered for longest will be his survival in what is known as "Scott's Last Expedition".

Captain Campbell and six men were on a geographical survey with only six weeks' provisions. They reckoned without the stern elements of the Antarctic however, and Captain Campbell and his party were stranded for six months.

Admiral Sir Edward Evans, who was also in Scott's expedition, terms the exploits of Captain Campbell's team of six men as some of "the most heroic on record".

We take up the story of Lieut. Campbell's party in the accompanying diagrammatic view. On February 7, 1912, the men had returned from a sled journey up the Mawson glacier, which they had been traversing during their geological and geographical work. They

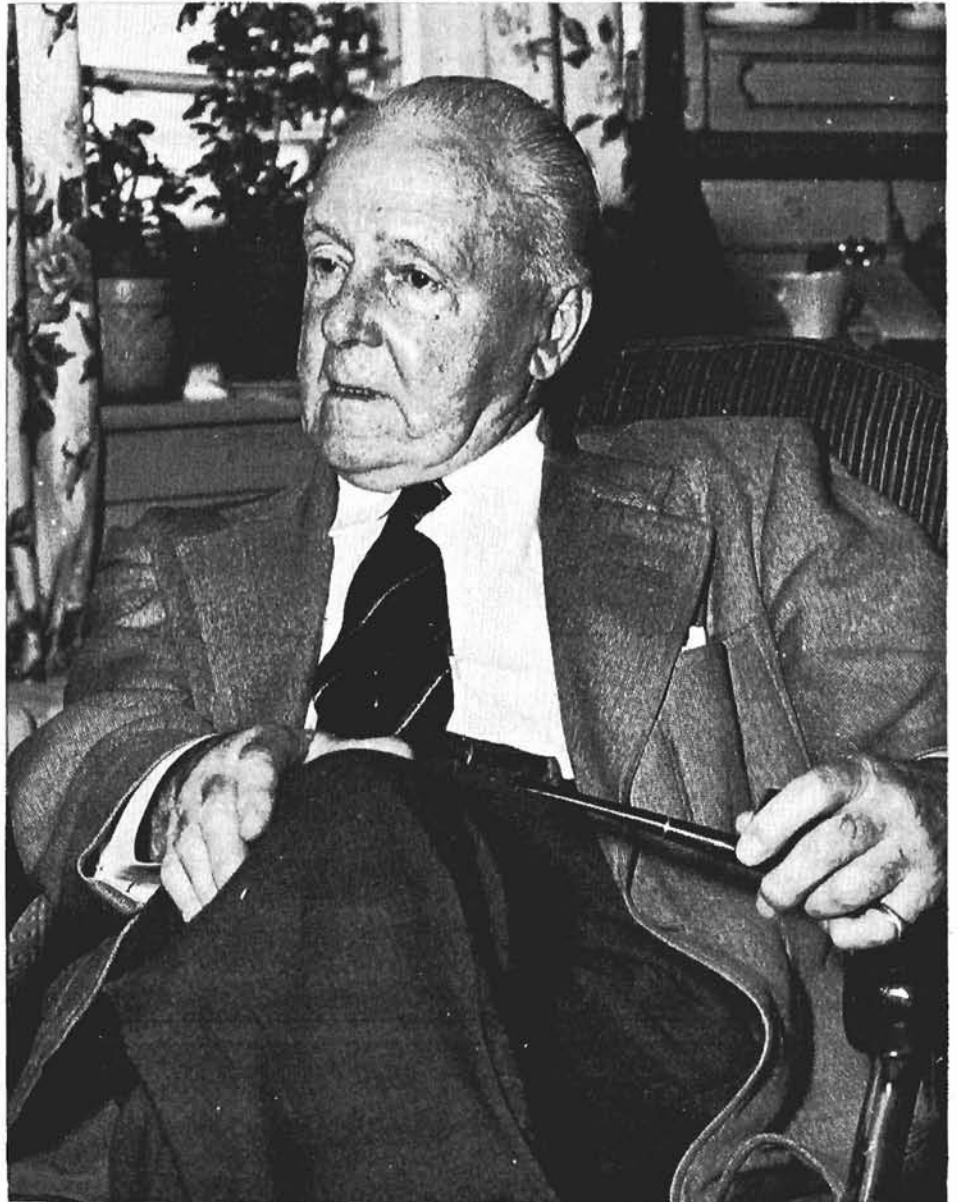
Explorer's Ship To Be Commissioned

The ship built for Captain Scott's first expedition to the South Pole in 1901, the Royal Research Ship *Discovery*, has made another voyage—this one up the Thames to become a drill ship for the London Division, Royal Naval Volunteer Reserve.

After years of exploration in the Antarctic, the *Discovery* returned to the United Kingdom in 1931 and five years later was presented to the Boy Scouts' Association by the Government of the Falkland Islands. She was used as a hostel where more than 2,000 boys annually spent weekends.

After the Second World War, it was found the ship's upkeep cost had grown considerably and she was offered to the Admiralty.

Now she is being refitted and will be commissioned in July as a companion drill ship to the other two drill ships of the RNVR division in London, HMS *President* and HMS *Chrysanthemum*.



Snug in his comfortable living room in Corner Brook, Newfoundland, Captain V. L. A. Campbell, DSO, OBE, RN (Ret'd), has memories of naval service in the tropics and in the ice of Antarctica. He served the Royal Canadian Navy as Senior Naval Officer, Corner Brook, during the Second World War when that pulp and paper town had its private navy, the Bay of Islands Patrol. (HS-30721)

were to return at this time to the shore, where they were to be picked up by the *Terra Nova* and conveyed to Cape Evans. Owing to the bad ice, which prevented the ship from approaching the shore, the little party was compelled to winter at a point just north of the Drygalski ice barrier tongue. The precise point is not indicated in the reports of Commander Evans, (now Admiral Evans) but it was evidently close to the shore, for we are told that the shelter was lined with seaweed.

It doubtless became evident to Captain Campbell from the state of the ice in Terra Nova Bay that the ship would be unable to reach him. The leader appears to have promptly realized the necessity of constructing some

permanent shelter for the party during the winter months which were fast coming upon them. They set to work to construct an igloo 15 feet by 9 feet in extent from the side of the snow drift; a passageway communicated with the outer cold. Three canvas doors enabled the temperature to be raised above zero.

On March 19 Surgeon Levick's tent collapsed during a blizzard. Fortunately the shelter was ready for the occupation of the whole party, and from March 20 to September 30 they had to pass the dark winter months in the igloo shown in the foreground. The presence of a few seals on the coast gave them a supply of fresh meat during this period.

On September 30, Lieut. Campbell decided to start for Cape Evans, which was some 200 miles away. He followed the track indicated in the drawing. We see him first crossing the Drygalski barrier tongue, their progress hindered by barrancas and huge crevasses. One of these was crossed upon an ice bridge 175 paces long. Descending from the barrier tongue onto the frozen sea very bad screw pack ice was encountered, which evidently meant some very hard sledging work.

The party then had to climb up to the Nordenskiold ice barrier tongue. This fortunately did not present very great difficulties, and the party followed the route indicated to Tripp Island and thence to Depot Island, where they found and recovered Professor David's geological specimens which had been left by the latter's party when attached to the Shackleton expedition. Crossing the ice to Grande Harbour, the party reached Cape Roberts on October 29. It was here that a bamboo was observed

sticking up from a cliff. In the immediate vicinity a welcome depot of provisions was found, which rapidly cured the party of scurvy. The route then taken was by Cape Bernacchi along the shore ice to Butter Point.

At this point Lieut. Campbell found the note signed by Surgeon Atkinson. The unusual signature so alarmed Lieut. Campbell that he set out at once to reach Cape Evans over the ice across McMurdo Sound. The ice, however, proved insufficient to bear the party, which was compelled to return to the stronger shore ice and make a complete detour of the sound on the barrier edge before reaching Hut Point, where they first obtained information of the loss of Captain Scott and his party. They eventually reached Cape Evans on November 7.

Captain Campbell's journal, published in the second volume of "Scott's Last Expedition", (McClelland and Goodchild, 1913) factually under-rates their hardships and the versatility displayed

by him and his men in encountering and overcoming them.

And so today, over 40 years after those heroic deeds, memories, with the aid of an old photographic album, can take him back over the years, and the fierce, incessant howl of the tireless wind fills the snug apartment for a while until the voice of his wife, a former maid-in-waiting to royalty, calls him back for a steaming cup of tea.

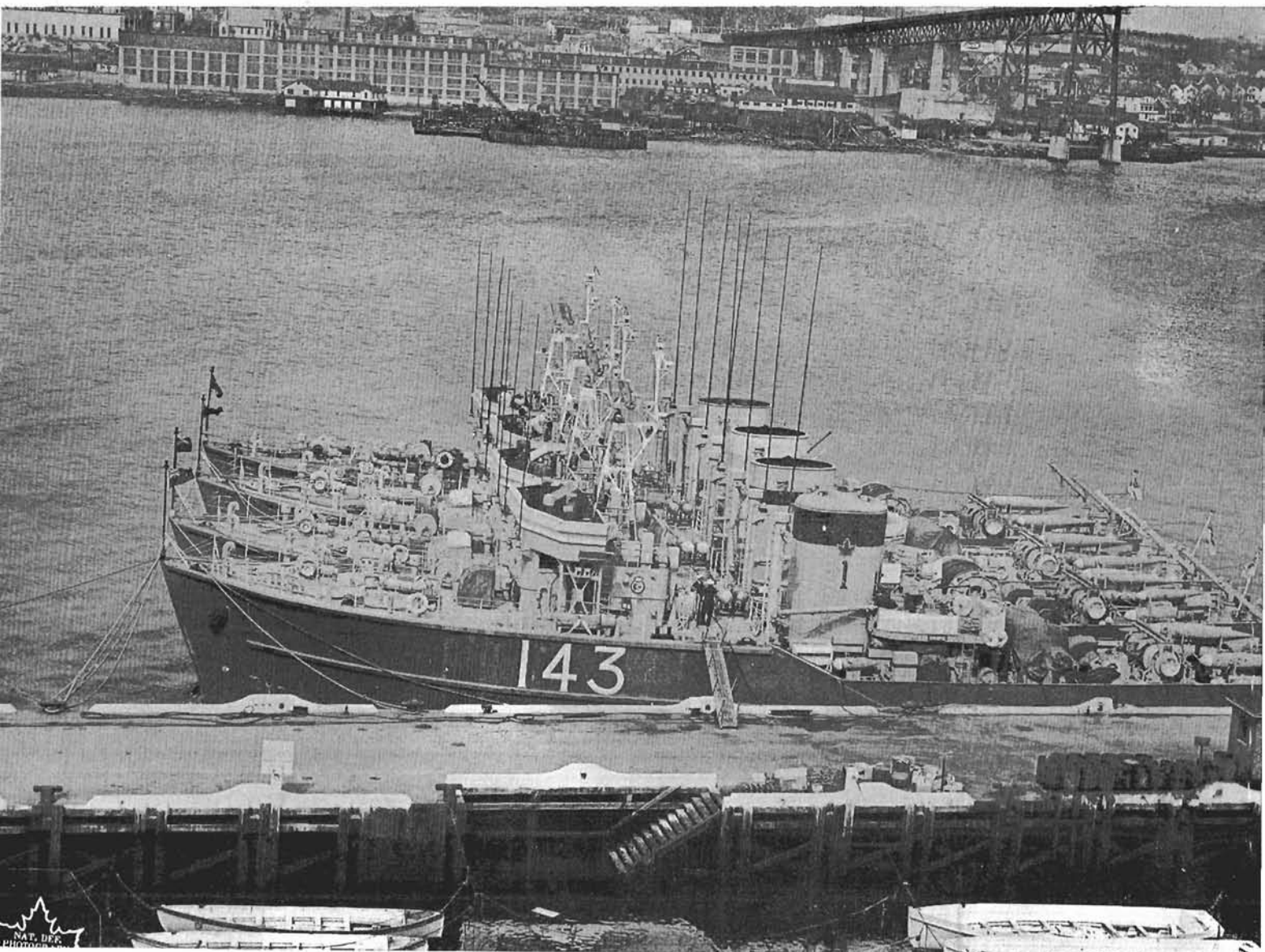
—L.C.

Korean Children Clad by Cornwallis

The Korean children of St. Joseph orphanage in Seoul and in Hwasan-Dong and Chinmokchong, two rehabilitated villages in the Canadian sector of Korea, are today wearing clothing collected by Navy families at Cornwallis.

It was sent to the senior dental officer of the Canadian forces there, who arranged the distribution.

A rare photograph in these days of heavy activity is this one of the entire First Canadian Minesweeping Squadron lying abreast at Jetty 5 in HMC Dockyard, Halifax. From the jetty out they are the Gaspé (senior ship) Ungava, Trinity and Resolute. (HS-35905)



The Governor-General and the Navy

*Sea-Going 'Protocol'
Poses Problems for
His Excellency*

A PERSONAL tribute to the regular and reserve forces of the Royal Canadian Navy was paid by His Excellency the Governor General, the Rt. Hon. Vincent Massey, when he addressed the semi-annual mess dinner of naval officers serving Ottawa and district at HMCS Carleton on May 6.

It was His Excellency's first opportunity of meeting *Bytown* and *Carleton* officers in naval surroundings and he remained for more than an hour after the dinner, visiting and chatting with his hosts.

President of the mess dinner was Capt. F. W. T. Lucas and the reply to His Excellency's address was made by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, who thanked the Governor General for his gracious courtesy in attending the dinner and recalled a similar visit by his predecessor, Viscount Alexander of Tunis.

His Excellency has a wide familiarity with ships, officers and men of the Royal Canadian Navy, dating back to

his days as Canadian High Commissioner in London and augmented since then by his travels on board Canadian warships to outlying coastal regions of Canada in the course of his wide-ranging duties as Governor General. His contacts with the Navy afloat and ashore (and some of the perplexities arising from naval tradition and "protocol") were amusingly described in his address, the text of which follows:

I AM DELIGHTED to be "on board" with the Navy again and I thank you most sincerely for your welcome and your kind hospitality this evening. I am happy to be here for several reasons but especially because it gives me an occasion to express personally my warmest thanks for the very great co-operation and hospitality I have received from the Royal Canadian Navy in the last three years. Since taking office, I have travelled some 3,000 miles in ships of our Navy—HMCS *Sioux*, *Micmac*, *Quebec* and *Cayuga*, and I



His Excellency the Governor General scans the shoreline of one of the world's most beautiful waterways, the island-studded stretch between Vancouver and Victoria, from the bridge of HMCS Cayuga. He is accompanied by Rear-Admiral J. C. Hibbard. (E-22881)

cannot tell you how much I enjoyed my "sea-time".

This coming summer I am again looking forward to travelling in two of your ships—once on a visit to places on the lower St. Lawrence and to the Magdalen Islands and again up the Newfoundland coast to visit St. Anthony and some of the "out ports".

I have always received, not only from those on whose authority these facilities are made available but also from those in the ships themselves the greatest courtesy, helpfulness and consideration. I wish to thank everyone concerned most sincerely for this service which has been so cheerfully and efficiently rendered.

It was my privilege to see something of the Royal Canadian Navy and its personnel when I was living in England during the war. I would have seen more of our ships if plans to go to sea on several occasions had not miscarried. Fog kept us in harbour at one time; a little engine trouble occurred in another. The Navy was too polite to suggest that the High Commissioner was a "hoodoo". However, the Service was possibly reassured when I had an agreeable and uneventful voyage to Belfast and back in one of our destroyers a few months before the end of the war.

I have learned something about our Navy—perhaps I might say a good deal in the last few years, but never enough. There is something inscrutable about naval traditions; something very complicated about naval rules and something mysterious about naval language,



As a landsman of long standing, His Excellency the Governor General has confessed that he required considerable posting before plunging into naval ceremonial. Since being elevated to vice-regal status he has travelled thousands of miles in RCN warships in the course of his duties. This picture was taken last year as he was about to go on board HMCS *Micmac* at Halifax for a voyage to Lunenburg, where he opened the Fishermen's Exhibition. (HS-32819)

all of which keeps the landsman definitely and permanently, and no doubt rightly, in his place! For example, I confess to you here, on this intimate occasion, that I am never perfectly sure where to find the quarter-deck of a naval shore establishment! There is always a risk of the appropriate formalities taking place on the wrong spot.

Two or three years ago I went aboard one of your ships (which shall be nameless) anchored in a harbour (not to be disclosed), under conditions of considerable formality (an Admiral was involved on this occasion). I humbly asked for instructions in advance, and a charming and able Lieutenant was told off to give me the necessary information with regard to bugles, bos'n's pipes and saluting guns and what to do when I heard them. His manner was a happy combination of that of an indulgent nanny with a forgetful child and that of a disappointed Regimental Sergeant Major towards a well-meaning Subaltern! The result of it all was four pages of foolscap giving a schedule of what was to happen. I was relieved to find that opposite a good many of these items were the words (in relation to myself) "no re-action necessary". I only hope that where a re-action was required, it was the right one that took place.

It is a time-honoured tradition that an Officers' Mess is not the place for long speeches. I am sure that you of the "silent service" adhere to this fine old custom and I shall honour it too. As a matter of fact, when I asked my naval ADC what he thought the Navy would like me to talk about this evening, he said "about three minutes, sir".

There is one naval custom or tradition for which I have a special admiration, that is the tradition of silence at the beginning of the day. I am told it is an unwritten rule in the Navy that junior officers, on meeting senior officers the first thing in the morning, will salute only, and that it is left to the discretion of the senior officer whether pleasantries such as "good morning" are to follow. I am reminded of the story of the junior watchkeeper on the bridge at the end of the early watch who, as the Captain arrived on the scene, gave a rather over-cheerful "Good morning, Sir". The Captain growled in reply, "I'll make those decisions around here."

This is the "Bytown" Mess Dinner and I was interested in finding out a little about the background of this establishment. I understand that HMCS *Bytown* has only been in existence for a relatively short time. I am told that before 1941, officers and men at Naval



It's hard to believe, but it doesn't take much more wind to pump a tuba than it does to toot a trumpet. This bit of pneumatic engineering lore may well have been the subject under discussion when His Excellency chatted with PO Herbert Botten at Naden. On the other hand, they may have mutually recalled their first meeting in wartime London in 1944 when the RCN band was on tour. His Excellency was then Canadian High Commissioner in London. (E-20699)

Service Headquarters were carried on the books of HMCS *Stadacona* in Halifax, a source of satisfaction to Nova Scotians. During the war as numbers increased, this system became unwieldy and HMCS *Bytown* was commissioned. I was interested to note that at this time, the Navy followed the old tradition of actually commissioning a ship afloat to bear the name, so a motorboat "The Oracle" became HMCS *Bytown*. The records show that the vessel "Bytown" was turned over to HMCS *Carleton* as a training craft. This gesture of entrusting the ship in which the Chief of Naval Staff was borne, to the reserve division, shows, I would say, the great confidence that the RCN has in the Reserve. There is no record of her being damaged, run aground or sunk in Dow's Lake and in 1943, apparently in fine condition, she left Ottawa for further service in the St. Lawrence.

Relations between HMCS *Bytown* and HMCS *Carleton* have, I believe, always been very close. As a matter of fact, I understand that for a period during the war the two operated together under the name of *Bytown*. I feel that there couldn't be a finer example of what the relationship between the permanent force and its Reserve should be.

In closing I would like to pay a very sincere tribute to those of the permanent force who give such fine and talented service to this country. Service life imposes certain disciplines, calls for sacri-

ces and produces uncertainties which are not usually found in civilian occupations. Your vigilance and your unflinching sense of duty creates a climate in which our economic, social and cultural life can flourish.

I wonder if all our citizens fully realize and appreciate the devoted effort of our armed forces—not only of the permanent forces, but of the reserve units too. I wonder if there is a full appreciation of the contributions of the members of the reserve who give so liberally of their evenings to naval training and a period in the summer for the same purpose—perhaps foregoing their holidays by doing so. I welcome this occasion to say "thank you" to the permanent and reserve forces, both of which are represented here tonight, which I am sure reflects the views of all thinking Canadians.

I would again thank my hosts of HMCS *Bytown* for inviting me to be with you this evening. *Bytown's* history is short but the importance of the work of those who serve in her is immeasurable. You steer the fleet as your badge depicts. The wisdom of your decisions determines the happy and effective functioning of a Service of which I am sure all Canadians are very proud. To the helmsmen and all those of you who help steer the fleet, may I offer my sincere thanks for your kindness tonight and may success continue to attend your efforts.

OFFICERS AND MEN

Air Engineer Wins Award

Commissioned Engineer (A/E) Thomas Frederick Stephens, RCN, 36, of Toronto and Dartmouth, N.S., has been awarded \$25 by the Department of National Defence for designing a time-saving device to raise Sea Fury aircraft from under-carriage repair.

With the award Mr. Stephens received a letter of commendation from C. M. Drury, Deputy Minister of National Defence.

His jacking pads, which save an estimated 13.3 manhours a week, are in use by all RCN air squadrons operating the Sea Fury, the Navy's front line fighter.

Mr. Stephens, now on staff at the Naval Aircraft Maintenance School, Dartmouth, N.S., developed the jacking pads while serving in the aircraft carrier *Magnificent* during 1952-53.

The aircraft are jacked to change main wheel tires and adjust brakes. Jacking at the normal location is impossible when the fighters are fitted

with overload tanks. The pads Mr. Stephens has designed save about two manhours previously required to defuel, remove, refit, refuel and test the tanks on each side of the Fury.

Their importance is more significant if a tire bursts when the plane lands heavily on the deck and it becomes essential to make a fast change to clear the flight deck for further landings.

Five Wrens Join Regular Force

Five reserve Wren officers have embarked on short service appointments in the Navy as a step in the integration of Wrens in the regular force.

They are the first Wren personnel to enter the RCN. Previously they had been on full-time duty as reserves, four at Naval Headquarters in Ottawa and the fifth at naval reserve headquarters in Hamilton, Ont.

The officers taking up three-year appointments in the Navy are:

Lieut. (W) Margaret Mackie, MBE, of Victoria; Lieut. (W) Eileen Eliza-

beth MacDermott, London, Ont., and Ottawa; Lieut. (W) Marjorie Williamina Fahrig, Brandon, Man.; Sub-Lt. (W) Elizabeth Anne Hargreaves, Ottawa, and Lieut. (W) Jean Crawford-Smith, Toronto.

All but Lieut. Crawford-Smith are serving at Headquarters in Ottawa.

The ceiling for regular force Wrens is 35 officers and 365 Wrens. It marks the first time in the history of Commonwealth navies that Wrens form a permanent component of the Navy.

New Posts for Two Captains

Captain Morson Alexander Medland will become Naval Member of the Directing Staff at the National Defence College, Kingston, at the end of June.

His current appointment as commanding officer of HMCS *Niagara*, RCN fleet establishment in Washington, D.C., Naval Member of the Canadian Joint Staff, and Canadian Naval Attaché will be assumed on June 20 by Captain Angus George Boulton.



Members of the 13th Supply Officers Technical Course, have completed six months training at HMC Supply School at Esquimalt. During the course they received instruction in all phases of supply work including stores and pay procedures, service management and instructional technique. They are now qualified naval supply officers. Some 100 officers have completed this course since the end of the war. Front row (left to right): Sub-Lt. (S) J. H. Dougan, Sub-Lt. (S) Bruce W. Robertson, Sub-Lt. (S) Peter A. Gardner, Lieut. (S) Frank A. Bentley, Lieut. (S) Roland E. Edwards, Lieut. (S) Thomas A. Sigurdson and Sub-Lt. (S) Kenneth R. Campbell. Back row: Sub-Lt. (S) Gerald A. Beament, Sub-Lt. (S) David G. Pengelly, Lieut. (S) Donald M. Street, Sub-Lt. (S) Victor H. Fast, Lieut. (S) Russell F. Passmore, Sub-Lt. (S) Rawley L. Hunter, Sub-Lt. (S) Laurent J. Thibault and Sub-Lt. (S) Bruce Cormack. (E-31040)

Captain Boulton has been executive officer of *Niagara*, Chief Staff Officer to the Naval Member and Assistant Naval Attaché since September, 1954.

Captain Medland, who holds the acting rank of commodore, has been the Naval Member in Washington since September, 1952.

RCN Recruiter Due to Retire

CPO, James Edwin Evans, RCN, recruiter for Nova Scotia for five and a half years, retires in July. The Halifax-born joined the Navy in 1929 and served in the *Festubert*, *Champlain*, *St. Laurent* and *Restigouche* and in HM battleships *Warspite* and *Iron Duke* and destroyers *Arrow* and *Skate*.

He was serving in the *Saguenay* when the Second World War started and then in the troopship *Monarch of Bermuda*. His career was almost terminated by a "Chase Me Charlie" controlled bomb which hit the *Athabaskan* during a Bay of Biscay patrol. He weathered the attack to win a DSM for his part in the later sinking of a German destroyer. Four days after this encounter, when his ship was sunk, he was picked up by the Germans and interned for a year, until his liberation by the British Second Armoured Division.

CPO Evans returned to Canada in 1945, served initially in *Peregrine*, wartime establishment in Halifax, and then in the *Nootka*. He came to HMCS *Scotian* as RCN recruiter in 1949 by way of *Stadacona*. A widower, he lives with his daughter, Mrs. John Underwood, in Halifax.

Admiralty Official Visits Canada

Sir Hamish D. MacLaren, KBE, CB, DFC and Bar, Director of Electrical Engineering, Admiralty, visited Canada in May for discussions with the Royal Canadian Navy and representatives of Canadian shipyards and industry on mutual problems in connection with naval electrical engineering.

Sir Hamish, accompanied by A. McL. Mooney, CBE, deputy director of electrical engineering, and W. E. C. Lampert, assistant director, earlier visited naval establishments, shipyards and industrial plants in the United States.

The party arrived in Hamilton May 17 from Buffalo, N.Y., and visited the Canadian Westinghouse Corporation and the Queenstown Power Station before flying on to Ottawa on May 18. Discussions were held at Naval Headquarters during the remainder of the week with Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services,



Lt.-Cdr. E. A. Fallen, a native of Fort William, Ontario, is shown being presented with a Sikorsky "Winged S" rescue certificate and rescue pin by J. W. R. Drummond, vice-president of Canadian Pratt & Whitney Aircraft Company, on behalf of Sikorsky Aircraft, an associate company of the Canadian firm. The award was for his rescue of a crew member of an American Grumman Guardian after a crash in the Atlantic off the Virginia coast last August. Lt.-Cdr. Fallen is serving at present in HMCS Labrador with detachment No. 2 of HU 21.

and Commodore (L) W. H. G. Roger, Electrical Engineer in Chief.

Sir Hamish left Montreal by air for Halifax May 23 for a two-day tour of East Coast naval establishments, during which time he officially opened the RCN's new electrical and electronic workshops at *Shearwater*. He returned to Montreal May 25 and visited shipyards in Montreal and Quebec City before sailing for the United Kingdom June 1. During the Canadian portion of his tour he was accompanied by Cdr. (E) H. W. Findlay, RN, Technical liaison officer on the staff of the Senior Naval Liaison Officer (U.K.), Ottawa.

War Mother to Sailors Found

Wartime sailors will remember the Edmonton mother with the heart as big as the prairies who used to meet all the trains with a cheerful greeting for sailors, a hot coffee, maybe a bit of change or dinner at home if needed. Ex-sailor Mac Jenson, one of the thousand-plus who were greeted by her never forgot her, or the fact that she would meet trains even in 40 below weather.

A travelling salesman now, he discovered her on his territory in the tiny village of Roberts Creek on the Sechelt

peninsula in British Columbia. His discovery came in time for Mother's Day and her 38th wedding anniversary.

He got the familiar "Hello, sweetheart" he hadn't heard since 1943 and, moreover, she apparently knew him after a dozen years. Mrs. Alice Mortimer, 59, lives with her retired husband in the tiny hamlet.

Jenson lost no time on reporting his discovery to the "Vancouver Sun", which sent staff reporter Don Stainsby up to see "Mom".

It appears that she did her bit for every serviceman during the war, but the Navy was her special pet because her two sons were both seamen. She worked in an Edmonton canteen although train greeting was her main job.

She lays a wreath every April 9 in memory of Vimy and one on November 11 for all war dead. Naval authorities in Halifax asked her to place a special wreath once during the war.

"Chariot" Story Becomes Movie

The story of the human torpedoes and midget submarines of the Second World War, as told in the book "Above Us the Waves", by C. E. T. Warren and James Benson, has been successfully translated into an English movie.

The human torpedoes were known in the Royal Navy under the code name of "chariots" and the first officer to take one on a trial run was Lieut. C. E. (Chuck) Bonnell, DSC, RCNVR, of Toronto, who had Stoker PO "Jim" Warren, RNVR, as his crew. Lieut. Bonnell was lost on active service, but PO Warren went through the war to become Lieut. Warren and one of the authors of the book, which is published in Canada by Clarke, Irwin and Company Limited, Toronto.

The film, which stars John Milles, was released in England at the time of the newspaper strike, but columnists passed along their findings to the British publishers and they were enthusiastic. The BBC review called it "one of the finest war films of its kind ever made".

"Above Us the Waves" was reviewed in the November 1953 "Crowsnest".

Admiral Bidwell Visits England

Rear-Admiral R. E. S. Bidwell, RCN, Flag Officer Atlantic Coast, and Commander Canadian Atlantic, made a month-long tour of duty in the United Kingdom recently.

While in the United Kingdom, Rear-Admiral Bidwell conferred with North Atlantic Treaty Organization chiefs and with Admiralty officials, including talks with the Commander-in-Chief, Eastern Atlantic. He also conferred with RCN and Royal Navy officials in England, as well as addressing the Royal Navy Staff Course at the RN staff College in Greenwich, England.

Rear-Admiral Bidwell was accompanied by Mrs. Bidwell, who visited relatives in the British Isles. They returned to Canada early in May.

Officer Chosen For RAF Course

Lt.-Cdr. James Brant Fotheringham will begin a six-month course at the Royal Air Force Flying College, Manby, in England, on July 1, the first time that a Canadian naval aviator has been selected for the course, which involves staff studies and flying in a variety of aircraft.

He will be succeeded as officer in immediate charge of naval personnel on detached duty at the Canadian Services College, Royal Military College, Kingston, by Lt.-Cdr. R. W. J. Cocks, who has been in command of VS 881 at *Shearwater*.

Constructor Officer Leaves 'Maggie'

After more than three years as the *Magnificent's* constructor officer, Lieut. Ronald Pitcher, of Vancouver, has left the ship to join the staff of the Principal Naval Overseer at Yarrows, Limited, of

Esquimalt. In his new duties he will be responsible for completing and fitting out the new St. Laurent class destroyer escorts under construction on the West Coast.

Although he relinquishes the title of *Maggie's* "oldest inhabitant" after guiding the carrier through five annual and special refits in addition to a great number of day-to-day maintenance and construction projects, Lieut. Pitcher will be no newcomer to the shipbuilding field, having served his apprenticeship as a shipwright in Prince Rupert shipyards.

Lieut. Pitcher claims this will be his first West Coast appointment in 15 years—"sufficient time", it has been remarked, "to show these Nova Scotian boatbuilders a thing or two."

Top Marks for Gunlayer Won

Highest honours in his class were taken by Ldg. Sea. George A. Newman, of Vancouver, in the passing out ceremonies of the 11th course of Layer Rates after eight weeks at the Gunnery School, *Stadacona*.

Ldg. Sea. Newman joined the RCN at HMCS *Discovery*, Vancouver, in April, 1945 after wartime service (1943-1944) in the Merchant Navy.

Engineer Officer Retires at Naden

The MET at *Naden* bade farewell to Lieut. (E) Stanley George Hateary, 49, of Winnipeg, who retired this spring

because of ill health. He will settle permanently in Victoria with his wife, to do some gardening and woodworking.

He had 29 years, nine months' service in the RCNVR and RCN, having entered at Winnipeg in July, 1925, and transferred as a second class stoker to the regular force the next year.

He served in the following ships and establishments: *Thiepval* (two commissions), *Armentieres*, *Patrician*, *Vancouver*, (three commissions), *HMS Colombo*, *Skeena*, *Fraser*, *Restigouche*, *Ottawa* and *St. Laurent*; *Naden*, *HMS Pembroke*, *Stadacona*, *Peregrine*, *Protector II* and *HMS Victory*.

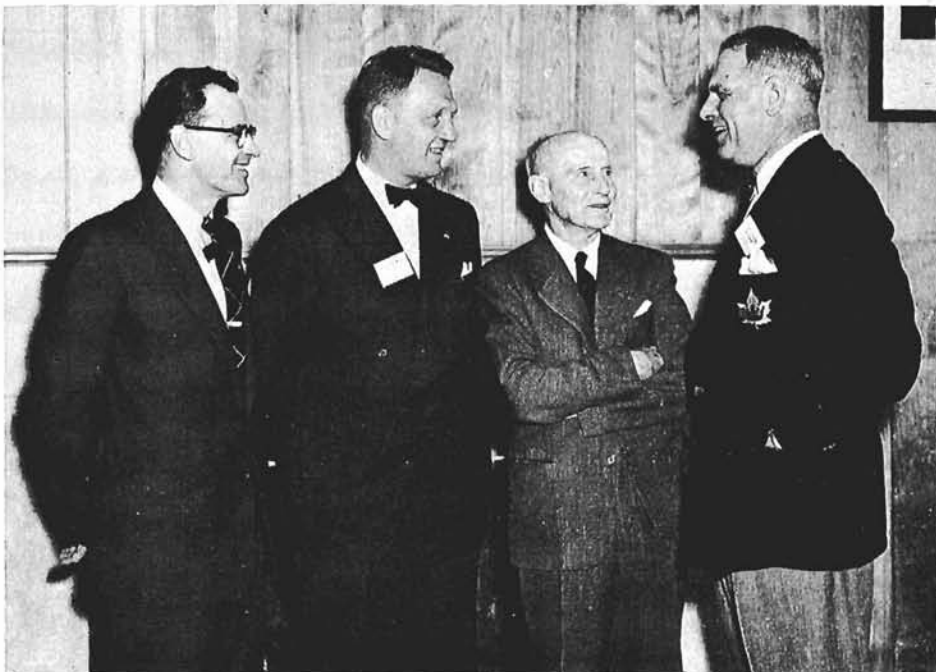
Among the highlights of his career were the *St. Laurent's* rescue in July, 1940, of 857 survivors of the Italian liner *Arandora Star*, carrying British personnel and Axis prisoners, and, secondly, the honour of standing both the first and last seagoing watches in the boiler room of the *Vancouver*—commissioned in 1928 and paid off in 1936.

Naval Officer USI President

Lt.-Cdr. W. A. Johnston recently was elected president of the United Services Institute of Manitoba.

Cdr. L. B. McIlhagga was named an honorary vice-president and naval executive directors include Lt.-Cdr. Johnston and Lt.-Cdr. Maurice Burchell.

The elections took place at the 45th annual meeting in Winnipeg.



T. R. Durley, of Montreal, (extreme right), was elected national president of the Naval Officers' Associations of Canada, at the 10th annual meeting of the Dominion council in Regina in early June. Also shown, left to right, are Harry McClymont, of Ottawa, secretary-treasurer, John McAvity, of Toronto, past president, and Rear-Admiral Walter Hose, RCN (Ret'd), of Windsor, honorary president. (Photo by West's Studio, Regina.)

Prelude to Coronel

Some Footnotes on Early Days in The RCN

IN FEBRUARY 1914 the second term of cadets of the original Royal Naval College of Canada, of which I had the honour of being a member, joined HMS *Berwick*, from which the first term had recently been discharged after a year's training as sea-going cadets. The *Berwick* was one of five ships of the West Indies Squadron, and was commanded by Captain Lewis Clinton-Baker, R.N. The flagship of the squadron was HMS *Suffolk*, wearing the flag of Rear-Admiral Sir Christopher G. E. M. Cradock.

When war was declared on August 4, 1914, the West Indies Squadron became dispersed on various duties, and when the *Good Hope* arrived on the station from England, Admiral Cradock transferred his flag to her. The *Berwick* remained in the West Indies searching for the two German cruisers *Dresden* and *Karlsruhe*, which were on the station when the war started.

During the course of her cruising, the *Berwick* arrived on August 25 in Port Castries on the island of St. Lucia, to coal. We found that the *Good Hope* had been there the day before. Her picket-boat had been accidentally damaged and was lying sunk in 12 feet of water alongside the wharf. The *Berwick* divers went down and hooked it on slings, and a locally-owned floating crane lifted the boat to the surface, but was not strong enough to hoist her clear of the water. The crane with its burden was towed to the side of the *Berwick*, where the picket-boat was hoisted on board by the main derrick and temporarily repaired.

(For the benefit of the present generation who would never have seen a "picket-boat" I might explain that all 'big' ships had one, and that it was a diagonally-built wooden boat, 56 feet long, fitted with a water-tube boiler which burned coal with forced draught, and reciprocating engines; was capable of doing 18 knots, and weighed 18 tons. For action purposes she could be armed with a three-pounder gun and a Maxim gun and two 14-inch torpedoes in dropping-gear.)

On August 26 the *Berwick* arrived in Port of Spain, Trinidad, and found here the *Good Hope* and *Bristol*, the latter a smaller type cruiser of the West Indies

Squadron. Soon after anchoring we cadets were thrilled to see a steam pinnace (a smaller and slower edition of the picket-boat also carried by all "Big" ships) come alongside, steered by Midshipman Silver, RCN, wearing his dirk. I don't know whether "snotties" have dirks now, but in those days it was the badge of duty worn by midshipmen when in charge of boats, and also at times when officers wore swords. We

The November, 1954, issue of "The Crowsnest" published an article marking the fortieth anniversary of the Battle of Coronel in which four RCN midshipmen died—the first battle casualties of the young naval service. They were Midshipmen William Archibald Palmer, John Victor Whiteman Hatheway, Arthur Wiltshire Silver, and Malcolm Cann.

The fortunes of war could easily have extended this list of Canadian casualties at Coronel on November 1, 1914, it is pointed out by Cdr. H. W. S. Soulsby, RCN (Ret'd), of Victoria, who has gleaned some interesting sidelights from his diary of the period.

Cdr. Soulsby is perhaps best known to readers of this magazine as an artist—the creator of the "Crossing the Line" and cruise certificates which have appeared in these pages from time to time. There is a disclosure here, too, which may surprise those who are acquainted with his drawings of King Neptune and his train, the comely mermaids and other denizens of the deep. Cdr. Soulsby has never crossed the equator.

Here Cdr. Soulsby tells of the days preceding the departure of the West Indies Squadron for its disastrous encounter with the German division under Admiral Von Spee.

in the *Berwick* were only cadets, not yet having been rated midshipmen, and were yearning for the day when we could ship "patches" and wear a dirk. Midshipman Silver had been sent to take the damaged picket-boat back to the *Good Hope*.

Next day the *Good Hope* led the *Berwick* and the *Bristol* to sea. When clear of the land, just as it was getting dusk, in the last dog watch, the *Good Hope* stopped and had a funeral for a stoker who had died on board. That was the

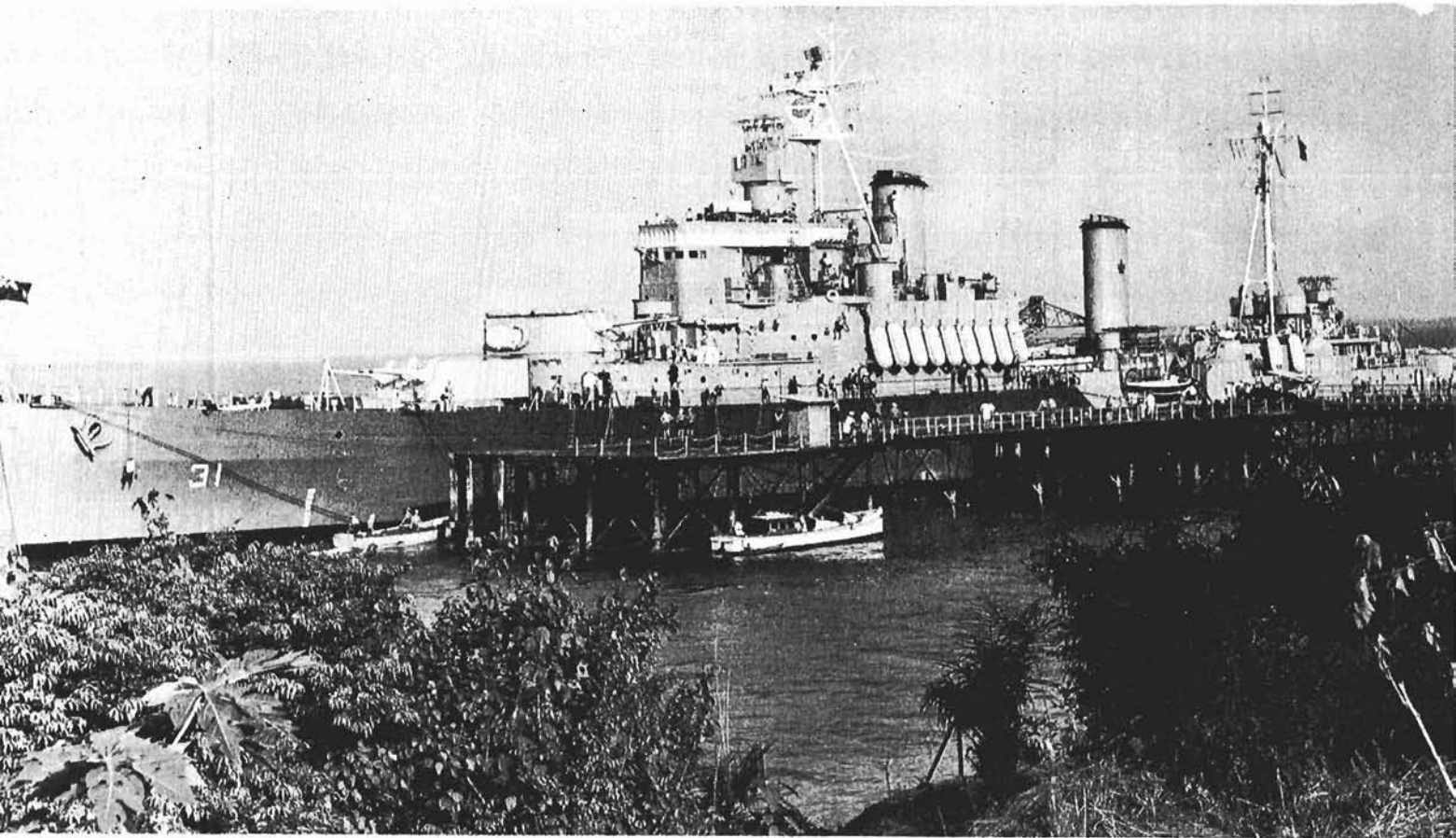
last we saw of that ill-fated ship, for we spread out 40 miles apart and cruised along the north coast of South America in our sweeping search for the enemy.

On September 2, within two degrees of the Equator, Admiral Cradock ordered the *Berwick* to return to the West Indies, and he proceeded south with the *Bristol*; later he was joined by the *Monmouth* from England.

The *Monmouth* was a sister ship of the *Berwick*, similar in size and armament, having 14 six-inch guns, two pair of which were in turrets and the rest in casemates on the upper and main decks. However, whereas the *Berwick* was manned by a complete fully-trained pre-war "permanent force" ship's company and officers, and had been in commission over two years, the *Monmouth* had just come out of Reserve Fleet—which meant that she had been laid up for months, perhaps years, without benefit of modern 'moth-balls'—and was manned by a nucleus of RN officers and men, the majority of the ship's company and officers being inadequately trained reserves. Admiral Cradock's flagship, though larger, was in a similar condition. He thus had a force so markedly inferior to the highly trained and most efficient German squadron that the result of an engagement, if they met, was a foregone conclusion to anyone intimately connected with the details—as later was so tragically proven.

The *Berwick* was sent back to the West Indies because our captain was a veteran in that part of the world and his prestige was high with the people of the islands. However, Captain Clinton-Baker was soon called to take command of a battleship in the Grand Fleet, and took with him his navigator, Lt.-Cdr. J. H. D. Cunningham, who later became Admiral of the Fleet and First Sea Lord in the Second World War.

Had Admiral Cradock not ordered the *Berwick* back to the West Indies, the chances are great that I would not have written this, and that several well-known retired Canadian Naval Officers would not now be enjoying their pensions. Incidentally I have never been further south than we were on that day in September 1914.—H.W.S.S.



The Quebec at Freetown, Sierra Leone, Africa. (QB-2000)

The Quebec's Winter Cruise

SAILING AROUND AFRICA

THE MOST TRAVELLED ship of the Royal Canadian Navy, the training cruiser *Quebec* (Captain E. W. Finch-Noyes) sailed at 1000 on January 14, 1955, bound for Dakar, West Africa, on the first leg of a goodwill cruise around Africa — the first such journey ever undertaken by a Canadian warship.

After only one day at sea, she met with gales which became progressively more severe and she eventually faced winds up to 92 miles per hour. This severe storm covered an area nearly 2,300 miles across. At times waves and spray covered most of the upper deck of the ship and depth charges, secured in their rails at the stern of the ship, were somehow washed away and disappeared into the sea. The port whaler was reduced to matchwood by repeated heavy waves. The starboard whaler, while not so extensively damaged, was merely broken into several large pieces of woodwork. The sports locker was flooded and much of the gear within damaged.

During this battle with the elements, the engineroom personnel had major difficulties with the fresh water evap-

orators which, on a turbine-driven ship, are essential.

To crown it all, the medical personnel had to cope with an emergency operation (appendectomy, complicated with peritonitis) on Ord. Sea. Jean Boulay of Montreal. The operation took place successfully in heavy weather on January 19, at 1900.

These misfortunes compelled the captain to turn about and make for Bermuda, the nearest naval dockyard, but, after three days rest and repairs the *Quebec* sailed from Bermuda, bound for Freetown (Sierra Leone, West Africa), the proposed visit to Dakar having been abandoned in order to make up time.

The crossing of the Atlantic was tolerable even though winds were still present for most of the way. In Freetown for refuelling, the *Quebec* went through an extensive cleaning and repainting schedule in order to appear her best in Capetown. During this cleanup job almost everyone, officers and men, joined in and the ship was repainted within 12 hours.

Between Freetown and Cape Town, the sick bay staff was again called upon

to perform their second major operation on board. The patient, CPO E. G. Kimber, was successfully operated on for appendicitis, and soon made a rapid and excellent recovery.

In view of the shortage of time, no "Crossing the Line" ceremony was held on board when the *Quebec* crossed the equator on February 2, this traditional ceremony being left for the return trip up the East African coast.

THE QUEBEC sailed into Cape Town on February 7, to see Table Mountain draped in a tablecloth of clouds. The ship's company, after 17 days on board made off happily ashore on the only formal visit of the cruise. To say that they received an open-armed welcome is only a mild description of what actually took place.

Official calls were carried out by the captain and many officers. Dances, parties and many other forms of entertainments were arranged by various Cape Town organizations for the benefit of the ship's company and were overwhelming in their number and the sincerity of their goodwill. A concert

party arranged by Cdr. (L) J. C. Gray, and augmented by the ship's band entertained the patients at a convalescent home for crippled children. This entertainment, got up at very short notice, was a great success and much appreciated by patients and staff.

The ship sailed from the legislative capital of South Africa on February 11, at 0900, leaving an impression of good behaviour and courtesy which merited the following message from the Canadian High Commissioner in Cape Town.

"My staff and I thank you for your co-operation and hospitality. Please convey to the ship's company my appreciation, pride, and congratulations on success of visit and manners in which they carried out their individual roles of ambassadors for Canada. We join with Capetonians in saying, *Quebec* welcome here anytime."

The next port of call, Port Elizabeth, one day away from Cape Town, was

reached on February 12. This city was founded in 1820 by British settlers. Their descendants received the *Quebec* that afternoon with an enthusiasm rarely seen by the ship in past visits to foreign countries. An unusually large crowd was gathered for the ship's arrival. A reception and a dance, organized by His Worship the Mayor of Port Elizabeth, was held at city hall for officers and men. Another children's hospital was visited by the concert party (as in Cape Town) and again its efforts met with marked success.

The following day, the ship was open to visitors who were so numerous that many never got the opportunity of visiting or even boarding the ship at all, an occurrence which was to repeat itself the next day.

During this visit, most of the ship's company took the opportunity of visiting the world-famous Snake Park where snakes, still with their poison fangs intact are handled with seeming impunity by attendants. The *Quebec* left the most hospitable city February 16, bound for Durban some 700 miles further north along the East African coast.

THE SHIP crept up the intricate channel leading to Durban harbour for a visit which was to last eight days. Unfortunately, the "Lady in White", Mrs. Perla S. Gibson, who had never before missed the arrival of any man-of-war in Durban, was not present when the lines were thrown. It

Strolling in Barcelona. (QB-2253)

was most regrettable, as she had anxiously awaited the arrival of the first Canadian warship in Durban.

The captain, as usual, called on city and military officials. Many organizations, particularly one known as the "Apostleship of the Sea", had prepared dances, trips and visits for the ship's company and these were thoroughly enjoyed. Many officers and men were invited to spend an afternoon, a day or perhaps more in the home of kindly citizens. Many were taken on a tour of the city, its environs and the surrounding countryside, while many others spent enjoyable afternoons on the beaches which, around Durban, are beautiful.

The "Valley of the Thousand Hills", now home of the once-mighty Zulu tribe, was visited by many of the ship's company both as guests of the local inhabitants and in organized groups. A large party of officers also visited Pietermaritzburg as guests of the Reserve Naval officers in Durban.

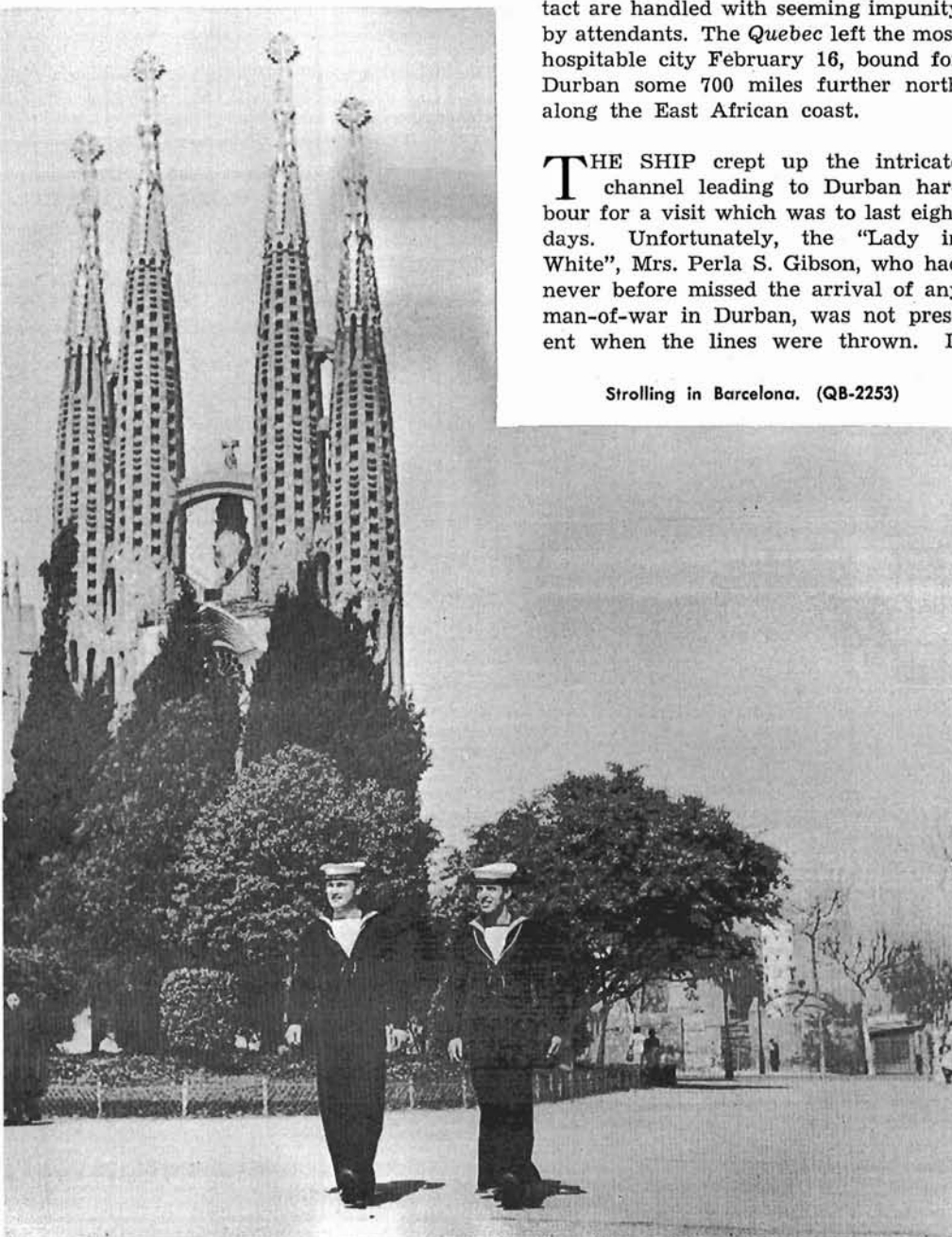
The countryside around Pietermaritzburg and the "Valley of the Thousand Hills", with its expanse of green grazing land, woods, and its patches of magnificent gum trees left an image in the memory that one without the power of description cannot record.

Durban itself, its colourful rickshaw boys in their costumes of a bygone time and its modern buildings, gives the impression of a mixture of the old and the new worlds seldom seen or met with elsewhere.

On February 19, an ice hockey team, 25 in all, left to play a match in Johannesburg. The party was met by a delegation headed by H. G. Conrad, chairman of the South African Hockey Association. After preliminary practice games, the *Quebec* team played a representative South African all-star team, on February 22. The Canadian team did very well, considering the altitude (6,000 feet), lack of practice and borrowed equipment, losing 15 to 9. The whole party was most hospitably received and entertained and, among other things, some visited a gold mine, and a small party of officers called on Dr. W. Nicol in Pretoria. Because of incidence of poliomyelitis in Durban, the ship's concert party did not visit any hospital in this city.

The "Lady in White" saw the *Quebec* off, singing "O Canada" and other Canadian popular songs on the morning of February 24.

ON EACH TRIP between ports, normal training activities such as boat drill, target practice, ABCD exercises and so on were carried out.





Competitors in a sports tabloid in the Indian Ocean. (QB-2158)

On leaving Durban, the final South African port of call, en route for Mombasa, Kenya, the memory of the hospitality of the Union was such that no one of the ship's company was quite sure whether to be glad of the rest or sorry for the departure.

The trip from Durban to Mombasa under perfect weather conditions took eight days and the *Quebec* carried out normal training during this time. This part of the voyage was made fairly close in shore within sight of long stretches of sandy beaches.

On nearing Mombasa, the first Arab dhows were sighted and these craft, unchanged in appearance for centuries, aroused a lot of interest.

Kilindini harbour was reached at 1000 on March 1 and the ship went alongside for refuelling. The captain again set off on his busy rounds of official calls and these were returned the same morning. One of the most colourful figures seen on the trip to make a call on the ship, was the representative of the Sultan of Zanzibar, the Sheikh Mbarak Ali Hinawy, dressed in his rich Arab costume. After refuelling, the ship anchored in the stream.

An interesting spot in Mombasa was the "Old Harbour" where the Arab dhows dropped anchor. These dhows make the trip to Mombasa from the shores of the Persian Gulf and the Red Sea, trading in products of their lands.

Further entertainment in Mombasa consisted of tours in the surrounding

countryside. Quite a few of the ship's company went on safari into the interior of Kenya. A dance had been organized for members of the ship's company which enjoyed itself thoroughly to the music of the ship's band.

The *Quebec* sailed from Mombasa at 1000 on March 4 to complete the last long leg of the East African cruise. Daily training routine was carried out

and the traditional "Crossing the Line" ceremony was observed on Sunday, March 6. Nearly 200 officers and men went through the ceremony of conversion onto shellbacks, some, it is reported with regret, against their will.

The trip continued uneventfully until an uncharted wreck was sighted on the shores of the Hafun Peninsula at about 1800 on March 7. This aroused much interest and speculation on board. The captain took the *Quebec* close in to investigate and render assistance if necessary. After observing the wreck for some time with searchlights, it was decided that she was abandoned, so the *Quebec* carried on her way once more.

THE JOURNEY up the Red Sea was made under almost perfect weather conditions and the number of tankers sighted, of all nationalities and tonnage, made one realize the importance of oil in the world's economy and of the Suez Canal in world strategy.

Suez Bay was reached at 1600 on March 12 and the *Quebec* dropped anchor to await formation of the north-bound evening convoy before passing up the canal. The first part of the passage through the canal unfortunately was made during the hours of darkness with the *Quebec* leading the convoy; but the second part of the passage was completed at 1100 on the following day and was particularly interesting to those of the ship's company who were passing through the canal for the first time. The ship passed Port Said and carried



An Arab dhow unfurls her canvas, preparatory to sailing from Mombasa, Kenya. (QB-2112)

on directly to Alexandria for an unofficial visit.

The usual calls were made by the captain who later received Egyptian officials on board. A dance was held for the ship's company but the pastime enjoyed most by the crew was trading with the many and various merchants of the ancient city. Many historical buildings and sites were visited but organized tours to Cairo and the pyramids were not possible.

The ship sailed on the morning of March 17 and, because of high winds, had great difficulty in getting away even with the help of four tugs. Normal sea routine was resumed once more. A brief halt was made in Malta where saluting ammunition was picked up. Here, also, the standard of HRH the

Duke of Edinburgh, flying on HMRY *Britannia* was saluted.

The voyage to the French Riviera was completed at 0900 on March 21 when the *Quebec* dropped anchor in the roadstead of Villefranche-sur-Mer, near Nice. Usual courtesies were exchanged and the ship settled down to a six-day visit. Numerous trips up and down the Riviera were made and most members of the ship's company visited Monte Carlo, Monaco.

Many sporting events took place between teams from the *Quebec*, Villefranche, and USS *Newport News* which arrived on Tuesday, March 22. After a most successful visit, the ship sailed on Sunday March 27 at 1400.

On this day, the *Quebec* had a sad and solemn duty to perform in the

burial at sea of AB W. J. Warner, RN, late member of the crew of HMS *Apollo*, who had drowned in the harbour of Villefranche. This ceremony was carried out with full naval honours at 1500 that afternoon.

At 0900 on March 28, the *Quebec* reached the ancient city of Barcelona where the ship tied up for an unofficial visit of six days. This city (1,500,000 population), one of the largest in Spain, offered shopping facilities which compared favourably with any other port visited during the cruise. Calls made by the captain were returned by official Spanish delegates.

The Spanish people made the Canadian extremely welcome even though the language at first seemed to present a barrier. Everyone, as usual, got on very well ashore. Most members of the crew went at least once to see a bullfight and these performances caused quite a lot of controversy. A replica of Columbus' *Santa Maria*, lying in dock near the Columbus monument, attracted many amateur photographers.

To sum up, Barcelona, a centre for tourists on the Mediterranean coast of Spain, provided all forms of entertainment, all of which were thoroughly enjoyed by the entire ship's company.

WATCHED BY a considerable crowd, the *Quebec* left Barcelona at 1400 on April 3 bound for Gibraltar, the last port of call prior to her return home. Between Barcelona and Gibraltar, the *Quebec* performed evolutions in company with HMS *Glasgow* and HMS *Surprise*, which flew the flag of Vice-Admiral Sir Guy Grantham.

The *Quebec* went alongside at Gibraltar at 1000 on April 5 for a brief stay, mainly to refuel. Some last minute purchasing was done and a few organized games were played against local Royal Navy teams.

This last port of call of the cruise was also the theatre for the last Sunset Ceremony, performed before an audience which included personnel of the Royal Navy and the United States Navy. As in previous ports, this ceremony was much admired and the guard and band were complimented for their excellent performance.

On leaving Gibraltar, the following message was received from the Flag Officer (RN) in Gibraltar: "We have much enjoyed your visit and look forward to your return." The *Quebec* set off on the final stage of her 18,000-mile voyage around the African Continent, arriving in Halifax on April 15.—D.A.M.



An ancient harbour light stands at the narrow entrance of a street in Mombasa. (QB-2121)

South Africa



Suid-Afrika
(Postgeld-Postage)



FIRST-HAND PHILATELY AND TROPICAL FISH

SHIPBOARD stamp collectors got the break of their seagoing careers when HMCS *Quebec* made her way around the coasts of the Dark Continent, Egypt, Southern France and Spain. New life was injected into their favourite hobby when they had first-hand access to the colourful beauty of the South African animal stamps.

For many members of the ship's company every foreign port is a challenge for them to buy a complete set of new stamps typical of the country being visited. Ardent stamp collecting fans in the *Quebec* include Instructor Cdr. D. J. Hamilton, Chaplain (P) B. A. Peglar and Surgeon Lt.-Cdr. D. A. McIver.

Hobbies and hobby shops really come into their own in distant spots where time is long and recreational opportuni-

ties are sometimes short. The *Quebec* is well-equipped for recreational purposes and this is one more factor in keeping morale high while the ship is isolated at sea.

The ship's cinema, which also serves as a chapel and as the home of a much-appreciated 1,500-volume library, provides the sailors with the latest movies. The sports office is the headquarters of games such as scrabble, monopoly, table tennis, table hockey and chess. For the more ambitious and muscle-bound types, weight-lifting equipment is always at their disposal.

Letter writing is still the most popular sparetime occupation on the *Quebec* and helps fill some of the off-duty periods.

A ship's newspaper, "Nuts and Bolts", is the result of a combined effort by

ship's company. Each one is asked to contribute articles and news of general interest. The publisher, CPO Richard Aldhelm-White, is assisted by other interested personnel.

Model building is favoured by many and features model planes, ships, "hot-rods", as well as early vintage automobiles made of wood or plastic. Recently miniature railway cars have made an appearance. The ship's canteen stocks the necessary equipment, kits and materials required for the various projects.

Wallets, purses, camera cases, slippers and belts are but a few of the things made by leathercraft enthusiasts. It can be a useful hobby and proved especially so for Lieut. (E) R. W. Gilbert, who, after failing to find a case to protect his movie camera, bought the leather and in a matter of hours produced an original case.

What may seem an odd, but not unusual, hobby in the *Quebec* is the raising and breeding of tropical fish. This can become a fascinating and educational hobby. The tropical fish are purchased at various ports-of-call in pet shops or aquariums, and are placed in suspended tanks. Lieut. (L) A. H. Hughes, Captain T. D. Cobb, RCDC, and Lieut. (E) J. F. Ferguson, all of Halifax, are promoters of this maritime hobby.

Collecting souvenirs from all ports visited might also be classed as a hobby and the ship's canteen co-operates by purchasing a large and varied quantity of souvenirs typical of each country visited. These are made available to the ship's company on a non-projected basis—something that is particularly appreciated by those who did not share in shore-leave.

Training commitments dictate the amount of spare time available each day—and sometimes there is none—but when time is at their disposal, the ship's company of HMCS *Quebec* knows how to make use of it.—J.B.



Handicraft and hobby headquarters on board the *Quebec* is the ship's canteen which stocks the required kits and supplies for a wide range of avocations. PO R. F. Bryson and Ldg. Sea. G. A. Bessey are seen in the canteen with a few of the kits kept for sale to the hobbyists. (QB-2168)

AFLOAT AND ASHORE

PACIFIC COMMAND

Since the middle of May the Second Reserve Training Squadron, comprising the diesel Bangor coastal escorts *Brockville* and *Digby* and the coastal minesweeper *Cordova*, has been carrying out an extensive training program for members of the Reserve.

The first of the eight summer training cruises in the Squadron began May 16.

Exercises have been drawn up by the Reserve Training Commander at *Naden*, Cdr. W. H. Willson, and these cover all possible phases of training. Each cruise features specialized exercises to fit the needs of the Reserve complement which is carried on any particular trip.

The training program has been laid down by Cdr. Willson and his staff in such a way that Naval Divisions across the country can select the particular cruise which features the training of which they wish to avail themselves. Naval training appointments have come from all of the 22 Divisions.

Senior Officer of the Second Reserve Training Squadron is Cdr. E. S. Cas-

sels, commanding officer of the *Brockville*.

Training in the squadron includes minesweeping, damage control, engineering, torpedo/anti-submarine, seamanship and tactics.

The cruises serve as advance group sea training, putting into practice the theories learned in new entry and basic training or specialized courses given in shore establishments.

All divisions, from HMCS *Griffin* (Port Arthur, Ont.) west, may apply to take over one of the ships during one of the scheduled operations. This method of training is planned to achieve a greater *esprit de corps* within the divisions and, where Reserve units from the same area can be accompanied on the same cruise, a competitive spirit between the divisions.

As an example of the interest which the program has created, HMCS *Non-such* (Edmonton) applied for the cruise to San Francisco, from July 4 to July 15. This division supplied the Reserve Training Establishment, Pacific Command, with a list of 17 officers and 48 men, sufficient to man all three ships in the squadron with their reserve complement.

Each ship is manned by a minimum "steaming" complement from the RCN and everyone on board undergoes the rigorous training.

Routine at the Reserve Training Centre itself has been streamlined to allow reserves their full time on the coast under training, with a negligible loss of time completing "in" and "out" routines, drawing pay or drawing and returning equipment and clothing. All these facilities are readily at hand to meet the needs of any large numbers of reserves arriving or leaving.

Following is the schedule for the eight cruises, with the area of cruise or port of call: Prince Rupert, B.C., May 16 to May 27; Seattle, Wash., May 30 to June 10; Ketchikan, Alaska, June 20 to July 1; San Francisco, Calif., July 4 to July 15; Prince Rupert, B.C., July 18 to July 29; Quatsino, Vancouver Island, and Bellingham, Wash., August 1 to August 12; Nanoose Bay and Vancouver, B.C., August 15 to August 26; Hardy Bay and Astoria, Wash., August 29 to Sept. 9.

TAS Training Centre

The following staff changes have taken place recently at the TAS Training Centre, *Naden*:

CPÖ F. R. Andrews was drafted to general duties in Personnel Selection Officer's office; CPO D. H. Mann was drafted to general duties in RCN Drafting Depot; CPO A. W. Tassell was drafted to HMCS *Ontario* for cadet training duties; AB J. L. P. Dufresne joined the staff as storekeeper and Lieut. (TAS) D. A. McDonald joined the staff from the Long (TAS) Course in the United Kingdom.

Mechanical Training Establishment

At the Mechanical Training Establishment, *Naden*, the following P2EM2s successfully completed the ER Candidates Course E1:

Frederich Haldane, Thomas Devenny, Allan McDougall, Melvin Hiles, James Barber, Kenneth Morgan, Gordon Goul-die, James Sloan and Angus Holden. Rated P2ER3s, they have been drafted to sea to gain further experience.

Before the present cruise of the *Ontario*, there were many drafts to the ship composed of men completing basic technical, intermediate technical and trade conversion courses. Among the in-drafts were men holding rates from OSEM to C1EM, most of whom had either started or are scheduled to commence courses shortly.

This spring the following courses commenced: higher technical E2; engineer officer writers E3, post-entry ERs E2 and basic technical E7 and E8.

Two more of the older members in service years to proceed on pension leave were CPO Edward Glover and PO Harry Priske. PO William Mossey was released on medical grounds.

ATLANTIC COMMAND

Padloping Radio Station

Willie, the de-odorized skunk, who took the honour of being the most northerly of his species in Canada much too lightly, is gone. He bit people.

He went north last summer with his owner PO Ted Dalgleish, medical assistant, to the Royal Canadian Navy's weather station at Padloping Island, north of the Arctic Circle.

Naval Apprentices To Attend Camp

In "civvy" life, there's the annual hassle for holidays in the first two weeks of August. In the Navy any coxswain will tell of a similar flurry for leave at that time.

But the naval apprentices in the *Cape Breton* get a special break then from their intensive training program; a full fortnight under canvas with outdoor sports activities, sailing swimming and all that. It's regarded as part of their training and is intended to keep them in top physical trim for their studies.

Ninety of them will go to Boy Scout property at Lake Mush-Mush in Lunenburg County, N.S. Two naval officers and several senior men will look after them there.

On top of the aquatic pursuits and sports activities generally, evenings are set aside for corn boils, wiener roasts and clambakes over a camp fire.

Leave will be given and transportation provided for runs to nearby Bridgewater and Lunenburg towns. Last year the apprentices spent their two weeks at Camp Major, Harmon Island, in Lunenburg County's lovely Prince Inlet.

The trip to camp doesn't deprive them of their regular annual leave at other periods in the year.

During the fall, he grew at an alarming rate on what PO Dalglish describes as a "carefully balanced diet of table scraps, dog food and human fingers".

As the Arctic darkness deepened, his human companions hopefully expected that Willie would hibernate like a true-blue all-Canadian skunk. But not Willie.

He had acquired a taste for raw sailor and he was determined to sate it—this despite the fact that the sailors had been carefully protecting him from the local huskies which were more than willing to sample such a rare, exotic dish as skunk flesh.

By the depth of winter there was no hope that Willie would mend his ways. He was quietly put into a sleep deeper than the hibernation he had so diligently avoided and went to flirt his black and white tail among the Northern Lights.

Willie has been succeeded by a series of huskie puppies, the latest of which is a small black and white orphan named "Archie". Once the pups have grown to the point where they are able to fend for themselves, they are claimed by their Eskimo owners, but another soon shows up for adoption.

An RCAF transport brought in supplies during March. These included a number of films which were given almost continuous showing for the next two or three days.

Once the films begin to pall, the pool table again becomes the centre of rec-

reational activity. In suitable weather, long ski hikes were taken and target practice enjoyed.

The anglers have had to be content with memories of the excellent fishing they had before freeze-up. Then salmon abounded just off shore and codfish could be caught at any depth. Taking salmon on spinning tackle proved to be the ultimate in fishing experience. They average from four to ten pounds.

Padloping Island had visitors in April when an engine of a USAF ski-equipped aircraft failed and the plane was forced down. The airmen were welcomed into the naval community and, for a few days, as American aircraft shuttled back and forth from Frobisher, 300 miles to the south, making several trips daily with replacement parts and technicians, Padloping became a miniature La-Guardia airport.

The topography of Padloping Island is harshly beautiful—almost surrealistic, as if modelled by a supernatural Salvadore Dali. There are no trees or shrubs to soften the angular outlines of the rock outcroppings, jumbles of boulders and icy pinnacles. The ground is clothed in summer only by moss, grass and dwarf flowers, which rarely attain a height of four inches. It is a barren, desolate, repellent country, which can be strangely fascinating.

PO Dalglish's letter, from which the foregoing is drawn, concludes:

"I am sorry I cannot include a hair-raising encounter with a polar bear, or something of that nature, but I am afraid our life here in Padloping is pretty much routine.

"Even the supposedly savage huskies are a nondescript lot of tail-wagging, good-natured souls who like to have their backs scratched."

HMCS Penetang

The *Penetang* spent the latter part of April and the first two weeks of May in her normal role of anti-submarine training in Bermuda waters with HMS *Astute*, a member of the RN's 6th Submarine Squadron based at Halifax.

It is rumoured in the *Penetang* that the ship knows no other steady course than 184 degrees to Bermuda and 004 degrees back to "Slackers". In fact it is further rumoured that the "Old Girl" can find her own way there and back, as she has been there so often.

All members of the ship's company have acquired a sun tan. An inter-divisional .22 shoot was run off during the last trip.

The *Penetang* is the proud possessor of a charcoal grill and on balmy evenings, the ship's company gather around the quarterdeck for an outdoor barbecue.

HMCS Cornwallis

Cornwallis provided the most outstanding float in the grand street parade of the Apple Blossom Festival on May 28 in Kentville, N.S. An annual affair in Nova Scotia's lovely Annapolis valley, it drew a crowd of 20,000.

Cornwallis contributed a princess, Patricia Thibault, in an historic float modelled after a Mediterranean galley, in addition to two bands and a detachment of new entries.

HMCS Magnificent

After a week of good flying weather en route from Halifax, the *Magnificent* and her destroyer escorts, the *Haida* and *Micmac*, steamed into the harbour of San Juan, Puerto Rico, on April 23, for their first visit to that port since autumn of 1949.

Highlighted the first day was a ceremony at the City Hall in which the commanding officers (Capt. A. H. G. Storrs, Cdr. Victor Browne and Cdr. J. C. Smythe) were presented with illuminated resolutions of welcome to San Juan and keys to the city. These presentations were made by the very popular Mayor, Signora Felisa Rincon de Gautier, before an audience of 300



The Stadacona Hobby Shop marked completion of its first season with presentations to those who played a leading part in its organizations and activities. Here a gift is presented to Cdr. C. A. Law, centre, under whose direction the hobby shop opened in October, 1954, and Mrs. Law, left, who conducted classes in oil painting, leatherwork and weaving. At right is Lieut. (SB) Arthur Butroid, president, who made the presentation. The hobby shop will reopen again in October. (HS-35492)

officers and men of the three ships and an equal number of Puerto Rican girls.

The brief official ceremony was followed by an hour of musical numbers, Spanish dances and ballet, and then all were invited to the mayor's penthouse reception rooms for dancing and refreshments.

U.S. Navy buses, with guides from the San Juan Tourist Bureau, were provided daily throughout the following week to take numbers of the ships' companies on tour to local points of interest; these included El Morro fortress at the harbour entrance, built by the Spaniards in 1539, the beautiful campus of the University of Puerto Rico, and the U.S. Army's Caribbean headquarters, Fort Buchanan.

Combining business with pleasure was the intention of the San Juan visit. The *Magnificent's* squadrons operated from Isla Grande civil and military airfield during the visit; at the naval station adjacent to the airfield facilities of the officers' club, chief and petty officers' mess, and navy exchange were provided the ships' personnel. Two days of the visit were spent at sea by the *Haida* and *Micmac* carrying out gunnery work-ups, while the *Magnificent* painted ship overall.

The task group spent the weekend of April 29 to May 2 on passage to Bermuda for a week of day anti-submarine exercises with the U.S. submarine *Argonaut*. The destroyers berthed alongside at Ireland Island the subsequent weekend while the *Magnificent* lay at anchor in Grassy Bay.

The excellent flying weather experienced in southern waters deteriorated as the ships entered the North Atlantic on passage to Portsmouth for a 10-day visit. But the days when flying was cancelled due to poor weather were used to good advantage in fuelling the destroyers under conditions of heavy swell and pouring rain.

As part of these evolutions, the *Magnificent's* band entertained the destroyer alongside, and on one occasion the *Micmac* reciprocated (or should one say "retaliated"?) with a piper and drummer playing, appropriately, "Road to the Isles" and other stirring Scottish airs.

Ordnance Training Centre

One of the best known chiefs of the ordnance branch, CPO Fred Trottier, began retirement leave this spring after 26 years' naval service. Branch personnel at *Stadacona* presented him with a brief case for his travels with the insurance company with which he is now associated.

The Ordnance Branch seems to be at the beginning of a period during which

a considerable number of senior men will be following Chief Trottier to pasture.

Ordnance Reserves, studying fire control each Thursday evening since last fall, are looking forward to the summer cruise period. Instructed by CPO Don Andrews, class members are: Ord. Lieut. J. B. Allen, Ord. Sub-Lt. D. J. Cullen, CPO Creed Hollis, CPO Stuart Giffen, PO Bernard Smith and PO Ove Jessen.

PO Tait Clark relieved CPO Andrews as their instructor when the latter went to Montreal to stand by the *St. Laurent*.

Navigation Direction School

The month of May at *Stadacona's* Navigation Direction School saw the qualifying of seven RP1s, six RP2 and 19 RP3s. PO Leslie Painter led his class with an average of 72 per cent; Ldg. Sea. John Milne was at the head of the RP2 class with 75.5 per cent, and Ord. Sea. William Ascroft topped the PR3s with 71 per cent.

Seven QM1s and 15 QM2s also completed courses at this time.

Fifteen midshipmen and three seaward defence Wrens completed their training and passed their training and passed through the doors of ND School.

Instructive duties never ending, there are now two RP3, two RP2 and one RP1 class plus one QM1 class, one QM2 class and three classes of UNTDs deep in their books.

Petty Officers Ernest Wells and Bryan Moss are taking their Plot Instructor's course in England. CPO Trevor Lovekin transferred to submarines and PO Lawrence L. Mandy was drafted to the *Algonquin* to replace PO Ernest McNutt, who joins the school shortly.

During March the Navigation Direction School qualified five RP2s and 18 RP3s. Ldg. Sea. Donald Collins had the highest average in RP2 "U" class with Ldg. Sea. Stanley Ladenchuck placing a close second. Ord. Sea. Joseph Downer came first in RP3 "BB" class and OS Albert Perks led RP3 "BC" class.

At the moment, an RP1 class is going strong, two RP2 and two RP3 courses are striving for the raise in trade group.

PO Willis Caton was drafted to HMCS *Niobe* for his PR1 Course.

Quartermaster training has been going at a fast pace during the past couple of months. The second Quartermaster Instructor course to be held in the school, ended on March 25, with a class average of 80.6 per cent. The top man was CPO Norman Dawe who made 86.4 per cent. Another interesting point about this class is that it contained the



Reservist Ldg. Sea. Harold Hanson, chosen Man of the Year at HMCS York recently, receives the trophy emblematic of the honour from Mrs. G. E. Huffman, president of the Toronto Women's Naval Auxiliary. He was chosen for the award by a vote of members of the ship's company. (Photo by Sculthorp—Gilbert A. Milne and Co.)

four original QMs second class, who were the first junior men to come right up the ladder in the quartermaster trade. They are Petty Officers Douglas Sykes, Gerald Guile, Leonard Girling and Charles Stevenson.

Two other courses also qualified—a QM2 RCN class containing 12 men. The top man in this class was Ldg. Sea. Burrell Morris who made an overall average of 80 per cent.

A reserve QM2 course was also held, it consisted of two Wrens and two Petty Officers First Class. The class finished with an average of 80 per cent. Top of the class was Ldg. Wren Joyce Bowen of HMCS *Star*, the Hamilton naval division, with an overall average of 89 per cent.

TAS School

CPO John Brown, BEM, has proceeded on retirement leave after 25 years' service.

Chief Brown's departure leaves the Diving Branch feeling a sense of personal loss. His pleasant personality and the advice based on his vast diving experience will be missed. All members of the TAS Branch wish Chief Brown the best of luck in any venture he may undertake.

Lieut. R. C. Brown, Lieut. S. C. Cowen, Lieut. Ralph MacLean joined the TAS School on their return to *Stadacona* from England.

AUTOBIOGRAPHY of a HURRICANE

TORPEDOED in mid-Atlantic and towed safely to harbour only to be hurled on shoals by a violent storm, the frigate HMCS Chebogue survived both disasters and, had the war lasted longer, would have been repaired and sent to the Far East for duty.

Seven men lost their lives in the torpedoing. The number of casualties might well have been added to by the hurricane which struck the wounded ship had it not been for the heroism of a crew from the Mumbles station of the Royal Life-Saving Society. The coxswain of the lifeboat received the Society's equivalent of the Victoria Cross, the Gold Medal.

The commanding officer of the Chebogue was Lt.-Cdr. M. F. Oliver, RCNR (now Commander, RCN, and Captain of the Iroquois). The writer of the brief account of the storm printed here is Lt.-Cdr. I. A. McPhee, who is serving in a NATO appointment on the staff of Admiral Sir Michael Denny, CINC-EASTLANT. He was then an RCNVR lieutenant.

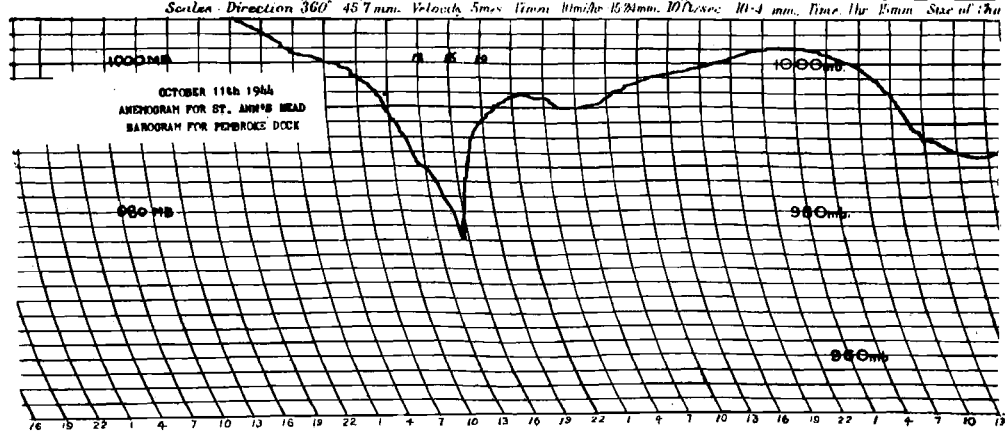
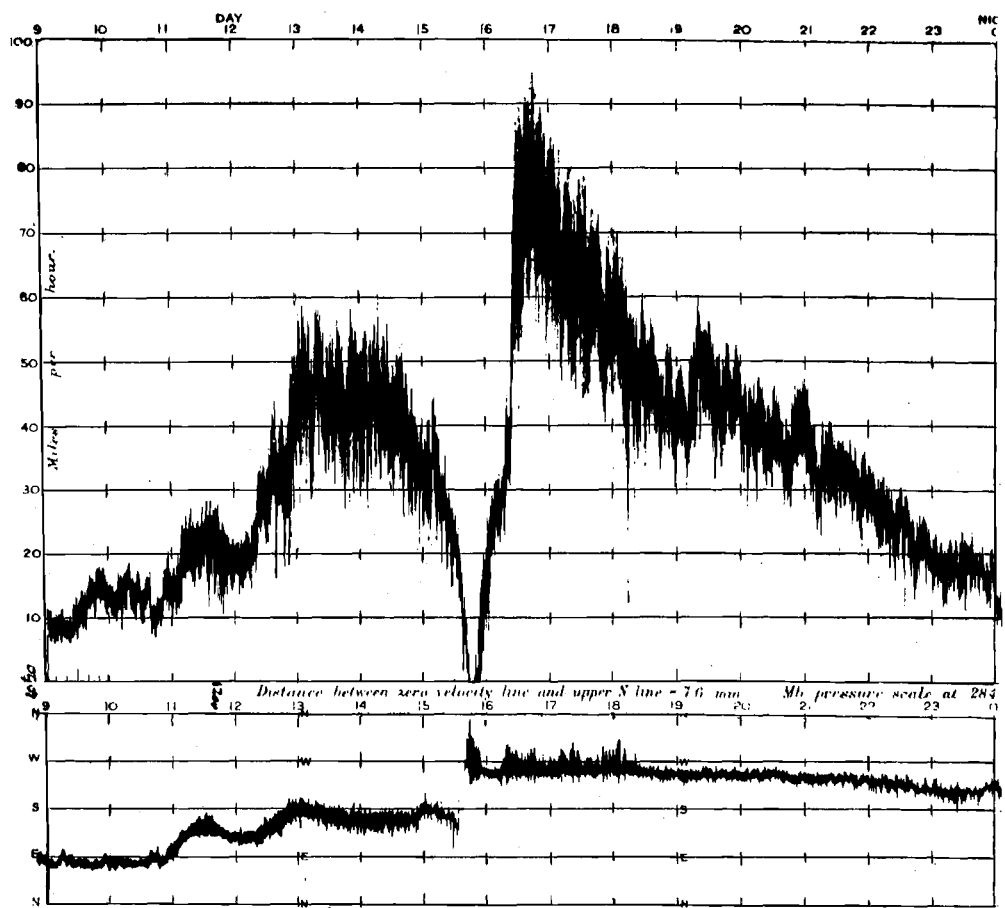
ON OCTOBER 4, 1944, while escorting a westbound convoy about 500 miles north of the Azores, HMCS Chebogue engaged a U-boat on the surface and during the action was damaged aft by an acoustic torpedo.

During the following days (which some newspapers subsequently described as harrowing, but as I recall were really quite pleasant) the Chebogue was taken in tow by a number of ships, in turn, and finally arrived in Swansea Bay shortly before noon on October 11. The ocean tug, which had taken us in tow south of Ireland, anchored and the Chebogue continued to ride at tow while we waited for permission to enter a dock.

The wind freshened rapidly and within a matter of minutes had almost reached hurricane force. The tow soon parted and both anchors were let go with all cable paid out. The wind proved to be too strong and as no power was available, the Chebogue dragged anchor for about five miles and ended up in the late afternoon pounding on Port Talbot shoals.

I will not attempt to describe the fury of the storm that struck us. It was a wild afternoon and the ship was continually being smothered in seas. We were finally rescued from our per-

Station *Amn 139* Lat *51° 41' N* Long *10° 11' W* (M.S.L.) Month *October* Year *1944* Time *0000*



Anything over 64 knots (73 mph) is a hurricane according to the Beaufort wind scale and it will be seen from the above chart that the revolving storm which struck the crippled frigate Chebogue more than fulfilled this requirement. At the peak of the storm, just after the eye had passed, the wind rose suddenly to 95 mph (83 knots). As explained in the accompanying account, the three graphs show wind velocity, wind direction and barometric pressure, the three together presenting a dramatic picture of a typical hurricane.

ilous position by a very gallant crew from the Royal Life-Saving Society's station at the Mumbles, Glamorgan-shire, at about 2100 that evening. Mr. Gammon, the coxswain, was subsequently awarded the Gold Medal by the Royal Life-Saving Society for his heroic efforts and particularly for saving the life of an officer (the writer) who was knocked unconscious and fell between the lifeboat and the ship's side. I regret to add that Cox'n Gammon

and his crew were lost a few years ago on the same shoal on another life saving mission.

Reminiscing with Mr. Dight, the Chief Meteorological Officer, Coastal Command Headquarters, I mentioned the Chebogue incident and he used his good offices to acquire the accompanying photostat of the official records of the storm. As you will see, it is a classic example of the passage of a storm centre over a given point.

The upper graph records wind velocity vertically in miles per hour against a time scale across the top. The deadly calm in the centre of a hurricane which is followed by winds of increased force is very clearly indicated.

The centre graph records the direction of the wind vertically against a time scale across the top in the way that the velocities were recorded in the upper graph. It will be noted that if the duty operator had set the pen di-

rectly on nine o'clock when he changed the paper, the violent wind shift would be recorded directly under the calm eye of the storm.

The bottom graph is, of course, simply the barograph trace of the same storm.

I have never before seen a record of a storm presented in this way. While admitting a personal interest in this particular incident, I feel it may also be of interest to other members of the Service.—I.A.M.

Fond Memory of Wartime Flapjacks Lingers 11 Years

IT IS POSSIBLE that the memory of wartime food in the Royal Canadian Navy could make a man's mouth water for 11 years? An affirmative reply would probably start a lot of people advising the obvious prevaricator to tell it to the Marines, but wait . . .

The man who drooled for 11 years over a Navy dish was a Marine.

The culinary joys of life afloat in wartime were not many and no exception is being made here for the procession of days when red lead and bacon were served up for breakfast, when boiled cabbage turned up day after day at dinner until someone was smart enough to suggest that cole slaw and some of that hoarded mayonnaise might be a change. There were moments of delight, it is true, such as when all the bread went mouldy and a red-faced cook had to admit that a stoker PO had produced tea biscuits (stuffed with raisins) which were whiter, lighter and sweeter than any he, the cook, had been able to achieve.

And there was *ki*, rich, hot, sweet, made by dumping unmeasured quantities of chocolate and sugar into scarcely-diluted condensed milk. Scalding hot and served in thick crockery mugs around which one could warm one's hands, it was something of joy and beauty—but it would never bring fortune to a short order restaurant.

This takes us to a breakfast table in a little home in England where the man of the house, week after week and year after year, for 11 years said something like this:

"Maw, why can't we have flapjacks and sauce like I was served by the Canadians?"

Around about Shrove Tuesday, it must have been, things reached a crisis and the ex-Marine's wife, Mrs. D. Emmony, dashed off a letter to HMCS *Niobe*, the Canadian naval establishment in London. It told how her hus-

band, as a Royal Marine, served in the Canadian auxiliary cruiser *Prince David* in 1944, when that warship was taking part in invasions all over the place. Every morning for breakfast (with never a complaint of the monotony of it) he had been served with pancakes and "sauce". Where could she obtain the recipe?

Tracing action began with the forwarding of Mrs. Emmony's request to the officer-in-charge, HMC Supply School, on the West Coast, with a copy to the Naval Secretary, Ottawa. An accompanying comment explained that the recipe for pancakes contained in the RCN Recipe Manual had not been sent "since undoubtedly Mrs. Emmony desires to provide for the needs of an ordinary household rather than a hundred hungry sailors".

By coincidence, the man who was the senior cook in the *Prince David* in 1944, CPO William Allan Stockley, of Esquimalt, B.C., was senior cookery instructor and divisional chief petty officer in the cookery school on the West Coast when her letter arrived. His recipe for griddle cakes was sent to Mrs. Emmony along with that of an alternative sauce in the event that Canadian maple syrup is not obtainable in the United Kingdom.

CPO Stockley hopes his private formula will fulfil the request of the Englishwoman and satisfy the appetite of her ex-Royal Marine husband. His batter will make 16 hot cakes.

The cookery chief is now on retirement leave after 20 years in the Navy. He entered the service in his native Esquimalt and cooked for sailors in the destroyers *Skeena*, *Vancouver* and *Fraser* and the minesweeper *Nootka* before the Second World War. During the war he also served in the *Prince Robert*, a sister ship to the *Prince David*, as well as ashore on both coasts.

Since then he has handled a skillet in HMCS *Naden*, the training establishment where the cookery school is located, and in the Cruiser *Ontario*. His discharge is due in August. His recipe follows:

FAMILY-SIZED PANCAKE RECIPE by CPO W. A. Stockley

Flour (all purpose)	2 cups
Egg whites	2
Egg yolks	2
Milk (fresh)	1½ cups
Shortening or butter	2 tablespoons (melted)
Baking powder	3 teaspoons
Salt	1 teaspoon
Sugar	1 tablespoon

Makes: 16 four-inch cakes.

Sift flour, then measure 2 cups. Combine all dry ingredients, blend well. Separate eggs, add yolks only to milk and beat lightly.

In a separate container beat egg whites until they form peaks, but still maintain a moist appearance.

Now add milk and egg yolk mixture to dry ingredients, when thoroughly blended add melted shortening or butter. Lastly fold in, (do not beat) the egg whites.

MAPLE SYRUP

(Probably the sauce referred to in Mrs. Emmony's letter.)

The best syrup to use would be a Canadian maple syrup. In the event this is unobtainable in the U.K. the following recipes are enclosed:

Heat 1 cup of syrup (similar to Lyles) and add maple flavouring to taste, or

Boil together for 2 minutes.

1 cup water

2 cups brown sugar

Add a few drops maple flavouring (Maplex) to taste

Serve hot.

A point of caution in cooking hot cakes:

Hot cakes should not be turned on the griddle until holes appear and remain on the uncooked side of the hot cake.

Silent But So Eloquent

"Another member of the traditionally 'Silent Service' has again proved that, although as a group they are silent about their activities, individually they are competent speakers."

These words were used in the adjudicator's summary, as Lt.-Cdr. (S) J. R. Sutherland's speech, "The Golden Rule", was judged winner of the Golden Gavel Public Speaking Contest, held in the Council Chamber, City Hall, Victoria, recently.

For the third consecutive year a member of the RCN has won the coveted Golden Gavel.

In 1953 Commissioned Officer (SB) R. F. Moxam started the trend. The following year saw it going to Acting Sub-Lt. (S) Ross Murray, with his speech, "The Crown and Canada".

Lt.-Cdr. (S) Sutherland was presented with a miniature Golden Gavel. He is at present serving as training officer, HMC Supply School, *Naden*.

SURVIVING IN THE WILDERNESS

'Eager Beavers' Can Even Lunch on Poplar Bark

DID YOU KNOW that moose lips are a gastronomic delicacy, that the inside bark of the poplar is edible from first sap until July, that a parachute makes an excellent shelter? These are some of the things that members of the ship's company of HMCS *Labrador* learned during this past winter while on course at the RCAF Survival Training School.

Survival training is usually confined to aircrew of the Air Force and a few Navy pilots, but due to the nature of the work in which the *Labrador* is engaged, non-flying personnel from that ship were selected for the course. When the opportunity was presented in January there were many volunteers who thought that the silent solitude of an igloo would be a good escape from the raucous cacophony of chipping hammers, air chisels, riveting guns and other normal irritants of a ship's refit. The ten who were chosen to take the course and who found out how wrong they could be were:

Lt.-Cdr. Peter J. E. Lloyd, RN; Chaplain (P) T. L. Jackson, Lieut. M. N. Collis, RN; CPO R. H. Player, PO G. C. Bell, PO J. S. Gale, PO W. M. Daoust, Ldg. Sea. B. W. Bell, AB W. D. Moores and AB B. J. Laszewski.

The school is located at Station Edmonton and here the indoctrination lectures are given for the first four days. It was 37 below zero the morning that the 40 members of the course boarded the bus at Edmonton to travel 150 miles west to the bush camp at Hargwen, within sight of the Rockies. Here, camped on the bank of the McLeod River, the students lived for three days learning shelter construction, snare setting, snow-shoeing and other winter bush lore.

They also learned how to go hungry. Each man is issued a box of emergency rations for one day and told that it is all he will get for the next three days. He makes it last but he doesn't enjoy it. There is some satisfaction, though, in bathing, stripped to the waist, at a hole cut in the river ice with the temperature at 25 below—the view of the mountains is magnificent.

Separated into groups of five and accompanied by civilian guides, the students move out from this base camp through pathless bush and muskeg to set up camp in separated areas about



PO George Bell, a shipwright, prepares to get into his "fighter trench" for the night.



In bush camp south of Hargwen, Alberta, (left to right): Cpl. John Florence, RCAF; Lt.-Cdr. Peter Lloyd, RN; F/O Ronald Nelson, RCAF, and Chaplain Thomas Jackson, RCN.

seven miles distant. The 60-pound pack, deep snow, beaver dams, uneven ground and an empty stomach try a man's soul; also his back and legs. Then on arrival, with his last ounce of strength he must construct a shelter and bunk for the night and get supper. Fortunately for those who took the course in February, a Chinook made camping and playing trapper not at all unpleasant. Course members who were lucky enough to be with PO Supt. George Bell had a most comfortable camp. If you are forced to survive in the bush by all means arrange to get stranded with a cheerful shipwright.

Bewhiskered and filthy dirty from 10 days in the bush, the course was taken back to Edmonton and flown north in a C119 to Cambridge Bay on Victoria Island. Six and a half hours by plane and six and a half miles on foot from the bay brought the party to their camp on a frozen inland lake. There the Eskimo guides had constructed several igloos and these were "home" for a week. The universal feeling of men getting into an untenanted igloo for the first time is that this is the coldest habitation in the world. Cheer up! It gets worse.

The next morning, equipped with snow knives and saws, the students were taught the mysteries of snow-block cutting, igloo building and that supreme test of human endurance, the "fighter trench". This last device is made by cutting a shallow trench about three feet wide in the snow, building up the sides with two rows of snow blocks and roofing it over with more blocks. Each man is required to spend a night and eat two meals in this shelter. He has a small primus stove and two hours of fuel to cook with—small comfort indeed at 55 below.

But all is not lost. After a night in a fighter trench, the igloo seems like a cosy refuge for the next five days. Within that shelter you can eat your emergency rations out of unwashed dishes (no fuel to melt dishwater), complete with caribou hair from your mitts and bedding, and dream only of food and warmth. The great truth of this phase is, "You won't be comfortable in an igloo, but you will survive".

The members of *Labrador* returned to their ship confident that they could survive in the Arctic in winter and with a profound respect for the Eskimos who have lived there for so long.—T.L.J.

BEM RECOGNIZES SEAMAN'S BRAVERY

Her Majesty the Queen has approved the award of the British Empire Medal to Able Seaman J. Richard Grenier, 22, of Drummondville, P.Q., for his rescue last fall of a boy trapped on a steep cliff in Quebec City overlooking the St. Lawrence River.

François Vaillancourt, 12, became trapped three-quarters of the way up a treacherous cliff over Toulon Road, near the Quebec Yacht Club, on September 26.

AB Grenier, a naval storesman at *D'Iberville*, naval training establishment in Quebec City, was attracted by a crowd below the cliff and saw the lad suspended from a ledge by his fingers.

Grenier got a 150-length of cordage from the yacht club and scaled the treacherous shale cliff, reaching young Vaillancourt as the boy was almost at the end of his endurance.

The sailor braced himself on a crumbling ledge and lowered the youngster to safety by means of a running loop around the latter's leg. Grenier himself was now stranded, since most of the hand and footholds he had used on the way up had crumbled under his weight and the overhang of the cliffside above precluded an ascent.

He clung to a ledge for an hour while attempts were made to get help. Finally, a Sillery policeman, Constable Leon Sirois, with the aid of bystander Jean Marie Fradette, lowered a rope by which the sailor climbed the remaining 50 feet of the cliff. He was suffering from bruises about the face and head and lacerated hands from the climb and from rocks which had fallen on him during the rescue attempts.

The citation states: "There is no doubt that the bravery of Able Seaman Grenier was responsible for saving the life of twelve-year-old François Vaillancourt."

The rescue took place immediately behind Bois de Coulonge, the residence of Hon. E. Gaspard Fauteux, Lieutenant-Governor of Quebec.

OFFICER HEADS MOBILE A/S UNIT

Among recent appointments affecting the Torpedo Anti-Submarine School at *Stadacona* is that of Lieut. Fred Lubin who has left the First Canadian Mine-sweeping Squadron to take over new duties as officer-in-charge of the school's Mobile A/S Training Unit No. 1.

Thoughts While Chawing in an Igloo

SURVIVAL rules are unwritten
But many and varied they be;
Pass not a friend on the trail,
He may be the next meal for thee.

Never shake hands with a stranger,
At the sight of red meat he may bite.
Live off the land if you have to,
Let others go hungry that night.

Seniority must rule the ration,
If you're junior, snatch what you can;
When you've guzzled your share of the chocolate,
Steal more from a thriftier man.

And tell someone else in the morning
To turn out and build up the blaze.
Labour's for fools and for weaklings
To survive you must eat, drink and laze.

Prey on the women and children,
The injured and chronically ill;
Snatch up the victuals of babies—
They may not survive, but *you* will.

—P.J.E.L.

THE NAVY PLAYS

Controlmen Have Edge in Marathon

Among her many capabilities the *Magnificent* provides better than average recreational facilities. By winning the ship's medley marathon for the third successive time in mid-May aircraft controlmen proved that fresh air and plenty of hard exercise on the flight deck give them an advantage over other departments.

The marathon, involving over 200 men, featured heaving-line throwing, rope - splicing, hammock - bar - circling, wheel - barrow, cracker - eating and a mystery event—guzzling a bitter beverage while eating a green - coloured cream and pastry concoction.

In the lift wells after the day's flying, two volley-ball leagues continue until sunset; simultaneously one or more deck hockey games take place on the flight deck. Long-distance runners in training may circle the flight deck—about a third of a mile. After sunset, with the after lift raised, the list well becomes a theatre, with two shows nightly. SRE programs of news, sports, religious periods, music and evening

disc jockey shows, begin at 0630 and terminate at "pipe down" with an evening devotional period.

Dawn brings midshipmen and Sea Cadets to the flight deck for PT or recreational games. After half an hour of being hurdled, jumped upon, and even rammed, the box horse is stowed away in a sponson and, with the last notes of the bugle call "flying stations", the ACs are on the go again, ranging aircraft for the first detail.

In sports ashore, the ship's softball team won 6-4 against a team from the U.S. Naval Station in San Juan, but in Bermuda lost by 11-1 in a game with the USAF at Kindley Field. The ship's soccer team, however, held a surprised team from HMS *Superb* to a 3-3 tie.

Stadacona Beats USAF Boxers

In a return boxing tournament with the USAF's Ernest Harmon Base in Newfoundland held recently in *Stadacona*, the RCN won 4-3. A total of 12 bouts were carded.

One of the most interesting bouts was between AB Karl Kowalski (145 lbs.) of Simcoe, Ont., and AC2 Paul Frazier (147 lbs.), Helton, North Carolina. The boys kept the crowd on their feet most of the time, with Kowalski getting the nod in a unanimous decision.

The program was staged under the direction of Lieut. Robert Dewhirst, P & RT officer, with the prizes being presented by Commodore E. P. Tisdall, Commodore RCN Barracks, Halifax.

League Grows To 24 Teams

With the start of summer sports in the Pacific Command, the Interdivisional League has increased from 20 to 24 teams.

During the month of May each team participated in three boat-pulling regattas and one softball game. In addition to this, all interdivisional teams entered a 22 shoot-off for the "Halfway House" Trophy.

The May "Cock o' the Barracks" ended in a tie between School of Music "B" and *Naden* Writers. This resulted in a play-off in softball, with *Naden* Writers winning.

Shearwater Plans Busy Summer

The summer sports program for *Shearwater* promises a busy season.

The first station sports operational committee has been formed, composed of one man from every department on the station with Lieut. D. J. Loney, of football fame, as chairman and CPO T. M. Mottershead, secretary.

The committee decided to run a semi-annual "Cock o' the Barracks" tournament, something which has proved successful in other establishments.

In the summer tournament, sports include softball, touch rugby (six-man), volleyball, (outdoor), tug-o'-war, tabloid of sports, medley marathon, and cross country. There are 13 teams in softball, ten in touch rugby, ten in volleyball, and nine in tug-o'-war.

Meanwhile, the usual representative teams are entered in various leagues.

Cornwallis Boxers Amass Honours

Cornwallis won top honours in the Atlantic Command Boxing Championships at *Stadacona* recently. They collected five points to *Stadacona's* two,



Shown above are officers of the Royal Canadian Naval Sailing Association's Halifax Squadron for 1955. Left to right are Lt.-Cdr. (E) (A/E) G. H. F. Poole-Warren, Fleet Captain; Lt.-Cdr. W. S. Blandy, Rear-Commodore; Cdr. F. W. Bradley, Commodore; Lt.-Cdr. E. L. Pendlebury, Secretary, and CPO Charles Church, Vice-Commodore. (HS-34917)

with *Shearwater*, *Magnificent* and *Haida* scoring one point each.

The outstanding bout was between AB Nelson Lewis (147 lbs.) of the *Haida* and AB Karl Kowalski (145 lbs.) of the *Micmac*, with Lewis winning by a unanimous decision.

Another good fight finished with AB David Barber (147 lbs.), *Cornwallis*, scoring a second round TKO over AB John McMillan (151 lbs.), *Micmac*, in the light middleweight finals. After a bad beating in round one, McMillan was unable to answer the bell for the second.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, presented the prizes.

Inter-Service

Golf Won by RCN

In a tri-service men's competition at University Golf Course in Vancouver, the Navy team won by a wide margin.

With a total of 50½ points, they defeated RCAF, with 33 points, and Army, with 24 points.

In tri-service officers' competition, the Navy scored two wins, one at RCEME Chilliwack and the other at Gorge Vale Golf Course in Victoria.

Boxers Enter

Three Contests

The boxing team in the Pacific Command represented the RCN on three occasions during May.

One of the lighter moments of the recent tour of Royal Canadian Navy Atlantic Command establishments by 28 foreign military attachés and advisers was a stint in the bowling alleys of HMCS Stadacona. Here is a promising beginning in five-pins for Brig. P. C. Gupta, Military and Naval Adviser, India. (HS-35730)



Here are members of the Air Armament Section's Rifle Team which took top honours in *Shearwater's* Interpart '22 Rifle Shoot with a score of 2,660 out of a possible 3,000. The winning team is shown in *Shearwater* Rifle Range. Front row, left to right: CPO James McGill, Saskatoon. Cd. Airman A. E. Croft, Dartmouth, N.S., and CPO Ira Johnson, Halifax and St. John, N.B. Rear row, left to right: CPO George Bussy, Dartmouth, N.S.; Ldg. Sea. Edmond Carter, Kamloops, B.C., and CPO Harry Carter, Dartmouth, N.S. The highest individual score of 549 was obtained by CPO McGill (Air Armament). (DNS-13565)

On May 19 and 20 the RCN had four contestants in the International Tournament of Champions, held in Victoria. Two of the Navy boxers were finalists: Ord. Sea. Bernard Brosseau, in the heavyweight division, and AB Ted Herrington, light-middleweight.

In a benefit match, staged at Vancouver, May 28, the Navy had two wins, by Ldg. Sea. Trent Ketcheson, middleweight, and Ord. Sea. Ray Davidson, lightweight.

P & RT Facilities For Army Units

To assist local Army units in the Victoria area who are without indoor facilities, equipment and trained physical and recreational personnel, the P & RT Centre at *Naden* has been allocated for their use two hours each week. Three units are involved.

An RCN team is entered in the Victoria Senior "A" Softball League. A Senior "C" softball team has been entered in the Lower Vancouver Island League while an RCN lacrosse team is in the Victoria Senior "B" League.

Shipwrights won the Command Bowling League.

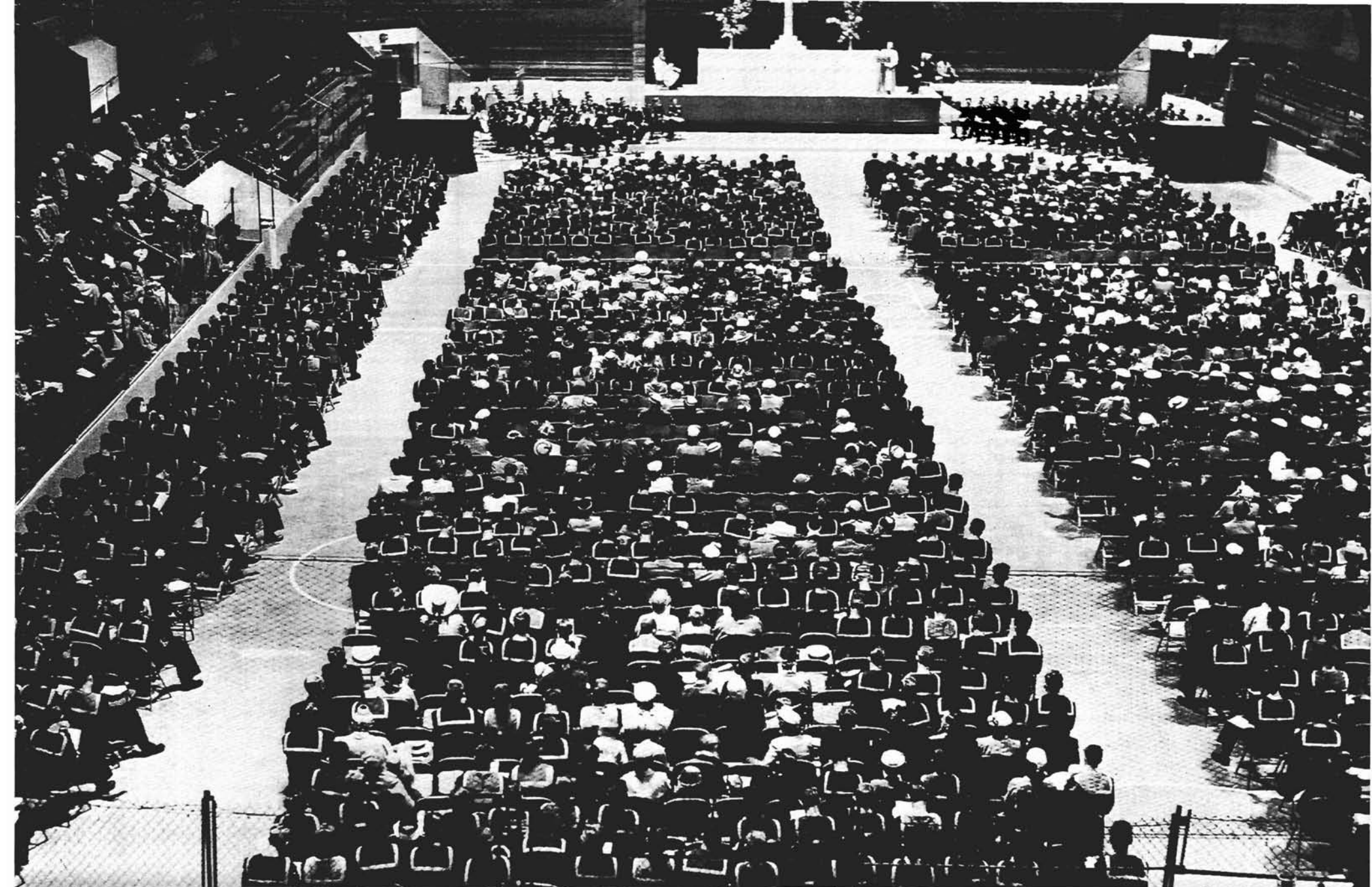
The RCN Golf Association won two outside competitions in April, one a tri-Service competition at Comox, B.C., the other against Bremerton Navy Yard, Washington. The Sports Shop Trophy was successfully defended by *Naden* for the third consecutive month in Command play.

Shearwater Best In Hoop Series

An intermediate "A" basketball team from RCAF Station, Trenton, N.S., played a series of hoop games with Maritime air stations recently and came out at the wrong end of a 64-50 encounter with fly-types of *Shearwater*.

Volleyball Title To Electrical "A"

Electrical "A" won *Stadacona's* interpart volleyball championships by bouncing Officers out of the finals in two straight. In the semi-finals, Officers had blanked Gunnery 2-0 and Electrical "A" knocked out Electrical "B" by the same score.



All across Canada and in ships at sea the triumphs and sacrifices of the Royal Canadian Navy and the Merchant Service during the Second World War were recalled on Battle of the Atlantic Sunday, May 15. This is the impressive scene in the Memorial Arena in Victoria where a congregation of 4,000 naval personnel, veterans and members of the general public observed the occasion. The service was conducted by Chaplain (P) Harry R. Pike, Command Chaplain, and the sermon was preached by the Most Rev. Harold E. Sexton, Archbishop of British Columbia. At St. Anne's Academy in Victoria solemn high mass was celebrated by Command Chaplain (RC) J. E. Whelly. The sermon was given by His Excellency the Most Rev. James M. Hill, Bishop of Victoria. Men from Naden, naval cadets from Venture and student nurses from St. Joseph's Hospital formed a choir at this service.

LOWER DECK PROMOTIONS

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

ABBOTT, Woodrow A..... P2TD3
ALDRIDGE, Harold..... LSLM2

BATCHELOR, Kenneth C..... LSPR2
BEAUSOLEIL, Albert J..... LSMA1
BILLARD, Willis R..... P2CV2
BISHOP, Boyd B..... P2EA3
BROWN, William H..... LSCV1
BUICK, David A..... P2TD2

CAMERON, Stan J..... LSLR1
CASSIDY, Francis J..... LSLR1
CASTLE, Alexander G..... C1CS4
CHASE, Harvey A..... P2TD2
CHATHAM, William A..... P2MA3
CLARK, William D..... P1CR2
CLARKE, Donald E..... LSTD1
CONNOR, Robert V..... P1CR2
CORNELIUS, Paul F..... LSRP1
COUTURIER, Andre J..... P2CR2
COYLE, Louis D..... P1CV2
CRANDALL, Frank L..... P2EM2
CROCKER, Robert H..... LSEM1
CROFT, George H..... LSEM1

DALTON, John J..... LSPW1
DAVIS, Arthur F..... LSCR1
DEAN, James W..... P2RP2
DEGEN, William E..... P1CV2
DIXON, Charles E..... C2CR3
DODD, John D..... LSLM2
DOUCETTE, Robert J..... LSCR1
DOUGLAS, James A..... LSCS2
DRUMMOND, Cecil W..... P2CV2
DUNCAN, Edward G..... P1CR2
DUNN, Thomas W..... LSLM1

EATON, Harvey S..... P1CS4
EDMEADS, Ralph W..... LSLM2

FARRELL, Morley G..... LSEM1
FISHER, Harold F..... P1CV2
FOBERT, Bernard D..... LSTD1
FRASER, Robert N..... LSRP2

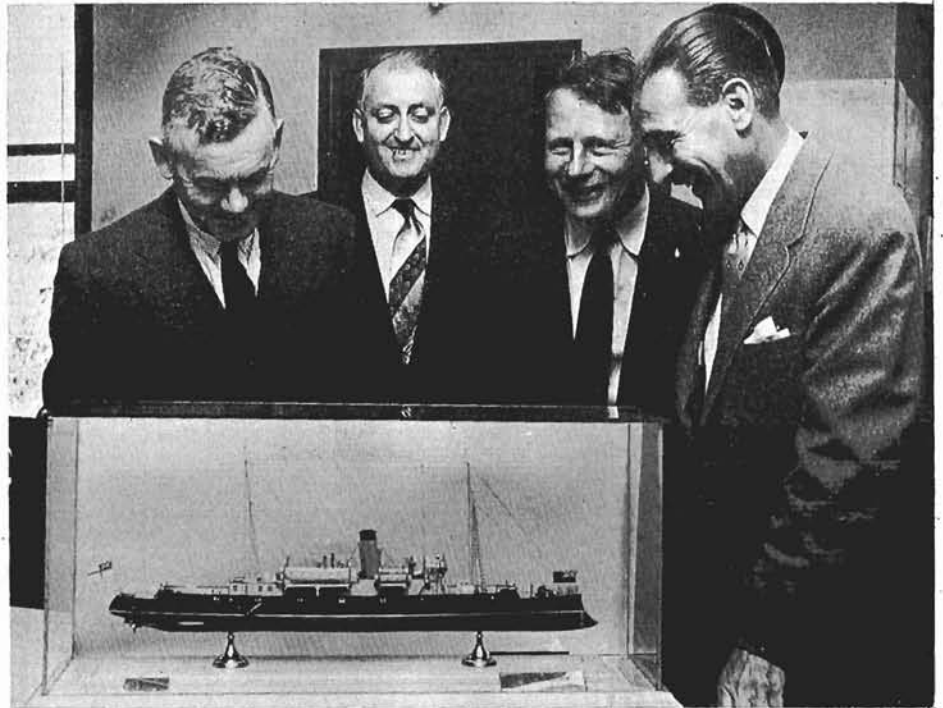
GARDNER, Ernest J..... P2EM2
GILLIES, Robert D..... LSEM1
GRAY, Robert T..... LSRP1
GREENGRASS, Charles F..... LSDV2
GRIFFITHS, Robert G..... P2EM2
GROVES, Orville B..... C2MR3
GUINTA, Frank J..... P1CV2

HARVEY, Henderson J..... LSAA1
HAUFSCHILD, William C..... LSLM1
HELLINGS, Robert C..... LSTD1
HEMSWORTH, Bernard W..... P1SH3
HENRY, Alexander..... LSCR1
HEPBURN, Mitchell F..... LSTD1
HEWITT, Ian B..... P2CV2
HOLMES, Richard E..... LSLM2
HOOEY, Earl V..... LSLM2
HUBER, Archie L..... LSRP2
HYNES, Gregory..... LSNS2

IONSON, Clifford..... LSRP1

JAMIESON, James R..... P1CV2
JEAN, Charles J..... P2EM2

KEIGHAN, James R..... LSRP2
KENNEDY, Morley G..... LSEM1
KENYON, Douglas H..... P1AA3
KILLBRIDE, William R..... LSAA1
KIRK, James M..... P1CR2



A model of CGS (later HMCS) Canada, the RCN's first training vessel, was presented to the Maritime Museum of Canada, Halifax, recently by Davie Shipbuilding Ltd., of Lauzon, Que. Shown at the presentation at Naval Headquarters are Rear-Admiral H. F. Pullen, Chief of Naval Personnel; E. C. Russell, Naval Historian; Constructor Commadore Rowland Baker, Naval Constructor-in-Chief, and Richard Lowery, president of the shipbuilding company. (O-0886)

KIRK, Ronald..... LSCV1
KOSTEK, Michael..... P2AA2

LABBE, Romeo P..... LSRP1
LAMPMAN, Bruce T..... LSMO2
LANE, James K..... LSLM1
LAPLANTE, Gerald D..... LSLM2
LEE, Kenneth E..... LSLM2
LENTINE, Salvatore B..... LSLM2
LIESCH, Lawrence R..... LSLR1
LLOYD, Kenneth L..... LSCR1
LOCKAU, Albert L..... C2ET4
LYNGARD, Donald J..... LSEM1

MAILLETTE, Roland J..... LSLM2
MANNIX, George H..... C2CV3
MARTIN, James M..... P2CV2
MATHIAS, Fernand J..... LSLM1
MATSUBARA, Harry T..... LSQM1
MERRITT, Donald L..... LSLR2
MICALLEF, Frank J..... P2CR2
MITCHELL, Donald S..... P2AA2
MOIR, Norman R..... LSCR1
MOORE, Alexander J..... LSEM1
MORGAN, Gerald D..... LSEM1
MORRIS, Frederick G..... LSLM2
MacDONALD, George E..... LSAA1
MacDONALD, Graham D..... LSEA3
MacISAAC, David M..... LSCR1
MacLEOD, Donald C..... LSRP1
McALONEY, Hazen I..... P1CV2
McGOWAN, Harold A..... P1ER4
McINTYRE, Cecil H..... P2EM2

NOBLE, Robert E..... P2SE2

OJA, Howard J..... P1CR2
O'NEILL, Vincent H..... LSEM1

PARKS, Donald A..... LSCV1
PENDLEBURY, Roger J..... P1CV2

PICARD, Guy J..... LSEM1
PRESTON, Victor L..... LSLM2
PUSHIE, Donald R..... LSLM2

QUESNEL, Gerard J..... P2ED3

RAMUSSEN, Donald C..... LSCR1
RENSHAW, Arnold R..... P1CV2
ROSS, George A..... LSCR1
ROSS, Kenneth G..... LSEM1
RYCROFT, Vernon S..... P2RP2

SLESSOR, Allan J..... LSCV1
SMITH, Gordon J..... P1CR2
SOKOLIUK, Michael..... LSCV1
STEWART, David A..... LSCV1
ST. JOHN, Bernard J..... P2CV2
SWAN, Douglas W..... P1SH4
SYMINGTON, Harvey L..... P1CR2
SYMONS, Robert W..... P2CV2

TAIT, William M..... LSLM2
TAYLOR, Philip E..... P2QR2
THOMAS, Royal E..... LSAA1
THOMPSON, John..... LSDV2
THORPE, Geoffrey P..... LSMA1
TINSLAY, Donald E..... LSAA1
TUCKER, Francis D..... LSCR1

VLIET, LeRoy M..... P1CR2


WALKER, Raymond H..... LSCR1
WATSON, Jack E..... P2ED3
WATSON, James L..... LSLM1
WHITELEY, Angus R..... LSCR2
WILLIAMSON, Murray E..... P2QR2
WULOWKA, Olie E..... LSCR1

YABLONSKI, Victor..... LSLM2
YAKABUSKI, James A..... P2CR2


ZINCK, Harold E..... LSCS2

NAVAL LORE CORNER

NO. 30
MIDGET CRUISERS




EX-CHINESE CRUISERS 'NING HAI' & 'PING HAI'
MOUNTED 6 5.5 IN. GUNS, 1 AIRCRAFT, 4 TORPEDO
TUBES, 6 3.4 IN. GUNS, ON A DISPLACEMENT
OF 2500 TONS...



JAPANESE 'YUBARI' - 2890 TONS,
6 5.5 IN. GUNS
4 21 IN. TORPEDO TUBES -

... A JAPANESE ATTEMPT AT PUTTING CRUISER
ARMAMENT ON DESTROYER DISPLACEMENT

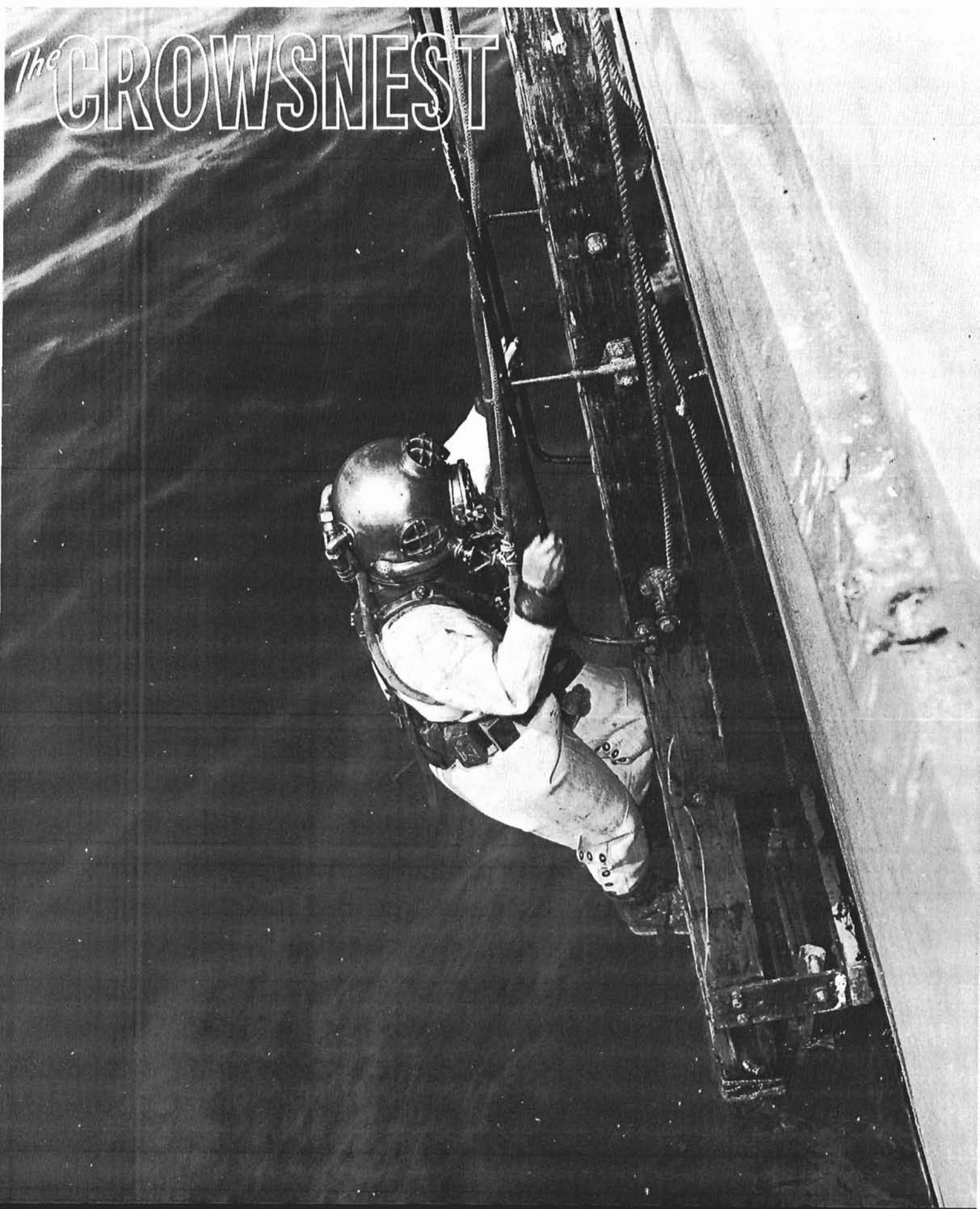
CHINESE LIGHT CRUISER 'YAT SEN'
- 1650 TONS - 1 6 IN. GUN
1 5.5 IN. GUN
4 3 IN. GUNS



ITALIAN 'REGOLO' CLASS
- 3362 TONS - 41 KNOTS
- 8 5.3 IN. GUNS, 8 21 IN. TORPEDO TUBES

... THE REMAINING TWO SHIPS OF THIS
CLASS - THE 'SAN GIORGIO' & 'SAN MARCO'
HAVE BEEN RECLASSIFIED AS 'HEAVY DESTROYERS'...

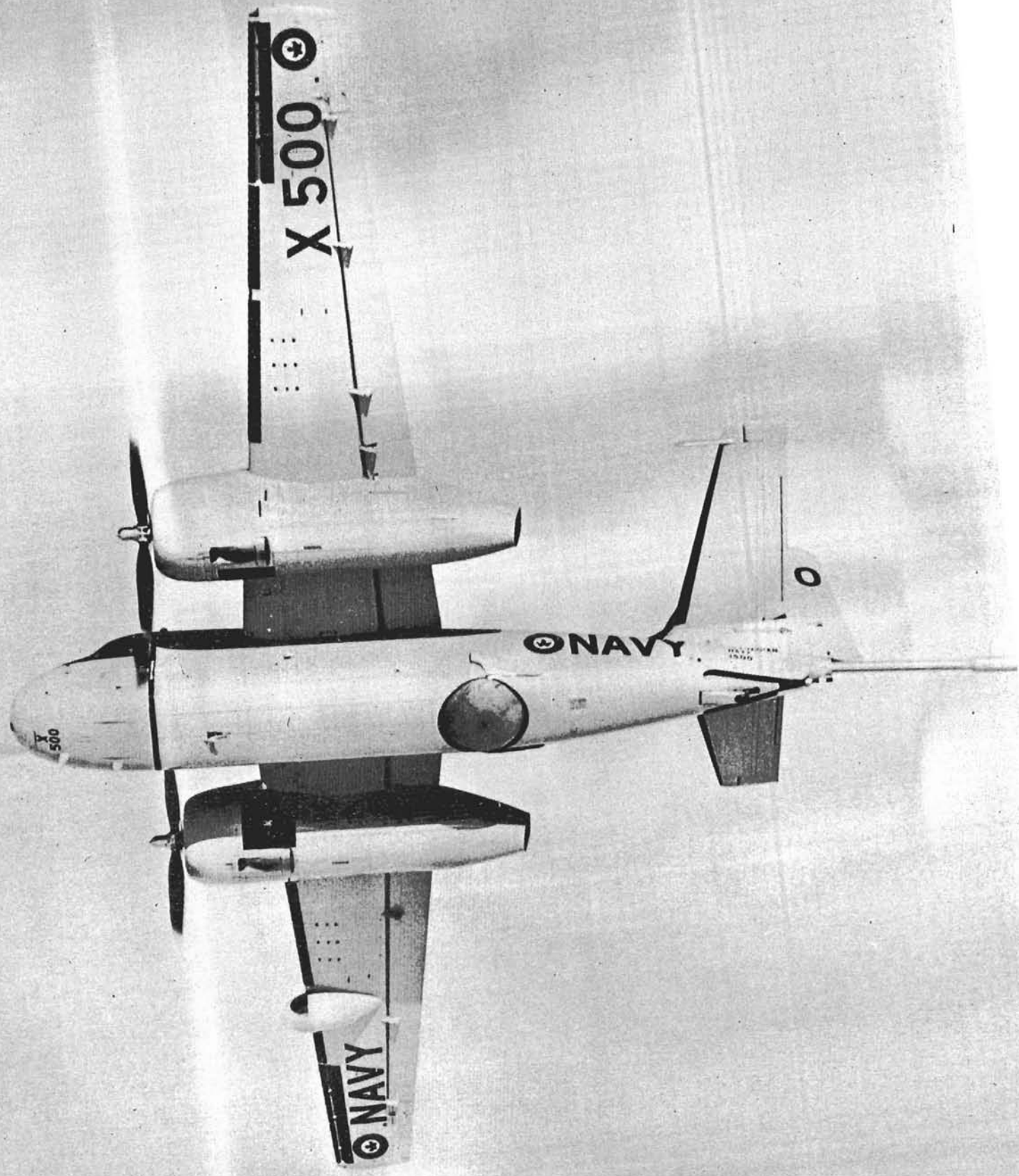




The CROWSNEST

Vol. 7, No. 10

August, 1955



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The CROWSNEST

Vol. 7 No. 10

THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1955

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Cover Photo—In these days of "frogmen" and "skin divers", the old-fashioned deepsea diver tends to be the forgotten man. But his skills are still required by the Navy and are as useful in their field as those of his romanticized brethren. Lieut. Jean Denis Vincent, of Ottawa, makes a descent from the side of the cruiser *Quebec*. Ldg. Sea. William Giles was the photographer. (QB-2102)

LADY OF THE MONTH

Forerunner of the Royal Canadian Navy's new anti-submarine aircraft, the CS2F-1, is the Grumman S2F, shown on the opposite page in RCN clothing during evaluation trials and equipment tests near Toronto.

The CS2F-1 will be a worthy successor to the Grumman Avenger. An all-weather, twin-engined, high-wing monoplane, the CS2F-1 is capable of fulfilling the RCN's first-line anti-submarine requirements in range, endurance, weapon load, special devices and in its ability to take off from the deck of a light fleet carrier unassisted by catapult or rocket.

Air and maintenance crews of the RCN have taken special courses in the United States to prepare them to fly and care for the airborne lady.

Canadian manufacturer of the CS2F-1 is DeHavilland Aircraft of Canada Limited, through whose courtesy the picture appears. (CN-2528)

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:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
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THE QUEEN'S PRINTER,
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RCN NEWS REVIEW



Three West Coast minesweepers—the Comox, James Bay and Fortune—put out to sea from Esquimalt. (E-30604)

Lord Mountbatten To Visit Canada

The First Sea Lord and Chief of Naval Staff, Admiral the Earl Mountbatten of Burma, will visit Canada and the United States this fall, according to an Admiralty announcement.

He will meet Vice-Admiral E. R. Mainguy, Chief of Naval Staff, in Ottawa, and the USN Chief of Naval Operations in Washington. Talks will be confined to exchanges of views on naval matters of mutual interest.

According to present plans, the First Sea Lord will visit Canada from October 24 to 27 and the United States from October 27 to November 8.

Cdr. A. C. Bethune Dies in Ottawa

Naval veteran, prominent Ottawa businessman and outstanding golfer and sportsman, Cdr. (SB) A. C. Bethune, OBE, RCN(R) (Ret'd), 55, died suddenly at his Rockcliffe Park residence on Friday, June 17.

The funeral, held on Monday, June 20, from Christ Church Cathedral, was attended by members of the diplomatic corps, retired and serving naval officers and friends from all parts of Ontario.

Cdr. Bethune joined the RCNVR in 1940, but, as it was pointed out in tribute paid to him by Rear-Admiral W. B. Creery, who retired last year, service at sea was not allowed to him. His business ability was immediately recognized and he was appointed to the naval directorate responsible for the procurement of equipment, so badly lacking at that time.

"I know that largely due to his efforts," Admiral Creery said, "the flow

of equipment from 'idea' to blueprint stage to factory to ships at sea was greatly facilitated and expedited."

The citation to the Order of the British Empire, awarded to Cdr. Bethune at the war's end by King George VI, credited him with assuring to the fleet adequate supplies of anti-submarine gear at all times.

Cdr. Bethune's interest in the Navy continued after the war, in the Ottawa branch of the Naval Officers' Associations of Canada and as an active supporter of the Royal Canadian Naval Benevolent Fund, over which he presided in 1947-48.

His role in the latter organization brought the following tribute from Engineer Rear-Admiral G. L. Stephens, RCN (Ret'd), president of the Fund:

"Cdr. Bethune was a charter member of The Royal Canadian Naval Benevolent Fund and had served as a director since its incorporation. He was a past president and chairman of its advisory finance committee. As one of the original members and directors he played a large part in the organization of the Fund and, with his great business ability and experience, his continued services ever since have greatly helped to make the Fund such a firm source of assistance to naval and ex-naval personnel and dependents in distress.

"The directors and members of the Fund, as well as all those who have been assisted by the Fund, owe him a great debt of gratitude. His passing is a great loss and all connected with the Fund pay tribute to his memory and express deepest sympathy with his family in their bereavement."

Commodore Sears New ACNS (Air)

Commodore Harold Parker Sears, RN, on loan to the Royal Canadian Navy, is the new Assistant Chief of Naval Staff (Air) and a member of the Naval Board. His appointment took effect in June.

He succeeded Commodore W. L. M. Brown, RN, who completed a two-year period of loan to the RCN. Commodore Brown has been appointed Director of the Senior Officers' War Course, Greenwich, England.

While flying an Avenger in July 1954, Commodore Sears became the first RN pilot to land on an angled deck. This took place on board the aircraft carrier *Centaur* while he was in command.

During his aviation career, he has flown Flycatcher, Swordfish, Gladiator, Skua, Fulmar, Hurricane, Hellcat, Corsair, Firefly, Meteor, Vampire and Attacker aircraft.

Air Reserves To Join Carrier

Canada's first naval reserve air squadron is chalking up another "first" this summer.

VC 920 from HMCS *York* was to operate from the *Magnificent* in August, marking the first time in Canadian Naval history that a reserve squadron has operated, en masse, from an aircraft carrier.

The squadron, which was formed in May, 1953, is based normally at Downsview Airport, near Toronto, and carries out flying in Avengers and Harvards. Each summer, along with the RCN's four other reserve squadrons, it carries out two weeks of flying training on the East Coast.

Superb to Visit Pacific Coast

The Royal Navy cruiser HMS *Superb*, wearing the flag of Vice-Admiral J. F. Stevens, CB, CBE, Commander-in-Chief of the America and West Indies Station, based at Bermuda, will visit both Vancouver and Victoria in August during her summer cruise.

The *Superb* was scheduled to sail from Bermuda June 20 and will visit Vancouver, August 4 to 11, followed by a visit to Victoria, August 12 to 18.

Commanding officer of the *Superb* is Captain D. H. Connell-Fuller, RN.

Trainee Killed In 'Sub' Blast

An RCN submarine trainee, PO Laverne D. McLeod, 24, of Dartmouth, N.S., and Stratford, Ont., was among 13 officers and men who died when HM Submarine *Sidon* exploded and sank in harbour at Portland, England, on June 16.

PO McLeod joined the RCN at *Prevost*, London, Ont., in November 1949 and subsequently served, following training at *Cornwallis*, in HMC Ships *Ontario*, *Athabaskan*, *La Hullose*, *New Liskeard* and *Huron*. He also served at *Stadacona* and *Hunter*, the Windsor naval division. He was on board the *Athabaskan* during her first tour of duty in the Korean war theatre. He began submarine training in January of this year.

At least one other RCN trainee escaped from the *Sidon* following the disaster. PO Harold V. Gregory telephoned his mother, Mrs. Fred J. Gregory, of Parkdale, P.E.I., to let her know

The Grumman S2F, first cousin to the Royal Canadian Navy's new anti-submarine aircraft, the CS2F-1, is shown during trials near Toronto. Another view appears inside the front cover of this magazine. (Photo courtesy De Havilland Aircraft of Canada Ltd.; CN-2529.)



he was safe. He said he had spent some time in the water before being picked up and taken on board HMS *Maidstone*.

June "Wedding" For Radio Stations

Two West Coast naval radio stations, Aldergrove and Matsqui, were "married" on June 1, when they were commissioned as HMC Naval Radio Station Aldergrove.

Aldergrove is the receiving station and Matsqui the transmitting station. Both are located near Abbotsford, B.C., and are 16 miles apart.

Commanding Officer of the newly-formed establishment is Lt.-Cdr. (C) J. R. K. Stewart.

Admiral Stump In Esquimalt

Admiral Felix B. Stump, USN, Commander-in-Chief of the United States Pacific and of the Pacific Fleet, paid an informal call June 13 on Rear-Admiral J. C. Hibbard, before his retirement in July as Flag Officer Pacific Coast.

Admiral Stump was accompanied by Rear-Admiral A. M. Bledsoe, USN, Seattle, Washington, Commander of the Northern Sector of the Western Sea Frontier.

During his appointment as Flag Officer Pacific Coast, Rear-Admiral Hibbard had conferred regularly with Admiral Stump at his headquarters at Pearl Harbour (the most recent meeting being in February of this year) and with Admiral Bledsoe in Seattle.



Admiral Felix B. Stump, USN, Commander-in-Chief United States Pacific, and the Pacific Fleet, and Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, on the occasion of the visit that Admiral Stump and Rear-Admiral A. M. Bledsoe, USN, Seattle, paid to Admiral Hibbard before his July retirement. (E-31851)

This call on Admiral Hibbard marked the first time Admiral Stump personally had visited the RCN's Pacific Command in his current appointment.

On the eve of the visit, the *Victoria "Colonist"* commented editorially on the personal tribute to Admiral Hibbard signified by the visit of the two U.S. admirals and said:

"It is gestures such as this, outside of official plan and superimposed upon the already busy round implied by flag rank, that measure the enduring friendship which exists between the two nations that will be represented at Esquimalt tomorrow."

Naval Vessels Carry Supplies

The Royal Canadian Navy this year is assisting the RCAF in transporting supplies to two air bases on the east and west coasts of Canada.

CNAV *Eastore* loaded about 300 tons of foodstuffs, fuel and equipment at Montreal in June for the RCAF station at Goose Bay, Labrador. The ship was scheduled to make two additional trips to the northern base during the summer.

Earlier this year, the auxiliary vessel *Laymore* carried supplies to the RCAF station at Tofino, on the west coast of Vancouver Island.

SALTY DIPS OF A SHORESIDE SAILOR

Memories of William McLaurin Span History of RCN

REMINISCENCES of William McLaurin, 68, Senior Technical Officer at Naval Supply Depot, Esquimalt, who commenced retirement leave April 3, after 45 years naval and civil service duty, would form a personal history of the Royal Canadian Navy.

Mr. McLaurin came to Canada in HMCS *Rainbow* in 1910 as a member of the ship's company after joining the Naval Service of Canada in the United Kingdom as an engine room artificer. He retired from the RCN in October of 1920 as a Warrant Engineer.

Putting aside his uniform was only the beginning of another 35 years' association with the Navy and its dockyard activities. His first civilian appointment was as dockyard foreman at Halifax in 1920, and in 1924 he returned to Esquimalt as dockyard foreman.

In 1928 he became surveyor of stores at Esquimalt and between 1941 and 1943 served in the same capacity at Ottawa.

Once more his job brought him back to the Esquimalt Dockyard in 1943 where he served until his retirement. Three years ago his title was changed to senior technical officer at Naval Supply Depot.

Mr. McLaurin has one son, Duncan, who graduated this year in engineering at the University of British Columbia.

When Mr. McLaurin left his desk for the last time on retirement, it was to concentrate on gardening on his one-quarter acre lot at 1040 Munro Street, Esquimalt, B.C.

Looking back, Bill McLaurin tells some interesting, unusual tales of the beginning of the Canadian Navy and Canada's early Naval Dockyard development. The following are some of Mr. McLaurin's recollections of the last half century.

The End of an Era

BY 1906, all ships of the Royal Navy, North Pacific, had been recalled to home waters. The RN dockyard was closed as a repair establishment and Mr. George Phillips appointed caretaker with two additional watchmen, John Davis and R. Ryley.

The dockyard was transferred from RN to RCN on the afternoon of November 7, 1910. The RN Union Jack was lowered from the flagpole at Duntze Head and a new RCN Union Jack



William McLaurin, Senior Technical Officer at the Naval Supply Depot Esquimalt, was congratulated on his long service by Vice-Admiral E. R. Mainguy, Chief of Naval Staff. In the centre is Commodore (E) B. R. Spencer, Commodore Superintendent Pacific Coast. Mr. McLaurin started retirement leave April 3 after 45 years of naval and civil service duty. (E-30711)

hoisted, after which Cdr. J. D. D. Stewart, commanding officer, HMCS *Rainbow*, Senior Officer on the Pacific Coast, transferred his residence to the house at present occupied by the Commodore Superintendent. His Majesty's Sloops *Shearwater* and *Algerine* were the only RN ships left on the station.

Starting with a Bang

ONE SATURDAY forenoon, early in April 1911, all artisans of HMCS *Rainbow* were piped to fall in on the quarterdeck. Engineer Commander Morgan, RN, engineer officer, HMCS *Rainbow*, addressed those assembled, saying that it was the intention to make use of the dockyard workshops to carry out the ships' annual refit without contract assistance.

King's Regulations and Admiralty Instructions stated that when it was necessary for ship artisans to work in an RN Dockyard, additional check money was given as compensation for the extra

work involved. Under RCN regulations, compensation was not authorized, so it was decided to ask for volunteers. All volunteered. Then Engineer Commander Morgan outlined his program and each was detailed for special duties and occupations in the Dockyard Factory. Senior Chief ERA J. Lister was appointed dockyard foreman.

The following Monday at 8 a.m., the dockyard party commenced their allotted tasks. Tools were mustered, cleaned, and reconditioned. The factory steam boiler was given a water pressure test, the compound steam engine for driving overhead shafting for pulley driven machinery was overhauled. In about six days the machine shop, smith, foundry pattern shop and coppersmith and shipwright shops were in operation and on the following week, a start was made on the ship's repair list.

Everything was running smoothly until the metal was being poured for the first casting. The moulder had omitted to dry the moulding sand used in the

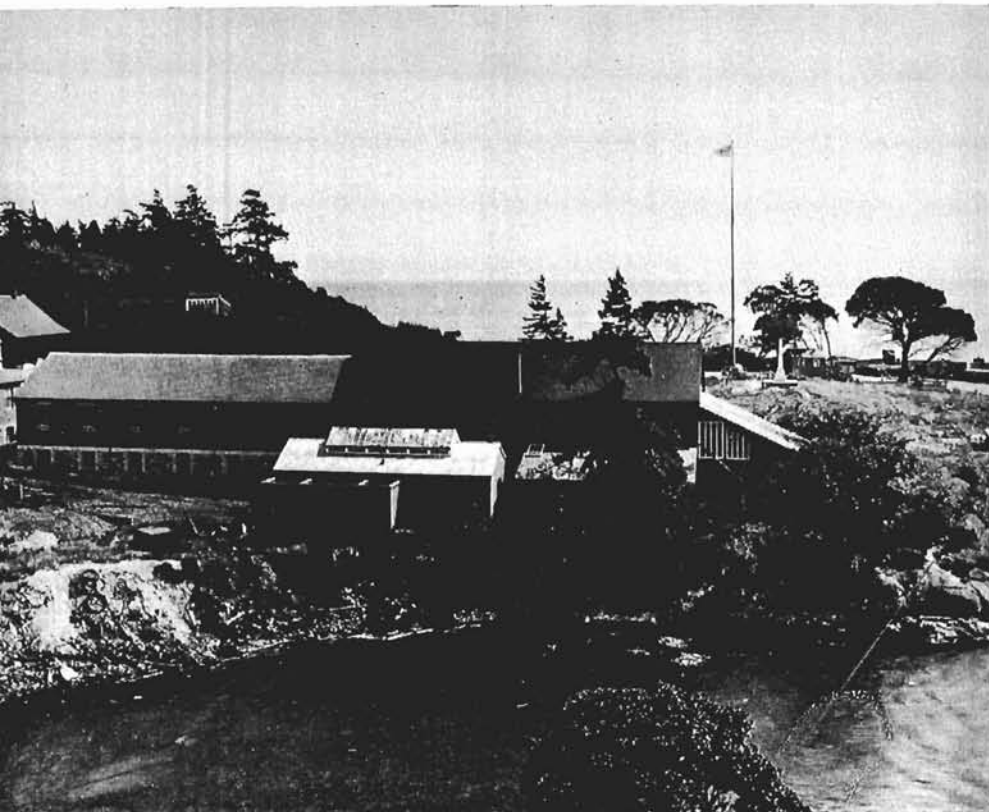
mould box. When the molten metal came in contact with the damp sand, it exploded. Fortunately, nobody was burned.

The Dry Cow Mystery

TO SAVE TIME and transportation to and from the ship, the galley in the Stone Frigate was put into operation and the midday meal was served in the Stone Frigate. Victualling allowance was 25 cents per man per diem. There was no seven-bell tea for those who worked in the dockyard. We had been well-tutored in the art of improvisation, so it was suggested that good use could be made of George Phillips' Guernsey cow that roamed at will in the dockyard. Chief Stoker Dick Fernandez herded the cow behind the blacksmith's shop and extracted some milk into a lard pail. The cow was co-operative and came to the milking place in good time every afternoon.

About 4 p.m., Taff Davis would herd the cow into the byre for legitimate milking. Taff mentioned that George Phillips had called in the veterinarian to find out what was wrong with his cow, as she was producing very little milk. Years later, on the day that Dockyard Manager Phillips retired, the incident of the dry cow was recalled and the mystery solved.

A corner of the Esquimalt dockyard in 1913, showing at the upper left Admiral's House, still used as the Flag Officer's residence. It is possible that the flag staff is the one mentioned in the accompanying article, from which one Union Flag was lowered as another was run up, signifying the transfer of the base from the Royal Navy to the Royal Canadian Navy.



Incidentally, a few months earlier, that cow had found its way into the dockyard victualling store room by squeezing through a narrow doorway when the place was left temporarily unattended.

After she had dined on unlimited cabbage and other choice vegetables, it took a lot of pushing to get the expanded cow out through the doorway, and a lot of explaining by the steward's assistant on the loss incurred.

Chain-Gang to Rescue

THERE WERE no portable lifting appliances, motor trucks or horses in the dockyard and everything had to be man-handled and pushed and pulled up the hill from the jetty to the factory in hand trucks and bogies.

About this period, the Provincial Jail on Topaz Avenue, Victoria, burned down and some of the occupants were given temporary quarters in the Dockyard jail, under assistant warden Bob Bradley, pensioner, RCN, ex-chief buffer, HMS *Shearwater*. Bob was made an honorary member of the RCN Petty Officers' Club. When additional assistance (man-handlers) was required, Bob Bradley obligingly came down with the "chain gang". Those fellows were willing workers. As an incentive, tobacco and cigarettes changed hands while Bob

was conveniently looking in the opposite direction.

Civilian labour was introduced gradually replacing the Naval Artisans and the Dockyard was back in full time operation in 1914.

A Duke Is Curious

IN THE SUMMER of 1912, His Excellency the Governor General, the Duke of Connaught, made an inspection of the dockyard during his official visit to B.C.

Immediately after the ship's inspection had been carried out, the dockyard party had to make a quick shift from the rig of the day, Number Ones, to overalls, and reappear to man the Dockyard Workshops and make a good showing. Chief ERA J. Lister put everyone to work in short time, with each artisan detailed.

When the legitimate jobs ran out, one junior ERA was told to chuck a metal quill in the lathe and take off a heavy cut, just for appearance's sake.

The Governor General on his arrival was interested in the activities on hand and asked some pertinent questions. As luck would have it, he stopped in front of the lathe on which the smoking hot metal chips were flying off a metal quill and asked the operator what he was making.

The operator was stunned. He didn't know.

The Engineer Commander came to the rescue and said that the metal quill was being rough-cut preparatory to being sized for pump piston rings.

Well-Earned Praise

A DETACHMENT of Royal Marines—one sergeant, one corporal, several marines, and one marine bugler boy—served on board HMCS *Rainbow*, 1914-15.

The sergeant was responsible for mail receipt and delivery and at 8:30 a.m. to remind the navigating officer to rewind the ship's chronometers (three in number) and to remain with that officer until this operation was completed.

One of the duties of the bugler boy was to clean the triple hand emergency steering wheels situated abaft the quarterdeck.

The forward hand steering wheel was artistically decorated around the wheel perimeter. In bold letters on a white background was a condensed historical account of all the previous RN ships of this name, the class of vessel, the engagements and dates in which they were in action, Cadiz, Spanish Armada, Trafalgar, etc. Saturday mornings, a

clean laundered white duck cover with blue trim was placed over this decorated wheel to protect it from wind and weather and was removed only for captain's inspection at 9 a.m. Sundays.

The first lieutenant had on several occasions complimented this boy on the well-washed covers. Unknown to the first lieutenant, those covers were included in his laundry and paid out of his personal account.

The ship was sold to Marcus and Neider, Seattle. The shipbrokers apparently recognized the historical value of the hand steering wheel. They returned it voluntarily, free of transportation costs, to the dockyard in 1925.

Unfortunately, it fell into evil hands and the decorations were erased and the wheel woodwork sanded to bare wood. At present the old hand steering wheel is in the *Naden* wardroom entrance.

It is suggested that consideration be given to redecorating and restoring this wheel to its former status, (the necessary data could be obtained from Admiralty records), and transferred to the Naval Museum.

Chicken Dinner

BEFORE THE advent of refrigerators on board HMC ships chicken coops were part of the ship's fixtures. The chickens were paid for by the commanding officer and wardroom officers. When available, chickens were bought

NATO JOURNALISTS HALIFAX VISITORS

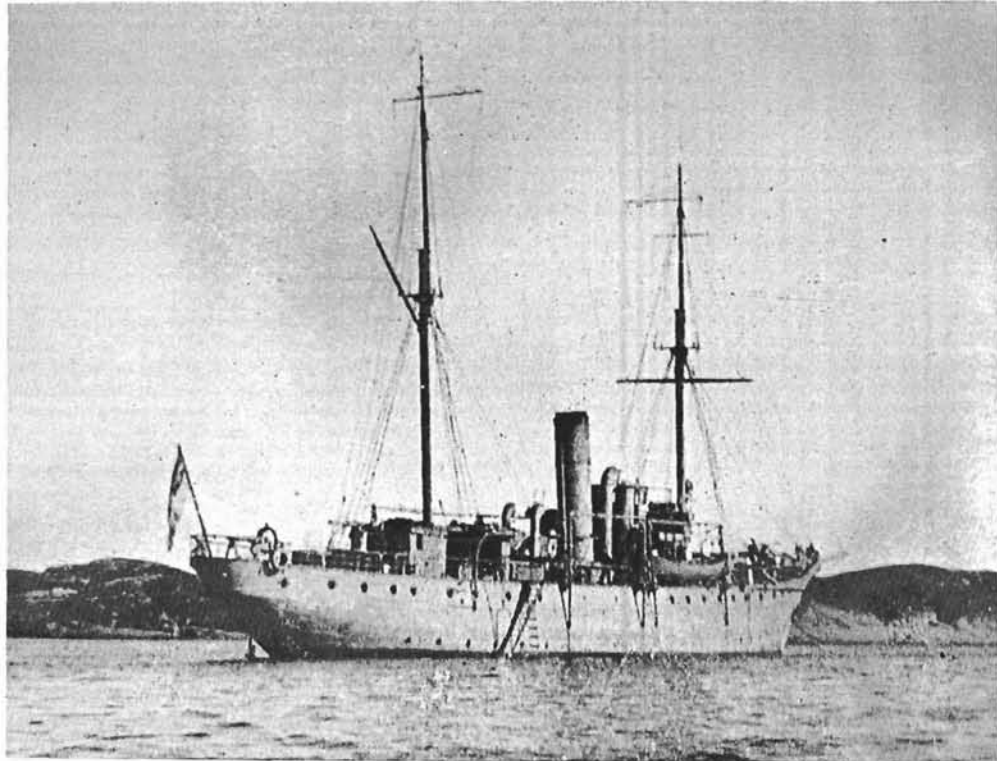
Eighteen journalists from 14 NATO countries arrived at Halifax on May 20, for a one-day visit to naval ships and establishments, marking the start of a two-week tour of Canada.

Arriving from Paris, France, by air, the journalists landed at *Shearwater* and commenced their intensive tour of naval ships and installations in the Halifax area throughout the day.

The next day the party toured the naval air station and attended a luncheon there before proceeding to HMC Dockyard to see dockyard facilities and visit ships. Later they toured Halifax Shipyards, and *Stadacona*.

Late in the afternoon they attended a reception at *Stadacona* and in the evening were entertained by the Halifax Press Club, where they were installed in the Order of Cheer and presented with ties of Nova Scotian tartan.

The journalists left by air for the next part of their tour, Montreal, on May 21.



What ship? The circumstances indicate that she is a Canadian naval vessel of pre-war vintage, but the name has been mislaid in the dusty files of the past. Is she HMCS *Stadacona*, name-ship for the shore base at Halifax? If so the picture has a certain historical value. The Naval Historian, Naval Headquarters, Ottawa, would like to hear from anyone who has the answer. (HS-23406)

and placed in these coops. The space was limited and they were crowded to standing room only.

It was the duty of the junior steward's assistant to feed the chickens twice daily. On a long trip when the ship's company dined exclusively on salt pork and bully beef, those chickens were very tempting to hungry seamen.

Jigging a cooked or uncooked chicken off the galley range through the open skylight with a fish hook was often thought of but was considered too risky.

One able seaman had a bright idea—he fed the chicken with scraps from the mess deck. Once he had established a friendship, he would catch the head of the chicken with his left hand and pierce its skull with a needle protruding from a bottle cork held in his right hand. This operation was carried out in a split second.

When the steward's assistant arrived to feed the chickens, the dead ones—those that succumbed to close confinement, or died of other natural causes—were taken out of the coop and thrown over the side for disposal.

The seaman in question, or one of his confederates, would be on hand and say what a waste of food it was to throw a dead chicken over the side when some hungry seaman could make good use of it. The assistant steward would usually hand over the chicken, saying: "If you like to take the risk of eating diseased chickens, go ahead."

A Good Lubricant

IN RN SHIPS, olive oil was used for the lubricating of open type steam reciprocating marine engines, and then was gradually replaced with a mineral lubricating oil with 15 per cent rape seed oil added for emulsifying purposes. Olive oil was used only for bearings that had a tendency to overheat.

The olive oil supplied by HM Dockyard was of a coarse viscous quality and thinned out under heat, very unpalatable. When the RN Supply was exhausted, the Naval Stores Officer, HMC Dockyard, Esquimalt, was unable to purchase lubricating quality olive or castor lubricating and substituted with refined Italian salad oil, in one-gallon containers. He requested a report on the suitability of this substitute with a view to economy and another ulterior motive.

With a little experimenting, it was found that by using three lubricating oil feeding worsteds in place of the usual two, the troublesome bearings ran equally well with mineral lubricating oil, at a slightly higher temperature. Consequently, the supply of refined olive oil was reserved for the dietetic purposes of those members of the engine room staff who were responsible for efficient engine lubrication.

Future demands were marked "Olive oil, Garibaldi brand. No substitute". The supply continued without question.

BY THE DAWN'S EARLY (ATOMIC) LIGHT

Canadian Sailors Take Part in Tests on Nevada Desert

THE ADVENT of atomic weapons in the closing phase of the Second World War left the United States Armed Forces in sole possession of the greatest weapon of mass destruction the world had known.

As long as this state of affairs endured, the Canadian services did not need to concern themselves greatly with the problems of defence in nuclear warfare, but within a comparatively short period it became evident that other countries, both inside and outside the North Atlantic Treaty Organization, were making rapid strides in the production of atomic weapons.

Although Canada shared in the pioneering scientific research which led to the release of energy from the atom, she chose after the war to concentrate on nuclear studies outside the weapons field. Thus it was that few Canadians, civilian or members of the armed forces, had ever witnessed an atomic explosion, although defensive measures were studied and exercised.

Last year, however, the United States Atomic Energy Commission agreed that Canadian armed forces personnel, sponsored by the U.S. Army, should be in-

vited to take part in a series of trials, called "Exercise Desert Rock VI", at the AEC Nevada proving grounds.

Senior officers of the three armed services were asked to attend as observers. Three officers of the Royal Canadian Navy who had a first-hand view of atomic might were Rear-Admiral H. S. Rayner, Commodore K. L. Dyer and Captain (L) H. G. Burchell.

An invitation was also extended to a Canadian party of officers and men of the three services to witness an atomic explosion from forward slit trenches and to take part in the subsequent survey of the contaminated fall-out area. This portion of the tests was known as "Exercise Sapling".

The RCN participants included Lt.-Cdr. J. P. Keeling, Staff Officer ABCD, Naval Headquarters, who was a member of the directing staff; Surgeon Lt.-Cdr. W. J. D. Cooke; Lieut. A. J. Norman; Chief Petty Officers B. W. Rawle and B. H. Grant and Petty Officers R. F. Currie, C. W. Cadwalder, R. Jalbert, J. H. Threlfall and L. C. Stewart. All were attached for the purposes of the exercise to the Canadian Army's No. 1 Radiation Detection Unit.

Personnel began preliminary training at Barriefield, Ont., in January, but it was not until April 20 that all had reached Camp Desert Rock, Nevada.

They were allotted quarters, eight to a tent, identical for officers and men. While toilet and ablution facilities were on the super-market principle, designed for numbers and gossip rather than privacy, they were remarkably efficient, considering that all water was hauled from 15 miles away in 2,000-gallon trailers.

A board on which his name is written in atomic fire is displayed by Lt.-Cdr. J. P. Keeling, Staff Officer (ABCD), Naval Headquarters. The board, partially covered by a stencil, was exposed to the searing flash of the atomic blast witnessed in Nevada by Canadian service personnel. (O-8109)

Meals were served in tents or long tin huts and the Canadians were amazed at the standard maintained despite sudden changes in the number of meals required and serving times when "shots" were cancelled with little warning.

In the days preceding the scheduled date of the explosion they were to witness, April 26, the members of the party were kept busy preparing equipment and running monitoring exercises on clean and contaminated ground.

At this stage it is hardly news that the "Shot" was not fired until May 4 and after a succession of disappointing day-to-day postponements it was well known that certain flashy gentlemen in Las Vegas were eager to wager sizeable sums that it would not take place at all.

Wind direction was the most important factor in deciding whether or not an atomic device would be set off. During a series of tests, such as Exercise Desert Rock VI in which a considerable number of shots are fired, radioactive fall-out could render repeatedly-exposed land dangerous to man and beast for a long time. The wind direction is, accordingly, watched carefully so that the fall-out over any sector does not bring the radioactivity to a dangerously high level.

Because the shot which the Canadian team was to witness was a comparatively large one and near the end of the series, only a narrow sector remained at the test site over which fall-out could be permitted to occur.

A weather conference was held at 1000 the day previous to "shot day" and if the predictions at that time were favourable a blue flag was raised at headquarters. The troops boarded buses or other vehicles at midnight and moved the 35 miles from the camp to the shot area. On arrival, a field kitchen provided buns and scalding coffee, served in canteen cups that doubled the apparent temperature of the beverage. The lateness of the hour and the chill desert kept conversation to a glum minimum.

A naked, white bulb gleamed in the sky a few thousand yards away, the only clue to the location of the steel tower bearing the nuclear device.

There was nothing for service personnel to do but await the results of the "Met" conference at 0330 and



shot-time minus one hour. The Canadian party waited three nights on the desert for the announcement on each occasion. "Sorry, gentlemen, the shot is off." On other occasions, except the last, the shot was cancelled before the buses left the camp.

It was a novel experience for naval personnel to sit out the "graveyard" watch in a slit trench 4,000 feet above sea level in the bottom of a dried lake. A figure, dressed in GI helmet, GI winter clothing, Canadian Army bush clothing and a borrowed blanket or two, might emerge from the gloom. Only close inspection would reveal it to be, say, Lieut. Norman or CPO Rawle, both of the ABCD School, Halifax. There was good reason for this burden of clothing. Although temperatures on the desert may have reached 100° F. under a blue sky and blazing sun the previous afternoon, in the dead of the night the mercury sank as low as 23° F.

Cracked lips, peeling noses and blistered skin were common among the men exposed to the sun and hot, dry winds of the desert. The wind at times built up to dangerous velocities and one night 152 tents were demolished. None of the Canadian tents was among these. By herculean efforts and good "damage control" procedure, they kept their shelters intact.

The stamina of the naval personnel was amazing. After a night of fruitless waiting in the slit trenches or a day exercising on Yucca Flats, they could be found hitching lifts to Las Vegas or lining up for U.S. Army-sponsored tours to Death Valley and Boulder Dam. It was found that a night or two in Las Vegas brought a sudden increase in the popularity of the free tours and that certain sailors were even reduced to taking along their assault rations on the sight-seeing forays to avert starvation until they returned to Camp Desert Rock. Accommodation was in short supply in Las Vegas, with civil defence and a national golf tournament clashing over the available space.

Many service personnel were recalled. The local paper quoted odds of five to two against the shot going off. The Canadians travelled the length and breadth of Yucca Flats, in jeeps, Beaver aircraft and helicopters, assessing a variety of techniques for mapping the radiation intensity over a fall-out area. Out on the desert stood the silent tower and the equally silent Doom City, its homes inhabited by clothing-store dummies.

Wednesday, May 4, arrived with nothing to indicate that it held more

hope than the preceding days. Rumours were rampant that a delay of from 48 hours to one week was imminent and the betting in Las Vegas was two to one against the shot going off.

However, the blue flag was raised after the 1000 "Met" conference and it remained up past the 2130 conference time. For the first time in days there was an air of optimism as personnel piled into their buses for the midnight ride to Yucca Flats. The night had retained some of the previous day's heat and there was cheerful and hopeful chatter as the troops drank their coffee under a canopy of glittering stars. Even the baleful light on the "thing" seemed to have softened its sneer. There were encouraging announcements over the PA system at regular intervals and at last the light on the tower went out. Somebody suggested they were going to salvage the bulb. The time was shot time minus one hour.

At shot time minus 15 minutes there are orders to assemble in the assigned trenches. A calm voice tells of the role of the aircraft which are in continuous patrol over the area. The machinery for the test is already in motion as the

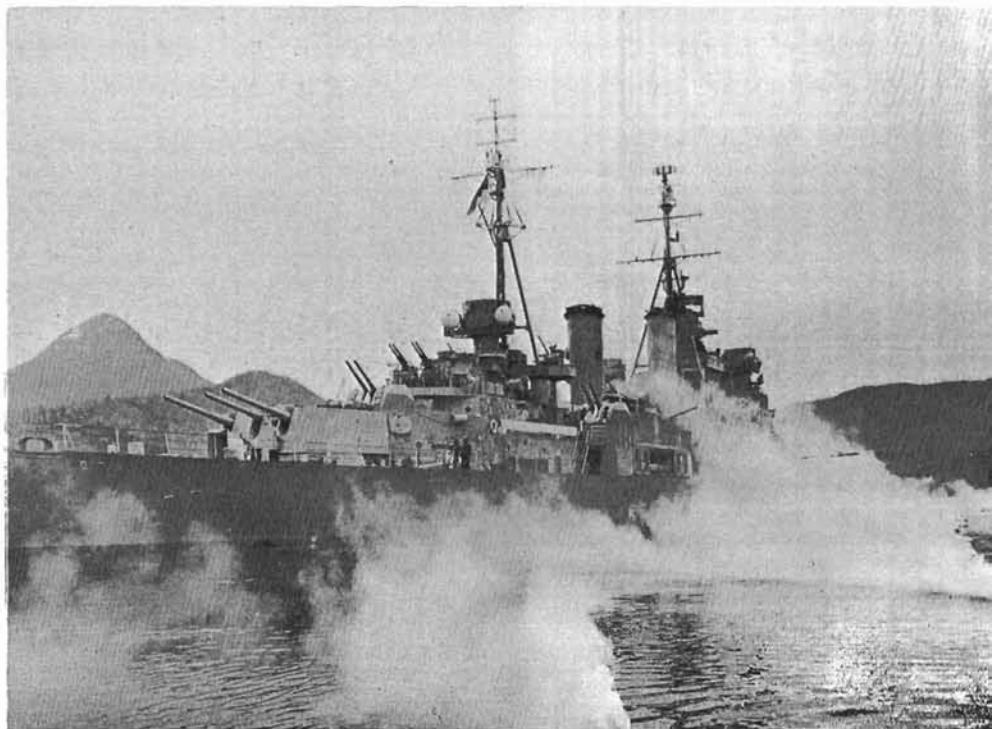
Radioactivity of dangerously high levels gives no warning to the five senses, but the results can be as serious as if a ship were under attack from poison gas. The immediate danger from radioactive fall-out can be avoided by retreating to the ship's interior and closing all hatches and ventilating ducts. The efficiency of such a shutdown is here being tested by the cruiser Ontario as a cloud of tear gas from floating bombs rolls over her. In the upper picture, PO William Steadman is shown igniting a tear gas float. The tests were carried out last year in Topaze Harbour, B.C. (OT-1646, OT-1644.)

countless automatic measuring devices are put into action to send out vital information in the last micro-seconds before their disintegration.

The voice describes the position to be assumed by personnel in the slit trenches—eyes closed, head two feet below ground level, body braced on one knee facing ground zero. The time reports increase in frequency.

One minute . . . 30 seconds . . . 15 seconds . . . ten seconds . . . nine, eight, seven . . . zero.

There is a flash of light . . . a silent, white, blinding flash of light that ex-



ceeds all expectations, although there have been many advance warnings. It is hard to believe that eyes are closed and hands covering the face below ground level.

The dazzling flash fades swiftly and a stolen glance a second or so later shows the edges of the trench undulating gently in a rosy glow.

Until now there has been a deadly hush and then blast wave and sound arrive simultaneously in a shattering blow, like that experienced when standing directly below a discharging twin four-inch gun.

The shock is so devastating that one scarcely notices the shower of earth and stones tumbling into the trench. Heads are raised above trench level into the cloud of dust that is rolling across the desert. Little flames are flickering upward along the exposed side of a nearby Joshua tree.

And then Canadian eyes glimpse the awe-inspiring and incredibly beautiful atomic cloud billowing skyward, an ever-changing kaleidoscope of colour. Deep purple fades into lavender and then into creamy white until at last it is crowned with a snowy crest of frozen vapour. Busy, gnat-like jet aircraft weave a cobweb of vapour trails as they shepherd the atomic cloud in its stately march to the northward, its stem broken and its mushroom head already distorted by the winds of the stratosphere.

The time is approximately 0530. The troops have had four hours of sleep in the last 24 and their work is just beginning.

The day promises to be hot but the hours ahead are to show how well the



Well, Sadie, it's back to the old evolutin'!

troops have profited from the time spent in training.

The Exercise Sapling party vehicles gather personnel from the trench area and move off to begin a detailed survey of the fall-out zone, the first to be attempted by a Canadian radiation team organized specifically for this type of operation in the field. They leave clad in protective clothing and carrying respirators, their departure followed by the

curious stares of U.S. service personnel whose mission as observers has been almost completed.

The main show is over, but the succeeding hours show that the techniques learned earlier in Canada and on the desert are effective and practical. They show, too, the marked ability of naval personnel to adapt themselves to unusual regulations, new techniques and an entirely strange environment.—J.P.K.

RCN Personnel Sail to 'Med' In Royal Navy Trials Cruiser

When HMS *Cumberland*, the Royal Navy's trials cruiser, sailed for the Mediterranean at the end of May she was equipped with additional means of counteracting the effect of an atomic attack. An officer and five men of the RCN are on board her for training.

The automatic system for washing down the ship's exposed decks and superstructure has been extended so that the whole upper surface of the ship may be given a "shower bath" to remove radioactive "fall out" from an atomic explosion before it can seriously contaminate the ship.

Vast quantities of air are forced through modern pressurized boiler rooms and a system has been worked out for operating the boilers by remote

control so that the crew will not be exposed to radioactivity. It will also be possible to control weapons and control the ship from between decks.

A new fully automatic medium-calibre anti-aircraft gun, with a very high rate of fire, is one of the items to be tested. It is designed to provide the inner defence against jet aircraft for the Royal Navy's future guided missile fleet.

The six RCN personnel embarked for the trials as part of their training with the new gun are Ord. Lt.-Cdr. F. J. Boyle, Ord. Lt. R. J. Donnithorne, CPOs W. C. Martin, J. R. Anslow, J. E. Underdown and PO G. E. Tatton. They went overseas late last summer and will return to Canada late this fall.

Not Warfare But Welfare

"Incomparably the most important political problem facing Canadians today is the danger of the cold war becoming a blazing thermonuclear one. We know that such a war, of course, would threaten the very existence of every nation, indeed of the whole human race. The supreme task of statesmanship today, therefore, is to act so that the fantastic physical power which scientists are placing at man's disposal will be used not for warfare but for welfare."—Hon. L. B. Pearson, Secretary of State for External Affairs, in the Canadian House of Commons, January 20, 1955.



THE BEDWELL HARBOUR BOAT CAMP

*Beautiful, Isolated Spot
Scene of Summer
Training*

THE SUNLIT waters and tree-clad shores and cliffs of Bedwell Harbour in the Gulf Islands echo from time to time to the voice of the coxswain as he calls for "stroke" and Canada's aspiring sailors strain on their oars at this, one of Canada's most beautiful and most isolated summer training bases.

There are many in the Navy and outside who are not familiar with this particular spot, close to Bedwell in the sheltered waters between North and South Pender Islands, or the harbour itself, big enough to hide a whole fleet with room to spare. Nor do they realize perhaps the intensive training of would-be sailors that takes place here when ships with their trainees aboard slip past Tilley's Point through the narrow harbour entrance to the harbour and secure to their respective buoys. But many a man has returned to base or home with bruises and sore muscles to attest to the fact that his stay here, though brief, was not child's play.

The mainstay of Bedwell Boat Camp is Gate Vessel 19, still equipped as a boom defence vessel, with living quar-

ters, galley, food storage space and accommodation for 15 to 20 men. She has her own electricity supply and about all that is required to maintain her as a sort of happy home away from home is the periodic replenishment of supplies and sufficient shore leave when the visiting ships have left.

When GV 19 had completed her refit, her new crew, under Lieut. F. H. Moist established themselves aboard and looked forward with some pleasure to their four months' summer stay at Bedwell. A cheerful outlook is important in this rather isolated spot where living is of necessity confined and diversion limited to hiking ashore, fishing, swimming and sailing. There may be periodic trips to Sidney or through the "Gut" between North and South Pender to Port Washington or through Browning harbour to Port Hope, where on occasion a dance is held, or on a Sunday attending church above Bedwell.

Last summer Ldg. Sea. Alvin Keith Jardine of GV 19 turned to poetry for relaxation and one of his ballads went something like this:

THE LIONS OF BEDWELL

*The Navy came to Bedwell,
A glorious sight to see,
Two frigates and a banana barge
That we call the Old GV.*

*Have you ever seen a lion
Caged up in a zoo,
Walking slowly back and forth
With always the same dim view?*

*Our cage is slightly larger,
A confining sort of joint,
We also have our limits
From the Gut to Wallace Point.*

*Two ships lie in the harbour,
Like guards with big black whips;
Two hulking chunks of metal
With Bofors on their hips.*

*At last they leave their mooring
And the cage is open wide,
The lions of Bedwell Harbour
Are free to go outside.*

But when the ships are in, the boys in the boat camp are on their toes, especially if there happen to be some visiting senior officers about, as is usually the case at the end of the season when a regatta is held. Then opposing ship's company trainees make every effort to gain the most points in the various water events and the Admiral or Commodore makes a point of visiting all ships, including GV 19 in his tour of inspection.

Emotions run high at this time and as the regatta gets under way visiting naval dignitaries follow the races as closely as possible in a "skimmer" or speed boat. Probably the outstanding event is the cutter race where brawn, brains and co-ordination of the rival boats' crews count most. Leading boats are greeted with a pandemonium of cheers and noise as they approach the ships and the finish buoy from far down the harbour. The coxswains are of course given their traditional "dunking" as reward.

Accomplishment is rewarded by points gained in the different events

and a final grand "banyan" is celebrated on shore where victors and vanquished gather around a huge bonfire close to Skull Island where, by the large mounds of clamshell, it is obvious Indians once camped.

It is well into the morning before the last song dies over the water and the last boat returns to the ships. As a rule when one looks up at the cliffs first thing in the morning from the GV they see in large white letters the names of the visiting ships added to those who have been there before them. — (Story and illustration by W.P.M.S.)

Chapel of St. Andrew Dedicated at Naden

They that go down to the sea in ships, that do business in great waters; these see the works of the Lord, and His wonders in the deep.

THESE WORDS from Psalm 107 were read during the dedication of the Chapel of St. Andrew—the new Protestant chapel in Naden—took place Sunday, May 22.

The address was given by Chaplain (P) H. R. Pike, acting Command Chaplain, representing Chaplain-of-the-Fleet (P) E. G. B. Foote, who was unable to be present.

The Chapel, with seating accommodation for 180, was filled and a PA

system relayed the impressive service to many outside the building.

Following the Invocation and The Lord's Prayer, Commodore Patrick D. Budge, Commodore RCN Barracks, Esquimalt, representing the congregation, presented the "Symbolic Key" of the chapel to Chaplain Pike with the words: "Reverend Sir, on behalf of all those who shall worship in this place, I now present unto you this building, and offer it in the name of God, that it may be dedicated and set apart to the glory of God and the upbuilding of His people."

In addition to marking the latest progressive step in ministering to the spiritual welfare of naval personnel of

the Pacific Command the dedication of the chapel also represented an additional span in the historical bridge connecting HMCS Naden with the past, when Esquimalt was Pacific colony, for the chapel is in a building constructed about a hundred years ago.

The chapel is the outcome of a whole-hearted response on the part of individuals and groups within the Pacific Command who contributed their time and labour to its construction.

The pulpit and pews were part of the earlier chapel while the chancel, of Philippine mahogany, is completely new. The altar rail, of solid mahogany, was made in Naden shipwrights' shop. The Mechanical Training Establishment was responsible for fashioning the eight amber glass cathedral-style octagonal lights. These, made of wrought iron, supply the main illumination. In addition, concealed lights are fitted into a recess in the roof to provide indirect lighting of the chancel.

Of nautical interest is the inclusion, on each side of the chancel, of a port and starboard light.

In addition to giving their time and labour to assist in the completion of the chapel, naval personnel also made voluntary donations which were used, in part, to purchase the red carpet covering the nave of the chapel. Their financial assistance also paid for the ten simulated stained-glass windows, five of which are set into each of the side walls of the building.

Services, with Communion, are held each Sunday at 0830 and 1100, and with a general service at 1015.

The first baptism took place on the day the chapel was dedicated, that of Jacqueline Anita, the daughter of Ldg. Sea. and Mrs. Harold Emmett Reid. The first marriage to be celebrated was that of AB Norman Roy Lynch and Miss Mavis Lucille Lench, on June 3. Chaplain (P) George Soutar was the officiating clergyman on both occasions.—A.C.T.

Chaplain (P) H. R. Pike, RCN Command Chaplain (P), who represented Chaplain-of-the-Fleet (P) RCN, Rev. E. G. B. Foote, DD, OBE, is seen delivering the sermon during the dedication of the Chapel of St. Andrew as the Protestant Chapel in HMCS Naden. (E-31553)



DEVICE WINS \$25 AWARD

An award of \$25 has been made to Charles William Yeadon, 42, of Brookside, Halifax County, N.S., who is employed at HMC Dockyard, Halifax, for his development of a groove-cutting tool.

Mr. Yeadon fitted a milling wheel attachment to an electrical drill which he uses to cut slots for locks in drawers and doors. His method is quicker and more accurate than hammer and chisel employed formerly for the same purpose.

OFFICERS AND MEN

48 Take Part In U.S. Exercise

Forty-eight subordinate officers of the Royal Canadian Navy and RCN (Reserve) took two weeks of amphibious warfare training at Little Creek, Virginia, during June.

The Canadians included an acting sub-lieutenant and 16 midshipmen from the fleet and 31 third-year cadets from the Canadian Services College, Royal Military College, and from universities and colleges across Canada.

They were integrated with 880 midshipmen of the U.S. Naval Academy, Annapolis, Maryland, for the annual amphibious training. An amphibious landing at Camp Pendleton near Norfolk, Va., on Saturday, June 18, ended the two-week course, which began June 6. Involved were 5,500 personnel, 30 ships and more than 40 aircraft.

The midshipmen and cadets hit the beaches along with 1,600 seasoned U.S. Marines, covered by aircraft simulating the strafing and bombing of beaches. Paratroops were dropped behind the enemy lines. Warships — including a heavy cruiser, two destroyers, several attack cargo and attack transport ships, as well as other amphibious ships and landing craft—launched the assault and gave gunfire support.

The landing had underwater demolition teams (frogmen) planting explosives on the beach, while landing ships tank (LST) landed causeways and unloaded supplies, heavy trucks and tanks.

Several hundred military and civilian guests observed the exercise, including 575 cadets from the U.S. Military Academy at West Point, New York.

Liaison Officer of the Canadian group was Lt.-Cdr. Donald S. Bethune, of Hamilton, Ont., from the staff of the Canadian Services College, Royal Military College, Kingston, Ont. Observing the assault was Lt.-Cdr. J. R. H. Ley, of Victoria, Staff Officer (UNTD) to the Flag Officer Naval Divisions in Hamilton.

CNS Pays Visit To Bonaventure

The Royal Canadian Navy's new aircraft carrier *Bonaventure* on her completion next year will be as completely up to date as any ship of her class in the world, Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, observed

following a visit to the ship at Belfast, Northern Ireland, in late April.

Admiral Mainguy arrived in London on April 17 by air. After visiting the Canadian Joint Staff on the 18th, he was dined privately that evening by the First Sea Lord, Admiral the Earl Mountbatten of Burma.

The official call on the First Sea Lord was made on April 19 and the following day Admiral Mainguy was in Portsmouth to confer with Admiral Sir Michael M. Denny, NATO Commander-in-Chief East Atlantic.

A guest of the Board of Admiralty at luncheon on April 21, Admiral Main-

guy flew that evening to Belfast and devoted the following day to inspection of the *Bonaventure*.

April 25 to 29 was spent in Paris attending an exercise conducted by Supreme Headquarters Allied Powers in Europe (SHAPE).

On Monday, May 2, Admiral Mainguy was again in Portsmouth where he called on Admiral Sir George E. Creasy, Commander-in-Chief, Portsmouth, and Rear-Admiral G. B. H. Fawkes, Flag Officer Submarines, at the submarine training base, HMS *Dolphin*. This latter visit gave him the opportunity of chatting informally with RCN officers and men undergoing submarine training.

The return flight to Canada was made on May 3.

New Captain For D'Iberville

Lt.-Cdr. Jean Marc Favreau took command of HMCS *D'Iberville*, the Royal Canadian Navy's basic training establishment at Québec City, on June 20.

He succeeded Commander Dunn Lantier, who became executive officer of HMCS *Stadacona* on June 26.

Ordnance Officer On "Rehab" Leave

On March 9, 1955, Ord. Lt.-Cdr. H. W. Mayne commenced six months' rehabilitation leave and wrote "finis" to 37 years naval service.

Born and raised in Gosport, Hampshire, England, he joined the RN as armourer's crew (mate) in 1917. Discharged in the compulsory reduction of the RN in April, he immigrated to Canada in July, and entered the RCN in November as an OA4, all in the year 1923.

In 1935, he qualified as a chief ordnance artificer, the first in the RCN. Again in 1941 on his promotion to warrant ordnance officer, he became the first in the Canadian Navy.

During his service career, "Bill" Mayne has served in a variety of ships and establishments; the *Amphitrite*, *Southampton* and *Canterbury* during his RN engagement and the *Skeena*, *Fraser*, *Cornwallis* and RCNAD Dartmouth, while in the RCN. His final appointment and the one from which he retired was HMC Ordnance School.

"A Shipmate Never Lets Another Down"

A naval information officer who spent the last two years of the war as a prisoner in a German camp, Lt.-Cdr. (SB) Ernest H. Bartlett, RCN (R) (Ret'd), wrote the following anecdote for the April issue of "The Yorker", published by the Toronto naval division. Lt.-Cdr. Bartlett is on the editorial staff of "The Telegram", Toronto.

I rather like this story. It started sometime in 1943-45 when I was in a German prison camp (Marine Lager to the initiated). The ratings' camp was close by. As officers, we were forced to accept a certain amount of money each month (Geneva Convention requirement). I think it was 20 marks, but am not sure. It had to be paid back anyway. The ratings got no money. They could get money, of course, by going out on working parties for the enemy. This they would not do, bless them.

So they could have some funds to spend in the so-called canteens the Germans allowed us, we sent across some of our lager marks. The idea was that the seamen could draw from this fund, would be given the name of an officer and could then repay him, when the war was over, the amount drawn.

I leave a small bank account in England. Quite a few of the lads, at war's end, paid in a pound each (apparently my name had been drawn by them).

But . . . point of the story. About six months ago, ten years after the war's end, I was advised by my bank that a seaman had made a deposit of one pound to my credit.

And that, I think is more than just a little story about honesty. It is, I think typical of the Navy's spirit in which all join and a shipmate never lets another down.

HALF-YEARLY PROMOTIONS LIST

The names of 34 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The RCN is represented by 20 members and the RCN(R) by 14. The list of those promoted follows:

ROYAL CANADIAN NAVY

To be Captain (3)

Commander C. Patrick Nixon, Director of Tactics and Staff Duties, Naval Headquarters.

Commander John Charles O'Brien, executive officer, *Magnificent*.

Commander Thomas Charles Pullen, Director of Naval Gunnery, Naval Headquarters.

To be Acting Captain (1)

Commander F. W. T. Lucas, Assistant to the Vice-Chief of Naval Staff, Naval Headquarters.

To be Commander (5)

Lt.-Cdr. A. Craig Campbell, on Royal Navy staff course.

Lt.-Cdr. Latham Brereton Jenson, commanding officer, *Crusader*.

Lt.-Cdr. William Moncur Kidd, commanding officer, *Prestonian*.

Lt.-Cdr. Richard Hugh Leir, commanding officer, *Sussexvale*.

Lt.-Cdr. Donald Cameron Rutherford, on Royal Navy staff course.

To be Acting Commander (1)

Lt.-Cdr. H. E. F. Makovski, Director of Naval Standardization, Naval Headquarters.

To be Captain (E) (1)

Commander (E) John Stephen Somers, Manager Engineering Atlantic Coast and Manager Engineering Department, HMC Dockyard, Halifax.

To be Commander (E) (1)

Lt.-Cdr. (E) Robert St. George Stephens, Staff Officer (Engineering) to the Naval Member, Canadian Joint Staff, London, England.

To be Captain (L) (1)

Commander (L) John McGregor Doull, Assistant Electrical Engineer-in-Chief (Power), Naval Headquarters.

To be Commander (L) (2)

Lt.-Cdr. (L) Herbert Rowley, on staff of Flag Officer Naval Divisions, Hamilton.

Lt.-Cdr. (L) James Bruce Wadsworth, Principal Naval Overseer, West Coast.

To be Surgeon Commander (1)

Surgeon Lt.-Cdr. John Henderson Fleming, Royal Canadian Naval Hospital, Esquimalt.

To be Commander (S) (2)

Lt.-Cdr. (S) C. P. G. Dodwell, Superintendent of Photography, Naval Headquarters.

Lt.-Cdr. (S) Jack Deinstadt Forbes, Staff Officer (Supply Personnel), Naval Headquarters.

To be Ordnance Commander (1)

Ordnance Lt.-Cdr. Ernest Thomas Jeffreys, Director of Fire Control, Naval Headquarters.

To be Commander (SB) (1)

Lt.-Cdr. (SB) C. Lawrence Mofford, on the staff of the Works Officer-in-Chief, Naval Headquarters.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain (1)

Commander Leonard Dallas Stupart, executive officer, *York*.

To be Commander (3)

Acting Commander James R. H. Kirkpatrick, commanding officer, Kit-chener Tender to *Star*.

Acting Commander Fabian Aloysius O'Dea, commanding officer, *Cabot*.

Acting Commander John Harold Stevenson, commanding officer, *Discovery*.

To be Acting Commander (3)

Lt.-Cdr. Dennis J. P. O'Hagan, commanding officer, HMCS *Scotian*, Halifax.

Lt.-Cdr. Leonard J. D. Garrett, HMCS *Nonsuch*.

Lt.-Cdr. Richard Scott Bunyard, commanding officer Naval Reserve Air Squadron 920, *York*.

To be Chaplain Class IV (1)

Chaplain Class III (RC) Michael Thomas Dodd, *York*.

To be Instructor Commander (2)

Instructor Lt.-Cdr. Clarence Mercer, *Queen Charlotte*.

Instructor Lt.-Cdr. Harold Samuel Braun, *Griffon*.

To be Surgeon Captain (1)

Surgeon Commander David McDougall Bean, *Star*.

To be Acting Surgeon Commander (1)

Surgeon Lt.-Cdr. Manzer Leroy Bunker, *York*.

To be Acting Commander (S) (2)

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

Lt.-Cdr. (S) Stafford Arthur Greig, *Queen*.

A small informal reception was held for Lt.-Cdr. Mayne in the POs' Mess, where an inscribed rose bowl was presented.

Plans for the future include fishing, a long trip, fishing, lying in until 0900, more fishing, and maintaining close contact with his naval friends.

Apprentices Given Travelling Aid

New entry apprentices proceeding on annual leave to their homes are the beneficiaries of an amendment to QRCN lowering the mileage limit above which a travelling allowance is paid.

The allowance of two and one-half cents a mile will be paid for round-trip distances in excess of 200 miles to ordinary seamen of the regular force under 17 years of age proceeding to

their homes on leave with pay and allowances. Previously the allowance was paid only for distances in excess of 500 miles and this still applies in the case of other men and officers.

The change will represent an increase of \$7.50 in the allowance paid to apprentices (the men under 17 in the regular force), whose return journey on leave is 500 miles or more.

Four U.S. Ships Call at Halifax

A destroyer tender and three radar picket escort vessels of the United States Navy arrived at Halifax in May on a four-day visit. The destroyer tender was USS *Yosemite*, (Capt. E. P. Mitchell, USN). The radar pickets were USS *Otterstetter* (Lt.-Cdr. M. T. Scott, USN), USS *Strickland* (Lt.-Cdr. J. R. Gorman,

USN), and USS *Kirkpatrick* (Lt.-Cdr. E. J. Robinson, USN), all units of Escort Squadron 16.

Entertainment for the 90 officers and 1,220 men was arranged for the visitors by the Royal Canadian Navy and included daily sight-seeing tours by bus. There were smokers for chief and petty officers and also for leading seamen and below from the U.S. ships. In addition there was a reception at *Stadacona* for the visiting officers.

The *Yosemite*, a *Dixie* class destroyer tender built in 1943, displaces, at full load, about 17,176 tons, with a length of 530 feet and a beam of 73. She mounts four 5-inch guns and numerous anti-aircraft weapons.

The *Otterstetter*, *Strickland* and *Kirkpatrick*, are all converted *Edsall* class destroyer escorts.

COMBINED OPERATIONS OCTOBER 1939

Zeal Could Not Compensate for Lack of Equipment in U-boat Scare

THE ST. LAWRENCE River at Quebec City has seen one of the first "Combined Operations", when the British Fleet landed Wolfe below the plains of Abraham for the grand assault against the forces of Montcalm. It saw another, less publicized, in 1939, shortly after the Second World War began, when the RCN went to battle stations with more keenness than ships and material.

On the outbreak of war, in September 1939, Quebec was designated as a Naval Control base, and to this ancient city came a retired RN captain, several other ex-RN officers and members of the RCNVR, to set up the Naval Control Service, and to bring into being port defences. Headquarters were in the Customs Building, close to Princess Louise Basin.

About 15 miles below the city, at St. Jean d'Orleans, was established the Extended Defence Station, with an examination battery manned by local Reserve Army personnel called out for active service. The battery consisted of two 18-pounder guns, but lacked searchlights.

Farther up the river, nearer to Quebec, on the south bank, was Fort La Martinière, the main defences, and boasting of two 7.5 inch guns of about

1908 vintage. These rifles had never been fired since installation, due to the fear that the concussion would play havoc with windows in the surrounding villages, not to mention the livestock and the feelings of the residents.

Forces "afloat" were the examination vessels, two ex-RCMP 73-foot cutters, HMC Ships *Chaleur* and *Madawaska*, each manned by 10 men and armed with one Colt-Marlin machine gun and a few rifles and pistols. One other vessel, the *Fernand Rinfret*, was an unarmed harbour craft with a crew of three, and used for communication work and harbour patrol. The crews of these ships were mostly the ex-Marine Section personnel who had enlisted in the RCNR. The examination officers were mostly ex-merchant mariners enrolled in Montreal and a few RCNR skippers. This aggregation of naval talent was entrusted with the control of deep sea and coastal shipping using the port of Quebec, and the routing of overseas vessels. Few, if any, had received any previous training in these duties, and frequent reference had to be made to the dozens of CBs supplied by Admiralty.

The real "eyes" of Naval Control were the various members of the Department of Transport Signal Service.

These worthy gentlemen were stationed at intervals along the St. Lawrence and the Gulf as far as Pointe Armour, and were all connected to Quebec by party telephone line or by telegraph. Their duty was to report all in- and out-bound shipping.

At 1825 on October 14, 1939, the duty officer at the NOIC's office was informed by Signal Service that their agent at Cape Salmon, some miles below Murray Bay, had sighted two submarines proceeding upstream in line ahead. This had occurred at about 1600, but due to vagaries of the telephone service, the report had been somewhat delayed! When the news was passed to NOIC, he was in conference in the city with his staff officer, the General Staff Officer 1st Class to the District Officer Commanding, MD 5 (Quebec), and several lesser officers.

The news was electrifying. A hurried council of war was held and it was decided, that while the report was most improbable, it could not be ignored. The Signal Service at Cape Salmon was contacted by telephone and the eyewitness was interrogated. This worthy soul was most decidedly convinced that he had in fact seen two U-boats, having seen submarines in the previous war; and he gave further detailed description that left little doubt as to the type of craft.

The staff officer to NOIC, himself an ex-submariner, pointed out that, while it might all be a bit fantastic, it was quite feasible to take a U-boat to Quebec, particularly when the defences were known to be next to nothing, and there was little necessity to submerge. At that time, among the various ocean-going ships in Quebec, was the RMS *Empress of Britain* being defensively armed. She was a worthwhile target. It is of interest to note that the exploit of Prien and the *Royal Oak* took place on the same date, under equally fantastic circumstances.

In quick succession orders were issued to close the port to all shipping, the Extended Defence station was alerted, and the two examination vessels were directed to put out and establish a patrol of the North and South Channels off St. Jean. In addition the Army were notified, and they rose enthusiastically to the occasion by recalling all personnel from leave and



Haint been fired in thirty years ...



alerting all units in the Quebec area against possible invasion. This produced a considerable reaction among the populace.

It was felt imperative to have something afloat with a weapon more lethal than a .303 machine gun, so an appeal was made to the local Department of Transport for two ships in which a gun or guns could be mounted (if these could be found). The Army volunteered the use of several 18-pounder field guns belonging to a local unit, but these were found to have empty recoil cylinders. To fill these would have taken 48 hours (according to the drill book), so they were useless. However, someone remembered two field guns at Valcartier Camp, about 18 miles from the city, that were used for proof firing. Steps were taken to obtain these, Army crews and trucks being despatched to bring them in.

All these preparations to meet the attack were proceeding apace when Army Headquarters reported that a "submarine diviner" had confirmed the presence of two submarines some miles below St. Jean. This man, a local citizen, claimed supernatural powers of some sort, and armed with a plumb bob and a chart of the St. Lawrence, he went into a trance. He would move his plumb bob around the chart until it began to quiver and move in a wide circle. The mystic would then give some very convincing details of the alleged U-Boat. While he was known to the naval authorities, he had been viewed with some scepticism, but this

time his story was corroborated by an eyewitness and there was a feeling that he could not be ignored.

By 1900 two ships were available, with steam up, and they were directed to be at the Customs Wharf by 2000. These were the light tender *Druid* and the fire tug *Lanoraie*. Neither of these vessels made imposing men-of-war, but they were better than nothing under the circumstances. It was decided that *Druid* was suitable for mounting a gun, but that *Lanoraie* was not very adaptable to alteration, so this latter ship was designated as a "ramming ship", and at a pinch, she could use her water turrets to drown the Huns.

The Army had assured the NOIC that the guns would arrive by 2000, but this was over-optimistic, as many adventures befell them before they reached the waterfront.

By this time preparations had reached fever pitch. The estimated positions of advance of the U-Boats were plotted, and while no further sightings were reported, (darkness had fallen anyway), hourly bulletins were received from the "diviner" that brought the wily Huns closer and closer. It was estimated that they would reach St. Jean about midnight and this was to be zero hour.

Continuous contact was kept with the Army, who were busy marshalling their troops after collecting them from the pubs and the theatres. The DOC was in his office, and kept asking NOIC's concurrence in blacking out the city by pulling the main switch at the power plant. This plan was not held in favour

by the Navy; who countered with repeated requests for the guns, which were still to arrive.

Efforts were made to contact NSHQ by long distance telephone, but this too, met with little success, as the operator had never heard of a Duty Officer there, and kept making connections with various Army authorities who did not seem very interested. After half an hour's effort, some sort of a message was passed to someone purporting to be a naval officer.

At 2000, both the *Druid* and *Lanoraie* were standing by. As no gun had materialized, it was decided to send the *Lanoraie* to St. Jean to bolster the defences there. The area surrounding the Customs Building and wharf was made "restricted" and, as only two naval ratings were available as guards, the Harbour Police were asked to assist. One of these latter promptly arrested the NOIC on the wharf, (the captain did not yet possess a uniform). He was rescued by uniformed members of his staff.

By 2200, plans had been completed to mount an 18-pounder field gun on the foc'sle of *Druid*. The ship was ready, but the gun was still to come. A platoon of the Royale 22nd came march-down from the Citadel, complete with two Vickers machine guns, and full battle equipment including entrenching tools. These warriors embarked in the *Druid*, and with sandbags, set up a kind of zareba on the boat deck. Various alarms and excursions occupied the naval staff and the troops until midnight, when a gun arrived. It turned out to be a rather ancient one with steel tires on the wheels, and had gone into the ditch a couple of times on the trip into Quebec.

The gun was hoisted onto the foc'sle, secured by spikes and baulks of timber, and all was readied for the anticipated battle. The civilian crew of the *Druid* did not appear too enthusiastic about



the adventure, but their protests were stilled. Bolstered by the presence of one naval officer and one rating, 20-odd infantrymen and about 15 Army gunners, the ship set out for St. Jean. Just as she slipped, someone remembered to throw on a White Ensign, to make the whole expedition a bit more official.

Doubtless, this was the strangest man-of-war produced by the RCN during the entire war. The gun, perched on the foc'sle, could not be trained, so it was necessary to con the ship in order to bring it to bear on a target. It could be elevated and depressed and one sergeant volunteered to do this. The gunners manning the gun were not anxious to be near it for the first shot fired, for fear that it broke its lashings and landed on the well deck immediately aft.

Many rounds of ammunition had been embarked—all shrapnel. The firing arrangements consisted of a signal halyard secured to the trigger and leading to the bridge. The naval CO would fire at the propitious moment when the enemy was sighted. Aft of the bridge, on the boat deck, the infantrymen were standing to with their machine guns and rifles. The *Druid* shaped a course for St. Jean at full power.

And now to examine what was happening 15 miles below Quebec by the Extended Defence Station. The examination battery was standing to, ready to open fire at the first sign of the subs. They, too, were loading with shrapnel. Above and below the EDO, the *Madawaska* and *Chaleur* were patrolling, with augmented crews from the examination staff. These were armed with rifles and pistols.

About midnight, those anxiously watching ashore saw what was taken to be a red Very light—the signal for “enemy in sight”. The battery at St. Jean immediately opened fire, ranging on a buoy in mid-stream, failing a better target. Both patrol boats were quick to note the commotion, and, each thinking the other had “had it”, proceeded to close at full speed. Lacking a target, the battery ceased firing after a few rounds.

Closing rapidly, both vessels sighted each other at about the same moment. Their silhouettes were low with a bridgehouse amidships, and each thought the other was a U-boat! A few seconds before the *Madawaska* was to open fire with her machine gun, she was recognized by an officer in the *Chaleur*, who challenged by light, and fire was held until the reply was made. An unfortunate incident had barely been averted. Both vessels contacted

the shore station, the panic subsided and patrol was resumed. The “Very light” had probably been a shooting star.

By 0230, October 15, the *Druid* had arrived off St. Jean, with all armament manned, lookouts posted and the entire ship's company on the “qui vive”. She joined the *Madawaska* and *Chaleur* on patrol, and this continued until daylight, with no indication of any U-Boats, or report from Quebec that these had arrived, sunk any ships or shelled the city—all of these having been rated as possibilities.

While efforts to black out the city had been discouraged, the drydock and shipbuilding area at Lauzon had been dimmed and a second 18-pounder gun had been set up there to cover the harbour approaches.

On the morning of the 15th, all danger seemed past and the whole incident appeared like a false alarm. Better communication with NSHQ had been completed and arrangements were made with the RCAF to send two aircraft from Ottawa to patrol the St. Lawrence as far as Father Point and to search for the alleged intruders. The report was negative, but the story did not tell whether these could have taken offensive action had there been a sub.

In due course normal routine was re-established. The *Druid* returned to Quebec and landed her gun and Army

detachment, as well as her naval complement of two. All had spent a weary night on deck amid snow squalls and in a fresh wind, with temperature well below freezing.

No submarines materialized, nor did they until nearly three years later, in the river and Gulf of St. Lawrence. However, it *might* have been a real threat, and to take no action would have been inexcusable.

Many aspects of this incident are comical or even ridiculous as one looks back. However, it emphasizes the deplorable lack of adequate defence forces and equipment at that time, not to mention the cheerful zeal of the “defenders”.

To close, an extract of NSHQ's official comments on the NOIC's report of proceedings is of interest:

*“The exact standing of the civilian crews and even the guns' crews, on board *Druid*, unless the precaution was taken to commission that vessel as ‘HMCS’ and fly the White Ensign, is not one which will bear close investigation in International Law, but that does not detract from the rapidity with which she was placed in operation.”*

(The foregoing article is reprinted from the January-February, 1948, RCN Monthly Review, unclassified section; by permission of the author, “C.J.D.”)



Scientists Sail To Far North In Labrador

Thirteen Canadian and United States scientists were on board the *Labrador* when she sailed from Halifax June 1.

The Defence Research Board's Arctic section is co-ordinating the scientific program planned by the *Labrador*. The program is a secondary function of the expedition and is aimed largely at providing direct support to the primary objective, which is the logistic support of the installation and maintenance of the DEW Line.

Because the hydrography and oceanography of the area in which the *Labrador* will be operating are relatively unknown, the safe deployment of vessels of all types will depend upon detailed information concerning tides, depth of water and other allied factors.

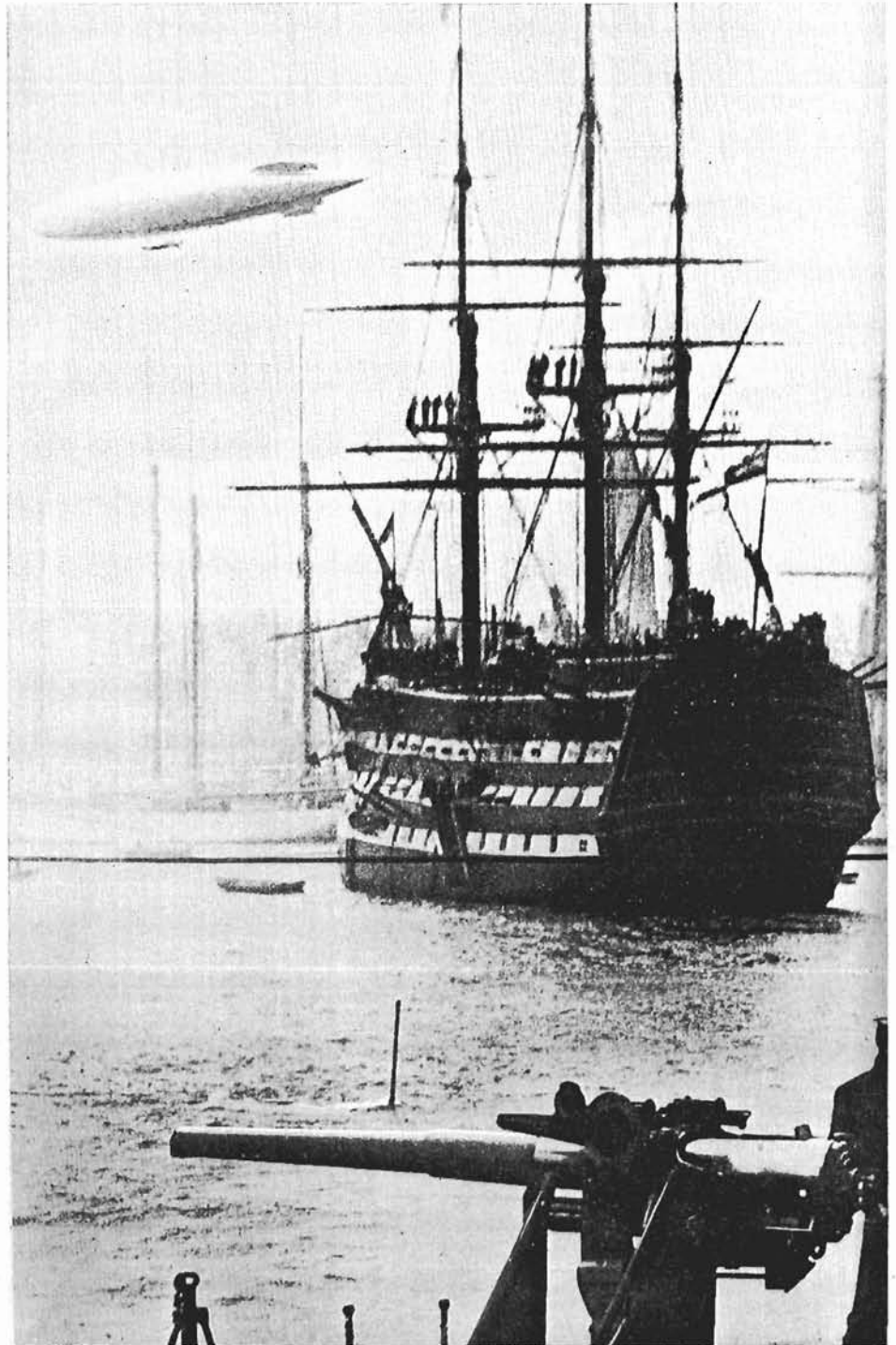
Dr. N. G. Campbell, of the Atlantic Oceanographic Group at St. Andrews, N.B., will head a group of three oceanographers who will carry out current studies and marine observations and gather biological data. Dr. Campbell was a member for several years of the Pacific Oceanographic Group and has worked with the joint U.S.-Canadian Beaufort Sea Expedition. With Dr. Campbell will be J. G. Clark, a member of the *Labrador's* oceanographic team last year, and C. Cunningham.

Four hydrographers, headed by H. R. Blandford, of the Department of Mines and Technical Surveys, will concentrate on the preparation of navigational charts. Mr. Blandford was senior hydrographer on the 1954 Beaufort Sea Expedition. Working with him will be Michael Boulton, R. L. A. Letiecq and E. D. Chiasson.

Assisting the hydrographers will be Walter Schatzberg, Bruce Grenfell and Charles Richardson, of the United States Naval Electronic Laboratory, San Diego, who will operate electronic position indicator equipment loaned to the *Labrador* by the USN.

E. L. Hagg, of the Defence Research Telecommunications Establishment, will carry out research in telecommunications and assist in the operation of underwater television equipment, which will be used in the examination of underwater beach approaches.

Dr. N. B. G. Taylor, physiologist with the Defence Research Medical Laboratories, will conduct a survey of the physiological problems associated with



Who—after grasping the full import of this generation-old picture—would have the temerity to assert that the Buck Rogers era belongs to the current crop of Davy Crocketts? The shade of Nelson, pacing the decks of his old flagship *Victory*, had but to turn his good eye skyward to view the wonder of guided flight. Or a glance directed from the port quarter would show a periscope cleaving the waters of the harbour. The picture appeared as a supplement to *The Naval and Military Record* and *Royal Dockyards Gazette*, some time in the early '20s. The gun in the foreground is of First World War design and the dirigible is the British airship *Parseval*.

Arctic maritime operations, and in particular will investigate the specific problems of cold water diving and audio fatigue.

Dr. Taylor will assist in the medical research program to be carried out by the *Labrador's* medical staff, which ranges from habitability and ventilation

to trials of new clothing and equipment developed as a result of experience gained during the ship's 1954 cruise.

W. D. Forrester, of the geodetic survey of the Department of Mines and Technical Surveys, will establish several astronomical positions in the areas in which the *Labrador* will work.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Portage

The first group of new entry reserve sailors to go to sea aboard the Great Lakes training fleet this summer arrived in Hamilton May 28.

Thirty-seven reservists boarded the Algerine escort vessel *Portage* on Saturday and Sunday May 28-29 and left on their first trip in a Canadian warship on the following Tuesday morning. The *Portage*, which cruised Lake Ontario for ten days with the trainees, called in at Picton, Oswego, N.Y., Toronto and Lewiston, N.Y., for overnight visits. The ship also carried out the first of a series of gunnery firing exercises in Frenchman's Bay on Tuesday morning, June 7.

The *Portage* returned to Hamilton on June 10 and the reserve sailors returned to their home divisions in such widely separated parts of Canada as Vancouver, Saskatoon, Regina, Winnipeg, Edmonton, Charlottetown and Halifax.

The trainees were the vanguard of more than 1,500 who will sail the Great Lakes in 15 ships until Labour Day.

The *Portage* was commissioned this spring at HMC Dockyard in a brief,

colourful ceremony. The *Portage* is under the command of Lt.-Cdr. H. E. T. Lawrence, Grimsby, Ont.

The *Portage* was turned over to Lt.-Cdr. Lawrence by Commodore E. P. Tisdall, Acting Flag Officer Atlantic Coast, who also inspected a guard of honour mounted for him. The ship was blessed by Naval Chaplains and brief addresses were given by the new commanding officer and Commodore Tisdall. Lt.-Cdr. Lawrence was piped on board his ship as soon as the White Ensign was hoisted at the stern.

Mechanical Training Establishment

With the trend today to modernize the Navy, the Mechanical Training Establishment at *Stadacona* has decided not to be left behind.

The Corvette Shop, a familiar sight to every man who has taken a course in the MTE, has met its Waterloo. The boiler, main engine and various pumps have been removed and will be replaced by three diesel generators and two diesels driving two dynamometers. The diesels are GM, Fairbanks-Morse and Cummins.

At one time early this year 14 courses were in progress: 3-BTTC, 2-ITTC,

1-PETC, 2-ERA candidates, 2-TCC, 1-HTTC, 1-EWC, 1-armourer's mates and 1-shipwright.

For the benefit of those who don't understand the abbreviations for the new courses, here is a rundown:

BTTC: Basic Technical Trade Course (OSEM).

ITTC: Intermediate Technical Trade Course (LSEM).

HTTC: Higher Technical Trade Course (P2EM).

TCC: Trade Conversion Course (P1EM to C1EM).

EWC: Engineer Writers Course (AB & LSEM).

PETTC: Post-Entry Technical Trade Course (Direct entry P2ER).

PACIFIC COMMAND

HMCS Venture

Cadets of HMCS *Venture* were privileged Wednesday, May 3, to hear one of Canada's leading authorities on Thermo Nuclear Development, Dr. Gordon Merritt Shrum, head of the Department of Physics at the University of British Columbia. He was introduced by *Venture* Cadet Robert G. Balfour.

With the aid of "atomic" props and a liberal amount of humour, Dr. Shrum made his address seem all too short. The physicist explained the structure and action of the "A" and "H" bombs.

Dr. Shrum speculated on the progress of harnessing atomic power from radioactive uranium to, of course, deuterium (hydrogen isotope) and eventually sunshine itself. He envisaged the increased use of atomic energy as ensuring world peace, and allowing mankind to continue to improve standards of living, and to provide for the world's ever-increasing population.

He demonstrated with a cosmic ray detection sound device the presence of the rays and their tremendous energy. Cosmic rays did not appear to offer a useful source of power.

How to produce atomic power or make atomic bombs, is not the problem, according to Dr. Shrum. The cost is the important factor. The British speak of a "cheap" bomb, and if they can use ordinary uranium which is only \$7 a pound, then it might be possible. Fissionable uranium (U-235) is



The First Pack of Shearwater Brownies recently held their "Flying-Up" Ceremonies at Clarence Park Recreation Hall, Eastern Passage, N.S. Shown here with their instructors are the four Brownies who graduated to Girl Guides. Front row, left to right, are: Dorothy Redmond, Elizabeth Bradley, Diana McCulloch, and Rita Pelly. Rear row, Miss Eva Duncan (District Commissioner), Mrs. Audrey Trott (Captain of the Girl Guides) and Mrs. Lilian Findlay (Brown Owl). (DNS-13929)

the result of expensive processing, and deuterium is also a costly substance.

Great Britain is urgently in need of developing atomic power plants because of the lack of enough coal and miners to supply the growing economy. Until now, coal has been Britain's chief source of energy.

On the other hand, the likelihood of, say, British Columbia ever having atomic power plants seemed to the speaker to be out of the question. West Coast hydro-electric potential, and low cost per unit of electricity, made atomic power, under present day methods, uneconomic.

Following the question period, Professor Shrum complimented the *Venture* cadets on their intelligent questions, and found their remarks indicative of the high standard of training in *Venture*.

Professor Shrum saved his message to the end, and it was this:

"It is commonly said that we live in the shadow of the atomic age. It would be better to look on it as the dawn of a new era. Things are happening so fast in this generation, by comparison to the ones that have gone before it, that even the most learned and the most imaginative find it hard to keep up with actual development.

"The future is almost boundless, and development without limitations, so we must be continually making adjustments to keep up with the changing world around us."—A.J.C.

A distinguished visitor to *Donnacona's* mess dinner in May was Commodore, His Highness the Maharajah of Hydramat, shown conversing with Group Captain Marlowe Kennedy, RCAF. Later in the evening, after the maharajah had gracefully departed, a marked physical resemblance was noted between the departed guest and a latecomer, Lieut. (S) Jesse Cohen. Hoaxed guests then recalled that the potentate had seemed a trifle eccentric. (ML-2703)



The No. 61 Petty Officers' Leadership Course was held at Cornwallis from May 2, until June 13. Front row (left to right): Petty Officers William McArthur, Alexander Hogg and Arthur West (Course PO); Lieut. W. W. Robinson (Course Officer); Petty Officers Chester Kenyon and John Cavana. Second row: Petty Officers Earl Johnson, Edward Snowball, Orville White, James Wilcox, William Lawley, Garnet Baird, Henry Carlyon and John Robson. Back row: Petty Officers William Scott, Frederick Cox, Howard Foley, William Grantham, James Redlin and Henry Finlayson. (DB-5297)

HMCS Ontario

Forerunner of a 7,000-man naval summer training program, the West Coast cruiser *Ontario* arrived at Halifax May 15 en route to the United Kingdom and Europe.

Commanded by Captain D. W. Groos, the *Ontario* sailed from Esquimalt April 25 on the extended cruise. She carried a ship's company of more than 660, including 69 *Venture* cadets. She was joined at Halifax by a number of University Naval Training Divisions cadets.

The extensive training program began at Halifax with the sailing of the light cruiser *Quebec* and the destroyer escorts *Huron* and *Iroquois* on May 17. They carried UNTD cadets to Philadelphia and San Juan, Puerto Rico, and returned to Halifax June 17.

The visit of the *Ontario* to Halifax coincided with the visit of the Chief of Naval Staff, Vice-Admiral E. R. Mainguy, who was in the area to carry out a week-long inspection of ships and establishments in the Atlantic Command.

While en route to Halifax, the *Ontario* met a former Atlantic Command frigate, the *Sussexvale*, which was on her way to Esquimalt to join the Pacific Command. Meeting half way between Balboa and San Diego, California, the two ships carried out a full day of joint exercises before continuing their respective voyages.

The *Ontario* left Halifax May 20 for Europe, and during June visited Portsmouth, Rosyth, Aabenraa and Copenhagen, Denmark, and Oslo, Norway.

NAVAL DIVISIONS

HMCS Donnacona

More than 100 officers, including Army and Air Force guests, attended *Donnacona's* Navy Week mess dinner on the drill deck against a background of Navy Week exhibits.

The guest of honour was Vice-Admiral E. R. Mainguy, Chief of Naval Staff, and the *Stadacona* band, in Montreal for Battle of the Atlantic Sunday observances, was in attendance.

A surprise visitor was Commodore His Highness the Maharajah of Hydramat, whose regal bearing and earnest inquiries into the curious customs of the Royal Canadian Navy made a deep impression on all but a small minority of the guests, who knew him as Lieut. (S) Jesse Cohen, of *Donnacona's* supply staff.

Taking part in the Battle of the Atlantic parade on Sunday, May 15, were the ship's companies of *D'Iberville* and *Donnacona*, a contingent from the Collège Militaire Royal de St. Jean and members of naval veterans' organizations. Constr. Captain Frank Freeborn, Principal Naval Overseer, Montreal, took the salute during the march past.

Annual prizes were awarded at a recent public ceremony on *Donnacona's* drill deck. The division's efficiency trophy was awarded to Wren Sharon Daws-Knowles by Lt.-Cdr. John MacKenzie, RCN(R) (Ret'd), president of the Montreal branch of the Naval Officers' Associations of Canada.

A Home of Her Own for HMCS Queen

HMCS *Queen*, one of the original naval reserve units established in 1923, got its first permanent home on June 4, when the Hon. W. J. Patterson, Lieutenant Governor of Saskatchewan, snipped a gold and purple ribbon and declared a two-storey, buff-coloured brick building officially open.

The man who founded the naval reserve 32 years ago, Rear-Admiral Walter Hose, RCN (Ret'd), was present at the ceremony as were two other admirals closely connected with the naval reserve—Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and Rear-Admiral K. F. Adams, Flag Officer Naval Divisions.

The opening of the Regina division was a gala occasion in Saskatchewan's busy golden jubilee year. Naval activities dominated the weekend as contingents from *Chippawa*, *Unicorn*, *Tecumseh* and *Nonsuch* joined *Queen* in the celebrations.

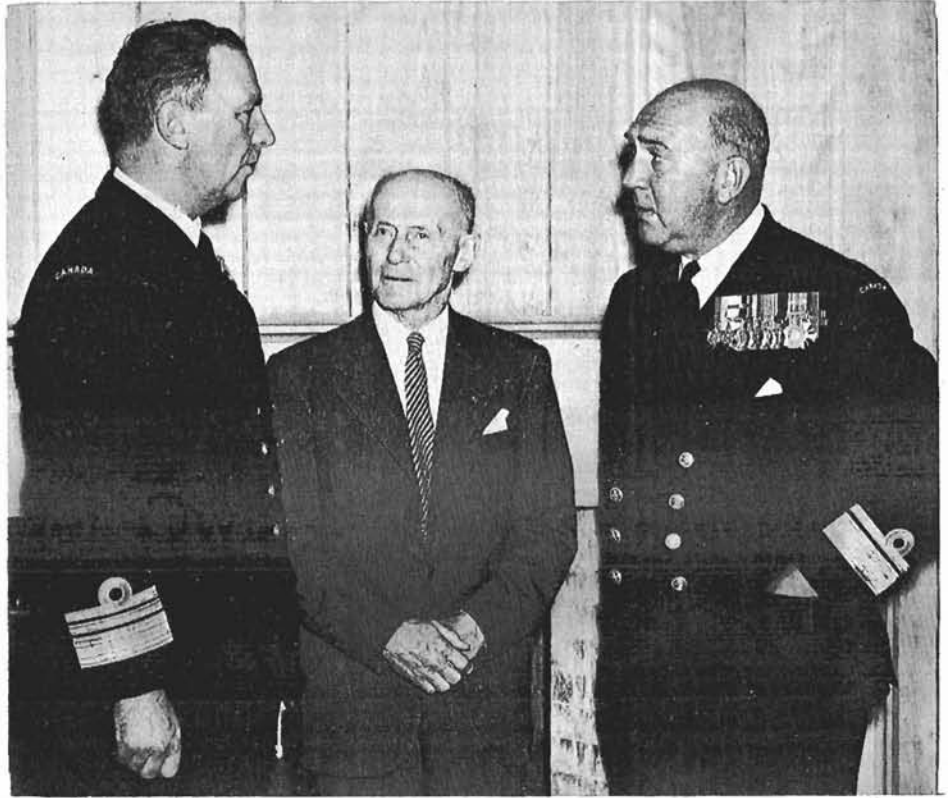
The *Chippawa* band began the events with a parade through downtown Regina at 1000 Saturday. At 1400 the official opening ceremonies took place followed by a gun run by men of *Queen*, a display of boatwork by the Wrens of *Queen*, a small arms and marching drill by the cadets of RCSCC *Impregnable*, and the impressive sunset ceremony by the band of *Chippawa*, and the guard composed of men from *Queen*, *Unicorn* and *Tecumseh*.

On Sunday morning, Regina saw the biggest naval church parade in its peacetime history as more than 200 officers, men and Wrens marched to *Queen* to attend divine services. Many friends and relatives also attended the services.

On Sunday afternoon the ship was open to visitors from 1400 to 1700 and the *Tecumseh* band provided visitors with a band concert. The ship had also been open to visitors on Saturday afternoon.

The building, one of the most modern in the RCN(R), fronts on Regina's man-made Wascana lake on the shore opposite the parliament buildings. The building measures 243 feet by 125 feet and is on several acres of land plus ample lake frontage for boatwork. A number of classrooms, instructional spaces, workshops and stores ring the drill deck on both the ground floor and the second floor, which is actually a mezzanine.

Among the usual training equipment found in naval divisions, such as guns,



Three admirals whose service spans the entire history of the Canadian naval reserve met in early June in Regina where the RCN (Reserve) commissioned new divisional headquarters for HMCS *Queen*. From left to right are Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, Rear-Admiral Walter Hose, RCN (Ret'd), of Windsor, who founded the RCNVR in 1923 when he was Canada's second chief of naval staff, and Rear-Admiral Kenneth F. Adams, Flag Officer Naval Divisions. Rear-Admiral Hose, who is 80 years of age, still takes an active interest in naval affairs and was a delegate to the tenth annual conference of the Naval Officers' Associations of Canada held in Regina.

torpedoes, seamanship equipment, is a mock-up of the bridge of a destroyer located on the drill deck. It is complete with communication equipment, mast, light armament, and wheelhouse.

Among the many guests who attended the opening ceremony were several former commanding officers of HMCS *Queen*, including Cdr. A. C. Ellison, Cdr. Aubrey Hall, Cdr. F. C. Haggett, Cdr. Norman Whitmore, Cdr. W. W. Spicer, Cdr. D. C. Clark. Unable to attend were Cdr. D. A. Grant, of Battleford, Sask., and Cdr. Norman Pickersgill, of Ottawa.

Cdr. Haggett, who now lives in Toronto, was in a dual capacity — as a delegate to the tenth annual meeting of the Dominion Council of the Naval Officers' Association, and to attend the opening. The 60 delegates to the NOAC meeting were present at the official opening ceremony.

In his introductory remarks, Cdr. William Haggett, present commanding officer of *Queen*, said that in his 28-

year association with the Regina naval reserve unit, he had trained in a variety of quarters. They were an abandoned clubhouse, an old garage, an unused warehouse, a few rooms in the armouries, the Wascana winter club, and the old CWAC barracks. He called the opening of the new building "an historic and happy occasion for the naval reserve in Regina".

Following brief addresses by Rear-Admiral Adams and Vice-Admiral Mainguy, the Lieutenant Governor said that with its huge coastline Canada must protect by sea her valuable resources. He charged the present members of the Regina division "to live up to the proud record of *Queen*".

"I wish the ship a happy and successful voyage," he said.

Rear-Admiral Hose, who retired as the RCN's second Chief of the Naval Staff in 1934, has maintained an active interest in the navy. He was in Regina as a delegate to the NOAC meeting and also for the opening of *Queen*.

HOUSEMAIDING IN OUR SHIPS

Cleanliness is Next to Impossible Without a Plan

IF A MAN is unfortunate enough to arrive home a trifle early in the afternoon, and to recollect too late that this is the afternoon that his wife is having "the girls" in for tea, he may possibly hear reference to some non-attendant lady as being "house-proud". This term generally conveys a neatly mixed sentiment of envy and scorn. On one hand, the lady referred to is envied for the spotless, "neat-as-a-pin" appearance of her house, but on the other, scorned for operating an establishment which appears to the average housewife to be hermetically sealed.

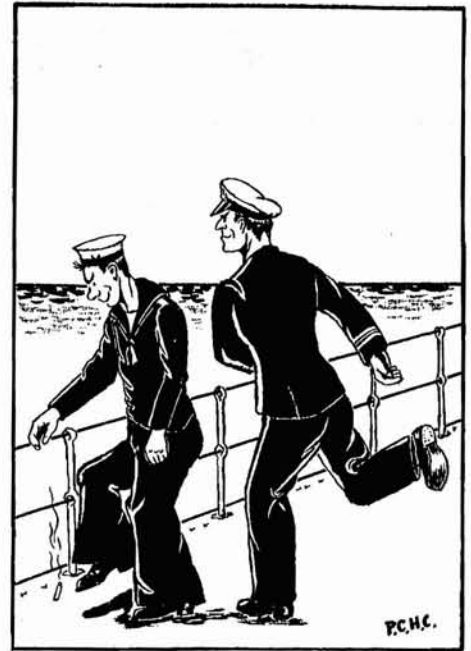
The "house-proud" lady must be a forceful character who has long since established her ascendancy over her male partner, because the average man who "wears the trousers" in his family cannot bear the constant criticism and supervision from his spouse which is necessary for her to achieve the "Better Homes and Gardens" look in her house.

The male of the human species has not progressed far in habits of tidiness since the days before he had trousers to leave on the floor or dirty towels to leave draped over the bath tub. In those days as now, he was content to

leave tidiness in the home to his mate. The female of the species, always a tidy soul, has of recent decades made life easier for herself by her campaign for more and more power over the opposite sex, until today, even in homes where "father" still retains some control, it is not unusual to hear the cry in feminine tones: "I sincerely hope you intend to clear up the mess you've made in the basement before you come up to supper!" or, "Must you leave your shoes in the middle of the living room floor."

Now, one husband per wife is the normal complement, so the "little lady" has a rather small problem compared with that of the first lieutenant of one of Her Majesty's Ships. The first lieutenant has to fight the natural tendencies of large numbers of his own sex, and being only masculine also, has first to convince himself that tidiness is a good thing.

With this revolutionary idea in mind, he tries to sell it to the ship's company. Fortunately for him, the powers that be, in their wisdom, have foreseen his difficulties, and have armed him with authority with which he can enforce these non-masculine whims. True,



He is not permitted . . .

to his chagrin, he is not permitted, when he catches a subordinate dropping a cigarette on the corticine and grinding it out with his heel, to kick him straight over the nearest guardrail, but he can always give that man little tasks to perform at the time when those not yet caught in similar acts are asking permission of the officer-of-the-watch to carry on ashore.

POSSESSION OF adequate persuasive powers is only half the battle. Over a hundred men, each taking a turn at polishing the ship's bell, would undoubtedly make it glow, but this might quite possibly result in the mess-decks being knee-deep in coke bottles and dungarees. Thus, organization is required to ensure that no dark and unfrequented corner is overlooked and that no one department takes the strain for housekeeping. This is where diplomacy, tact, understanding and a conveniently deaf ear are employed in varying degrees.

Normally, every department head can think up a host of reasons why his men, (who are all mentally superior, and busy anyway doing other more important tasks) should not assist in cleaning ship. It then becomes necessary to point out that the "mentally superior" beings should be able to do a better cleaning job in half the time, and that notwithstanding the importance of their other tasks, they will flaming well do their share of the housemaiding.

This little struggle overcome, the next job is to set aside a routine time for cleaning ship and to allocate areas of responsibility. The problem of the

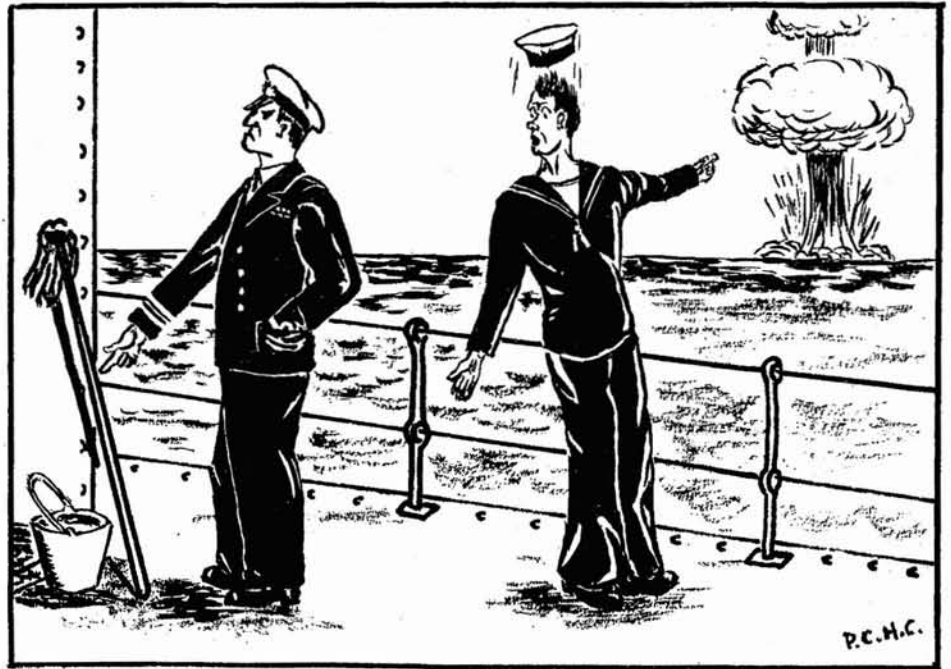


period of time required is generally quite straightforward. One hour with all hands working steadily appears to be adequate.

It has been found that immediately after 8 o'clock divisions, the ship's company is assembled in military order and is in a receptive frame of mind. Whether this state is brought about by the fact that their bodily wants have been satisfied by a hearty breakfast, or that their spiritual needs have been satisfied by ten minutes' praying is immaterial: the first lieutenant, at this hour, has them all in plain sight, and can mould them like putty to his designs.

Another advantage of detailing them at this time, is that the seamen can observe, to their obvious delight, the engineering, electrical and supply departments being told off for their cleaning stations. The smug look on the faces of the seamen is a most rewarding sight to the first lieutenant.

In the short time available daily for cleaning ship, it is virtually impossible for the hands to clean the myriad corners and inaccessible places which collect dust and trash. Therefore, a weekly routine of half a forenoon at least should be instituted. This routine, taking place the day before Captain's Rounds may have the useful effect of leading "the old man" to believe that his ship is always spotless. Generally, however, captains have a nasty habit of walking around unofficially at other times instead of staying in their cabins and keeping out of the way. Thus, alas, the delusion is dispelled. The extra



... diplomacy, tact, understanding and a conveniently deaf ear.

buffing and polishing in the weekly routine has a cumulative effect, though, and pays dividends in raising the standard attained by the daily routine.

Certain areas of the ship fall naturally to certain branches, and the task of cleaning these areas by those concerned is rarely disputed. It is with respect to spaces common to all, such as passages, the cafeteria, heads, wash-places and certain flats, that a "Who, me?" attitude is apt to arise. This is where a blank look is required, and these areas must be allocated impar-

tially, and with recognition of the extra tasks that some departments have to perform to maintain the ship in running order and fighting efficiency.

THERE JUST has to be a tour of inspection or rounds on completion of the cleaning period. It is a sheer pipe-dream to expect to maintain a clean ship if the men know that after they have done the work, it will neither be condemned nor approved. The good worker has just as much right to expect a pat on the back for a job well done, as the poor worker has to expect a "rocket" for a slovenly performance. Pride in the ship, once achieved, is half the battle won.

In most ships today, the delegation of responsibility for cleaning does not go beyond the departmental level. This has a serious draw-back, commonly known as "buck-passing". For example; the first lieutenant, in making rounds, discovers that behind the fire-and-bilge pump in the stores flat there is an assorted collection of cotton waste, discarded socks and the ubiquitous fag-ends. He then summons the departmental head, who in turn calls the petty officer in charge of the job, who growls in his beard, and goes to find the neglectful sweeper. This gentleman is seldom to be found, since it usually transpires that no one in the party sent to clean the flat can recall that he, personally, was told to look after the area behind the fire-and-bilge pump specifically.

On the following morning, after the clean-ship period, this space is found



to be scrupulously clean, but no one has thought to dust off the top of the locker under the forward messdeck ladder—and so it goes.

A method, not entirely new, is being tried seriously now in some ships.

This method entails the allocation of smaller areas to individuals personally. The entire ship is thus covered by every man in the ship's company being responsible for his own little niche. Now, when a depository for unwanted articles is found outside wastepaper baskets and gash buckets, the first lieutenant is able to score a direct hit on the target without reference to anyone other than the man concerned.

Besides saving the time of people not directly involved, this has the advantage of making it possible to make the punishment fit the crime exactly. It has the effect of fostering a feeling of personal satisfaction in the mind of the conscientious man who always keeps his part of ship in first class condition, and of exposing a man's character very quickly for purposes of assessment. It encourages the feeling of ownership which is a prerequisite of pride of ship,



and ensures that the work is done thoroughly. It should in no way detract from the authority of the part-ship

petty officers, because they, in turn, are made responsible for sections containing the individual areas.

Experience has not yet indicated whether or not this system will work for painting ship also, but it does not appear too promising in this regard. The adoption of the spray method of painting, with its undoubted superiority in speed and application has rendered all but touching-up jobs, and the painting of small fittings with a paint brush a waste of time. Furthermore, even where spray equipment is not available, this method would present serious drawbacks from the point of view of the amount of gear to be issued from the paint locker.

Every man in the ship's company should feel that cleaning ship is not a "Joe job" to be performed grudgingly and with a feeling of debasement, but one which all should share and take pride in for the sake of better living conditions. In no ship should the complaint that the seamen are the housemaids of the ship's company be justified, and where this complaint is not justified, care should be taken to see that it is not allowed to pass unchallenged.

The fact that cleanliness is a prerequisite of efficiency, is borne out in every detail of human civilization, and a third condition which is inseparable from cleanliness and efficiency, is happiness. Without one of these conditions, it is impossible to achieve the other two, and it is safe to say that the cleaning routine is the most important part of the day's work in a ship, be it in peacetime or wartime.—P.C.H.C.



The right change and a button-pushing finger—that's all you need for fast, efficient service in the automatic canteen in the new Nelles Block of HMCS Naden. From the machines flows a steady stream of coffee (with or without cream and/or sugar), soft drinks, freshly made sandwiches, hot chocolate, pies, potato chips and cheezies. This Naden niche of the machine age also provides chocolate bars, peanuts, candies, and cigarettes. One machine exchanges two dimes and a nickel for a 25-cent piece. (E-30770)

The Romance of Flying

WHO AM I, an air engineer, to write of flying, let alone from an aircraft carrier, when I am not a pilot? And how does romance enter into it? All the so-called romance and glory goes to the pilot—and the risk too.

But let me tell you of how the aircraft mechanic feels as he watches his aircraft take off from an aircraft carrier at sea, and finally return and "land on" at the conclusion of the flight.

In the days when aircraft consisted of a lot of piano wire, Sitka spruce and fabric, flying was enjoyed by a comparatively small number of people who relied upon the seat of their respective pants, their daring, and their devil-may-care attitude toward life in general. Small wonder flying at that time was considered so romantic! It was!

Looking back, the picture seems to have changed overnight with the outbreak of war, the new role of the aircraft, and mass production. Individually, pilots thrilled to being in the air at the controls, but flying became a grim, serious job for thousands, and the romantic aspect faded to the humdrum existence of a taxi driver or highway trucker. The romance of flying was dead.

During the earlier days, some of the glamour, excitement and colour of the pilots rubbed off on the mechanics who looked after the aircraft. For an aircraft had a personality, and mechanics tended their machines with pride and loving care. But, just as flying became less romantic, so too, the aircraft mechanic's attachment to his aircraft was supplanted by "centralized maintenance", specialization, and what at times became a monotonous and oft thought thankless task to "keep-'em-flying".

Thus it had become for me, when I first stood on the deck of a carrier and took part in the preparations to fly off the ship's aircraft. What an engaging picture! Aircraft being ranged on the flight deck by the handlers, to all appearances too closely bunched together; mechanics giving their aircraft a last-minute check.

Final orders from the bridge come over the loud hailer:

"Aircraft, man your aircraft!"

"Start up!"

The roar of a thousand harnessed "horses" — propellers dissolving into silvery discs, inches away from rudders and wing tips—wind-lashed chockmen lying on the deck at the wheels—the "thumbs up" from "Bats"—the ship turning into wind. The final check of wind speed over the deck by "Wind", our nickname for the control room assistant and his hand-held anemometer, reminiscent of the mythical god Mercury in very earthly dungarees, holding the stage and enacting his little drama, his legs braced against the wind, his outstretched arm, the spinning cups of his instrument.

After what seems like a long delay the green light flashes from the flying control bridge.

"Fly off aircraft!"

The batsman gives the signal, the engines' roar becomes a thunder and one by one, in quick succession, the aircraft take off, climb free of the ship — a happy "jink" to starboard, and away on their mission.

The immediate thrill of watching the aircraft take off was replaced by thoughts of the pilots and crews as the aircraft rapidly disappeared from view. How did they feel, miles from the ship, over an endless expanse of restless sea,

with no familiar landmarks for comfort or solace? How dependent they are on their aircraft and on the men who keep the aircraft serviceable!

"They are at any time," you say. True, of course, but how much more important and responsible the aircraft mechanic's job seems just then.

Finally the aircraft reappear. First as specks in the distance, then quickly growing larger, to zoom past the ship in a fast "beat up", a natural expression of jubilation on return to the island haven. The loud speakers blare "Stand by to receive aircraft". Trained crews take up position. The ship is ready for the final act, and what a performance!

All the drama and tension of a high trapeze act in a three-ring circus can be felt as the batsman and pilots culminate months of training and practice to bring the aircraft safely back to a rolling, pitching deck. One is gripped by the amazing sureness of an arrestor hook as it picks up a wire and abruptly brings the aircraft to a stop; the coordination and split timing of the landing routine; barriers go down, the aircraft taxis forward, barriers go up, wires are reset, the next aircraft is already in the landing "groove" over the ship's stern.



The "goofers" watch from vantage points in the island and sponsons. The keen-eyed air mechanics watch for any signs of trouble with their aircraft; the puff of "smoke" of a propeller "pecking" the deck, or a bursting tire. There's happy relief on every face when all aircraft are safely back on the deck. The performance is over.

But work on the aircraft is not over. While some aircraft are in the air others are in the hangars being readied for their turn to fly. The men are on the job, working long tedious hours in cramped quarters, under artificial light, and some with stomachs which never will get used to the roll of a ship at sea. Yes, taking part in the "play" requires a lot of hard work from one and all. By now, though, the initial impressions of confusion have been distilled into a realization of the integrated

effort and vigilant attention to detail which have been demanded of everyone and which have welded individuals into a compact, efficient team, working toward a common end.

Flying from an aircraft carrier is an exciting operation, filled with tension borne of the element of danger. For those who play a part, it is a demanding and enriching experience in teamwork and team spirit, seldom found to the same degree in other situations or occupations. All the hard work, sweat and trials are forgotten in the knowledge of achievement and a job well done, which results in a glowing feeling of pride and satisfaction for all participants; a feeling of well being; a rich reward for any labour.

For me, at least, these were the necessary ingredients. The romance of flying was reborn.—G.M.C.

A Year with VS 880

A HIGHLY successful squadron smoker just prior to the Christmas leave period rounded out a year in which VS 880 moved twice to Bermuda, twice to Halifax, to Rockcliffe, Ont., and to Rivers, Manitoba. Since mid-April the squadron has been at sea in HMCS *Magnificent*.

The squadron, based at NAF Summerside, Prince Edward Island, flew a total of 3,594 hours during 1954, fired 837 rockets, dropped 396 bombs, and used 1,434 marine markers and smoke floats.

January and February 1954, were spent at Summerside, during which time the squadron was under the command of Lt.-Cdr. (P) E. M. Davis, and was made up of 13 officers, 66 men, and seven Avenger AS-3 aircraft. Extremely poor weather during these first two months of the year, however, kept total hours flown down to 208. Lieut. (P) A. J. Bryne took temporary command of the squadron February 27, when the commanding officer left to take up his new appointment at Key West, Florida.

March heralded the arrival of a new commanding officer, Lt.-Cdr. (P) F. G. Townsend. During this first month of his command, several new aircraft were added to the squadron but inclement weather again took a hand and held total flying hours down to 240. A search for the sealer *Truls* south of the Magdalen Islands was successfully terminated after a two-day search in the early part of the month, and ended with the taking off of an injured crewman by one of *Shearwater's* helicopters.

In the closing days of March the squadron departed from Summerside for Kindley Air Force Base at Bermuda, via Quonset Point, Rhode Island, to carry out anti-submarine exercises with HM Submarine *Tally-Ho*, USS *Cobbler* (an American guppy type) and the First Canadian Escort Group, HMC Ships *Algonquin*, *Prestonian*, *Lauzon* and *Toronto*. The squadron was extremely busy during the month, thanks to Bermuda's ideal flying weather, and 663 hours, day and night, were flown during the work-up period. Particularly gratifying was the aircraft serviceability rate which came up from 45 per cent to 76.3 per cent.

Exercises completed, the squadron left Bermuda May 6 for Summerside in two flights of four aircraft. Avenger 340, flown by Sub.-Lt. (P) John A. McLeod, and carrying Sub.-Lt. (O) Robert Jones, Sub.-Lt. (O) J. D. Holden and PO John E. White, dropped from the formation approximately 75 miles south of Yarmouth, N.S., and was not heard from again.

The squadron immediately set up search headquarters at Yarmouth and in conjunction with ships from Halifax and Bermuda, carried out a search lasting nine days, when the discovery of an Avenger wheel and an immersion glove precluded any hope for the safety of the crew.

June and July saw the squadron once more on the move, a good deal of time being spent in the Halifax area. A one-week course at the School of Maritime Warfare was attended by all VS 880 aircrew.

After a two-day cross country flight to Rockcliffe and return, the squadron moved to *Shearwater* to carry out FCLPs and armament exercises. All pilots subsequently made four deck landings in the *Magnificent*. The visit to Halifax ended July 24 when the squadron's aircraft took part in the mass fly-past as part of Navy Day celebrations and returned to Summerside for the leave period. During this time the squadron's facilities and aircraft were available to reserve aircrew who flew 170 hours in the month.

With the coming of September, the squadron again packed its bags and moved westward to Rivers, Manitoba, via Centralia, Ont. In the month at Rivers, the aircrew made good use of the range facilities to fire 460 rockets and drop 250 bombs.

October, spent at Summerside, was largely a period of preparation for the forthcoming trip to Bermuda. Weather prevented the squadron's full participation in Operation Cordex III, an exercise concerning the protection of Halifax harbour and its approaches.

The weather continued to play a major part in the squadron's activities as it deteriorated en route to Bermuda, with the result that one week was spent at the U.S. Naval Air Station at Norfolk, Virginia. Work-ups continued at Kindley Field, Bermuda with HM Submarine *Alcide*, the *Cobbler*, and HMCS *Penetang*. During this period the squadron attained its highest serviceability rate of the year, 78.2 per cent, an extremely good effort on everyone's part. While in Bermuda, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, Captain A. H. G. Storrs, commanding officer, *Magnificent*, and Commander F. W. Bradley, Commander (Air), *Shearwater*, visited the squadron.

VS 880 flew direct from Bermuda to Summerside on December 12 at the end of the work-up period. This flight took 7½ hours actual flying time and brought the squadron's activities for the year to a close.

Since the previous December, the squadron had an increase in personnel from 79 to 113 officers and men, travelled some 5,000 miles to and from distant points, and increased combat readiness to 57 per cent.

The tangible result of efforts of all personnel came at *Shearwater's* Ceremonial Divisions, March 25, 1955, when Rear Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, presented the Air Safety Award for 1954 to VS 880's Commanding Officer. It was an enviable achievement, attained by mutual co-operation between aircrew and servicing personnel, and by hard work by all concerned.

THE NAVY PLAYS

150 Anglers in West Coast Group

The newly formed RCN Anglers' Association got off to a flying start in May with some 150 fishing enthusiasts subscribing to membership and taking part in the first monthly fish-off in lower Vancouver Island waters.

Jack James, of the Dockyard Fire Department caught the fish of the month. He weighed in an 18½ pound spring salmon, winning the first prize of \$15 credit slip.

Other prize winners for May were: PO Allan Bennett, Comox, 11-lb spring, second prize; CPO Bruce Colgrave, Venture, 9½-lb. spring, third prize; CPO John Hughes, Supply School, 7-lb., 9-oz. spring, fourth prize, and CPO Kenneth Campbell, Supply School, 5½-lb. spring, fifth prize.

CPO Campbell's fish also won him the hidden weight prize of \$5 since it came closest to the six-lb., six-oz. fixed weight.

The first monthly competition was followed by the association's open derby held in the Saanich Inlet Sunday June 5. CPO Len Ebbeling of Naden took first prize with an 18-lb. spring salmon. Other winners were: PO William Brown,

Naden, 9 lbs, 11oz. spring, second prize; Ex-CPO Griff Jones, 8 lbs. one oz. spring, third prize, CPO James Ross, Naden, 4 lbs. 4 oz. salmon, fourth prize; PO Allan Bennett, Comox, 4 lbs. two oz., fifth prize; PO Robert Katzer, Venture, 3 lbs. 12 oz., sixth prize; CPO Thomas H. Hutchinson, Naden, 3 lbs. 8 oz., seventh prize; Roy Mitchel Jr., son of PO Roy Mitchel of Naden, junior prize, 3 lbs. 6 oz.; Mrs. Agnes Doolittle, ladies' prize, 3 lbs. six oz.; CPO Harold Dibnah, Supply School, smallest fish prize, 1 lb. two oz. and Lt.-Cdr.-at-Arms Wilfred Pember, Naden, hidden weight prize—5 lbs. 5 oz. spring.

All prizes for derby winners were donated by Victoria merchants.

The RCNAA was formed earlier this spring to foster interest in sport fishing on lower Vancouver Island among naval personnel, and civilian employees of the RCN. Membership is open to RCN and RCN(R) personnel and their families, sea cadets, civilian employees and to a limited number of former naval personnel.

The two-dollar membership dues are distributed in prizes during the monthly fishing competitions from May to October.

In addition to the monthly script prizes, the Victoria "Daily Colonist" has sponsored a trophy for the largest spring salmon caught by the navy anglers during the 1955 fishing season. Other trophies have been put up by Bapco Paint, Murdoch Girard, Dowell's Cartage and Gordon's Sporting Goods.

Honorary President of the RCNAA is Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast. The elected executive includes: CPO Jack Pottinger, Supply School, President; Commissioned Commissary Officer Bert Hawkins, Supply School, First Vice-President; CPO Bruce Colgrave, Venture, Second Vice-President; Dan Coburn, Naval Supply Depot, Secretary; PO Herbert George, Naden, Treasurer and the following directors: Lt.-Cdr. (SB) B. J. Gillespie, Staff Officer (Information); CPO James R. Ross, Naden; PO Roy Mitchel, Naden; Ldg. Sea. Richard Bennett, Naden and AB George Andrews, Porte Quebec.

Softball Losses Shrugged Off

In softball circles in the Pacific Command there is still great enthusiasm, despite the fact that in both the leagues in which Navy teams are participating strong opposition has been met.

RCN representatives in the Senior "A" Softball League have played a total of eight games so far, with one win and seven defeats.

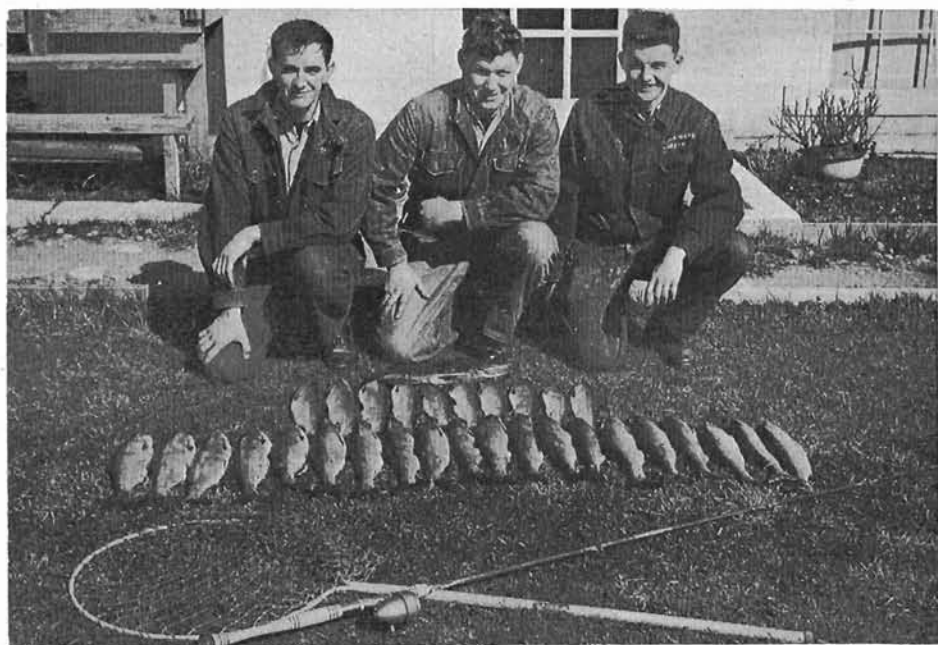
In Senior "C", the Navy team has played a total of four games to date, losing all four. This team is composed of personnel serving at Patricia Bay.

In lacrosse, practices are being continued nightly and on Sundays to get the team into shape. By mid-June, the RCN team had played two games, both of which they lost.

Quebec Officers Tabloid Winners

Task Group 300.1 (cruiser Quebec, destroyer escorts Huron and Iroquois) held a unique sports tabloid Saturday afternoon, June 11, while the warships were homeward bound from the Caribbean.

The program of events, including weight-lifting, rope-climbing, rifle-shooting and obstacle courses, was run off simultaneously in all three ships of the group, with teams of the various ships starting at the same time.



After a successful introductory fishing trip in Saanich Inlet three members of Cookery Class 100 at the Supply School in Naden were confirmed West Coast anglers. Shown here displaying their catch of "blue back" are, left to right: Ordinary Seamen L. F. Grandmaison, E. W. Wilkinson and T. H. Chambers.

In the *Huron*, the winning team was the TAS branch, while the engineering department came out on top in the *Iroquois*. In the overall picture of the meet, the wardroom officers in the *Quebec* topped all other teams with a total of 91 points out of a possible 100.

The Commander Task Group, Captain E. W. Finch-Noyes, commanding officer of the *Quebec*, witnessed the *Huron's* endeavours in the meet. He transferred to the destroyer from the *Quebec* by jackstay that noon and returned early the next morning before church services.

Navy Vies with Civil Service

Two Navy teams have entered the Civil Service Recreational Association softball league in Ottawa and have dominated "B" section during the first half of the schedule which ended in mid-June.

The nine from *Gloucester*, Ottawa radio station, topped the seven-team section and *Bytown* was not far behind with but one loss in five starts. The *Bytown* squad, composed of players from the administrative "ship" of Naval Headquarters, is managed by CPO Jim Bazley and coached by CPO Vince Kruklicki. Managing coach of the "Glo" team is PO B. L. Hughes.

There are 30-odd teams in the RA league, divided into four sections.

At *Gloucester* meanwhile, officers, chief and petty officers edged ship's company 3-2 for possession of the annual softball station championship. They won the rosebowl trophy for the second year it has been up for competition.

TASmen Capture Barracks Trophy

During the winter months, some 120 officers and men, attached to the TAS Training Centre at *Naden* took part in the interpart sports program, winning the "Cock of the Barracks" Trophy.

TAS and Ordnance "B" tied for first place and a whaler race was organized to break the tie, the TAS entry winning the event.

Venture Takes Boxing Card

Venture cadets won five of eight bouts fought with cadets embarked on the cruiser *Ontario* to win the team competition 13-11 in the 1954-55 HMCS *Venture* Boxing Championship at the training establishment's gymnasium.

The card ran the gamut from featherweight to heavyweight and included two first-round knockouts, three unanimous and three split decisions.

John Carruthers, 139, of *Venture*, was adjudged best all round boxer for his first round KO of the *Ontario's* Philippe Blanchard, 139, in the light welterweight final. Gordon Mowat, 130, of *Ontario*, was considered the gamest loser. He lost a split decision to Harry Kirby, 133, of *Venture*, in the light-weight encounter.

The results of the other bouts were as follows:

Featherweight—Bob Ferguson, 123, *Ontario*, over Bill Nicols, 126, *Venture*, split decision.

Welterweight—Dick Jennings, 147, *Venture*, over Glenn Brown, 143, *Ontario*, unanimous decision.

Light Middleweight—Bill Fuoco, 152, *Venture*, over Jim Davis, 154, *Ontario*, split.

Middleweight — Gary Logan, 164, *Ontario*, over Bruce King, 163, *Venture*, unanimous.

Light Heavyweight—Glenn Thomson, 174, *Venture*, over Bernard Derible, 173, *Ontario*, unanimous.

Heavyweight — Fred Hallis, 191, *Ontario*, over G. A. Potter, 195, *Venture*, 1st round KO.

Team points: win—2 points, lose—1 point.

The bouts were held under C.S.B. rules. Commodore P. D. Budge, Commodore RCN Barracks, Esquimalt, presented individual prizes after the final bout.

Fine Weather Spurs Sports

In view of the fine weather prevailing during May, softball, soccer and boat-pulling were the main sports activities in the Pacific Command throughout the month.

A total of 2,280 persons used the swimming pool at the P & RT Centre during the month. The decrease in numbers, amounting to 308, over the previous month was attributed to greater scope in outdoor activities.

However, dependents and family swimming periods are continuing to be very popular and children's classes under instruction have shown considerable improvement.

Tennis courts having been set up with new nets and seating, considerable interest is being shown in the game, which may resolve into a club.

Air Armament Teams Out Front

The Air Armament Section of *Shearwater* has been active in interpart sports. Entering teams in practically every league operated, they won first prize in both the .22 rifle competitions and five pin bowling league.

The rifle meet took place on the air station's 25-yard range with 16 teams participating over a six-week period. Air Armament scored 2,660 out of a possible 3,000 to beat out marksmen of 881 Squadron.

The bowling league, made up of 24 teams, operated for six months. Runners-up were the Wardroom Stewards.

The section came third in the 12-team basketball league (won by Ground Electronics); third in the 12-team volleyball league (won by Air Radio) and reached the quarter finals of the 16-team interpart hockey league (won by VT-40).

Officer-in-charge of the Air Armament Section is Cd. Airman A. E. Croft, RN.

Iroquois Cadets Regatta Victors

Skeena division from HMCS *Iroquois* topped the group regatta for UNTD cadets in Task Group 300.1 (*Quebec*, *Iroquois*, *Huron*) on the eve of the ships' return to Halifax to end the first month-long cadet cruise to Philadelphia, Pa., and San Juan, Puerto Rico.

The *Iroquois* won final heats in both pulling and war canoe races held June 16 in picturesque Inhabitants Bay at the southeastern entrance to the Strait of Canso. In second and third place, respectively, were *Restigouche* and *Labrador* divisions, both from the *Quebec*.

Trophies for the events were awarded by Rear-Admiral R.E.S. Bidwell, Flag Officer Atlantic Coast, to the victorious coxswains. Admiral Bidwell was flying his flag in the cruiser at the time. The *Huron* had detached from the group late the previous day to embark the Flag Officer at Mulgrave, N.S., and rejoined at the Inhabitants Bay anchorage where he transferred his flag to the *Quebec*.

During the passage from San Juan, many evolutions and general drills were carried out. The *Huron* took the *Quebec* in tow and both destroyers were fuelled by the cruiser to replenish their supply for this longest leg of the cruise. The ships arrived in Halifax on the morning of June 17.

RCNSA Sloops Outsail Others

The West Coast squadron of the Royal Canadian Navy Sailing Association would appear to be setting the pace in competition with Victoria clubs.

In a recent race, the RCNSA sailerette class sloops finished in the top three places in "C" class racing at the Royal Victoria Yacht Club. Seven of the popular boats were entered.

LOWER DECK PROMOTIONS

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

ALLISON, Shannon R.....	P2LR2
ANDERSON, William T.....	P2QR2
ANTONIO, Vincent G.....	LSEM1
ASTON, Derek.....	LSMO2
BARNES, Douglas P.....	LSAA1
BARRON, Frank W.....	P1AW3
BECKNER, Donald N.....	LSQM1
BEECH, James V.....	P2LR2
BELLAND, Andre J.....	P2CV2
BENTLEY, Ronald E.....	LSRP1
BOYCE, Kenneth G.....	P2RS3
BRUNEAU, Gaston J.....	P2MA2
CHING, George A.....	P2CV2
COOPER, Laverne.....	P2VS2
COX, Derek T.....	LSEM1
CROWDER, Kenneth G.....	P2RN3
CROWTHER, Herbert J.....	LSCR1
DAOUST, Guy J.....	P2RS3
DARK, Gordon.....	C1CK4
DEVEAU, Joseph R.....	P2CR2
DUFOUR, Gerald J.....	C2CR2
DUNPHY, Gene L.....	LSEM1
DUPUIS, Regean J.....	P2EM2
DUSSEAULT, Pierre J.....	P2EG3
DYCK, Henry W.....	P2CR2
EDEN, John B.....	P2RS3
ELLIOTT, Dale C.....	LSAA1
ELLIS, John W.....	P2CR2
ESTEY, James A.....	LSEA3
EVANS, Merle W.....	P2TD2
FERGUSON, William R.....	LSCS2
FITZGIBBON, Douglas M.....	LSRP1
FONTAINE, Joseph S.....	LSRP1
FOWLER, Gerald K.....	LSMA1
GARDNER, Arthur F.....	C2NS3
GILBY, Donald E.....	LSQM2
GINGRAS, Yvon J.....	P2DV2
GOLDING, Jack E.....	P2AA2
HAMILTON, Frank H.....	C2AW3
HEWGILL, Bruce E.....	P2RN3
HEWSON, Samuel R.....	LSAW1
HIGGINS, Nyle F.....	LSPW1
HOBAN, Keith M.....	LSQR2
HUGHES, William R.....	P1CK3
KARPIUK, William G.....	LSVS1
KEOWN, Richard N.....	P1ER4
KILLBY, Arthur S.....	LSCS2
KOEN, James W.....	P2PW2

BIRTHS

To Leading Seaman H. R. Comeau, *Penetang*, and Mrs. Comeau, a son.

To Leading Seaman Allen R. Cox, *Stadacona*, and Mrs. Cox, a son.

To Chief Petty Officer H. C. Cutress, *Sioux*, and Mrs. Cutress, a son.

To Leading Seaman H. G. Hoyle, *Penetang*, and Mrs. Hoyle, a son.

To Commander Dunn Lantier, *Stadacona*, and Mrs. Lantier, a son.

To Petty Officer R. D. Lockyer, *Sioux*, and Mrs. Lockyer, a son.

To Leading Seaman B. C. More, *Sioux*, and Mrs. More, a daughter.

To Petty Officer Robert Walker, *Stadacona*, and Mrs. Walker, a daughter.

Page twenty-eight

LEGARE, Dominique J.....	LSEM1
LLEWELLYN, Graham B.....	LSCV1
LOUGHRAN, Patrick J.....	P2AA2
LUCIER, Leonard L.....	LSCS1
MADER, Richard W.....	LSSW1
MATHESON, Thomas G.....	LSMA2
MILLER, John G.....	LSTD1
MOORE, Harold T.....	LSLM1
MORAN, Walter C.....	P2CV2
MOSHER, Harold G.....	LSLM2
MUELLER, Ernest W.....	P2AW2
MUMFORD, Gordon G.....	C2NS3
MacKINNON, Patrick.....	P1NS3
McAULAY, Thomas H.....	LSPR2
McCALLUM, Robert D.....	P1ER4
McCRIMMON, James A.....	LSEM1
McLEAN, Graham R.....	LSQM1
McLEOD, Laverne D.....	P2TD2
OBERSKI, Bruno.....	LSCS2
O'GORMAN, Robert E.....	P2MA2
PALMERSTON, William R.....	LSAA1
PATERSON, William C.....	P1AT4
PERRIER, Fernand J.....	P2EM2
PRINCE, John W.....	LSRP1
PRITCHARD, Hugh J.....	LSEM1

RUBIN, Donald J.....	P1AT4
SHELLARD, Raymond S.....	P1ER4
SIMPSON, Gordon H.....	LSCK1
SMITH, George W.....	C2CV3
SMITHSON, Garth.....	P2SW2
SOPHA, Bernard W.....	LSAA1
SQUIRES, William R.....	LSRP2
STONE, Jack R.....	LSEM1
SWITZER, Neale E.....	P2ED3
TAGGART, Grovenor D.....	LSRP1
THIBODEAU, Charles C.....	P2SW2
THOMPSON, Ronald E.....	LSAR1
THOMPSON, Thomas L.....	P2EM2
TIFFANY, Robert C.....	P2CK2
TIPPETT, Arthur S.....	P2MA2
UHUTCH, Edward R.....	LSCS2
WATTS, Keith M.....	P2EF2
WENSEL, Ronald S.....	LSCV1
WHITEFIELD, William S.....	LSRN3
WILSON, Clifford G.....	LSCK1
WOOLGAR, David E.....	LSEM1
YOUNG, Leonard E.....	P2ED3

Sideshow at Naden

A fascinating "outdoor show" takes place every time a ship enters the great government graving dock adjoining HMCS *Naden* at Esquimalt — the second largest basin of its kind in the British Empire.

It is a show packed with interest, drama and action. In it there is the fight for life. Its stars are the hunter and the hunted. It is a story that is, from the standpoint of the victims, a tragic one.

The great drydock, or a section of it, depending on the size of the ship to enter, is flooded. The ship enters. Huge and heavy watertight doors swing closed after the vessel has entered the basin. Then gigantic pumps start their work, and as the water is pumped out, the ship gradually comes to rest on previously prepared cradles. The water disappears rapidly from the enclosure.

Let's go back to the time the drydock is being flooded. Thousands upon thousands of gallons of water rush into the basin, and anything floating or swimming near the drydock entrance at the time is swept into the concrete enclosure. In most cases fish in large numbers and other forms of sea life become trapped after the large gates close.

Now the stage is set. With uncanny instinct, dozens — often a hundred or more — seagulls perch along the top rim of the drydock. They seem impatient as the water is being pumped out. They sit and wait, knowing there will undoubtedly be a large and readily

obtainable meal awaiting them when the water reaches a low level.

Down goes the water as it is pumped and drawn through a series of grid outlets on the drydock's floor. Some smaller fish manage to escape through the crisscross of iron-work, but the remainder are trapped. The water recedes to a stage where it is only a few inches deep. It is now the action starts. The kill is on.

The seagulls swoop down. They stand leg deep in the rapidly disappearing water, and with sharp, fast beaks they pluck out and devour the helpless fish.

Men in charge of the drydock operations have witnessed this scene many times. They report a wide variety of sea life seen in the enclosure. Large octopi have been swept in; and on more than one occasion large numbers of salmon have become trapped.

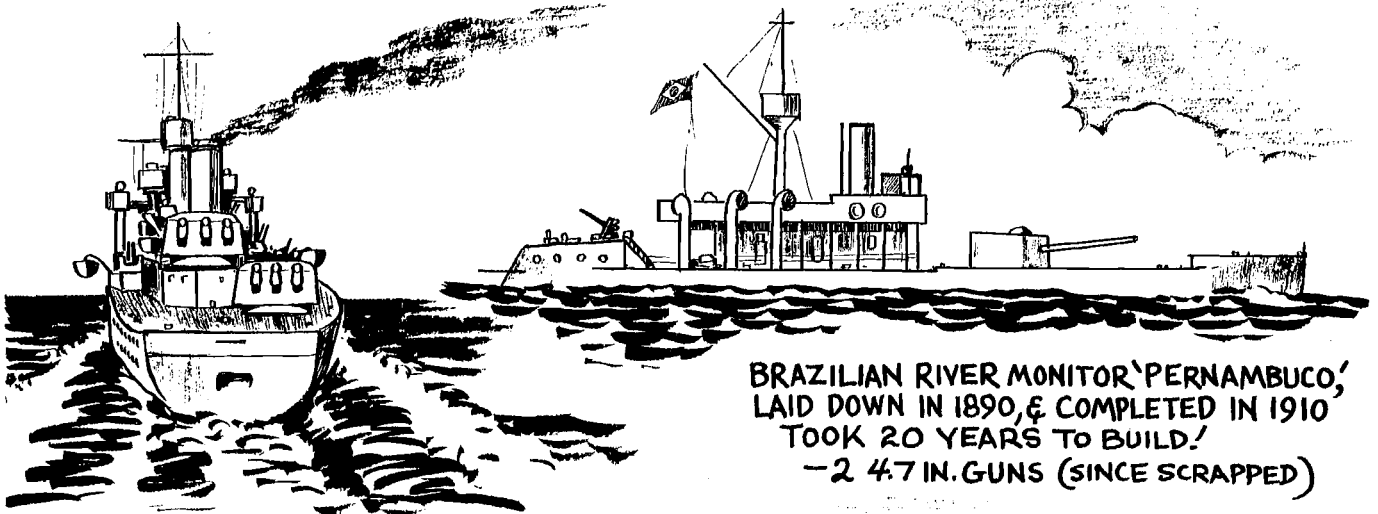
Once, when hundreds of medium-sized salmon became stranded in the basin, welfare organizations of the Victoria-Esquimalt district received a telephone call: "There are hundreds of fine salmon down here. They are yours for the taking."

Large eels, flatfish of various species, cod, schools of silvery herring, dogfish and huge skate have been trapped in the drydock. Many a drydock employee's family has enjoyed a "fresh fish" dinner as a result of this operation.

To those who have seen this occurrence many times, it remains interesting. To the person witnessing the activity for the first time it is fascinating, cruel, dramatic.—R.W.

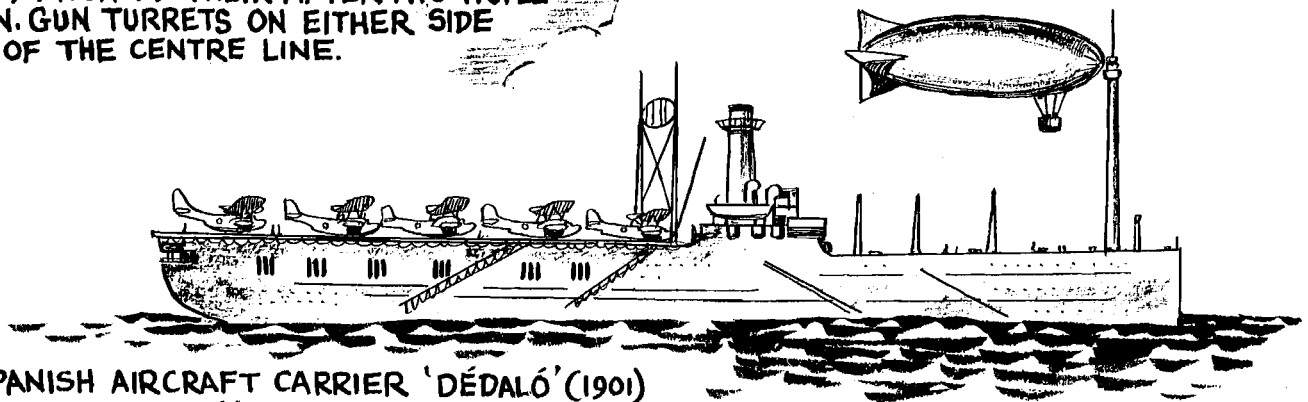
NAVAL LORE CORNER

NO. 31
ODD WARSHIPS

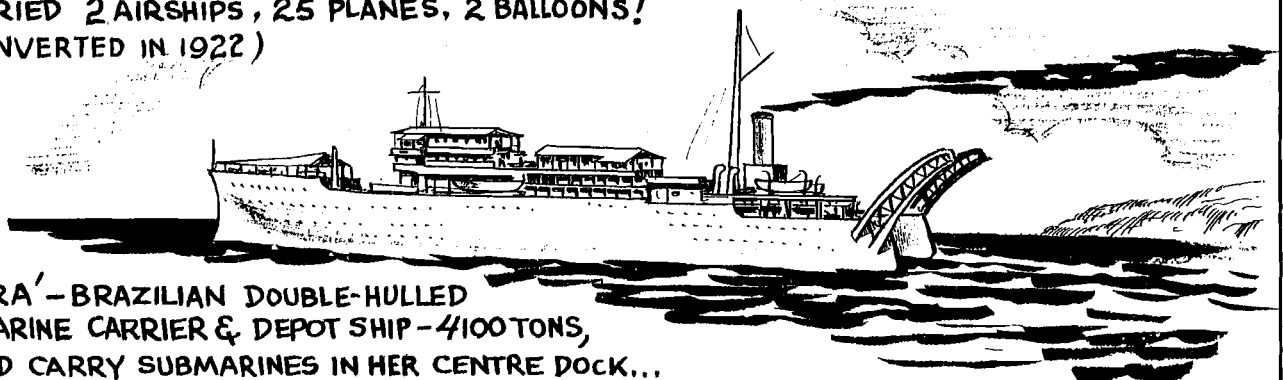


BRAZILIAN RIVER MONITOR 'PERNAMBUCO',
LAID DOWN IN 1890, & COMPLETED IN 1910
TOOK 20 YEARS TO BUILD!
- 2 4.7 IN. GUNS (SINCE SCRAPPED)

THE GERMAN 'KÖLN' CLASS CRUISERS
(1927) MOUNTED THEIR AFTER TWO TRIPLE
5.9 IN. GUN TURRETS ON EITHER SIDE
OF THE CENTRE LINE.



SPANISH AIRCRAFT CARRIER 'DÉDALO' (1901)
10,800 TONS - 12½ KNOTS, CLAIMED TO HAVE
CARRIED 2 AIRSHIPS, 25 PLANES, 2 BALLOONS!
(CONVERTED IN 1922)



'CEARA' - BRAZILIAN DOUBLE-HULLED
SUBMARINE CARRIER & DEPOT SHIP - 4100 TONS,
COULD CARRY SUBMARINES IN HER CENTRE DOCK...

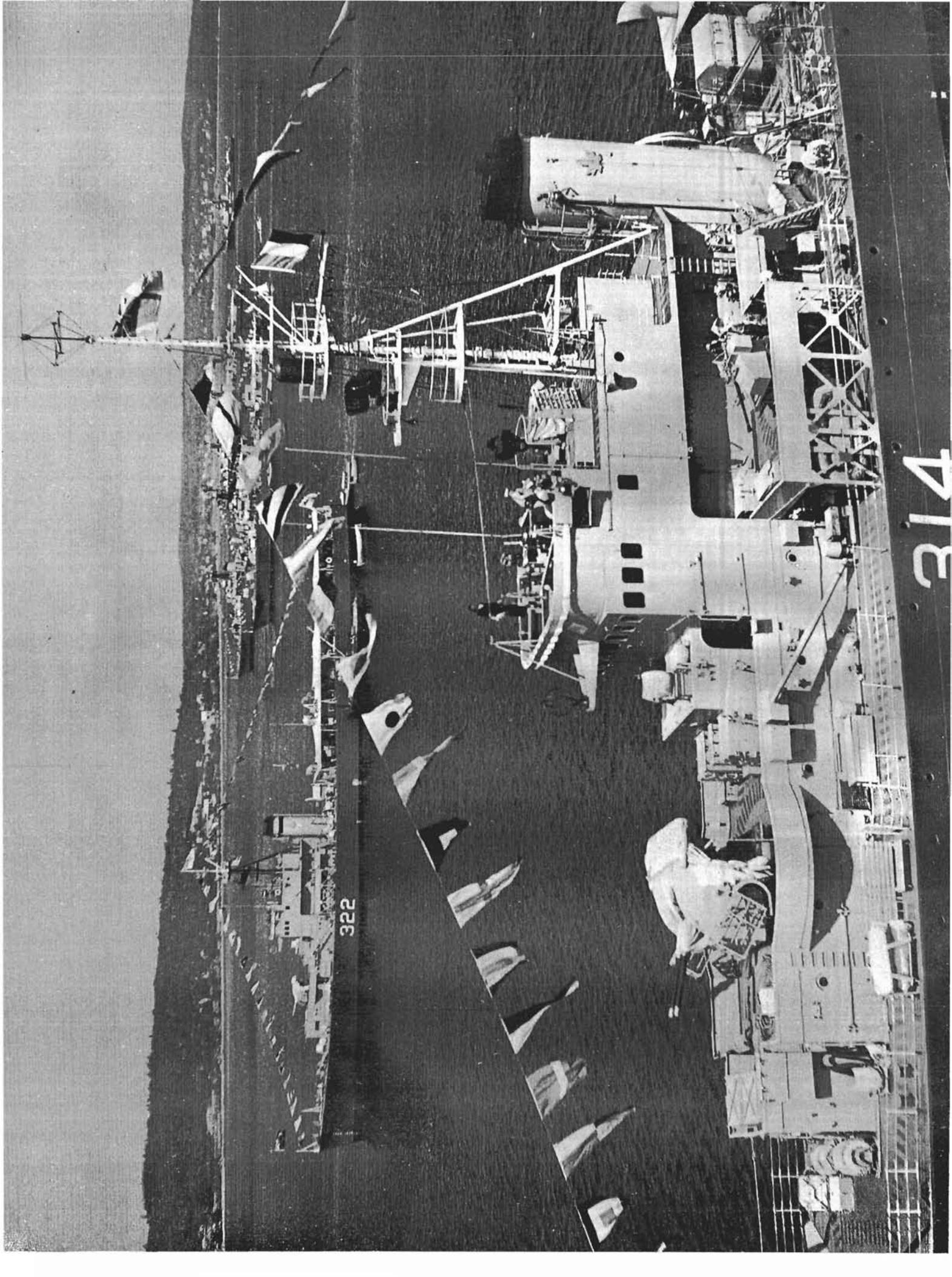


The CROWSNEST



Vol. 7, No. 11

September, 1955



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The CROWNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1955

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LADIES OF THE MONTH

Dressed overall by day and illuminated by night, the 20 warships of the Royal Canadian Navy which took part in the Atlantic Command regatta in Bedford Basin presented a colourful spectacle of a magnitude rarely witnessed in Canadian waters.

The illumination of the ships in particular proved a novelty to residents of the Halifax area and visitors. On into the night, cars by the hundreds streamed along the Bedford highway to gaze on the scene.

The ship in the immediate foreground is the frigate *Buckingham* and next beyond her is a sister-ship, the *Lauzon*. Then come the destroyer escorts *Huron* and *Haida*. Elsewhere in the Basin, out of view to the right of the scene, were the largest ships of the Atlantic Command, the aircraft carrier *Magnificent* and the cruiser *Quebec*, the latter resplendent in her new coat of Mediterranean grey.

The day was essentially one during which officers and men pitted their skills in seamanship, ship versus ship, but the pleasure of the occasion extended beyond naval circles to the thousands of shore-dwellers given an unequalled opportunity to see the Royal Canadian Navy's proud ladies in their finery. (Photo courtesy Nova Scotia Film Bureau.)

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

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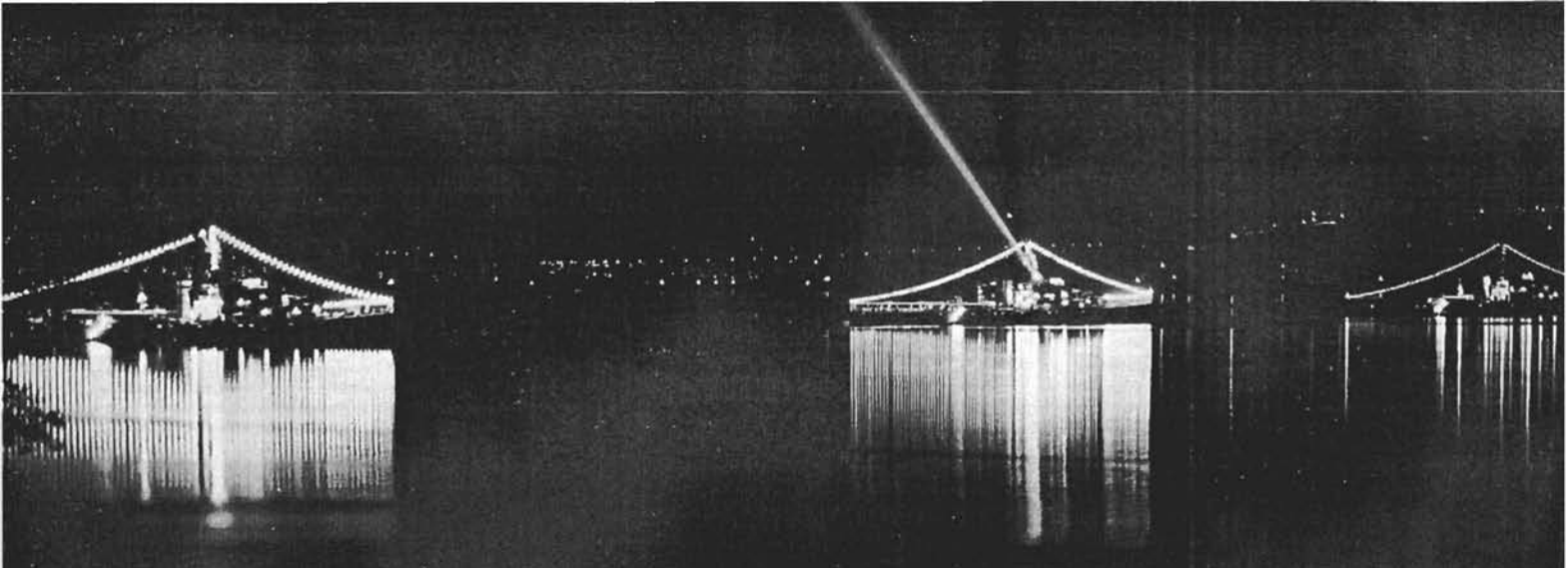
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THE QUEEN'S PRINTER,
75 St. Patrick Street,
Ottawa, Ont.

The Cover—The mast has come a long way in looks and function since it made its first appearance as a stick to hold a scrap of sail. The new mast of HMCS *Crescent*, due to return to service this fall following her conversion to a modern anti-submarine destroyer escort, is purely functional but exhibits the stark, wayward lines of abstract sculpture. (E-31147)



RCN NEWS REVIEW

Three of the 20 ships which were illuminated on the night of the Atlantic Command regatta in Bedford Basin on June 29. (Photo courtesy Nova Scotia Film Bureau.)

Captain Stupart Commands York

Captain Leonard D. Stupart, for the past four years executive officer of *York*, has been appointed in command of the Toronto naval division.

He succeeded Captain Robert I. Hendy, commanding officer since mid-1951. The new executive officer of *York* is Cdr. Wilfred D. Houghton.

Memorial Dedicated On Citadel Hill

"For some, whose names are written on this stone, this was the last land they saw . . . Those in every ship that enters this great harbour can look this way and be reminded of the Canadians who gave their lives to keep the sea free and to save a way of life which they thought worth dying for."

These words were spoken by His Excellency the Governor-General, the Rt. Hon. Vincent Massey, at the dedication July 30 of the Sailors' Memorial on Citadel Hill, Halifax, which honours the memory of 2,853 sailors and soldiers who died at sea in the Second World War and who have no known grave.

"Theirs is a noble company," said His Excellency. "Although their burial place is unknown, it is not without great honour."

The names of the dead—Navy, Merchant Service and Army—appear on granite screens flanking the First World War memorial, moved to Citadel Hill from its former site at the entrance to Halifax harbour.

Only on rare occasions is the Queen's Colour withdrawn from its place of keeping in the *Stadacona* wardroom officers' mess. For the service of dedi-

cation it was paraded by a colour party accompanied by a Royal Guard of 96 officers and men.

Next of kin of the deceased were given a place of honour at the ceremony. After the dedication, wreaths at the bases of the granite screens were inspected by His Excellency the Governor-General, accompanied by C. B. Fuller, secretary-general of the Imperial War Graves Commission, and Hon. Hugues Lapointe, Minister of Veterans' Affairs.

Naval Library Essay Prize

A dozen books, selected to form the nucleus of a naval reference library and worth more than \$50, have been awarded by the Navy League of Canada to an RCN cadet as first prize in its historical essay contest.

The first-prize winner, Cadet Nigel David Scott-Moncrieff, 21, is a student at the University of British Columbia under the Regular Officer Training Plan and trained on board the *Ontario* this summer. His subject was "The Royal Navy at Esquimalt".

Books to the value of more than \$25 went to A/Sub-Lt. Kenneth Patrick Sheedy, of Winnipeg, for his essay "Canada's Corvettes".

Eight other contestants were awarded the two volumes of the late Dr. G. N. Tucker's "The Naval Service of Canada". They were Midshipmen George E. Nickson, John A. Leckie, S. K. Dewar, Donald G. M. Fraser, William L. Monkhouse, Terrence H. Rowan and George M. Dainard, all serving in the *Quebec*, and Cadet E. F. Falstrom, of HMCS *Venture*.

"Sub" Squadron At Full Strength

The Sixth Submarine Squadron based at Halifax under the command of Commander W. T. J. Fox, RN, has reached its full strength of three "A" Class Submarines, HMS *Ambush* (Lt.-Cdr. A. J. Boyall, DSC, RN), HMS *Alderney* (Lt.-Cdr. D. E. Teare, RN), and HMS *Astute* (Lt.-Cdr. T. B. Dowling, RN).

The submarine base in HMC Dockyard, Halifax, has been commissioned as HMS *Ambrose*, with administrative offices in the basement of the Atlantic Command Headquarters. The Squadron is subject to the administration and operational control of the Flag Officer Atlantic Coast, on whose staff Commander (Submarines), Sixth Submarine Squadron, acts as Staff Officer (Submarines). The general submarine and technical administration remains with the Flag Officer (Submarines) at Fort Blockhouse, Gosport, Hants, England.

The three submarines, similar in performance to the United States fleet-type submarines, have a submerged displacement of 1,620 tons and are capable of a maximum surface speed of 17 knots. They have a capacity of 16 torpedoes, carry one 4-inch gun and are fitted with snorkel. Each has a ship's company of five officers and 58 men. At present there are one RCN officer, Lieut. W. A. Nelles, and 22 RCN men serving in the submarines.

Each submarine is scheduled to remain on the station for a varying period of up to 17 months before returning to the United Kingdom for periodical refit.

During their time in Canada, the submarines are employed mainly on exercises with RCN ships and air squad-

rons and aircraft of the Canadian Maritime Air Command. A considerable proportion of their time is spent away from Halifax, mainly in the Gulf Stream and Bermuda areas, and they return to Halifax for maintenance.

When at Halifax, the officers and men of the submarines are accommodated in *Stadacona*. The base personnel of the squadron consists of a small administrative and repair staff and a complete submarine spare crew.

Helicopter A/S Unit Formed

A helicopter anti-submarine unit, first of its kind in the Royal Canadian Navy, was formed in July in the Atlantic Command.

The unit, designated HS-50, will operate six Sikorsky HO4S-3 helicopters. The aircraft, manufactured at the Sikorsky plant at Bridgeport, Conn., have been purchased through Canadian Pratt & Whitney Aircraft Company Ltd., Longueuil, P.Q. They are equipped with anti-submarine detection equipment and have been modified to Canadian naval specifications.

The unit is based at *Shearwater*, but will operate principally from the aircraft carrier *Magnificent*.

Formation of the unit underlines the increasing importance of the helicopter as an anti-submarine weapon. The unit will work in close co-operation with surface ships and other aircraft in developing anti-submarine tactics.

The Navy at present has 14 helicopters in service. They are employed in search and rescue duties, as plane guards on board the *Magnificent*, in ice reconnaissance on board the Arctic patrol vessel *Labrador* and as ship-to-ship and ship-to-shore transports for personnel and equipment.

The commanding officer of Helicopter Anti-Submarine Unit 50 is Lt.-Cdr. (P) George H. Marlow.

Naval Attaché Goes to Russia

Cdr. (E) Geoffrey Phillips has been appointed to the staff of the Canadian Ambassador to the Soviet Union as Naval Attaché, effective August 29. This will be the first time that Canada has had a naval attaché in Moscow.

At present there are two naval attachés in Europe. Cdr. Francis J. D. Pemberton is Naval Attaché in Copenhagen for Denmark, Norway and The Netherlands. Cdr. G. A. C. Scarth is accredited to Sweden and Finland with offices in Stockholm.

Cdr. Phillips, who has had 20 years of naval service, has spent a consider-

able amount of his spare time in studying languages, particularly French, Chinese and Russian. He is qualified as an interpreter, third class, in Russian.

Quebec's Guns Salute Causeway

Anchored four cables off the Canso causeway, the training cruiser *Quebec* participated to the full extent in the memorable occasion of the official opening ceremony of the new land route to Cape Breton Island on August 13.

At the instant the ribbon of Nova Scotian tartan was cut by the Right Hon. C. D. Howe with a historic claymore a multi-gun salvo boomed from the *Quebec*. As the 100 pipers commenced their march across the causeway another feu-de-joie was fired.

With the ship's company manning ship, which was dressed overall, Canada's East Coast cruiser was an impressive sight and added much to the celebration.

When the pipers leading the parade stepped on the soil of Cape Breton, the *Quebec* acknowledged their arrival by prolonged blasts from her siren, an example immediately followed by all craft afloat in the area.

The flag of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, was flown in the *Quebec* before the formal opening ceremony. Admiral Bidwell and the commanding officer of the

Quebec, Captain D. W. Piers, entertained at a luncheon on board. Among the distinguished guests were His Honour the Lieutenant-Governor and Mrs. Fraser. The Rt. Hon. C. D. Howe, Hon. Henry D. Hicks, Premier of Nova Scotia, Mrs. Angus L. Macdonald and other members of the official party at the Canso ceremony.

To honour the arrival of the Lieutenant-Governor a 15-gun salute was fired. Twenty-three cadets from Nova Scotia were on board the cruiser for a month's training cruise and were landed to attend the celebration.

Following the ceremonies, the *Quebec* weighed anchor and proceeded down the picturesque Strait of Canso to her anchorage in Inhabitants Bay where training continued for the next few days before the ship sailed for New York.

St. Laurent Begins Builder's Trials

The first of the Royal Canadian Navy's new anti-submarine destroyer escorts began her builder's trials August 15.

The trials, expected to last until Sept. 6, are taking place on the St. Lawrence River off Murray Bay. To be commissioned HMCS *St. Laurent*, the ship will be turned over to the RCN this fall. The commanding officer designate is Cdr. R. W. Timbrell, DSC, CD.

THE NEW BCA ESSAY CONTEST

Prizes totalling \$175 are offered by the Bureau of Current Affairs for the three best essays on "Why I Serve in the Canadian Armed Forces". The contest, which closes next January 31, is open only to non-commissioned regular force personnel of the Navy, Army and Air Force.

Last year's winner of first prize in the BCA essay contest, it will be recalled, was CPO H. R. Percy, of HMCS *Quebec*, writing on the subject "What I Like About Canada".

Following are particulars of the new contest:

The Bureau of Current Affairs will pay cash prizes totalling \$175.00 for the three best essays on "Why I Serve in the Canadian Armed Forces".

First Prize	\$100
Second Prize	50
Third Prize	25

In your own words tell us, in not more than 500 words, the reasons why you joined the Canadian Armed Forces and why you are continuing to serve.

You can write a prize-winning essay if you try. What you write is more important to the judges than how you write it.

Only non-commissioned personnel of the three services (Regular Force) are eligible. Write on one side of the paper only.

Put your name, rank and service number at the top of the page. Make your copy legible. It may be typewritten or written in ink. Your essay may be written in English or in French.

All entries become the property of the Crown. Judge's decision will be final. You accept these rules when you enter the contest.

This contest closes January 31, 1956. Send your essay to the nearest CURRENT AFFAIRS ADVISER at one of the following addresses:

Headquarters, Quebec Command, 3530 Atwater Avenue, Montreal, P.Q.;

Headquarters, Central Command, Ortona Barracks, Oakville, Ontario;

Headquarters, Western Command, Kingsway Avenue, Edmonton, Alberta;

Headquarters, BC Area, 4050 West 4th Avenue, Vancouver, B.C.;

HMCS *Stadacona*, Halifax, N.S.;

14 Group Headquarters, RCAF Station, Winnipeg, Stevenson Field, Winnipeg, Manitoba, or

Headquarters, 1 Canadian Infantry Brigade, Soest, Germany.

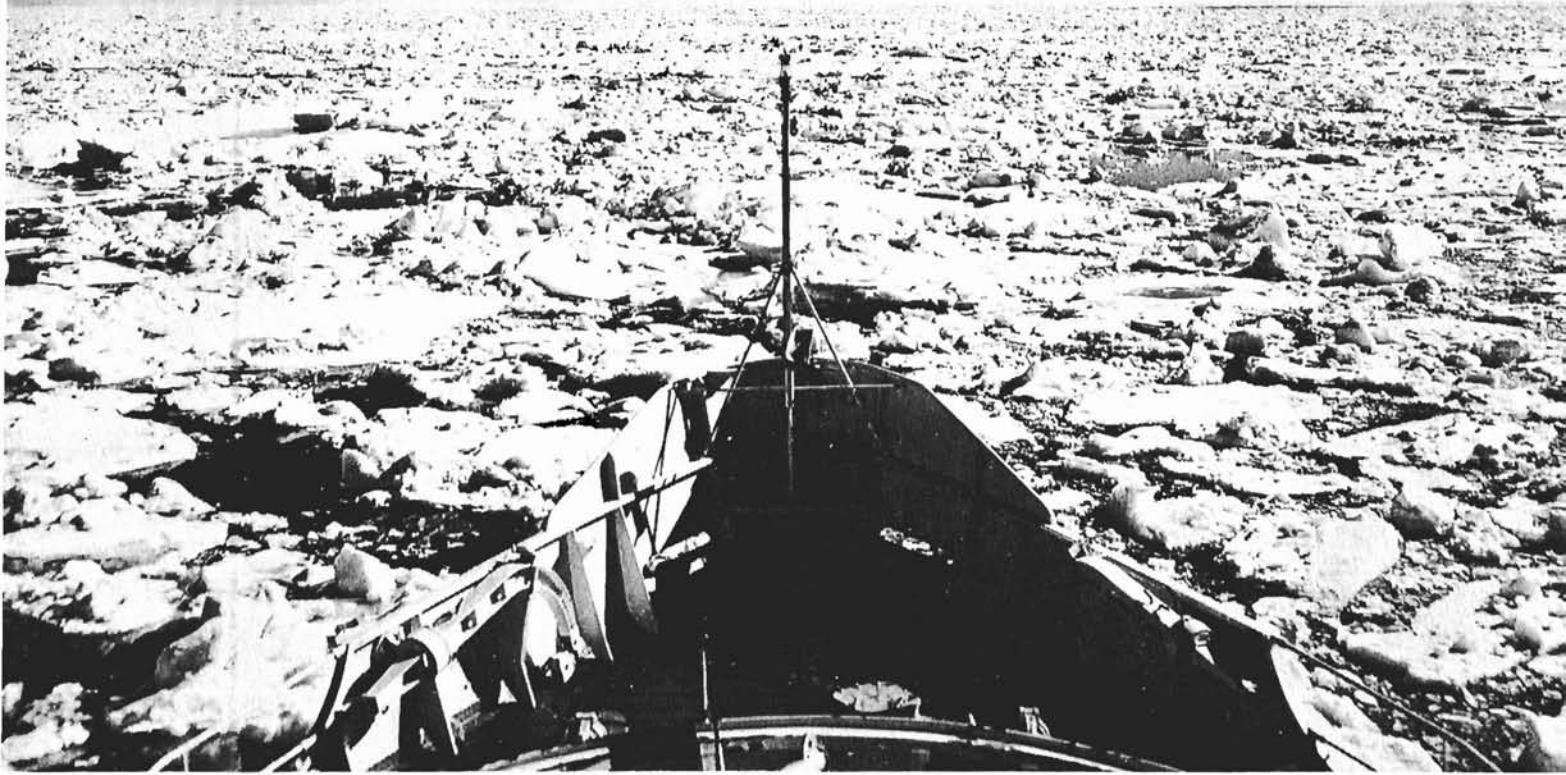
If you are serving outside of Canada and Europe send your essay The Bureau of Current Affairs, Department of National Defence, Ottawa, Ontario, Canada.

Preview . . .



Two views of the *St. Laurent*, Canadian designed and built destroyer escort which will join the Fleet this fall.

(ML-3164; ML-3163)



WHIRLING WINGS of MERCY in the ARCTIC

DEW-Line Duties Do Not Preclude Acts of Friendship

NOISY ANGELS with whirling wings—that is what the Labrador's helicopters have been on several occasions during the Arctic patrol vessel's current tour of duty in the frigid waters off Baffin Island.

The clatter of the helicopter's rotors was a celestial melody to little communities which had been out of touch with the outside world since last year. It meant gifts of fresh food, including fruit, to supplement a monotonous diet and it meant, most of all, medical aid for the sick in the ice-bound communities.

There was, for example, the occasion on June 21 when a helicopter took off to span the ten miles of broken ice between the *Labrador* and the settlement of Cape Dorset on Baffin Island at the western end of Hudson Strait. Flown by Lieut. J. G. Laurie and with Capt. O. C. S. Robertson, commanding officer of the *Labrador* as passenger, the helicopter carried a box of provisions—potatoes, eggs, lemons, grapefruit and ice cream—as the first seaborne gift of the year for the hamlet.

The white population at Cape Dorset includes the Hudson's Bay Company manager, Ross Payton, and his assistant; Father Phillipe, priest, from Lille, France; James W. Connington, of Ville la Salle, Que., male nurse, and Miss

Margaret Hines, school teacher. Mr. Payton and Mr. Connington have their wives and families with them.

It was learned that Mrs. Connington required medical assistance and the helicopter returned to the ship for the *Labrador's* medical officer, Surg. Lieut. D. J. Kidd, of Halifax, who treated the patient. After recovering the helicopter, the *Labrador* continued with her scientific work in the area.

This was the *Labrador's* first contact with the shore since June 8—and Cape Dorset's first contact with ice cream for a long time.

Father Phillipe, of the Oblate Order, has been at Cape Dorset for eight years and Miss Hines, of Ashford, Kent, England, has spent six years in the north.

Last year's "bag" of Arctic fox was 1,200 skins and the local Eskimos (30 to 40 in the area) help the economy by carving soapstone as only Eskimos can—expertly. Oshuritak B. is chief Eskimo carver. The "B" apparently distinguishes him from "A", unknown to the *Labrador* but presumably a carver of some repute.

The Hudson's Bay Company manager is very proud of his hothouse, complete with imported soil, and for several days temperatures of over 100° F. had been recorded therein. The *Labrador*, on this evidence, must have been

in the "banana belt" but, if so, there was something odd about the scenery.

It was just three days later that the *Labrador* visited the Eskimo settlement of Ivugivik, on the northwest tip of Quebec near Cape Wolstenholme. The *Labrador* came within 15 miles of Ivugivik while en route to Coral Harbour on June 24 and when Captain Robertson went ashore by helicopter for a brief visit, he found that, as at Cape Dorset, medical assistance was urgently required.

This time the patient was a 20-year-old Eskimo girl, suffering from trichinosis, a parasitic disorder transmitted by under-cooked meat. Surg. Lieut. Kidd was flown ashore and found that her condition necessitated a lumbar puncture. A second helicopter thereupon took off with PO Frederick Joyce with the necessary drugs and operating equipment.

Ivugivik does not have a Hudson's Bay Company or RCMP post and approximately 80 to 100 Eskimos are cared for by Rev. Hubert Mascanset, of Nancy, France, and his assistant, Andre Chevel, of Nantes, France. Father Hubert has spent 12 years in the Canadian Arctic under the auspices of the Oblate Order. Last winter, seven cases of trichinosis had occurred and either lynx or polar bear meat was suspected to be the cause.



Arctic pantomime: "Okay, but you should try seal blubber." "No thanks. I'll stick to ham." Lt.-Cdr. J. C. Ruse, of the Labrador, and friend share a midday snack. (LAB-875)

A modern miracle took place, as far as Father Hubert was concerned, when the *Labrador's* helicopter arrived with a doctor, although the missionary, single-handed and with the minimum of drugs, had successfully treated and nursed back to health the other afflicted Eskimos. The Eskimo girl, the most seriously affected, had been moved into the mission building, and it was obvious to Surg. Lieut. Kidd that Father Hubert had gone with the minimum of sleep since January, when the disease struck.

Before the *Labrador* proceeded on her way another "operation" was performed, this one by the ship's engineering staff. The mission's Petershead fishing boat was suffering from a cracked exhaust pipe. The necessary repairs were carried out in the *Labrador* and CPO Eric Blaney, of Milltown, N.B., and Dartmouth, was flown inshore to fit the pipe and give some simple instruction in engine maintenance. As a gift to the settlement, the *Labrador's* ship's company presented some canned fruit and canteen stores.

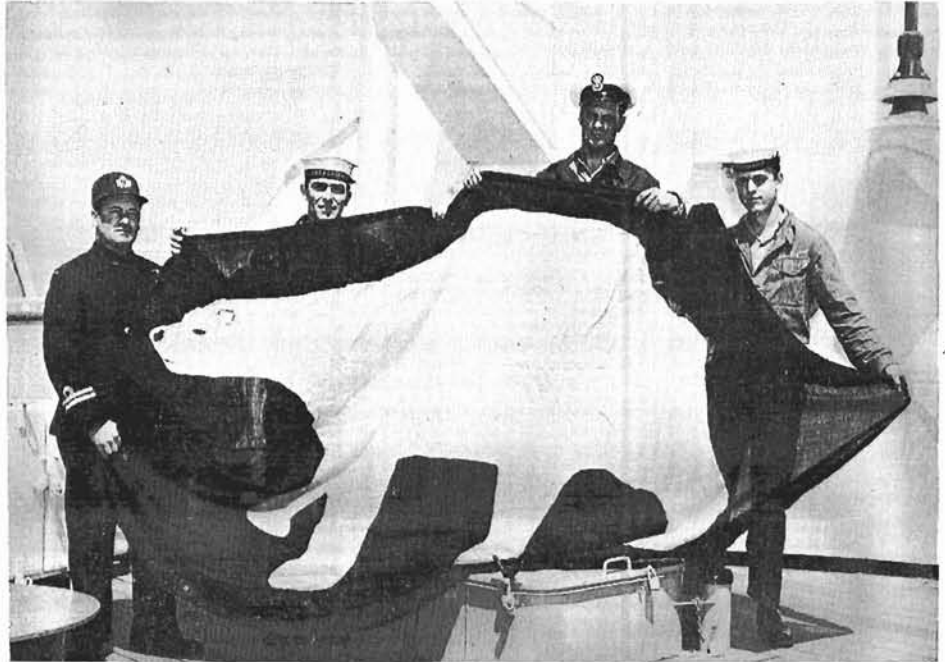
A mid-July helicopter operation which was completely successful was the installation of an Electronic Position Indicator station at Cape Enaulik,

Baffin Island. The EPI, based on similar principles to Loran, makes it possible to fix positions accurately at sea without reference to sun or stars.

The *Labrador* was unable to approach the site closer than eight miles because of shoal water and strong tidal streams. These same factors and the presence of a considerable amount of ice in the area made it unlikely that the operation

could have been carried out by boat. That helicopters provided the practical means of handling the job had been demonstrated by a previous airlift installation at Cape Fisher, Southampton Island, on July 8.

A preliminary reconnaissance flight was made by Walter Schatzberg, of the U.S. Naval Electronic Laboratory, San Diego, the officer in charge of EPI



The *Labrador's* "Arctic ensign" is displayed by Lieut. Michael Kelly, Ldg. Sea. Keith Rodgers, CPO George Smith and AB James Milligan. (LAB-778)



The Piasecki helicopter borne in the *Labrador* carries a drum of oil ashore to an electronic position indicator station. Two smaller Bell helicopters are also attached to the Arctic patrol ship. (LAB-960)

equipment carried in the *Labrador*. The beach party, for construction work, and the permanent shore party were then flown to the site, with Lt.-Cdr. J. P. Croal, of Ottawa, in charge. They were rapidly followed by W. D. Forrester of the Geodetic Survey Branch of the Department of Mines and Technical Surveys, to obtain an accurate "astro" position of the station. Equipment was then ferried in, in a planned sequence.

Practice pickups had been made by the Piasecki helicopter prior to July 8 and it was found that a maximum weight of approximately 500 pounds could be picked up from the flight deck in rope cargo nets. The sequence of cargo was roughly as follows:

1. Accommodation: One Atwell Hut in sections. Dimensions 24' x 16' with canvas cover and fiberglas insulation.
2. Transmitting antenna for EPI.
3. Generator.
4. Electronic Equipment.
5. Diesel and lubricating oil.
6. Dry, fresh and frozen provisions.

A home-made ice box was made on the site out of an oil drum sunk in the permafrost.

The operation commenced at 2 p.m., July 12, and flying for the day ended at 6 p.m.

By this time, the hut was ashore with sufficient equipment to keep the shore party busy in construction. The party, 15 men, spent the night on the beach in



The unusually prolonged heat wave this summer in a large part of Canada made the accompanying picture highly popular with newspaper readers. The *Labrador* was photographed from one of her helicopters while she was smashing her way through the Hudson Strait in early summer. (LAB-856)

the hut. Operations were resumed the following morning, the ship trying to stay as close to the site as possible to cut

the flying time to a minimum. An uneven bottom caused considerable concern on the *Labrador's* bridge and a minimum sounding of 25 feet under the keel was recorded on July 13. (The ship's maximum draft is 29 feet).

The round trip, from ship to site and back took approximately 30 minutes and refuelling was arranged so as not to hamper pick-ups for the Piasecki and loading operations for the Bell helicopters. The final flight was completed by 7 p.m. on July 14, and not a moment too soon as the weather was beginning to break. The *Labrador* hauled off the coast to the westward. The station was fully operational when the ship left the area.

The following personnel were left temporarily at Cape Enauolik: Bruce Grenfell, of NEL, San Diego; Ldg. Sea. R. G. Lacroix, of Ottawa and Halifax; AB B. C. Reid, of Hamilton; AB G. H. Yerkie, of Toronto and AB J. A. Hinds, of Sarnia.

Fifty-four sorties were flown and approximately 15 tons of equipment were moved.

The *Labrador's* helicopter pilots are Lt.-Cdr. Edward A. Fallen, Fort William; Lt.-Cdr. G. J. Laurie of Saskatoon and Dartmouth; Lt.-Cdr. Roger F. Fink, Ponoka, Alta., and Dartmouth, and Lieut. William H. Frayn, Kingston and Dartmouth.—T.A.I.



Flown from the *Labrador* by helicopter over miles of ice-clogged sea, an Atwell shelter to house personnel operating electronic position indicator equipment is assembled by Able Seaman Burton Reid and Walton Chipman and (below) CPO Riley Mombourquette. (LAB -930)

MAN of the MONTH



CPO DAVID E. RIMMER

A SECOND member of a family noted for service to Crown and country has become Man of the Month. From the officers and men of HMCS *Sioux*, serving in the uneasy East, comes a proud account of Chief Petty Officer David Edward Rimmer, a bulwark of the engineering department of the United Nations destroyer.

They in the *Sioux* point with great pride to the fact that he has served 17 years in the Royal Canadian Navy, with a clean conduct sheet throughout and never a day's stoppage of leave. Only once was he a defaulter but the verdict was "case dismissed," for it turned out he had been a victim of circumstances.

Such an unblemished record is quite rare, bearing in mind that 17 years is a long, long time and that it has been spent in 27 different ships and establishments where no doubt there must have been times when an occasional clash of personalities and many difficult situations presented themselves.

CPO Rimmer comes honestly by his tradition of service. His father, ex-RSM William Rimmer of the RCA, was on active service in both world wars. A brother, who was in the Royal Canadian Air Force, was killed in action over Germany. Another, CPO John B. (Zip) Rimmer, retired recently from the Ordnance Branch of the RCN. The latter was elected by shipmates in the training frigate *Antigonish* to be their

A TRADITION OF SERVICE

CPO David Rimmer Choice of *Sioux*

Man of the Month in December, 1949. Yet another brother, CPO Reginald Baldwin Rimmer, is serving in the Electrical School at *Stadacona*. His sister is also married to a Chief Petty Officer and before then was a stenographer in the Admiral's office at Esquimalt.

David Edward was born in Toronto on March 20, 1913, and at the age of six was brought by his parents to live in British Columbia. At the age of 15 the family moved to Calgary. At 19, he began his service career, joining the 23rd Field Battery, RCA, Calgary (Militia) late in 1932. He was following in his father's footsteps, Rimmer senior being the unit RSM.

It may have been the glowing accounts brought home by younger brother John who had joined the Navy as a boy seaman in 1932, but he discarded the chevron of a lance bombardier to enter the RCNVR in April, 1935, as an ordinary seaman.

During the next three years he found time to take cruises in the *Armentieres* and the *Vancouver* which did much to convince him that the Navy was THE life.

In 1938, the clouds over Europe spurred Canada to increase her Maritime strength, and almost immediately she received an application from young Rimmer for active service.

He was unable to enter the shipwright branch, although he had served his apprenticeship in carpentry and was an upholsterer in Calgary. He was instead offered entry as a stoker. He accepted the offer, and made the most of it, despite the fact that he could no longer practise the trade he wished to pursue on retirement. Today he draws top trades pay as an engineer artificer.

His service has been active, for he has served in almost every type of ship in the fleet. He has been on duty on the Atlantic, particularly on convoy work during the war years, more recently in the Pacific, and now the Far East.

The *Sioux* arrived in Japan last December for a third tour of duty in the Korean theatre. When Commonwealth participation in that area was cut by two-thirds following the cease-fire in Korea, the *Sioux* remained as Canada's sole naval contribution. For Rimmer, it has been the longest period away from his home, in Belmont Park, since the end of the Second World War. Awaiting his return are his wife, the former Adna Sutton, whom he married

in Calgary in 1942, and two sons, David William, aged 13, and Robert George, 5.

There have been rewards for the chief. He had the great honour to be chosen from the ship's company of the old *Ottawa* to represent the Stoker branch as a member of the Royal Guard on the occasion of the 1939 visit to Canada of the late King George VI and the Queen mother. (That occasion, incidentally, was the first time the King had presented his colour to a service outside the United Kingdom.)

To many, to be paraded before Royalty would be regarded as the one chance of a lifetime. The exception to the rule occurred when Rimmer was selected as one of the sentries posted in the cabin flat of the then Princess Elizabeth on board the *Ontario* during the Royal Tour of 1951. Another Rimmer had been honoured too, for his brother John chauffeured the car used by the Duke of Edinburgh on his visit to Esquimalt.

Chief Rimmer recollects in his own quiet way, stories of the characteristics and achievements of those under whom he served. He takes great pride in having served in ships under five officers who have since been elevated to Flag rank, which in itself is something of a record.

RCN Navigators Rival Chinese

Judging from a story in the *Nassau Daily Tribune*, the standard of navigating in the RCN is every bit as good as that used in Chinese junks.

This startling statement arose out of the visit of HMCS *St. Therese* to *Nassau* on her trip from Halifax to join the Second Canadian Escort Squadron on the West Coast.

Reporting the ship's arrival in the Bahamas, the *Tribune* commented:

"The Canadian destroyer [sic] *St. Therese* arrived here today with 11 officers and 125 enlisted men. Under the command of Lieut.-Cdr. W. E. Potter, the ship will sail Monday.

"They navigated without radio or compass, as Chinese junks have done for thousands of years."

The concluding paragraph belonged to another story in an adjoining column about some Chinese refugees who had made a long trip by boat.

This comment, which, due to the positioning of the two stories, seemed to be a tribute to the frigate's navigating prowess, is reported to have highly delighted her navigating officer, Lieut. George H. Selby-Smith.

OFFICERS AND MEN

Widely-known Officer On Retirement Leave

One of the most widely-known officers in the Royal Canadian Navy began retirement leave on August 19. He is Acting Captain (E) Charles M. O'Leary, OBE, CD, RCN, of Halifax and West Quoddy, N.S., Deputy Superintendent at HMC Dockyard, Halifax, since 1952.

While he himself has not been to sea for nearly 20 years, Captain O'Leary is particularly well known to the seagoing Navy, wartime and peacetime. Since 1939 he served continuously in the dockyard at Halifax, with the repair and maintenance of HMC Ships being his particular concern. Few are the Captains and No. 1s, and fewer still the Engineer Officers, who have not had occasion to call on Captain O'Leary with their problems. Invariably they got action, either in the form of the necessary repairs or alterations, or a good, sound reason why the job could not or would not be done.

Captain O'Leary was born in West Quoddy, N.S., on July 15, 1898, and was educated there and at Halifax. His first contact with the service came when he joined the old Royal Naval Canadian Volunteer Reserve in 1918. In 1919, he entered the Department of Fisheries as a Chief Engineer and served with that branch of the government until 1929.

From then until 1932 he was Chief Engineer with the Canadian Customs and Excise Service in a number of their patrol ships. He then transferred to the Royal Canadian Mounted Police (Marine Division) as Chief Engineer, and in 1937 he was appointed Shore Engineer, RCMP Marine Division, at Halifax, where he remained until the outbreak of hostilities in 1939.

In September, 1939, Captain O'Leary, as a Lieutenant (E), RCNR, became First Assistant Engineer to the Chief Engineer at HMC Dockyard, Halifax. He was promoted to Lieutenant-Commander in 1941, and, in 1942, was appointed to the post of Assistant to the Engineer Superintendent at the Dockyard with the acting rank of Commander (E). He became the Administrator of Ship Repairs in 1944 and, in 1945, transferred to the RCN with the rank of Commander (E). In 1952, Captain O'Leary became the Deputy

Superintendent. He was promoted to Acting Captain in July of that year.

During his career, Captain O'Leary has been honoured several times for his efficiency and devotion to duty. In 1937, while with the RCMP, he was awarded the King George VI Coronation Medal for efficiency and, in 1953, he was the recipient of the Queen Elizabeth II Coronation Medal. He was also decorated in 1945 with the Order of the British Empire for "displaying untiring energy and devotion to duty during the past four years in connection with ship



A/CAPTAIN CHARLES M. O'LEARY

repair and maintenance of Allied as well as HMC Ships at Halifax. His efforts contributed largely to the successful prosecution of the Battle of the Atlantic."

A tribute to this quiet-spoken, energetic officer came recently from Commodore W. W. Porteous, Commodore Superintendent, Atlantic Coast, when he said: "Captain Charles O'Leary has become almost a legendary figure in the Atlantic Coast Command. He has served here since September 1939, probably holding the record for the longest continuous appointment in the Royal Canadian Navy, a fact which testifies to his unusual ability to get things done quickly and quietly, a willingness to help all those requiring assistance, senior or junior, and a loyalty to the Royal Canadian Navy which has been unsurpassed."

Captain O'Leary is married and he and Mrs. O'Leary make their home, with their two children, Wayne, 11, and Jean, 17, at 45 Russell Street, just a short distance from the dockyard at Halifax. He numbers woodworking among his hobbies, but his associates claim his main hobby, and one that has consumed practically all of his "spare" time, has been the Navy. War-time and peacetime, the lights burned long in Captain O'Leary's office as he put his energies to seeing that the Navy's ships got the best and fastest possible service from his department.

Surprise March Past Honours Admiral

Some 3,000 officers and men staged a surprise march past for Rear-Admiral J. C. Hibbard, Flag Officer Pacific Coast, on the eve of his retirement.

The parade was held at HMC Dockyard, Esquimalt, on Friday, June 24, and it was not until a few minutes beforehand that Admiral Hibbard was informed that he was to be thus honoured by those under his command.

Taking part in the march past were officers and men from the dockyard, *Naden*, and ships in harbour at the time. The *Naden* contingent was led by Commodore P. D. Budge, Commodore, RCN Barracks, Esquimalt. Representatives from the dockyard were led by Commodore (E) B. R. Spencer, Commodore Superintendent, while Captain P. D. Taylor, then Chief of Staff, marched at the head of the Admiral's staff.

The salute was taken by Admiral Hibbard from a dais on the parade ground at HMCS *Venture*. Large crowds of civilian workers in the dockyard lined the parade route while others stationed themselves at vantage points in the many buildings along the route.

The arrangement of the parade formations was supervised by the staff of the Gunnery Training Centre at *Naden* and was kept a closely guarded secret by all concerned for several weeks.

Led by the *Naden* band, the parade marched from "A" jetty at the dockyard along the main roadway past HMCS *Venture*.

The march past ended with the band breaking into a slow march and play-

ing "Auld Lang Syne" at it passed Admiral Hibbard. Going into a quick march, the band then played "For He's a Jolly Good Fellow".

Later in the day, when Admiral Hibbard took the salute at Duntze Head as the second Canadian Minesweeping Squadron left Esquimalt, the three ships—*Comox*, *James Bay* and *Fortune*—hoisted the message, "Our Respects—Goodbye—and Best Wishes".

On the hauling down of his flag on July 6, Admiral Hibbard sent the following message to the fleet:

I would like to wish each and everyone of you great success and happiness in your efforts. The loyalty and pride of service which you have shown is an inspiration to any Commander.

I thank you for the march past in which all officers and men of ships and establishments took part. This came as a complete surprise and was the nicest thing you could have done for me. Good luck to you all!

Nonsuch Takes Over Squadron

Before sailing from Esquimalt in early July on a training cruise to San Francisco in ships of the Second Canadian Reserve Training Squadron, a group of 66 officers and men from *Nonsuch*, the naval division in Edmonton, spent a busy weekend receiving final instructions.

By taking over all the training billets in the ships of the squadron—the

The No. 59 Petty Officers' Leadership Course was held at Cornwallis from March 14, 1955, until April 25, 1955. Front row, left to right: PO Robert Dickson, PO A. F. West (Course Petty Officer), Lieut. W. W. Robertson (Course Officer) and PO B. H. Dillistone. Second row: Petty Officers Robert Williams, William Gidley, Frank Stafford, William Gray, G. J. Paradis and Lloyd Sleeman. Back row: Petty Officers Edward Smith, Arnold Mara, Philip Renaud, Joseph Ladouceur, Charles Mason and William Johnstone. (DB-5737)



These are members of the No. 58 Chief and Petty Officers' Leadership Course held at Cornwallis between March 7, and April 18. Front row (left to right): CPO Robert Hayhoe, Cd. Writer Officer A. L. G. Hayley (Course Officer), CPO D. E. Graves (Course CPO). Back row: PO John Caygill, CPO William Rennick, CPO Harold Mills, CPO John Jones, PO Kenneth Duce. (DB-5126)

Brockville, *Digby* and *Cordova*—the Edmonton reserves set a precedent in RCN(R) summer training. Normally, the reserve complement in the squadron is made up of reserves from a number of divisions.

The voyage to San Francisco was the fourth of a series of eight summer cruises for naval reserves in the

Pacific Command. The squadron returned in mid-July.

Most of the officers and men travelled by train from Edmonton. After completing their joining routines they embarked in the three ships.

At Sunday divisions a brief address was given to the officers and men by Capt. G. P. Manning, a former commanding officer of the Division and senior officer in the group. Also sailing in the squadron was Cdr. (E) (AE) N. S. Cameron, the present commanding officer of *Nonsuch*, and another former commanding officer, Cdr. L. R. Hoar.

At a final conference before the ships sailed, the officers and senior ratings were told by Commodore P. D. Budge, Commodore RCN Barracks, Esquimalt: "I am delighted to see the enthusiasm which is being shown by the reserve personnel from Edmonton. It augurs well for the future."

At sea the reservists took part in numerous exercises. The program for the cruise, which has been drawn up by the Reserve Training Centre, *Naden*, was designed to give the reserve personnel a comprehensive knowledge of operational conditions at sea.

Special Parade Honours Queen

To mark the occasion of the proclaimed birthday of Queen Elizabeth, the three armed services carried out a special parade on May 23, at the Wanderer's Grounds in Halifax. The cere-



monies included an inspection by the Lieutenant-Governor of Nova Scotia and the firing of a feu-de-joie.

More than 300 Navy, Army and Air Force personnel participated with each service providing a company and a band. The Navy's White Ensign and the RCAF Ensign were paraded. The Navy was represented by a company and the band from *Stadacona*, the Army by a company and pipe band from the 1st Battalion, the Black Watch (RHR of Canada), Camp Aldershot, and the Air Force by a company and band from RCAF Station Greenwood.

In addition, the Army's 3rd Regiment, RCHA, fired a Royal Salute of 21 guns from Citadel Hill during the ceremony.

The Lieutenant-Governor, Hon. Alistair Fraser, attended the ceremony and took the salute. With him at the saluting base were Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast and Senior Officer in Chief Command and Commander Canadian Atlantic; Col. H. E. T. Doucet, Chief of Staff, representing Major General E. C. Plow, General Officer Commanding Eastern Command, and Air Commodore Martin Costello, Air Officer Commanding Maritime Air Command and Commander Air Canadian Atlantic.

Squadron Visits Windy City

The visit of the First Minesweeping Squadron, HMC Ships *Gaspe*, *Trinity*, *Ungava* and *Resolute*, to Chicago in late July was a routine operations call, whose "routine" was memorable.

The U.S. Naval Training Centre at Chicago had laid on a full program of entertainment, details of which were outlined in a bulletin of welcome, distributed on arrival along with maps and literature on Chicago.

The full recreational facilities of the base were available and arrangements were made for officers and men to attend dances, theatres, TV shows and baseball games. A novelty in the Great Lakes region, visits on board the U.S. Submarine *Silversides* were arranged.

Ships Present at P.E.I. Celebration

During July, HMC Ships *Quebec*, *Huron* and *Iroquois*, forming Task Group 300.1 completed their second cruise of 1955 for University Naval Training Cadets.

With 180 UNTD cadets embarked on the three ships, the task group first visited Argentina, Newfoundland, where during the five-day stay emphasis was placed on boatwork and sports.

One of the highlights of the cruise was a weekend visit to Charlottetown,

where officers, cadets and men participated in the city's centennial celebrations, and enjoyed the usual warm hospitality of the "Islanders". During the visit, over 400 of the ship's companies attended church services and later the ships were opened to the public. A concert by the *Quebec's* band in the city's Victoria Park proved most popular.

From Charlottetown, the ships shaped course for Boston, carrying out day and night exercises while on passage. During the five-day visit to Boston the ships' companies were entertained by the U.S. Navy and many civilian organizations. One of the high points of the visit was a breakfast in their honour by His Worship Mayor John B. Hynes of Boston.

Following the visit to Boston the task group sailed for Mahone Bay, N.S., to participate in the cadet regatta July 29.

Quartermaster Instructors Pass

Members of the second Quartermaster Instructors Class at the Navigation Direction School at *Stadacona* passed their courses with a class average of 80.6 per cent and had the further satisfaction of making the highest score in

the school's .22 rifle competition. High man in the class was CPO Norman Dawe.

Piloted through their studies by Lt.-Cdr. T. L. Jones, course officer, and CPO Trevor Lovekin, instructor, the class included CPO Dawe, CPO Alex Burns and Petty Officers Robert Christie, Douglas Sykes, Gerald Guile, Leonard Girling, Charles Stevenson and Lloyd Fryer.

Club Bag Given To Civil Servant

Commodore (E) W. W. Porteous, Commodore Superintendent Atlantic Coast, made the presentation of a club bag on behalf of naval and civilian officers of HMC Dockyard to H. L. Livingstone, Manager Industrial Relations, on the occasion of Mr. Livingstone's transfer to Montreal.

Mr. Livingstone will be Senior Personnel Officer, acting as special adviser to the Naval Officer-in-Charge Montreal on civilian personnel and industrial relations in the whole Montreal area, including the Naval Supply Depot, HMC Supply School and the Naval Armament Depot at Longueuil.

These are members of the No. 8 Wren and Nursing Officers' Divisional Course held at Cornwallis between July 18, 1955 and August 1, 1955. Front row, left to right: A/Sub-Lt. (MN) M. M. McGuire, A/Sub-Lt. (MN) M. E. MacDougall, Cd. Writer Officer A. L. Hayley (Course Officer), PO A. F. West (Course Petty Officer), A/Sub-Lt. (MN) M. H. Godwin and A/Sub-Lt. (MN) E. B. MacGregor. Second row: A/Sub-Lt. (MN) A. E. Preston, A/Sub-Lt. (MN) L. R. Dyck, A/Sub-Lt. (W) A. L. Curry, A/Sub-Lt. (W) F. B. Hughes, A/Sub-Lt. (W) C. M. Bott and A/Sub-Lt. (MN) J. M. Richardson. Third row: A/Sub-Lt. (W) D. M. Sweeney, A/Sub-Lt. (MN) M. J. Couture, A/Sub-Lt. (MN) S. M. Weber, A/Sub-Lt. (W) J. H. McLeod, Sub-Lt. (MN) G. M. Vienneau, A/Sub-Lt. (MN) E. K. Mack and A/Sub-Lt. (W) J. M. MacLeod. Back row: A/Sub-Lt. (W) S. F. W. Chapman, A/Sub-Lt. (MN) N. O. Comrie, Sub-Lt. (MN) M. P. Willett, A/Sub-Lt. (MN) R. I. Burgman, Sub-Lt. (MN) C. W. Clark, A/Sub-Lt. (MN) V. I. Mussell, A/Sub-Lt. (MN) M. C. Hawken and A/Sub-Lt. (W) A. C. Taisey. (DB-5581)



VCNS Stresses Growing Importance of Reserve

The naval reserve command has become of sufficient importance to be ranked beside the long-standing commands at the Pacific and Atlantic coasts, Rear-Admiral H. N. Lay, vice-chief of the naval staff, said June 16 following a visit to naval reserve headquarters at Hamilton.

Admiral Lay said the recent promotion of Rear-Admiral Kenneth F. Adams, who commands Canada's naval reserves, was an indication of the growing importance of the RCN(R). Admiral Adams now holds a rank equivalent to that of the flag officers on the Atlantic and Pacific coasts.

Admiral Lay inspected more than 500 officers and men of five training ships which were berthed at HMCS *Star*. He said he was impressed with what he had seen and was pleased at the size and scope of the training program, which was expected to bring 15 ships and 1,500 reserve sailors to Hamilton during the summer.

Broad Pennant Worn in Carrier

Commodore Ernest Patrick Tisdall, assumed the appointment of Senior Canadian Officer Afloat (Atlantic) on August 16, flying his broad pennant in the aircraft carrier *Magnificent*.

He had been commanding officer of *Stadacona*, Commodore RCN Barracks

WEDDINGS

Able Seaman Kenneth B. Barton, Aldergrove Radio Station, to Miss Jane Bourdeaux, Sooke, Vancouver Island.

Leading Seaman Peter Charles Bruner, *Shearwater*, to Miss Lorraine Lenore White, of Dartmouth, N.S.

Petty Officer William Carson, Albro Lake Radio Station, to Miss Joan Helen Titus, of Bedford, N.S.

Lieutenant-Commander P. H. Cayley, Naval Headquarters, to Miss Patricia Challinor Poole, Surrey, England.

Sub-Lieutenant Clyde F. D. Fox, *Brockville*, to Miss Margaret King McIntyre, St. Catharines, Ont., and Ottawa.

Able Seaman Bernard Leonard Hiller, *New Liskeard*, to Dorothy Mae Whynot, of Liverpool, N.S.

Able Seaman André Messara, *Niobe*, to Miss Madeleine Lester, London, England.

Able Seaman Edward T. O'Donnell, *Athabaskan*, to Miss Dorothy Mae Ross, Victoria.

Able Seaman G. R. Peterson, *James Bay*, to Miss Edna Carpenter, New Westminster, B.C.

Able Seaman J. G. Poole, *Stadacona*, to Miss Shirley Snow, Saint John, N.B.

Petty Officer Gordon Scrivens, *Chippawa*, to Staff Sergeant Bernice Wood, CWAC.

Able Seaman George Sebben, *New Liskeard*, to Leading Airwoman J. S. M. Threlfall, RCAF, London, Ont.

Able Seaman Guy Tellier, *Prestonian*, to Miss Huguette Donaldson, Three Rivers, Que.

Lieutenant John Williams, *York*, to Miss Eleanor Day, Toronto.

Able Seaman Stewart J. Wood, *Nootka*, to Miss Paula Egeland, Sandnes, Norway.

Lieutenant John Lloyd Woodbury, *James Bay*, to Miss Elizabeth Ann Paterson, Victoria.



The Royal Canadian Navy's first helicopter anti-submarine unit, formed in July, is commanded by Lt.-Cdr. (P) George H. Marlow, who was one of the original pilots in the Utility Helicopter Squadron at Shearwater. The unit will be based at the RCN Air Station, but will do most of its flying from the *Magnificent*. (O-5917)

and Officer-in-Charge, RCN Depot, Halifax, since March 1953. He was succeeded in these appointments by Commodore Edward William Finch-Noyes, commanding officer of the training cruiser *Quebec* since September 1953.

Succeeding Commodore Finch-Noyes as commanding officer of the *Quebec* was Captain Desmond William Piers who had been Naval Member of the Directing Staff, National Defence College, Kingston.

Four Storemen Top 90 Mark

PO H. R. Daye came first in the Third Naval Storesman Course for trade group three at *Naden* Supply School recently with 90.8 per cent. POs G. S. Waddell and T. W. Hudson had 90.5 and 90.3 per cent respectively. Eleven of a dozen-strong qualified, with the class average 72.3.

Graduating from the 56th Naval Storesman Course for trade group one was PO A. G. Mara, with an average of 96 per cent.

Ord. Sea. C. M. MacKenzie also graduated early from the 51st Victualing Storesman Course with a 78.9 average.

Supply Officer Welfare Head

Cdr. (S) William James Floyd, became Director of Service Conditions and Welfare at Naval Headquarters on September 2.

This is the first time that a supply officer has been appointed to the post, held previously only by officers in the executive branch of the RCN.

He succeeded Cdr. John H. G. Bovey, 38, of Montreal and Ottawa, who has taken up the appointment of Manning Commander, East Coast.

York to Rescue As Boat Burns

Members of *York*, the Toronto naval division, averted disaster on the lake front last June when a cabin cruiser exploded at the National Yacht Club dock.

Slightly burned on the right hand and face was J. Casey of Port Dalhousie, who was aboard the 20-foot craft when the blast occurred. Personnel from *York*, 75 yards away, raced to the burning boat in *York's* tug *Plainville* and quickly put out the flames with hand extinguishers. They then took Mr. Casey to *York* where he was given first aid by PO Arthur Tippett.

Also present during the emergency were Cd. Bos'n A. R. Corner, CPO W. R. Franklin, PO Harold R. Baron, Ldg. Sea. William Cheetham, Ldg. Sea. D. J. Henning, Ldg. Sea. J. A. K. Woods.

BIRTHS

To Able Seaman Montford Abs, *New Liskeard*, and Mrs. Abs, a son.

To Ordnance Lieutenant-Commander F. J. L. Boyle, *Niobe*, and Mrs. Boyle, a son.

To Leading Seaman R. N. Brown, Aldergrove Radio Station, and Mrs. Brown, a daughter.

To Petty Officer Donald Bruce, Albro Lake Radio Station, and Mrs. Bruce, a son.

To Petty Officer Charles W. Cadwallader, *Naden*, and Mrs. Cadwallader, a son.

To Able Seaman John Cummins, *Nootka*, and Mrs. Cummins, a son.

To Commander E. P. Earnshaw, Naval Headquarters, and Mrs. Earnshaw a daughter.

To Chief Petty Officer W. P. Hodgkin, *Niobe*, and Mrs. Hodgkin, a son.

To Sub-Lieutenant J. M. Jones, *Prestonian*, and Mrs. Jones, a son.

To Commander Dunn Lantier, *Stadacona*, and Mrs. Lantier, a son.

To Chief Petty Officer D. G. Larkey, Aldergrove Radio Station and Mrs. Larkey, a daughter.

To Able Seaman E. J. Malpage, *Stadacona*, and Mrs. Malpage, a daughter.

To Able Seaman Clayton J. Miner, *York*, and Mrs. Miner, a daughter.

To Lieutenant (L) T. R. Munro, Naval Headquarters, and Mrs. Munro, a son.

To Acting Captain R. W. Murdoch, Naval Headquarters, and Mrs. Murdoch, a daughter.

To Petty Officer William Sanderson, Albro Lake Radio Station, and Mrs. Sanderson, a daughter.

To Petty Officer John Smith, Albro Lake Radio Station, and Mrs. Smith, a daughter.

To Lieutenant-Commander J. R. K. Stewart, Aldergrove Radio Station, and Mrs. Stewart, a son.

To Petty Officer T. W. Stobbs, *Prestonian*, and Mrs. Stobbs, twin girls.

To Lieutenant Harry J. Wade, *Naden*, and Mrs. Wade, twins, a son and daughter.

To Petty Officer Frank Wapola, *Naden*, and Mrs. Wapola, a son.

To Petty Officer Ronald Wilkins, *Venture*, and Mrs. Wilkins, a daughter.

REQUIEM FOR A FOUR-FOOTED FRIEND

PO (Dog) Standeasy Served 19 Months in Carriers

IT IS WITH REGRET and a real sense of loss that his many friends will read that on the morning of June 30, 1955, Petty Officer (Dog) Standeasy, while crossing the Bedford Highway, was struck by a car and instantly killed.

His was an unusual story. He joined the Navy in 1947 when he was brought on board HMCS *Warrior* by a stoker who was shortly to proceed on leave and intended taking the little tan and white terrier-type pup home to his daughter. However, the members of the stokers' mess had other plans and when the time came for the stoker to leave the ship, the dog could not be found. No sooner had the owner cleared the gangway than the lost pup reappeared.

He became the stokers' mascot. A blank station card was produced and filled in. His name was to be "Standeasy" and his rank First Class Stoker Mechanic, while the space after religion showed him to be rather indiscriminate. His naval career had begun.

His adventures were many and varied. The first mishap was a fall from a hammock while he was still very young. One of his after legs was broken. Tenderly he was carried to the doctor. His pals stood by while his leg was set. A very surprised pup awakened to find his leg in a cast. It was only a matter of days before he was again running all over the ship, expertly carrying the injured member.

Life went on happily for him. The *Warrior* was his ship and the stokers' mess his home. He learned to bark at any officer who entered the precincts of the mess. In all ports he went ashore with his shipmates. All he asked was to be with them. They were his friends. He found life good.

In 1948 the *Warrior* was to be returned to the UK, with the crew proceeding on to Belfast to join the *Magnificent*. In the stokers' mess they wondered just how Standeasy could escape the six-month quarantine compulsory for all dogs entering the United Kingdom. They took their troubles to the Padre, who had known Standeasy from the beginning and who wasn't any happier over the prospect than the rest of the men. He solved the problem by carrying the little dog down the gangway carefully hidden under an innocent looking raincoat.

In Belfast another crisis arose. The "Maggie" would not be ready for an-

other month and the crew had to live in billets. The Padre took charge once more and the friendly burberry was put into use as they made their way to their hotel room. A most disturbing sign, "No Dogs Allowed", had made this step necessary. The night was cold, wet and miserable, the warmth of the room was welcoming. They had just settled comfortably down when Standeasy barked. An irate proprietress strode into the room with the request that they leave, and at once. So the Padre, with the little pup still under the burberry, for protection from the rain this time, walked out into the night.

The following day arrangements were made for him to stay with friends of the Padre on a distant farm until the new ship would be ready to sail for Canada.

On board the "Maggie" he began to lose his resentment of officers and became generally considered the ship's mascot, in spite of the protests of the stokers' mess.

He had 19 months' time in on the carriers when his health began to fail. He was in and out of hospital. The stokers took up a collection to pay his bills. When the Padre called to take him home from the hospital for the

An old "sea dog" will never again welcome the "Maggie" back to port. Petty Officer Standeasy died on June 30, a victim of his one unseamanlike attribute—chasing bikes. (HS-6830)



third time, the understanding vet said, "If you want him to go on living you will have to get him a home ashore where he will have regular meals and sleep and live a normal dog's life."

The stokers were most unhappy when they heard of the vet's ultimatum. The thought of their mess without Standeasy was bleak, but they agreed their friend's health came foremost. A home was found with an engineer officer who lived just outside *Stadacona's* gates. Standeasy would be able to visit all his navy friends in the barracks and those in ships in the dockyard. However, the changeover was difficult in the extreme. He hungered for his old life. Women he ignored, for he had never really known any. He made no attempt to understand children and, if by chance guests brought their dog to the house, a fight immediately ensued.

After two days in his new home, he rejoined his ship. He was brought back, stayed for three days, then the pattern was repeated.

Eventually he settled down and with regular and proper meals his health began to improve. Each day he would trot along to the MTE and visit with his old shipmates who were taking courses there. He never missed a parade or a football match. He adored the band and was always well up front when they were marching. A leading stoker's course at MTE led to his promotion. He became a petty officer.

When he got bored, he would slip over to Dartmouth and visit with friends there. If he happened to miss the harbour craft, he never had any hesitation in taking the Dartmouth ferry. He

might stay three days or a week. Sometimes his buddies would take him to their homes in the country. These absences were longer; once he was gone for five weeks.

Just when it seemed that he had swallowed the anchor for good, he was dognapped. The *Nootka* was sailing for Korean waters. She needed a mascot. Where could they find a better one than Standeasy? An hour or so after the ship had sailed, the CO was informed that a stowaway, one Petty Officer (Dog) Standeasy, had been found aboard. He requested by message that the dog remain for mascot duties. The request was refused and Standeasy returned from Bermuda in the navy tanker *Dundalk*. Ten days later a very thin little dog arrived in his home port.

A month later he went out on a "date", with consequences that were all but fatal. A rejected suitor, much larger than Standeasy, lay in wait for him at *Stadacona*. Three other dogs joined the fray. Hysteria mounted but the ugly aggressor never lost his hold on Standeasy's throat. It was the sentry who saved the dog's life. He waded into the mêlée and the huge dog threw Standeasy clear that he might give his whole attention to the sentry. The sailor suffered a badly bitten hand. As he was having the hand dressed in the hospital, he was asked if he realized the risk he had taken. Looking amazed, he answered, "Why, Sister, that was Standeasy. He's a Petty Officer, you know."

Somehow Standeasy dragged himself home, from where he was immediately driven to the vet's. His windpipe had

been punctured. The vet said he thought it would heal from the inside. It did, but his had been a very near thing. Ten days of nursing in his own home brought him back to health. From then on he seemed to feel more kindly toward women.

He went everywhere with his adopted family. His manners were beautiful and wherever he visited he was invited to return. Friends brought him gifts and even the Christmas cards read, "and a pat for 'Standeasy'". For four consecutive years he went on annual leave to a hotel in Prince Edward Island. Each year when reservations were confirmed, his name was always included.

One bad habit of which he never could be broken was chasing boys on bicycles. He would bark fiercely, wagging his tail at the same time. This went on for years. It was a game. Unfortunately, on the morning of June 30, his luck ran out. He saw the boys, forgot to look both ways for traffic, as was his habit, and dashed across the road. Death was instantaneous. He never even saw the car that swerved so suddenly to avoid the bicycle.

Two of his petty officer friends wrapped him in his blanket and buried him in a little grove of trees by a brook on the grounds of the property he so fiercely guarded as his own.

He had a great zest for living. He loved people, new places. His friends were numbered in the hundreds. He will be missed by many, but the people who were privileged to have him share their home for six-and-a-half good years will miss him most of all.—J.S.H.

NAVY PLANES FLY IN ARMY EXERCISE

The largest concentration of aircraft of the Royal Canadian Navy ever to participate in peacetime manoeuvres teamed August 8 to 11 with the Canadian Army during Exercise "Rising Star" at Camp Gagetown, N.B.

Fifty naval aircraft of several types supported the ground manoeuvres of the First Canadian Infantry Division and assumed the roles, at different times, of both "friendly" and "enemy" forces.

Exercise "Rising Star" was designed to train elements of the First Canadian Infantry Division in their operational role. It involved two artillery regiments, one armoured regiment and eight infantry battalions, along with other divisional troops.

The naval aircraft participating included Sea Fury fighters, T-33 jets, Avengers, Expeditors and helicopters drawn from six naval air squadrons.

Operating from HMCS *Shearwater*, the Naval Air Station at Dartmouth, N.S., the Naval Air Facility at Summerside, P.E.I., and from other convenient air bases, the naval aircraft were deployed to provide the closest air support possible to assist the ground forces.

The Sea Furies and Avengers provided tactical reconnaissance and support bombing; the jets fast air cover, and the helicopters and Expeditors were used for liaison, reconnaissance, general communications and the transport of personnel, including the evacuation of "casualties".

The naval aircraft flew about 70 sorties a day during the period, were airborne from dawn to dusk, and in some cases flew throughout the night.

The naval participation also covered various aspects of carrier-borne air support for Army forces ashore, similar to the air support provided by naval

forces during the Korean War, when carrier-based aircraft flew close-support bombing and strafing missions.

The helicopters, which proved themselves during the Korean conflict, saw plenty of action during the exercise. The "whirly-birds" are relatively immune to aerial attack because of their manoeuvrability and the fact that they can operate close to the ground. In addition to other duties, they have been used with a great deal of success by the Navy in search and rescue duties, ashore as well as at sea.

While the exercise was in progress, No. 1 Air Liaison Group (Naval Section) had a mobile air control team operating with each of the Army brigades. Each team consisted of a ground liaison officer and a naval controller. Their purpose was to brief pilots, control the aircraft and assist in guiding them to engage their targets.

THE ONTARIO THREADS THE KIEL CANAL

Waterway Little Known to RCN Visited by Cruiser

THE GREAT LAKES canal system is well known to many of Canada's smaller warships, the Panama Canal provides frequent passage to RCN ships, large and small, and even the Suez from time to time offers passage for men-of-war with the red maple leaf on their funnels.

Less familiar to officers and men of the Royal Canadian Navy is the Kiel Canal, linking the North Sea and the Baltic and it was along this canal's 61 winding miles that HMCS *Ontario* steamed in mid-June during her passage from Rosyth, Scotland, to Copenhagen, Denmark.

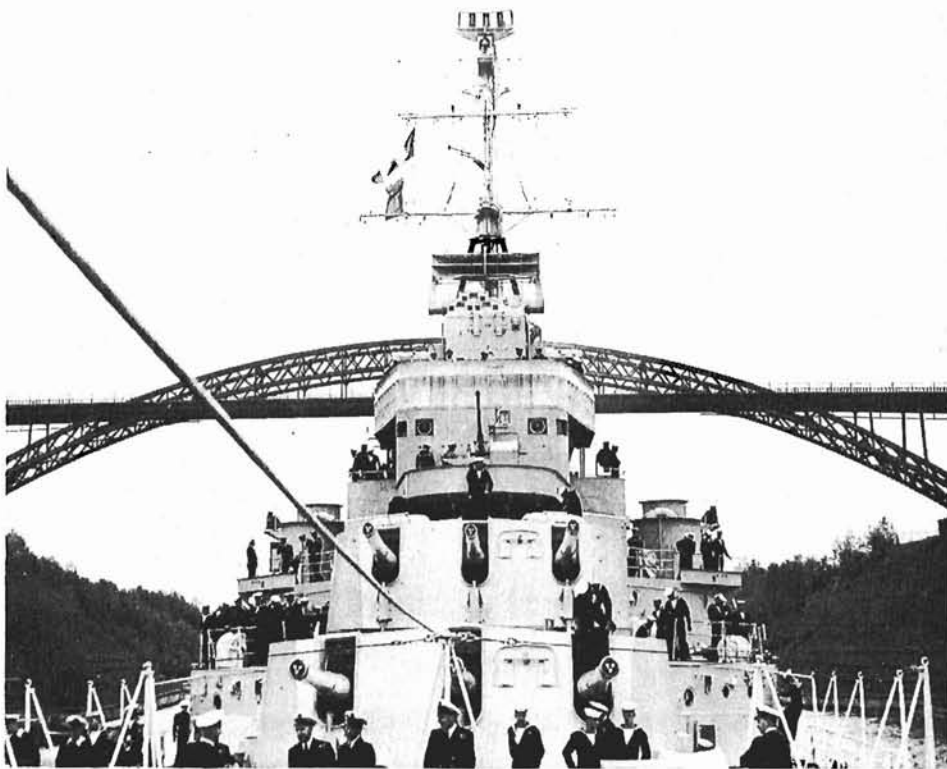
One of the world's busiest waterways, the Kiel Canal extends from southwest to northeast across the Schleswig-Holstein province of Germany. Its western end is at Brunsbuttel at the mouth of the Elbe River and its eastern terminus is near the city of Kiel.

At 0700 on June 14 the *Ontario* arrived at the Elbe No. 1 Light Vessel and after embarking the German pilot commenced the passage up the Elbe River. We were due at Brunsbuttel at 1000. Three hours was comfortable time to make the river passage, allowing for slowing down for heavy shipping near the entrance to Cuxhaven.

As we approached Brunsbuttel a large and very new suction dredge came out, did a grand sweep ahead of us and then closed the canal entrance as though to show us the way. We followed her and watched her manoeuvre nimbly alongside like a destroyer. The approach to the lock at Brunsbuttel was made with a breeze tending to set us onto the south wall, since we entered without tugs or locomotives. A second pilot replaced the river pilot during this operation but he left when the ship was secured in the lock, and was relieved by a third.

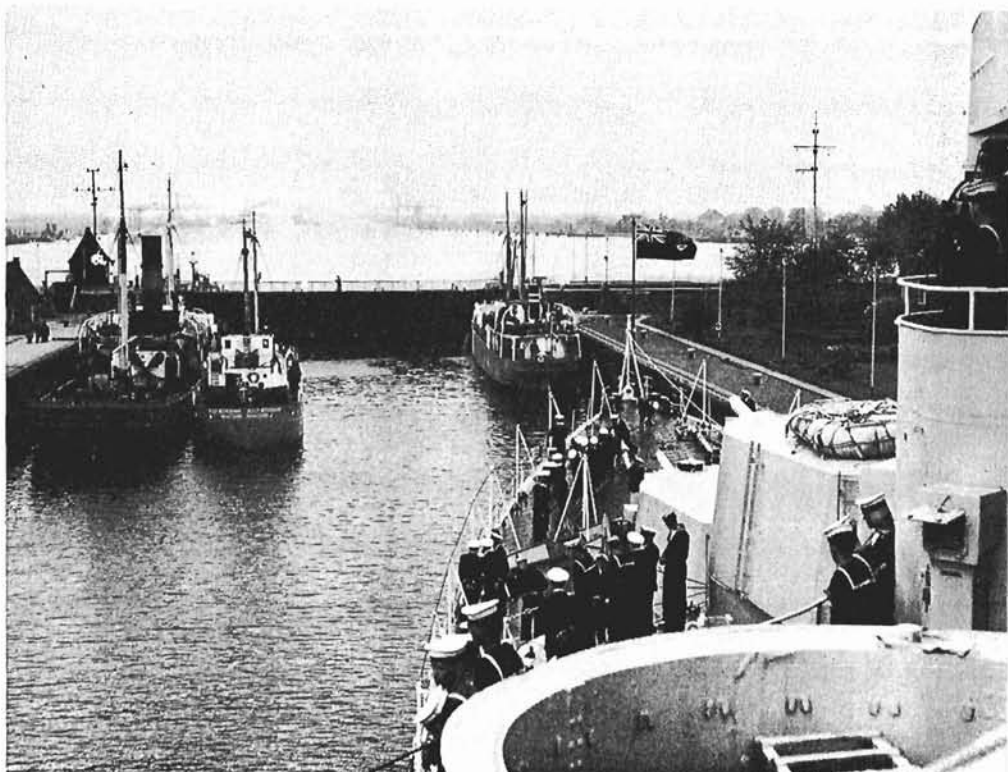
The locks at the east and west end of the Kiel Canal are required because of the difference in level between the North Sea, the canal, and the Baltic. The mean level of the three bodies is more or less the same, but there is little tide in the Baltic. As we entered the lock at Brunsbuttel the North Sea tide was such that the Elbe River was at mean level. There was, therefore, practically no waiting in the lock.

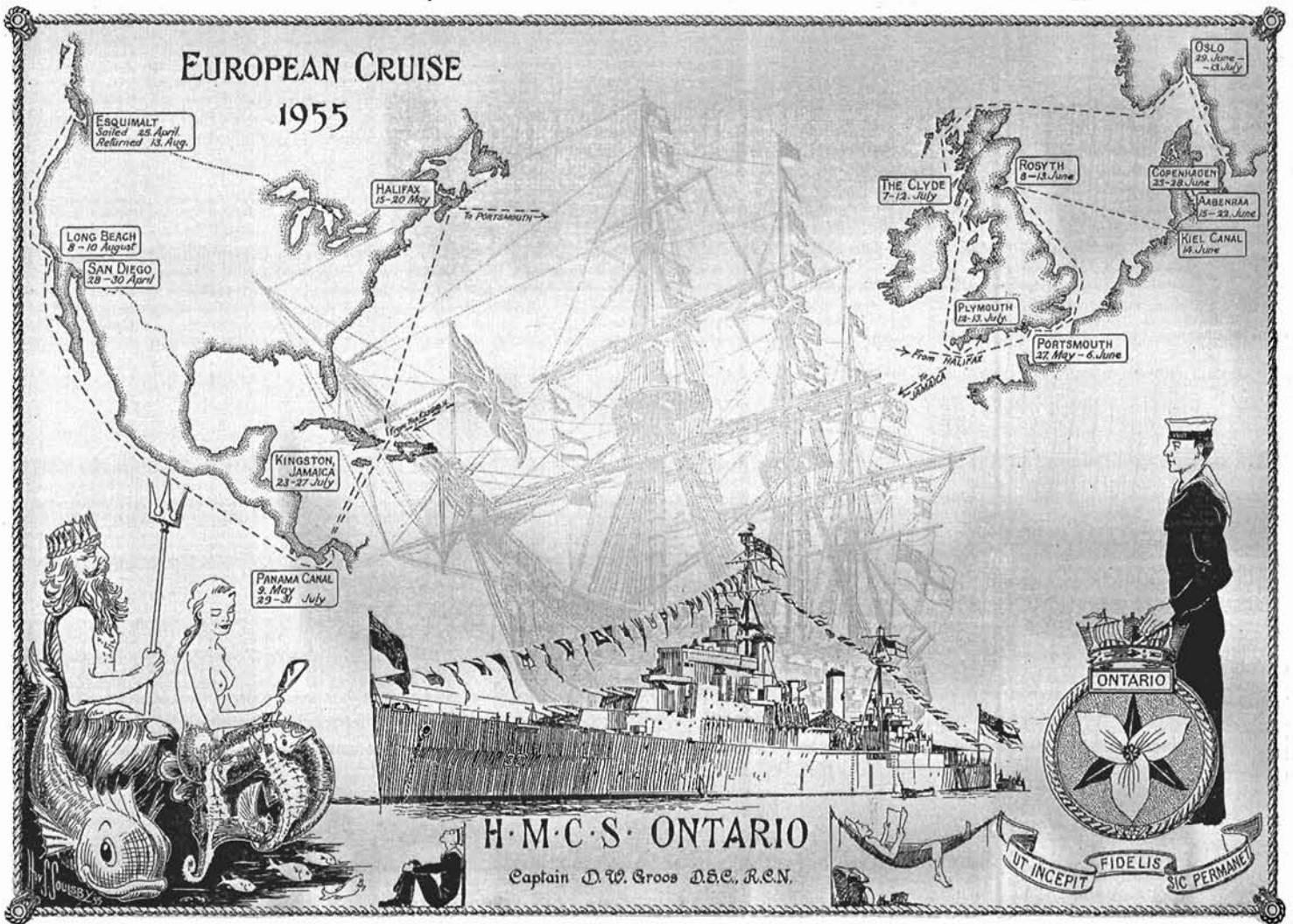
The third pilot, who spoke passable English, wanted to put a German helmsman at the wheel, thinking that they could steer the ship by eye. After ex-



The *Ontario* passes under one of the bridges spanning the Kiel Canal. (OT-2385)

Because of the rarity of the event, the passage of the *Ontario* through the Kiel Canal found most of the off-watch personnel at "gofer" stations. The *Ontario* is here waiting at the gate in the lock leading from the Elbe River to the canal. (OT-2384)





The Ontario's cruise certificate, drawn by Cdr. H. W. S. Soulsby, RCN (Ret'd), of Victoria.

plaining to him that our helmsman was below decks and could see nothing, he agreed that embarking a German helmsman would be of no advantage. With the ship's own helmsman, the captain and navigating officer conned the ship through, while the German pilot interpreted the meanings of the flags and shapes displayed at the signal stations.

The Kiel Canal is built with few straight stretches. Instead there are many long shallow curves, but no sharp turns. In a man-of-war where the helmsman steers by compass, every slight alteration requires a helm order. Nine hundred and eighteen helm and engine orders were made during the transit.

Canal effect was noticeable. As the ship closed one bank, she tended to be thrown back to the centre and the helmsman would find himself carrying up to 15 degrees of rudder to hold us close to the bank.

Ships under 3,000 tons are passed at any time in the canal. The larger ship remains in the centre and the smaller

vessel edges past by hauling over to one side at the last moment. When passing large vessels, use is made of nine stopping points where there are sturdy dolphins driven deep into the bottom on both sides of the canal. Here, too, the canal widens to permit large ships to pass, usually one of them resting against the dolphins on one side, but not necessarily secured. When passing small vessels going in the same direction, speed must be reduced to below two or three knots to avoid sucking the smaller craft into the screws.

The canal from Brunsbuttel to Rendsburg runs through relatively flat country, all heavily cultivated. Along the canal bank a road would follow us for a while, then a bicycle path, then perhaps another canal. As we approached Rendsburg at about 1300, we could see, not more than 25 yards to the north, the Eider River running parallel to the canal. From Rendsburg to Holtzenau on the Baltic, the canal winds through much higher ground.

The first half of the *Ontario's* passage was accomplished under reason-

ably sunny skies. When the pilot for the second half boarded at Rendsburg he brought with him a cold rain. This lasted for the rest of the day.

There are a number of signalling methods employed in the canal which are worthy of mention. There is a complete lack of radio telephone communications, which keeps the bridge blessedly silent during the passage. At intervals of about 10 miles throughout the length of the canal signal stations are situated with a view both ways at difficult corners. Here, by means of flags and shapes, the traffic in the canal is held up at the dolphins or summoned on as needed. At Rendsburg where the swinging bridge is invisible to a ship approaching from the south until rounding a bend a few cables distant, the ship is warned for about a half-mile in advance by series of flashing green or red lights.

Numerous cross-connecting canals, smaller and with less traffic, criss-cross the main canal. A number of car and passenger ferries cross the canal at large towns or where small

roads reach the canal. Where one of these intersections, canal or ferry, is at a blind corner, warning is given at the secondary intersection of the approach of a ship in the canal by means of photo-electric cells. These are placed at approximately a half mile off in either direction.

The Kiel Canal was built to enable the German fleet to make quick passage from the North Sea to the Baltic and facilities had to be provided to turn ships about part way through the canal. This was achieved by widening the canal in four places to join turning basins wide enough to accommodate ships as large as the battleship *Bismarck*. They are from three and one quarter to seven and a half cables in length and the largest one at Levensau appeared large enough for a destroyer to turn under helm.

The *Ontario's* arrival at Holtenua locks was a wet and miserable one. We were locked in, followed by a number of smaller vessels. As we waited for the lock gates into the Kiel Bay to open, our next pilot came aboard bringing with him more cold rain. Again without tugs, the captain manoeuvred the ship from the stone wall of the lock out into Kiel Harbour. We had finally reached the Baltic.

HOW PRAIRIE SAILORS BEAT THE DEPRESSION

THIS YEAR Saskatchewan is celebrating its Golden Jubilee and the Royal Canadian Navy has observed an historical occasion of its own in that wheat-growing province with the opening of new divisional headquarters for HMCS *Queen* in Regina.

The early days of the Regina Half-Company of the RCNVR, as it was then known, have been recalled in a series of articles written for "The Leader-Post", Regina, by Lt.-Cdr. A. C. Ellison, RCN(R) (Ret'd), now of Victoria, who commanded the division from 1924 to 1935 and from 1940 to 1943.

The third article in the series describes the valiant efforts of the division to stay afloat and to keep its members, most of whom were unemployed, off the relief rolls in the darkest days of the depression. Saskatchewan was the hardest hit of all Canada's provinces in the early 30s, with wheat, its main source of revenue, bringing around 40 cents a bushel and much of the countryside devastated by drought, dust storms and grasshoppers.

How the Regina division survived those desperate times is a heart-warm-

A few moments were spent looking at the ruins of the German naval base at Kiel, which lay to the south of us across the harbour. The Jutland Memorial on the eastern bank stood out conspicuously against the grey horizon. On the same shore but to the south stood another memorial to the German submariners of the First World War. We set the ship's head now for the Kiel Light Vessel and the first swept channel through the still mined Baltic Sea.

During the whole passage the ship was welcomed from both sides of the canal by children, farmers, housewives and motorists waving and shouting friendly greetings. The land, for a great part, is rich and fertile. Portions seen were under intensive cultivation, while other areas were lush grazing pastures. Much of the farming appears to be done by women, dressed in typical peasant costume of long skirts, with kerchiefs over their heads. As the ship approached, one and all stopped working and gathered in small knots on the bank to wave us on our journey.

It is believed that this transit was the first made by a Canadian naval vessel of this class.—L.A.J.

ing story of courage and determination, told here in the words of Lt.-Cdr. Ellison:

AT THE CLOSE of the 20s the Regina naval unit moved into the new armoury and while the loss of our own quarters was regretted by all, the move had some advantages. For one thing the presence of the military was an added incentive to smartness and the strict observance of naval tradition. This did not go unnoticed and Regina citizens began at last to take an interest, which later developed into pride as they realized that a real naval unit was coming into being so far from tidal waters.

There was no longer any difficulty about recruits, for now there was a long waiting list of excellent candidates. Added prestige was gained by the fact that several of our seamen had done long cruises in Royal Navy ships. Both headquarters and reserves were looking forward to further expansion, but with the coming of the 30s rigid economy again became the order of the day.

Actually the depression was a blessing in disguise, for we became welded

together in a common effort to keep the flag flying. At this time many of our ratings had no employment and some were at the point of being forced to apply for relief. At a full meeting of the unit in 1933 when conditions had reached their lowest ebb, it was decided that no naval rating was to be allowed to go on relief and that we should establish a naval camp on the shore of Long Lake.

An arrangement was made with a farmer to cut wood on a quarter section bordering the lake and we hoisted the White Ensign over an old abandoned farm house. The men built bunks and made the place shipshape and by the end of the summer it was spic and span with a driveway edged with white-washed rocks. About 15 men took part in the scheme and the establishment was run on naval lines and under naval discipline. The way the plan worked was that the men at the camp cut poplar into cordwood lengths and it was hauled to Regina by one of them who owned a truck. The officers and ratings who still had employment acted as salesmen and obtained orders for the wood.

It cannot be said that the venture was a huge financial success, but at least it paid its way, which is more than can be said for most businesses at the low point of 1933, and more important still it created a true spirit of comradeship and pride in our joint undertaking. The ratings taking part lived well and made sufficient to keep them amply supplied with pocket money and clothing.

Headquarters also did its part to help by squeezing \$150 out of its meagre budget to build a boathouse on the lake shore. The work was done by a rating at the camp; a lumber company gave a bargain price on the lumber and the balance of the grant was divided among the men. The whaler was then moved to the new boathouse and many happy evenings were spent sailing on Long Lake and the knowledge of seamanship and boat work thus acquired was turned to good account some six years later when Canada found herself at war.

Headquarters also assisted by using reservists on voluntary service instead of enrolling new permanent force recruits; and some of our ratings with special qualifications spent almost as much time at Esquimalt or at sea as they did in Regina. This also paid big dividends on the outbreak of war.

Weekend visits were paid to the camp by the other members of the unit and games and sport days organized and when winter came our quarters in the armoury were always open and those

who had no employment spent their time becoming proficient in a seaman's work.

Gradually we built up business connections which resulted in a lot of part time work. The art of wire-splicing had been developed and a high standard of skill acquired by some of the seamen. There were frequent calls from elevators and farmers for their services. Painting of flagpoles was also a job for which we had frequent calls. The unemployment situation was also aided by the fact that every winter two or three fortunate ratings were selected for the winter cruises of Canadian ships and thus escaped the rigours of a Saskatchewan winter in the pleasant waters of the West Indies.

About this time Regina saw its first naval funeral and the streets were lined with interested spectators as the gun carriage drawn by seamen proceeded at a slow march to the Regina cemetery.

In the same year we sustained another loss in the retirement of Commodore Walter Hose who sent the unit a farewell letter in which he said that there was no phase of his work that he looked back upon with greater pride than the building of the Royal Canadian Naval Volunteer Reserve. It was a sentiment shared by all members of the unit for each in his own way had given what he could.

RN Ship Recalls Heroic Stand

Letters exchanged between Capt. R. Portlock, OBE, RN, commanding officer of the Royal Navy cruiser HMS *Newfoundland*, and Major W. L. Collins, officer commanding Battalion Headquarters and St. John's Company, Royal Newfoundland Regiment, on the occasion of Dominion Day, recalled the gallant participation of the regiment in the Battle of the Somme in the First World War, it was reported in the July "Admiralty News Summary".

Captain Portlock, in sending the best wishes of the ship, which is now on the Far East Station, referred to the magnificent feat of arms of the Royal Newfoundland Regiment on July 1, 1916, when out of a strength of 801 no less than 711 were killed or wounded on the first day of battle. Not one man was taken prisoner.

"Our Empire does not lack for examples of bravery, but devotion to duty such as this can seldom have been equalled," said Capt. Portlock.

Major Collins, in reply, expressed his thanks on behalf of the relatives and survivors of the regiment for the organization of a special service of commemoration arranged by the *Newfoundland* at Singapore.



The third floor of this handsome building on Massachusetts Avenue in Washington, D.C., is headquarters for the Naval Member, Canadian Joint Staff, (Washington) and his staff. (Photo courtesy Davis Studio, Washington)

THE CANADIAN SERVICES' HOME IN WASHINGTON

MASSACHUSETTS Avenue, Washington, D.C.'s wide and tree-lined Embassy Row, has a new and handsome building. Over the door is displayed the deeply embossed coat-of-arms of the Dominion of Canada, and inside on any working day are approximately 250 Canadians representing Canada's three Armed Services, Defence Research Board and Department of Defence Production.

This new building, long urgently needed to bring together under one roof these five branches of Canada's Services whose work is so closely interwoven, was completed and occupied on January 10, 1955.

Occupying almost the entire third floor is the Naval Member, CJS(W) and his staff of 18 officers, two petty officers and 14 civil servants. Their jobs, like those of their colleagues, are made more efficient by the completely modern facilities the building is designed to provide.

Within the building top military secrets are given full protection by massive vaults and electronic intrusion alarms backed up by specially-trained security guards. Buried underground behind thick reinforced concrete, an elaborate communications and cryptographic network provides the means for rapid and direct exchange of informa-

tion between the building and almost any point in the world.

A huge air-conditioning system operates to maintain a constant temperature and humidity the year round. Completely automatic dial telephone system and automatic elevators provide the means for close interservice co-operation.

These and other features make this building unique among its contemporaries. Canadians can be justly proud of the progressive spirit that prompted its construction.—J.G.M.

Worth a Try

Under a heading entitled, "Instead of Pension Plan Pay Him a Sinking Fund", the following piece appeared recently in Jack Wasserman's column in the *Vancouver Sun*:

The Cruel Sea—The sailors attached to the Royal Canadian Navy recruiting office on Pender are still shaking their heads over this one.

A young fellow came in to inquire about joining the navy. His main concern was whether he'd receive pension fund credit for his wartime naval service.

The recruiters who spoke to the visitor detected a slight accent in his speech.

Further questioning disclosed that the wartime service for which he sought credit was with the German navy. No sale.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Cayuga

The early summer was a busy period for the *Cayuga*. Activities included visits to local ports, a program of workups in Nanoose Bay and a weekend spent in taking reserve personnel from HMCS *Discovery* to sea.

Official visits were made to Bellingham, Washington, on the occasion of the Blossom Queen Festival in that city, to the Twin Cities of Port Alberni and Alberni for the Victoria Day Celebrations, and to Comox.

In all places the hospitality extended to the ship's company was considerable, and the ship in turn did her part in entertaining visitors from shore. To quote statistics, an estimated total of 3,000 men, women and children visited the ship from the beginning of May to the end of June.

A few comments may be made about the workups at Nanoose. By dint of hard work and enthusiasm, the standard of performance in drills and exercises showed a steady improvement.

In competition with the *Athabaskan*, an afternoon spent in general drills resulted in the *Cayuga* winning by 17

points to 5. It should be noted that although the result looks rather overwhelming, this was not the case as in many of the drills the competition was much closer than was indicated by the final score. Subsequent comments made by crew members of both ships indicate that they are ready to compete again at the earliest opportunity, with the *Athabaskan* vowing revenge.

During the visit to Vancouver, in two days some 100 reservists were taken to sea for trips up and around Howe Sound. Wherever possible the reserves were given the opportunity to take over the duties of corresponding members of the ship's company. The Wrens in particular were most enthusiastic at being given the chance to work as sonar operators, communicators, lookouts, etc.

The spirits of the Wrens were not in any way dampened when four of them were ordered to paddle a carley float around the ship in competition with four Wrens on board the *Athabaskan*. The drill was won handsomely by the Wrens from the *Cayuga*.

This was apparently not enough "boatwork" for the Wrens, for they then requested that they man the sea-boat. In spite of the fact that few of

them had had any experience, they quickly learned how to handle the oars, and after a short pull were hoisted in-board, expressing disappointment at not having more time to acquire further skill in rowing.—J.C.W.H.

Masset Radio Station

The determination of wives of station personnel to provide playground equipment for the married quarters has resulted in quite a social stir. The ladies have organized several dances, a wiener roast and a bingo night—all of them successful enough to make it apparent the financial goal will be reached by the end of the summer.

Less successful have been their efforts to interest some organization in donating a piano to the naval radio station, but they are still hopeful.

The summer sports season began in early June and the naval softball team has made a good showing in games with teams from New Masset and Old Masset (the Indian village).

Residents of the Masset area have generously provided the transportation necessary for deep sea fishing. The honours to date are held by AB R. C. Britton, with a 58-pound halibut. The officer-in-charge, Cd. Officer D. C. Filewood, has had to be content with the memory of the big one that got away—an enormous spring salmon that made off with the gear and 50 yards of line.

The "no limit" regulations on deer hunting and the marksmanship of Ldg. Sea. R. G. Turcotte, recently of HMCS *Jonquiere*, have resulted in a bag of five animals up to the time of writing.

Ldg. Sea. R. L. Bowden has relieved PO Stan Hill in the electrical department. PO Hill left with the station's wishes for every success in his TG4 course.

Ldg. Sea. J. B. Bent has taken over the cooking chores from AB J. G. Gardiner, who had acquired the reputation of turning out the best cinnamon buns ever made in the Queen Charlotte Islands.

HMCS James Bay

The first anniversary of HMCS *James Bay* was celebrated on May 3, and the occasion was marked by the galley producing an extra large and delicious cake bearing a single candle.

During the month the ship was engaged in minesweeping exercises, in



CPO Stanley Birch is surrounded by Formosan youngsters during the intermission of an entertainment presented to the officers and men of the Sioux by the Chinese Naval Commander of Keelung, Formosa, when the Canadian warship visited the port this summer. (SO-594)

company with HMCS *Fortune*, in Harrow Straits and the Straits of Juan de Fuca.

The ships paid a four-day visit to New Westminster, where they took part in the city's 85th May Day celebrations. During this time the public took advantage of the opportunity to visit the two 'sweepers.

Battle of the Atlantic Sunday was spent in New Westminster and the combined ships' companies attended divine service at Holy Trinity Cathedral.

On May 27 and 28, the *James Bay* acted as one of the guard ships for the popular West Coast sailing event, the Swiftsure Race.

A combined surprise and house-warming party took place on May 7, when the chief and petty officers descended in a body on PO Desmond A. Studley's new home in Saanich.

The first week of June found the *James Bay* steaming up the Straits of Georgia with minesweeping equipment streamed.

The evenings were spent at Tribune Bay and Bedwell Harbour, where the *James Bay* and *Fortune* clashed in in-

ter-ship ball games. The *Fortune* team scored a 13-12 victory but in a return game, between teams composed of officers and chief and petty officers, the *James Bay* won by an overpowering 26-6 score. A banyan party completed a successful and enjoyable week of minesweeping and inter-ship sports.

On the Wednesday of the following week members and representatives of the Naval Officers' Association of Victoria boarded the *James Bay* and *Fortune* and were taken to sea to view the operational technique of the new minesweepers. The *Comox*, just out of refit, joined the Squadron and with all ships once more together, an impressive performance was displayed for the visitors.

The remainder of the time was spent in preparations for the San Francisco cruise, which began June 24.

HMCS *Ste. Therese*

Speaking at the commissioning of the *Ste. Therese*, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, said: "Another ship is born into the family of the RCN and has just come to life. Ships, like people, have character and it is up to the ship's crew to see what sort of character she will have."

The commissioning ceremony took place at the Saint John Dry Dock Company, Saint John, N.B., on January 22.

The ship's company had arrived a few days previously from the West Coast and were mainly ex-*Sault Ste. Marie*. A guard of honour was mounted for the Hon. D. L. Maclaren, Lieutenant-Governor of New Brunswick, who attended the ceremony.

Rear-Admiral (E) J. G. Knowlton and Lt.-Cdr. W. F. Potter, commanding officer, received the ship from the company on behalf of the RCN.

After six months in commission, the *Ste. Therese* had steamed nearly 14,000 miles in temperatures ranging from -8° F. to 90° above. Leaving Saint John on January 24, the ship spent a few days in Halifax before starting her voyage "home".

First port of call was at Nassau, in the Bahamas, where the tourist season was in full swing. Much activity was taking place in preparation for the arrival of HRH Princess Margaret, in HMV *Britannia*.

Miss Yvonne de Carlo, who, with Howard Duff, was making a film called "Rebel Island", paid the ship a visit and signed her autograph for several members of the ship's company.

In harbour at the time were two interesting ships, schooners of the Royal Swedish Navy, HMSS *Gladen* and HMSS *Falkan*. Cadets were sailing in these ships as part of their training.



Commodore B. R. Spencer, then Superintendent of the Dockyard at Esquimalt, congratulates Mr. Edward B. Mitchell, of Victoria, attached to the Motor Transport division of the Pacific Command, for driving 250,000 miles over the past 15 years without an accident. (E-31153)

Considerable entertainment was enjoyed between the RSN and RCN.

The next port of call for the *Ste. Therese* was Guantanamo Bay, where the United States Navy had a large fleet exercising each day. After passing through the Panama Canal, the ship had two nights at Balboa, where the Mardi Gras was being celebrated. Though without fancy dress, several of the ship's company joined the merry throngs ashore.

Balboa to Long Beach was the longest haul of the trip and was marked only by whales, dolphins, turtles and a meeting with the *Crusader*.

After arriving at Esquimalt, March 11, the ship's first assignment in the Pacific Command was, in company with the *Cayuga*, *Athabaskan* and *Jonquiere*, to rendezvous with, and escort home, the *Ontario*, on her way back from Australia and New Zealand. Three weeks later, in company with the same task unit, the *Ste. Therese* escorted the *Ontario* as far as San Diego on the first leg of her European cruise.

Since May, the *Ste. Therese* has been employed in the Cadet Training Program and has had two spells at Bedwell Harbour, which included the opening ceremony of the Pender Island Bridge, performed by the Hon. P. A. Gagliardi, Minister of Highways. The ship's company also had a good look at the Golden Gate Bridge when they visited San Francisco, and during general drills they had a visit from Commodore P. D. Budge, Commodore RCN

Importance of Visits Underlined

Despite the fact the city was busy preparing for a visit from HMS *Superb*, flagship of the America and West Indies Station, the frigates *Stettler* and *Sussexvale* received a friendly and hospitable reception during their stay in Portland, Oregon, from July 13 to 16.

"The Oregonian", Portland daily, saw more in the presence of the Canadian warships than a goodwill visit. The newspaper's editorial comment in July 16 editions follows:

CANADIANS HERE FOR REASON

The three-day visit of Her Majesty's Canadian Ships *Stettler* and *Sussexvale* to Portland has provided some pleasant social occasions contributing to international good will. But one of the important reasons for their visit was neither social nor diplomatic.

Canadian vessels of war in the Pacific and Atlantic co-operate closely these days with the American navy for the sound reason that they would be joined in any action to repulse an enemy attacking the North American continent. The frigates *Stettler* and *Sussexvale* are training ships. In their summer crews are 70 cadets, mostly university students, working to become officers in the navy and reserve.

It is imperative that these and the veteran personnel of Canadian warships become as familiar with American waters as with Canadian ports. Canadian naval vessels are frequent visitors in Puget Sound ports, but the frigates are the first Canadian warships to come up the Columbia to Portland since the cruiser *Ontario* arrived for the Rose Festival in 1951. Portland will welcome their return, and all other Canadian visitors.

Barracks. Although not winning the "Cock o' the Walk" series, the *Ste. Therese* won the "Away Sea Boat's Crew and Pull Round the Ship" exercise. The cadet crew made the record time of three minutes, one second.

Padre F. Temple, Kingston, who was borne for the cadet training period, performed the first baptism ever held in the *Ste. Therese* on June 25, when the baby son of Lieut. G. H. Selby-Smith and Mrs. Smith was christened.

The ship's sports activities have centred mainly on softball, under the guidance of PO Jack Allan. A team was formed and several games have been played, with a reasonable amount of success. Results were as follows: Nassau Bahamas U-Drivets, lost 7-2; *James Bay*, won 22-6; *Comox*, won 12-4; *Sussexvale*, won 28-8; *Stettler*, lost 20-10; *Jonquiere*, won 12-5.

ATLANTIC COMMAND

HMCS *New Liskeard*

The *New Liskeard* experienced a highly successful two-week operational cruise in early summer. It was successful because, in this short period, the ship was given a thorough cleaning and painting, while time was still available for valuable sea training and a weekend in a hospitable port.

The RPs in particular were afforded ample opportunity to practice differentiating between craft of various sizes and identifying buoys; or, equally demanding, keeping track of the erratic movements of a number of fishing vessels.

The dominant note of the cruise was "a prolonged blast sounded on the siren at intervals of no more than one minute". In fact the fog did not let up from Long Island Sound to Jetty Zero in Halifax, except through the "Race" at the eastern extremity of Long Island. This only served to emphasize the co-operation required between members of the blind pilotage team, as on entry visibility at the "Race" had been zero.

Huntington Bay proved to be a happy choice for an anchorage. We arrived on a warm Sunday afternoon, with pleasure craft cruising about against a background of sandy beaches and fine homes amidst abundant foliage. Huntington Bay offered a most inviting aspect. In spite of the curiosity aroused and the friendly hand-waving from the numerous pleasure craft, that evening the local radio station still referred to a "strange unidentified warship" anchored in the Bay.

However inviting the beaches were, there was so much to accomplish in a limited time that leave was not granted.

Bathing was confined from the anchor buoy to the quarterdeck and only at the noon hour, except for those who failed to notice the portion of the upper deck freshly painted by the captain. Huntington Bay must have had much to offer as it took the supply department three days ashore to arrange procurement of a few gallons of white paint.

Chipping and painting carried on well after the normal time to "secure" and even some feared the electricians would be required to rig floodlights. However, since all joined in irrespective of rank, in order to have a clean ship before calling at Bridgeport, Conn., the long hours and lack of shore leave did not weigh as might have been expected.

The weekend in Bridgeport also proved successful. Hospitality was excellent, as evidenced by the fact that although New York was easily accessible, few bothered to go there.

Since the *New Liskeard's* visit coincided with the Memorial Day weekend, two platoons joined in the parade and the Captain laid a wreath at the Cenotaph. The Canadian sailors drew applause and cheers, which no doubt were a stimulus to the marching and bearing of the men. Nevertheless, it is remembered as a long tiring march. But many also remember the hospitality of the U.S. Legion on that day.

HMCS *Prestonian*

During the spring and early summer the *Prestonian* logged many hours of anti-submarine work-ups in the Bermuda area and, for some of the trips,

had officers from the Maritime Warfare School on board.

In the latter part of June the ship anchored off Baddeck to train for the annual Atlantic Command regatta and to paint ship. The ship's company also had a smoker ashore. In the regatta everyone pulled hard but, unfortunately placed last.

The *Prestonian* paid a five-day courtesy call to Montreal in company with the *Lauzon* and *Toronto* during the second week in July. En route to Montreal general drills and evolutions were conducted each day. When the squadron commander, Capt. R. L. Hennessy, inspected the ship, the stoker's mess received acclaim as the best on board.

The city proved a noble host and placed many clubs and facilities at the disposal of those on board. The ships were open to visitors on the week-end and thousands of interested Montrealers visited on board.

On returning to Halifax, the ships went into maintenance refit for a month with port and starboard watches alternately going on two weeks' leave. The *Prestonian* is now under the command of Cdr. W. M. Kidd who recently received promotion to his present rank.

Albro Lake Naval Radio Station

Changes in personnel continue to take place at Albro Lake Naval Radio Station. Some of the latest additions are Leading Seamen David MacIsaac and Ronald Joyce from the *Iroquois* and Bruno Turcotte from the *Algonquin*. PO William Webster has joined from *Stadacona*.

The *Waves* took over from the U.S. Marines at morning colours at the NATO headquarters of Admiral Jerauld Wright, USN, Supreme Allied Commander Atlantic, on July 30. The occasion was the 13th anniversary of the *Waves* and when the women of the U.S. Navy carried the 15 national flags flown daily at the command, it was the first time this duty had been performed by other than the Marines. The Guard of Honour is shown here around the historic table on which the Atlantic Charter was signed in August, 1941, by Sir Winston Churchill and the late President Franklin D. Roosevelt. Each of the *Waves* has ancestry of the country whose miniature flag she holds. Canada was represented by Pauline Solick, fourth from left in back row. (SACLANT Photo)



PO Donald Bruce, PO Robert Binder, and PO Frederick Leafloor have departed for the *Iroquois*, *Quebec* and *Lauzon* respectively. PO William Redford has taken up his draft in HMC Dockyard.

An enjoyable party was held on board for the second and fourth watches.

"Jam sessions" seem to be the order of the day, with Ldg. Sea. Ken Howell on piano, Ldg. Sea. Mervyn "Sam" Sieber on clarinet, Ldg. Sea. "Trapper" Trapnell on cornet and Ldg. Sea. Donald Pots on sax.

HMCS Lauzon

Early summer was a busy period for the *Lauzon*. Completing refit, the ship sailed with the *Prestonian* on May 6 for seamanship trials and evolution off Bermuda.

During the latter part of the month the ship exercised with HMS *Astute*. En route back to Halifax, the *Lauzon* joined with the *Toronto* in Exercise Fogbank.

Three days after returning, the frigate sailed for Bermuda again. On this occasion, the First Canadian Escort Squadron Commander, Captain Ralph Hennessy, embarked in the *Prestonian* as his own ship proceeded to Lauzon, Que., for refit. The two ships took on board members of the Joint Maritime Warfare School for training.

During the latter part of June, the ship sailed to Baddeck, N.S., together with her two sister ships of the squadron, for work-ups and preparation for the naval regatta in Bedford Basin at the end of June.

Cdr. M. J. A. T. Jette, who took command shortly after the ship commissioned as a converted anti-submarine vessel, left to take over as officer in charge of the Point Edward Naval Base. He was succeeded by Lt.-Cdr. J. C. Carter.

An incident that brought much amusement (at the expense of the first lieutenant, Lt.-Cdr. E. J. Hyman) was the "commissioning" of "*Jimmy Junior*". Consisting of two oil drums, fitted out even to running light, radar, and other gear to resemble a ship, "*Jimmy Junior*" was used by the ship's company for gunnery practice.

Ordnance Training Centre

HMC Ordnance Training Centre at *Stadacona* has said goodbye and the best of luck to CPO Ellis Parker, who recently commenced his pension leave, having completed 20 years of service. With best wishes from the OTC staff, he was presented a fishing rod.

During the past few years CPO Parker has been employed on the staff of Flag Officer Atlantic Coast, assisting in carrying out ordnance trials. He is now

employed in a civilian capacity with the Torpedo Shop, RCN Armament Depot, at Dartmouth.

The fourth ordnance technicians' course at the Ordnance School, *Naden*, began in July and drew the following personnel from *Stadacona*: CPOs Robert Wight, William Greene, John Buckland, Donald Jackson and Maurice Carroll, and Petty Officers Arthur Inglis, William Sanderson, Edward Ouellette and George Caswell.

CPO Charles Penney has been drafted to the *Quebec* for regulating duties.

New arrivals at the Centre are: CPOs J. R. Vincent, D. A. Thompson, D. A. Wilkinson, G. J. Clare, T. A. Decker, J. H. Bourret and Frank Turner. They returned from *Naden* where they completed the ordnance technicians' course. PO R. P. Hodgson also arrived from the *Iroquois*, and now is instructing in underwater weapons for armorer's mates.

CPO Tait Clarke has left OTC to join HMCS *Star*, at Hamilton, relieving CPO Constan Sansone who was drafted to Ordnance Training Centre.

Lt.-Cdr. J. F. Beveridge has taken over from Lt.-Cdr. F. E. Barlow as officer-in-charge of the Ordnance Training Centre. Lt.-Cdr. Barlow has gone to the West Coast to take up his appointment in the *Crescent*.

Navigation Direction School

Many changes have taken place in HMC Navigation Direction School staff at *Stadacona* in recent weeks.

Great Lakes Ships Assist in Ceremonies

Ships of the Great Lakes training fleet took part in historic ceremonies at Grimsby, Ont., and Youngstown, N.Y., during June.

At Grimsby, the Algerine escort vessel *Portage* anchored offshore and landed a platoon to mark the unveiling of a tablet commemorating the engagement at the Fort, which took place in 1813. This engagement followed the Battle of Stoney Creek between American and British forces. The Americans, withdrawing from Stoney Creek, were routed at the Fort by naval forces commanded by Commodore Sir James I. Yeo, members of the Lincoln militia and Indians in the area.

At Youngstown, the Bangor escort *Minas* and the Fairmile patrol craft *Wolf* assisted in the annual Flag Day celebration at Old Fort Niagara. Since this fort was built by La Salle in 1679, the French, British and American flags have flown from its flagpole. The flags of these three nations, which ruled the ancient fort, were hoisted again at the ceremony.

The Canadian sailors marched in a parade with American servicemen and veterans.

The Senior Instructional Officer, Lt.-Cdr. (N) W. J. H. Stuart, appointed to the *Quebec* as navigation officer, was replaced by Lt.-Cdr. (N) C. G. Pratt from the *Algonquin*. Lieut. (N) S. M. King, who was appointed to the *Algonquin* was relieved by Lieut. (D) J. A. Farquhar from the *Huron* as SORP1.

Lieut. G. A. Carroll left in July for a JOTL Course, while, in the instructing staff, CPO W. A. Burke was drafted to the *St. Laurent* on commissioning. PO D. A. Kurts was to leave the school to join the *Huron*. Petty Officers Richard Bridges and M. J. MacDonald are sailing for the United Kingdom for their PRL course.

In the quartermaster branch, CPO G. M. Southern left for the *Micmac* as cox'n while CPO N. G. Dawe left for the *St. Laurent* as cox'n on commissioning.

Other staff changes included CPO W. C. Carruthers taking over the duties of regulating chief petty officer and senior chief petty officer instructor, CPO W. A. Burke taking charge of radar instruction, CPO B. J. Woodacre taking over plotting instruction and CPO F. H. Lowe looking after models instruction.

Changes in the quartermaster section were: PO Reg Keddy, to Sydney, N.S., for instructional duties with Sea Cadets, Ldg. Sea. Mark Draibye, drafted to Collège Militaire Royal at St. Jean, P.Q., vice Ldg. Sea. Frank Voegli, and PO John Dunn temporarily in the school from the *Algonquin* to carry out the duties of "buffer".

Under training in the school at one time were 130 UNTD cadets, five radar plot and three quartermaster classes and a special RCN(R) radar plot course for Wrens.

NAVAL DIVISIONS

HMCS Hunter

The anniversary of the Battle of the Atlantic was commemorated Sunday, May 15, by HMCS *Hunter*. The ship's company fell in on the campus of Assumption College and marched to Ambassador Bridge Park, situated on the Detroit River shoreline. Chaplain (P) B. A. Silcox led in prayer the personnel of *Hunter* and the large crowd gathered to view the ceremony. Rear-Admiral Walter Hose, RCN, (Ret'd), Chief of the Naval Staff from 1920 to 1934, delivered the principal address at the memorial service honouring naval personnel who gave their lives in the Battle of the Atlantic. Commander W. G. Curry, commanding officer, concluded the service by placing a wreath upon the waters of the Detroit River,

and with the playing of the Last Post the wreath was carried slowly downriver.

On June 4, HMCS *Wolf*, the fair-mile attached to *Hunter*, and HMCS *Raccoon*, attached to *Prevost*, lent their assistance to the United States Coast Guard in controlling the hundreds of craft on hand to view the International Tugboat Race held this year on the American side of the Detroit River. This year's classic, which marked the Soo Centennial, was easily won by the *Sachem*, a Detroit entry.

On June 18, *Hunter* was paid a short visit by the officers and men of HMCS *Moose*, from Port Arthur. Lt.-Cdr. C. S. Smedley, staff officer, *Hunter*, was on hand to meet and entertain Captain E. O. Ormsby, commanding officer of the *Moose*, during the short lay-over period.

On Wednesday, June 22, the two Algerine class coastal escorts *Wallaceburg* and *Portage* paid an overnight visit to Windsor. On hand from *Hunter* to welcome the officers and men were Lt.-Cdr. C. Smedley, staff officer, and Lieut. (S) M. B. Young, supply officer.

Ord. Sea. Maurice Legault, of *Hunter* was named best all-round seaman in his training class at the Great Lakes Training Centre in Hamilton. He was awarded a bosun's call following two weeks at sea on board the *Porte Dauphine*.

Lt.-Cdr. G. C. Wilson, who has been Area Recruiting Officer for South Western Ontario, working out of *Hunter*, has

become ARO for Prince Edward Island and New Brunswick. Lt.-Cdr. G. J. Brighton has succeeded Lt.-Cdr. Wilson and will maintain his headquarters at *Prevost*, London, Ont.

On July 4, the gate vessel *Porte St. Louis*, under the command of Cdr. J. A. MacKinnon, RCN(R), docked at Windsor. Also on July 4, *Hunter* supplied a colour guard to Detroit, Michigan, for that city's Independence Day Celebrations. Ldg. Sea. J. S. Humphrey was in charge of the party.

Hunter's band, under Lieut. (SB) Sidney Levine, back from *Naden* where it relieved the West Coast band for two weeks, received congratulatory comments from Rear-Admiral K. F. Adams, Flag Officer Naval Divisions. Rear-Admiral Adams made his remarks following the *Hunter* band's participation in a horse show at Lynden, Ont.

HMCS *Prevost*

Applause was long, loud and enthusiastic for ten Wrens from *Prevost* who danced the Sailor's Hornpipe in London's Centennial Show on July 5 at Queen's Park.

Eight thousand people saw the big Armed Forces Day extravaganza officially opened by Brig. Graham Gibson, Army Area Commander, accompanied by Cdr. E. G. Gilbride, commanding officer of *Prevost*, and Group Captain James Beggs of Air Defence Command. An artillery shoot, trick motorcycle riding, an RCAF precision squad of WDs and a spectacular firefighting display

Seagoing Wrens Handy at Helm

If Toronto citizens thought they were getting the 24th of May all over again in June, they were wrong. It was only *York's* Wrens firing off rockets and Verey pistols to climax a training cruise in *York's* Fairmile, HMCS *Beaver*.

Or if they thought a ship had lost its rudder and was out of control in Lake Ontario, they were wrong again. It was just another part of the training as the Wrens whirled the helm in expert fashion, tracing figure eights.

In fact, Toronto's citizens might have been proud to have been aboard the *Beaver* to watch the Wrens in action. According to observers, it was the best training cruise yet.

The Wrens were divided into three watches and had a hand in nearly every operation of the ship. They worked as helmsmen, signallers, and lookouts. And, according to those aboard, they polished the brasswork as it has never been polished before. —“*The Yorker*”.

were presented by Army and RCAF units.

Lieut. A. A. F. Hodge, staff officer of *Prevost*, directed the Navy's contribution, which included the Sailor's Hornpipe and a realistic anti-submarine attack with mock-up floats of a destroyer and a submarine.

The grand finale was a pageant showing the way in which the Union Jack was formed from the flags of Saint George, Saint Andrew and Saint Patrick. When Britannia, flanked by members of the Armed Forces, appeared above the 20-foot Union Jack, the strains of “Land of Hope and Glory” could scarcely be heard for the ovation of the audience.

After the show many compliments were received by *Prevost*, whose reservists had given so freely of their time and talent.

HMCS *Nonsuch*

The final drill of the season at the Edmonton naval division saw the presentation of prizes for proficiency and attendance. A ship's company party and dance followed the ceremonies.

The Naval Officers' Association shield for the most proficient junior officer was presented to Sub-Lt. William J. Qualtrough by H. Holman, president of the association. This was the first occasion on which the shield has been presented. The winner each year will retain a replica of it.

The cup for the most proficient new entry was presented by Cdr. (E) (AE) Norman Cameron, commanding officer, to Ord. Sea. William Hoogerdijsk. CPO Ernest Y. Wood was recipient of the



Ten Wrens from HMCS *Prevost* danced the Sailor's Hornpipe at the London Centennial Show on July 5 before 8,000 spectators. The naval division's staff officer, Lieut. A. A. F. Hodge, directed the Navy's contribution to the three-hour extravaganza, which included a mock anti-submarine attack and the grand finale, a pageant of the formation of the Union Jack.

cup for the most proficient member of the Chief and POs' mess.

Ldg. Sea. John R. Tyler was a double winner, receiving the attendance shield and the Supply Branch proficiency medal. The silver bowl for the highest aggregate score in the indoor rifle competition went to AB Norman J. Roach. The new entries captured the award for best division.

Proficiency medals were presented by Cdr. Cameron to Ord. Sea. Donald H. Wren, communications; CPO William C. Donald, engineering branch; AB Lawrence Peltier, seaman branch, and Ldg. Sea. William A. Krisch, band.

HMCS Griffon

Surprise Lake was the scene of a picnic recently when 15 children afflicted with cerebral palsy, accompanied by their mothers, were guests of the seamen's canteen of the Port Arthur naval division.

The picnic was held at the cottage of Lt.-Cdr. (S) S. A. Takalo. Merchants of the Lakehead donated hot-dogs, pop, ice cream, cookies, milk and fresh fruit. Swimming, boat-riding and games rounded out the program. Ldg. Sea. J. N. Hall and AB J. L. Hughes organized the picnic.

Four ships of the United States Naval Reserve, Duluth, Minn., paid a two-day visit to the Lakehead on June 30-July 1. *Griffon* defeated a team from the USS *Daniel A. Joy* by a score of 17-7 in baseball.

Full naval honours were accorded Ldg. Sea. Gerald Lacasse, whose funeral was held July 2. Ldg. Sea. Lacasse died as a result of injuries sustained in an accident at HMC Dockyard, Esquimalt, on June 24. *Griffon* provided a funeral firing party under command of Lieut. R. G. Guy and PO L. C. Skinner.

The 11th Canadian Escort Squadron visited the Lakehead, arriving July 15 and departing July 19. HMC Ships *Portage* and *Wallaceburg* were alongside at Port Arthur and the *Minas* at Fort William. Sightseeing tours and fishing trips were arranged.

HMCS York

Through the wonders of modern science and a helping hand from HMCS *York*, visitors at the Canadian International Trade Fair in Toronto were treated to a fish's eye view of nature's daily drama under the chilly waters of Lake Ontario.

Underwater television was used to provide the unusual show, an underwater TV camera unit, originated by Pye (Canada) Limited, being carried out into the lake by *York's* Fairmile, HMCS *Beaver*.

Twice daily during the trade fair the camera was taken to a point about one mile off shore. There the 300-pound camera unit was lowered over the stern to televise demonstrations of underwater swimming by navy frogmen as well as pictures of underwater life. The picture was transmitted by microwave link to a booth in the automotive building at the trade fair.

The underwater camera, which is about a foot in diameter and two feet in length, was developed by the Pye firm in close co-operation with the Admiralty. It was this same camera that one year ago located the sunken wreckage of a British Comet aircraft in 400 feet of water. An earlier model located the wreck of the submarine *Affray*.



The workings of underwater television were demonstrated by personnel of York, the Toronto naval division, during the International Trade Fair. Here PO M.A. Scott and Ldg. Sea. W. Cheetham prepare to lower the Pye underwater camera from the stern of York's Fairmile, HMCS *Beaver*. (Photo courtesy The Telegram, Toronto)

sunk in the English Channel. Similar equipment is being used by HMCS *Labrador*.

Though it weighs 300 pounds, once the camera is in the water special air chambers make it buoyant so that it becomes weightless and can be handled easily by a diver. It has fins which act as stabilizers and also carries a searchlight for use at greater depths.

During the trade fair, control equipment and a screen were set up in the wardroom of the *Beaver*. The Fairmile was under the command of Lt.-Cdr. J. Calver, staff officer of the Toronto division. Camera and control equipment were operated aboard *Beaver* by personnel from the Pye plant at Ajax, Ont.

RETIREMENT OF 3 CPOS ANNOUNCED

CHIEF PETTY OFFICER JOHN DUNICK

Rank: C1CF3
Age: 45
Length of Service: 26 years
Hometown: Winnipeg, Man.
Joined: June 4, 1929
Served in: HMC Ships *Naden*, *Skeena*, *Armentieres*, *St. Laurent*, *Stadacona*, *Ottawa*, *Cornwallis*, *Discovery*, *Niobe*, *Peregrine*, *Ontario*, *Gatineau*, *Givenchy*, *Bytown*.
Awards: Long Service and Good Conduct Medal
Retired: June 3, 1955.

CHIEF PETTY OFFICER FREDERICK WILLIAM NORWOOD

Rank: C1EM3
Age: 44
Length of Service: 25 years
Hometown: Chatham, Ont.
Joined: September 2, 1930
Served in: HMC Ships *Stadacona*, *Champlain*, *Saguenay*, *York*, *St. Laurent*, *Pembroke*, *Crusader*, *Ottawa*, *Skeena*, *Avalon*, *Burrard*, *Nabob*, *Niobe*, *Matane*, *Naden*, *Peregrine*, *Scotian*, *Warrior*, *Magnificent*, *Iroquois*, *Haida*, *Wallaceburg*, *Whitethroat*, *Quebec*, *Cape Breton*.
Awards: Canadian Forces Decoration
Retired: July 7, 1955.

CHIEF PETTY OFFICER HENRY GRATTON DOYLE

Rank: C1DV4
Age: 42
Length of Service: 25 years
Hometowns: Springfield, N.S., and Halifax
Joined: November 4, 1929
Served in: HMC Ships *Stadacona*, *Champlain*, *Saguenay*, *St. Laurent*, *Pembroke*, *Crusader*, *Ottawa*, *Skeena*, *Columbia*, *St. Catharines*, *Peregrine*, *Scotian*, *Iroquois*, *Portage*, *Cayuga*, *Athabaskan*, *Haida*.
Awards: Canadian Forces Decoration
Retired: June 16, 1955.

THE NAVY PLAYS

THE LARGEST boat-pulling regatta in the history of the RCN brought nearly the whole of the Atlantic Command fleet together in Bedford Basin on June 29 and 30 in a colourful and spectacular display that eventually wound up with the cruiser *Quebec* as the new Cock-o'-the-Fleet and the submarine *Ambush* as the Bantam-Cock-o'-the-Fleet.

For weeks before the event, crews from ships of the Atlantic Command were seen training for the mile-long races. At noon on June 29, at about 15-minute intervals, 20 ships slipped away from dockyard jetty berths and moved into Bedford Basin. By dusk all ships were anchored along the southwest shore, with the *Quebec*, the flagship of Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, and the *Magnificent*, in mid-basin.

The first race began at 0730 next day. From this time on crew after



Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia, presents the Cock-o'-the-Fleet trophy to Lt.-Cdr. Jack Dean, for the ship's company of the victorious *Quebec*, which won the Atlantic Command Regatta at the end of June. It was the largest pulling regatta in the history of the RCN. (HS-37009)

crew bent to the oars in desperate efforts. At 1700 a final deadlock was broken and the *Quebec* emerged the winner by two points, followed by the *New Liskeard*.

Presentation of prizes took place aboard the cruiser following the races. Hon. Alistair Fraser, Lieutenant-Governor of Nova Scotia presented the Cock-o'-the-Fleet trophy to Lt.-Cdr. Jack Dean on behalf of the ship. Other prizes were awarded by Rear-Admiral Bidwell and Captain (now Commodore) E. W. Finch-Noyes, then commanding officer of the *Quebec*.

Thirteen ships competed for the major trophy while seven fought it out for the Bantam Cock. The most colourful events of the day were two "all-comers" races. Competing crews donned Indian war-paint and battled for leadership by propelling their whalers using paddles, oars and anything else they could to move the 2,700-pound craft through the water. It was here the final deadlock was broken when the *Quebec* went ahead, leaving the *Toronto* four points behind. The *New Liskeard* meanwhile, climbed two points above the *Toronto*.

In the bantam division, final standings on a point basis were: *Ambush*—29; *Astute*—28; *Resolute*—23; *Ungava*—21; *Trinity*—17, and *Gaspé*—8.

The larger ships' standings were as follows: *Quebec*—84; *New Liskeard*—82; *Toronto*—80; *Penetang*—69; *Lauzon*—65; *Haida*—63; *Iroquois*—57; *Micmac*—54; *Magnificent*—43; *Crusader*—37; *Huron*—27; *Buckingham*—27, and *Pres-tonian*—22.

The 13 races of the day involved nearly 2,000 personnel out of the 4,500 officers and men in the ships.

A summary of the races, listing first and second places shows:

First Race: *Ambush*, *Ungava*. Second Race (Supply): *Toronto*, *Micmac*. Third Race (Officers): *Penetang*, *New Liskeard*. Fourth Race (Petty Officers, Second Class): *Micmac*, *Quebec*. Fifth Race: *Astute*, *Ambush*. Sixth Race (Veteran's): *Quebec*, *Crusader*. Seventh Race (Ordnance): *Crusader*, *Quebec*. Eighth Race: *Magnificent*, *Quebec*. Ninth Race: *Resolute*, *Astute*. Tenth Race (Seamen): *Quebec*, *Toronto*. 11th Race (Engineer): *New Liskeard*, *Toronto*. 12th Race (All-Comers): *Ambush*, *Astute*. 13th Race (All-Comers, Large Ships): *Lauzon*, *New Liskeard*.

In the day's sailing events, though not counting points for the regatta, *Buckingham* won the morning dinghy race and *Magnificent* took the afternoon race.

Ontario Golfers Try Famed Links

The *Ontario's* European cruise was a boon to golfers who played at the Mecca of Golfdom — the Royal and Ancient at Saint Andrews, and later at the Copenhagen course in the Royal Deer Park.

At Oslo, 15 of the cruiser's golfers were invited to play on the local links despite the fact that international competitions among the Scandinavian countries were in progress. Later, at Greenock, in Scotland, the *Ontarios* played daily.

Although soccer was out of season in most countries visited, several good games were played. At Rosyth, cadets edged ship's company 2-1. At Aabenraa in Denmark *Ontario's* cadets and those of HMS *Triumph* played a thriller, ending scoreless after an hour and a

Little Algerine Topples Giants

In the Atlantic Command it would be difficult to find a more striking manifestation of *esprit de corps* than in HMCS *New Liskeard* on the day of the big naval regatta.

Originally slated for competition with the small ship group along with the minesweepers and submarines, at her own request she competed with no less than the *Quebec* and the *Magnificent*, to say nothing of destroyers and frigates. The *New Liskeard* placed second, within only two points of the impressive and resplendent flagship *Quebec*, and ahead of the remainder of the fleet.

It was a memorable day as enthusiasm mounted with each race as the whalers surged forward, each displaying her ship's distinguishing flag. With but one exception, the *New Liskeard's* "Flag Victory" was flown for first, second or third place.

The supply boat's crew set the pace in the first race by coming third, the climax was in the engine room personnel's whaler race. With only one more race to go, their victory drew the loudest cheers.

Then followed the "all-comers," the last race on which depended the ship's final placing. With all *New Liskeard's* who had participated in the day's races now intently watching and reliving the all-out effort of the last 20 strokes, the crew snatched second place in the desperate final bid.—A.P.T.

half of battle. The *Ontario* ship's company downed Triumphs 4-1.

The *Ontario* team had the honour of playing at "Grassbane" soccer field in Oslo where the first international competitions were held. In spite of the adverse score, the Canadians did very well against "Ready", one of the better Oslo teams.

The sailors met the top riflemen of the Norwegian Army in Oslo and, although losing on total points, POs R. A. Shore and D. W. Trim had top scores of the match, 131 and 128 points respectively out of a possible 150.

The *Ontario* won a sailing regatta with the *Triumph* at Aabenraa on total points but cadets of HMS *Venus* came first in whaler pulling.

Other sports on the cruise, either representative or interpart, included tennis, softball and basketball.

Field Gun Test Ends in Tie

Portsmouth and Devonport tied in first place at the close of the week-long Royal Tournament RN Field Gun Competition June 18 with 20 points each. The final standings included Air in

Sailor Swims Memphremagog

Marilyn has rung a Bell even in the Navy, to which water travel is no novelty.

At the height of the dog days, when it looked as if deepsea and inland navigation would have to be called off completely because the waters were so crowded with long-distance swimmers, AB Billy Connor, 19, of the coastal minesweeper *Fortune*, set out to conquer a long lake with a long name—and did it.

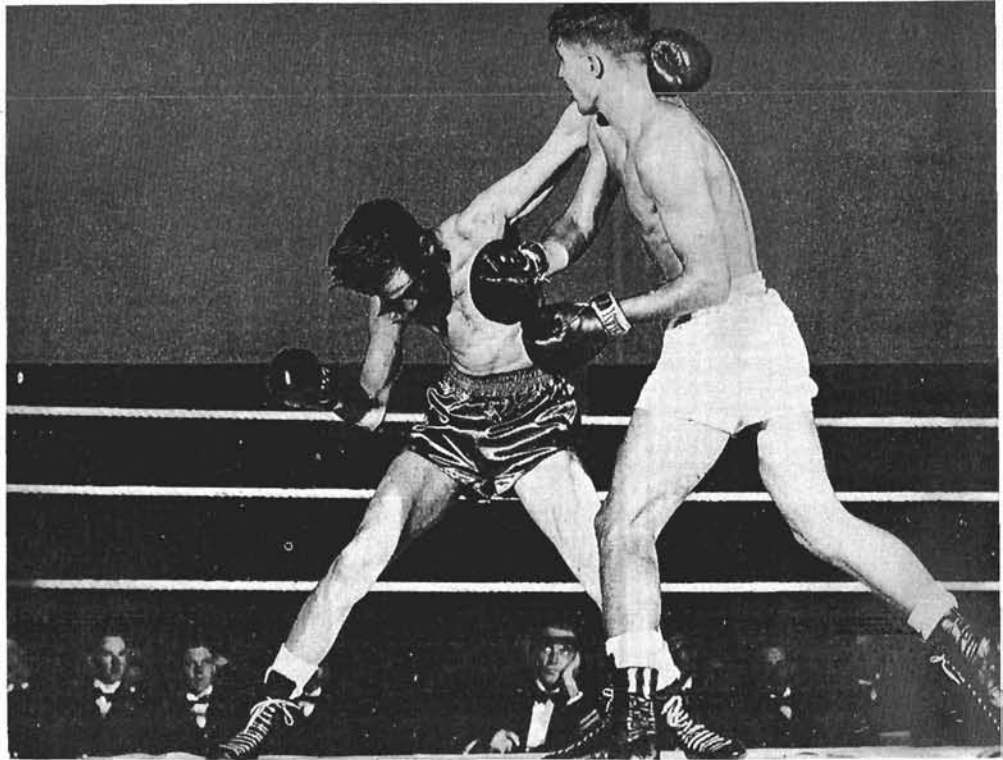
AB Connor, who joined the *Fortune* in April as an administrative writer, was on leave when he plunged into Lake Memphremagog at Newport, Vermont, and swam the 32.8 miles across the International Boundary to his hometown of Magog, Quebec, in 18 hours and 50 minutes.

There were times when he would have liked to have been equipped with radar. Part of the swim was through a violent thunderstorm and for much of the distance he swam blind, his goggles fogged and his eyes blurred by the grease with which he had smeared himself against the cold.

In a boat accompanying him and occasionally swimming beside him was the sailor's mother, Mrs. John Connor, a former championship swimmer.

After a short rest at his home, AB Connor was cheered through the streets of Magog by thousands of residents of the city and district and a parade of about 200 cars.

It was the first time that Lake Memphremagog had ever been swum from end to end.



A right hook to the head, soon to be followed by a left. Cadet Gary Logan, 164 pounds, representing cadets embarked in the cruiser *Ontario*, moves in on Cadet Bill Fuoco, 163, from *Venture*, to win unanimously the middleweight final in the *Venture* boxing championships for 1954-55. (E-30893)

third place with 17 points and Chatham fourth with 13.

Portsmouth and Devonport became joint holders of the inter-command cup but Devonport won both the aggregate and fastest time cups.

Devonport's fast time was three minutes, 25 and four-fifths seconds with no penalties, which she made on the 16th. Her aggregate time was 43-23 and one fifth.

Other aggregate scores were: Portsmouth—45-17 and three fifths; Air—46-37 and four fifths, and Chatham—48-53 and four fifths.

Speedy Time in Cross-Country Run

The first in a series of four cross-country races was run off at HMCS *Gloucester*, naval radio station near Ottawa, on July 19.

Winner of the two and a half mile run was Ord. Sea. Kenneth Dorush with a remarkable time of 14 minutes, 43 seconds. Eight teams of ten men each raced and all finished, Class 27B taking first place with a total of 593 points. The cross-country was the first ever attempted at "Glo" and proved very successful.

Chippawa Ekes Out Rifle Win

A rifle team from *Chippawa* edged the RCASC militia in Winnipeg by a half point to win one of the closest competitions ever held in the long his-

tory of the Eaton Trophy inter-service match in Winnipeg.

Seven teams turned out to gain the trophy, awarded for appearance, turnout, march discipline, fire control, fire discipline and target score.

Navy team No. 2 scored 524 points to win. Navy team No. 1 was sixth. The shoot took place in June.

Cayuga Chalks Up Softball Wins

During the summer, the *Cayuga* had several successes on the sports field. In softball, the ship's team successively beat the *Athabaskan*, USS *Rombach* and RCAF Station Comox and then lost a close game to *Discovery*, the Vancouver naval division.

The wardroom officers showed ability in softball, winning over the *Athabaskan's* wardroom and teams of P2s and ordinary seamen of the *Cayuga*.

Prestonian Wins Two Out of Three

The *Prestonian* drubbed a nine from her sister ship, the *Lauzon*, twice out of three softball games played during a visit of the frigates to Ireland Island, Bermuda, earlier this summer.

The first two games were split with scores of 5-4 for the *Prestonian* and 6-3 for the *Lauzon* in closely-fought battles. In the deciding tilt, batters had a full day, with the *Prestonian* ending the game on the long side of a 17-14 score.

LOWER DECK PROMOTIONS

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

ALLIKER, Leslie T..... P1GA4
 ANDERSON, Robert E..... LSPR2
 ANTON, James F..... LSCV1
 ASHBY, Laurent J..... LSPW1

BARKER, George E..... LSLM1
 BEARDSLEY, John T..... LSCS2
 BEVERIDGE, Gilbert N..... C2SW3
 BILLINGTON, David I..... P2EM2
 BISSONNETTE, Fernand J..... LSPW1
 BOUCHARD, John R..... P2BD3
 BRAITHWAITE, Richard A..... P2RS3
 BRECKENRIDGE, George W... LSCR1
 BURNS, Douglas J..... LSQM1

CALDWELL, Malcolm D..... P2VS2
 CAMPBELL, Bernard..... LSLM2
 CATHERS, Mervin D..... LSLM2
 CHILDHEROSE, John R..... P2ED3
 CHURCH, Charles F..... C1SH4
 CLARKE, William..... LSOM2
 COLLINS, George S..... P2AO2
 CONKIE, David J..... P2AO2
 COURNOYER, Gaston J..... C2SH4
 CRACKLOW, Daniel L..... LSBD2
 CURTIS, Myles F..... LSRN3

DUBE, Joseph J..... P2BD3
 DUFFY, John H..... LSCS2

EASTMAN, Roy G..... LSBD2
 ERB, Wendell B..... P1VS3
 ESCOTT, Stanley A..... C2SH4

FLYNN, James G..... LSCS2
 FORBES, John A..... LSCV1
 FORSTER, Donald L..... LSLM2

GARDNER, Kenneth E..... LSRW3
 GERVAIS, Vincent A..... P1AT4
 GOREE, Darrel S..... LSBD2
 GREENBURY, Ronald B..... LSOM2
 GRIFFITH, Edward W..... P2GA3
 GROUCHY, Harold P..... LSTD1

HAHN, Ronald W..... LSPW1
 HALL, Stewart W..... P2CR2
 HAWKINS, James G..... P1ER4
 HEAMAN, Harold R..... LSQM1
 HEEREBOUT, Robert E..... LSR3S
 HYNES, Victor J..... LSQM1

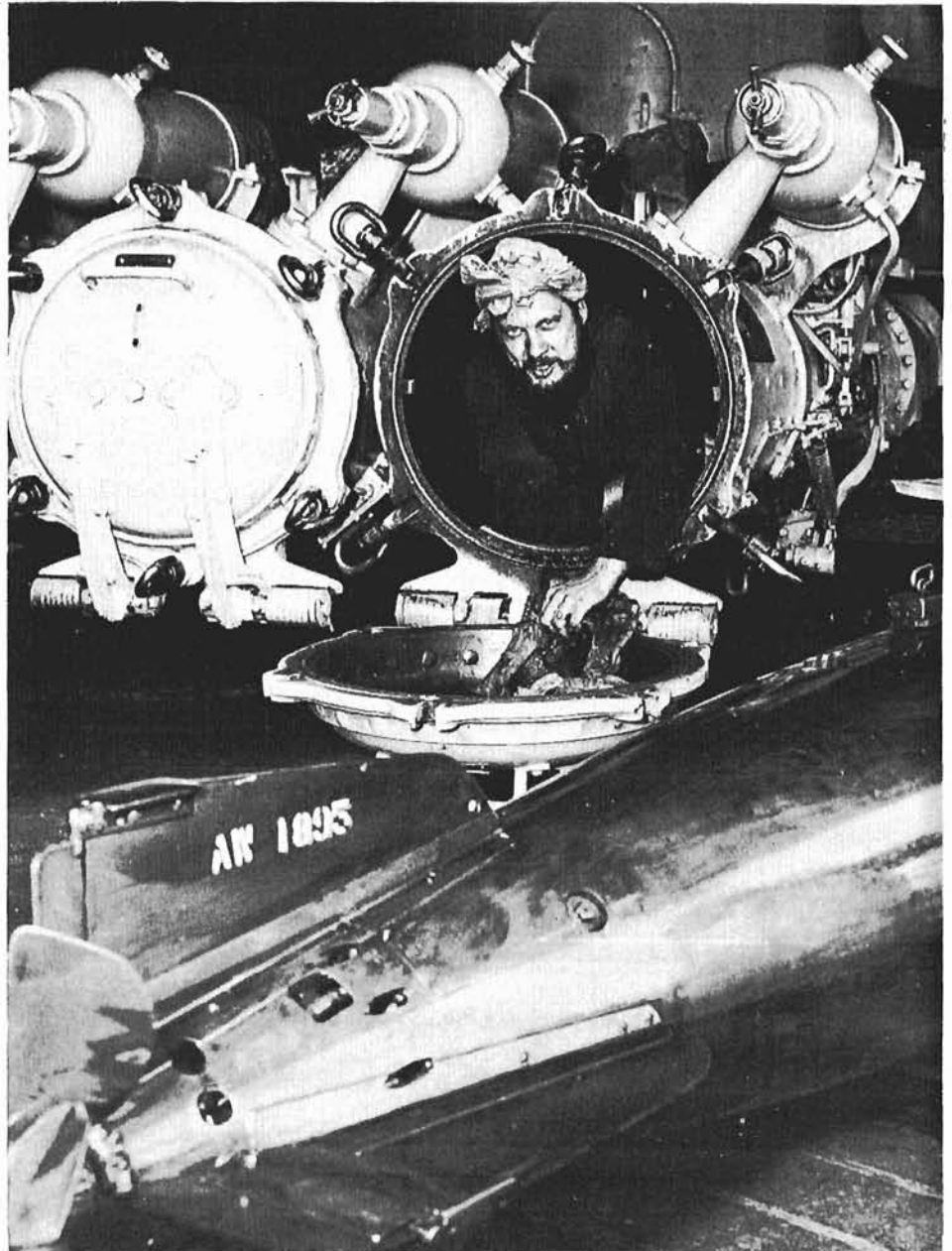
KINCH, John F..... P1SW3
 KJELLSTROM, Eric G..... LSAC2

LALIBERTY, William E..... C2PW3
 LEVASSEUR, Hector J..... LSAW2

MEUNIER, Marcel J..... LSCS2
 MOORE, Ronald J..... LSCV1
 MOORES, Warren C..... LSRP1
 MURPHY, Patrick J..... LSEM1
 MacDONALD, Charles..... P2ED3
 MacLEOD, Max D..... P2CR2
 McARDLE, Edward N..... LSQR1
 McFARLANE, Herbert C..... P2RN2
 McINTOSH, Kenneth J..... LSBD2
 McKEE, Frederick G..... LSCV1
 McKERRACHER, Caron A..... P2RN3

OSLAND, William E..... LSCV1

PELL, Vernon P..... LSAA1
 PELLETIER, Norman J..... LSCR1



The above is a pictorial opus entitled "The Return of Blackbeard" or "If Yer Knows a Better 'Ole ...". Even in the Far East, where this picture was taken on board the Sioux, pirates do not necessarily crawl from freshly opened torpedo tubes. AB Harry Neill was assigned the job of cleaning out the tube and donned practical headgear for the occasion. (SO-589)

PENDER, Lloyd V..... LSSW1
 POWELL, Kenneth D..... P1MA3
 PRETE, Edmund F..... LSR3S
 PYE, Terrence N..... LSBD2

RICHARDSON, Andrew R..... P2PW3
 RIDGEWAY, Frank..... P2BD3
 RITCHIE, Albert J..... LSCS2
 ROLLINS, Rene..... P1CK2
 ROLVSON, Douglas R..... LSLR1

SAUNDERS, James L..... P2CV2
 SCHELLENBERG, David F..... P2PW2
 SCOTT, Clement S..... LSAM2
 SEGUIN, Joseph A..... LSCR1
 SKINNER, Arthur J..... P2RP2

SMITH, Stuart W..... P2BD3
 SMITH, William M..... P2CR2
 SPROULE, William J..... P2QM2
 STEELE, Irwin W..... LSTD1
 SUTHERLAND, Neil M..... P1ER4
 SWEET, Ronald P..... P2RN3
 SWEETE, Donald L..... C2SH4

TREMBLAY, Ulric J..... LSTD1
 TRIPP, Thomas L..... LSCR1
 TUCKER, Wilfred C..... LSCS2

WALES, William D..... C2OT4
 WALKER, John D..... LSAO1
 WEBSTER, William R..... C2SH4
 WHITE, William A..... C2CK3

WHITTY, Charles M..... P2RS2
 WILLIAMS, Frederic, J..... P2BD3
 WINSHIP, Charles T..... LSOM2
 WOOLVEN, Leonard J..... P2CV2
 WRIGHT, George W..... P2QM2

RCN (R)

AITKEN, John..... P1PB3
 ALLAN, Dorothy..... WAMA1
 ARNOLD, Lily..... WLCS2
 ARTHURS, Donald..... ABCR1

BAYER, Luther..... C1CK3
 BATTLE, Patricia..... WLPW1
 BERGERON, Raoul..... ABBD1
 BERGEVIN, Yves..... PIER4
 BETHUNE, Janet..... WAQMS
 BISH, Loreen..... WAVS1
 BRADAMORE, Edna..... WLAW1
 BRAMAN, John..... LSCR1
 BUTLAND, Leonard..... LSNS1

CALVIN, George..... ABCV1
 CHAPPIE, Paul..... P1MM1
 CHOUNYK, Walter..... C2ER4
 COLEMAN, Norma..... WLCS2
 COOKE, Clifford..... P2QRS

DALE, Arthur..... C1QR2
 DAWES, Edward..... P2QMS
 DAWS, Robert..... LSNR1
 DAWSON, Harry..... LSLM1
 DESCHAMPS, Mildred..... WP1QMS
 DOBSON, John..... P2AW2
 DONALD, William..... C2ER4
 DUNFORD, George..... C1CK3

ELLIS, William..... LSNS1
 ERREY, Kathleen..... WLCS2

FEARNLEY, Gregory..... LSRPS
 FERGUSON, Sheila..... WLPW1
 FICEK, Peter..... LSMA1
 FORESTELL, Barbara..... WLAW1
 FRASER, Alexander..... LSAAS

GREEN, Edward..... P2QM1
 GRIFFON, Martina..... WLCC1

HADDOW, J. J..... WANAS
 HANSON, Harold..... LSQR1
 HOWARD, Donald..... C2ER4
 HUMPHREYS, Edwin..... C2MM3

JEWETT, Margaret..... WLPW1
 JOLLIFFE, Charles..... C1ET4

LAZIER, John..... AB(NQ)S
 LECLAIN, Henry..... LSPH1
 LEE, Jack..... LSEM1

Mayor Grateful For Ceremony

The following letter, written by Mayor C. L. Harrison, of Victoria, has been received by the Flag Officer Pacific Coast:

"I sincerely wish to thank you on behalf of the City of Victoria for the splendid show the men of the Navy gave in the Parade on May 23 (official birthday of Her Majesty Queen Elizabeth II), also for the Parade of the Queen's Colour and the Royal Salute and Feu-de-Jole.

"Victoria appreciates very much the splendid co-operation of the Navy, and I trust you will convey this message to all those concerned."



United Kingdom and Swedish Sea Cadets on a cross-Canada tour were officially welcomed at the Parliament Buildings in Ottawa by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff; C. K. McLeod, national president of the Navy League of Canada, and, as shown in the accompanying photograph, by Hon. Paul Martin, Minister of National Health and Welfare, representing the Prime Minister. Mr. McLeod is at Mr. Martin's right. Formalities over, the Sea Cadets reverted to tourist status and took in the sights of Parliament Hill, including the red-coated RCMP on duty there. (O-8249; O-8252)

LEVEY, Herbert..... ABEMS
 LEWIS, Albert..... C2AR3
 LONDON, John..... LSNF1
 LYCAN, Eleanor..... WLCS2

MacDONALD, Catherine..... WLS1
 MAJOROS, William..... LSEM1
 MALLETT, Winifred..... WLMA1
 MALONE, Frederick..... P2RP2
 MANNINGS, David..... ABQMS
 MANSON, Thomas..... P1RP1
 MARLIN, Louis..... ABEMS
 McGARRY, Mary..... WLNS1
 MENARD, Jeanne..... WAPW1
 MERO, Joseph..... LSQRS
 MILKE, Norman..... LSNS1
 MINCHIN, Reta..... WANAS
 MITCHELL, Nina..... WLVS1
 MORRIS, Edythe..... WACC1
 MORRISON, Theodore..... P2CR2

NABISUK, Gordon..... LSVS1
 NELSON, Janet..... WAVS1
 NEWMAN, William..... AB(NQ)S

OBENAUER, Doreen..... WAAW1
 OLIVER, Orval..... AB(NQ)

PARE, Edward..... P2RW3
 PAUL, John..... C2ER4
 PEER, Donald..... ABCR1
 PETERSEN, Peter..... P2AA1
 PETERSON, William..... LSEM1
 PLAMONDON, Marie..... WLAW1
 POLLINGTON, Elizabeth..... WLQMS
 POOLE, Walter..... P2BD3



RAMEIKIS, Anna..... WLAW1
 ROOP, Diana..... WANS1
 ROWLEY, Joseph..... LSPW1

SINCLAIR, Bruce..... LSBD2
 SMART, Vernon..... ABQMS
 SNOW, James..... C1MA3
 STEARNE, Joyce..... WLPW1
 STRETTON, Shirley..... WLMA1

TUCKER, Arthur..... ABPW1
 TURNER, Dorothy..... WLAW1

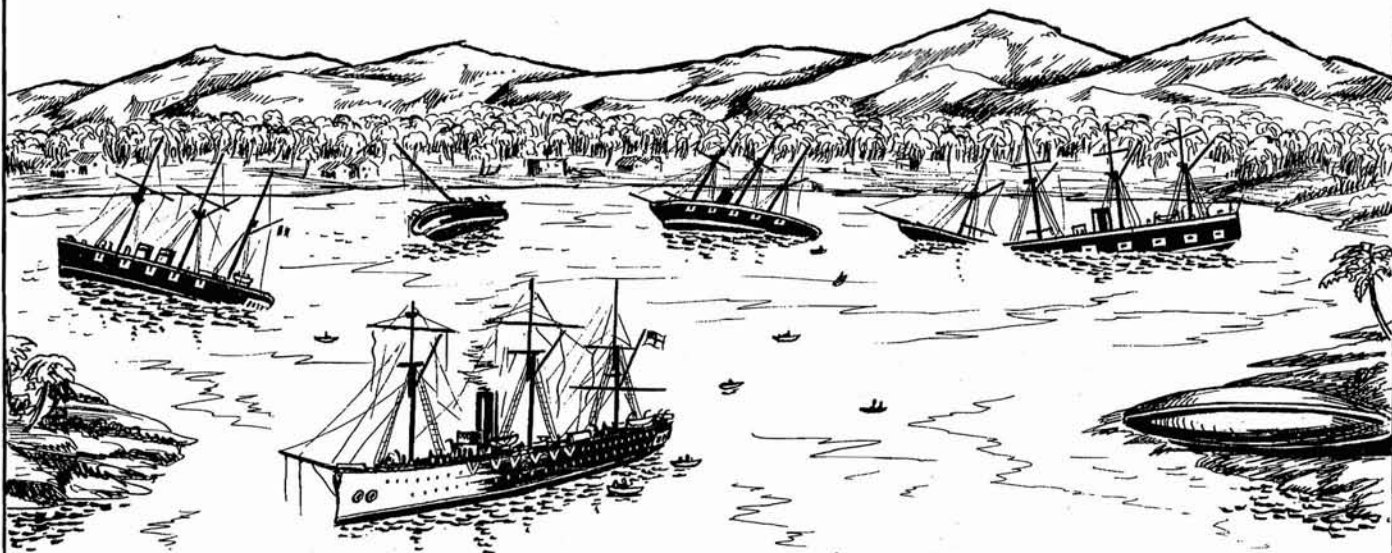
VICKERY, Frank..... P1MA2

WALLIN, Malcolm..... LSEM1
 WATSON, George..... P2BD3
 WEST, Edgar..... P2NS2
 WILLIAMS, Joseph..... P1CR2
 WILLIAMS, Leslie..... P2TFS
 WOOLVETT, James..... P1CV2
 WOJTOWICH, Walter..... P2BD3

YULE, Ethel..... WLCC1

Naval Lore Corner

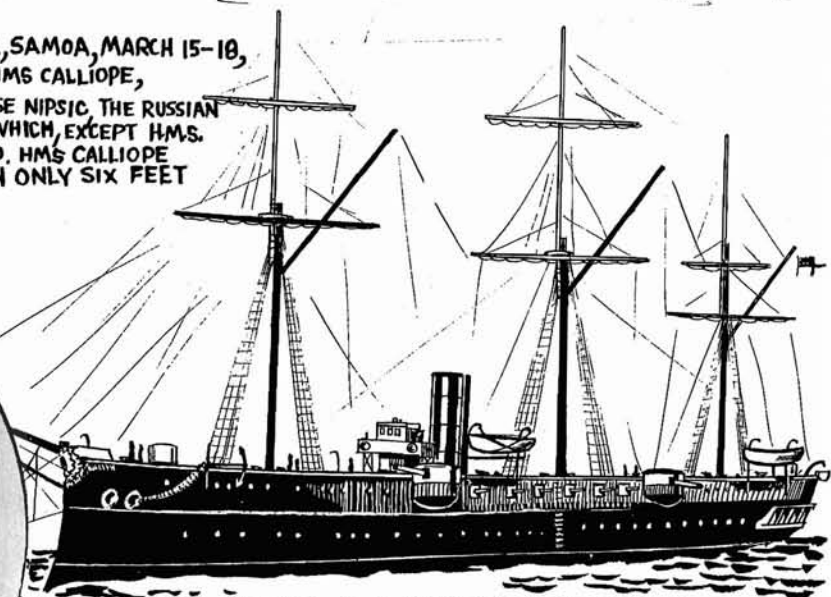
NO. 32
SAMOAN DISASTER,
MARCH 15-18, 1889



A TERRIBLE HURICANE HIT THE HARBOUR OF APIA, SAMOA, MARCH 15-18, 1889. RIDING AT ANCHOR WERE SEVEN WARSHIPS, HMS CALLIOPE, THE U.S. SHIPS TRENTON AND VANDALIA, THE JAPANESE NIPSIC, THE RUSSIAN OLGA, AND THE GERMAN ADLER AND EBER, ALL OF WHICH, EXCEPT HMS. CALLIOPE WERE TOTAL LOSSES OR BADLY DAMAGED. HMS CALLIOPE WENT FULL AHEAD AND SLIPPED HER CABLE WHEN ONLY SIX FEET OFF A REEF...THE ONLY SHIP TO ESCAPE.



MR. WILLIAM SEARLE (87) WHO DIED JUNE 26th IN TORONTO, SERVED IN HMS CALLIOPE AS AN A.B. AT THE TIME OF THE DISASTER. MR. SEARLE ATTENDED THE NAVAL VETERAN'S REUNION IN PETERBOROUGH THIS SPRING.

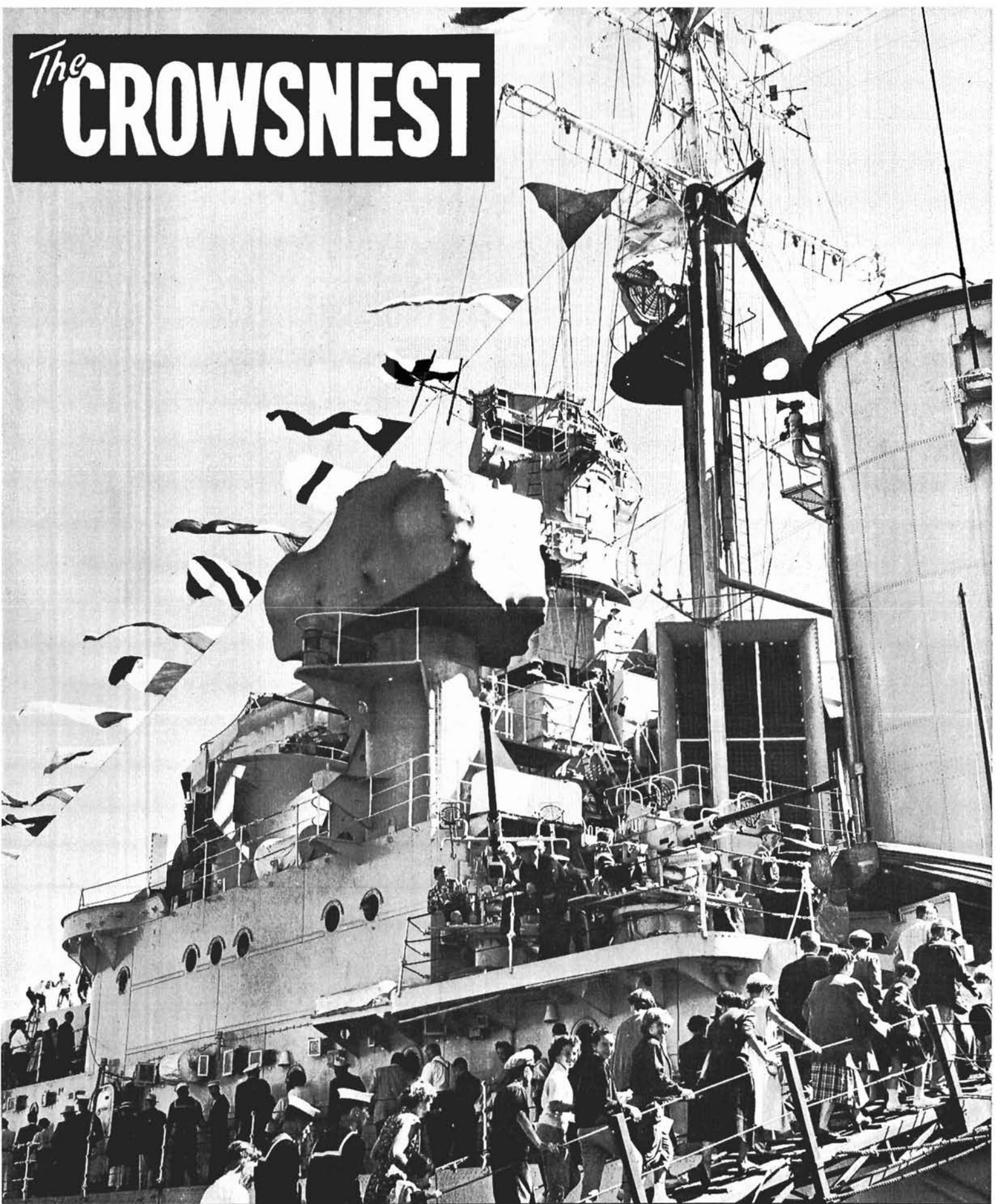


HMS CALLIOPE—16 GUN SINGLE SCREW CRUISER OF 2,770 TONS, BUILT IN 1884 (PAID OFF EARLY IN WORLD WAR I), DURING THE GREAT STORM, SHE STEAMED AT FULL PRESSURE TO KEEP HER ANCHORS FROM DRAGGING. 10 MEN WERE AT THE WHEEL, AND HALF THE WATCH, KNEE DEEP IN WATER, IN THE WARDROOM, HAULED ON A RELIEVING TACKLE MADE FAST TO THE TILLER TO RELIEVE THE STRAIN ON THE WHEEL. LOSS OF LIFE WAS 144 OFFICERS AND MEN ON THE AMERICAN AND GERMAN SHIPS.

J.M. THORNTON

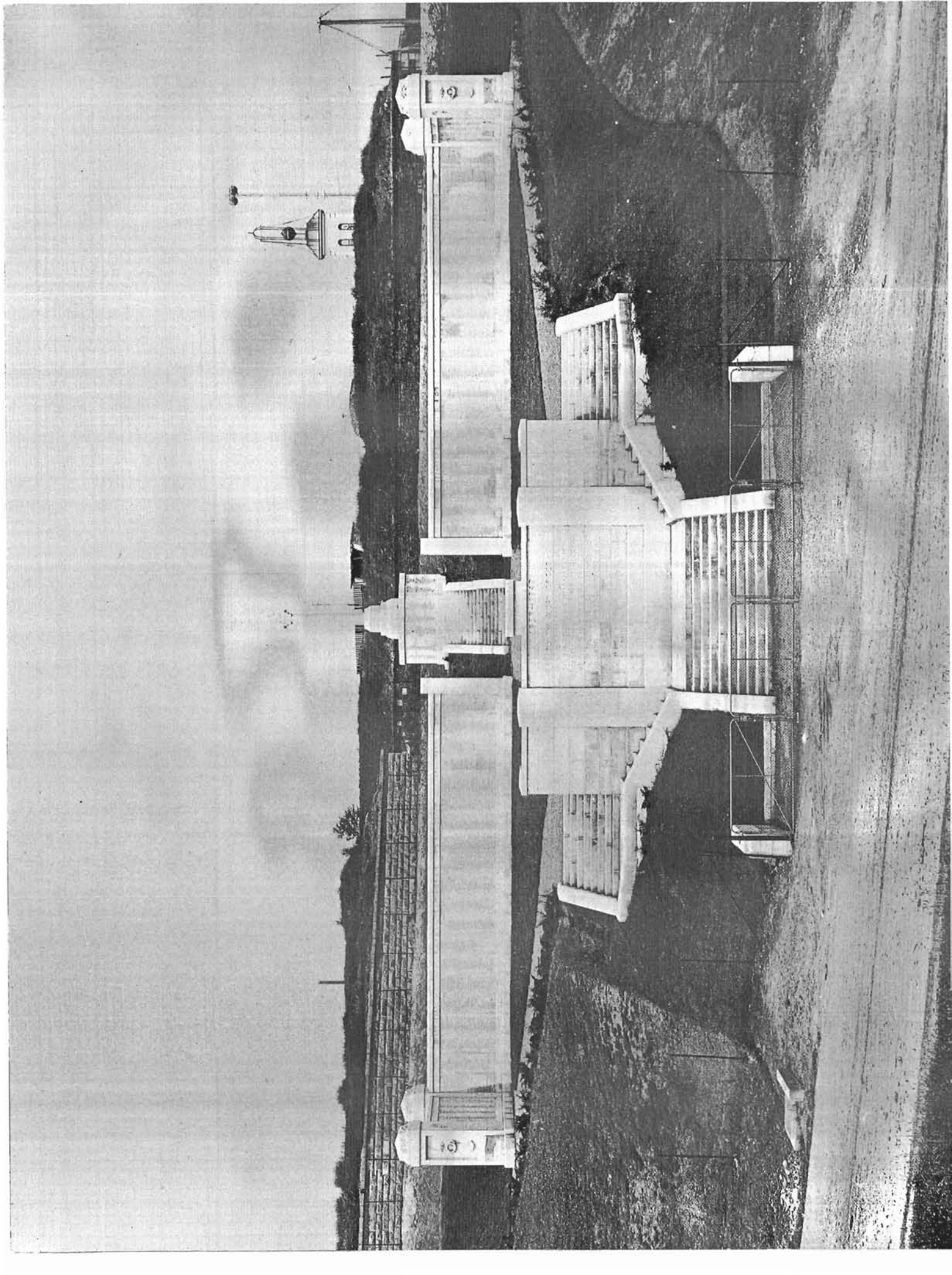


The CROWSNEST



Vol. 7, No. 12

October, 1955



The CROWSNEST

Vol. 7 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1955

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Cover Photo—In a democracy such as ours the Navy belongs to the people, but let a citizen step on board a destroyer or a cruiser and say: "Mind if I take her for a spin around the harbour?"—and the answer is a thudding "No!" Each year on the coasts, however, the public comes into its own. Bill Halkett, Victoria *Times* photographer, has caught the joyous spirit of such an occasion in this picture of crowds swarming on board HMS *Superb* during the West Coast's Navy Day.

THE SAILORS' MEMORIAL

A generation and a half ago a modest stone cross was erected on Point Pleasant, where a narrow tongue of land jets out to the sea between Halifax Harbour and the Northwest Arm. On its octagonal base it bore the names of servicemen and merchant seamen who had lost their lives at sea. It was dedicated in the devout—and vain—hope that there would be no more war.

Now the stone cross has been moved to the grassy slopes of Citadel Hill, looking out over Halifax to the sea and on either side spread granite screens bearing the names of sailors, soldiers and merchant seamen who died in the Second World War.

The inscription on the new Sailors' Memorial strangely makes no reference to the sea. It reads:

1939-1947

TO THE GLORY OF GOD

In memory of twenty eight hundred sailors, soldiers and merchant seamen of Canada whose names are recorded as having lost their lives on service in the Second World War who have no known graves.

At the bottom are the words from Laurence Binyon's "For the Fallen":

*At the going down of the sun and
in the morning
We will remember them.*

(HS-36941)

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.

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only40
8 x 10 glossy or matte finish50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00

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



IRON NEWS REVIEW

The Maggie's sailors gaze on the towers of Manhattan. (HS-37863)

Commissioning Date Set for St. Laurent

The anti-submarine destroyer escort *St. Laurent* will be commissioned at Canadian Vickers Limited, Montreal, Saturday, October 29.

The announcement was made in September following completion of her builder's sea trials at Murray Bay on the St. Lawrence River.

The *St. Laurent*, which will be commanded by Cdr. R. W. Timbrell, is the first of 14 new-construction destroyer escorts to be commissioned.

New Motor Cutter Demonstrated

Speed, carrying capacity and rugged construction of the new landing-craft type of motor sea boat, now being tested for suitability for destroyers and frigates, were demonstrated to senior officers of Naval Headquarters at Dow's Lake, Ottawa, recently.

With Lt.-Cdr. A. A. Turner, commanding officer of HMCS *Bytown*, at the controls, the boat, a prototype produced at Kingston, Ont., was put through its paces under varying conditions. Powered by two 85-horsepower diesel engines, the boat attained a speed of approximately 18 knots lightly loaded. Its ability to carry up to 40 passengers or about three tons of cargo also was shown.

To test the boat's ability to withstand beaching, a manoeuvre which would be necessary when landing personnel and supplies where no jetty facilities existed, the craft was run up on the beach at various speeds. In each case the

boat was able to back off under its own power with no difficulty.

The craft has been designed as a general purpose boat capable of operating in harbours or reasonably protected waters, either at fairly high speed, or for transporting libertymen, large landing parties or cargo at medium speeds.

While the present specifications call for wood construction, consideration could be given later to fabricating the boats from reinforced plastic.

It is anticipated the boat will operate at speeds of from 12 to 18 knots, depending on the duties on which it is being used. It has been designed to carry 24 men seated or 40 standing. Cargo capacity is rated at more than three tons.

The 25-foot motor cutter at present in general use as a ship's boat has a speed of 7.5 knots and accommodation for a maximum of 26 men. Its cargo carrying capacity is just under two tons.

Civil Engineering Branch Formed

The "works and bricks" organization of the Royal Canadian Navy and Reserve has been established as a regular branch of the service. Logically, the colour chosen for the new Civil Engineering Branch, as it has been named, is brick red.

The Civil Engineering Branch has taken over the duties of the "Works" organization and will look after the design, construction, maintenance and alteration of buildings and works, and outside services in naval establishments, such as water lines, power, sewers and

roads. It will also be responsible for acquiring, leasing and renting buildings and properties.

In addition to changing the colour of the distinction cloth between their stripes from the light green of the Special Branch, the officers have acquired the distinguishing letters (CE) in place of (SB) and are referred to as "Lieut. (CE)" or whatever the rank may be.

For entry into the branch, officers require a degree in engineering and architecture from a university recognized by the Engineering Institute of Canada or The Royal Architectural Institute of Canada, or professional qualifications acceptable for membership in either of the institutes.

The head of the branch is Captain (CE) John B. Roper, Civil Engineer in Chief.

Labrador Praised For DEW Line Work

The Arctic patrol ship *Labrador* has been commended by a senior U.S. naval officer for the manner in which she carried out recent duties in support of the current DEW Line operations in Canada's far northern waters.

Vice-Admiral F. C. Denebrink, commander of the U.S. Navy's Sea Transport Services, in a message to the commander of a naval task force operating in the Arctic, has "noted with satisfaction the skill and determination of CTG 6.3 (Captain Owen C. S. Robertson, commanding officer, *Labrador*) and the units under his command in transiting Foxe Basin through heavy ice concentrations with superficial damage.

"This," the message read, "is a splendid example of a well-planned and coordinated combined and joint operation. Well done."

The *Labrador* was senior ship of a task group composed additionally of USN and Coast Guard icebreakers operating in Foxe Basin, off Baffin Island. The ships are engaged in surveying beaches as possible landing sites for supplies and equipment, clearing channels through the ice for the transit of supply ships and establishing electronic position indicator stations.

Their duties are part of operations involving the transportation of personnel and equipment for construction on the eastern portion of the joint U.S.-Canadian Distant Early Warning Line, a radar system which will extend eventually across the Canadian Arctic.

Sioux Completes Far East Duties

HMCS *Sioux*, destroyer escort, has completed a nine-month tour of duty under United Nations command in the Far East and arrived at Esquimalt on September 24.

The *Sioux*, under command of Cdr. Angus H. Rankin, had served with UN naval forces since early last December. It was her third tour of duty in the Korean theatre.

Before she headed homeward, Commander Rankin received the following message from the Commander Service Squadron 3: "It has been wonderful to know you and work with you. You and your crew have made an excellent impression in the Western Pacific both for work and play. Sayonara with regret".

New York Visit Of Record Size

In the largest peacetime visit ever made by the Royal Canadian Navy to a foreign port, Task Group 301.1, under command of Commodore E. P. Tisdall, Senior Canadian Officer Afloat (Atlantic), visited New York City to take part in United States and Canada Naval Week, which was officially proclaimed for the occasion by Mayor Robert F. Wagner.

The task group, made up of six Canadian warships and two Royal Navy submarines under operational control of the Atlantic Command, brought to 39 the total of visiting warships to the U.S. port for that period, the largest concentration of warships in New York since 1946.

The visiting Canadian ships were the *Magnificent*, *Quebec*, *Huron*, *Haida*, *Micmac* and *Crusader*. Also with the group were HM Submarines *Ambush* and *Alderney*, part of the 6th Submarine Squadron based in Halifax.

Proclamation

WHEREAS the officers and personnel of our United States Navy are deeply revered in the hearts of our countrymen for their defence of our Nation in peace and at war, and

WHEREAS the Royal Canadian Navy of our northern neighbour, long one of our allies and our partner in the North Atlantic Treaty Organization, is honoured and respected by our country and her peoples, and

WHEREAS a portion of the Atlantic Fleet of the United States and ships of the Royal Canadian Navy are on a training cruise manoeuvre in Atlantic waters and will make an operational call at the Port of New York, and

WHEREAS it is a happy coincidence that during their visit here officers and men will enjoy the hospitality of our great metropolis during its Summer Festival Season, and at one and the same time enable our citizens and visitors to the City alike, to view and visit the Naval vessels while berthed along the Hudson River and in New York Harbour,

NOW, THEREFORE, I, Robert F. Wagner, Mayor of the City of New York, do hereby proclaim the period from Tuesday, August 16 through Sunday, August 21, 1955, as

UNITED STATES AND CANADA NAVAL WEEK in New York City, and urge all citizens of our City to observe it with reverence and thanksgiving for a lasting peace on earth, which the Navies of the two democracies are pledged to preserve.

IN WITNESS WHEREOF I have hereunder set my hand and caused the Seal of the City of New York to be affixed this 15th day of August, 1955.

(Signed) Robert F. Wagner,
MAYOR

By: (Signed) William R. Peer
Executive Secretary
to the Mayor

The visiting vessels also took part in the New York Summer Festival and were open to the public at their various jetties during periods of their visit.

Official host to the Canadian task group was Rear-Admiral R. H. Hillenkoetter, Commandant of the Third Naval District, New York.

On entering New York Harbour, the *Magnificent* first fired a 21-gun salute and then a 15-gun salute for Vice-Admiral A. D. Struble, Commander of the U.S. Eastern Sea Frontier.

Then the ships moved on to their piers, the *Magnificent* and *Quebec* at the lower end of Manhattan Island, the destroyer escorts to piers a little further up and the two RN submarines to Brooklyn Navy Yard.

From the arrival on, it was a steady four days of pleasant activity for the 3,000 Canadians. An extensive round of parties, dances and visits to theatres, movies and radio and television shows had been arranged by the Third Naval

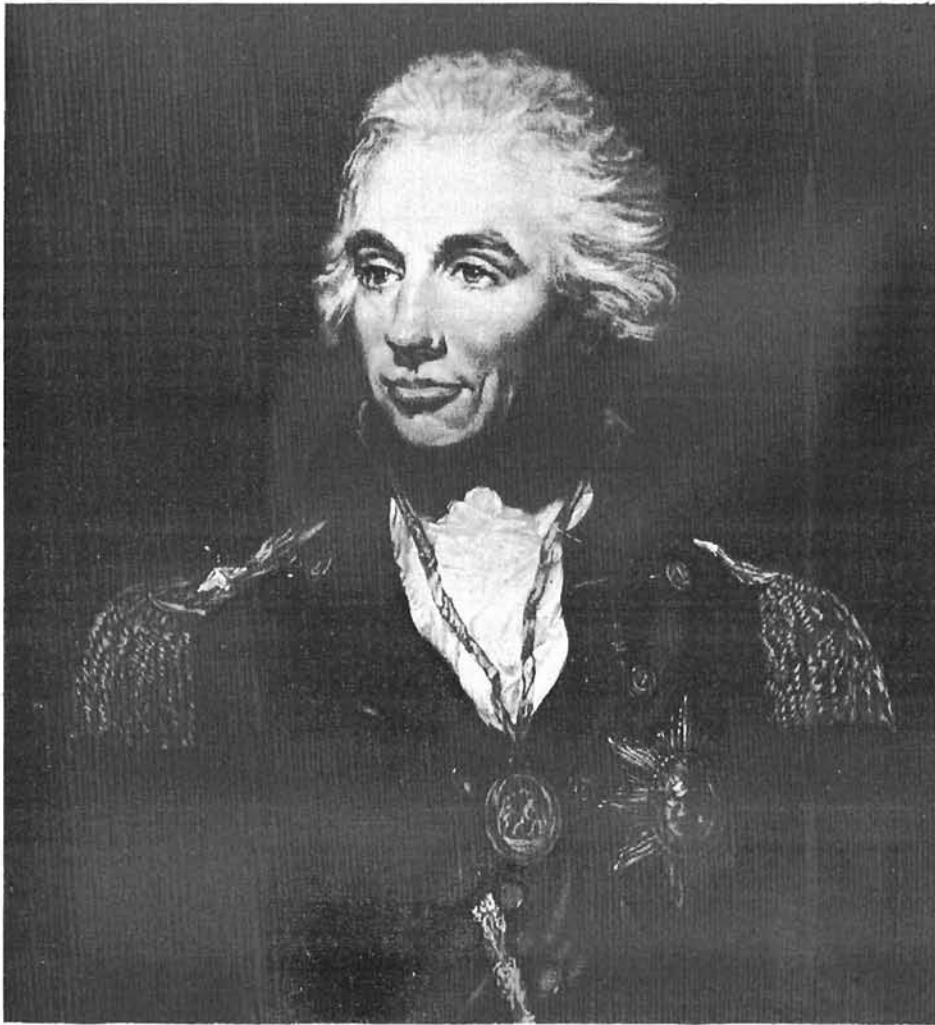
District. In addition, the ship's companies were invited to participate in the Summer Festival.

Outremont Joins Penetang Departs

The frigates *Penetang* and *Outremont* were participants in an event unusual in RCN history during the early part of September.

At an impressive ceremony at Saint John, N.B., on September 2, the *Penetang* was paid off and a short time later her ship's company commissioned the *Outremont*, newly modernized at the Saint John Drydock Co., Ltd. yards.

Among those attending the ceremony were the Hon. D. L. MacLaren, Lieutenant-Governor of New Brunswick, Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, His Worship Romuald Bourque, MP, Mayor of Outremont and Deputy Mayor Bliss E. Brown, of Saint John.



A Leader of Men

What were the qualities that have raised the memory of Nelson to an eminence above that of all other seamen? They are summed up in the concluding paragraphs of the article on Nelson in the *Encyclopædia Britannica*:

"He was more than merely a tactically and strategically brilliant Commander; he was a true leader of men—and men of all types, for the common seaman trusted and venerated him as much as did his officers. These latter were, in their turn, trusted by him and were ever in his confidence—his "band of brothers" he called them. No officer under Nelson could ever complain that he went into action not knowing his Commander's plans and intentions—and it is as much to this as to his tactical ability that his successes were due. The common seamen he always treated with humanity and kindness and these qualities were extended to his junior officers whom, remembering his own misery during his first days at sea, he was ever willing to encourage. On the other side it has been said that he was vain, liked flattery, and was an egotist. This is merely to say that he had the common faults of genius."

NELSON'S TIES WITH PIONEER CANADA

A Quebec Romance Threatened His Naval Career

ONE GENERATION after another passes away, and it is often surprising how little we know of those who have preceded us. Occasionally an individual stands out more prominently than his fellows, and his thoughts or deeds are transmitted to us by tradition, or in the pages of history or biography.

Horatio Nelson certainly falls into the latter category, for every October as the anniversary of the Battle of Trafalgar looms on the horizon, the general public is faced with some new story or biography of Nelson whose death during the Trafalgar action made him a hero and whose victory there gave Britain such a sea supremacy as no nation had ever before enjoyed.

This annual interest in Nelson often approaches idolatry and as the 150th anniversary of Trafalgar occurs on October 21, 1955, there is little doubt that the Nelson followers will be fully

occupied in upholding their hero as the great seaman and leader of men, in fact, the embodiment of a tradition which has animated many naval generations since his day.

It is often thought that Nelson had no connection with Canada and yet we find our Maritime museums exhibiting Nelson relics. Why should this be so? To many Canadians the name of Nelson merely recalls certain legends (both unfounded) concerning the seaman's black silk and the three white tapes on his collar. Some would claim that there has been far "too much Nelson" in naval traditions and in naval history; others, on the other hand, would state that it is practically disloyalty to say anything wrong of Nelson . . . and so the battle of words has waged. At all events, a certain admiral during the Crete evacuation of the late war said that it takes 300 years to build a naval tradition, so perhaps we have not yet

witnessed the "Nelson Tradition" reach its full maturity.

What connection Nelson has with Canada might well be asked at this stage. Despite the modern vice of "writing down" great figures of the past, it is well to remember that Nelson had during his naval career very close ties with Canada. Indeed on one occasion he almost became a Canadian and, although we must not hold it against him that at the last minute he chose not to do so, his reputation after death was such that his name and that of his greatest victory at Trafalgar were given to certain Canadian townships in the nineteenth century.

Horatio Nelson was born in 1758 while the Seven Years' War was in progress and one year before the combined operations of General Wolfe and Admiral Saunders which led to the capture of Quebec. However, it was not until the War of American Independence

(1775-83) that he first saw service off North America and tasted the experience of convoying in waters so familiar to many RCN personnel in the late war. It was as a young post-captain in the small 28-gun frigate HMS *Albermarle* that he made his first acquaintance with Canada in 1782*. For Nelson it proved to be a fortunate experience as, although he was only 23 years of age, his ill-health had been troublesome. He found the Canadian climate much to his liking and very beneficial to his health, so much so that he wrote to one of his friends:

"Health, that greatest of blessings, is what I never truly enjoyed till I saw fair Canada."

It could therefore be said that Nelson recovered his health in Canadian waters and was so enabled to pursue a career which brought him fame and glory.

During 1782 Nelson visited Quebec in his frigate and escorted convoys in the Gulf of St. Lawrence and off the shores of Cape Breton, Canso and Halifax, where American privateers were not only attacking British shipping but also were attacking and plundering the settlement of Lunenburg on the Nova Scotian coast.

There is physical evidence that Nelson set foot ashore on Cape Breton Island, perchance to worship while his ship lay at anchor in Sydney Harbour. This is in the form of a chair, which holds a place of honour in St. George's Church in Sydney and which, according to firm tradition, was personally presented to the church by Nelson. Searches for documentary evidence to support the tradition have been unavailing, but this does not necessarily mean that it is without foundation.

At this period of his life Nelson was devoted "à la guerre, et à l'amour", and when at Quebec he met and fell in

* An instance of Nelson's basic magnanimity occurred during his first cruise on the Canada station as captain of the *Albermarle* and is recorded in Southey's "Life of Nelson".

"... the *Albermarle* captured (an American) fishing schooner, which contained, in her cargo, nearly all the property her master possessed, and the poor fellow had a large family at home, anxiously expecting him. Nelson employed him as a pilot in Boston Bay, then restored him the schooner and cargo, and gave him a certificate to secure him against being captured by any other vessel. The man came off afterwards to the *Albermarle*, at the hazard of his life, with a present of sheep, poultry and fresh provisions. A most valuable supply it proved; for the scurvy was raging on board; this was in the middle of August, and the ship's company had not had a fresh meal since the beginning of April. The certificate was preserved at Boston in memory of an act of unusual generosity; and now that the fame of Nelson has given interest to everything connected with his name, it is regarded as a relic."

love with the daughter of the Provost-Marshal of the Quebec Garrison. His devotion to this young lady was such that he actually thought of resigning from the navy and spending the rest of his days in Canada. However, at the last minute he thought otherwise and decided to return to his command and sail for the West Indies.**

When Nelson finally left Quebec in October, 1782, he required the services of a pilot to take his frigate from the anchorage at Quebec to the Island of Bic, from which place vessels proceeded unaided into the Gulf of St. Lawrence. Nelson had some difficulty in obtaining a pilot for this service as he discovered that such pilots in the St. Lawrence came under the jurisdiction of His Majesty's Provincial Navy or Canada's Provincial Marine as it was later called.

To secure a pilot, he was compelled eventually to write a personal letter to General Haldimand who at that time was not only the civil and military governor of Canada but also was "Vice-Admiral of the same" and thus commander-in-chief of the Provincial Navy, in which organization the RCN of today can certainly find its origins.

Needless to say, Nelson obtained his pilot, but his letter of application to General Haldimand is of historic value, since it is the only recorded official letter sent by Nelson to Canada's Provincial Navy, and it indicates to some extent the forceful writing of this young

** It is interesting to speculate on this romantic incident in the life of Nelson, for he might have become a Canadian, and had his famous naval career continued it is more than likely the Trafalgar Monument might have been erected in Quebec. As it was, his victory in 1798 at the Battle of the Nile was celebrated by the singing of an impressive "Te Deum" in the Catholic Cathedral of Quebec.

In his "Life of Nelson", written by Robert Southey and published in 1813, the following account of the termination of the Quebec romance is given:

"At Quebec, Nelson became acquainted with Alexander Davison; by whose interference he was prevented from making what would have been called an imprudent marriage. The *Albermarle* was about to leave the station, her captain had taken leave of his friends, and was gone down the river to the place of anchorage; when, the next morning, as Davison was walking on the beach, to his surprise he saw Nelson coming back in his boat. Upon inquiring the cause of his re-appearance, Nelson took his arm, to walk towards the town, and told him he found it utterly impossible to leave Quebec without again seeing the woman whose society had contributed so much to his happiness there, and offering her his hand. 'If you do,' said his friend, 'your utter ruin must inevitably follow.' 'Then let it follow,' cried Nelson, 'for I am resolved to do it.' 'And I,' replied Davison, 'am resolved you shall not.' Nelson, however, upon this occasion was less resolute than his friend, and suffered himself to be led back to the boat."

captain whose name had yet to become really famous.

Albermarle, Quebec,
Oct 12, 1782

Sir,

Upon my application to the Captain of the Port for a Pilot for the Gulph of St. Lawrence he informed me that the only Pilot for the Gulph was kept by your order. Therefore if the Service you keep him for is not of greater consequence, than the Service he is wanted for at present, I must request that the Captain of the Port may be ordered to send him with me.

I am

Sir

Your Obedient Servant

To

His Excellency

Gen. Haldimand.

Although Nelson was not to see Canada again, many events were to continue his association with this country. For example, one of his most trusted captains was Admiral Sir Benjamin Hallowell who was born in Canada in 1760 and who served with him at the siege of Bastia and Calvi and also at the Battle of the Nile. Hallowell it was who presented Nelson with a coffin made of the mainmast of the *L'Orient*, the French flagship at the Nile action, and Nelson prized this rather odd gift by keeping it in his cabin for over two weeks. Hallowell's gift was regarded at that time as a typical example of North American humour.

Even at Trafalgar Nelson could count among his "band of brothers" many Canadians who had enlisted in the Royal Navy and who shared in the victory of 1805. There was Midshipman George Augustus Westphal, a native of Preston, Nova Scotia, who served in Nelson's flagship *Victory* and who when wounded was taken down into the cockpit where Nelson's coat was placed under his head as a pillow; two other Maritimers serving in HMS *Conqueror* were Volunteer First Class John William Smith and Master's Mate William Pringle Green, both Haligonians, and there were other officers and men in the Trafalgar fleet who came from Canadian homes.

Captain Hardy, known more affectionately as Nelson's Hardy, Nelson's great friend who had been saved from drowning in the Straits of Gibraltar by Nelson himself and who was by Nelson's side in *Victory* during the Trafalgar battle, came to Canada in 1807 and was hailed in Halifax as the surviving hero of this battle. While serving on the North American Station, Hardy married the daughter of Vice-Admiral Sir George Berkeley, then commanding at

EXERCISE LIFELINE

The Royal Canadian Navy and several Canadian civilian shipping firms last month participated in Exercise Lifeline, a large-scale NATO exercise stressing the Allied naval control of shipping and military supply.

The exercise, which took place from Sept. 21 to Oct. 1, was jointly sponsored by the three major commands of NATO, the Allied Command Atlantic, the Allied Command Europe and the Allied Command Channel and Southern North Sea.

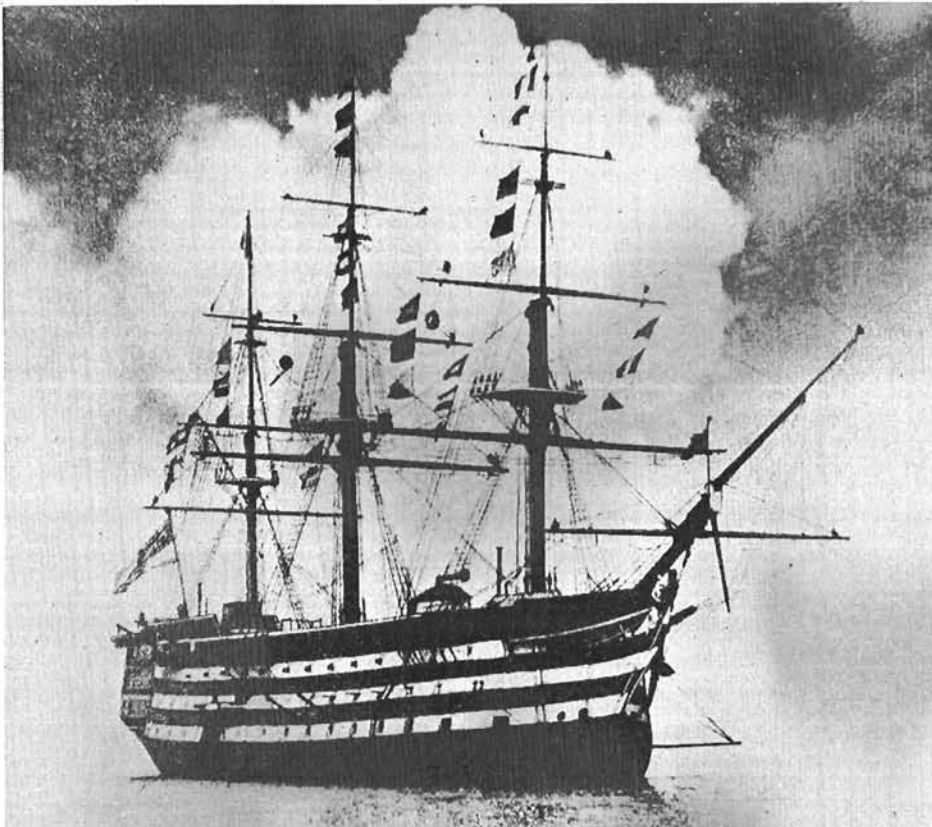
Lifeline was a simulated, or "paper", exercise with no actual ships or aircraft taking part. Major activity centred at the headquarters of the three co-sponsors, their subordinate allied commanders, and national commanders.

One of the purposes of Lifeline was to afford opportunity to exercise NATO and national personnel in command relationships. It is also served to test current NATO procedures for the control, reception, and protection of shipping, and for the onward distribution of cargoes and personnel to inland stations. As in an actual wartime situation, all forms of signal communications facilities between shore headquarters were employed in the exercise.

The national defence organizations of most of the NATO nations participated in some cases utilizing reserve personnel recalled to active duty.

The NATO commanders jointly conducting the exercise were: For the Allied Command Atlantic, Admiral Jerauld Wright, USN (SACLANT); for the Allied Command Europe, General Alfred M. Gruenther, USA (SACEUR), and for the Allied Command Channel and Southern North Sea, Admiral of the Fleet Sir George Creasey and Air Chief Marshal Sir John N. Boothman, (CINCHAN and CINMAIRCHAN).

Canadian participation included the activation of Maritime Headquarters in Halifax as the headquarters of the Operational Control Authority for the Canadian Atlantic Sub Area of the NATO Allied Command Atlantic; activation of the Naval Control of Shipping Organization at the ports of Halifax, Saint John, N.B., Sydney, N.S., St. John's, Newfoundland, and Montreal. Also set up was the nucleus of the Civil Shipping Authority and Ships Destination Room at Montreal and the activation of the organization at Naval Headquarters, Ottawa, for liaison with civilian shipping authorities.



This is one of the last photographs ever taken of Nelson's flagship, HMS Victory, while she was still afloat. Flying from the halyards are the signal flags that spell out the historic message. "England expects that every man will do his duty". The photograph was taken in Portsmouth harbour in 1919 by Surgeon Commodore Archie McCallum, who retired three years ago after 35 years of service in the Royal Navy, the RCNVR and the RCN. (HS-35228)

Halifax and Bermuda, in St. Paul's Church on Barrington Street, Halifax, on November 17, 1807.

Thus it can be fairly said that Canada had some connection with Nelson in the past and she commemorates this in her naval and maritime museums today. The Maritime Museum, in Halifax, displays one of Nelson's old cocked hats and an ancient leather trunk alleged to have been used by Nelson when serving in Canadian waters. Even on the Pacific Coast, a region unknown to Nelson, the Naval Maritime Museum in Esquimalt boasts a bust of Nelson, a pair of his spectacles and some of his private papers.

The name Nelson means many things to many people, but we must all admire and respect a personality whose greatness as a leader of men has inspired the Nelson tradition for the past one hundred and fifty years. Well might it be said:

*"Now, there may be 'too much Nelson',
for the times have changed since then,
But as long as man is human we shall
have to count on men;
Though machines be 'ne'er so perfect,
there may come a day, perhaps,
When you find out just how helpless is
a heap of metal scraps.—L.F.*

All in the Cause of Cinematic Art

Ever since the movie, "The Sea Chase," was shown in Victoria recently, Lieut. (E) Ian C. Martin, officer-in-charge of drafting, engineering personnel, HMC Dockyard Esquimalt, has had to stand an undue amount of "ribbing".

All the banter stems from the fact that he was the engineer officer in the *New Glasgow* when the frigate took part in some of the scenes in "The Sea Chase".

The film deals with the pursuit of a German merchant ship at the outset of the war by an RN warship, played by the *New Glasgow*.

In every scene in which the frigate appears there is thick black smoke pouring from her funnel . . . the cause of much mirth on the part of all non-engineering types.

Lieut. Martin points out though: "When the picture was being made, Warner Bros. asked specifically that we have lots of smoke pouring out of the funnel. It was actually done on purpose, but do you think anyone will believe me!"

When the film was shown in Victoria, the Royal Theatre, where it was being screened, invited members of the ship's company who were in the Command to see it with their wives, as the guests of the management.

MAN of the MONTH

HE SAW HISTORY IN MAKING

Bytown's Men Choose Master-at-Arms

join the Royal Canadian Navy in 1939. He did not know that there was such an organization as the RCNVR and it was the permanent force that accepted his application in 1940 and sent him on his way to HMCS *Naden* at Esquimalt, B.C., in civilian clothes. He was not even attested until he reached the West Coast and, with his present worldly knowledge, he can see that he could easily have had a free trip at government expense by simply not reporting when he got there.

But report he did and was promptly sworn in. He was then told by a three-badge AB in the regulating office to go and pick up his kit. Ord. Sea. Strickland, with a naval career of three or four minutes behind him, asked to be directed to the clothing stores.

"Holy suffering Dinah!" bellowed the three-badger. "Don't you even know your way around yet?"

Thus Ord. Sea. Strickland discovered that in the Navy you are expected to learn and to learn quick.

He underwent basic training at *Naden* and, in November 1940, was drafted on board HMCS *Sans Peur*, which had not yet shed all the luxury it boasted as the Duke of Sutherland's yacht. His service here was brief. By January 1941 he was serving in the less luxurious and more business-like surroundings of HMCS *Assiniboine*, destroyer.

He awoke suddenly one April morning, as the result of an unexplained commotion, to find himself gazing out over the Irish Sea—an unusual vista, seeing that he was in his hammock in the forward messdeck. He was not long in learning that a passing freighter, the SS *Lairdswood*, had been in collision with the destroyer and ripped off several plates. Repairs were made in a Scottish port.

The next memorable event in the *Assiniboine* was being sent in pursuit of the German battleship *Bismarck* at large in the North Atlantic. This was equivalent to being sent into the jungle with a .32 pistol to hunt a mad bull elephant. Everybody on board the *Assiniboine* was glad when the Royal Navy took care of the situation.

Those were indeed exciting days on the North Atlantic and during his service in "Old Bones" CPO Strickland was a minor participant in a memorable event.

In August 1941, Prime Minister Winston Churchill and President Franklin Delano Roosevelt met on board the battleship *Prince of Wales* in Placentia Harbour, Newfoundland, and formulated the "Atlantic Charter", which declared that the peace to come "should enable all men to traverse the high seas and oceans without hindrance."

The meeting was conducted in great secrecy and the meeting place was not at that time disclosed. President Roosevelt had boarded the cruiser USS *Augusta* at sea from the presidential yacht while ostensibly on vacation. Churchill had sailed from Scapa Flow in the *Prince of Wales*. Canadian destroyers and corvettes shared in escort and screening duties. The *Assiniboine* was especially selected as a duty ship. When Prime Minister Churchill came on board he wondered at the youthfulness of her commanding officer, Lieut. John H. Stubbs, who was later to die in the English Channel when the *Athabaskan* was sunk in action.

Young Strickland wrote home:

"We picked up the *Prince of Wales* at sea with Prime Minister Churchill aboard, and escorted her to the meeting place, the name of which I am not allowed to tell. The United States President had a number of ships with him. It sure was a wonderful sight to see. There were ten ratings selected from the Canadian crews to take part in the church service on board the *Prince of Wales* and Ken (Cherry) and myself were lucky enough to be chosen.

"We went over to the *Prince of Wales* and fell in on the quarterdeck. Pretty soon a United States destroyer and the president's yacht tied up alongside and President Roosevelt came aboard. It was a great sight, marines, sailors, bands and everything.

"Churchill and Roosevelt sat together side by side. After the church service we were taken through the ship, while the two great men sat and chatted together. We were taken inside the gun turrets and what a wonderful sight that was, especially as Ken and I are gunners.

"We spent about three hours aboard the '*Prince*' and then returned to the *Assiniboine*. Some time later we weighed anchor.

"At one time we had Mr. Churchill, President Roosevelt's son, and Sir Dudley Pound, together with a lot of gold-braided naval officers aboard our



MASTER-AT-ARMS
JOHN DONALD STRICKLAND

"IT HASN'T been as exciting a career as some, but it's been a happy one."

If it had not been for a little digging, that remark of Chief Petty Officer John Donald Strickland, master-at-arms at HMCS *Bytown*, headquarters establishment of the Royal Canadian Navy, might have disposed of an interesting story of life in the Navy.

The facts are that Master-at-Arms Strickland, whose duties might be likened to those of a police sergeant in civilian life, has had a front seat at history on at least three occasions.

CPO Strickland was chosen "Man of the Month" by a vote of men serving in *Bytown* and their reason for choosing a onetime farm boy from Picton, Ont., near Belleville, was not merely to stay on the good side of the law. The ballot was secret and, in any event, most of the men in *Bytown* have enough experience to know that the master-at-arms is not simply the man who tosses ill-doers into pokey, but also the first one to head for in time of trouble.

Born at Shaunavon, Sask., on August 23, 1921, young John came to Ontario with his parents, Mr. and Mrs. E. P. Strickland when he was ten years old, thereby missing the combined worst which drought and depression was to do to the prairie province.

Following in the footsteps of a number of his friends, John applied to

ship, which Mr. Churchill inspected. It was a wonderful experience."

(Ken Cherry was an able seaman who had attended school in Belleville with Strickland and who joined the Navy at the same time.)

The hymns sung at that service on board the *Prince of Wales* were chosen by Prime Minister Churchill. They were: "For Those in Peril on the Sea", "Onward, Christian Soldiers" and "O God, Our Help in Ages Past". Churchill recalls in his war memoirs that more than half of those on board the battleship that day were to die four months later in far-off seas when the ship was sunk by Japanese torpedoes and bombs.

CPO Strickland's wartime experiences after that were pale by comparison. There were gunnery courses ashore and service afloat in the auxiliary cruiser *Prince Henry* and the minesweeper *Chignecto*. By 1943 he was engaged in regulating duties and in 1944 he transferred to the Regulating Branch. He had attained the rank of regulating petty officer by the time he joined the auxiliary cruiser *Prince Robert* in early 1945 for service in the Far East.

The *Prince Robert*, it will be recalled, had escorted Canadian troops to Hong Kong in 1941 and had sailed from Hawaii little more than two days before the attack on Pearl Harbour.

When the *Prince Robert* reached Hong Kong again in 1945, the war with Japan had ended, although the Japanese garrison in the British colony had not formally surrendered. The *Prince Robert* steamed into the harbour, the first Allied ship to do so, to find the city and harbour still being policed by armed Japanese soldiers. They were quickly relieved of their duties and their arms by patrols of Canadian and British sailors. Eight Royal Navy submarines had followed the *Prince Robert* into Hong Kong. They supplied power to the city until the colony's own electric services could be restored. The surrender was signed and the *Prince Robert* steamed for home.

CPO Strickland's personal struggle for existence came after the war. A troublesome cough proved to be tuberculosis and for a year he was hospitalized while he fought his way back to health. He still has a checkover every three months to make sure the stubborn disease does not strike again.

He was back on duty again in the spring of 1951 and has since served in *Stadacona*, *Gloucester* and *Shearwater*. He was drafted to *Bytown* in February of this year. This has enabled him to spend his week-ends with his wife, the former Helen Ruth Fox, who for years

has suffered from that dread, mysterious disease, multiple sclerosis, and is unable to be up and around. She and their two children, Donna, 12, and Teddy, 11, are with her parents, Mr. and Mrs. Marston Fox, in Picton, Ontario.

CPO Strickland feels that a master-at-arms, apart from his duties of maintaining discipline and checking the movements of personnel, has a useful role to fill as a medium through which men can approach the officers with their personal problems and through which he can be directed to the divisional

officer or the padre, as the circumstances require.

He has, of course, met many "birds" throughout the years and to him they are simply boys who have not matured. They are often still in the adolescent "show-off" stage, unable or unwilling to cope with the obligations of a man's life.

"Nobody ever got into the rattle that couldn't have stayed out of it," he observed. And that is a statement which would seem to be beyond the realm of contradiction.

ELECTRICAL BRANCH NOW TEN YEARS OLD

An important anniversary in the history of the Royal Canadian Navy passed in September without formal observance.

Ten years ago, on September 13, 1945, a general message went out to the Fleet announcing the formation of the permanent Electrical Branch of the RCN and asking officers to apply for extended or permanent service in it.

The order simply regularized an evolutionary process which had been going on in the Navy for years. The constant addition of electrical and electronic gear to ships had made what used to be a sideline of the torpedo branch a major part of the torpedo-man's work.

"The Electrical Branch," said the September 1945 message, "will be responsible for all technological work in the service necessary for the development, manufacture, installation and maintenance ashore and afloat of all electrical equipment in naval vessels, and for the technical training of its own personnel."

There was, in fact, an electrical branch during the war, which was organized on a "hostilities only" basis. Its officers were designated "Electrical Lieutenant" or whatever their rank might be. The "Lieutenant (L)" designation arrived with the formation of the branch on a permanent footing.

It is interesting to note that the electrical branch can trace its origin to the introduction early in the Second World War of the Special Branch to the RCN as (in the words of the late Dr. G. N. Tucker) "a convenient means of entering men to perform technical duties in radar and asdic maintenance." The Special Branch was later widened to include a variety of officers with specialist qualifications: intelligence, information, personnel, legal, naval art and so on.

Electrical branch officers of those days were trained at the Torpedo School in Halifax and went on from there for courses in RN asdic and torpedo schools or the Anti-Submarine School at *Cornwallis*.

Dr. Tucker's "The Naval Service of Canada" notes that the organization of the post-war Electrical Branch followed the Royal Navy's Phillips Report of 1944, which recommended the creation of such a branch to maintain electrical equipment and also urged the amalgamation of the torpedo and asdic branches, which would remain responsible for operation and routine care of their equipment.

Dr. Tucker, incidentally, gives the date of the formation of the permanent electrical branch as January 1946, but the electrical people themselves apparently date their beginning from NSHQ's unclassified basegram AIG 137-90S, time group 131746Z of September 1945.

One who remembered the branch's beginnings was Dr. E. G. Cullwick (Captain (L), RCN (R) (Ret'd)), who is head of the electrical engineering division of the University of Dundee in Scotland. The former Director of Electrical Engineering sent his congratulations and best wishes to the branch on a very successful ten years of existence.

The message brought the reply from Commodore (L) W. H. G. Roger, Electrical Engineer-in-Chief.

"Very many thanks for your kind wishes which are much appreciated by all members of the Electrical Branch for which you laid the foundation."

Commodore Rogers observed later that the branch was still quite young when it was put to the test by the post-war shipbuilding program in 1949 and was required to undertake the electrical design for Canadian warships of novel design. He felt the branch had met the test successfully.

OFFICERS AND MEN

Face to Face With Polar Bear

To the ship's company of HMCS *Labrador* polar bears have become, almost, an everyday sight—from the safety of the ship. However, Lieut. William Frayn, of Kingston, Ont., and AB Donald Shand, of Dauphin, Man., recently had occasion to meet one face to face.

Lieut. Frayn and AB Shand had been left at one of the DEW line sites with a grounded helicopter which had refused to start. The ship was urgently required at another of the sites and, after the necessary spare parts had been sent into the beach, the two were left to make the aircraft serviceable. Accommodation was provided in tents by the Foundation Company of Canada and Mr. Steadman, the resident site manager, did all he could to make the naval flyers welcome.

On the night of August 31, one of the engineers reported a polar bear in the camp. The engineer, on sighting the bear, backed rapidly into an Atwell hut, closing the door behind him. He then went out the back door and, with a torch of burning paper as protection, rushed to the other huts and tents to warn the occupants.

Frayn and Shand were working on their aircraft and continued to do so, once a careful reconnaissance had apparently revealed that the bear had ambled off.

The camp settled down again but at 4 a.m. the foreman stumbled into Lieut. Frayne's tent with the news that the bear was outside the tent and sniffing around a pen of Arctic fox cubs. The tent came to life in a hurry.

After some indecision, a careful look was made through the flap and the bear was seen some 30 feet away, head on paws and seemingly asleep. The tent party crept out of his way and took cover in a more favourable position while one of the engineers got Mr. Steadman and a rifle. The bear got up, stretched full length ("a good six feet"), then lay down again with his hairy chin on the door mat of one of the tents.

Finally, the animal got up and ambled off around an Atwell hut to be met by Mr. Steadman coming the other way. The manager just had time to lift his rifle, draw a hazy bead in the dark and fire. The bear expired outside another

tent and the camp went back to sleep again. This time Lieut. Frayn remained fully clothed, just in the case the bear had a friend, and within easy reach of his sleeping bag was a gun.

Three Named for Truce Team Duties

Three Canadian naval officers have been appointed for service with the International Supervisory Commissions in Indo-China, to replace three others who have been serving there.

They are: Lt.-Cdr. Ian Butters, who was Staff Officer (Administration) at HMCS *Nonsuch*, the Edmonton naval division; Lt.-Cdr. (P) Henry Philip



Full Fathom Five Of Ladies' Sighs

AB George Glazier of Guelph, Ont., serving in the far north in the *Labrador*, received a most unusual letter in a recent mail. It was from his fiancée, Miss Mary M. Keeley of Buffalo, N.Y., and instead of running to the normal five to seven pages, it arrived in a roll measuring 34 feet long. She had an assist from several friends.

The mail service to the *Labrador* has been extremely efficient and every man on board is grateful to the various private airlines flying into the Arctic who are bringing mail through the Foundation Company of Canada's DEW Line organization. Similarly, outgoing mail receives prompt attention. All this helps immeasurably to alleviate the feeling of isolation under which the *Labrador* operates.

Leidl, who served as an aviation project officer at Naval Headquarters, and Lieut. Robert Lisson Wales who was officer-in-charge, Communications Training Centre, HMCS *Stadacona*, Halifax.

They replace Lieutenant-Commanders George C. Hudson, and Thomas E. Connors, and Lt.-Cdr. (L) Frederick C. Palmer, who joined the military component of the Canadian delegation Vietnam, a year ago.

Lt.-Cdr. Butters joined the delegation in late July and the other two early in September.

Commodore Dillon Becomes SOC

Captain (S) Charles Joseph Dillon, has been appointed Supply Officer-in-Chief of the Royal Canadian Navy, with the acting rank of Commodore (S) while holding the appointment. He took over his new duties on August 15.

He succeeded Commodore (S) Rupert Anthony Wright, who began a course at the National Defence College, Kingston, in September.

Commodore Dillon had been Deputy Supply Officer-in-Chief at Headquarters since August 1954.

RCN Personnel At U.S. Jet Base

Twenty-seven Royal Canadian Navy technicians worked side-by-side with their U.S. counterparts at the huge master jet base of Cecil Field, Florida, in a concentrated effort to get ready for the RCN's first operational jet aircraft.

The Canadian sailors, all specialists in aircraft maintenance, learned the ins-and-outs of the McDonnell F-2H-3 Banshee, standard U.S. Navy all-weather fighter. The Canadian Navy's first jet squadron—VF 870—will fly American-built Banshees from the aircraft carrier HMCS *Bonaventure*, scheduled to commission late next year.

Cecil Field's Canadian visitors combined classroom work with on-the-job training. They took an intensive course in Banshee familiarization and maintenance at Naval Air Mobile Training Detachment 1054, at the same time working on the flight lines of several Banshee squadrons based at this big jet station.

Normally attached to *Shearwater*, the RCN air station at Dartmouth, N.S., the Canadian technicians will form the nu-

cleus of the squadron's maintenance personnel. They will also operate an RCN Banshee trainer.

Officer-in-charge of the Canadian detachment is Lieut. (E) (AE) G. M. Cummings, of Ottawa, VF 870's Air Engineer Officer. Other members of the squadron are scheduled for training at Cecil Field, and Lieut. Cummings' group headed for work with operational U.S. Navy Banshee squadrons at other U.S. Naval Air Stations before returning home.

Summer Storm Swamps Cutter

The usually placid and lovely Gaspé Bay was lashed to a fury by a summer storm on Sunday, August 28, disrupting the recreational and social program planned for the cruiser *Quebec*, at anchor in the bay, and bringing out a fine display of seamanship by the ship's company as they coped with two emergencies.

Winds of 30 to 35 knots with gusts up to 50 knots were accompanied by driving rain which cut down visibility. The ship's motorcutter, nevertheless, proceeded to the town to land a man going on compassionate leave.

On the return trip the cutter ran into heavy seas off Battery Point, was swamped and sank in four fathoms of water two cables from shore. The cutter's crew, wearing life belts, reached shore safely and were given shelter by the guests and staff of the Battery Park Hotel.

During the afternoon Ldg. Sea. Douglas R. Kelly, of Winnipeg Beach, Man., stricken with acute appendicitis, was taken ashore during the storm in the ship's motor boat and was successfully operated on by Dr. A. Guy Fortier in the Gaspé hospital that evening.

Salvage operations to recover the motor cutter were begun on Monday morning when the weather had moderated.

Diving in 50-degree water, Constr. Lieut. Robert Billard secured lines to the sunken boat and, using two whalers and strongbacks, the cutter was brought to the surface and towed to the ship.

Other members of the salvage party were Lt.-Cdr. Frank M. Proud, in charge; CPO David Henderson, CPO Ronald Hannaford, PO Howard Hicks and PO James Gillis.

Rescue Second By Officer

When Lieut. Robert J. Paul, executive officer of the *Jonquiere*, jumped into Vancouver harbour in August to rescue 14-year-old Eddie Larson of the B.C. metropolis, it marked the second

time in recent years that the Albertan had saved someone from drowning.

The first time he was a commissioned gunner in the *Athabaskan*. After the ship's return from a tour of duty in the Korean war theatre, he leaped into icy Juan de Fuca strait to recover a man who had lost his footing.

His August rescue came about as he was working in his cabin during a visit of the frigate to Vancouver with naval personnel for the Pacific National Exhibition.

Lieut. Paul heard cries from the jetty alongside that a boy had fallen into the water. He rushed ashore, stopped just long enough to tear off his boots,



Monument to Captain Cook

The son of a Yorkshire farm labourer, who became a merchant seaman and went on from there to win renown as a navigator, explorer, mathematician and captain in the Royal Navy has been honoured by the erection of a monument at Fort Needham in the north end of Halifax near the entrance to Bedford Basin.

Captain James Cook is most frequently remembered for his explorations in the Pacific, but in the early years of his naval service he did important work in surveying the St. Lawrence River from Quebec to the sea and the shores and coastal waters of Newfoundland. His winters were spent in Halifax where he worked over the rough notes made during the summer months at sea.

The monument to his memory was unveiled in September by Commodore E. P. Tisdall, acting Flag Officer Atlantic Coast. Shown with him in the accompanying photograph is Dr. Bruce Ferguson, Nova Scotia representative of the Historic Sites and Monuments Board of Canada.

and jumped in. He located the lad by his cries and pulled him up on a catamaran. A ship's ladder was lowered immediately to them.

Apparently, the youth was on the jetty with a friend to see the warship and lost his footing while resting his bicycle on the edge of the wharf. The rescued lad was taken below decks and fitted with dry clothing by members of the crew.

Captain Somers New Deputy SDY

Captain (E) John Stephen Somers, has been appointed to the staff of the Commodore Superintendent, Atlantic Coast, Halifax, as Deputy Superintendent, Atlantic Coast, and as Deputy Superintendent, HMC Dockyard, Halifax.

He succeeds Captain (E) Charles M. O'Leary who has to proceed on retirement leave in September. Capt. Somers has been Manager Engineering Department at the dockyard since August 1953.

Huron Commanded By Capt. Webber

Two senior officers of the Royal Canadian Navy exchanged appointments early in August.

Cdr. Reginald A. Webber took command of the destroyer escort *Huron* at Halifax on August 8, succeeding Cdr. James Charles Pratt, who took up Cdr. Webber's previous appointments as Director of Personnel (Officers) at Naval Headquarters three days later. Like his predecessor, Cdr. Pratt holds the acting rank of captain in the appointment.

Cdr. Hanington New Iroquois CO

Cdr. Daniel Lionel Hanington who had been Deputy Director of Naval Plans and Operations, took command of HMCS *Iroquois* (destroyer escort) on August 8, succeeding Cdr. Maurice F. Oliver, who became Assistant Director of Naval Organization at Naval Headquarters on August 17.

The *Iroquois* is based at Halifax and in August became a unit of the First Canadian Destroyer Squadron.

New Technical Officer Named

Captain (L) Frederick Thomas Gillespie took up the appointment of Command Technical Officer to the Flag Officer Pacific Coast on August 1.

He succeeded Constructor Captain Charles Victor Green who has reached retirement age after 27 years of service in the regular force and reserve.

Captain Gillespie, who was Deputy Electrical Engineer-in-Chief at Naval Headquarters from March, 1950, was succeeded in that post on July 25 by Captain (L) John McGregor Doull, formerly Assistant Electrical Engineer-in-Chief (Power) at Headquarters.

Officer Promoted To Commodore Rank

Promotion of Captain (E) John Birch Caldwell to the rank of Commodore (E) took effect August 22 on his appointment as Commodore Superintendent, Pacific Coast, and Superintendent of HMC Dockyard, Esquimalt.

He succeeded Commodore (E) Brian R. Spencer who was to become Engineer-in-Chief at Naval Headquarters.

New Captain For Stettler

Lt.-Cdr. George Richard MacFarlane assumed command of the frigate *Stettler* on the West Coast on September 3. He has been Staff Officer (Administration) at *Chippawa*, Winnipeg naval division.

He succeeds Cdr. Gordon C. Edwards, appointed to the Staff of the Assistant Chief of Naval Staff (Air) at Naval Headquarters on September 12.

Retired Officers Head Navy League

Cdr. John F. Stairs, RCN(R) (Ret'd) was elected president of the Montreal division of the Navy League of Canada

WEDDINGS

Able Seaman George Adams, *Stettler*, to Miss Vera Elizabeth Leippi, Port Alberni, B.C.

Sub-Lieutenant Gerald Beament, Royal Roads, to Miss Lillian Patricia Hall, Victoria.

Able Seaman Ronald Romeo Carlton, *Resolute*, to Miss Theresa Belle Donnelly, Halifax.

Able Seaman Leonard Desroches, *New Liskeard*, to Miss Fernande Landry, Moncton, N.B.

Sub-Lieutenant (L) George Edward Forman, *Stadacona*, to Miss Theresa Neville, Tamworth, Ont.

Leading Seaman Gregory Gaudon, Albro Lake Radio Station, to Miss Madonna McDonald, Deer Lake, Nfld.

Sub-Lieutenant (W) Elizabeth Anne Hargreaves, Naval Headquarters, to Sub-Lieutenant John Robert Kerr-Wilson, *Quebec*.

Ordinary Seaman Clive E. Harper, *Naden*, to Miss Pearl Cooper, Victoria.

Sub-Lieutenant (W) Alice Maybelle Moore, *Hunter*, to Lieutenant (E) Arthur Browne Harris, *Hunter*.

Able Seaman Russell Paulin, *Stettler*, to Miss Mary Joan Knightly, Victoria.

Able Seaman Donald Hugh Robinson, *Digby*, to Miss Betty Louise Dare, Victoria.

Able Seaman Sidney Maurice Robinson, *Haida*, to Miss Winona Jean Faulkner, Hantsport, N.S.

Able Seaman Gerald Roy, *New Liskeard*, to Miss Geraldine Langlois, D'Escousse, Cape Breton, N.S.

Lieutenant David H. Tate, *Shearwater*, to Miss Mary Frances Kiley, Imperoyal, N.S.

during the annual meeting in September. Succeeding him as vice-president is Cdr. T. R. Durley, RCN(R) (Ret'd), an active supporter of the Sea Cadet movement since the war.

The immediate past president is C. K. McLeod, who is also national president and who remains on the Montreal division's executive committee.

Finnish Officer Visits East Coast

The Finnish naval, military and air attaché to the United States and Canada, Captain A. J. Saukkonen, of the Finland Navy, made a three-day tour of Royal Canadian Naval establishments on the East Coast in late August.

Cooks Qualify For Trade Group III

PO L. L. Walser's 87.9 average placed him at the head of the Seventh Cookery Course, for trade group three, completed July 22, at *Naden* Supply School. In second place with an average of 86.2 per cent was PO J. W. Howard.

In recent cookery exams for trade group one, Ord. Sea. L. D. Maynard's 85.5 average put him at the head of the 101st Cookery Course. Thirteen ordinary seamen took the course for a class average of 76 per cent.

Other members of this course that had averages in the eighties were: Ord. Sea. C. P. Fusely, 84; Ord. Sea. R. A. Allpress, 82.7, and B. A. Fowler, 80.2.

Captain Davidson Heads Supply Centre

Captain (S) Murray A. Davidson, became commanding officer of the Naval Supply Centre, Montreal, on August 12.

In September, 1952, Captain Davidson was appointed at Naval Secretary and Secretary to the Naval Board, at headquarters, and held that post until September, 1954, when he began courses at the National Defence College, Kingston.

Quarterly for Ex-Wrens Planned

If enough ex-Wrens would like a quarterly magazine they can have one.

That's the word from Mrs. Barry Wenger, of Wingham, Ontario, who has sent out a letter to as many former Wrens as she could locate, proposing a publication containing news of those who served in the WRCNS, pictures of themselves and their children, even of their husbands, plus other items of interest.

Mrs. Wenger has picked out a name for the quarterly, "Tiddley Times Re-

view", which stems, of course, from the Wrens' newspaper of the Second World War, the Tiddley Times.

She has also picked out a publisher and one over whom she can hope to exert a certain amount of control—her husband, Barry Wenger, of the Wingham Advance-Times. Inquiries addressed to the office will reach her and, if there is a sufficient show of interest, the ex-Wrens will get their magazine.

Seaman Heads Youth Group

Ord. Sea. Omer A. (Sandy) Sanregret, attending the Medical Branch School at *Naden*, was elected Vancouver Island diocesan president at the annual convention of the Catholic Youth Organization at Nanaimo, B.C., in August.

Sanregret, aged 22, hails from Edmonton, where he was connected with the Alphonda Club. He has been in *Naden* for more than a year.

Thirteen Qualify For Trade Group

Ord. Sea. P. M. Doucette came first in the 61st Steward Course for the trade group one at *Naden* Supply School recently with a percentage of 89.4. All but two of the class of 15 qualified with an overall class average of 72.4.

In the same class and with averages of 85 per cent and over were: Ord. Sea. P. A. Barber, 89; Ord. Sea. J. G. Danis, 88.4, and Ord. Sea. E. C. Cross, 85.

Writers Qualify In Naden Course

CPO W. F. Cole topped the Second Writer Course for trade group four at *Naden* Supply School recently with 89.9 per cent. The eight members of the class passed with the class average being 82.7 per cent.

BIRTHS

To Able Seaman David Cole, *Stadacona*, and Mrs. Cole, a daughter.

To Petty Officer Arthur Cownden, *Stettler*, and Mrs. Cownden, a son.

To Petty Officer Merle Evans, *Naden*, and Mrs. Evans, a daughter.

To Lieutenant (E) H. F. Hindle, *Naden*, and Mrs. Hindle, a son.

To Able Seaman Douglas Hooper, *Stettler*, and Mrs. Hooper, a daughter.

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

To Chief Petty Officer Leslie Mills, *Naden*, and Mrs. Mills, a daughter.

To Leading Seaman Alden Mitchell, Albro Lake Radio Station, and Mrs. Mitchell, a daughter.

To Petty Officer Barrie Murphy, *Stettler*, and Mrs. Murphy, a son.

To Able Seaman Arthur Wallace, *Stettler*, and Mrs. Wallace, a son.

To Able Seaman Ronald Young, *Stettler*, and Mrs. Young, a daughter.

THE NEW MAGAZINE AT ROCKY POINT

Facilities Among Most Modern in Commonwealth

THE ROYAL Canadian Navy's new \$5 million Rocky Point magazine, whose construction and facilities make it the most modern in the British Commonwealth, was officially opened on July 26 by Hon. Ralph Campney, Minister of National Defence.

The Rocky Point ceremony was the outstanding event of a two-day inspection visit by Mr. Campney to naval establishments of the Pacific Command. Previous to his inspection of the naval establishment, July 26 and 27, Mr. Campney had visited Army units at Gordon Head and Work Point Barracks. He left Victoria on July 27 to inspect RCAF Stations Comox and Holberg.

This was the first official inspection of HMC Dockyard and HMCS *Naden* by Mr. Campney and he showed great interest in the progress of the naval base and the wide-ranging activities there. He saw the officer's training establishment, HMCS *Venture*, the dockyard's shops and repair facilities and the work being done in the development of plastic ship's boats. The new Naval Research Laboratory, *Naden's* schools and the Nelles block with its modern living accommodation for men were included in his tour of inspection.

Mr. Campney's visit came at the peak of the summer training season and officers, cadets and men of the RCN(R) formed a large proportion of the naval personnel from ships in harbour whom he inspected on the jetty.

Present with Mr. Campney at the Rocky Point ceremonies were Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast; Commodore (E) B. R. Spencer, Commodore Superintendent; Ordnance Cdr. R. H. Chicken, Superintendent, Naval Armament Depots, Pacific Coast, and H. S. MacDougall, Assistant Superintendent, Naval Armament Depot (Magazines).

Following prayers by Command Chaplain (P) G. L. Gillard and blessing by Command Chaplain (RC) J. E. Whelley, the magazine was officially opened by Mr. Campney. Guests then toured the establishment and attended a reception by the General Construction Company, Limited.

The five-million-dollar development at Rocky Point, on the south shore of Vancouver Island near the William Head quarantine station was begun in 1951 with the clearing of the site. Now nearly all major construction work is finished and the magazine is in full operation after having moved equip-



A guard of University Naval Training Division cadets is inspected by Hon. Ralph Campney, Minister of National Defence, during his July tour of West Coast defence establishments. In the course of his two-day visit to naval establishments, Mr. Campney officially opened the Rocky Point magazine. (E-32370)

ment and stores from the former site at Colwood, not far from Esquimalt.

Married quarters to house key personnel are expected to be constructed shortly. There will be five miles of black-topped roads in the Rocky Point Magazine area, but these have not been completed. The present site of the magazine was carefully selected by a special board of government experts.

In the planning and construction of the magazine every possible precaution has been taken against accidents. One of the major safeguards is in the placement of the buildings. Each is so situated that in the unlikely event of an ex-

plosion in one building none of the others will be affected.

Ammunition storage and certain laboratory buildings are made of steel reinforced concrete walls, protected by earth traverses to ceiling height. Roofs are poured concrete slabs laid over prestressed concrete beams. Design of the buildings is such that any explosion occurring in other buildings will have a minimum effect on them. Magazines and laboratories in which the more dangerous ammunition is to be stored or repaired are equipped with concrete escape tunnels through the earth traverses.

Each building in the storage area is heated by an individual hot water system supplied from electric immersion-type boilers. Not only is this heating system considered safer, but it makes possible a material reduction in maintenance and operating costs.

Explosives are handled in the laboratory area by electrically driven fork-lift trucks and the vehicles transporting to the ammunition lighters are diesel-operated.

Another practice which materially reduces the possibility of accidents in the magazine is the training in the safety aspect of his job given to each magazine employee. Workers take initial courses in safe practices on joining the magazine staff and, as their responsibilities increase or their jobs change, more advanced courses are given to keep them continually aware of the necessity of adhering to approved safety techniques at all times. It is noteworthy to mention that on the West Coast there has never been any loss of man hours due to explosions of ammunition.

When ammunition is being issued to a ship, it is delivered by specially built ammunition lighters, hence an important part of the project is the new jetty. Situated on Pedder Inlet, at Manor Point, it is 200 feet long and 50 feet wide. The relatively exposed position and the rocky nature of the sea bottom in the area, made impossible the driving of conventional wooden piles, high costs and other factors precluded the use of concrete footings. It was decided, therefore, to use a type of wharf construction new to the West Coast, but which has been used successfully around the Gaspé Peninsula of Quebec where similar conditions existed.

The jetty consists of four large circular cells made up of narrow sections of interlocking sheet steel. Each cell is 50 feet in diameter and when placed in position on the bottom, is filled with rock and gravel. The cells themselves are locked together with the same steel sections, making a solid structure of great stability. The wharf is decked with concrete and has timber curbs. Its location is such that other cells can be added to increase its length should the need arise.

To reach the jetty from the magazine area, it has been necessary to construct a 250-foot long approach. The rock needed for this approach was obtained from the excavations made for the magazine buildings.

Water supply for the magazine will be drawn from the Department of Public Works main, built in 1918 to supply the quarantine station at William Head.

The water will be stored in a 500,000 gallon reservoir, built on Army-owned property at Mary Hill, adjacent to the magazine site.

The ammunition depot has magazines for the storage of different types of ammunition and explosives, a transfer magazine, and special storage buildings for "dangerous goods", inflammable stores and other material.

Eighteen buildings make up the laboratory group. Each is connected to the other by means of "clean ways", passages through which technical personnel can move freely while maintaining the immaculate cleanliness essential to their work. Connected to the laboratory group by another "clean way" is the change house. This building provides facilities for laboratory technicians to store street clothing and to change into and out of their clean working dress. The total length of "clean ways" is more than 5,000 feet. They are built with corrugated asbestos sides and roof.

Situated at the end of the laboratory area is a building occupied by the inspection department, in which most of the testing and proving of ammunition is carried out. Another part of this building houses a canteen, wash rooms, first aid station and locker facilities.

The service and administration group includes the various workshops, stores buildings, the laundry, boiler house, fire hall, the change house and administration building.

Essential to the operation of the depot is the transfer magazine. In this specially constructed and fitted building all ammunition moving into or out of the area is sorted and checked before being sent to storage or despatched to an outside destination.

There are four main departments operating in the magazine, administration, storage and shipping, laboratories and inspection;

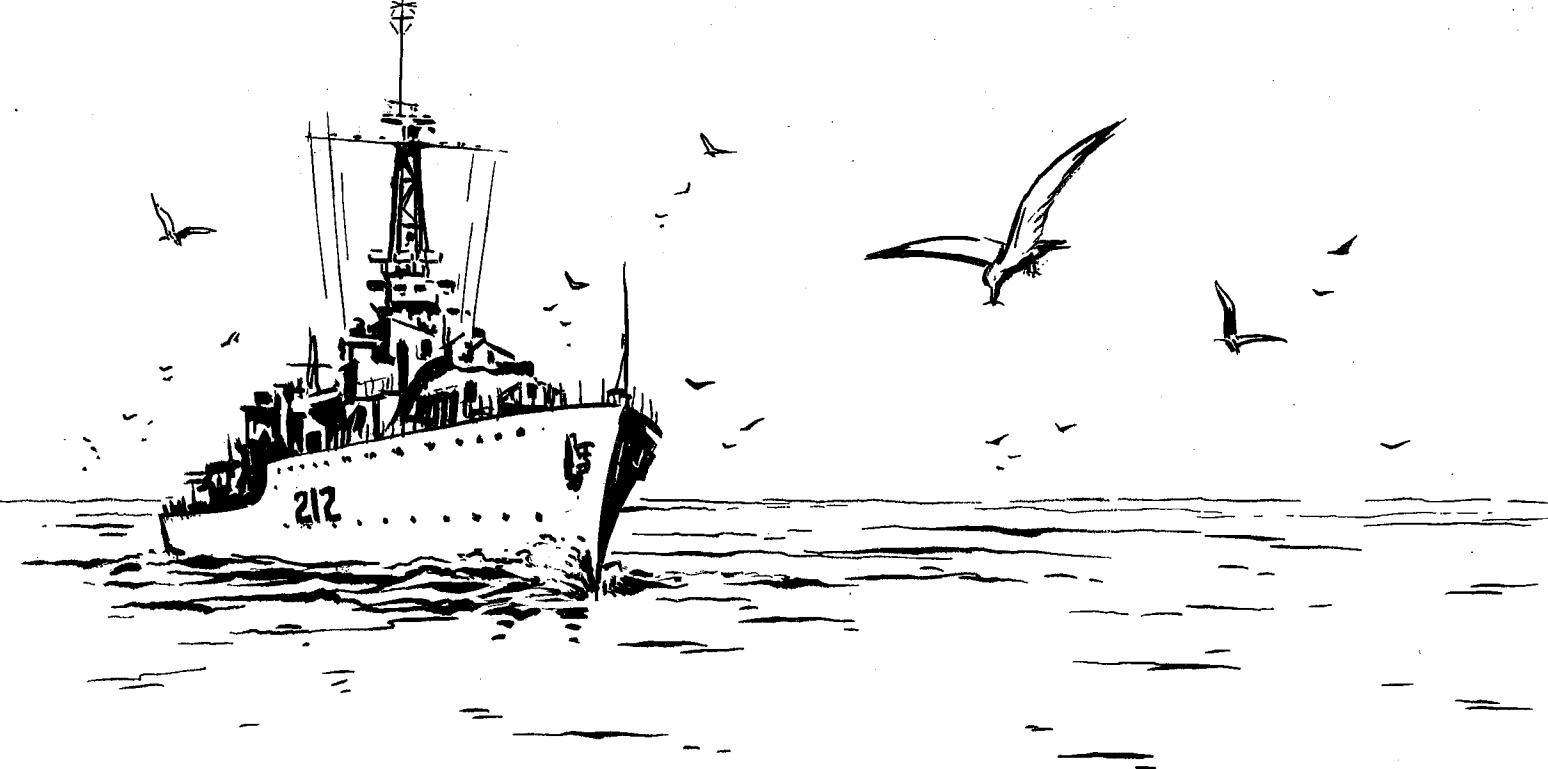
- (a) Administration: Responsible for the over-all operation of the magazine.
- (b) Storage and Shipping: Responsible for the correct storage, shipping and receipt of ammunition.
- (c) Laboratories: Carries out the repair and examination of ammunition.
- (d) Inspection: Inspects, tests and proves ammunition.

Generally, all personnel employed at Rocky Point Magazine are veterans and have seen service in the Navy, Army or Air Force.

As the development of Rocky Point by the Navy has cut off access to the leper colony on Bentinck Island, an agreement has been entered into with the Dominion Government to permit authorized persons to travel through the magazine area to and from the colony.



Midshipmen from the USS Antietam, aircraft carrier, formally acknowledged the hospitality they enjoyed during the ship's visit to Halifax at a parade on July 25 during which they presented a ceremonial sword to UNTD cadets. Mid. W. T. Alexander, of the Antietam, is shown presenting the sword to Cadet Captain A. O. Hendrie, of Queen's University. At the left is Mid. F. C. Dugan, public information officer for the U.S. midshipmen.



YOU MAY HAVE HEARD parts of this yarn from the Blackfeet, but not one of them is likely to tell it all for fear of being sent to RCNH—a fate worse than death. But I managed to worm it out of one of them and will give it to you for what it is worth. I don't pretend to understand the whole thing; nor does my source of information, but he was there and swears it's the truth. Maybe you can explain it.

HMCS *Blackfoot* was on passage along from Piræus to Syracuse on the night of July 23, 1955. She had stayed behind the *Magnificent* and the other three Tribals for the usual condenseritis or TG breakdown or something. Anyway, it doesn't matter that she was alone, the fact is that she was alone, and then on her way to join the rest of the Squadron in Syracuse Harbour before the annual exercises. She was topped up with fuel, everything except the laundry was working like a clock, and the only fly in the ointment was the wardroom audit which would not balance.

The Captain sat in his chair on the bridge smoking an after-dinner cigar, ruminating on the joys of Command on such a lovely night when not in Company. The Officer of the Watch, who happened to be the Navigator, was contentedly allowing himself to think of the homecoming party in Halifax, now that his evening stars had mostly all worked out, meanwhile maintaining apparent vigilance on all parts of the horizon. Because of the beauties of the evening most of the ship's company were lounging around the upper deck.

The Blackfeet . . .

From the foc'sle drifted up the practice notes, interspersed with soft laughter, of one of the stokers who was learning to play his mandolin. The Chief Yeoman, also up for the air, yarned with the signalman about ports he had known when he was a boy. They talked in low, reminiscent tones in keeping with the mood of the evening, and also so that their tales should not carry as far as the Captain. There was no wind to speak of and only faint ripples on the sea.

IT HAPPENED at 2202. The Officer of the Watch had just finished writing up the log for the hour and admired for a moment his neat anchoring plan for the next day. He returned to his position at the gyro compass and swept the horizon ahead. Nothing in sight. Then he walked to the starboard side of the bridge and looked aft.

"Hullo!" he exclaimed softly. Then sharply to the lookout in the sponson:

"Lookout!"

The lookout quickly raised his glasses to his eyes and said:

"Yes, sir?"

"What happened to the ship that was on the quarter a minute ago?"

The lookout looked.

"Was there a minute ago, sir," he said. "Can't see it now, sir."

"No, it's not there, is it? Keep your eyes about you!"

The navigator then went to the plot voice pipe at the compass and shouted:

"Plot."

Back came a muffled answer "Plot." "Have you still got that echo you reported half an hour ago?"

Pause. Then, "Faded, sir."

"When did you last see it?"

"About five minutes ago, sir."

"Nothing now, eh?"

"No, sir."

Then, "Captain, sir," he said, "this merchant ship we've been seeing for the last half hour seems to have disappeared. She was there a couple of minutes ago and now she's gone and radar can't see her any more. She was only about three miles away."

"Oh?" said the Captain. He levered himself out of his chair and looked. "There's certainly nothing there now is there? Did you see her disappear?"

"No, sir, nor did the lookout. But she was there not two minutes ago."

"And nothing on the scan now?"

"No sir, nothing at all."

"We'd better go back and have a look."

"Ay, ay sir. Starboard ten."

"It didn't look like a submarine did it?"

"I don't think so, sir. She passed us about three miles away. May have been, I suppose." (Relieved).

The search yielded nothing—not a thing doted the surface of the sea except the wavelets from a north-west breeze which had suddenly sprung up, and the Captain ordered a return to the original course at 2232.



. . . and Admiral Nelson

"And make an entry in the log, Pilot," he said, "with the position, and say 'supposed submarine'."

The next thing to happen was the arrival on the bridge of the Communications Officer. It was unusual enough for him to be on the bridge at all, when not absolutely necessary, but his report was even more astounding.

Approaching and saluting the Captain who had seated himself again, he said:

"Sir, there's something odd going on. All of our receivers seem to have gone dead. We can't get a thing. Even the broadcast has packed up. It can't be the sets themselves because we've tuned them all up and we can't get anything on any band. The operator was reading Malta broadcast loud and clear and then all of a sudden, about half an hour ago, it stopped in the middle of a word. I sent for the R/T and he says there's power on all the sets and it looks as if there just aren't any signals."

The Navigator snickered.

The Captain hm-m-m'd and then said: "Try giving Malta a call."

"We've tried that, sir. No answer. The set loaded up well, so we're getting out, but all we get back is static. We worked Malta a treat about 1900."

"Try Gib."

"The PO Tel is doing that now, sir."

"Well, find out what's wrong and let me know."

"Ay, ay, sir."

Then the Captain, feeling that if he stayed any longer on the bridge some-

thing else would happen and being already slightly annoyed at the interruptions of an otherwise pleasant evening, stumped off down to his sea cabin with the usual night instructions to the Navigator.

THINGS WENT ALONG quite normally after that. The upper deck was left to itself after a while, except for the watch around the galley. Look-outs and helmsmen were relieved accordingly to plan and the ship kept her appointed course through the rippled sea and dewy air. The only altercation arose early in the morning watch when the galley ran out of coffee and the duty cook, busy frying the morning eggs, refused to make more.

The Navigator appeared for morning stars just before daylight, with some snide remarks to the Communications Officer, who had the morning, about dependable sciences. Flags bothered not to reply, even with brilliant repartee, as was his wont, for secretly he was more than somewhat perturbed about the odd radio silence which was going on. His operators were still vainly sweeping the bands for their usual Italian music, and incidentally the Malta Broadcast.

At 0700 the Captain appeared as usual and looked with satisfaction at the empty horizon.

Flags saluted with: "Good morning, sir."

A STORY OF TWO ERAS

. . . by J. I. M.

"Anything happen?" asked the Captain.

"No sir. A few fishing vessels, that's all. But we still can't get anything out of the radio."

"Oh, well, we'll be in company at noon and we can get somebody over to have a look. Morning, pilot."

"Morning, sir," said the Navigator as he poked his head on to the bridge.

"Get stars?" asked the Captain.

"Yes, sir. At least I took them sir, but damn it all, none of them will work out."

Flags snickered.

"What's wrong?"

"I don't know, sir. I took three stars and a planet but couldn't get a fix at all. I've checked everything and can't figure it out. But I got a good fix on radar and we're not too far out of position. Syracuse Roads, 1200. The gyro's three degrees high. May I come round to 283, sir?"

"Hm," said the Captain. As yet, there was no connection in his mind between the failures of his two most efficient departments.

"Yes, come to 283." Then with a withering glance at a very smug Flags, "We can't always be perfect." With that he departed, leaving the field clear for Flags to retaliate for his earlier humiliation, to the great delight of the signalman on watch.

At 1130, everything was ready for entering harbour, and the hands had been sent to an early dinner.

The coast of Sicily, now well in sight, was taking on character, as do all coasts when approached. There were groves of trees and well-tilled farms, with here and there a tiny village of white sandstone. Some smoke from a fire on the shore rose almost vertically for a few hundred feet then dissipated towards the south east.

The peaceful steaming of the ship about her lawful business was not mirrored in the mind of the navigator. He was, in fact, a very worried young man. Certain unmistakable objects, clearly marked on the chart had not appeared when they should have done. Apparently betrayed by his own eyes, he took sounding runs, which helped not a bit. This, along with his failure at morning stars and also with a sun-sight in the forenoon removed all pangs of hunger produced by no breakfast, and replaced them with alarm and consternation. His sheet anchor, if he thought of it as such, was the series of radar fixes which showed the ship to be steering unmistakably for her desired haven of Syracuse. With this as his only consolation, he approached higher authority to confess.

Now, the Captain had also been looking at the coast and the chart. So when the navigator related the whole series of disquieting events, he even forgot to tear a strip off the Pilot. He only went below to the plot, (a) to make sure that the echo-sounder was working, which it was, and (b) to take a radar fix for himself, which he did.

"Hmm," he said.

BY 1200, the *Blackfoot* was very close to Syracuse, which had appeared at last and in the right place. No landmark ever appeared more delightful than did this one to the eyes of our two concerned mariners. Years rolled off the Captain's shoulders as he wondered idly how all this could have happened, and the Navigator was seen to smile, and even heard to hum a few bars of a popular tune.

By this time the whole team was on the bridge. The First Lieutenant was telling the Buffer what to do about booms and ladders, the scuttles in the stokers' mess and the cooks at the open galley door. The Chief Yeoman was getting out his telescope and hand flags, openly pleased at the embarrassment of the PO Tel, which worthy gentleman was still hopefully twiddling his knobs down below. Even the Supply Officer had left off fudging the provision account and was standing idly by the

director squinting myopically at the brightly lit scenery.

"Lots of fishermen around, sir," said the Navigator brightly.

Silence. Obviously he and the Captain were not yet good friends again.

"The harbour will open up in a moment, now," he said.

And so it did.

But did it show an aircraft carrier and three destroyers lying peacefully at anchor, a scene of dormant grey-painted might? It did not! There were indeed ships in the harbour, but what ships they were! They were ships with



tall masts and yards, ships with one, two and three yellow bands on their hulls. They were ships riding to cordage cables, with gun ports open and sails spread to dry, all in a maze of rigging. The view was full of yellow-banded hulls and boats pulling like beetles between them, their oars stroking rhythmically. It was like a scene from "Mutiny on the Bounty" or an old print of Portsmouth Dockyard.

The Captain's jaw dropped. So did the Navigator's. So did Flags! So did the Chief Yeoman's — especially his. So did everyone's. And they stayed dropped in dull amazement for a full five seconds. No word was spoken.

The Captain (as is proper) recovered himself first. "Stop both engines," he said.

The Navigator never taking his eyes off the spectral scene moved jerkily to the voice pipe and repeated the order in a cracked voice.

Eyes now turned furtively to the Captain. His mind was churning at lightning speed (as is proper) in circles (as is most certainly not proper) and so he said: "Chief Yeoman, find out who they are."

"Flash AA," bellowed the Chief Yeoman, falling back on long years of experience, if nothing else. Then, "They're

British Merchant ships, sir. Flying the Red Ensign."

"Nonsense. They're ships of war. Look at the gunports. Hoist a Red Ensign at the yard. Slow ahead, both engines. Pilot, we'll anchor just inside the harbour. They look friendly enough. Number one—don't lower any boats or ladders till we see what's going on. Tell the Engine Room to stay at immediate notice for steam."

WHEN THE AMAZED *Blackfoot* had anchored, glasses were raised at the odd fleet from all over the ship. The Captain raised a glass or two himself and wondered where the rest of the Carrier Group was. But no solution to the strange business presented itself, for the ships appeared solid, substantial, and wholly real. There was even washing strung up on gantlines in some of the ships. Smoke from the *Charlie Nobles* rose in the still air and the sound of hammering came drifting across the sun-drenched harbour. Somewhere in the fleet a dog barked. All of the boats had disappeared. In the *Blackfoot*, no one thought of lunch any more, as they waited for something—anything—to happen.

Presently a boat, an eight-oared gig, separated itself from the mass of hulls headed in the *Blackfoot's* direction.

"Number One," ordered the Captain, "lower the starboard ladder and hail him when he gets closer."

This was done, and they were the leathery lungs of the Chief Boatswain's Mate himself which boomed the hail across: "Boat ahoy!"

Back came the reply: "Message from the Admiral."

"Tell him" said the Captain, "to come alongside."

Which he did. His crew was dressed in loose white canvas trousers, striped jerseys and black shiny brim hats. They tossed oars smartly before reaching the ladder and the officer in the stern climbed up with an athletic step. He was short, slim and elegantly pale, dressed in white knee breeches and stockings, buckled shoes, long gold-faced blue jacket and a small pearl-handled sword.

"Shall I pipe him, sir?" asked the boatswain's mate.

"No," hissed the Captain.

When the stranger reached the deck he looked uncertainly around for a moment, then raised his cocked hat to the Captain.

"Lieutenant Miles Fotheringham-Rogers, Flag Lieutenant to Rear Admiral Sir Horatio Nelson, His Britannic Majesty's Ship *Vanguard*, at your service, sir."

Answering the salute, the Captain said with aplomb (for he was gifted with more than his share of that): "Commander James Garfield Hughes, Her Majesty's Canadian Ship *Blackfoot*, at your service, sir." He wanted to laugh at the whole situation but it was too realistic for that. So he treated the affair with dignified concern. The inkling that he and his ship had slipped back in time a hundred and fifty years was firm, now that he knew what he was seeing was neither an hallucination nor a joke. "In fact," he thought, "it's all ridiculously simple. That's why the radio went out and why Pilot's sights wouldn't work, his Nautical Almanac's no good. It's also why we couldn't fix on those lighthouses. They aren't even there yet."

Lieutenant Miles Fotheringham-Roggers was speaking:

"The Admiral sends his compliments and hopes that you will do him the honour of waiting upon him at your earliest convenience. May I offer the use of his barge?"

With the urbanity usual to Flag Lieutenants, he had translated thusly an order which was probably originally given in four words, viz: "Go and fetch him."

AND SO IT HAPPENED that the Captain of HMCS *Blackfoot*, suitably attired and with sword and medals, stepped over the rail of HMS *Vanguard*, ship of the line, flagship of Rear Admiral Sir Horatio Nelson, KB, RN, early in the afternoon of July 24, 1798.

The first sight to greet him was an extremely straight file of red-coated Marines, with their wicked-looking bayoneted muskets at the ready. The next was a breeched, cocked-hatted officer who raised his hat in salute, introducing himself as Captain Berry of His Britannic Majesty's Ship *Vanguard*.

"The Admiral is waiting," said Captain Berry.

Blackfoot followed him along white wooden decks, up the steps to the quarterdeck, then up more steps to the poop. A hatless, white-haired little man in the usual white breeches and blue coat, with one sleeve buttoned empty across his breast, paused in his pacing and transfixed the Canadian with a penetrating pale blue eye.*

"Who are you?" he snapped.

"Commander Hughes, sir, Royal Canadian Navy, Commanding Officer of Her Majesty's Canadian Ship *Blackfoot*."

* Lord Nelson lost his right eye while commanding the Marines in Corsica in 1794, and his right arm during a landing on Tenerife, Canary Islands, in 1797.—Ed.

Our Captain was getting used to the formula by now.

"Where are you from? What are you doing here? What kind of ship is that? I see you're British."

Hughes chose to ignore the last question and to start right at the beginning.

"Sir," he said with a deep breath, "I have no way of explaining my situation. I and my ship, through some strange mutation of time, have found ourselves in an age which is not our own. Yesterday, in fact until last night, we were in the year nineteen fifty-five. Today, we seem to be in seventeen ninety something. I expected to find my own Admiral here in Syracuse today but I guess he won't arrive for another hundred and fifty years."

Nelson permitted the ghost of a smile to cross his craggy face. "Yes," he chuckled, "you are a bit ahead; but, tell me, would you join me in a drink?"

"Ah—yes, sir."

"Then come below, gentlemen, and let's hear more of this story. It interests me mightily."

They all trooped down to the Great Cabin with its stern galley and low deckhead. *Blackfoot* had to hunch himself up and bow his head to squeeze past the impassive Marine sentry.

"Sit down, sit down. Madiera?"

"Thank you, sir."

"Well now, I'm glad to see that the colonies have their own navies. Is Canada's a big one? Tell me about your ship."

"No, sir, our Navy is not as large as the Royal Navy."

"Quite."

"The *Blackfoot* is called a destroyer of the Tribal class, displaces three thousand tons and can go 31 knots (gasps). She has steam engines which burn oil, and guns which can fire over seven miles. But, of course, guns aren't very important any more—I mean in 1955. Our chief job is sinking submarines which can cruise under water. My Admiral rides in a ship which carries flying machines or aircraft aboard and . . ."

"Egad! Shades of Drake and Blake!" exclaimed Nelson. "Do you really mean that your ship can do 31 knots? My dear sir, you must come along with me tomorrow. We're all going to have another look for the French."

"Sir, in the absence of my Admiral, I put myself entirely at your disposal!"

"By gad, Berry, we can't miss now!"

"What is the date, sir?" asked the Canadian.

"The 24th of July, 1798."

"Then you haven't fought the Battle of the Nile yet?"

"No, is that where the French are?"

"Not quite, sir. They're in Aboukir Bay just to the east of Alex . . . er—Alexandria!"

"How do you know? Did you see them?"

"No, sir, but I've read in history that you found them on the first of August."

"Really? History, eh? Well, then, what happened?"

"Oh, you trounced 'em sir, you and your Band of Brothers. Two got away, but you got them later."

"Ha! Band of Brothers. Berry, I must start calling my captains the Band of Brothers. How did I beat them?"

A gleam of professional ecstasy illuminated *Blackfoot's* face. "Well, sir," he said, hitching his chair closer to the table, "here's what you have to do . . ."

Late that night the Captain returned to the *Blackfoot* where his men had spent a wildly speculative day. He paused at the top of the ladder and said, with a true showman's flair (for he was a gifted man):

"We'll be sailing in company with Nelson's fleet at dawn tomorrow. We're off to fight the Battle of the Nile." And then—since the story was too good to keep: "Number One, I'd like to come down to the wardroom in fifteen minutes, if I may."

YOU CAN probably guess what happened after this. Two nights later at 2201, as the *Blackfoot* hovered around Nelson's fleet like a hawk around a flock of crows, the yellow oil lamps filling the horizon disappeared, and were replaced by the lights of a single cargo steamer, distant about three miles. Also, the breeze dropped, the waves disappeared, and the PO Tel screamed up from Radio One that the Malta Broadcast was coming in loud and clear.

The Captain asked in an odd voice what date time groups they were giving.

"23 2100Z, sir."

Then he said: "Come round to 280, Pilot," and relapsed into glum silence in his chair. A little later he added, "And—er—Pilot—I know it's a bit irregular but I think you'd better erase everything in the log from 2200 on the 23rd."

"Ay, ay, sir," answered the Navigator as he checked the course for Syracuse.

And that's the *Blackfoot's* story. Now, whether Nelson was suspicious enough of his odd visitor's disappearance to go to the Nile the long way, as he actually did, or whether he had enough respect for history to delay getting there until the proper date, is anybody's guess. But he did get there on the first of August and he did give the French an awful wallop and two did get away for a while.—J.I.M.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Haida*

The sun was warm and pleasant as the *Haida* made an easy 12 knots in that azure blue of the gulf stream. It had been a busy week carrying out anti-submarine attacks on HMS *Astute* with the assistance of the *Magnificent's* aircraft and the *Micmac*.

The ship had also participated in night encounter exercises, sweeping in on the *Magnificent* in a simulated torpedo attack, tow forward, OOW manoeuvres, etc., and everybody looked forward to "pipe down" in the afternoon.

Nearly everyone off watch found himself a crashing spot and settled down for Sunday afternoon's rest. Then some energetic soul got out pistols and rifles. The sound of shots attracted customers to the butts set up at the focs'le for rifles and on the 3" gun deck for pistols, where the target consisted of skeet discs and empty cans.

The gunnery personnel, of course, stepped up, oozing confidence, which in the end didn't produce any tangible results at all, while the supply officer, who is practically blind without his glasses, shattered everything in sight.

The *Haida's* shark



The sporting sensation of the day, though, was the whaler race. Eight groups—Communicators, Veterans, Seamen, Officers, Chief and POs, Engineers, Supply and Miscellaneous all had a crack at pulling around the ship. Most people thought the Engineers would win because, as they manned their boat, a shark appeared from the depths and did a slow roll showing an ugly mouth and an evil eye as it followed the boat around the course.

Shark or no shark, the communicators won and they were presented by the captain with a cake depicting a whaler underway.

While the communicators retired to celebrate their triumph, somebody on the focs'le caught a shark just as the ship was to get under way, and excitement ran higher than it had all day. A rifle was sent for—the *Magnificent's* last boat was almost secured—a message ordering us to get underway was in the air. Just as the *Haida* started to move through the water the shark was shot and hoisted aboard. Other sharks could be seen approaching, drawn by the smell of blood.

HMCS *Quebec*

As the *Quebec* slipped and proceeded from beneath the shadow of the towering cliffs at Wolfe's Cove and nosed into the stream, the occasion marked the virtual termination of the extensive naval cadet summer cruise training program. The historic fortress city of Quebec was the last scheduled port of call.

Four days earlier, respects have been paid to the Lieutenant-Governor of the Province of Quebec, the Hon. Gaspard Fauteux, by the firing of a 15-gun salute as the ship steamed past the Citadel on arrival. The officers, naval cadets and ship's company enjoyed the hospitality of the city of Quebec and the township of Sillery over the Labour Day holiday week-end, participating in numerous social engagements, sporting events and sightseeing tours.

An opportunity was also offered the ship's personnel to visit the renowned Provincial Exhibition, which was enjoyed to the full.

Of particular interest was a closely contested series of softball games between the ship's team and that of HMCS *D'Iberville*, the new entry training establishment. The *Quebec* team won the

initial game by a slim 5-4 margin. The second game, which was witnessed by the Lieutenant-Governor and other dignitaries, who were guests of Captain D. W. Piers, saw the ship edged out by the hard-hitting *D'Iberville* team with a final score of 7-6.

A volunteer guard from the ship's company and the ship's band performed the colourful beating the retreat and sunset ceremonies, both alongside the ship on the evening of arrival and to appreciative crowds at the Provincial Exhibition on Saturday and Monday evenings. The ship's band also took part in a massed band concert at the Exhibition on Sunday evening and, in company with a concert party of naval cadets, entertained the patients and staff of Laval Hospital the following afternoon. Crowds of over 3,000 thronged aboard to visit the ship over the holiday week-end.

HMCS *Stadacona*

A celebration of which our French ancestors were fond is called "Le feu de la Saint-Jean". When the French pioneers first arrived in this country they maintained the tradition. A national holiday was made out of the celebration and they called it "La Saint-Jean-Baptiste". Each year on June 24 parades, "feux de joie", street dances and all the events which usually accompany such festivals are held.

For the fifth consecutive year, this colourful tradition was observed by French-speaking UNTD Cadets in *Stadacona*. A committee was set up and the celebration was scheduled for Saturday, June 25. Much activity and many rehearsals preceded the day of the festivities which was spent decorating the Gunroom with flags, streamers, maple leaves and "fleur-de-lis".

A reception was held at 7.30 p.m. with French-speaking officers and cadets playing hosts to their English-speaking counterparts. Among the distinguished guests was the French consul of Halifax, J. B. Lapierre. Music was provided by a choir which sang such folk songs as "Partons la mer est belle", "Chevaliers de la Table Ronde", and "Fiez, fiez, O mon navire".

At 9 p.m. four couples appeared dressed gaily in folk costumes. They were members of a folk dancing group known as "les gais Lurons." The ladies wore beautifully hand woven skirts,

known as "les jupes paysannes," with matching shawls. Their escorts were typical "habitant" costumes. They danced and sang to the airs of "Vive la compagnie", "Les gars de Lochmine", "Meunier, tu dors", and other such songs. They showed much grace and ability in carrying out these somewhat intricate folk dances.

Between dances the choir led everyone in singing such songs as "Pour boire il faut vendre", "Vive la Compagnie" and "C'est l'aviro".

PACIFIC COMMAND

HMCS Stettler

To all outward appearances the surface of the harbour was peaceful enough. The frigates *Stettler* and *Sussexvale* lay at anchor while the summer training routine proceeded on a comparatively unruffled way. A man, obviously a harmless civilian, was puttering about in a motor boat nearby.

Cadet William Harley, going quietly about his duties on board the *Sussexvale*, glanced over the side into the clear, placid waters.

Seconds later there was pandemonium on the quarterdeck, with almost the entire ship's company crowding the rails. What Cadet Harley had seen was a "frogman saboteur", his dastardly deed frustrated, swimming about the ship.

The diver was hauled unceremoniously from the water—so much so, in fact, that his suit was punctured and he was thoroughly waterlogged by the time he landed on the deck. In lieu of the diver, his suit was strung from the yardarm.

The incident threw immediate suspicion on the "civvy" in the motor boat. He was pursued and captured and identified as Lt.-Cdr. Philip Henry, head of the Diving and Underwater Disposal Unit, who had organized a three-man attack on the frigates. The divers had attempted to attach a limpet mine to the hull of each ship. Two of the participants in the exercise had made successful getaways and were presumed to have sunk the *Stettler*.

The incident provided the ships with an excellent opportunity to stage a mock court martial and Lt.-Cdr. Henry went on trial on three charges of espionage. Third year cadets were required to attend to acquaint them with the procedure.

The trial got under way after Cdr. G. C. Edwards, Task Unit commander and commanding officer of the "sunken" *Stettler*, had welcomed on board and duly congratulated Cdr. R. H. Leir, commanding officer of the *Sussexvale*, on the alertness of his underlings.

After the character of Lt.-Cdr. Henry had been suitably blackened by the prosecution and whitewashed by the defence, he was, naturally, found guilty and sentenced to a service haircut and to be branded on both wrists with the words: "I am a spy".

It was subsequently learned that the punishments were illegal under the National Defence Act. Soap and water took care of the branded words, but only an appeal to old Father Time is expected to reverse the other portion of the sentence.—W.L.B.

HMCS Venture

Hardly had the first training year at HMCS *Venture* come to a successful conclusion and 109 cadets poured across the Straits of Georgia for all points East, on three weeks' leave, than another year started.

On Sunday, September 11, the new entries arrived, all 74 of them. Eight provinces of the Dominion are represented, with Ontario claiming the lion's share, with 22. Eighteen came from Quebec, 10 of them French-speaking. British Columbia provided 15, Manitoba 7, Saskatchewan 4, Alberta 3, New Brunswick 1 and Prince Edward Island 1. Three come from outside Canada—one from Peru, another from Belfast, Northern Ireland, and a third from Berkley, California, U.S.A.

Four of the new cadets are from the fleet. Ord. Sea. David Foster and Ord. Sea. John Shearing have joined from *Cornwallis*, Ord. Sea. Abraham Oudshoorn from the *New Liskeard* and Ord. Sea. Jame Deluca from the *Magnificent*.

A week of indoctrination, kitting up, medicals, lectures, films, PT, sports, photographs, book issues and the customary introduction to the parade ground came first. Then they were off on their first 13-week term.

The senior cadets returning on September 26, were due for a surprise. The newcomers looked really smart.—D.J.W.

HMCS Comox

The following account of a day in the career of the *Comox* appeared in *The Daily Colonist*, Victoria, on July 5:

A dramatic Dominion Day rescue of a disabled 70-foot fishing vessel in 30 to 40-foot waves off the coast of San Francisco highlighted the cruise of the Second Canadian Minesweeping Squadron which returned to Esquimalt yesterday.

HMCS *Comox*, senior ship of the flotilla commanded by Cdr. J. V. Steele, effected the rescue of the fishing boat *Raven* from Seattle, with a crew of two, on request of the U.S. Coast Guard station at Drake's bay.

The *Comox* towed the *Raven* to safety.

The flotilla had put into Drake's Bay, about 40 miles west of the Golden Gate bridge at San Francisco, to escape high seas and winds blowing a steady 45 miles an hour and up to 70 miles in gusts, when a distress call was heard "somewhere off the U.S. coast".

Cdr. Steele set out.

The fishing vessel was located by radar.

The *Comox* circled the stricken boat, pouring oil on the water to reduce the sea. A line was then fired to the fish boat and after two efforts the two men on board managed to pull a line aboard.

At that stage the two fishermen were so exhausted they didn't have the strength to heave on the towing hawser. The line snapped.

The *Comox* made five approaches to pass a hawser.

Cdr. Steele gave full credit for getting a line aboard the *Raven* to Lieut. J. M. Cutts, whom, he said, "threw a heaving line farther than I have even seen one go before."

Cdr. Steele said it would have been hopeless to try to get the men off the fish boat. He thought if the *Comox* had not found the boat it would have been lost.

NAVAL DIVISIONS

HMCS York

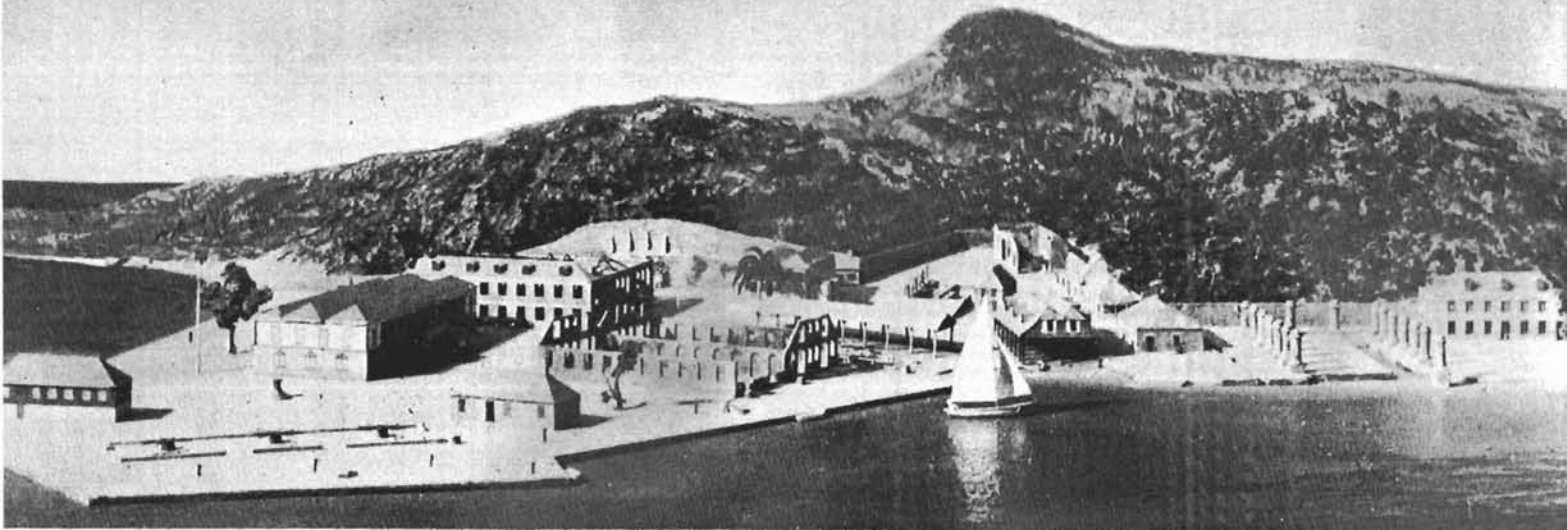
York's 40-foot model of a Tribal Class destroyer made its debut recently in a Toronto parade. The model, originally constructed for the Canadian National Exhibition Armed Forces display several years ago, was repaired this summer in the Toronto naval division by the shipwright staff under CPO F. Hopkins.

Mounted in a trailer the model took part in the Legion Day parade held by the Hydro Branch of the Canadian Legion.

The ordnance branch—as a unit—went to sea last month to garner experience in the repair and maintenance of guns under war-like conditions.

Under the command of Ord. Lieut. G. J. Hutton, the unit sailed in HMCS *Gaspé* with the 11th Minesweeping Squadron as it carried out manœuvres in Frenchman's Bay. CPO C. H. E. Moore instructed the unit in post-firing routine and other procedures. Taking instruction were PO T. F. Oliver, Ordnance Cadet S. P. Godwin and Wren D. N. Player.

Since then Lieut. Hutton has transferred to another ship. He had been in charge of the ordnance branch since it was set up in January and has now gone to *Cataraqui*, the Kingston naval division.



THE RESTORATION OF NELSON'S HARBOUR

Antigua Base Once "Malta" of the West Indies

EACH WINTER the Royal Canadian Navy despatches its training task groups to the West Indies or other warm climes where sailors can perfect themselves in the ways of the sea without the frustration of the chronically bad weather of the North Atlantic before the return of spring.

Of all their ports of call, few can hold more interest in this, the 150th year since Nelson fought and won the Battle of Trafalgar, than English Harbour on Antigua in the Leeward Islands. For English Harbour, in the minds of those who know and love the West Indies, is Nelson's Harbour.

It was here in 1784 that Captain Horatio Nelson, then only 26 years old, arrived in command of HMS *Boreas*, a frigate of 28 guns. Ashore he found corruption and, at sea, American ships (now "foreigners" as a result of the American Revolution) trading freely with the planters, in defiance of the Navigation Act.

Nelson brushed aside the subterfuge of the American ships in flying the West Indies flag and seized four of them. He was sued for £40,000 and for ten weeks did not dare set foot ashore lest he be held in bail he could not possibly raise. The British government of the day, perhaps a little reluctantly because his actions had angered the plantation owners throughout the islands, stood behind him and the American shipmasters abandoned their claims.

On the island of Nevis to the West of Antigua Nelson met Frances Nisbet, a doctor's widow. She found him romping on his hands and knees beneath the drawing room table with her little boy.

Subsequent events made it appear doubtful that true love had blossomed, but at least affection did and they were married on March 12, 1787.

English Harbour, during Nelson's period on station there, grew into an efficient dockyard where ships of the Royal Navy, secure from enemy and weather, could be careened and overhauled. It was garrisoned by a thousand soldiers and, in the years preceding Trafalgar, when the Spanish and French fleets roved the Spanish Main, it stood in the relation to the West Indies that Malta was to the Mediterranean during the Second World War.

In 1805, the combined enemy fleets, with between 10,000 and 16,000 troops

on board, passed close to the island. Five days later Lord Nelson, with 12 line-of-battle ships, anchored off Antigua to strengthen the garrison with an additional 2,000 soldiers. Nelson did not land, but he wrote a letter to Governor Lord Lavington that expressed his certitude of victory once battle had been joined.

"I am determined not to lose one moment in pushing after the enemy," he wrote, "whom I am persuaded is gone to Cadiz and Toulon."

His final glimpse of English Harbour was from the deck of the *Victory* as she sped on her way to European waters and to Trafalgar.

It was the second time that English Harbour had been the West Indies point of departure for a subsequently victorious British fleet. *Rodney* sailed from there in 1782 to win the famous Battle of the Saintes which temporarily broke the power of the French navy in the Caribbean.

Antigua was discovered by Christopher Columbus in 1493, but it was without inhabitants until the first English settlers arrived in 1632. Except for a brief period in 1666 when it was captured and held by the French, the colony has been British ever since.

English Harbour had its primitive beginnings in the 1670s, and became an important naval anchorage in 1707. By 1728 repair facilities had been provided. These were extended and improved over the next 100 years. It reached its greatest strategic importance and its closest association with great names of naval history in the closing years of the

An Appeal From England

The following paragraphs are from a letter written by Sir Bruce White, KBE, of London, England, to Vice-Admiral E. R. Mainguy, Chief of the Naval Staff:

"I write to bring to your notice an Appeal which is being made, in this the 150th anniversary year of the Battle of Trafalgar, for funds to restore English or 'Nelson's' Harbour in Antigua.

"I was asked by Lady Churchill, who has a deep interest in the matter, to form an Appeal Committee, and we feel greatly honoured by having Princess Margaret, who visited the Harbour during her recent tour in the Caribbean, as Patron-in-Chief.

"Knowing of the association which the Canadian Navy has with the West Indies and in view of the great historical interest of the Harbour, I hope that you may consider it appropriate to draw the attention of those who might be interested in the project, with a view to their making contributions to the fund. I can assure you that any contribution will be most gratefully received."

18th Century and up to the time of Trafalgar.

The dockyard continued to serve the Royal Navy until the 1890s, although the last of the military garrison was withdrawn in 1854. It was abandoned by the Royal Navy in 1899 and the installation and lands were taken over in 1906 by the government of Antigua. The winding and narrow entrance which sheltered ships of the past from danger could not easily be negotiated by the large ships of modern times.

The harbour still exists today as a monument to those hazardous and exciting days when Britain was fighting for mastery of the Caribbean seas, but the buildings have suffered from neglect and from the ravages of time.

With the appointment of Sir Kenneth Blackburne as governor in 1950 the task began of restoring English Harbour to a condition worthy of its great traditions. The English Harbour Repair Fund was created and as money came to hand (in all too small quantities) it was applied with loving care to stopping the wastage of the years.

In the United Kingdom a committee under the chairmanship of J. M. Campbell undertook to raise a fund of sufficient size to complete in a workmanlike and lasting way the repairs already begun. Her Royal Highness Princess Margaret, who had visited English Harbour during her West Indies visit, granted her patronage to the fund and Lady Churchill, an enthusiastic sup-

porter and patron, enlisted the support of Sir Bruce White, KBE.

Sir Bruce, senior partner of a firm of civil and consulting engineers in London and Director of Ports and Inland Waterways for the War Office throughout the Second World War, called on friends well-qualified to help. Substantial support was offered by some of the great engineering contractors of today.

The result of the efforts of this new circle of friends was that building materials, including timber, roof tiles and many other requisites were assembled for shipment to Antigua. Of the £50,000 objective, about £30,000 had been donated by early summer of this year. The committee confidently anticipates that it will receive the balance of the money necessary for building, labour, etc., and to provide a maintenance fund.

Contributions, large or small, will be welcomed by the Hon. Treasurer, English Harbour Repair Fund, 44 Lowndes Street, London, S.W.1, England.

NOTE: The foregoing has been compiled from a variety of sources, but largely from an article written by Hugo N. Bolton, secretary of the Fund. Although ungraced by inverted commas, several paragraphs are direct quotations from Mr. Bolton's "Nelson and His Famous West Indies Harbour".—Ed.



A model of English Harbour, Antigua, prepared in connection with the restoration program for the historic West Indies port, was displayed at the Bath Festival in Bath, England. A distinguished visitor to the exhibit was Admiral Lord Louis Mountbatten, First Sea Lord. Another view of the model, which was executed by John B. Thorp, of London, appears at the head of the accompanying article.

Where Sailors, Civvies Meet

When he officially opened the Armed Forces Centre in Victoria on June 21, Premier W. A. C. Bennett of British Columbia underlined the importance of a place for civilians and armed forces personnel to meet and share their social life in peacetime.

The centre, on Government Street, is open every day from 9.30 a.m. until midnight. It had previously operated from temporary quarters at *Naden*.

Logan Mayhew, chairman of the 20-man civilian group which sponsored the establishment of the enterprise, expressed the hope that civilians would support the centre and help entertain the troops.

"The morale and spirit of the armed services can only be kept up if the public is behind them," he said.

Rear-Admiral J. C. Hibbard, then Flag Officer Pacific Coast, was among the many dignitaries who inspected the centre following its opening.

After cutting the ribbon to open the building, Premier Bennett was escorted through a tri-service armed guard of honour. The band from HMCS *Naden* staged a short parade to the centre before the opening ceremony.

The centre is the first of its kind in Western Canada.

In addition to the financial donations which made the six-month renovation of the building possible, servicemen donated a great deal of time and labour to its redecoration.

The centre provides a meeting place for men and women of the forces and their friends.

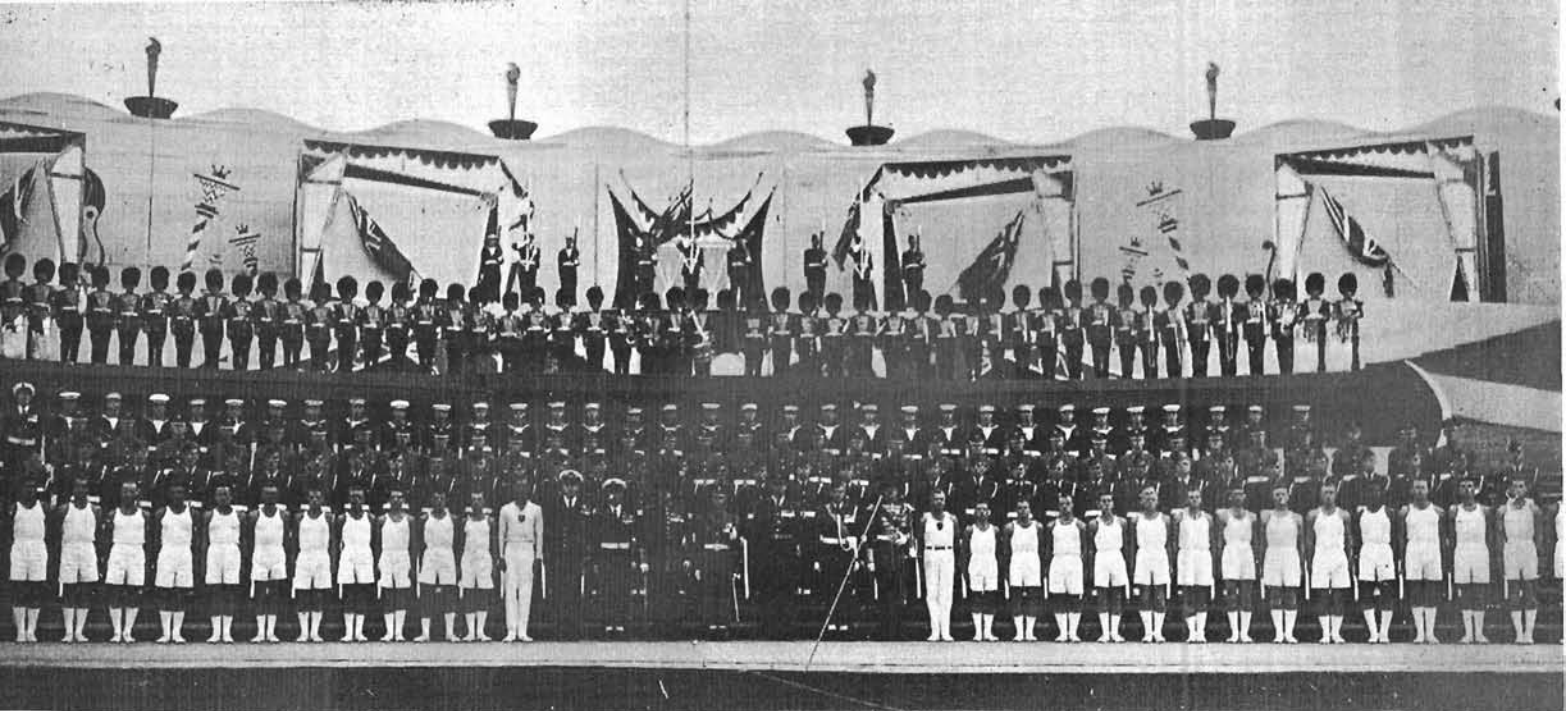
There are special lockers for sailors serving in ships to keep their civilian clothes; showers, card and writing room, a lounge and dry canteen.

Mrs. Lynda Murphy is the full time managing secretary. She will do everything from organizing fishing trips with civilian boat owners to helping a serviceman buy a corsage for his best girl.

She will make travel reservations for servicemen, or arrange for them to be entertained in civilian homes.

The directors estimate that operating expenses for a year will amount to about \$6,500.

The highly successful June Ball in the *Naden* gymnasium served the double purpose of honouring Rear-Admiral Hibbard on the occasion of his retirement and of raising funds for the operation of the Centre in downtown Victoria. The ball realized more than \$6,000.



PROGRESS KEYNOTE OF NAVAL DISPLAYS

The Fleet Holds Open House at Navy Days, Exhibitions

PROGRESS was the theme of the Armed Forces Exhibit at the 1955 Canadian National Exhibition in Toronto.

The Royal Canadian Navy, the Canadian Army and the Royal Canadian Air Force, working together, came up with an all-new, interesting and educational display which featured the latest in

Vice-Admiral E. R. Mainguy, Chief the Naval Staff, took the salute during the march past on Warrior's Day at the Canadian National Exhibition. He also met and shook hands with some of the veterans from Sunnybrook Hospital. (COND-1893)



fighting equipment and techniques on sea and land and in the air.

The Navy concentrated primarily on a graphic presentation of its role in anti-submarine warfare. A fully-operational squid mounting, with its electronic control equipment, drew large crowds eager to see how this lethal weapon attained its uncanny accuracy and destructive power.

The latest devices for the detection of submerged submarines were displayed in model form on lighted panels. The new dunking sonar, the detection equipment lowered into the sea from a hovering helicopter; sonobuoys and magnetic airborne detection gear were shown. A sonar set and a radar set in operation attracted thousands of interested spectators. One of the newest weapons in the navy's arsenal, the homing torpedo, was prominently displayed in simulated form and its operation from a ship at sea was depicted on a lighted panel.

The advances made from 1938 to the present day in the number of personnel and ships in the RCN was the subject of a revolving panel featuring models of each class of ship in the pre-war and post-war navy.

Another popular feature of the navy's display was the Mobile Anti-Submarine Training Unit. This ingenious "school on wheels" is housed in two large trailers, and duplicates all the essential positions in a ship concerned with the detection and destruction of a submerged submarine. The public was in-

vited to watch the crew carry out a typical "action" against a submarine from the moment its presence is discovered by the sonar equipment until its destruction by the "ship's" depth bombs. The action could be followed on a plotting table whose surface showed small points of light representing the ship and submarine. Hunter and hunted could be watched as the former closed in and

The mysteries of sonar are explained to John Maycock, English visitor to the CNE by PO James A. Russell in the wheelhouse of the Mobile Anti-Submarine Training Unit, which was on display. (COND-1916)



the latter tried desperately to evade the searching beams of the sonar.

The Army display showed the career opportunities for young men in the Army's apprentice training scheme. The evolution of a battalion's small arms over the past 20 years was illustrated in a display by the Royal Canadian Infantry Corps. Parachute training and the air supply of ground troops was another of the Army's exhibits, as was a unique display of the medical corps' Airborne Medical Unit.

A cut-away Orenda jet engine was a feature attraction of the Air Force exhibit. Other engines shown included that of the Silver Dart, the first aircraft to be flown in Canada, which went aloft from Baddeck, N.S., in 1909. Progress in the development of military and civil aircraft was shown by a score of scale models. The earliest "flying machines" and the latest jet fighters were displayed. Another interesting RCAF exhibit demonstrated the importance of aerial photography in mapping Canada's vast area. The relatively little-known process of producing colour photographs was part of this display.

In the centre of the exhibit area the Navy had placed a 35-foot scale model of the Arctic patrol ship *Labrador*, which, in 1954, became the world's first warship to navigate the Northwest Passage. The Army's centre display consisted of two 90mm anti-aircraft guns which were operated by radar and capable of electronically distinguishing

between friend and foe. An F-86 Sabre jet fighter, with which the RCAF squadrons overseas are equipped, drew crowds in the Air Force centre area.

Always popular, the Armed Forces theatre played to capacity audiences throughout each day. Action and training films of the three services were shown.

The Armed Forces Chapel, manned by Protestant and Roman Catholic chaplains, demonstrated the importance placed by the three services on the spiritual guidance of their personnel.

The women's branches of the armed forces again added charm and efficiency to the operation of the display, acting as official "greeters" at the main entrances and as ushers in the theatre. Nursing officers of the three services kept a watchful eye on the health of the service personnel participating in the exhibition.

The Army Provost Corps' demonstration of unarmed combat and the RCAF's aviation medicine display were other interesting features of the forces' exhibit. Although cancelled due to adverse weather on the final day, the RCAF's aerial display over the waterfront thrilled large crowds on two days of rehearsal and one actual show.

Combining military precision and showmanship to a degree never before attempted, the Navy, Army and Air Force tri-service drill squad, under Lt.-Cdr. Gordon J. Brighton, almost "stole the show" in the giant grand-



Ldg. Wren Shirley M. Stretton, of Aldershot, Ont., has a pat for "Lassie", during a visit paid by the wonder dog and TV partner Tommy Redding to the Armed Forces display area at the CNE. (COND-1921)

stand performance held nightly at the CNE.

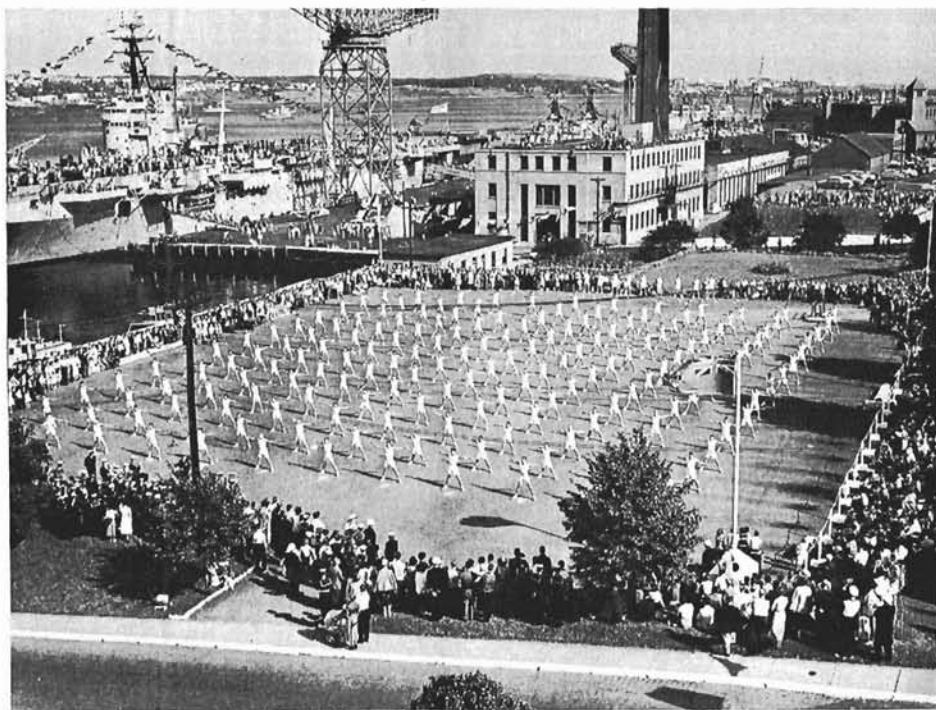
Planning and direction of the Armed Forces Display was carried out by a sub-committee of the Inter-Service Recruiting and Publicity Committee, under the chairmanship of Captain (SB) William Strange, Director of Naval Information. Major W. Milne and Flt. Lt. J. H. McLeod represented the Canadian Army and the Royal Canadian Air Force.

ON THE GREAT LAKES

THE NAVY was on display in Hamilton during the week-end of July 31 to August 2. The four-day program started with an Open House on the Saturday, and included a regatta, dance, fireworks display, and sunset ceremony. The occasion marked the 200th anniversary of the naval ensign on the Great Lakes.

More than 11,000 people accepted the invitation of the Great Lakes training fleet to "come aboard" to inspect the ships and meet the officers and men.

Eleven ships were in harbour on show to the public during the afternoon. The visitors roamed at will through the base and ships, and sailors were kept busy answering questions and pointing out objects of interest. There were continuous showings of 20-minute naval films in the gunroom of HMCS *Star*, the Hamilton naval division, and the 28-piece band of RSCC *Terra Nova* of St. John's, Nfld., staged a band concert on the grass in front of *Star*.



The physical training display put on by 200 ordinary seamen from Cornwallis on Navy Day in Halifax was more than an exhibition of precision. It was a demonstration of the high degree of teamwork developed at the Annapolis Basin training establishment in a brief two to three months.

The Algerine coastal escort *Wallaceburg* won the "Cock of the Walk" trophy in competition with the other ships of the fleet in a series of whaler pulling races, sailing dinghy races, and war canoe races. A wooden rooster—the symbol of victory—was hoisted to the ship's masthead.

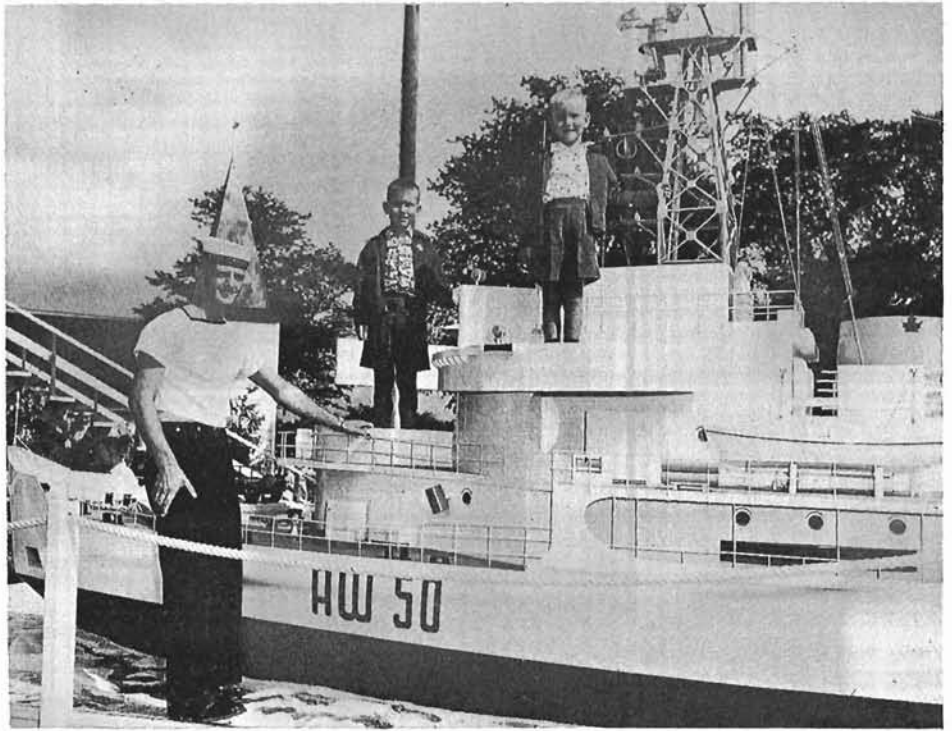
In the evening the gates were again thrown open to the public, and a large crowd witnessed a guard from the Great Lakes Training Centre and the band of RCSCC *Terra Nova* stage the colourful ceremony of beating retreat. After the ensign was lowered, Rear-Admiral Kenneth F. Adams took the salute.

The following Tuesday evening, the 11 ships were anchored in Hamilton Bay and provided a spectacular fireworks display in conjunction with the Lakes Yacht Racing Association regatta. Thousands of Hamiltonians lined the waterfront to see the demonstration.

WEST COAST NAVY DAY

OVER 10,000 people, including many Americans, visited HMC Dockyard and HMCS *Naden*, Esquimalt, B.C., on Wednesday, August 17, when the Pacific Command observed Navy Day.

Beautiful weather and an all-out effort on the part of those serving on the West Coast made it a gala occasion for the Navy's guests who were given ample opportunity to get a close look at the RCN.



Looking out over the Arctic wastes of the CNE are the Hay brothers, Robert 8, and David 5, of Kitchener, Ont., two of the many thousands of persons who visited the model of the Labrador on display at the exhibition. AB John Haynes is the sailor on the ice floes. (COND-1928)

Several days before Navy Day, the cruiser HMS *Superb*, wearing the flag of Vice-Admiral Sir John F. Stevens, KBE, CB, RN, Commander-in-Chief, America and West Indies Station, arrived at Esquimalt during her sum-

mer cruise. Captain of the visiting cruiser is Commodore D. H. Connell-Fuller, RN.

The *Superb* drew thousands of visitors on Navy Day, as did the ships of the Pacific Command—all of which were "home" with the exception of the destroyer *Sioux* and the frigate *New Glasgow*, in the Far East and at Pearl Harbour, respectively at that time.

Navy Day opened in the morning with a sail-past, in the Strait of Juan De Fuca, of the West Coast fleet, led by the cruiser *Ontario*, which had just returned from Europe after her second training cruise for Venture cadets.

In the afternoon, the gates at Dockyard and *Naden* were thrown open to the large crowds. Many of the training establishment and workshops in the Command were open and excellent static displays were arranged by various branches. The P & RT Centre at *Naden* was jammed for an athletic display and also for a water polo match. Popular with many visitors was a large tank where divers demonstrated how repairs and metal cuttings are carried out under water. One of the highlights of the day was the blowing up, by frogmen from the Diving and Explosive Disposal Training Centre at *Naden*, of a whaler, re-modelled to resemble an aircraft-carrier.

Entertainment for long lines of visitors which formed to take tours of the harbour in various naval craft was pro-



Fierce warriors of the Great Lakes Training Centre tribe are towed in the "war canoes" to the starting line for a hotly contested race during Navy Day celebrations at Hamilton July 31.

vided by a 40-piece band, formed of Winnipeg Sea Cadets, who were taking a course at the Royal Canadian Sea Cadet Training Establishment at Comox, B.C.

Fittingly, the day came to an end with the Sunset Ceremony carried out on the lawn of the Parliament Buildings by the Guard and Band from HMCS Naden.

An editorial printed in the Victoria Colonist on Navy Day stated in part: "Navy Day serves to emphasize the role that the RCN has to play in the defence of this country. All in all the Pacific Command makes up a tidy and formidable force, ready at a moment's notice to put to sea on serious intent. The whole Esquimalt establishment is therefore well worth seeing, and the RCN is always the perfect host".

HALIFAX NAVY DAY

THE GREAT resources of the Atlantic Command were freely drawn on to assure that Navy Day—1955, held on Wednesday, August 31, should be the most elaborate, entertaining and informative yet held in Halifax.

The events of the day and the contributions made by the various ships and establishments in the command were summed up in a message sent by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast:

"Thanks to your united efforts Navy Day was a great success.

"The flypast, the minesweeping demonstration, the physical training display, the helicopter operations with whaler rescue, the helicopter comedy, the Dockyard fire department rescue, the various excellent static displays, the appearance and efforts of the Dockyard and individual ships, the band music and, last but not least, the fine performance of the *Cornwallis* guard and band at the Sunset Ceremony, reflect great credit on all concerned.

"I wish to extend my hearty congratulations to one and all for the first-class team work, which, coupled with ideal weather made the day what it was. Well done!"

The events of the day opened with a parade through the streets of Halifax on Wednesday morning. At 2 p.m. the Dockyard was opened to the public and was offered a visual display of the growth and accomplishments of the past year.

During the West Coast Navy Day frogmen blew up a miniature aircraft carrier in mid-harbour, hundreds of happy visitors commuted between the dockyard and Naden in a harbour craft and the Dockyard fire department put on a fire-hose display that made the "No Smoking" sign on the jetty superfluous. (E-32670; E-32662; E-32666)

First on the program were helicopter demonstrations that included a rescue and the bombing and "sinking" of HM Submarine *Ambush*. A flour "bomb" was used.

Ships of the First Canadian Minesweeping Squadron put on a minesweeping display, which included the blowing up of a simulated mine in the vicinity of the Angus Macdonald bridge. Two hundred ordinary seamen from *Cornwallis*, in their eighth to twelfth weeks of training, put on a physical training display of remarkable precision and skill. The Dockyard Fire De-

partment staged a rescue. Naval aircraft flew overhead.

While this outdoor activity was going on, ships and establishments were open for conducted tours and static displays that gave the visiting crowds an insight into the background training and skills involved in keeping the ships at sea. HMCS *Cape Breton*, the apprentice training ship, had a special attraction of her own. Her pipe band made two appearances during the afternoon.

Attendance during the afternoon was estimated to be 20,000.



THE NAVY PLAYS

"Stad" Regains Track Trophy

The 1955 Atlantic Command Track and Field Championships September 2, saw *Stadacona* recover the Command Trophy from *Cornwallis* which took it from Halifax in 1954.

The battle for top honours was between *Stadacona* and the *Cape Breton*, with the result in doubt until the 440-yard relay, which was the final event. *Shearwater* edged out the *Cape Breton* entry and *Stadacona* placed third in the event.

The event decided the grand aggregate winner with *Stadacona* amassing 66 points; *Cape Breton* 65; *Shearwater* 51; HMC Ships 29, and *Cornwallis* 29.

Individual scoring honours went to Ldg. Sea. John Moore, *Shearwater*, who won three events. Six new command records were set during the meet, with Moore accounting for two of them. He bettered the hop-step-jump record by 11 inches with a jump of 40 feet 8½ inches, and extended the old broad jump record by one foot 2½ inches with a 21-foot leap.

Ord. Sea. William Fell, *Cape Breton*, set a new mark for the 220-yard dash with a time of 24.2 seconds. Ord. Sea. Kenneth Leneve, *Cape Breton*, broke

Unarmed combat forms part of the training of new entries at *Cornwallis*. Regardless of the feelings of the combatants, the spectacle provides endless amusement to the spectators—unless they happen to remember that their turn is coming. (O-8140)

the javelin record by six feet 6½ inches with a toss of 162 feet 2½ inches.

AB Hugh Cutler, *Shearwater*, broke the old shot-put record by three feet four inches with a heave of 39 feet six inches. Cadet Theophilus Okonkwo, *Stadacona*, bettered the old high-jump mark by two inches, reaching five feet six inches.

The highlights of the meet were filmed and presented on Pat Connolly's CBHT television show "Sports Parade". Prizes were presented at the conclusion of the meet by Mrs. R. E. S. Bidwell, wife of the Flag Officer Atlantic Coast.

York Topples U.S. Visitors

Members of the 9th Battalion United States Naval Reserve from Rochester visited Toronto in mid-July for the week-end, another of the enjoyable times the two ships' companies have had over the past years in exchange visits.

York come out of the visit with a clean sweep, taking the three trophies emblematic of the sporting activities. Rochester went home with a moral victory, after trouncing the Canadians in a baseball game.

In the boat race, *York's* crew bagged the trophy by spurting across the finish

line half a boat ahead of the Americans. *York* topped the Rochester rifle squad by 83 points, winning back the trophy.

The tug-of-war competition looked like a walk-away for the Americans as they easily won the first pull. *York* came back strongly however and won the last two, for the victory.

The afternoon was climaxed by some fancy stepping by the precision squad from Rochester.

Supply Team Tops Tabloid

During a five-day visit at Argentia, Newfoundland, the cruiser *Quebec* and destroyers *Huron* and *Iroquois* held a group tabloid sports meet on July 11, with 20 teams of ten men each taking part in the various events. The *Quebec's* supply team topped the meet and her engineroom department placed second.

Thanks to the co-operation of the U.S. military authorities there, base sports facilities were well exploited by the Canadian sailors. A group baseball team played two games against the base team and several interpart softball and basketball games were run off.

Air Electricals Shine at Meet

Air Electricals took top honours in the *Shearwater* sports tabloid held late in July, with Ldg. Sea. John Moore leading the winners in a fine display of effort all round.

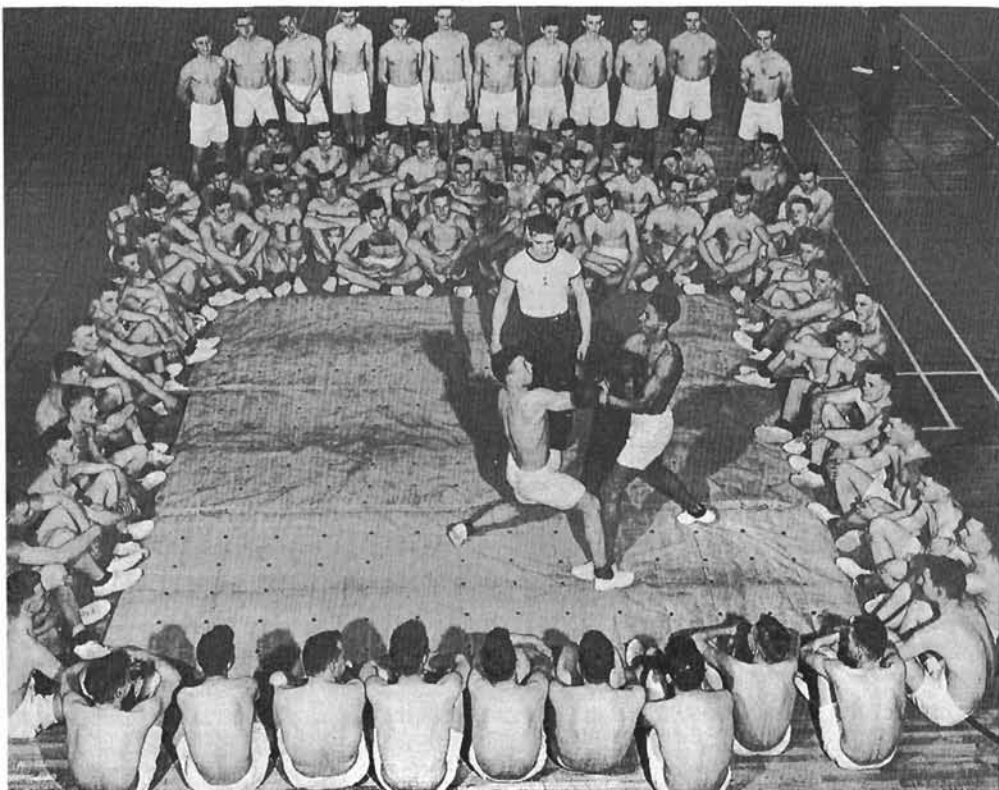
The Air Electricals made 101 out of a possible 132 points, followed by Naval Aircraft Maintenance School with 94 and Utility Squadron 32 with 92 points.

The victory team included PO Fred Henderson (captain), Ldg. Sea. Moore, AB Ellsworth Atkinson, CPO Don Purchase, PO J. K. Fyfe, PO Real Langlois, Ldg. Sea. James Scrimgeour, POs Wilf Welch, William Bobey and Charles Purkis, Ldg. Sea. Adrian Decigneul, POs Keith Swyer and Don Hunter.

Fifty Craft in Sailing Regatta

The Pacific Command Royal Canadian Navy Sailing Association's Sixth Annual Invitation Regatta this summer had close to 50 craft entered in the different classes.

In the series races, "C" Class, third place went to Lt.-Cdr. (E) Roy Smith,



RCNSA Commodore, sailing in *Silver Heron*. Lion's share of placings went to the Royal Victoria Yacht Club. *Naden* placed first in the whaler events with *Venture* second. In the dinghy class, *Venture* No. 3 defeated the *Venture* No. 2 entry.

Officials of the RCNSA are: Commodore, Lieut.-Cdr. (E) Roy Smith; vice-commodore, Lieut. (G) K. D. Lewis; fleet captain, Frank Piddington; secretary, Lieut.-Cdr. R. N. McDiarmid and treasurer, Lieut.-Cdr. J. H. Marshall.

Army, with Help, Downs Navy Team

In the annual Tri-Service Track and Field Championships at Victoria, the Army, bolstered by the timely arrival at Gordon Head Military Camp of the 2nd Battalion, Queen's Own Rifles, upset the appiecart by downing Navy. Final points total were: Army 60½; Navy, 54½; RCAF 29.

AB George Kelly showed great form for Navy in winning the 880-yard run and acted also as anchor man in the mile medley relay, which was won by the Navy team.

Ord. Sea. Paul Seymour, School of Music, *Naden*, set a new pole vault

record, clearing 9 feet 10 inches without any further attempts. The pole vaulting pit was not suitable for any greater heights.

Veterans' race of 50 yards for those 40 years of age was won by an Army sergeant who narrowly defeated Lieut. W. "Scoop" Hibbert, of Navy.

Cadet track events were held at the same time, with those from *Venture* out-pointing the UNTDs from Royal Roads by a wide margin.

Naden Golfers Retain Trophy

Naden golfers retained the Sport Shop Trophy in the RCN Golf Association intership tournament at Victoria's Gorge Vale Links late in August. Their gross score was 726. Instructor Cdr. C. H. Little won the individual low gross with 80 points, and Chaplain J. E. Williams the low net with 67. Both are from *Naden*.

Earlier, in the RCN Open Golf annual, Lieut. (E) M. E. Woodward, of *Naden*, won the Davis Trophy for the second time.

He came out on top of the 10th open tourney and PO Jack Ross was runner-up.

QUEEN'S DIRK AWARDED

The Queen's Canadian Dirk for the best all-round RCN cadet to complete his final academic courses in a Canadian Services College or University was won this year by Cadet (E) J. D. O'Neil, RCN, from HMCS *Scotian*, the Halifax naval division. His home town is Dartmouth, N.S.

The son of Mr. and Mrs. Thomas Maunsell O'Neill, he was educated at St. Michael's High School, Toronto, and Loyola College High School, Montreal. He entered the Royal Canadian Navy in August, 1946 as an Air Mechanic (E). At Saint Mary's University, Halifax, he received his diploma of engineering with great distinction, and was the valedictorian of the graduating class of '54. He took an honour course in aerodynamics at the Nova Scotia Technical College.

Presentation of this and other awards took place at the final ceremonial parade held at Royal Roads on Saturday, August 6. The inspecting officer was Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, who also presented the awards.

The parade was formed by naval cadets undertaking summer training who are either university students or are from a Canadian Services College. The cadets represented every province

of Canada, every one of the three Services Colleges, and practically every university in Canada.

Presentation was also made of the following RCN Awards:

The Nixon Sword, to Cadet (E) C. P. Lawes, RCN(R), from Canadian Services College, Royal Roads, whose home town is Montreal, Que. This award is given to an RCN or RCN(R) cadet from a Canadian Services College on completion of his professional training. The award is for the cadet acquiring the highest officer-like qualities.

The Department of National Defence Telescope, to Cadet (E) R. G. Capern, RCN, from Royal Military College, Kingston, whose home town is St. Thomas, Ontario. This award is given to the RCN cadet who attains the highest standing among those cadets entering the RCN.

The Stubbs Memorial Shield, to Cadet K. J. Spencer, RCN(R), from HMCS *Donnacona*, whose home town is Windward Road, Jamaica. This award is for the RCN cadet who, on completion of his professional training period, has been an outstanding cadet for athletic ability and sportsmanship displayed during Naval training.

UNTD awards: The Department of National Defence Sword, to Cadet W. E.



Rear-Admiral H. F. Pullen, Flag Officer Pacific Coast, kicks off in the Navy's opening game against the Victoria Vampires in the Victoria Intermediate Canadian Football Union. Held at Victoria's MacDonald Park, on September 10, the game saw Vampires edge the spirited but lightweight Navy squad 7-6 (E-32918)

Patterson, RCN(R), from HMCS *York*, whose home town is Toronto, Ont. The sword is presented to the best all-round cadet of the RCN(R) who has successfully completed his first and second year training.

The Department of National Defence Telescope, to Cadet S. G. Thomas, RCN(R), from HMCS *Unicorn*, whose home town is Saskatoon, Sask. This award is presented to the second best all-round cadet of the RCN(R) who has successfully completed his 1st and 2nd year training.

The Admiral J. C. Hibbard Essay Prize, to Cadet G. W. Connaughty, RCN(R), from HMCS *Unicorn*, whose home town is Assiniboia, Sask.

At the conclusion of the ceremonies at Royal Roads on Saturday, a cadet command ball was held on the quarter-deck of the college for the cadets and their guests.

On Sunday, August 7, the cadets marched through Victoria on a church parade, led by the HMCS *Naden* band.

Why West Coasters Brag About Fishing

Small wonder West Coasters are enthusiastic anglers.

CPO Harold McIntyre of the *Ontario* was fishing with a friend at Parksville, B.C., when his rod was bent to a satisfying bow as he hooked an eight-pound spring salmon.

As he was bringing his catch in there was a much larger swirl and Wham! a 30-pound ling cod struck and held. With alacrity, the two men got both fish into the boat by gaffing the big cod as it surfaced.

LOWER DECK PROMOTIONS

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

ALFORD, William G.....	LSQM2	GALLEY, Thomas C.....	P2PH2	MURCHY, Lloyd R.....	LSAP2
ALMEN, Donald W.....	P2RP2	GARRAWAY, Harold G.....	P2QM2	MacGREGOR, James D.....	LSAP2
AMON, Robert D.....	C2QI3	GEDDES, Leslie W.....	PIAA2	MacINTYRE, Gordon.....	LSAM2
ANDERSON, Lloyd J.....	P2RP2	GETTINBY, Ronald A.....	LSTD1	MacKAY, Douglas A.....	LSAM2
ARMS, Robert G.....	LSTD1	GILL, Kenneth W.....	LSRP1	MacKAY, Roy J.....	LSEM1
BAILEY, Harold F.....	P1RP3	GILLESPIE, Douglas R.....	LSAP2	MacLELLAN, Ronald J.....	P2CS3
BANDET, Rene J.....	P2CS3	GILLIES, Gordon D.....	LSAF1	McCORMICK, George T.....	LSRP1
BARKER, William R.....	LSAP2	GOLLING, George H.....	LSRP2	McCORMICK, Roderick E.....	LSTD1
BARATTO, Lino A.....	LSQM1	GOULDIE, Samuel T.....	LSQM2	McDOW, Hubert E.....	LSQM2
BARRETTE, Armand J.....	LSAA2	HALL, William H.....	LSCR1	McGOVERN, John H.....	LSCR1
BARRY, Arthur H.....	LSQM1	HAMILTON, Alexander R.....	LSPW2	McKENDRY, Kenneth W.....	LSAP2
BAYLISS, Edward A.....	LSQM1	HAMMER, Robert A.....	LSAC1	McLELLAN, Robert J.....	C1QI4
BELISLE, Paul J.....	LSQM1	HARDY, Douglas E.....	P2QM2	NEWTON, Thomas F.....	LSCR1
BELL, John A.....	P2QR2	HARRIS, Edward W.....	P1RP3	NICHOL, Howard A.....	LSAP2
BELLEAU, Emile J.....	LSLR1	HARRISON, Kenneth G.....	LSAP2	NORRIS, John A.....	C2GI4
BLACKHURST, Robinson G.....	LSAP2	HARRISON, Walter E.....	LSAA1	NUTTALL, Fred B.....	LSQM1
BLAIR, Donald D.....	LSCR1	HEBERT, Real J.....	LSAM2	O'DONNELL, John.....	P1ER4
BOAM, James W.....	P1CK3	HEROUX, Francois J.....	LSMO2	OSMOND, Arthur L.....	LSAM2
BOLDUC, Ramon.....	LSQM1	HICKEY, Jerome J.....	C2RC3	PADDON, Neil J.....	LSAP2
BOUCHER, Adrien J.....	P1AA2	HILL, Peter E.....	LSAP2	PALMATTER, Gerald J.....	LSAO1
BOURNE, John E.....	LSAP2	HILTZ, Rae M.....	LSCS2	PATTISON, Clive D.....	LSAP2
BOYER, Kenneth P.....	LSTD2	HOOPER, Earl.....	LSAA1	PENCHOFF, Peter.....	P2CK2
BRADFORD, Wayne.....	LSAP2	HOOPER, Frederick R.....	P1RP3	PERRON, Gerard E.....	LSAP2
BRO, Peter F.....	LSTD1	HOVEY, Glendon J.....	LSSW1	PETRONY, Edward C.....	P1QM3
BROWN, Thomas W.....	LSAP2	HOWE, Ronald.....	LSTD2	POTT, Charles H.....	P2CS3
BROWNLESS, George.....	LSAP2	HUFF, Donald C.....	P2TD2	PRENDERGAST, Roy W.....	LSAA1
BUCHANAN, Lawrence K.....	LSAP2	HULL, Berton P.....	P1ER3	RAMSAY, William.....	P1RC2
BURLOCK, Clarence R.....	LSLR1	HUTCHISON, Douglas E.....	LSAP2	RANDALL, Robert A.....	LSAM2
CADWALLADER, William C.....	C2SH4	INGRAM, Robert J.....	LSLR1	REES, Edward J.....	LSAP2
CAMPBELL, Philip P.....	LSCR1	ISRAEL, Henry O.....	LSSW1	RICARD, Andre J.....	LSCS2
CAMPBELL, Stuart F.....	LSRP2	JAMIESON, George E.....	CITI4	RIENDEAU, John L.....	LSSW2
CARROLL, Michael P.....	LSAP2	JARDISON, Robert H.....	LSQM1	ROBERTSON, Roy A.....	P1AA3
CASMEY, Donald F.....	LSRP1	JEWELL, John W.....	P2CR2	ROBINS, Norman.....	P2AA2
CHATER, Austin W.....	P1LR3	JOHN, Evan W.....	C2PH3	SAUCIER, Alcide J.....	LSTD1
CLAYTON, William G.....	P1QR2	JOHNSON, Edward J.....	LSAP2	SCHWAGER, Vernon B.....	LSAP2
COLES, George E.....	C1G14	JOHNSTON, Michael R.....	PIAA2	SEAGER, Brian D.....	C1MR4
CONRAD, Earl L.....	P1RC2	JONES, Morgan A.....	LSCS2	SHEARS, Albert.....	LSQR1
COOTE, Henry J.....	P2QR2	KAVANAUGH, Donald T.....	LSAF1	SHEPHERD, Gilbert J.....	LSAP2
COPE, Colin C.....	P2CS3	KEDDY, Arthur R.....	P1QM3	SIMPSON, James D.....	P2TD2
COPIER, Claude V.....	LSTD2	KELLY, Douglas A.....	LSAP2	SINE, Bruce K.....	LSAP2
CRAWSHAW, Robert A.....	P2QR2	KELLY, Michael P.....	LSEM1	SKIBA, Stanley A.....	P1TD3
CUMING, Arthur T.....	P2AA2	KENNEDY, Norman E.....	LSAP2	SMITH, Charles L.....	LSCR1
DALTON, Earl D.....	LSAP2	KILEY, Edward M.....	P2AA2	SOKOLOSKI, William.....	P2CR2
DAVIS, Frederick A.....	LSAP2	KINGSTON, John E.....	LSAM2	SPANIK, Bronte J.....	LSAP2
DEANE, Donald E.....	LSAM2	KNOX, William J.....	P2AR2	SPENCE, David I.....	LSLM1
DELAMONT, Albert W.....	C1BD4	KOSTIUK, Bohdan J.....	P2VS2	SPENCELEY, Murray J.....	LSQM1
De SALABERRY, John C.....	P2RS3	LAKE, Raymond L.....	LSTD1	SQUIRES, Raymond J.....	LSCK1
DEWAR, Robert D.....	P2RP2	LANGLOIS, Lucien E.....	P1ER4	STEEL, John C.....	LSLM1
DONNELLY, Robert E.....	P2AA3	LAROCQUE, Jacques J.....	LSAW2	STEVENS, Vernon L.....	LSAP2
DUNCAN, Cecil A.....	P2PT2	LAROSE, Howard E.....	LSCS2	STILLBORN, Leverne D.....	LSAP2
DUNNING, Harry E.....	P2AA2	LAVALLEE, Roland J.....	P1ER4	STUNDON, Francis C.....	LSAW2
EARLEY, William D.....	LSVS1	LEGER, Wilfred J.....	P1TD3	TANNER, Douglas R.....	LSAP2
ELLIOTT, William J.....	LSAP2	LEGGETT, Robert W.....	LSQM2	THOMAS, Phillip G.....	LSTD1
EWEN, Thomas G.....	P2CS3	LeMASURIER, Philip E.....	C2QR3	THOMPSON, James J.....	P2AA2
FALCONER, William.....	LSQM1	LESLIE, Allan.....	LSTD1	THOMPSON, Peter.....	P1RP3
FARR, Lawrence H.....	C2AA3	LEWIS, Hillard C.....	P1TD3	TRACY, James H.....	LSAM2
FECTEAU, Roger J.....	LSSW1	LITTLE, George W.....	P2SW2	TRAINOR, Clifford A.....	LSTD2
FITZGIBBON, Gerald T.....	LSRP1	LONNIE, Donald R.....	P1AA3	TUCKER, Thomas I.....	C2BD4
FLANAGAN, Leonard G.....	P1RC3	MARCOTTE, Joseph J.....	LSAA1	WALKER, Paul.....	LSAP2
FLIGHT, Ernest M.....	LSAF1	MARSDEN, Clarence H.....	LSRP1	WATSON, Ernest E.....	C2GI4
FORBES, James B.....	P1ER4	MARTIN, Kenneth E.....	P1PH3	WEBB, Boyd C.....	P2CS3
FORGET, Jean Paul.....	P1TD2	MAY, Marvin W.....	LSAP2	WEDSWORTH, Thomas K.....	LSAA1
FRANCIS, David G.....	LSAP2	MAYBURY, Kenneth R.....	LSAM2	WELCH, Eugene.....	P2RP2
FRASER, Albert C.....	LSQM1	MELANSON, Paul J.....	P1RC3	WHITE, Alfred E.....	P2AA2
		MINKOFF, Christopher.....	P1ER4	WILKES, George A.....	LSTD2
		MOORE, Donald L.....	P2AR2	WILSON, Hugh H.....	P1ER4
		MORRISON, Raymond L.....	LNSW2	WILSON, Ronald S.....	LSAA1
		MORROW, William A.....	LSPW1	WOOD, John V.....	LSAA1
		MUGRIDGE, Robert O.....	P2QM2	WREN, John D.....	LSAP2
		MUNDY, John R.....	P1BD3	WURBAN, Alex.....	LSSW1
		MUNRO, Gordon S.....	LSAP2	YOUNG, Harold J.....	LSAP2

200 YEARS UNDER WHITE ENSIGN

Great Lakes Training Vessels Mark Anniversary

THE GREAT LAKES training fleet celebrated the 200th anniversary of the British naval ensign on the Great Lakes by establishing three "firsts" during a one-day exercise on Lake Ontario on August 16.

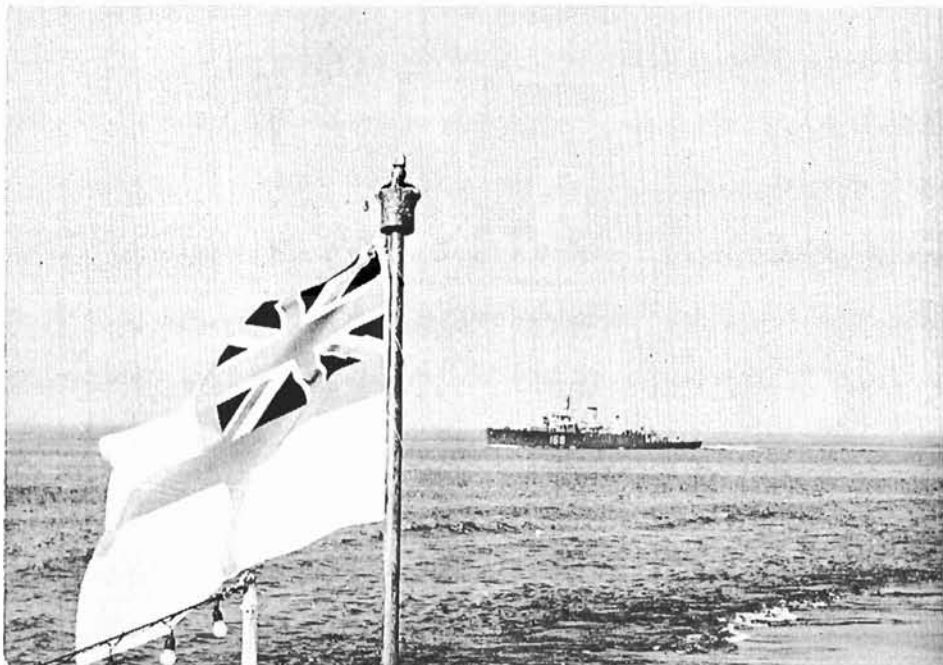
It was the first time that a Canadian admiral flew his flag on the Great Lakes; it was the first time 15 Canadian naval vessels had sailed in company in fresh water; and it was the first time that a movie had its North American premiere at sea.

Wearing his flag in the Algerine class coastal escort HMCS *Wallaceburg*, Rear-Admiral K. F. Adams, Flag Officer Naval Divisions, led his squadron in a series of evolutions that lasted all day, and well into the early evening. Other ships taking part were the coastal escort *Portage*, the coastal escort *Minas*, the Bay class wooden minesweepers *Gaspé*, *Trinity*, *Ungava*, and *Resolute*, the three gate vessels *Porte St. Louis*, *Porte St. Jean*, and *Port Dauphine*, and the Fairmile patrol craft *Wolf*, *Cougar*, *Beaver*, *Moose* and *Raccoon*.

The three larger ships embarked press parties, Wrens, and representatives of the Odeon Theatre organization. The *Wallaceburg* and *Portage* picked up large contingents in Toronto, and the *Minas* embarked a similar party in Hamilton before putting to sea. The guests praised the supply staffs upon the excellent quality of the meals that were served, and all agreed that the traditional naval hospitality was unsurpassed.

The two groups made a rendezvous off Oakville, and when the entire fleet of 15 ships had assembled they proceeded to carry out evolutions and exercises. Various steaming formations were executed, and officer-of-the-watch exercises provided the reserve personnel with valuable station-keeping experience. The members of the press assembled on the bridge of the larger ships to witness the passing and executing of bridge orders, and the communicators smartly hoisting a bewildering number of signals.

In the afternoon, the red firing flags were hoisted to the yardarms of all ships except the Fairmiles and a gunnery shoot was conducted. The guests winced and plugged their ears as the 4-inch guns of the Algerines, and the Bofors and Oerlikons shattered the peace of Frenchman's Bay. Great



The White Ensign flies proudly over the waters of Lake Ontario during summer training. Special manoeuvres on August 16 marked the 200th anniversary of the British Naval Ensign on the Great Lakes. HMCS *Portage* executes a turn astern of the *Wallaceburg*.

spouts of water appeared in the calm waters.

Later the two Algerine escorts and the *Minas* detached and carried out anti-submarine tactics. Several depth charges were dropped, as each ship attacked a submarine. The three ships then followed with a hedgehog firing using practice bombs.

In the late afternoon, the First Minesweeping Squadron, led by the *Gaspé*, sailed past the remaining ships in line-ahead formation before starting on the first leg of their trip back to Halifax, their home port. The sturdy little ships made an impressive sight as they steamed past the flagship with bos'n's calls piping the salute, and passing astern, they turned into line ahead and headed for Kingston and Halifax.

The early evening saw jackstay exercises conducted by the two Algerines steaming side by side and after the lines were secured, a transfer was made each way. Foster Hewitt, the well-known hockey broadcasting personality, volunteered to be the first passenger, and was successfully deposited aboard the *Wallaceburg* from the *Portage*—an experience which he seemed to enjoy immensely.

It was 200 years ago, during the summer of 1755, that the naval ensign first

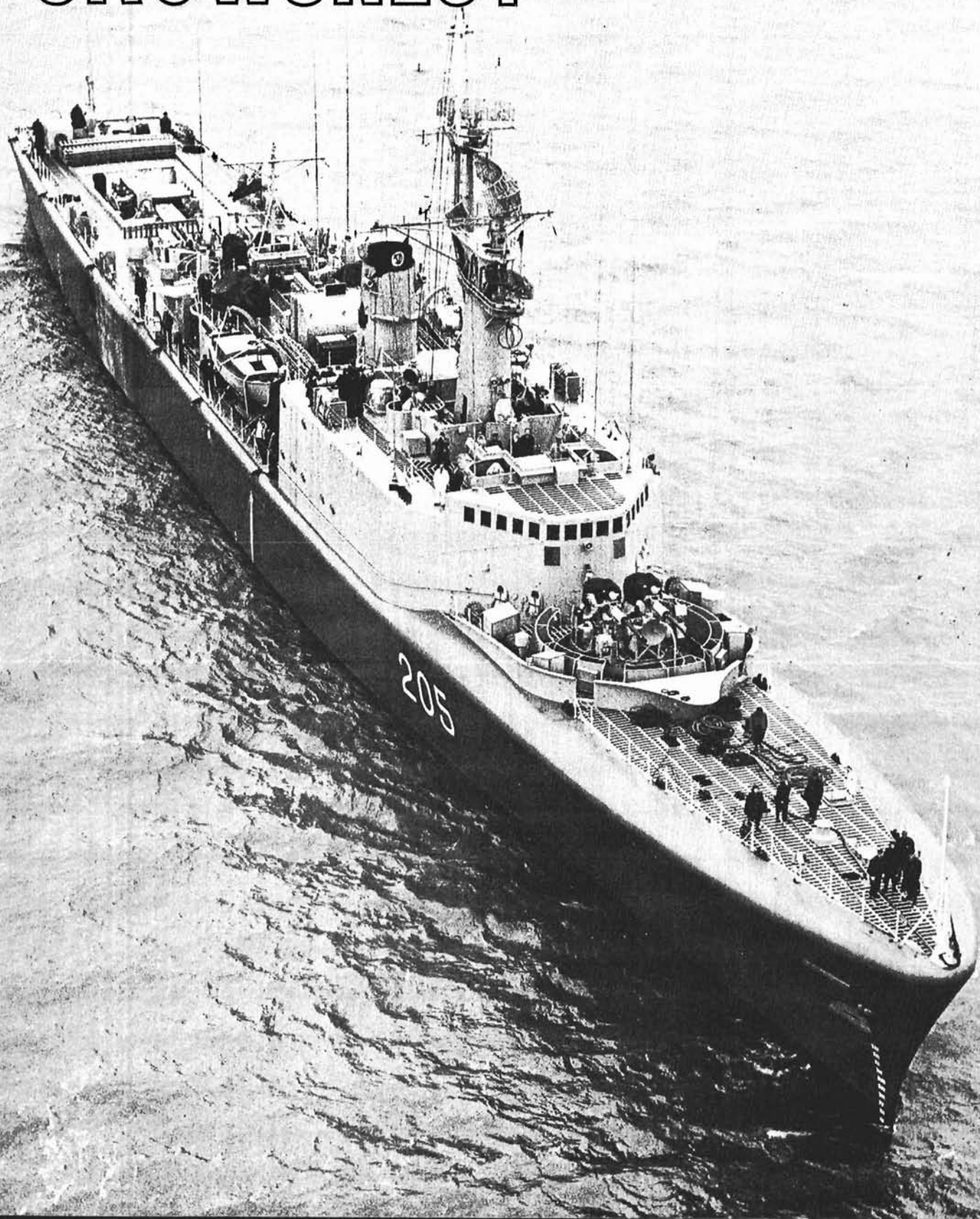
made its appearance on the Great Lakes. In that year the 40-foot sloops HMS *Ontario* and HMS *Oswego* were built and based at Oswego, N.Y., and became the first ships of a small fleet whose main duty was to cut the lines of communication between the French forces on the Mississippi and the St. Lawrence. They were one-masted sailing boats, carrying five guns a side—eight and ten pounders—and they extended the long arm of Britain's naval power into the great inland waterway.

At dusk, after a perfect day, the three major ships, *Wallaceburg*, *Portage*, and *Minas* got under way for an anchorage off Port Credit. When the "hooks" had been dropped screens were rigged on the quarterdecks of the ships for the first North American showing of the new British film "Above Us the Waves" the story of the Royal Navy's human torpedoes and the midget submarines that crippled the Nazi battleship *Tirpitz* in a Norwegian fiord.

On completion of the movie, the three ships weighed and proceeded to Toronto where they arrived alongside at 1 a.m. As the guests trooped ashore they all agreed that they had enjoyed a most informative and interesting day with the navy. In all ways it was a fitting celebration of the historic occasion.

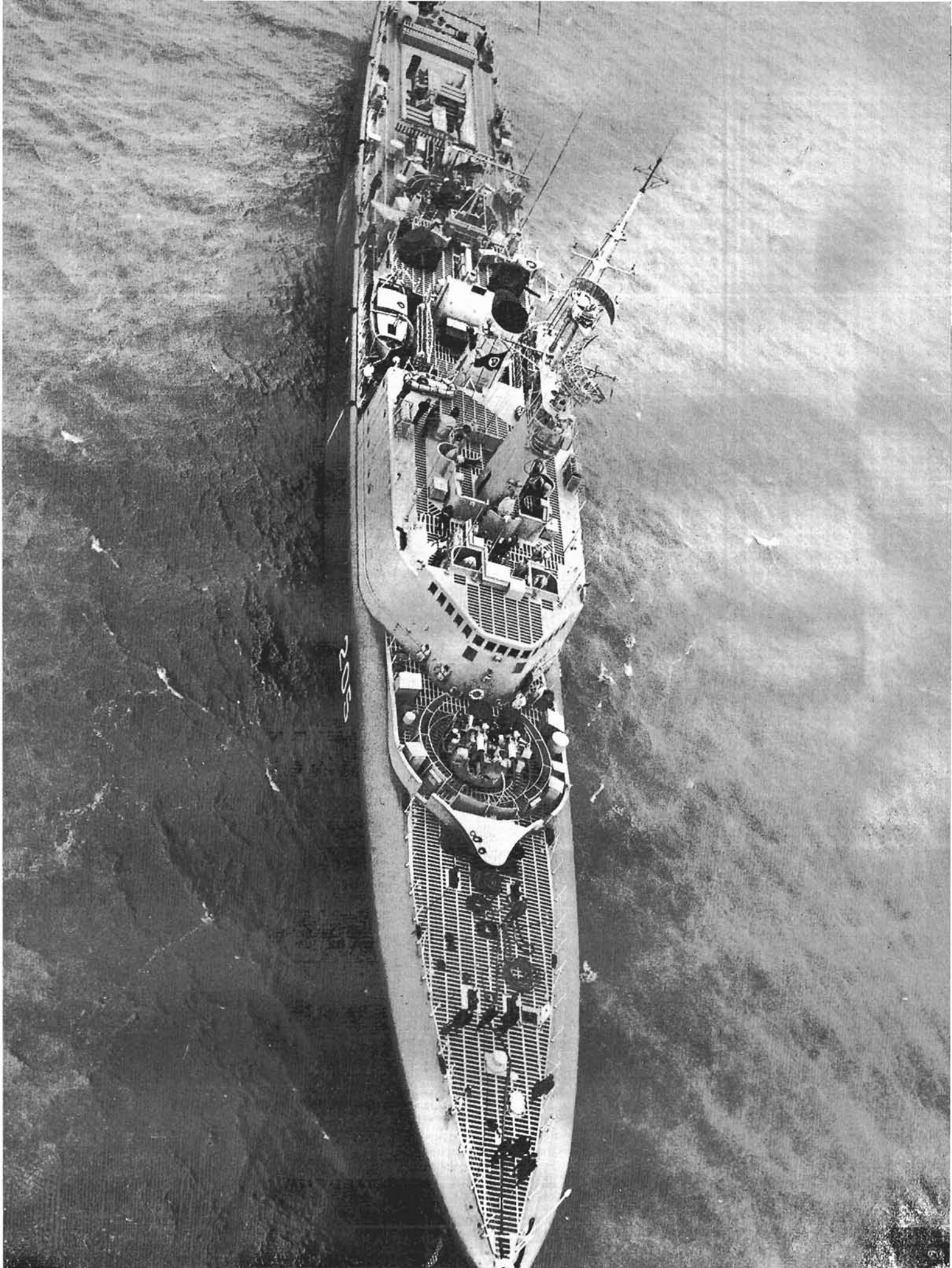


The CROWSNEST



Vol. 8, No. 1

November, 1955



The CROWSNEST

Vol. 8 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1955

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The Cover—To get the picture which appears on this month's cover and the photo on the opposite page, PO D. M. Stitt flew over the St. Lawrence River in a helicopter piloted by Lt.-Cdr. J. H. Beeman. Taken nearly two weeks before the commissioning, the picture shows the *St. Laurent* flying the Canadian Vickers house flag. (ML-3648)

LADY OF THE MONTH

The space on the opposite page is usually reserved for a ship with a record of accomplishment. However, such is not the case on this occasion.

The "lady" subjected to aerial scrutiny in this photograph is at the very beginning of her career, which has begun with the prayer that the very presence of her and her kind at sea will make any nation thinking of launching submarine warfare think again—and desist.

This is much the view which welcomes on the Angus Macdonald bridge in Halifax will have of HMCS *St. Laurent* as she passes up harbour to the Dockyard.

Her design, of Canadian origin, is unique among the warships of the world. She is, in fact, the most fully up-to-date anti-submarine ship on the face of the ocean.

Her smooth lines and uncluttered superstructure are intended to forestall ice formation during the North Atlantic winter and to assure that she can be quickly cleansed of chemical or radioactive contamination if ever she should be confronted by such weapons.

A superb ship has been added to the Royal Canadian Navy. The rest is up to the officers and men who sail her. Canada and the Navy wish her and them well. (ML-3642)

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

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Ottawa, Ont.



A spectacular fireworks display by ships of the Great Lakes training fleet was part of the observance of the 200th anniversary of the White Ensign on the Lakes.

Navy Week '55 ***Doubly Significant***

The observance of Navy Week across Canada this year was given an unusual significance this year in that it began on the 150th anniversary of the Battle of Trafalgar, October 21, and ended on October 29, the day of the commissioning of Canada's new anti-submarine warship, the destroyer escort *St. Laurent*.

Navy Week is sponsored annually by the Navy League of Canada to impress upon Canadians the importance of the Navy and the Merchant Service in peace and war.

This year's Navy Week also marked the 60th anniversary of the founding of the Navy League and drew attention to the League's more than half a century of association with the Sea Cadet movement.

Special ceremonies were held in RCN ships and establishments to honour Admiral Nelson's memory. Sea Cadets participated in church parades, "open house" in their training quarters and in other special events.

Naval Veterans ***Lost in Hurricane***

Two Canadian newspapermen, veterans of the navy in the Second World War are presumed to have lost their lives while on assignment for the *Toronto Star* in a hurricane-hunting U.S. Navy Neptune patrol plane.

The aircraft, carrying 11 persons, failed to return September 26 from a scouting flight into a 110-mile-an-hour storm which claimed more than 200

lives in the Caribbean's Windward Islands. Days of searching revealed no traces of plane or occupants.

Alfred O. Tate, Lieutenant-Commander (SB) RCN(R) (Ret'd), was riding herd on Hurricane Janet for his newspaper along with photographer Douglas Cronk, an RCNVR signalman from 1941 to 1945.

During the Second World War, Lt.-Cdr. Tate served in Canada, Newfoundland and overseas as an information officer, holding down photographic as well as writing duties. His camera and typewriter continued a kindly regard for the Navy in the postwar years, and discerning articles about the Navy's purpose and accomplishments appeared regularly in outlets of the *Toronto Star* organization under his by-line.

Prime Minister ***At Commissioning***

The Rt. Hon. Louis St. Laurent, Prime Minister of Canada, was the guest of honour at the commissioning of the Royal Canadian Navy's new anti-submarine destroyer escort, HMCS *St. Laurent*, at Canadian Vickers Limited, Montreal, on Saturday afternoon, October 29.

The ship completed her acceptance trials on Friday, October 21, on the lower St. Lawrence, the river for which she is named.

Others among the guests at the ceremony included the Hon. Ralph Campney, Minister of National Defence; Vice-Admiral E. R. Mainguy, Chief of the Naval Staff; members of the naval board; Senators and Members of Parliament from the Montreal area; Mont-

real civic officials, the president of Canadian Vickers, and representatives of Canadian industry as well as service representatives of Commonwealth and NATO countries.

The *St. Laurent*, under the command of Commander Robert W. Timbrell, sailed October 31 for Halifax, to join the Royal Canadian Navy's Atlantic Command.

Ships Sail for ***Mediterranean***

The *Magnificent* and the *Haida*, *Huron* and *Micmac* (destroyer escorts) sailed from ports in The Netherlands on October 28 to begin a month-long cruise in the Mediterranean.

Included in the ports of call were to be Gibraltar on November 2, Valencia November 4-8, Genoa November 11-15, Marseilles November 18-22, returning to Gibraltar November 25-28 and thence to Ponta Delgada in the Azores. The ships are due in Halifax December 7.

The *Magnificent* visited Amsterdam and the destroyer escorts Rotterdam. The group left Halifax early in September and has since participated in two NATO exercises in the Atlantic and visited ports in Norway and the United Kingdom.

Admiral Mainguy ***Soon to Retire***

The retirement of Vice-Admiral E. Rollo Mainguy, OBE, CD, RCN, 54, Chief of the Naval Staff, and the appointment of Rear-Admiral Harry G. DeWolf, CBE, DSO, DSC, CD, RCN, 52, to succeed him on January 16, were announced on September 20 by the Hon.

Ralph Campney, Minister of National Defence.

Admiral Mainguy has been Chief of the Naval Staff since December 1, 1951. Rear-Admiral DeWolf, who will be promoted to the rank of Vice-Admiral on assuming the appointment, is at present Chairman of the Canadian Joint Staff, Washington, D.C.

The careers of the two Admirals will be featured in the January issue of this magazine.

Pacific Fleet Holds Exercises

The largest peacetime manoeuvres ever conducted by Canada's Pacific fleet took place in early October, with all available operational warships participating.

The series of exercises, labelled "Full House", were carried out off Nanoose Bay in the Straits of Georgia from October 3 to 13 and for an additional two days off Swiftsure light vessel.

The exercises were directed by Captain Paul D. Taylor, commander of the Second Canadian Escort Squadron in the destroyer escort *Athabaskan*. Fifteen ships took part.

Air-sea co-operation was exercised with RCAF aircraft from Comox and Vancouver and RCN aircraft from Patricia Bay. Ships screened an imaginary convoy and carried out A/S operations. Surface and anti-aircraft gunnery was exercised, as were night encounters, atomic defence and torpedo firings.

The Second Canadian Minesweeping Squadron exercised independently until the closing days of the manoeuvres, when they joined the rest of the fleet.

Before "Full House", the West Coast navy participated in a stirring combined operations exercise off Jericho Beach in Vancouver.

Ste. Therese on Ocean Survey

The Prestonian class frigate, *Ste. Therese*, this summer took part in the Pacific Oceanographic Group Project.

Objective of the project was to carry out an international synoptic oceanographic survey over the entire Pacific Ocean north of the Tropic of Cancer.

More than 20 ships, operating from Canadian, American and Japanese agencies each surveyed selected areas simultaneously and subsequently exchanged the data, which can be used to define the overall current systems and structure of the area.

The *Ste. Therese*, which left her base at Esquimalt on July 26, steamed more than 6,600 miles before returning to her home port on September 3.



The visit of the First Sea Lord, Admiral Lord Mountbatten, to Canada in late October was preceded a month earlier by the arrival of the First Lord of the Admiralty, the Rt. Hon. J. P. L. Thomas, MP, who packed into a few days a tour of the Atlantic Command, inspection of the new destroyer escort *St. Laurent* at Montreal, conferences at Naval Headquarters and a visit to the National Defence College at Kingston, before proceeding to Washington. Mr. Thomas is seen here with Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and (left) Rear-Admiral J. D. Luce, private secretary to the First Lord of the Admiralty. (O-8410)

On board the *St. Therese* was A. J. Dodimead, scientist in charge, and a group of six technical officers. They undertook all oceanographic observations.

During the voyage, current measurements were taken, bathythermograph observations made and water samples analyzed for temperature, salinity, dissolved oxygen and phosphate.

Navy Thanked For Aiding Scouts

Gratitude for the work of the Royal Canadian Navy in providing transportation in Montreal for Boy Scouts arriving from overseas for the World Jamboree is expressed in a letter addressed by B. W. Roberts, president of the Quebec Provincial Council of the Boy Scouts Association.

The letter, received in October by Commodore Paul W. Earl, Officer-in-Charge, Montreal Area, said:

"I have just received a complete report of the splendid work done by the Navy in this District during the time immediately preceding and immediately after the World Jamboree held at Niagara-on-the-Lake.

"You were most kind in providing buses for these visitors from foreign lands. As you know, 1,100 French boys came in at Dorval Airport by different planes at different times, and through-

out their arrival period, which extended over many days, and their corresponding departure period, the personnel of the Navy were most co-operative, meeting planes at all hours without a word of complaint. Tours, too, were arranged, and I do want to say, on behalf of the Quebec Provincial Council, a very sincere word of thanks."

Minas Transfers To West Coast

The coastal escort, *Minas*, a steam Bangor, sailed for Esquimalt, September 30 for future employment in the Pacific Command.

Shortly after the arrival of the Bangor class escort at Esquimalt, her officers and men were to commission the *Sault Ste. Marie*, Algerine coastal escort, and return with her to Halifax. The *Sault Ste. Marie* had been undergoing refit at Esquimalt.

Under the command of Lt.-Cdr. Kenneth A. Stone, the *Minas* was to proceed to Esquimalt by way of the Panama Canal. She was due at the West Coast naval base November 1.

One of 21 modernized Second World War escorts, the *Minas* was brought out of reserve last spring and was employed in the RCN's reserve training program on the Great Lakes during the summer.

MAN of the MONTH



CPO A. W. PORTER

“ANYBODY around here lost a rat?”

The driver's casual inquiry was enough to throw the crowded contents of the Bedford bus (particularly the female portion) into a panic. This, however, did not spread to a Chief Petty Officer among the passengers. He wasn't panicked; just acutely embarrassed. A quick check of his brief case had shown him that, as a matter of fact, one of his pet hamsters had escaped.

This was not the only occasion on which the hamsters proved a source of embarrassment to CPO Albert William Porter, a C1EM3 whom the ship's company of the Algerine escort vessel *New Liskeard* has proudly named its “Man of the Month”.

CPO Porter had the interesting little animals on board ship with him for a time. One day they escaped from their quarters and, in the course of their exploration of the ship, discovered that the navigation officer's BRs could be shredded into wonderful nesting material. The “pilot” was not nearly as pleased as the hamsters.

Despite the fact that he was born in Montreal and brought up in Toronto, his love of animals and life on the farm is an important facet of CPO Porter's personality and, every time he gets a “48” his thoughts turn to his home at

From the Deep, Blue Sea To Nova Scotia Pastures

Bedford, where his pets not only include the hamsters, but also canaries and a fox, and to his nine-acre farm at Mount Uniacke where he pastures horses belonging to him and his two daughters.

On board ship, however, should his thoughts roam to green fields, he never betrays it. On the contrary, he is a stickler for cleanliness, discipline and efficiency, with little tolerance for laxity and unseamanlike behaviour.

He has had the longest service in the *New Liskeard* of anyone on board, having served in her off and on since early 1949, and has been continuously with her for the past three and a half years. Throughout those years his efficient manner has not encouraged familiarity, but it has given him the respect and high esteem of his fellows of all ranks.

CPO Porter was 17 when he joined the RCNVR. Three years later, in 1933, he transferred to the RCN at a time when the Navy, low on ships and funds, was inclined to be pretty choosy. He joined as a stoker, and, in some of his ships, he actually stoked.

His ships and shore establishments between 1933 and 1938 were both RCN and RN. They included *Stadacona*, *Saguenay*, *HMS Dragon*, *St. Laurent*, *HMS Drake*, *HMS Crusader* and the *Ottawa*. In the last-named he was promoted to leading stoker and served in that rank in the coal-burning Canadian minesweeper *Fundy* until his promotion to petty officer in 1940, when he rejoined the *Saguenay*.

He was serving in the *Saguenay* when she had her bows blown off by a torpedo from an Italian submarine and he was one of the 50 of the ship's company of 160 who remained in the destroyer to steam her into Barrow-On-Furness in the United Kingdom. That voyage, during which wounded had to be cared for and the ship steamed for eight days with a reduced complement, could well have formed the substance of an epic sea novel. He could easily supplement it with tales of terrifying hours during the massive raids of the Luftwaffe on Plymouth.

The old saying “Once bitten, twice shy” did not apply in his case, but a modified version “Once hit, twice missed” did. A month after he had left the *Saguenay* she had her stern cut off in a collision with a tanker. Later, when on leave from the frigate

Chebogue, he learned that her stern had been blown off by a torpedo.

The *Chebogue* was his last sea-going appointment of the war and he served ashore in St. John's, Newfoundland, and Halifax in the temporary rank of Chief Stoker, which he had acquired on board the *Saguenay*.

He was back at sea again in 1947 on board the aircraft carrier *Warrior* and later that year he was drafted to *York*, the Toronto naval division, where he spent a year and a half before his first draft to the *New Liskeard*. In between his three appointments to his present ship he has served in the frigate *La Hulloise*, the destroyer escort *Haida* and at *Stadacona*. Along the way he has picked up the Long Service and Good Conduct Medal and the Coronation Medal in addition to wartime awards.

When CPO Porter completes his 25 years with the Navy in a couple of years he plans to retire to his farm in Mount Uniacke and pursue his favourite interests and hobbies.

Horses are among these and, like the hamsters, they have their off moments. One of them, his prized “Jewel of Akwann”, in a fit of jealousy bit Chief Porter's new scarlet hardtop car, leaving noticeable toothmarks. The same horse showed his repentance by winning the championship of the Maritimes in the road hack class at the 1954 Amherst fall fair.

His two younger daughters, Sonia, 15, and Anneliese, 13, are accomplished horsewomen, who received their training with the well-known Halifax “Bengal Lancers”.

The eldest daughter, Janet, 22, is married to naval veteran Donald Jones in Windsor, Ont., and a son, Ralph, 21, is a leading airman with three years' service in the RCAF, where his specialty is radar. CPO Porter was married in Toronto in 1932 to Miss Rosi Bittschnam, of Feldkirch, Austria, who not only tolerates his hobbies but gives him the encouragement that has promoted a happy homelife and a successful naval career.

His attachment to his home is expressed outwardly by the Churchillian activity of masonry and the stone walls, emblems of solidity and comfort and pride of ownership, around his home at Bedford will undoubtedly be repeated on his farm at Mount Uniacke when his service days are over.



A PROUD YOUNG LADY PUTS TO SEA

HMCS St. Laurent Tailored to Needs of Modern War

FIVE MILLION pounds of steel and aluminum have been fabricated into a deadly weapon, designed to counter the threat of the modern submarine.

The prototype of her class, the anti-submarine destroyer escort HMCS *St. Laurent* was commissioned into the Royal Canadian Navy at Montreal on October 29, a month and a day before the fourth anniversary of her christening by Lady Alexander, wife of the then Governor General of Canada, November 30, 1951.

The *St. Laurent* was laid down at Canadian Vickers Limited, Montreal, on November 22, 1950, to a completely new Canadian design and since then Canadian workmen have toiled to bring to completion what Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, has called "the most up-to-date anti-submarine vessel in the world".

The *St. Laurent* is best described as the smallest ship capable of maintaining functional fighting efficiency against the most modern submarine or its immediately foreseeable successor under the extreme weather conditions which prevail in the North Atlantic.

The ship's war complement is 20 officers and 270 men. Her overall length is 366 feet, beam 42 feet and displacement 2,600 tons. Twin screws, powered by geared steam turbines, give her the speed demanded by the job for which she was built. Twin rudders provide an unusually high degree of manoeuvrability.

The *St. Laurent's* lines are a drastic departure from those usually associated with ships of her function and have been likened to those of the menace she is designed to counter—the modern submarine. The eye is immediately caught by the flared, rounded bow, the conical mast, the streamlined funnel and low superstructure. A seeming paradox is that, despite her low, clean lines, her freeboard throughout

her length is greater than that of many ships of her function.

The use of aluminum internally and in the superstructure has been extensive, and this light metal has replaced wood as much as possible in store-rooms and magazines. Her paint is fire-resistant.

She is insulated and air-conditioned in those portions of the ship where such measures are desirable for the

HMCS ST. LAURENT

DDE 205

Builders: Canadian Vickers Limited, Montreal (Lead Yard).

Laid down: November 22, 1950.

Launched: November 30, 1951, under the sponsorship of Lady Alexander, wife of the then Governor General of Canada.

Commissioned: October 29, 1955, at Montreal.

Displacement: 2,600 tons.

Guns: Two Twin 3-inch 50 calibre anti-aircraft.

Two 40 millimetre anti-aircraft Bofors.

Anti-Submarine weapons: Two triple mortar mountings.
Homing torpedoes.

Length overall: 366 feet.

Beam: 42 feet.

Machinery: Geared steam turbines, twin screws, twin rudders.

Speed: Over 25 knots.

Commanding Officer: Cdr. R. W. Timbrell, DSC, CD.

Complement (war): 20 officers, 270 men.

Cost: Approximately \$15 million.

comfort and fighting efficiency of officers and men.

The *St. Laurent's* rounded lines are intended largely as a counter against ice-formation during the North Atlantic winter. Her anchors are housed in recesses, or anchor pockets, equipped

with manually-operated doors to keep out ice-forming spray. The capstain, usually located on the foc's'le, is below decks. The bridge is closer to the ship's centre of gravity, its windows are heated and some are equipped with powerful electric wipers.

IN COMMAND



CDR. R. W. TIMBRELL

Cdr. Robert Walter Timbrell, DSC, CD, 35, of West Vancouver, an officer who has long specialized in anti-submarine warfare, became commanding officer of the destroyer escort *St. Laurent* when she was commissioned at Montreal on October 29.

Cdr. Timbrell entered the RCN as a cadet in August, 1937. He took his cadet training in the Royal Navy on board the monitor *Erebus* and training cruiser *Vindictive* and subsequently served as a midshipman in the battleship *Barham* in the Mediterranean.

As a sub-lieutenant, he took part in the evacuation at Dunkirk and was awarded the Distinguished Service Cross for "good services in the withdrawal of Allied armies from the beaches". This made him the first member of the RCN to be decorated in the Second World War.

At the beginning of the withdrawal, he commanded a 90-ton yacht but, by salvaging stranded craft and by dividing his crew to man them, he was able to triple the number of troops he could

evacuate. During three nights of activity, he rescued a total of 765 men despite consistent shelling and bombing by enemy forces.

He subsequently served in four Canadian destroyers and carried out specialist anti-submarine duties at sea and ashore. One of the destroyers, the *Margaree*, was sunk by collision in the fall of 1940.

In 1942, he took specialist anti-submarine courses in the U.K. and a year later was appointed to the anti-submarine school at *Cornwallis*. He later became officer-in-charge of the school.

In 1944, when serving in the destroyer *Ottawa*, he was mentioned in despatches for services in the destruction of an enemy submarine. The *Ottawa*, in company with other Canadian ships, accounted for three U-boats from July 6 to August 20, 1944, while operating in the English Channel-Bay of Biscay area.

Later that year he served in the destroyer *Qu'Appelle*, operating from Iceland.

Cdr. Timbrell became executive officer of the destroyer *Micmac* when she was commissioned at Halifax in 1945. A year later he was appointed as officer-in-charge of the Anti-Submarine School at Halifax, this appointment being combined with that of Staff Officer (Anti-Submarine) to the Flag Officer Atlantic Coast.

Cdr. Timbrell commanded the frigate *Swansea* on the East Coast in 1948 and then, after six months at the Torpedo Anti-Submarine School in Halifax, went to Naval Headquarters in Ottawa as torpedo anti-submarine specialist on the staff of the Director of Weapons and Tactics.

In February, 1951, he became training commander in the cadet training cruiser *Ontario*, based on the West Coast. A year later Cdr. Timbrell was appointed to the staff of the Canadian Services College, Royal Roads, near Victoria, as Vice-Commandant and Officer Commanding Cadet Wing.

Promoted to commander in mid-1952, he began the Royal Naval staff course in England later that year. On its completion, he stood by the *St. Laurent*.

THE OLD METHODS of fighting a ship have been replaced by a system of electronic conning. The wheelhouse is two decks below the main deck and hence less vulnerable during attack. Complex radar and direction-finding equipment has given the ship "eyes" that can pierce through fog and the black of night. During action, the captain directs the ship from the operations room, abaft the bridge.

Anti-submarine weapons are her principal armament. They include two mortar mountings, each capable of firing three projectiles ahead of the ship with great accuracy. They are directed to their target by sonar fire control systems. The ship is also equipped with homing torpedoes, which can alter course and pursue an enemy target taking evasive action on or below the surface of the sea.

Her other weapons include two twin 3-inch-50 calibre anti-aircraft guns, each capable of an extremely high rate of fire. Radar-controlled systems find the range and bearing of the target for the guns' crew. She has two 40mm anti-aircraft Bofors for close-range fire and a rocket flare projector that can illuminate the sea over a wide area during night action.

The new warship differs from other ships of her class in that her prototype machinery was built in the United Kingdom while Canadian industry was tooling up. All the other new destroyer escorts are being fitted with Canadian-built boilers and turbines.

The two water-tube boilers are of extremely compact design, with the steam maintained at a constant high pressure and temperature. Remote and automatic controls are used to an extent rarely found in a warship.

The motive power of the ship is provided by two main turbines and two cruiser turbines, geared down to the twin shafts. Except experimentally, the *St. Laurent* is the first ship in the British Commonwealth or the United States in which hardened and ground gearing has been used. This manufacturing method has reduced substantially both the weight of the gearing and the dimensions of its housing.

Practically all auxiliary machinery is powered either by turbines or diesels. The main circulator turbine operates at the remarkably high speed of 18,000 revolutions per minute.

The boiler room, in keeping with current marine engineering practice, is not pressurized. This means that it can be sealed off from contamination just like any other space in the ship. Boiler room personnel will no longer have to

huddle in duffle coats while fans pour blasts of icy air into their working space.

AN ELECTRICAL "wonderland", the *St. Laurent* has electronic and electrical systems more extensive—and more complex—than those carried in Second World War ships twice her size. Much of her electrical and electronic equipment is of Canadian design, with most of it produced in Canada.

Practically every function of the vessel is dependent on electrical power, and this includes armament, navigation, cooking, ventilation, air conditioning, communications and so on. She carries more than 50 miles of electric cable and is the first escort vessel in the RCN whose main electrical power is 440 volts alternating current. Direct current was in standard use during the Second World War in Canadian warships.

She has five generators capable of producing 1,400 kilowatts—equal to the generating capacity of the 18,000-ton aircraft carrier, *Magnificent*. About 330 motors and motor generators provide the motive force for a wide variety of equipment.

Her internal communications include 12 separate telephone systems, including lines for such specialized uses as docking ship, damage control, radar maintenance and fuelling at sea. She has 12 sound broadcast systems. Entertainment broadcast arrangements provide for radio receiving, record playing and tape recording. A choice of at

HOW SHE GREW

HMCS *St. Laurent* was wholly designed and built in Canada.

A large percentage of her equipment was manufactured in Canada, much of it for the first time.

About 50 Canadian firms have supplied equipment and materials for the ship.

An entirely new, Canadian-engineered technique known as "unit construction" has been employed in the building of this and all other ships of her class.

"Unit construction" means that the hull and main components of the vessel are so designed that they can be built in units. In the *St. Laurent*, for example, these units range in weight anywhere from five to 26 tons.

The ship is not built in the conventional manner, that is, from the keel up. Each unit is built separately, then carried to the building ways where it is positioned for final welding to the hull:

HMCS ST. LAURENT
A Canadian industrial achievement.
Principal contributing firms:
CANADIAN VICKERS LIMITED, MONTREAL

ALUMINUM CO. OF CANADA LTD.	MONTREAL
ANACONDA AMERICAN BRASS CO. LTD.	TORONTO
ATLAS ASBESTOS CO. LTD.	MONTREAL
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CANADIAN MARCONI CO. LTD.	MONTREAL
CANADIAN TAP & DIE CO. LTD.	GAIT
CANADIAN WESTINGHOUSE CO.	HAMILTON
C.O. MONAT & CO. LTD.	MONTREAL
DARLING BROS. LTD.	MONTREAL
DOMINION ENGINEERING CO. LTD.	MONTREAL
DOMINION METALWARE CO. LTD.	PORT CREDIT
DOMINION OXYGEN CO.	MONTREAL
DOMINION STEEL & COAL	MONTREAL
DRUMMOND, McCALL & CO. LTD.	MONTREAL
EASTERN POWER DEVICES	TORONTO
ENGINEERING PRODUCTS OF CANADA LTD.	MONTREAL
FIBREGLASS CANADA LTD.	TORONTO
FIRTH BROWN STEEL	MONTREAL
GRINNELL CO. LTD.	MONTREAL
HALL ENGINEERING CO.	MONTREAL
HEFFERNAN TYLES	MONTREAL
INTERNATIONAL OIL	TORONTO
INTERNATIONAL PAINT CO. LTD.	MONTREAL
JAMES MORRISON BRASS MFG. CO.	TORONTO
J.E. FOURHAUX CO.	NEW YORK
JOHN INGLIS CO. LTD.	TORONTO
KOFFEL & EASTER OF CANADA LTD.	MONTREAL
MONTREAL BRONZE CO. LTD.	MONTREAL
MORANDA COPPER & BRASS CO. LTD.	MONTREAL
NORTHERN ELECTRIC CO. LTD.	MONTREAL
PARMENTER & BULLOCK MFG. CO. LTD.	GANANOQUE
PEACOCK BROS. LTD.	MONTREAL
PROJECT SALES LTD.	MONTREAL
SHARPLES CORP.	NEW YORK
SHELL OIL	TORONTO
T. EATON CO. LTD.	TORONTO
THE GARTH CO.	MONTREAL
THE STEEL CO. OF CANADA	HAMILTON
T. McAVITY & SONS LTD.	ST. JOHN N.B.
U.S. STEEL CO.	MONTREAL
W. KEENE & SONS LTD.	NEW YORK

The size of the industrial team behind the construction of the *St. Laurent* is indicated by this chart, which was displayed on board the new destroyer escort. Scanning the list is J. C. Rutledge, director of shipbuilding for the Department of Defence Production, which co-ordinated and facilitated the work. (ML-3627)

least two programs is offered over the 29 speakers in the ship.

A Canadian-designed remote control system makes it possible to broadcast orders or receive from any one of 30 positions throughout the vessel.

This means that the hull grows by the addition of complete sections, rather than by a plate or a rib at a time. This method combines shipbuilding with modern structural engineering practice.

In an emergency demanding large numbers of destroyer escorts, structural steel manufacturers could be given specific sections to fabricate at great speed. Drawings are so designed that reference to the shipbuilder would be unnecessary. The sections could be shipped to the shipyard, which would, in effect, become an assembly plant. The result: many ships in short order.

The *St. Laurent* is all-welded, with the welding being subjected to X-ray tests as insurance against hidden defects. A large quantity of aluminum has been worked into the ship's interior and superstructure, contributing to an overall reduction in weight, and higher speed.

There are three radio rooms for transmitting and receiving on low, medium, high, very high and ultra-high frequencies. A fourth is equipped with direction-finding equipment. A message centre is equipped with teletype and a cryptographic room with coding devices.

The *St. Laurent* has radar systems for gunnery fire control, navigation, surface warning, air warning and air early warning. Ultrasonic beams from sonar sets of the latest design probe the waters beneath the ship for the detection and pursuit of submarines.

THE *ST. LAURENT* has an extensive damage control organization. A damage control headquarters is linked by special telephone switchboard to strategic points in the ship. To reduce the danger of flooding and to prevent contamination of the air conditioning system, the hull has been built without scuttles. Those on the superstructure are sealed and have lightweight aluminum deadlights. Discharge outlets are fitted in compartments below decks for fast pumping. For fire fighting, three pumps, each capable of handling tons of water an hour, are located at strategic points.

The ship can be sealed against chemical attack and, in such an emergency, the air re-circulation through the ship's

air conditioning system can be stepped up from the normal three or four cycles an hour to 15 cycles.

Exposed personnel are decontaminated in either of two compartments located forward and aft. The ship has equipment for "hosing down" exterior surfaces that have been contaminated.

All compartments where men might be trapped have emergency escape scuttles with jumping ladders, supplemented by "kick-out" panels as an alternate means of escape.

The *St. Laurent* is the first ship in the RCN in which Carley floats and wooden rafts have been entirely replaced by rubber rafts. The 20-man rafts inflate automatically on their release into the sea. In addition to emergency rations each carries a full quota of survival gear, including a signals kit, heliograph mirror, fishing gear, collapsible bailers, parachute drogue (sea anchor), floating sheath knife and plastic whistle.

THE SHIP'S medical staff is provided with a hospital in miniature. The sick bay is comparable in size to that of a cruiser—or three times the size of that in the recently modern-

THE PROGRAM

The *St. Laurent* is the first completed of 14 Canadian-designed destroyers laid down in the current RCN construction program. The prototype of the class, which bears her name, the *St. Laurent* was built in the lead yard, Canadian Vickers Limited, Montreal.

The expectation is that five additional ships will be completed next year, five in 1957, and the remaining three in 1958.

The names, except that of the *Terra Nova*, called after a Newfoundland river flowing into Bonavista Bay, have all been borne by earlier Canadian destroyers which served in the Second World War. All are named after Canadian rivers, from the mighty St. Lawrence and Fraser to the little Margaree in Cape Breton Island.

Under construction in the yards named are:

Ottawa and *Restigouche*, Canadian Vickers Limited, Montreal.

Saguenay, *Margaree* and *Chaudiere*, Halifax Shipyards, Halifax.

Skeena, *Kootenay* and *Columbia*, Burrard Drydock, Vancouver.

Assiniboine and *St. Croix*, Marine Industries Limited, Sorel.

Gatineau, Davie Shipbuilding and Repairing, Lauzon.

Terra Nova, Victoria Machinery Depot, Victoria.

Fraser, Yarrows Limited, Esquimalt.



Lt.-Cdr. (P) D. H. Patrick Ryan, executive officer of the *St. Laurent*, chats with Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services in the operations room of the new ship. The "Command Position" sign was on display during a press conference on board the destroyer escort. (ML-3629)

ized destroyer escort *Algonquin*. There are four berths, a bathroom, an operating table with the latest-type arc lights, well-stocked drug and medical lockers and diagnostic facilities.

The Royal Canadian Navy's concern for the health, comfort and efficiency of its men at sea is given concrete expression in the living and dining arrangements on board the *St. Laurent*. Her men sleep in bunks, each equipped with foam mattress and individual reading lamps; each man has an aluminum clothes locker specifically designed for sea, and additional drawer space for personal belongings. Mirrors and electric shaving outlets have not been forgotten. Each of the living spaces has a recreational area for off-duty relaxation.

The officers' cabins, which also serve as offices, are arranged for single and double occupancy, except for one designed to accommodate four junior officers. The wardroom has a pantry, dining room and lounge and is roomier than those in older ships of similar size. The commanding officer's quarters have bedroom, bath, dining room and lounge.

The ship's company is fed on the cafeteria system. The galley, centrally located, has a bakery and pastry, meat and vegetable departments. Its equipment includes electric bread-slicers, automatic toasters, steam pressure cookers and electric coffee urns. It has a

dairy with ice-cream and milk machinery. A dish-washing machine and a garbage disposal unit are other features.

The main dining space, which doubles as a cinema in the evenings, has kitchen-type fireproof tables and cushioned chairs. Lighting is fluorescent. The chief and petty officers have separate dining space nearby, while the commanding officer's pantry, two decks above, and the wardroom pantry, one deck above, are served from the galley by a dumbwaiter.

The ship has storage for 90 days' frozen provisions compared with 14 days in escort ships built during the Second World War. She has a cold room for meat and fish, a cool room for dairy products and a chill room for fruit and vegetables.

The modern laundry is equipped with washing machines, spin drier, pressers and hanger facilities.

It is felt that the efforts to provide for comfort and well-being of the ship's company will be repaid with interest.

HMCS *St. Laurent* was designed to meet a specific need. That need was a ship to combat effectively the fast, modern submarine. The way the need has been met is expressed in her powerful turbines, her manoeuvrability, her electronic devices and weapons, her accommodation and seakeeping qualities. With these she stands ready to do her share to maintain the freedom of the seas.—R.S.M.

OFFICERS AND MEN

Sailor Invents Money-Saver

Ingenuity of a leading seaman of the Royal Canadian Navy, on exchange duty with the U.S. Navy's Air Anti-Submarine Squadron 26, at Norfolk, Virginia, has solved an ordnance problem in anti-submarine warfare work with the S2F-1 "Sentinel" aircraft of the USN.

The inventor is Ldg. Sea. Kerry Phillip Briard, 21, of St. Catharines and Weller Park, Ont., one of a dozen RCN personnel who joined VS-26 in May to become familiar with the operation and maintenance of the S2F. A Canadian version of the aircraft, especially designed for carrier-borne anti-submarine operations, is being produced in Canada for the RCN.

The S2F carries three rocket projectiles on each wing. A "pigtail wire" connects the propelling charge of the rocket motor to the electrical circuit of the aircraft. The wire is supposed to break away when the rocket fires. Frequently it hasn't done so, which means the igniter receptacle shears off and the pigtail plug shatters.

Briard designed a wirecutter on the plane's leading edge to assure the pigtail wire will break cleanly.

Proven successfully at the Naval Air Station, Norfolk, the invention, although comparatively small, is expected to save the U.S. Navy many dollars and man hours.

Transport Official Served in Navy

The retirement of G. C. W. (Cecil) Browne, Controller of Telecommunications of the Canadian Department of Transport took place recently. His 42 years of service in the radio field included RCN wireless duties during the First World War.

A native of Ireland, he was engaged in radio development in the United States and later in marine radio work in Great Britain before entering the Canadian Government radio service in 1914. When the war came, he entered the Navy and, after sea duty, served in the interception of enemy signals at Newcastle, N.B. Later he organized a naval wireless school at

Ottawa and took charge of technical instruction there.

After several years in charge of direction finding stations on the East Coast, he came to Ottawa. He was appointed Assistant Controller of Radio in 1936 when the Departments of Marine and of Railways and Canals were merged in the Transport Department.

Mr. Browne became Controller of Radio, later changed to Telecommunications. He plans to remain in Ottawa, continuing in the radio field in a private capacity.

CPO Ona Heads Cookery Class

CPO William Ona led his class with an average of 89.9 in the fourth Trade Group Four cookery course that ended August 19 at *Naden*. Ord. Sea. E. E. Erickson's 86.2 average placed him at the head of the 102nd Trade Group One cookery class completed August 5.

The first place in the 103rd Trade Group One cookery class, completed September 16, was held by Ord. Sea. D. L. Babcock who led the class of eight with an average of 88.2 percent. The courses were held at the *Naden* Supply School.

New CO Named For *Cataraqui*

Cdr. Arthur George Cuthbert Whalley, who commanded *Cataraqui*, Kingston naval division, from May 1952, was placed on the retired list on August 8.

Succeeding him in command of the naval division is Acting Cdr. John Godwin Chance who had been executive officer of *Cataraqui* during the preceding 21 months.

PO Commended For Saving Life

Her Majesty the Queen has approved the award of the Queen's Commendation for bravery to PO Malcolm Winston Judson, 30, RCN(R), of Pownal and Charlottetown, P.E.I.

The commendation arises from PO Judson's rescue from drowning of Fred Somers, employee of the Department of Transport's Marine Branch, in Charlottetown harbour on October 23, 1953.

PO Judson, who is attached to *Queen Charlotte*, the Charlottetown naval division, was in charge of a naval harbour



Could it be Cirro's or the Brown Derby? Nope. It's the refurbished canteen in the Administration Building at Stadacona and everything has been changed but its location. The old canteen had operated there for nearly a dozen years, with few improvements until the clean sweep, whose results are depicted here, was decided on. (HS-38136)

craft which was assisting a Marine Department craft and two others from the Department of Fisheries in the refloating of the ferry *Fairview I*, which had grounded on a submerged piling.

The Marine Department craft was pulling at a spring jack on short lines directly in front of the grounded ferry, when the ferry suddenly broke clear, breaking the marine craft in two. The crew was plunged into the water.

One crewman, Fred Somers, was in serious difficulties, and PO Judson, although encumbered with heavy protective clothing, dived into the harbour and, with the aid of a Kisbie lifebuoy, brought him to the naval craft. Once they had been hauled on board by the rest of the crew, Judson applied artificial respiration to Somers.

The rescued man later said, "I owe my life to Petty Officer Judson . . . I could not have lasted any longer if someone did not save me."

PO Judson had performed a previous act of bravery in saving a distressed swimmer in the summer of 1952.

PO Stewards Finish Course

Eleven Petty Officers 2nd class of the Steward branch have completed an 11-week course at the Supply School, HMCS *Naden*.

The course qualified successful candidates for Trade Group Three. It cov-

ered such subjects as catering, valeting and mess duties, accounting, non-public fund regulations, supervision and instructional technique.

High man in the class was PO W. R. Walters, with an average of 91.5. POs Roland Laliberte and Derald Richardson followed with averages of 86 and 85.9 respectively.

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Navy Marches In Dartmouth

This year, as in former years, the Navy participated in Dartmouth's Naval Day celebrations.

Both the *Stadacona* band and drum and bugle band from RCSCC *Magnificent* were present and provided marching music for platoons from *Shearwater* and the Sea Cadet Corps.

The parade commander was Cdr. F. W. H. Bradley, Commander (Air), RCN Air Station.

PO Engaged by Indian School

PO David Sadler, prominent in Navy sports for many years, has retired after 25 years of RCN service.

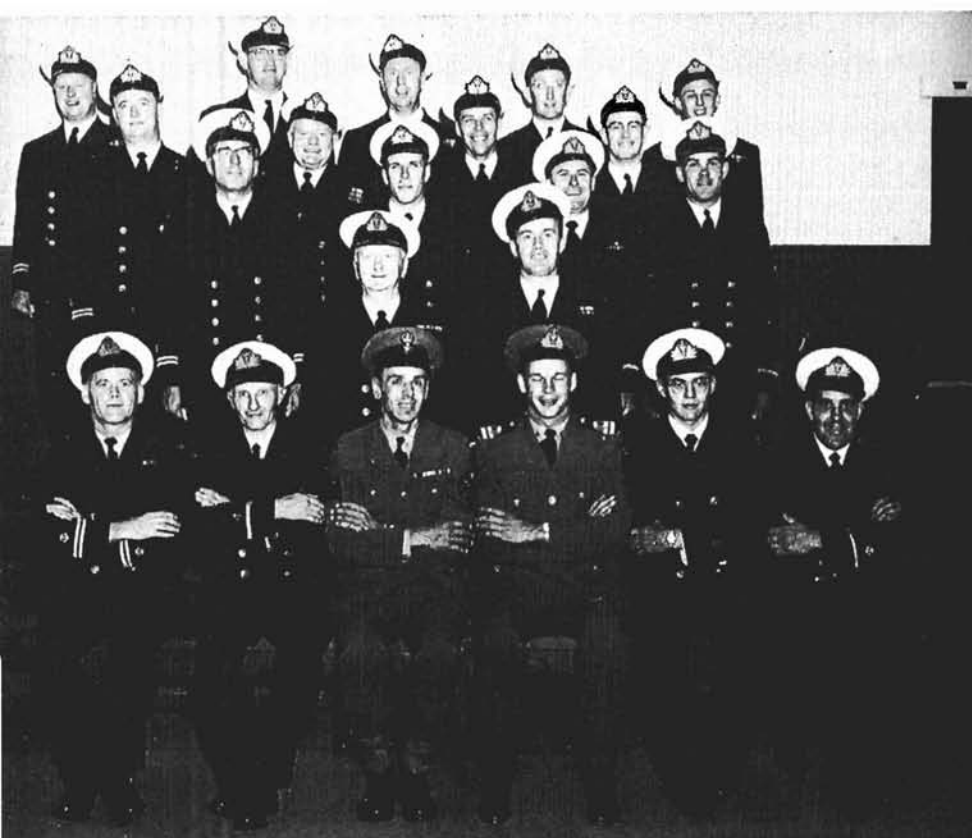
He was coach and manager of the Navy tug-of-war team, United Services champions in 1951 on the West Coast,



The No. 2 Reserve Officers' Divisional Course was held at Cornwallis between July 18 and August 1. Front row, left to right: A/Lieut. (L) David Coates, Toronto, Ont., Instr. Lt.-Cdr. David D. MacKenzie (Course Officer), CPO David E. Graves, (Course Chief Petty Officer) and A/Sub-Lt. (SB) Albert Smith of Halifax, N.S. Second row: A/Lieut. (L) Frederick Butler, Corner Brook, Nfld., Lieut. Frank Newbury, Corner Brook, Nfld., Cd. Writer Officer Arthur Hatchard, Windsor, Ont., and Lieut. Howard Strong, Corner Brook, Nfld. Back row: Lieut. (SB) Philip Chaplin, Manotick, Ont., A/Sub-Lt. (SB) Warren Davis, Windsor, Ont., A/Cd. Officer (SB) Roger Lafleur, Verdun, PQ., A/Sub-Lt. (SB) William Steel, Lancaster, N.B., A/Sub-Lt. Eugene Saunders, Windsor, Ont., and Instr. Sub-Lt. John Wagstaff of Halifax, N.S. (DB-5580)



Here are the members of the No. 9 Wren and Nursing Officers' Divisional Course held at Cornwallis between August 8 and 22. Front row, left to right: Sub-Lt. (MN) Ruby Bannister, A/Sub-Lt. (MN) Mary Gray, Cd. Writer Officer A. L. Hayley (Course Officer), PO A. F. West (Course Petty Officer), Sub-Lt. (MN) Isabel MacKay and Sub-Lt. (MN) Audrey Miller. Second row: A/Sub-Lt. (MN) Winnifred Patten, Sub-Lt. (MN) Joan Featherstonhaugh, A/Sub-Lt. (MN) Beverley Kibbler and A/Sub-Lt. (W) Irene Johnson. Third row: A/Sub-Lt. (MN) Elsie Williamson, A/Sub-Lt. (W) Marian McPhee and A/Sub-Lt. (MN) Joyce Savage. Back row: A/Sub-Lt. (MN) Elizabeth MacNeil, A/Sub-Lt. (MN) Dorothea Harwood, A/Sub-Lt. (MN) Patricia Lipscombe and A/Sub-Lt. (W) Irene Ridout. (DB-5702)



These are members of the No. 8 Sea Cadet Officers' Divisional Course held at Cornwallis between August 15 and 29. Front row, left to right: Lieut. Frederick Cantrill, Penticton, B.C., Sub-Lt. Donald Allan, Holden, Alberta, PO Arthur West (Course Petty Officer), Lieut. G. G. Armstrong (Course Officer), Mid. Cecil Massey, Selkirk, Man., and Sub-Lt. Conrad Roy of Campbellton, N.B. Second row: Lieut. Walter Taylor, Saskatoon, Sask., and Sub-Lt. Joseph Morrison of Penticton, B.C. Third row: Lieut. Cyril Holmes, St. Catharines, Ont., Sub-Lt. Norman Gardner, Duncan, B.C., Sub-Lt. Oscar Andrews, Digby, N.S., and Sub-Lt. William Marshall of Calgary, Alberta. Fourth row: Lieut. Maurice Boudreau, Campbellton, N.B., Sub-Lt. Gordon Hill, Port Alberni, B.C., Sub-Lt. Benjamin Bramble, Merritt, Ont., and Lieut. Fraser Gagnon of Chicoutimi, PQ. Back row: Lieut. Edmund Eccles, Bagotville, P.Q., Sub-Lt. John Newberry, Calgary, Alta., Sub-Lt. Ralph Horsman, Moncton, N.B., Sub-Lt. Richard Halliwell and Sub-Lt. John Coughlin of Campbellton, N.B. (DB-5758)

captain and coach of the Mechanical Training Establishment inter-departmental soccer champions in the same year, and was a member of the West Coast committee on Navy sports.

He received a notable honour in 1951 when he was awarded the Lt.-Cdr. Charles McDonald Trophy, which commemorates the career of an outstanding athlete and organizer of sports in the RCN who died in 1949. The trophy is presented annually to the member of the service who has contributed the most toward sports in the Pacific Command.

Born on September 29, 1904, in Liverpool, England, PO Sadler was living in Victoria when he entered the RCN in September, 1930. During the ensuing 25 years he served in 19 different Royal Canadian Navy and Royal Navy ships, as well as in shore establishments.

He has been active in church activities and is now engaged as a supervisor at the Church of England's Shingwauk School for Indian children at Sault Ste. Marie, Ontario.

Six Canadians On Board *Sidon*

A note from AB Claude Gourdeau, who is training in the RN submarine

Scorcher, says, for the sake of the record, that there were six RCN submarine trainees on deck or below when the *Sidon* exploded and sank at Portland, England, on June 16. PO Laverne D. McLeod, of Stratford, Ont., was among the 13 officers and men who died in the disaster. The accident was reported in the August issue.

At the time he wrote, AB Gourdeau was one of four Canadians in the *Scorcher*.

Hobbies Begin At *Stadacona*

The hobby season got rolling again at *Stadacona* during the last week in October, with special classes arranged this year in art, leatherwork and wood-working.

The classes, open to all naval and civilian personnel in *Stadacona*, are being held in Admiralty House.

Chaplain Goes to Montreal Church

Chaplain Callum Thompson, formerly the senior Protestant chaplain at *Cornwallis* for two years, became minister of Westmount Park Emmanuel United Church in September. Westmount is a Montreal suburb.

A graduate of the University of British Columbia, Padre Thompson was a Canadian Army chaplain during the war and thereafter was chaplain to *Star* and the Dundas Branch of the Canadian Legion in Hamilton.

The No. 84 Officers' Divisional Course was held at Cornwallis between July 25 and September 5. Front row, left to right: A/Sub-Lt. (E) (AE) James Tateishi, A/Sub-Lt. John B. Hatfield, Sub-Lt. Paul Herdman, Lieut. L. J. Parry (Course Officer), Sub-Lt. Leonard Forrest and Sub-Lt. (P) George W. Clark. Centre row: Lieut. Trevor S. Hayward, Lieut. (E) William C. Patterson, A/Cd. Communication Officer Michael Ciz, A/Sub-Lt. (E) (AE) William B. Hotsenpiller, A/Sub-Lt. (MT) Michael Sloan, A/Sub-Lt. (E) (AE) William B. Shearer, Lieut. Alan Sagar and A/Cd. Stoker Officer Wesley Donison. Back row: A/Cd. Electrical Officer John W. Buchanan, Lt.-Cdr. (SB) Melvin G. Hagglund, A/Cd. Officer (E) (AE) Kenneth M. Crookston, Lieut. (P) Howard H. Henn, A/Sub-Lt. (E) (AE) John A. Gruber, A/Cd. Communication Officer Jerome L. Kay and A/Lieut. (E) Harold H. Otto. (DB-5760)



CANADIANS SERVE IN TRIALS CRUISER

HMS Cumberland an Inventor's Floating Wonderland

IN LINE WITH the Royal Canadian Navy's policy of keeping abreast of the latest developments in weapons and other armament equipment, arrangements were made with the Admiralty a few months ago for a number of RCN officers and men to be attached to HMS *Cumberland*, the Royal Navy's trials cruiser under the command of Captain W. J. Lamb, CVO, OBE. Captain Lamb has old memories of the ship as he was her Gunnery Officer in 1937.

The *Cumberland* was laid down in October 1924 at Messrs. Vickers-Armstrongs' yard at Barrow-in-Furness, and it is worthy of note that the firm not only built the hull, but produced all machinery, boilers, guns, mountings and the original fire-control systems. She was launched in March 1926 to become the 15th ship to bear the name.

In 1939 just prior to the outbreak of war, the *Cumberland* formed part of "Force G"—one of several groups strategically placed throughout the world to meet the potential threat of enemy surface raiders—and operated off the East Coast of South America.

When the German "pocket-battleship" *Graf Spee* took shelter in Montevideo after being severely damaged by HM Ships *Exeter*, *Achilles* and *Ajax*, the *Cumberland* left the Falkland Is-

lands and proceeded post haste to strengthen the patrol at the mouth of the River Plate. It will be recalled that the *Graf Spee* scuttled herself without offering any further action.

In 1949 the Admiralty decided to convert the ship into a trials cruiser in order to test weapons, fire-control systems and other equipment under sea conditions prior to issuance to the Fleet. The work, which was completed in 1951, included the removal of all 8-inch turrets and all transferable 4-inch and close-range mounts together with torpedoes and tubes. Two single-gun mounts of 4.5" calibre and one mount (twin Bofors) were fitted to the port side to work in conjunction with prototype control systems.

Fin stabilizers were fitted and many compartments allotted to house the complex recording and analyzing instruments required to carry out exhaustive trials. The first trials season—1951—carried out in the Mediterranean, produced results that more than warranted the operation of such a vessel, and assisted greatly in bringing forward not only armament and control equipment for the Fleet, but a considerable number of engineering, navigational, meteorological and electrical items.

During one season (normally from mid-May to September) her two 4.5" mounts expend up to 10,000 rounds of ammunition, necessitating frequent renewal of gun barrels, an operation which is completed in the Royal Dockyard in Malta with both speed and efficiency.

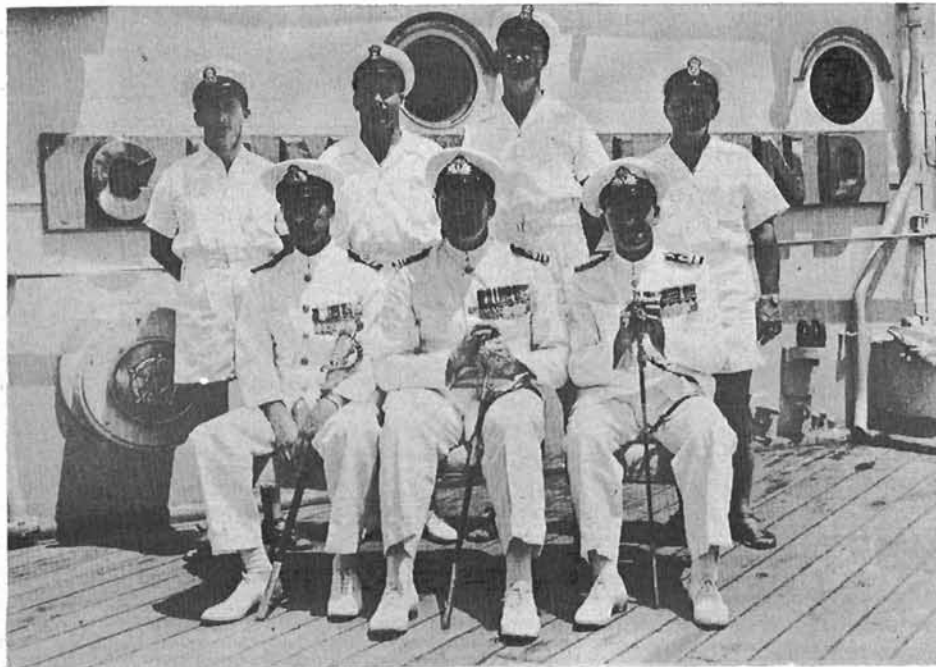
The various trials are, of course, too many to list (besides in several cases being of a classified nature) but they have covered many fire-control systems, gyroscopes, radar, guns, homing torpedoes, ship pre-wetting gear (for anti-atomic contamination) plastic motor boats, motor whalers, propeller cavitation, protective clothing etc., etc. This season, for example, a new fast-firing medium calibre gun-mount is undergoing extensive firing trials, which will increase the firepower of ships tremendously. It was recently announced in the British press (possibly with slight exaggeration) that this weapon fired 600 rounds a minute.

On many occasions it is necessary to simulate rolling conditions. This is done by force-rolling the ship through use of the fin stabilizers in reverse, and it is a strange sight to see a 12,000-ton cruiser proceeding at speed in a flat calm but rolling at the most unorthodox angles, so much so that on a recent occasion the captain of a merchant vessel in the vicinity felt compelled to send a signal: "Are you under control?"

A considerable force of civilians—members of the Royal Naval Scientific Services—is borne. This staff gathers records and other relevant data throughout the season and spends the off-season preparing reports on the obtained results, a job which entails the piecing together of stereoscopic cine-film, photographic records of instruments and plots, pen recordings and sheets of figures.

The "Trials Week" usually runs from early on Monday to late on Thursday at sea, and involves the use of aircraft for acquisition and tracking, winged-target and drogue towing, pilotless target aircraft, radio-controlled boats and, of course, battle-practice targets. On return to Grand Harbour on Thursdays, dockyard staffs swarm aboard to inspect the guns and when worn out replace them. The ship is ammunitioned, provisioned and fueled.

It is not all work and no play, however, as this season a most enjoyable week was spent at Naples, which afforded the ship's company an oppor-



Here, in whites as befits a Mediterranean cruise, are the members of the RCN team which has been serving in HMS *Cumberland*, the Royal Navy's trials cruiser. Front row (from left); Lt.-Cdr. J. S. Hertzberg, Ord. Lt.-Cdr. F. J. L. Boyle and Ord. Lieut. R. J. F. Donnithorne. Back row: CPO John Underdown, PO George Tatton, CPO W. C. Martin and CPO J. R. Anslow.

tunity to visit Rome and other resorts such as Capri, Pompeii and Mount Vesuvius.

Canadians serving in the *Cumberland* are: Ord. Lt.-Cdr. F. J. L. Boyle, of Ottawa; Lt.-Cdr. (G) J. S. Hertzberg, of Toronto; Ord. Lieut. R. J. F. Donni-thorne, of Montreal; CPO John R. Anslow, of Victoria; CPO John Under-down of Hamilton; CPO William C. Martin, of Toronto; and PO George Tatton, of Victoria.

Canadian ranks are now unique in the ship as officers of the Royal Navy no longer wear distinguishing colours between gold lace nor do they have any prefixes or suffixes attached to their rank. Further, armourers in the RN carry out duties that differ from those

of their namesakes of the RCN, who are more closely akin to the RN ordnance artificers.

During the *Cumberland's* inspection by the Commander-in-Chief, Plymouth (Admiral Sir Alexander Madden), the admiral was very interested in the Canadian Armourers' badge and asked to have a photograph of one forwarded to his headquarters. He was heard to say jocularly: "After all these years this badge indicates harmony at last between the gunnery and torpedo worlds!"

The experience gained by the Canadian team, which works very closely with the ship's staff and gun-mounting experts from Vickers-Armstrong Ltd., will be invaluable when fitting-out new construction ships in Canada.—R.J.F.D.

'MYSTERY SHIP' IDENTIFIED AS VESSEL WITH VARIED CAREER

THE "MYSTERY SHIP" photograph published in the August issue of "The Crow'snest" raised a considerable amount of interest; some dozen people who knew the clipper-bowed vessel in earlier years wrote to the Naval Historian providing much information and a few photographs.

One thought it might be the old sloop *Shearwater*, another, the patrol ship *Hochelaga*, and another correspondent thought she was the Victoria-based cable ship *Restorer*. Another remembered her as the *Moonlight Maid* that graced the port of Vancouver in the twenties. (He is quite right.) The others all agreed that she was HMCS *Stadacona* (1915-1920) and provided some interesting photographs to prove it.

The 168-foot steel yacht was commissioned under the White Ensign at Halifax August 13, 1915, as HMCS *Stadacona*, commanded by Lieut. H. G. Jarvis. (There was no *Stadacona* ashore until 1923.) The ship, formerly the SS *Columbia*, had been built at Philadelphia in 1893 and the RCN purchased her for war service in 1915. She spent the whole of her war career in anti-submarine patrol and convoy duty off the Nova Scotia and Newfoundland coasts, being based on Halifax and Sydney. In 1917, while under the command of Lt.-Cdr. R. A. Barber, she was fitted out for and served as a senior officer's ship for the Commodore of Patrols, Commodore Sir Charles Coke, RNR. She mounted a 4-inch QF gun forward and a 12-pounder aft.

In the spring of 1919, it was decided to send some of the trawlers to the West Coast for service and the *Stadacona* was to go along as escort. Halifax was

cleared March 13, 1919, and by mid-May, the *Stadacona* was reported off the California coast with her charges HMC Ships *Armentieres*, *Givenchy*, and *Thiepvál*. On the 20th, off the Oregon coast, the little squadron steamed into a nor'west gale that forced the ships to heave to. In the pounding that followed, the *Stadacona* lost her rudder. It was August 3 before she reached Esquimalt. She was paid off to the Fisheries Protection Service March, 31, 1920, and was taken over by the Department of Marine and Fisheries in 1922.

Two years later CGS *Stadacona* was sold into private hands and from that time on the old ship, back in her role as a palatial yacht, had a most varied career.

It seems she became the *Kyukuzmt*, a name as obscure as her record as a "mother-ship" to small, fast craft that for some reason or other dashed back and forth from the ship to the California coast.

Back in Vancouver Harbour, she was styled *Lady Stimson* and after that, flying the burgee of the Royal Vancouver Yacht Club, she and the *Vencedor* were well known in the vicinity of Coal Harbour. By this time (early thirties) she was the *Moonlight Maid*.

In point of years, the *Stadacona* seems to have weathered the climatic and economic gales of half a century about as well as the RCN's *Acadia* and *Charny*. There is evidence that long before her Canadian service she sailed under the flag of the United States Navy as the gunboat USS *Wasp* in the Spanish-American War. It seems, too, that during the Second World War she returned to our neighbour to the south for towing duty on the Alaska run. She was broken up at Seattle in 1948.

SHIPS ACQUIRE NEW CAPTAINS

Changes in command of a number of ships have been announced in recent weeks. They included:

Lt.-Cdr. J. J. Coates to the coastal minesweeper *James Bay*, succeeding Lt.-Cdr. G. R. Smith, who has been appointed Assistant Director of Personnel (Officers) at Headquarters;

Lt.-Cdr. Christopher G. Smith, to the coastal minesweeper *Comox* and as commander of the Second Canadian Minesweeping Squadron, succeeding Cdr. James V. Steele, who was appointed Deputy Director of Sea Lines of Communication at the headquarters of the Supreme Allied Commander, Atlantic, Norfolk, Virginia;

Lt.-Cdr. D. S. Bethune to the Algerine coastal escort *Wallaceburg*, succeeding Cdr. F. J. Jones, who has been appointed naval member of the Joint Intelligence Staff, Ottawa;

Lt.-Cdr. Noel D. Langham to the coastal minesweeper *Resolute*, succeeding Lt.-Cdr. J. L. Panabaker, who was appointed Staff Officer (Mine Warfare) to the Director of TAS and Mine Warfare at Headquarters.

In addition to the foregoing, Lt.-Cdr. H. E. T. Lawrence, commanding officer of the Algerine coastal escort *Portage*, was appointed commander of the 11th Coastal Escort Squadron, a post in which he succeeded Cdr. Jones.

WEDDINGS

Leading Seaman David Cake, Albro Lake Radio Station, to Miss Patricia Moore, Ottawa.

Able Seaman Roland Louis Cyr, Ontario, to Miss Eleanor May Barrett, Saskatoon.

Leading Seaman Roger Desmeules, Iroquois, to Miss Florence Gisoard, Lancaster, N.B.

Able Seaman Albert Frye, Buckingham, to Miss Patricia Isabel Davis, Digby, N.S.

Able Seaman George McIntosh, New Liskeard, to Miss Sylvia Trim, Liverpool, N.S.

Able Seaman Ronald McIntosh, Buckingham, to Miss Glenda Stark, Digby, N.S.

Lieutenant (SB) James Lyall Wightman, Naval Headquarters, to Mrs. Margaret Brett Morrison, Brampton and Ottawa.

BIRTHS

To Chief Petty Officer John Bing, Naden, and Mrs. Bing, a son.

To Lieutenant James Clapton, *Queen Charlotte*, and Mrs. Clapton, a daughter.

To Lieutenant-Commander A. M. Cupples, Naval Headquarters, and Mrs. Cupples, a son.

To Able Seaman William Finnigan, Albro Lake Radio Station, and Mrs. Finnigan, a son.

To Chief Petty Officer Arthur Hannaford, Albro Lake Radio Station, and Mrs. Hannaford, a son.

To Leading Seaman Murray Lanigan, *Stadacona*, and Mrs. Lanigan, a daughter.

To Leading Seaman G. W. Rhodes, *Buckingham*, and Mrs. Rhodes, a son.

To Chief Petty Officer L. A. Simpkin, *Shearwater*, and Mrs. Simpkin, a daughter.

To Leading Seaman E. R. Spence, *Buckingham*, and Mrs. Spence, a daughter.

The New Depot At Longueuil

A NEW and vital component of the Royal Canadian Navy's shore-support facilities, the \$1,725,000 Naval Armament Depot on a 50-acre site at Longueuil, near Montreal, was officially opened on Friday, September 2.

Representing Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, at the opening ceremonies was Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services. He was honoured by the turn-out of a Naval veterans' guard, all employees of the Armament Depot. Among the guests were Commodore Paul B. Earl, Naval Officer-in-Charge, Montreal Area, and His Worship the Mayor of Longueuil.

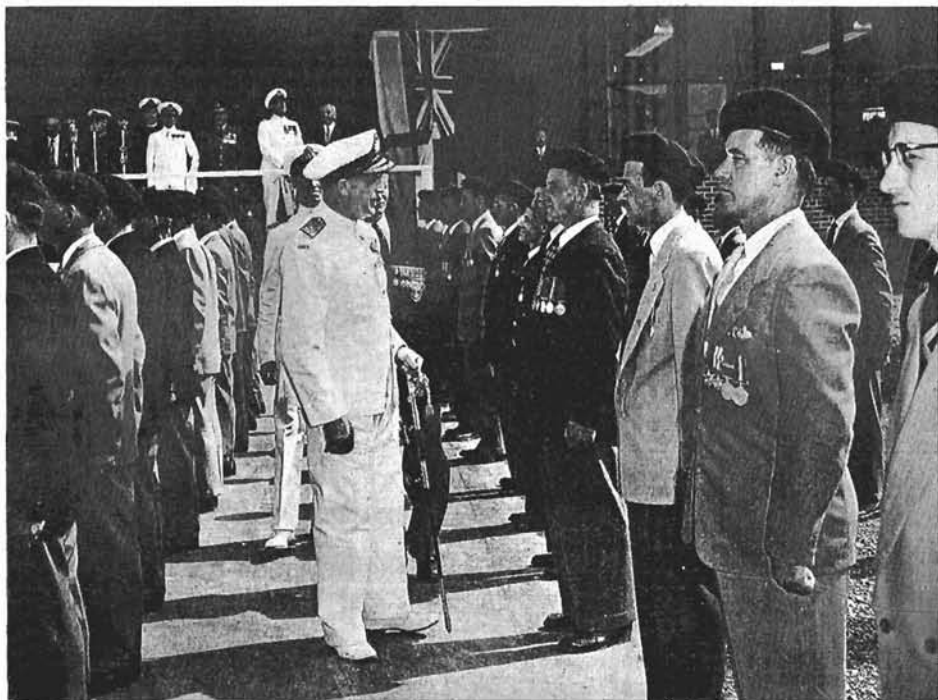
Admiral Knowlton spoke of the opening of the depot as a step of major significance in the planned development of the Royal Canadian Navy.

"I suppose one could say, broadly speaking, that the development of a Navy concerns four main functional activities—the development of ships, the development of aircraft, the development of efficient support facilities ashore and the development of efficient personnel.

"It has been our aim in the RCN, as we progress to try and keep our development in balance," Admiral Knowlton said. "Thus, concurrently we have a major shipbuilding program, we have a program for the replacement of aircraft, we have established and are continuing to provide the most up to date training facilities for our personnel and, last but not least, we are not neglecting the provision of adequate support facilities ashore, of which this Armament Depot here in Longueuil is such a striking and noteworthy example."

He recalled that the Naval Armament Depot was previously located in an aircraft hangar acquired by the RCN at the RCAF Station, St. Hubert, in 1945. Increased international tension following the outbreak of the Korean war and the resultant increase in the Canadian defence effort made it apparent that the accommodation would soon be inadequate for the Navy's needs and, moreover, would be required by the RCAF for their expanding activities.

Accordingly, in 1952, the Navy obtained a new site, formerly the Artillery Proof Establishment, at Longueuil. Here has been erected the new depot which will provide employment for 275 employees in addition to technical officers and technicians.



An unusual feature of the opening ceremonies for the Naval Armament Depot at Longueuil in September was the parading of a veterans' guard, made up of employees of the depot. Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services, is seen inspecting the guard. He is accompanied by Jack McKelloch, in charge of the guard, and Ord. Lt.-Cdr. C. A. Stirling, superintendent of the establishment. (ML-3315)

Admiral Knowlton described the function of the depot as follows:

- (a) It acts as a back-up storage and supply depot for the coastal Armament Depots at Halifax and Esquimalt;
- (b) It acts as a marshalling point for new production armament equipment as it is delivered from industry.
- (c) It acts as an issuing depot for all new ship construction and conversion equipment in the St. Lawrence and Great Lakes area.

Admiral Knowlton considered that the chosen site in the greater Montreal area admirably fulfilled these functional requirements.

In conclusion, the admiral suggested that in the new establishment, Ordnance Lt.-Cdr. C. A. Stirling, the superintendent, had been given the tools to do a good job.

"I am sure that all present here today join with me in wishing Lt.-Cdr. Stirling and all personnel serving under him every possible success."

The new structure was designed to standards specified for armament depot work. Two 30-ton overhead cranes service 600 x 60-foot bays and two 10-ton cranes service 300 x 60-foot areas.

The workshop areas for painting, grit-blasting and cleaning are at the south end of the 300-foot bays, while the heavy and light gun mounting sections,

underwater weapons and testing areas are located in the centre of the 600-foot bays.

Machine, electrical, small arms and fire control ships, general stores, draughting and armament supply offices are in adjoining buildings and are connected to the warehouse and shop areas by a central corridor. A modern cafeteria is on the mezzanine floor and is capable of handling 200 employees at one seating.

Train and truck docks across the width of the new building will accommodate six railway cars and two trucks at any one time. The motor transport section has 17 vehicles, including warehouse trucks. Heavy moving equipment and modern stock location and handling methods ensure area deliveries and shipments within 24 hours of receipt of orders.

The building and area were accepted from the contractors last May and the depot moved from St. Hubert over a two-month period, completing the move by the end of July. During this time 833 truckloads of equipment, weighing about 20,000 tons, were relocated in the new site.

The depot has the three main functions of maintaining a constant level of serviceable armament, receiving, checking and trans-shipping material received off-contract, and the installation of armament in ships converting or building in the Quebec and Ontario areas.

AN ODE TO THE 'SAUCY SALLY'

OF ALL the Governors General of Canada none has travelled so far or visited so many remote outports in ships of the Royal Canadian Navy as the present one, His Excellency the Rt. Hon. Vincent Massey.

He is also probably the first Governor General of Canada who ever composed an "ode" to a small craft of the RCN, something which came about as a result of his two voyages in late summer, one to northeastern Newfoundland and the other to St. Lawrence River and Gulf ports in the frigate *Buckingham*.

Because of her duties as training ship for HMCS *Cornwallis*, the *Buckingham* has earned the nickname of "*The Fundy Flyer*", but it is doubtful whether this name will ever become as famous as the one he bestowed on her motor cutter, the "*Saucy Sally*". It was to her that His Excellency dedicated his ode.

Not many of the ports visited had facilities for berthing a 2,400-ton warship. That is where the "*Saucy Sally*" entered the picture. She was the link between ship and shore for the vice-regal party — a rather lively link at times, but one that never faltered in the performance of her duties, despite her coquettish appearance. For she had been made really "tiddley" by the ship's company. Her brass and paintwork gleamed and she was adorned with fringes of fancifully worked canvas.

The ports visited during His Excellency's first cruise at the end of August were Botwood, St. Anthony, which is headquarters of the world-famous Grenfell Mission, Twillingate and Lewisporte. During the second cruise, which began in Montreal in early September, the *Buckingham* called at Sorel, Magdalen Islands ports, Rimouski, Riviere du Loup and Quebec City.

There were times when the frigate was obliged to anchor well out from the shore and occasionally the going was rough for the "*Saucy Sally*". This was particularly true during the run to and from Entry Island in the Magdalenes. But every time the little craft took His Excellency from and to the ship without faltering, to the delight of the vice-regal party and much to the relief of the engineering officer, whose responsibility it was to keep the "*Saucy Sally's*" engine ticking over smoothly.

It was the superb performance of the motor cutter during the rough passage to Entry Island which inspired His Excellency to write a poem dedicated to the "*Saucy Sally*". And here it is:



His Excellency the Governor-General was inspired by the efficient performance of the *Buckingham's* motor cutter to write an ode to the "*Saucy Sally*". He is shown here waving goodbye from the "*Saucy Sally*" to the people of Twillingate, Newfoundland. Directly behind him is Lt.-Cdr. Esmond Butler, RCN(R), assistant to the secretary to the Governor-General. At his left is Capt. Adam Butler, ADC, and, almost hidden by the latter, is Lionel Massey, secretary. (National Film Board Photo.)

ODE TO THE SAUCY SALLY

*On board the frigate Buckingham there hung a little craft
As nimble as a kayak, as buoyant as a raft;
The passengers admired her; travelled in her at each stop
And called her "Saucy Sally" with the fringe on top.*

*For she carried very proudly a magnificent decor—
A fringe she had amidships, and also aft and fore.
The passengers adored it—what the actors call a "prop"—
And they loved the "Saucy Sally" with the fringe on top.*

*When we called at Entry Island the wind grew even stronger
And our journey to the jetty seemed long and getting longer.
We whispered soft as seas grew high and spirits took a drop—
What about it, "Saucy Sally" with the fringe on top?*

*But she did her duty nobly, and never let us down,
Returned us to the Buckingham and how she went to town!
The waves she scorned superbly, with a jump and skip and hop—
So thank you, "Saucy Sally" with the fringe on top.*

—VINCENT MASSEY.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Venture*

With the return of the senior cadets in September, *Venture* took to the air. Fifty-one cadets in four classes each spend one day a week at Patricia Bay airport doing basic flying under the direction of the Victoria Flying Club. The chief flying instructor, Dave Filby, and his assistants, Michael Sealey, Art Smith, Glen Lamonte, and Gordie Jeune are putting the "air executive" cadets through their paces in the 85 hp Fleet Canucks.

After an average of nine hours dual instruction, most of them are expected to go solo. The total course lasts 30 hours as far as flying is concerned (12 dual, 18 solo) but half of each day spent at Pat Bay is given over to "Ground School"—a vital part of any pilot training.

The big highlight of the course, following the first solo, is a cross-country trip. There's an hour and a half dual one to begin with, and then a three-

hour solo effort from Pat Bay to Comox, with a landing at Nanaimo on the return leg.

The course completed, each cadet will receive a detailed assessment of his ability in all phases of flying, turns, recovery from stalls, landings, take-offs, general airmanship, etc. Those who pass muster will be ready to move off to the U.S. Naval Air Station, Pensacola, Florida, for their full pilot training, just as soon as their second year at *Venture* is over.

The enthusiasm is terrific and already reports are coming through that the cadets are taking to the air like ducks to water.—D.J.W.

HMCS *Porte Quebec*

During the past 12 months, the *Porte Quebec*, which has put a tentative claim forward for the title of "Workhorse of the Pacific Command", has completed a variety of duties.

These included working with the Department of Health in X-ray survey in the Queen Charlotte area; duties with

the Pacific Naval Laboratory; working with other ships of the command on UNTD summer pilotage training; officiating at the Swiftsure Race, the Bellingham predicted log race, the Pacific International Yachting Association meet at Port Townsend and transportation for the Pacific Command Rifle Association and the Pacific Command Golf Association. The *Porte Quebec* also met returning ships with customs and mail.

Ordnance School

August and September were busy months at the Ordnance School from the point of view of outside activities.

Firstly, there was all the preparation of displays and equipment for shipment to Vancouver and the Pacific National Exhibition, with several members of the staff going along to care for, and explain, the operation of the equipment to the public.

Secondly, there was the *Naden* Children's Fair where Ordnance looked after the train ride. The 10 men in the 11th Armourers Mates' Class were decked out as clowns and ably assisted in the operation of the train and amusement of the children in general.

Ord. Lieut. Les Wood has joined the school on staff from the *Haida*. Petty Officers Alex Hogg and Martin Caine have left to join the *Ontario*. PO Eric Still has joined the staff from *Stadacona*. Chief Petty Officers John Pinkney and Elwood MacDonald were to join the staff from the *Sussexvale* and *Jonquiere*, being relieved by CPOs Munro Brookes and Lloyd Johnston respectively.

Wren Agnes Gemmill, the school's one and only Wren Armourers' Mate was transferred to the RCN and went to *Cornwallis* for a course before returning to the school to complete the Mate's course.

Communication Training Centre

PO William Goronuk recently joined the staff of *Naden's* Communication Training Centre after 31 months in *Cayuga*. Arriving from the Communication School at *Cornwallis*, CPO George Mannix had a brief stay in *Naden* before joining the *Cayuga*.

Lt.-Cdr. M. A. Considine, formerly Staff Officer Communications, dropped in to make his farewells before his departure to Ottawa. The school wishes him the best of luck in his new post.



It may take a real oldtimer to identify this picture. Because it was found in a collection of Canadian naval photographs, there is a possibility that this sad incident occurred on Canadian shores. The forlorn ship in the foreground looks not unlike one of those stout little three-masted sloops which served well into the 20th century in remote parts of the world because of their independence of coaling stations. Might she be the *Algerine* or *Shearwater* or *Egeria* on the Esquimalt Station? Or perhaps *HMS Fantome* out of Halifax?

Cd. Comm. Off. H. H. Tate, officer-in-charge, CTC, is in Halifax taking a course and CPO Thomas MacIntyre is temporarily in charge.

Navigation Direction Training Centre

With Reserve and Cadet training over, the Training Centre at *Naden* can look back on a busy summer schedule. The return to normal routine was heralded by the commencement of RP2, RP3 and QM3 classes in September.

Six men successfully completed RP3 during the month.

Petty Officers Richard Bridges and Robert Cooke have left the instructional staff with the former taking pre-PRI training in *Stadacona* and the latter returning to join the *Ontario*.

Mechanical Training Establishment

During August the Mechanical Training Establishment at *Naden* took part in various extra-curricular activities, firstly in preparing the "Machine that Moulds Men for the RCN", which proved an attraction on Navy Day, and then at the *Naden* Children's Fair Day, when they were responsible for the pony ride which was enjoyed by countless happy children.

During the month the following courses commenced: Conversion E9, Higher Technical Trades Course E3, Post Entry Engineering Artificers E3, Intermediate Technical Trades Course E13, and Basic Technical Trades Course E13. There was a total of 140 engineering personnel under training during the month.

The establishment welcomed Lieut. (E) George Dufour who has joined the staff after a period spent at Naval Headquarters. At the same time it has wished goodbye to its one and only Wren, Ellie Barr, who was drafted to Montreal.

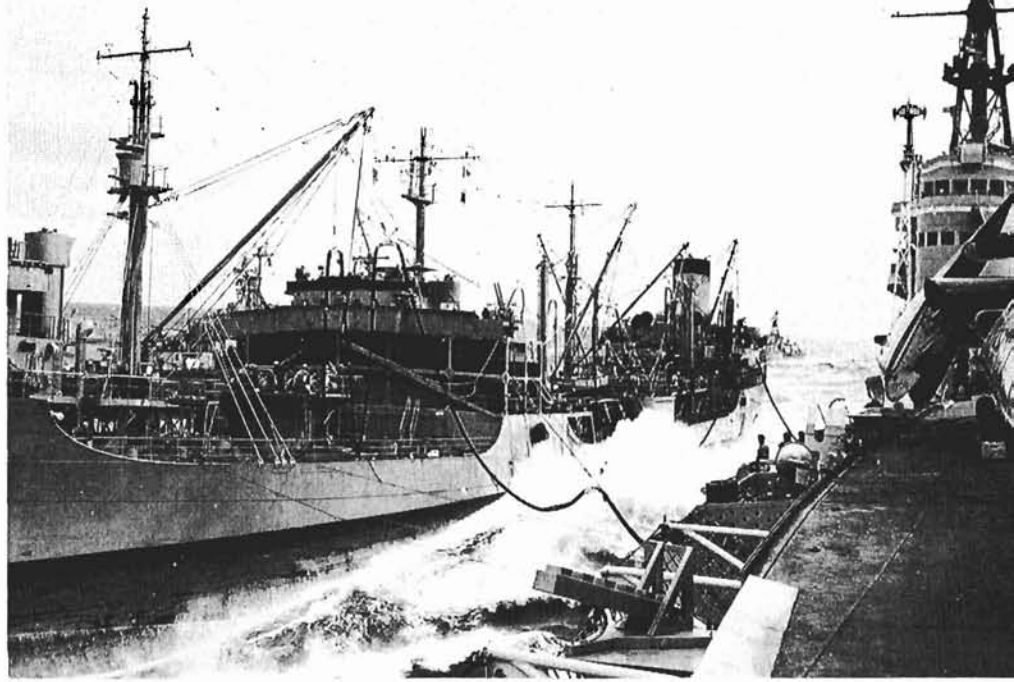
Lieut. (E) Victor Jones has left MTE, having been appointed to *Malahat*.

At present, MTE is preparing to move into new quarters in the recently-vacated Supply School, which will now be known as the Mechanical Training Establishment Administration and Classroom.

TAS Training Centre

Lieut. (TAS) A. A. Butchart recently joined the staff of the TAS Training Centre from TAS School, *Stadacona*.

PO William Roberts, Ldg. Sea. William Robinson, and Ldg. Sea. Charlie Gowen operated the mining tank display at the Pacific National Exhibition in Vancouver. This display was reported to have been most successful and



During NATO Exercise New Broom IV, the *Magnificent* and her destroyer screen rode out a three-day gale in the North Atlantic. The sea was still rough when the exercise ended on September 14, as may be observed from this picture of the "Maggie" oiling on that day from the fleet oiler *USS Nantahala*. Also visible is the new commodore's bridge, fitted above the compass platform of the carrier's island. (Mag-6584)

created considerable interest among the many visitors.

During August, 54 TD3s Qualifying were under instruction. A total of 13 men were rated TD3 and will shortly be going to sea.

ATLANTIC COMMAND

HMCS *Buckingham*

In August and early September the *Buckingham* had the honour of acting as vice-regal yacht for His Excellency the Governor General on two tours, one to northeastern Newfoundland, and the other to St. Lawrence River ports. Departing from Digby on August 24, the *Buckingham* proceeded northwards along the west coast of Newfoundland, through the Straits of Belle Isle and down the picturesque Bay of Exploits to Botwood.

The little town was alive with excitement in anticipation of His Excellency's visit, and at noon the vice-regal party arrived. After a brief visit to the local hospital, Canadian Legion post and schools the Governor General came on board putting all hands at ease with his engaging smile and friendly manner.

The party included his secretary, Lionel Massey; Lt.-Cdr. Esmond Butler, RCN(R) assistant to the secretary, and Captain Adam Butler, QOR, Army

ADC. Also embarked were four members of the press and CBC television.

The *Buckingham* left Botwood on Saturday, August 27 and arrived at St. Anthony the following morning. This outpost is a community of some 2,000 inhabitants and is headquarters of the world famous Grenfell Mission, with its chain of small hospitals in lonely communities in Newfoundland and Labrador.

Several of the ship's officers were entertained at the luncheon given for His Excellency and in return brought a number of the staff to the ship for a brief visit. The next day, the *Buckingham* visited Twillingate Island and later in the afternoon entered Lewisporte harbour to the accompaniment of gaily decorated fishing craft whose occupants fired salutes from shotguns.

The Governor General returned to Ottawa by RCAF aircraft for a brief respite while the *Buckingham* steamed at high power to Montreal in preparation for His Excellency's second cruise. The ship's company took full advantage of their stay in the big city.

His Excellency was re-embarked with his staff on September 2 and the ship sailed for the Magdalene Islands, stopping at Sorel for a few hours on the way.

The Governor General was entertained on board at a mess dinner in the wardroom on Saturday evening.

The visit to Entry Island in the Magdalenes and the subsequent passage ashore in a heavy sea inspired His Excellency to dedicate a "poem" to the *Buckingham's* motor cutter. Later that day a brief visit was paid to Amherst Island.

Short calls were made at Rimouski and Riviere du Loup en route to Quebec City. His Excellency disembarked at Quebec City on September 7, and was bid adieu by three cheers from the ship's company.

The *Buckingham* said farewell to her first Captain on the following morning as Lt.-Cdr. J. W. Roberts left for the RCAF Staff College at Toronto. He was succeeded by Lt.-Cdr. T. E. Connors, who for the past year has been a member of the International Commission for Supervision and Control of Indo-China.

The *Buckingham* arrived back at her home port of *Cornwallis* on Wednesday, September 14, and preparation began for her annual inspection by Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, on the following Saturday. All members of the ship's company agreed that the nickname of "The Fundy Flyer" was well earned.—G.H.H.

HMCS Algonquin

Between early May and mid-August the *Algonquin* underwent her annual refit in Lauzon, Quebec. During most of this period the ship was uninhabitable, so the ship's company went out

to lodgings in the town, and during the summer a great many got to know and like Levis and its bigger neighbour, Quebec City.

A busy week was spent alongside in Halifax, storing ship and attempting to get things working again after the long period of enforced idleness, and indoctrinating the large number of men who had joined the ship during refit. However all was in readiness for a sortie with the other three ships of the First Canadian Escort Squadron on August 22.

The object of this trip was to work-up *Algonquin* and the three frigates *Prestonian*, *Toronto* and *Lauzon* in preparation for the NATO fall exercises. HM Submarine *Alderney* was along for "pinging" practice and, at the end of the week, everyone in the ship had something to show for his advanced state of fatigue. The ships operated in the Gulf Stream just south of Halifax during this period.

The next week alongside was another period of storing, planning and training for NATO Exercises New Broom IV and Sea Enterprise. Finally, the ship and her companions sailed on September 4, with an expectation of 24 continuous days at sea and of no sign of land until the coast of Norway appeared on September 28.

The long period at sea appeared an excellent opportunity for a beard-growing contest. A committee of non-participants established by secret ballot, that the winners among the many con-

testants were PO A. K. Mitchel, with the longest and scruffiest, and AB W. J. Mazzerolle with the neatest beard. AB M. G. Kelly was also given a prize for having tried the hardest.

The exercises themselves progressed largely as planned, except that, owing to bad weather in the Atlantic, the four destroyers of the carrier screen had to go to Londonderry for fuel. The stay lasted only a rainy four hours, between 2000 and midnight, so no one got ashore to fraternize with the locals.

The ships entered Trondheim Harbour Norway, on September 28 as planned, for some very welcome relaxation after a strenuous month.

HMCS New Liskeard

Many Canadians are unaware of the scenic beauty and generous hospitality to be encountered in our own vast country. This was evidenced during the *New Liskeard's* seamanship training cruise to Prince Edward Island in late August, for most of those on board had never visited this fair island.

It is interesting to note that since the visit the nine *New Liskeard's* whose homes are in P.E.I. have seldom been referred to as "Spud Islanders". This rather trite cliché has died a peaceful death on board, against the memories of an enjoyable visit and of a sincere welcome in Charlottetown.

Also memorable is the sight of the island panorama under clear August skies, as seen from seaward. The sandy beaches, the characteristic red earth, the deep green of trees lining fields of lighter shades and surrounding neatly painted homes and all encompassed by the blue of sea and sky, presents an inviting aspect rivalling the more publicized beauty spots of Canada.

Although partly shrouded in mist and showers, the rugged coast of Cape Breton Island revealed a number of peaks among which was a singularly rounded one identified from the navigational chart as Sugar Loaf Peak, whose setting was in sharp contrast to that of the Sugar Loaf Mountain of Rio de Janeiro.

HMCS Huron

During the summer months, the *Huron*, under the command of Cdr. J. C. Pratt, was engaged in the training program for University Naval Training Division Cadets. On Cruise Able, in company with the *Quebec* and *Iroquois*, she visited Philadelphia and San Juan, Puerto Rico, while on Cruise Baker, Eastport, Me., Argentina, Newfoundland, Charlottetown, P.E.I., and Boston were her ports of call.

On August 8, Cdr. R. A. Webber assumed command of the *Huron* and took



Wheel hard aport, Wren Edythe Morris, of Saint John, N.B., and Ord. Wren Joan Hartley, of London, Ont., go for a spin in a 1905 Cadillac at the CNE. (COND-1957)

over his duties as Commander of the First Canadian Destroyer Squadron, which was formed on that day. The formation of HMC Ships *Huron*, *Haida*, *Micmac* and *Iroquois* into CANDESRON ONE is in itself worthy of special note since it represents the first occasion in the history of the RCN in which her destroyers have been organized as one complete squadron.

With 12 cadets from Collège Militaire Royal de Saint Jean embarked, and in company with *Crusader* and *Haida*, the *Huron* sailed from Halifax to rendezvous with the *Magnificent*, wearing the broad pennant of the Senior Canadian Officer Afloat (Atlantic), *Quebec* and *Micmac* off Nantucket Light. The five RCN ships then set course to arrive at New York on August 18th where they remained until August 22.

On return to Halifax the ship's company busily set about the task of getting squared away for the coming NATO exercise and rather extensive autumn cruise and on Sunday, September 4, the *Magnificent*, with the First Canadian Destroyer Squadron and the First Canadian Escort Squadron, sailed from Halifax to take part in exercise New Broom IV. For the seven-day exercise the four destroyers, with the *Magnificent*, were organized as a hunter-killer group and had more than their share of opportunities to mix it up with the "enemy" submarines.

Air Maintenance School

In order to meet the requirements for experienced land search and rescue experts at the RCN Air Station, *Shearwater*, the Safety Equipment and Aircraft Control instructors with student personnel from the Naval Air Maintenance School have, on two occasions this year, gone into the woods armed with little more than suitable clothing, a blanket and "K" type survival rations.

The first detail was flown out by one of the RCN's Piasecki helicopters and dropped into a wooded area 20 miles east of the air station. The party was then left to use its own resources in locating the fictitious site, where they were to administer aid and effect rescue of an imperiled aircrew. Make-shift hunting and fishing gear provided the team with several trout and a huge porcupine to augment their meagre rations. The point of rescue was reached in approximately four hours.

Some weeks later, during the rainy season, the Second Exercise "Bushman" was ordered. This detail was transported by truck to a point where eight miles of heavily wooded area separated them from the "crash". Visibility, lowered considerably by rain and fog, pre-

cluded an air search; but the land search and rescue party located their objective only two hours later.

Both exercises proved to be highly successful, since all participants learned a great deal about survival, woodcraft, map and compass reading, and the use of ground-air emergency signals. The two-day exercises will, it is hoped, help to swell the ranks of experienced search and rescue personnel who can be called upon, in emergency, to render very valuable services to downed aircrew, or lost hunters and fishermen.

The exercises were under the direction of Lt.-Cdr. J. M. Burns, of Toronto, who was assisted by Petty Officers Kenneth Day, of London, Ont., William Antle, of Coleman, Alta., and Peter Johnson, of Portsmouth, England, and Ldg. Sea. James Mills, of Sarnia, Ont.

HMCS *Haida*

The *Haida* departed Halifax September 5 and proceeded to sea for exercises New Broom IV and Sea Enterprise. Many new faces were to be seen on board as over 25 ordinary seamen had joined the ship. They were to receive their first sea training and when they had passed their seamanship exams would be marked trained and be ready for promotion to able seamen.

CPO E. A. Rigby, one of the *Haida's* veterans, has been drafted ashore to *Stadacona*. CPO Rigby served as coxswain during the last tour to Korea and during the spring exercises. CPO K. R. Rae, formerly the buffer, has taken over as coxswain.

A heavy program of seaman training is underway which includes ordinary seaman and candidates for P2 and C2 squadron boards.

During August four new names were inscribed on the ships bell in honour of the christening on board of George Anthony Cotaras, Blair Maitland Hunter, Terilyn Leslie Wood, Michael Aristin Radford.

The *Haida's* mascot "Stokes" was drafted ashore prior to departure. He has completed his year's seetime as EM V, Trade Group Zero.

HMCS *Iroquois*

Following a leave and maintenance period on her return from the Far East, the *Iroquois* left Halifax on a shake-down cruise to Bermuda. This completed, she was again absent from the home port from mid-May till mid-June, and for the month of August participated in UNTD training cruises Able and Baker, in company with the *Quebec* and *Huron*. Included in the former exercise were visits to Philadelphia and

San Juan and in the latter to Boston, Argentina and Charlottetown.

On August 8, a new commanding officer was appointed to the *Iroquois*. Cdr. D. L. Hanington, DSC, replaced Cdr. M. F. Oliver who had been appointed to the staff of the Director of Naval Organization at *Bytown*.

In mid-August a further trip to Bermuda was foiled by weather which forced the ship to return to Halifax to repair upper deck damage in time to sail again at the end of the month, with qualifying classes of TAS instructors and TDs, borne for exercises with HMS *Astute* in the Gulf Stream.

HMCS *Toronto*

Since completing her annual refit and trials at the middle of April, the *Toronto*, under the command of Lt.-Cdr. A. H. McDonald, has been continually busy. She went first to Bermuda for exercises with the *Algonquin* and *Buckingham*. Later the *Toronto* replaced the *Buckingham* at Digby for new entry training.

On the way back from Bermuda, the *Toronto* played a major part in the rescue of a man who had fallen from a U.S. aircraft. Guided by other aircraft which were circling the man, she led an Air Force crash boat to the scene.

July was notable for a visit to Montreal, in company with the *Prestonian* and *Lauzon*. The ship's company is still a little dazed from the juvenile invasion on visitor's day. Although they have been assured that there could not really have been thousands of children aboard that day, they are still inclined to regard this the climax of three strenuous months' activity.

Navigation Direction School

There were several staff changes at the Navigation Direction School in *Stadacona* during the month of September.

Lieut. (N) Norman S. Jackson has been appointed to the *Crescent* on commissioning. Lieut. Stanley Dee came from the *Magnificent* to replace Lt. Jackson. Instr. Lieut. Terrence Hicks has been appointed to the *Ontario*. Lieut. (D) M. F. Slocombe is now employed temporarily in the school.

PO William Caton has just returned to the school from *Niobe* where he successfully completed a PRI course. PO Caton will be employed as an instructor.

RP3 "BI" Class successfully completed its final exams. Ord. Sea. Leonard Edmunds received top honours, with Ord. Sea. Arnold Brown in second place. Others completing were Ordinary Seamen Ronald Allen, Terrence Haley, David Laszewski, Donald Topping, Glen Robertson and Charles Waring.



British warships descend on Port Royal. (HS-37519)

THE SECOND BATTLE OF PORT ROYAL

This Time Invaders (and Defenders) Came from Cornwallis

ON THE MORNING of September 24, 1710, a force of 30 British warships* and transports sailed into the Annapolis Basin in heavy weather and anchored just above Goat Island. The force, consisting of over 2,000 men under the leadership of General Nicholson, had been sent by Queen Anne to take the French fort at Port Royal, which is the present site of Annapolis Royal.

M. Subercase, the governor of Port Royal, found himself in desperate straits. He was outnumbered ten to one, promised supplies had not arrived and he was low on food and ammunition and, to add to his misery, the fort was full of women and children who had fled there at the first sign of the British Fleet. Many of the 200 men that he did have were farmers and privateers, untrained and undisciplined. The British advanced on the fort on September 26. The battle lasted for six days, and at the end of that time M. Subercase surrendered Port Royal to the British.

On August 2, 1955, Annapolis Royal again resounded to the boom of cannon and the war whoops of Indians. Once again, through the flash of cannon and musketry fire and the acrid smell of powder smoke, a British general led his redcoats up the slopes by Allian River, while the guns of the fort blasted

at them. This time, however, there were no casualties.

Under the energetic leadership of Cdr. E. T. G. Madgwick, then executive officer of HMCS *Cornwallis*, assisted by Lieut. E. E. Moore, Parade Training Officer of *Cornwallis* and Cd. Writer Officer A. L. Hayley, the battle for Port Royal was re-enacted to celebrate the 350th anniversary of the founding of Annapolis Royal. Lieut. L. J. Parry was in charge of the guns and Lieut. D. N. Mainguy was responsible for acquiring most of the historical data

that was necessary for the presentation. The tremendous job of making more than 200 uniforms fell to Cd. Bos'n J. J. Robinson. Lieut. R. A. C. Whyte supervised details of renting other costumes and accessories.

For over a month beforehand the shipwright staff of *Cornwallis*, under the direction of CPO J. P. Doucett, and assisted by CPO Albert Hurtubise, had been preparing two cutters and a yard craft for the battle. Plywood served to build the high poop decks and fore-castles of eighteenth-century vessels;

Defenders of the fort—a Micmac and a French woodsman. (HS-37528)



* The naval force, under Captain George Martin, RN, (HMS *Dragon*), consisted of: *Dragon*, 50 guns; *Falmouth*, 50; *Chester*, 50; *Feversham*, 36; *Lowestoft*, 32, and *Star*, bomb.—Ed.



Queen Anne's men came marching. (HS-37521)

masts with tightly furled sails were rigged, and mortars were mounted in the two cutters. In the yard craft Lieut. Parry mounted two old brass cannon that had actually been used at that time. The two mortars fired thunder flashes, while the two cannon were each loaded with eight ounces of black powder.

The three craft made an impressive and authentic picture as they were towed up the channel on the morning of August 3. Lieut. M. A. Carey was in charge of the yard craft, and Lieut. R. J. K. Hamilton and PO Desmond Harris commanded the two cutters. All three of the vessels were manned by Midshipmen (Air) from the base. PO James Russel, PO Harold Green and PO Leonard Stagg took charge of the guns.

Tourists from all over Canada and the United States had been gathering in Annapolis for more than a week before, and the park in which the fort is situated was covered with spectators. It was estimated that more than 6,000 people witnessed the mock battle.

At 11 a.m. the two bomb ketches and the brig began firing on the fort, and flame and smoke belched from its walls as the fire was returned. Lieut. J. A. Arnott, of *Cornwallis'* P & RT staff, was in charge of the fort defenders. Within the stockade were 50 women and children under Mrs. C. E. Bandy, and 50 men of *Vancouver* division dressed as soldiers, privateers and farmers. The gun crews under Lieut. Parry were made up of cadets from Collège

Militaire Royal, in *Cornwallis* for summer training. CPO Reginald Pitt, in the brilliantly-coloured blue uniform of an eighteenth-century French general, played the part of M. Subercase, governor of Port Royal.

For several moments the fort and the boats continued firing at each other, and smoke billowed over the water. A few minutes after 11 a detachment of 150 British, under Lt.-Cdr. T. F. Owen

assisted by CPO Duncan Kennedy, CPO Douglas Miller, PO Peter Moskven and PO Kenneth Graham made an appearance on the other side of the river. With drums beating, bugles blaring and banners flying, Lt.-Cdr. Owen's force advanced to the site where Allen's mill had stood, while the guns of the fort fired upon them.

While the fort was engaged with these "distant forces", a band of 40 Indians crept up under the lee of the hill upon which the fort stood, and prepared to attack. The Indians were actually visual communicators from HMC Communications School and four PTIs under the direction of Cd. Comm. Officer J. H. Ellerton. As Lt.-Cdr. Owen's force moved out of sight, the Indians, smeared with mud and gaudily painted, whooped over the hill brandishing bows and arrows and swept down upon the fort.

To the spectators gathered around the fort, it was a realistic and awe-inspiring sight. Armed with tomahawks, the Indians advanced to the walls of the fort, where they were repelled by the defenders, waving their cutlasses and muskets. Amidst the din, and confusion caused by the gunfire, smoke, yelling Indians, crying children and hysterical women, Lieut. Parry gathered together a mixed force of soldiers and farmers, and a sortie was made from the fort. After hot fighting on both sides, the Indians were routed.

In 1710 the detachment from the fort was driven back by a squadron of Grenadiers under Paul Mascarene. In 1955 the Grenadiers were there again,



Cold water for the wounded. (HS-37529)

dressed in the bright red coats and tight-fitting white breeches of the eighteenth-century British soldier. This time they were under the direction of Lieut. Mainguy. While their fife and drum band played "The British Grenadiers", the men, all New Entry Trainees from *Cornwallis*, advanced on the fort. They kept up a steady fire all the way. After the front rank had fired a volley, they dropped to their knees to re-load, while the rear rank fired over their heads. Then both ranks moved to advance a few yards to repeat the manoeuvre. They succeeded in driving the French back into the fort, and then entrenched themselves.

While the fighting was going on, Mrs. Bandy and the other women in the fort played a realistic part—comforting the children, helping the wounded, bringing water to the gun crews and loading the muskets. As more and more of the men in the fort fell, the women took over some of the guns. All the ladies had done an excellent job in providing themselves with the voluminous skirts of the period.

Pageant Assures Success of Fete

The stirring pageant, simulating the defence and capture of Port Royal, which was presented by HMCS *Cornwallis* as a contribution to the celebration of the 350th anniversary of the neighbouring town of Annapolis Royal, has brought a letter of gratitude from Mayor George F. Hall of that community.

Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast, also remarked on the contribution made by *Cornwallis* personnel: "Their efforts have strengthened even more the admiration and good will towards the Navy so evident in the civilian communities in this area."

Mayor Hall's letter was addressed to Capt. M. G. Stirling, commanding officer of *Cornwallis*, and said in part:

"We feel that our 350th Celebration was a successful one from every angle, and there is a mutual exchange of congratulations and thanks between committees and workers, of whom there had to be so many.

"However, with one accord, a grateful people turns once again to its benefactor, HMCS *Cornwallis*. Without the magnificent naval contributions to our efforts, there would have been no 350th Celebration in the sense that one knew it.

"Please convey my thanks, and the thanks of the people of Annapolis Royal, to your officers and men, who once again showed thousands of visitors from Canada and the United States what a credit the Royal Canadian Navy is to Canada and the British Empire. Their conduct, dress and manners were an example which any country would do well to try and copy."

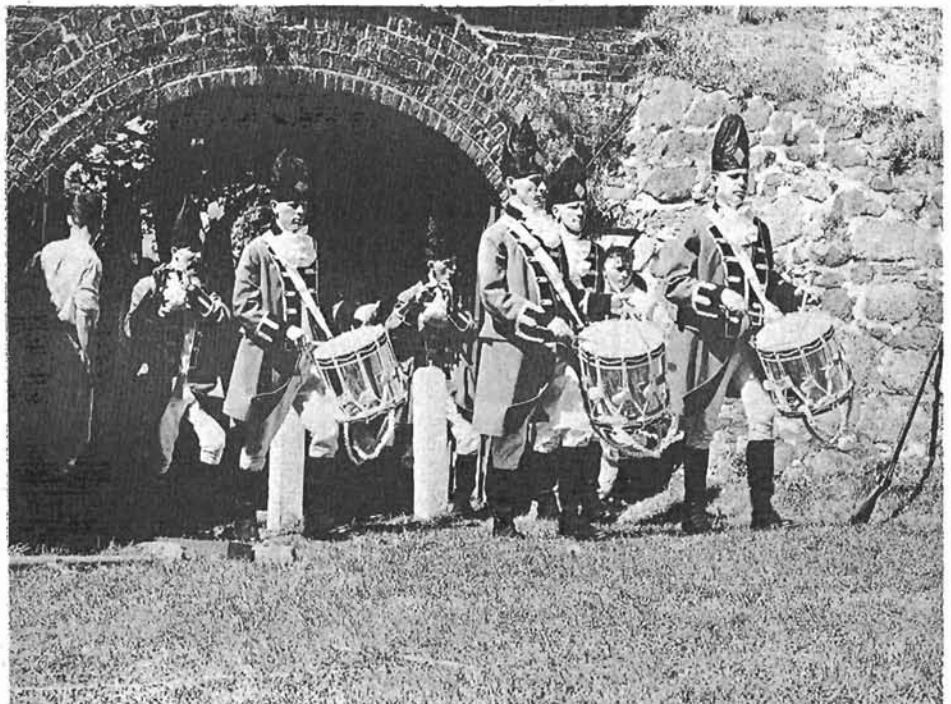


The British Grenadiers enter the fort of Port Royal. (HS-37530)

Shortly after the Grenadiers left the scene, a detachment of Marines invaded the grounds of the fort. In 1710 it had taken several days to land the marines and their equipment, but *Cornwallis'* marines, consisting of 120 men from *Saguenay* and *Canada* divisions, under Lt.-Cdr. N. D. Langham, came by land instead of sea. They advanced on the fort, as the Grenadiers had done, firing as they came, and being fired

upon by the fort's guns. They entrenched themselves near the fort, and continued to pour a steady fire into its walls.

After the advance of the Marines, an ensign was sent out to General Nicholson, asking if he would take under his protection the ladies and children of the fort. Two hundred and forty years ago, the ensign forgot to instruct his drummer to beat his drum; for this breach



The French leave the fort with the honours of war. (HS-37532)

of military etiquette, General Nicholson refused to allow him to go back to the fort. As it happened in 1710, so it happened in 1955. The ensign was captured by the British, and the ladies stayed in the fort.

Shortly after the capture of the young ensign, M. Subercase realized that he was hopelessly outnumbered, and that further fighting would mean only useless bloodshed. Consequently, he sued for peace.

General Nicholson, played by CPO Adam Cochrane, and escorted by Marines and Grenadiers, entered the fort. The surrender was an impressive sight. The two generals, resplendent in their

uniforms, with the sunlight glinting on their buttons and sword hilts, met with their armies gathered around them. M. Subercase presented his sword to General Nicholson, who accepted it and then, as a token of his respect, returned it. The keys to the fort were then given to General Nicholson and the terms of the surrender read out.

Due to the gallant way in which the outnumbered French had defended the fort, they were allowed to leave it with full honours of war—with their colours flying and their drums beating. Then, as the British drums rolled, the *Fleur de Lis* was hauled down and the Brit-

ish Union Jack of the period run up in its place.

The final stage of this extravaganza was the procession from the fort through the streets of Annapolis. Led by M. Subercase and the French soldiers, the Grenadiers, Marines and French Privates marched out, followed by the carts carrying the wounded. Immediately behind came the terrified, screaming women and children who were guarded from the band of battle-crazed Indians by a section of the staunchest Grenadiers.

And so, amidst cheering crowds, the players moved along the streets and the second battle of Port Royal was at an end.—S.E.M.

CONSTRUCTOR CAPTAIN GREEN RETIRES

CONSTRUCTOR Captain C. V. Green, Command Technical Officer on the staff of the Flag Officer Pacific Coast, began retirement leave on July 29.

Captain Green who entered the RCNVR in 1928 and transferred to the RCN in 1945, is the first Constructor Officer to reach normal retiring age. The Constructor Branch was conceived in 1941. Like many another wartime baby, there is doubt as to its paternity, but Captain Green was there.

Of course, in the RCNVR, Captain Green was an executive officer, not perhaps from choice but because that was the only kind there was. He served in the old *Saguenay* in 1932 and 1933 as a watchkeeper, and was later first lieutenant of the Saint John, N.B. half-company RCNVR, acting commanding officer in 1937. He was promoted to lieutenant-commander June 1, 1938, and called to active service in September 1939, but was deferred on account of the nature of his civilian work until June 1940.

Outside the service, Captain Green joined Saint John Drydock in 1924 at the age of 19, and remained there until 1937, when he went to German and Milne, the Montreal naval architects. With this firm he was engaged on the construction and inspection of ships of all types, including field work on the Slave River, Northwest Territories. At the outbreak of war he was engaged on plans for the conversion of the "Prince" ships to AMC's.

In June 1940 he was appointed overseer at Canadian Vickers in charge of the conversion of the *Prince Henry*. He sailed with her to Halifax in December of that year.

His next appointments were as overseer at Kingston and Collingwood until January 1942, when he was appointed to the staff of the Chief of Naval En-

gineering and Construction where, with Captain A. N. Harrison, on loan from the Royal Corps of Naval Constructors, he set up the Construction Branch, specially to supervise "Hull and Miscellaneous" items in the RCN new construction program then in full flood. It was not until July 1942 that he actually joined the ranks of the new branch as a constructor lieutenant-commander. He was made acting commander in January 1943 and Deputy Naval Constructor-in-Chief in September, 1945, when he transferred to the permanent force.



CONSTR. CAPT. C. V. GREEN

In May 1949, Captain Green was appointed Manager Constructive Department, Halifax; June 1953, Deputy Superintendent, Esquimalt; July 1953, promoted to Constructor Captain, and February 1954, appointed Command Technical Officer, West Coast. He is a member of the Institution of Naval Architects and of the Society of Naval Architects and Marine Engineers.

Those who worked with Captain Green will never forget his personal qualities, those qualities which, irrespective of branch or technical capabilities, are vital ones in any life—loyalty and goodwill; loyalty always to his immediate superior and to the service; goodwill to his associates, and goodwill, even great personal kindness, to his staff.

Like most of us, Captain Green played all sorts of games in his youth and no doubt age will play all sorts of games with him. He will be remembered for his keen interest in the Royal Canadian Navy Sailing Association and Royal Nova Scotian Yacht Squadron, and as his own principal hobby is photography, still and moving, he will remember them and all his other activities.

Captain Green's progeny can ill afford to lose an officer of such capability, and although he has reached the normal age limit for his rank, he leaves the service now only because his enthusiasm over the last few years has been rather too much for a frame never of the strongest. The doctors say that he must take things easy.

We in the Branch wish for him a long retirement and hope that he will be able to wean himself from the ceaseless ebb and flow of official life and settle down to years of peace, secure in the knowledge of a job well done, and happy in the memories of his more active years.—B.

THE NAVY PLAYS

Four Trophies Won In DCRA Meet

The Atlantic Command Rifle Association scored outstanding successes at the 73rd annual Dominion of Canada Rifle Association prize shoot August 7-13 near Ottawa.

The East Coast team of 11 members, including two Wrens, won four trophies and placed in five other events. CPO H. M. Oliver came 15th in the competition for the 18-member 1956 Bisley team while CPO Douglas Clarke won the Sherwood match and Borden event.

It was a great meet for the Navy marksmen from Nova Scotia who stayed up until midnight preparing their rifles for the next day's shooting.

In all, there were 25 Navy competitors at the meet. The Pacific Command Rifle Association sent eight, Naval Headquarters had two there, *Queen Charlotte*, two, and *Donnacona*, one. Lt.-Cdr. (SB) E. Ryan, on *Cataragui's* retired list, shot for RCEME, Kingston. He was the sole naval member of the 1955 Canadian Bisley team.

The East Coasters came first in the Gordon Team Match, the Gascoigne (Service Condition Aggregate), the City of Ottawa Shield, and the British Challenge Shield.

They placed second in the Woods Trophy event, third in the shooting for the Sir Arthur Currie Shield, third for the Gordon Highlanders Trophy, and fourth for the Sherwood Team Trophy and Barlow Shield.

Most of the competitions were shot for by an average of seven teams with four to six members per team, which prompted a naval observer at the meet to record later that "for the first time . . . the Atlantic Command Rifle Association is offering real competition to the other services and the RCMP . . . in many cases exceeds the success of individual provincial teams".

In the 1954 DCRA meet, the East Coast sailors won the MacDonald Brier Shield, the Sherwood Challenge Cup and the Borden Challenge Cup.

Members of this year's team included Lieut. T. F. Baines, *Cornwallis*; Lieut.

W. A. Keindel, *Shearwater*; Sub-Lt. W. H. Waring, *Stadacona*; Cd. Com. Off. Don McGee, *Stadacona*; CPOs Clarke, Oliver and G. A. Lauder, all of *Stadacona*; CPO Bill Shorten, *Shearwater*, CPO L. F. Millward, *Buckingham*, Wren Dorothy Turner, *Shearwater*, and Wren Margaret J. Johnson, *Stadacona*.

A Navy perennial at the Connaught Rifle Ranges, South March, where the matches are shot off was Commander Ernest Haines, RCN, (Ret'd), who had 54 years' service in the RN and RCN. He acts as camp commandant and in other years made the Canadian Bisley team several times.

Headquarters Holds Golf Tournament

Captain W. G. Parry, Senior Naval Liaison Officer, U.K., headed "A" section and Cdr. (SB) A. O. Solomon, the "B" section of the annual golf tournament of the Naval Headquarters Sports Association.

Special Branch officers won the inter-branch competition match play, with Cdr. (SB) G. E. Fenwick posting the low gross.

The association's golf section held four field days, with an average of eight foursomes turning out for each match. The inter-branch play involved Executive, Technical, Supply and Special branches.

Football Clinic Launches Season

Canada's newest football group—the Nova Scotia Canadian Rugby League—went cultural at the start of the season by importing T. "Happy" Shouldice, the Big Four's senior referee, to run a three-day Football Clinic, at *Shearwater*.

The Maritime loop opened its third season with teams from *Stadacona*, *Shearwater*, RCAF Station Greenwood, N.S., Dalhousie University in Halifax and St. Francis Xavier University in Antigonish. Intermediate rating with the Canadian Rugby Union has been applied for, with a berth looming in next year's playdowns.

Shouldice gave advice on rule interpretations in various game situations and helped solve problems bugging the young league. *Shearwater* played a sample intersquad game for benefit of the officials on course.



The big problem aboard little *Porte Quebec* these days is finding some place to keep all the trophies won by crew members at the recent Pacific Command Rifle Association championship shoot at Heals Range. The ship's team collected just over half of the total prizes and finished up 105 points ahead of the runners-up, the team from the Ontario. Seen here with their "silverware" are: rear row (left to right), AB George Andrews, Ldg. Sea. Eugene Yates, Ldg. Sea. N. A. Bennett and AB Donald Blake. Front row, AB Melvin Todd and PO Frank Ball. PO Ball placed first in four matches and had one second placing. (E-32992)

The Navy fly-boys are favourites this year, under coaching of Lieut. Don Loney, who was an all-star centre with the Ottawa Roughriders.

In the first league game, *Shearwater* downed the Greenwood Bombers 15-9 and in their second they sunk old rivals from *Stadacona* 63-22.

The only fly in the ointment was a game against RMC September 24. The cadets blanked their heavier opponents 14-0 and though they lagged badly in the last quarter, they held the flying sailors scoreless. By coincidence, perhaps, the RMC squad is coached by Squadron Leader Tony Golab, a one-time all-star half, also with Roughriders. The Navy flew in for the game at Kingston in ten Avenger aircraft on a week-end exercise from Dartmouth, N.S.

No Room in Ship For Silverware

Porte Quebec reports: "Recently we had a couple of spare days, so a team from the ship went to Heal's range and managed to bring back over half of the prizes from the Pacific Command Rifle Association championship shoot. This now poses a problem—where do we stow them?"

Top sharp-shooter in the team was PO Frank Ball, who placed first in four matches and had one second placing. Other members of the successful team (runners-up, *Ontario*, were 105 points behind *Porte Quebec*) were: AB George Andrews, Ldg. Sea. Eugene Yates, Ldg. Sea. N. A. Bennett, AB Donald Blake and AB Melvin Todd.

York Acquires Softball Title

York won the North York Amateur Softball Association championship by defeating *Canadian Tire* two straight in the finals. It wound up the Toronto sailors' most successful season in years.

The Yorkers had ended the schedule in first place (19 wins, four losses, one tie) with the *Tire* club and took the finals and the trophy for the first time in six years of league competition.

Just before the playoffs, they won a sudden-death encounter with the *Tiremen* for the right to represent the league in the Ontario Association Playoffs but were eliminated by *Canadian Store Fixtures*.

RCN Team Tops Highland Games

For the first time in history, the Navy entries in the Antigonish Highland Games annexed the high aggregate team trophy. The RCN gained



The Nova Scotia Canadian Football League's "clinic" in *Shearwater* preceded the schedule to enable officials to pick up a few pointers before the mayhem started. Happy Shouldice, the Big Four's senior referee, is solving a local problem for benefit of, left to right, Ken Fultz, Halifax official; F/Lt. Bob Greenlaw, RCAF Station Greenwood, and Hugh A. Noble, league referee-in-chief. (DNS-14578)

46 points, well ahead of *Antigonish* with 28 and *St. Mary's* with 17.

The annual games beckon the best efforts of outstanding athletes in the Maritimes and Navy until this year generally placed an indifferent third with the rare individual success, such as PO Art Duerkin's record tabor toss a few years ago.

Navy swimmers from the Atlantic Command were no slouches either in annexing all events in the Shediac Bay one-mile swim.

Of the senior men PO F. E. Cox was first, AB Larry Uwins, second. Wren B. E. Richards led senior girls. Paul DeWolf, 16, and Sue Seward, 14, won the junior men and girls' events respectively. All wins established new time records for their class. The junior winners were from *Stadacona's* junior team.

Ordnance Marksmen Bring Home Trophy

The Ordnance School rifle team, made up of CPOs Norman Langton, George Kilgour, Donald Jackson and Stewart Mein and POs William Steadman and Robert MacIldoon came out very well during the Pacific Coast Rifle Association meet in September, bringing home to the school's trophy room the Service VI Shield.

All personnel from the school enjoy a day at Heal's range once a month for small arms practice. They were more

than surprised recently when the range GI, instead of giving the lie-down-and-shoot-from-200-yards routine, sprang a "run-down" from 600 yards with Bren and rifle.

That's work and the score sheets provided a few laughs, if nothing else, when the day was over.

Grilse Winning Canadian Yacht

The Royal Canadian Naval Sailing Association (Atlantic Squadron) had three entries in the sixth running of the Manchester to Halifax Ocean Race during the summer.

The yacht *Grilse*, skippered by CPO Charles Church, made the best showing of the three, winning the Colonel Jones Trophy for being the first Canadian yacht to cross the finish line.

The biennial race, over a 360-mile course, had Navy's 59-foot yawl *Pickle* come in tenth on corrected time and Navy's *Tuna* 17th.

Winner via time allowance was the 54-foot yawl *Malay*, owned by Daniel D. Strohmeier, out of Padanaram, Mass., in 64 hours, 11 minutes and 25 seconds.

The race is jointly sponsored by the Royal Nova Scotia Yacht Squadron, with which the RCNSA is affiliated, and the Boston Station, Cruising Club of America.

The coastal minesweeper *Quinte*, tender to HMCS *Scotian*, Halifax naval

division, relayed news of the race through naval operations and air spotting was carried out periodically by RCN and RCAF planes.

Toronto Takes Mainguy Trophy

Toronto's Royal Canadian Yacht Club took the Mainguy Trophy away from the Royal Canadian Sailing Association during the second annual race in Toronto in August.

Two races, one in the morning and the other that afternoon, totalling 20 miles each, were held in Toronto harbour for the award.

The RCYC's six craft totalled up 95 points to the 61 totted up by the Navy's six entries. Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, presented the trophy to Bunting S. Crocker, skipper of the *Stormy*, a victorious entry of the Toronto yacht club.

The RCNSA captured the trophy at Toronto in 1954 when it was first offered for competition. Three Halifax boats, two from Hamilton and another from Ottawa wore the Navy association's burgee during this year's event.

The Dragon class yachts carried a skipper and two crew members.

Stadacona Nine Atlantic Champs

Stadacona downed its old fly-type rivals from *Shearwater* 8-6 in the final round of the Atlantic Command Base-

ball Championships. Although out-hit 7-4, they made five runs in the first inning on a pair of hits, a balk and *Shearwater* errors, all of which smoothed the way for ultimate victory.

Gloucester Wins Softball Title

Gloucester's softball team became Ottawa area champs after eliminating *D'Iberville* in two straight games at the end of August.

Earlier, they had won the senior playoffs in Ottawa's Civil Service Recreation Association League by drubbing Army's No. 9 Transport, whom they met after winning the league's "B" section championship. The RA league was composed of 30 teams.

Plans to have *Gloucester* meet the winner of the *Stadacona-Cape Breton* series in Halifax for the Atlantic Command title fell through because of transportation difficulties.

RCN Golfers Take Trophy

Royal Canadian Navy Association members defeated Esquimalt dockyard's civilian team 2,824-2,853 at Gorge Vale course in September to retain the Commodore Spencer Trophy in the annual team match.

Low gross for Navy was CPO Thomas McIntyre with a 77 and, for Dockyard, Mike Bartkow with a 76. Low net was won by AB William Aylesworth.

Writers on Top For Fourth Month

Twenty teams participated in softball and volleyball for *Naden's* August "Cock o' the Barracks". A tie between TAS, School of Music, Gunnery and *Naden* Writers was resolved in a knock-out elimination playoff. The writers were winners by defeating TAS 5-3—the fourth consecutive time the "Scribes" have won the monthly award.

The final playoff for the B.C. tri-service softball championship at RCAF Station, Comox, in September had five teams competing—Navy, Army Headquarters B.C. Area, 2nd Queen's Own Rifles, RCAF Sea Island and RCAF Comox. Navy walked off with the silverware, winning three games straight, 7-3, 6-3 and 11-0.

The final game was the most exciting with AB Joe Lesperance hurling a three-hit. "Big Gun" for Navy was PO Mel Padgett with a .583 batting average. The team averaged .337 for the series.

Sailors Garner Provincial Title

Sailors from *Tecumseh*, the Calgary naval division, in two straight games gathered in the Central Alberta Intermediate baseball championship. They had been in fifth place in the Major Men's League until they beat Inglewood Dinosaurs for the trophy.

Malahat Tops Divisional Shoot

Malahat won the naval divisions indoor .22 rifle shoot for 1954-55 by scoring 3,798 points out of a possible 4,000, an average monthly score of 474.8.

York was only 11 points astern in the final results, computed after the August totals had been added.

The August scores were *Malahat*, 489; *Chippawa*, 488; *Hunter*, 470; *York*, 469, and *Unicorn*, 398.

Lt.-Cdr. Pettit Golf Titlist

Lt.-Cdr. Clem Pettit, *Stadacona*, won the Atlantic Command golf championship for the third time this year but had to break a five-player deadlock for the low gross.

The P and RT officer won the trophy in '52 and '53.

Low net for the day went to AB Tommy Horne, *Magnificent*, former caddy at Brightwood links, where the 73 competitors for the RCN match played. Horne also had the longest drive, a smash of 250 yards on the hilly course. Commodore E. W. Finch-Noyes, Commodore, RCN Barracks, Halifax, was runner-up with a 238-yard drive.



Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, presents the Mainguy Sailing Trophy to Royal Canadian Yacht Club member Bunting S. Crocker, who skippered the *Stormy*, entry of the Toronto club, to victory over the Royal Canadian Naval Sailing Association's craft. The RCNSA captured the trophy during the previous race at Toronto in 1954. (COND-1904)

MARITIME STRATEGY MAINSTAY OF BRITAIN

Centuries of Experience of the Sea Confounds Enemies

"DURING the three centuries or so of our history as a world power it has several times happened that a far stronger continental coalition has pitted its might against Britain and her allies, has won a series of resounding victories on land only to find itself brought up against a method of waging war with which its leaders could not grapple and of which they had no clear understanding. Yet, ultimately, our maritime strategy, founded on centuries of experience of the sea, brought our enemies to utter defeat."

Having made this irrefutable statement, Captain S. W. Roskill, RN, embarks in his book, "The War at Sea", upon a critical analysis of Britain's maritime strategy during the period of 1939 to 1945.

This is the first volume of a series which promises to be the most comprehensive work yet undertaken on the Royal Navy's activity during the Second World War.

Captain Roskill, with the fullest access to official documents, has, in this first volume, conducted a critical examination into the conduct of Britain's sea war during those dark days of 1939-41. The authority with which he treats his subject is supported by free reference to official German correspondence. This alone makes Captain Roskill's work worthy of thorough study.

The first volume deals with that unhappy period of severe merchant ship losses, of the sinkings of such proud ships as the *Hood*, *Ark Royal*, *Prince of Wales* and *Repulse*, of the frustrations of vainly trying to bring to battle the elusive German raiders, who, from their northern lairs, dashed back and forth into the Atlantic under shrouds of mist and cloud, of the disappointments of the Norwegian campaign.

There were, however, a few bright spots: The sinking of the *Bismarck* and the *Graf Spee*, and the Battle of Cape Matapan.

One of the most interesting aspects of the volume from Canada's viewpoint is the battle against the U-boat. Here we see the early successes of the U-boat against Allied merchant shipping, of so many blows taken and so few given. During this period of anti-submarine operations, the inexperience of our officers and men and the absence of well-conceived A/S tactics were all too evident. Unfortunately too, in those early days, appointments to command

anti-submarine ships were all too often considered as "backwater" by the appointees.

In the light of the highly successful anti-submarine tactics employed by the Allies in 1944-45, when surface hunter groups sought out the U-boat and aircraft attacked his bases, Captain Roskill draws some interesting conclusions on A/S warfare. Thus, on page 10 he says:

"Perhaps the outstanding example from the last war relates to the defeat of the enemy's attack on our merchant shipping. Though it was not at once accepted there now seems no doubt at all that it was the defensive strategy of sailing ships in convoy and of providing the convoys with powerful surface and air escorts which did most to accomplish that decisive victory.

BOOKS for the SAILOR

"Yet it was the desire at once to assume the offensive against the U-boats which led to the persistent employment, during the first year and more of the war, of flotilla vessels to hunt enemy submarines in the vast ocean spaces instead of using them to escort our convoys. Not only did the early hunting groups achieve negligible success, but the dispersal of our slender resources in that manner led to our convoys being inadequately escorted, and so suffering heavy losses, and to many good opportunities to destroy the submarines which attacked them being missed.

"Equally the view that bomber aircraft could contribute most to the defeat of the U-boat by taking the offensive against the enemy's bases and his building and repair yards rather than by escorting and protecting the convoys far out at sea, is not substantiated by post-war analysis of their achievements. It is today impossible to avoid the conclusion that the most effective way of defeating the U-boat was by waiting for it in the vicinity of the prey which it was seeking."

There are those who will take issue with this conclusion as an all-embracing fundamental of anti-submarine tactics. However, during the first two years of

the war, the availability of ships and aircraft for anti-submarine operations was at a premium, and thus their employment in the defensive role was the most effective one. On the other hand, as more and more ships and aircraft became available, offensive units were formed and the U-boat became more the hunted than the hunter. Surface hunter groups and aircraft attacked him far from the convoy routes and even on his own doorstep. The results obtained, particularly in the Bay of Biscay, proved the effectiveness of offensive action against the U-boat.

Captain Roskill has tackled his study with an authority based upon considerable research and a wealth of personal experience. This forcefully written volume contains a great deal of useful statistical information, photographs, maps and diagrams. It is a well-written, authoritative interpretation of a critical period in the history of the Royal Navy.—R.S.M.

"The War at Sea, 1939-1945" by Captain S. W. Roskill, DSC, RN, Volume I, The Defensive, 664 pages, illustrated with maps, photographs, diagrams, statistical tables. H. M. Stationery Office; £2 2s. net.

GREEN BERETS IN A GREEN HELL

THE MALAYAN "emergency" conforms to a broad pattern where the allies made truce with the Communists during the Second World War in order to create effective resistance groups against enemy occupation. Here, as elsewhere, the scheme back-fired at the end of the war when the Red-led armies refused to disband and went underground to attempt to overthrow reinstated governments and set up Communist régimes. In the Federated Malay States, their tactics are the same—"intimidation, terrorization, murder, arson, abduction, threats and blackmail."

There were initial successes, but British action arising from vested interests in Malaya's rich rubber and tin holdings has led to vigorous prosecution of terrorists by heavily reinforced police and military forces. The Federation is ruled with an iron grip, even to the enforced resettlement of entire communities and harsh penalties for collaboration with the Communists.

The author of "Green Beret, Red Star" served as a captain and major

in command of a troop of 60 to 70 boot-necks during most of the two years the Royal Marine Commandos figured in the suppression of the insurrectionists. The title comes from the green beret of the Commandos and the red-starred cap badge of the uniformed bandits. The foreword is a strong commendation of the book by Field Marshal Sir John Harding, Chief of the Imperial General Staff.

The story is the day-to-day struggle to become adept at fighting in nearly intolerable terrain where the bandit is perfectly at home and extremely mobile. It involves foot patrols through heavy growth with a three-day load of rations the maximum. Air drops of supplies are necessary during extended forays. This of course is extremely complicated, slows advances and gives the show away to an alertly-posted enemy. The bandits on the other hand are well versed in jungle warfare, better conditioned for it and able to live off the land. On the march they easily carry dried fish and vegetables enough for five or six days.

The author feels a major factor in the British failure to conquer Reds and drive them out of the jungle fastness is the proverbially conservative stomach of the British soldier. If he could be taught to sustain himself on the local food his mobility would be increased. The fact that several thousand bandits

have commanded the attention of tens of thousands of the military in Malaya supports his argument.

The topography and vegetation generally permit activity only by small groups of men. Since the bands are as elusive as split quicksilver, success is limited and requires painstaking organization and heart-breaking effort. However, by continually harassing terrorist territory, apprehending couriers and agents in the towns and villages, disrupting their supply lines and destroying hidden caches of weapons and stores, the British have accomplished much in the containment of rebel activity.

Particularly frustrating have been the apathy and silence of the populace, many of whom could volunteer valuable information on enemy movements. Fear of Communist reprisal accounts for this fence-sitting which, however, is lessening as the Reds are slowly beaten back.

The book maintains a high level of readability and interest, with excellent description that is never overdone. To Canadians, service or civilian, it will prove educational and revealing.

—H.C.W.

"Green Beret, Red Star" by Anthony J. S. Crocket, price \$3.75. Printed in Great Britain by Eyre and Spottiswoode (Publishers) Limited and published in Canada by McClelland and Stewart Limited.

'SERVICE MOST SILENT'

ONE OF THE most hazardous jobs carried out in the Second World War was the dismantling and disposal of enemy mines. It was an assignment requiring the highest order of cool, calculating courage. It was a job that took its toll of brave men who pitted their brains and skilled hands against some of Hitler's secret weapons—and won.

John Frayn Turner, in his book, "Service Most Silent", has recorded the exploits of the indomitable band of officers and men of HMS *Vernon*, the Royal Navy's mine and torpedo establishment, who ventured onto Britain's beaches to find out what made German mines "tick" and who played a major role in dismantling German land mines dropped inland.

"Service Most Silent" is exciting reading. Its subject matter alone ensures that. The book, however, isn't a complete saga of mine disposal operations and the men employed on such duty. The author admits this, and many names are not included in the list of honours and awards at the back of

the book. Nor does the book chronicle the exploits of Canadians who served in mine disposal work, though brief mention is made of Lieut. G. D. Cook, RCNVR, who won the George Medal and Bar and who is now a lieutenant-commander, RCN.

Nevertheless, within these pages, the reader will find a vivid picture of the agony and suspense mine disposal duty entailed, and he will learn of the character of the men who matched wits with German science and ingenuity.

Chief among the names mentioned is that of Lt.-Cdr. John Ouvry, DSO, RN. This officer, the leader of *Vernon's* mine disposal team, successfully dismantled the first magnetic mine to be recovered. That chapter itself is fascinating reading, and the step by step procedure—unassisted by any previous knowledge of such a mine—keeps the reader glued to his chair. Every turn of a spanner, every time Ouvry probed his hands into the recesses of the mine might bring an instant roaring death. Yet slowly and deliberately the mine

was dismantled and another German secret weapon was exposed.

The narrative brings out the personalities of the officers and men involved in their grim assignments, and it is really through their eyes and actions that the history of Second World War German mining is revealed. The magnetic, the acoustic, the contact mine were all dealt with, often with loss of life, but always with ultimate success. Sometimes the mines combined all three methods of detonation; many of them were loaded with booby traps—a simple screw would set the mine off if it was tampered with, and it needed the touch of a surgeon and a near sixth sense to deal with them. Sometimes, while at work, a ticking or whirring sound within the mine would send the party scurrying for safety, wondering if each step was to be the last. They would wait for awhile and then go back to their task.

One booby trap, discovered on a mine dropped on a ploughed field near Glasgow, consisted of photo-electric cells behind a window which would detonate the mine if the dome were removed in daylight. Fortunately the mine was badly damaged on hitting the earth and the circuits were so impaired that it did not fire. The band which dismantled it lived to pass along the information. It followed that mines believed to possess such a booby trap would have to be dismantled at night, in darkness.

There follows the account of Lieut. R. H. Syme, RANVR, who was dismantling one of these mines on a dark and gusty night when, to his horror, lightning flashes stabbed the night. Vivid lightning . . . and the photo electric cells exposed!

"Syme stood still as death. Silhouetted beneath a blaze of light. A rugged frame rooted to the spot. This is it. No use running. Can't get away. Wait for it. Twist—or bust. No choice. Every flash a blow below the belt . . . another fierce fork slashed the skies. It was as light as day for a moment. The mine sat still . . . a final fling of lightning. He was alive."

When the brief storm had spent itself, Lieut. Syme continued with the job. The official verdict was that the flashes of lightning did not last long enough to operate the photo-electric cells. For his courage that night, Syme was awarded the George Cross.

Such is the stuff of which the officers and men of HMS *Vernon*, detailed for mine disposal, were made. This book is a record of their quiet heroism.—C.T.

"Service Most Silent" by John Frayn Turner; 200 pages, illustrated; Clark, Irwin and Co. Ltd., Toronto; \$2.65.

LOWER DECK PROMOTIONS

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

ABRAMS, Orval C.....	LSEM1
ANTHONY, Kenneth L.....	LSEM1
ARCHAMBAULT, Charles T.....	P2EM2
ASHLEY, MacKay H.....	LSEM1
ATCHESON, Gordon S.....	LSEM1
BEAN, John R.....	LSRP2
BELL, Sheldon H.....	P1LR3
BELLEFONTAINE, Edward J.....	P2CR2
BENNETT, Nord A.....	LSEM1
BERGSTROM, Lloyd G.....	C2EM4
BERRY, Joseph R.....	LSEM1
BEWLEY, John E.....	P2CR2
BLAIR, Donald M.....	LSEM1
BROOKS, Gerald A.....	P2EF3
BROPHY, Joseph C.....	P1ER4
BROWN, Leslie W.....	P2QR2
BURSEY, Gerald F.....	P2CS3
CARROLL, Robert E.....	LSEM1
CASSELMAN, Carl J.....	P2QM2
CLARKE, Charles J.....	LSEM1
COADY, Francis M.....	LSEM1
COLES, Jack G.....	LSTD1
COLLIN, Robert.....	P2CS3
COLWELL, Ernest W.....	P2ED3
COREY, Grant L.....	C2EM4
COWIE, William F.....	LSEM1
CRAIG, Elmer D.....	LSEM1
CRAWFORD, John D.....	LSQM1
CREVIER, Donald A.....	LSQM1
CROUCH, George E.....	P2RP2
DAROWSKI, Stanley.....	P2CS3
DAVIDSON, Roy P.....	LSQR1
DEW, Stanley L.....	LSAA1
DIONNE, Donald P.....	LSRC1
DOAN, John L.....	LSAA1
DONOVAN, Roy A.....	LSLR1
DRAIBYE, Jens H.....	P2QM2
DUMAS, Jacques J.....	LSEM1
FALK, Roy A.....	LSQM1
FINNIE, George T.....	P2CS3
FITZSIMONS, Robert T.....	LSEM1
FORLER, Walter A.....	LSEM1
FORSYTH, Alexander R.....	P1ER4
FOWLER, Sidney.....	P2CS3
FRASER, Clarence M.....	LSEM1
FULTON, James B.....	LSEM1
GADBOIS, Bryce J.....	C2ER4
GAGNON, Joseph R.....	LSEM1
GALLOP, Vincent F.....	LSCK1
GARAGAN, Lawrence D.....	C2ER4
GERRARD, Harold.....	LSEM1
GLASSMAN, Walter.....	LSEM1
GLOVER, Howard W.....	P2EM2
GORDON, Taylor L.....	P2CS3
HALL, Gordon F.....	C2ER4
HAMILTON, William R.....	LSEM1
HEFFORD, Levi V.....	LSEM1
HESELTINE, Norman H.....	LSQM1
HEWITT, William R.....	C1RT4
HIDSON, James.....	LSEM1
HOUGHIE, John E.....	LSEM1
HOWE, Garfield E.....	C2EM4
HUMENIUK, Nick.....	LSAW2
JACKSON, Derrick D.....	LSRC1
JACKSON, Ronald H.....	LSEM1
JAY, Albert E.....	LSEM1
JAY, George E.....	LSEM1
JONES, George H.....	C2PI4

KEELING, Glen C.....	LSEM1
KEIGHAN, Charles P.....	LSEM1
KEMP, Arthur R.....	C2ER4
KENNY, Walter F.....	LSEM1
KERASIoTIS, Peter.....	P2EM2
LAFRAMBOISE, Robert.....	P1ET4
LAMB, David B.....	P2CS3
LAMONTAGNE, Joseph G.....	P2RP2
LANG, Frank A.....	LSLR1
LATRACE, Harry A.....	LSEM1
LEBLANC, Gaston.....	LSCK1
LOCK, Stanley W.....	C2ER4
LOVE, John H.....	LSRP1
MACKEY, Brian.....	LSEM1

MARION, Armand J.....	LSEM1
MELCHIOR, Leo K.....	LSTD2

MELVIN, Charles E.....	C1ER4
MERCHANT, Edward L.....	P2RP2
MILAN, David T.....	C1ER4
MOTT, Ralph S.....	C2EM4
MUNROE, Eldon A.....	LSEM1
MYERS, James E.....	LSEM1
MacDONALD, David C.....	LSEM1
McCARThY, Vincent R.....	P2EM2
McCleave, William S.....	P1ET4
McCULLOUGH, Edmond S.....	C2EM4
McDONALD, Kenneth V.....	C2ER4
McDONNELL, William D.....	P2EM2
McKENZIE, Kenneth A.....	LSEM1
McLEAN, Archibald C.....	C2ER4
McLELLAN, Ronald C.....	LSEM1
McSORLEY, Royal E.....	LSEM1

NICKS, Thomas G.....	LSLR1
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O'SHAUGHNESSY, Kenneth P.....	LSEM1
O'SULLIVAN, David H.....	LSEM1

PARTANEN, Vaino O.....	C2ER4
PEARSE, Floyd D.....	P2SW2
PELLEY, William J.....	LSEM1
PERCIVAL, Lynn A.....	LSLR1
PERRY, Philip G.....	LSEM1
PICCO, Thomas J.....	P2QM2

RANDLE, Douglas M.....	C2ER4
RAYMER, Gordon E.....	P2RN3
REDEKOPP, Alfred G.....	LSEM1
REGAN, Patrick J.....	P1ER4
REID, Ronald J.....	LSEM1
REIL, Joseph W.....	LSEM1
RHINES, Murray G.....	LSEM1
RICHARDS, Robert R.....	C2ER4
ROBINSON, John R.....	LSEM1
ROBINSON, Rubert A.....	LSEM1
ROSE, Joseph R.....	LSEM1
ROSS, Archie M.....	LSEM1

SALMAN, Jean-Claude J.....	LSEM1
SANDERS, Donald R.....	LSQM1
SAWYER, Thomas A.....	P1ET4
SCHMITKE, Edmund G.....	P2VS2
SEIBEL, John A.....	C1ER4
SEMPLE, Robert T.....	LSAA1
SHAVE, Harry O.....	C2ET4
SIMM, Robert H.....	P2CR2
SMALLEY, Gale W.....	LSEM1
SMITH, David F.....	LSEM1
SMITH, Harold R.....	LSEM1
SPARK, Stanley N.....	LSEM1
STERLING, George F.....	LSEM1
STEWART, Richard A.....	LSEM1
STRIDE, Frederick W.....	LSQM2
STUDLEY, Desmond A.....	C2ER4
SWINEMAR, Merril L.....	C2ER4

TODD, Gordon D.....	P2CS3
TRUDEAU, Roger J.....	P2EF3

WAGNER, Robert W.....	LSEM1
WEBBER, Brian O.....	P2RW3
WEBSTER, Ronald D.....	C2ER4
WELLINGTON, Robert J.....	LSEM1
WHIDDINGTON, Stanley G.....	LSEM1
WHITCROFT, John F.....	LSEM1
WHITE, Frederick C.....	LSTD1
WHITE, Robert G.....	P2SW2
WOOD, Stanley B.....	LSEM1
WOODS, Robert H.....	LSRP2

YATES, Ronald L.....	LSCK1
YOUNGMAN, Sydney E.....	LSTD1

ZIMMERMAN, Albert M.....	P1ER4
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HMCS BYTOWN



Ship's Badge Derivation

The badge of HMCS *Bytown*, the naval establishment in Ottawa which carries on its strength those responsible for the direction of the RCN as a whole, displays the interpretative symbol, a rudder "ancien". Upon this rudder is placed the red maple leaf from the arms of Canada. The rudder, which forms the main figure, is a device used in the badge of Willoughby de Broke.

It should be noted that the rudder, although heraldically correct is nautically incorrect in so far as its tiller is going astern. This mistake appears to have been made advisedly by the original artist for reasons of design, and it is considered to be no more unseamanlike than the "foul anchor" so widely used among the Commonwealth and other navies. This obvious inconsistency in design adds an interest to the figure that it does not otherwise possess.

The badge symbolizes the function of Naval Headquarters in that it "steers" the fleet.

HERALDIC DESCRIPTION

Vert, an ancient rudder with tiller pointing aft or, charged with a maple leaf gules.





I SAW THREE SHIPS COME SAILING BY
ON CHRISTMAS DAY IN THE MORNING...



A Christmas Message from The Minister

THE SONG the angels sang on that winter's night so many centuries ago still expresses the yearning of mankind for peace and the world's lasting need for men of goodwill.

It is traditional that the Christmas season should be a time of peace and joy, but it is also a time when those associated with the Royal Canadian Navy, either in a service or civilian capacity, may well pause to consider the reason for its being.

The Royal Canadian Navy exists as one of the forces standing on guard within the framework of the United Nations and the North Atlantic Treaty Organization for the preservation of peace and freedom in a sorely troubled world. Its energies are directed to the end that men here and everywhere may lead useful and tranquil lives, unshadowed by fear.

The past year has been for the Royal Canadian Navy one of far-ranging activity, from the Far East to the Arctic and on the broad expanses of the Atlantic and the Pacific in manoeuvres and exercises. New ships have joined the fleet, among them the world's most modern anti-submarine vessel, and others will be added in the coming year.

The relaxation in world tension means that fewer officers and men of the Navy will spend Christmas away from their homeland than in any year since 1949. Nevertheless, some are still serving far from Canada, and they come especially to mind when I wish all uniformed and civilian members of the Royal Canadian Navy and their families a joyous Christmas and a peaceful, happy New Year.

Ralph Campney

Minister of National Defence.

The CROWSNEST

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The Cover — With a quaint disregard for geographical facts, the waifs of ancient times wandered the streets of Merrie England, and, as was to be expected of a maritime people, linked the story of the Nativity with the sea in their carols. The three ships, they related, sailed into Bethlehem "And all the bells on earth did ring for joy our Lord was born." (Drawn by Douglas Baker, Naval Art Section.)

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

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From behind a battery of microphones, Prime Minister Louis St. Laurent addresses the ship's company and guests at the commissioning of HMCS *St. Laurent* in Montreal. Among those appearing in the photo are (from left): Cdr. R. W. Timbrell, commanding officer; Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Constr. Captain Frank Freeborn, Principal Naval Overseer, Montreal; R. K. Thoman, Vice-President, Canadian Vickers Limited; Hon. Ralph Campney, Minister of National Defence; Chaplain of the Fleet E. G. Foote; Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and Commodore Paul W. Earl, Naval Officer-in-Charge, Montreal. (ML-3760)

Destroyer Escort Joins Fleet

The anti-submarine destroyer escort *St. Laurent* joined the fleet on October 29.

In warm, bright sunshine, in the presence of more than 1,200 guests from many parts of Canada assembled on the dockside at Canadian Vickers Limited, Montreal, the *St. Laurent* was officially commissioned as a unit of the Royal Canadian Navy.

The Rt. Hon. Louis St. Laurent, Prime Minister of Canada, was the guest of honour at the impressive ceremony. He told the gathering that the sole purpose of the ship "is the maintenance of peace and the defence of freedom".

He paid tribute to "the magnificent combination of Canadian skills" which made it "possible for us to produce in Canada a world leader.

"This vessel began as a sharp challenge to the skill of Canadian ship-builders and manufacturers," he said. "We see her today as a floating tribute to their accomplishments. None is better equipped for her particular purpose."

In accepting responsibility for the ship, Commander R. W. Timbrell, the *St. Laurent's* commanding officer, said it was the duty of him and his ship's

company "so to conduct ourselves that we shall be a credit to both the tradition and the skill which have brought our ship to life."

The *St. Laurent* was officially turned over to the RCN by Colonel O. H. Barrett, OBE, president of Canadian Vickers Limited and accepted by Rear-Admiral (E) J. G. Knowlton, Chief of Naval Technical Services.

The impressive religious portion of the commissioning ceremony was conducted by Rev. Dr. E. G. B. Foote, Chaplain of the Fleet. (P) and Rev. R. M. Ward, Assistant Chaplain of the Fleet (RC).

Attending as members of the official commissioning party were Hon. Ralph Campney, Minister of National Defence; Vice-Admiral E. R. Mainguy, Chief of the Naval Staff; Rear-Admiral R. E. S. Bidwell, Flag Officer Atlantic Coast; Rear-Admiral Knowlton; Commodore Paul W. Earl, Naval Officer-in-Charge, Montreal; Colonel Barrett; R. K. Thoman, vice-president, Canadian Vickers Limited; Constructor Captain Frank Freeborn, Principal Naval Overseer, Montreal Area, who introduced the guest speakers.

Following the ceremony, Prime Minister St. Laurent, members of the offi-

cial party and the invited guests made a tour of the ship.

The *St. Laurent* sailed for Halifax October 31 to join the Atlantic fleet. During the five-day trip—carried out in typical Atlantic weather—the ship was put through her paces and the ship's company given an opportunity to "settle in".

Arriving at Halifax on the morning of November 5, the *St. Laurent* was greeted by a noisy reception from other units of the fleet. Awaiting her at jetty 5 were the Mayor of Halifax, senior naval officers and hundreds of friends and relatives, the atmosphere enlivened by the band of HMCS *Stadacona*.

The *St. Laurent* sailed for Bermuda later in the month to begin her working up exercises.

Biggest West Coast Exercises Held

Ten ships of the Pacific Coast command participated with United States naval, air and ground forces in November in one of the largest co-ordinated exercises held off the West Coast since the end of the Second World War. The entire exercise, held off the coast of California, involved 125 ships, about 15,000 U.S. Marines and more than 300 aircraft, including planes of the RCAF.

The Canadian naval units participating were the *Cayuga*, *Athabaskan*, *Jonquiere*, *New Glasgow* and *Stettler*, of the Second Canadian Escort Squadron, the *Ste. Therese* and *Sussewale* and the Second Canadian Minesweeping Squadron, composed of the *Comox*, *James Bay* and *Fortune*.

Following the exercises, held from November 14 to 18, the Second Minesweeping Squadron visited Long Beach and San Francisco before returning to Esquimalt November 29. The remainder of the Canadian ships returned to Esquimalt November 22.

"Soo" Sets Out For East Coast

The Algerine coastal escort *Sault Ste. Marie* sailed from Esquimalt November 2 for Halifax to join the Eleventh Escort Squadron. She is travelling by way of the Panama Canal and is scheduled to arrive at Halifax December 16. The "Soo" will replace the coastal escort *Minas*, which was sailed to Esquimalt in October by the same ship's company.

Five Ships Call At U.S. Ports

Canadian ships of the Atlantic Command which visited United States ports during November were the *Gaspe*, *Ungava*, *Trinity* and *Resolute*, which called at Providence, R.I., and HMCS *New Liskeard*, which made operational visits to Baltimore and New London.

881 Squadron Visits Bermuda

Aircraft of VS 881 from HMCS *Shearwater* flew to Bermuda late in October for six weeks of training and exercises out of the USAF base at Kindley Field there. Twelve Avenger aircraft and 114 officers and men of the squadron, under the command of Lt.-Cdr. N. J. Geary are participating. The squadron was scheduled to return to Halifax December 12.

While based at Bermuda, the squadron carried out TAS exercises during November with the *Nootka*, *Outremont*, *Ambush*, and *Astute*, in co-operation with the RCAF.

Labrador Ends Successful Cruise

After nearly half a year of strenuous operations in the Canadian Arctic, HMCS *Labrador* arrived in Halifax November 18, ending her second successive year of history-making achievement.

During her operations in northern waters, the *Labrador's* most important assignment was to serve, from mid-June



The pressure of a closely-timed schedule made it impossible for the First Sea Lord, Admiral Lord Mountbatten, to visit the Royal Canadian Navy's newest ship, the destroyer escort *St. Laurent*. He is pictured here with Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, studying a photograph of the new warship, which is unique in appearance, design and capabilities. (O-8458)

to the end of September, as senior ship of some 14 units charged with the delivery of thousands of tons of supplies from Distant Early Warning Line sites in the Foxe Basin area of the Eastern Arctic.

Less than a month before her return, her commanding officer, Captain O. C. S. Robertson, became ill. The medical officer on board decided that it would be best if he were hospitalized and arrangements were made for his evacuation. The ship proceeded to Coral Harbor, on Southampton Island, and from there the captain was flown by RCAF aircraft to Montreal. A successful operation was performed November 7.

Cdr. J. M. Leeming, the executive officer, took command, and brought the ship back to Halifax, but not before carrying out additional hydrographic and oceanographic surveys in Hudson Strait and the Strait of Belle Isle.

Warships Recall Athabaskan's Loss

Memorial services were held on board the *Magnificent* and *Micmac* on Saturday, October 29, to honour the memory of the 129 officers and men who were lost in the sinking of the first HMCS *Athabaskan* during the Second World War.

The services were held with the two ships stopped in the position in the English Channel where the *Athabaskan* went down during an engagement with enemy surface forces on April 29, 1944.

Wreaths were cast onto the Channel waters from the quarterdeck of the *Magnificent* by Commodore E. P. Tisdall, Senior Canadian Officer Afloat Atlantic, and from the *Micmac* by Cdr. E. T. Madgwick, commanding officer of the latter ship. The Last Post was played as a Guard of Honour presented arms. One minute's silence was followed by Reveille, and the service closed with the singing of the Naval Hymn and "God Save the Queen".

Crescent Back as Destroyer Escort

The former destroyer *Crescent* was commissioned as an anti-submarine destroyer escort October 31 after a two-and-one-half-year conversion job at HMC Dockyard, Esquimalt.

The *Crescent*, converted along the lines of HMCS *Algonquin*, carries new anti-submarine weapons and devices which have been put into service since *Algonquin's* commissioning in 1953.

Under the command of Captain Paul D. Taylor, the *Crescent* will carry out three months of extensive trials and working-up exercises.

Four Mediterranean Ports Visited

HMCS *Magnificent* and HMC Ships *Haida*, *Huron* and *Micmac*, which began a five-week European cruise late in October, visited four ports in as many countries during November.

After sailing from ports in The Netherlands October 28 the ships called at Gibraltar November 2, Valencia November 4-8, Genoa November 11-15 and Marseilles November 18-22 before returning to Gibraltar November 25.

Three of the four ships return to Halifax December 7, by way of the Azores, the *Haida* detaching at Gibraltar for Portsmouth, departing there for home December 7.

COs of Divisions Meet in Hamilton

Commanding officers of the 22 naval divisions held their eighth annual conference at HMCS *Star*, Hamilton, from October 31 to November 4.

It was the third time that the commanding officers had met in Hamilton at the headquarters of the Flag Officer Naval Divisions. During the five-day conference, the subjects discussed including many facets of the administration, training, recruiting and public relations programs.

Several senior officers from Naval Headquarters addressed the conference. They were Rear-Admiral H. S. Rayner, Chief of Naval Personnel; Captain J. C. O'Brien, Director of Naval Training; Instructor Captain Martin Ellis, Director of Naval Intelligence; Captain H. G. Burchell, Assistant Chief of Naval Technical Services; Captain C. P. Nixon,

Director of Tactics, and Commodore Duncan Raymond, Assistant Chief of Naval Staff (Plans).

Included among the major items discussed by the COs was the Great Lakes Training Centre which had its biggest year during 1955. The COs heard a summary of the activities on the lakes and proposals for the 1956 season.

Rear-Admiral Kenneth F. Adams, Flag Officer Naval Divisions, was chairman of the meeting, with Capt. Frank B. Caldwell, Chief of Staff, assisting.

The next conference will be held in late October, 1956.

City of Same Name Adopts St. Laurent

There was nothing which obliged them to do it, since the destroyer escort *St. Laurent* is named after the river rather than the town, but the good people of St. Laurent, northwest of Montreal, have officially adopted the ship.

The city of St. Laurent is following a practice begun during the Second World War, when many Canadian cities and towns adopted ships of the RCN and provided gifts and comforts for their ships' companies.

The offer to adopt the *St. Laurent* was made by Mayor Maurice Cousineau of the city and gratefully accepted by Cdr. Robert W. Timbrell, commanding officer of the ship. Alderman Norman

Hartenstein of St. Laurent has also taken a keen and active interest in the project.

Among the gifts to be presented to the ship by the city are baseball jerseys, swimming suits, magazine subscriptions, silverware and other amenities.

The city of St. Laurent lies immediately northwest of Montreal. It is the third most populous municipality on Montreal Island, having increased from 10,000 in 1948 to 40,000 at the present time.

Quebec on Fall Caribbean Cruise

HMCS *Quebec* began a five-week autumn training cruise to the Caribbean early in November with her first stop Willemstad, Curaçao, November 19, for a two-day visit. During her stay in the Dutch city the cruiser's officers and men were received royally and had the opportunity of meeting with officers and men of the Royal Netherlands Navy.

Visits to Montego Bay, Jamaica, and New Orleans were made later in the month. She is also scheduled to visit Great Stirrup Cay in the Bahamas before returning to Halifax December 10.

'Copter Transport For First Sea Lord

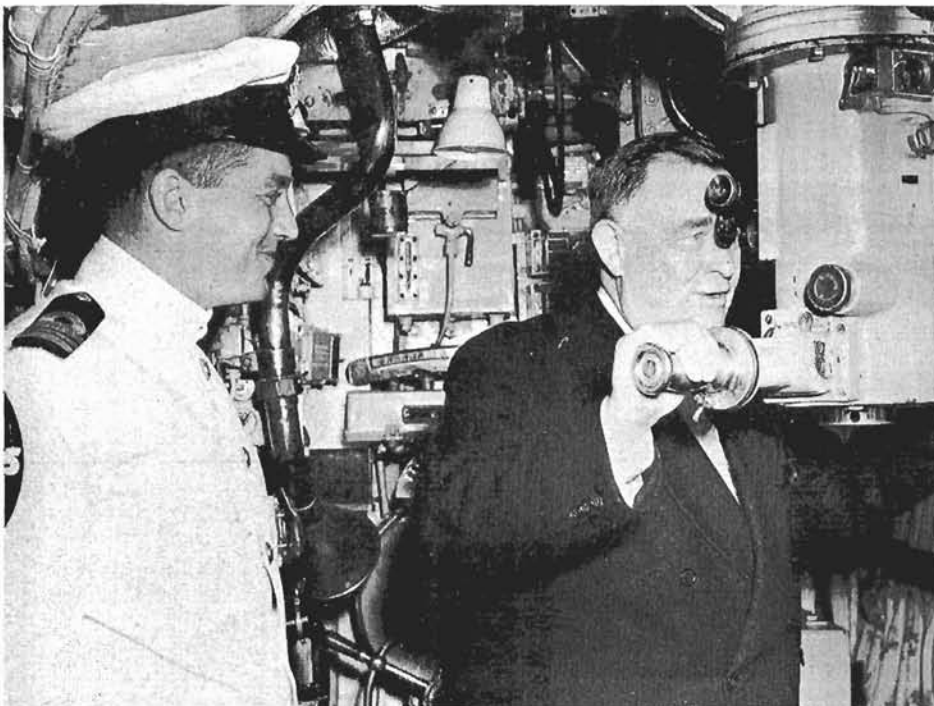
The cricket pitch of Rideau Hall served as an aircraft landing field on October 26 when a helicopter of the Royal Canadian Navy carried Britain's First Sea Lord, Admiral the Earl Mountbatten of Burma, from Ottawa to Kingston and back.

The helicopter was pressed into service to enable Admiral Mountbatten to keep abreast of a busy program. At Kingston, on the 26th, he lectured to the National Defence College in the morning, addressed the Canadian Army Staff College in the afternoon, then inspected and spoke to the cadets of the Canadian Services College, Royal Military College. His evening engagements included a reception at the Parliamentary Press Gallery and a naval mess dinner at HMCS *Carleton*, the Ottawa naval division.

A second helicopter acted as escort and spare aircraft, accompanying that carrying the official party. Both machines were Sikorsky HO4S-3s.

Among those accompanying the First Sea Lord were Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, Captain F. B. P. Brayne-Nicholls, Admiral Mountbatten's Naval Assistant, and Captain W. G. Parry, Senior Naval Liaison Officer (U.K.).

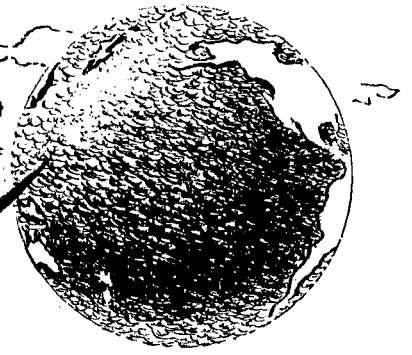
The helicopters were stationed temporarily at RCAF Station Uplands. Pilots included Cdr. F. W. H. Bradley, Commander (Air) at *Shearwater*; Lt.-Cdr. John H. Beeman, commanding officer of Helicopter Squadron 21, and Lt.-Cdr. John D. Lowe, Staff Officer (Helicopters) at Naval Headquarters.



Montreal through a periscope was the unusual view obtained by Hon. Ralph Campney, Minister of National Defence, when he went on board HMS *Astute* during the submarine's visit to the Canadian metropolis. With him is Lt.-Cdr. T. B. Dowling, Commanding Officer of the *Astute*. (ML-3142)

(See story on Page Ten)

The Wet Planet



WINGING from outer space, a traveller from some remote corner of the universe would distinguish the third planet from the sun as a gleaming, blue star. On his return he might well report that what set apart this jewel among the planets from the others was its wetness.

There is a strong belief among scientists that life, in the richness and variety found on earth, cannot exist on any of the other worlds which revolve about the sun. Primitive vegetation may eke out an existence on the red, dusty plains of Mars but all the others would appear to be inhospitable to living things.

The earth has an abundance of water and a wholesome atmosphere simply because it is the right size. What atmosphere and water the moon once possessed, if ever, have long since boiled off into space. The powerful gravitational fields of the cold giants, Jupiter, Saturn and Uranus, have kept hugged to them the light poisonous gases, methane and ammonia, which the weaker gravity of earth allowed to escape into space. Venus, almost the twin of earth in size, reveals no trace of moisture in her dust-filled atmosphere.

Space-fiction writers call the world "Terra", after the usage of the Romans. They would be better advised to call it "Aqua".

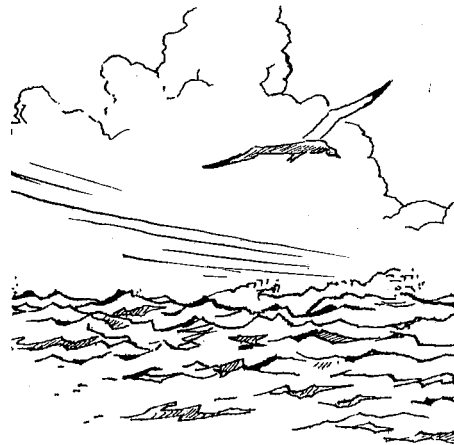
For overlaying the surface of the earth are 300 million cubic miles of salt water. Of the whole surface of the world, less than a third (29 per cent) shows itself above the surface of the sea. Even in the northern hemisphere, where the land masses are concentrated, nearly 61 per cent of the area lies below the ocean. South of the equator 81 per cent of the surface is flooded.

On a map of the world the names appear "Atlantic Ocean, Pacific Ocean, Arctic Ocean" and so on. But in reality there is only one ocean; the great sea is without boundaries.

THE ANCIENTS, building their civilizations on the shores of the Mediterranean, fearful of venturing out into the watery wastes in their small, open vessels, unaware that beyond the

horizon lay immense continents, spoke of the ocean as a great river flowing around the circumference of their flat world. To them the world was predominantly dry land. The Phoenicians, trading along the coasts of Africa, dispelled the belief that the world was confined to an area whose boundaries lay within a few hundred miles of the Mediterranean—the sea in the middle of the earth—but their discoveries only emphasized the vastness of the land masses rather than the greater immensity of the ocean.

On the far side of the world, the Polynesians knew otherwise. They lived in a world where the great reality was the sea and the coral atolls



through which they sailed for thousands of miles were happy accidents.

The Vikings may have been the first among western men to venture across the Atlantic Ocean. They discovered Iceland and Greenland and the north-eastern shores of North America. But they were a proud and isolated race. Their knowledge was not transmitted to the rest of the known world. Even when Columbus set out on his voyages he did not realize the great sweep of the ocean and when at last he sighted land he thought he had gone more than half way around the world and come upon outposts of Asia. To the confusion of schoolboys right up to the present day, he called the natives "Indians" and the islands of his discovery

the "West Indies". A navigator of today who was 10 miles out in his calculations would blush; Columbus was 10,000.

However, his voyages fired the imagination of the voyagers of western Europe and launched the great age of exploration out of which our modern civilization has grown. The ocean ceased to be an impregnable barrier and became a great highway, reaching to the ends of the earth, carrying legitimate trade and loot.

For the next 300 years, man's great concern was with the surface of the ocean and the few feet immediately below it — the shallows, rocks and reefs, the storm-whipped waves, the fish which could be caught to supplement the meagre offerings of the soil.

Only in recent years, as the history of man is measured, have the depths of the ocean been probed and abysses discovered which could drown the highest mountains. Soundings have been made in the Mariana Trench in the Pacific to a depth of 35,640 feet. Everest, the world's highest mountain, which so long defied the most determined efforts of man to scale it, stands a mere 29,002 feet. If the continents were to sink below the seas and the depths were to rise so that the earth formed a smooth ball, the ocean would roll over it to a depth of a mile and a half.

NOW IT IS KNOWN that buried in the sea are mountain ranges and valleys, canyons and plains, that the ocean level rose and fell with the going and coming of the Ice Ages, that in the far-off past the seas invaded the continental land masses and that in their warm shallows the first life was nurtured. The cells of man's body are bathed by lymph which in its chemical composition must match that of the ancient sea. He is, in effect, a sea animal who carries his own private sea in his veins and among his bodily tissues. He can no more survive the loss of water from his vital organs than can a jellyfish.

To the sea he not only owes his very life but also his well-being and wealth.

From the sea come the rains which water his fields. Almost since the beginning of time the patient rains have carved the mountains and built the plains, have leached minerals from the soil and spread silt on the ocean floor in great fan-like deltas. The seas absorb the heat of the sun and thereby cool the tropics; they release it and temper the cold winds of winter in more northerly zones. If the ocean did not behave in this way, like a great thermostat, much of the world would be scarcely habitable.

The invasion of the land by the sea in the past has given the modern world much of its wealth. It departed and left behind forests buried in sediment which are the coal beds of today; it left behind the decaying organic matter which has been transformed by time into the oil which powers automobiles, ships and aircraft; it deposited great beds of minerals and sedimentary rock which are the foundation of construction and manufacturing industries.

But the giving has not been all one way. Much of the mineral wealth of the land has run into the sea. Common salt is the most abundant substance dissolved in the ocean, which also contains in lesser quantities rare and valuable chemicals and metals which are increasingly demanded by today's technological civilization. It has been known at least for a century that fabulous wealth in gold is dissolved in the sea. Today there is more interest in the fact that thorium, uranium, vanadium and other metals which are essentials of the Atomic Age are found there. Magnesium, chlorine and other needs of industry are already being extracted from brines left by ancient seas, and new synthetic resins, which act on the same principle as the chemicals used in domestic water softeners, may make it commercially feasible to extract the rarer elements.

MORE IMPORTANT than all the mineral wealth of the sea, however, is the vast self-renewing storehouse of food which it contains. Fishing and whaling have long supplied important supplements of protein and fats and the ocean becomes increasingly important as a source of food with the increasing pressure of population. The suggestion has even been made that whales might be herded and husbanded, like cattle, in enclosed seas.

Unlike the land, the ocean's richest growth is not necessarily found in tropical areas. The greatest productivity of life occurs where ocean currents well from the depths, fertilizing the surface waters with minerals. Thus some of the richest feeding grounds are found in Arctic and Antarctic waters. Some marine biologists foresee the day when the plankton, the almost microscopic life on which fish and whales feed, will itself be harvested and converted into proteins and fats for human consumption.

The foregoing, however, are not the thoughts of the sailor. He is concerned with starting from "A" and going to "B", whether his ship carries cargo or guns. He may know the beauty of moonlit nights in tropical waters, of crisp breezes and sparkling sunlight. He also knows fog that for days may smother sight and sound and tempests that whip the sea into a rage that threatens the safety of his ship.

"And what are the boasted glories of the illimitable ocean?" asked Charles Darwin, when he had returned from his long voyage in HMS *Beagle* which added so much to mankind's store of knowledge of land and sea. "A tedious waste, a desert of water, as the Arabians called it."

But he, too, recognized that life at sea had various delights (seasickness was not one of them) and wrote of them with pleasure. In this he was in the company of poets throughout the

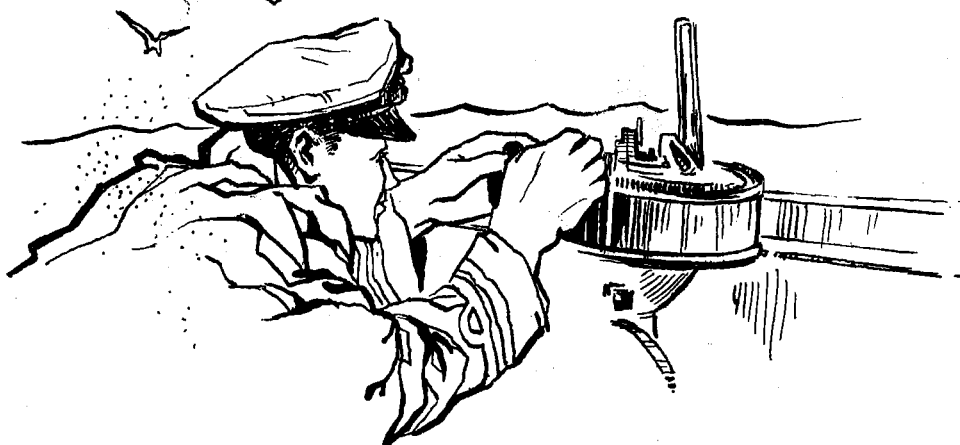
history of the written word, from Homer's "wine dark sea" to Masfield's "tall ship". Aphrodite, the goddess of beauty was born of the sea foam, so the ancients said, but they also told of Scylla and Charybdis, rocks guarding the Strait of Messina, which clashed together and shattered any vessel daring to pass that way.

THE REFERENCES to the sea in the Bible are few and uncomplimentary, because the Hebrews began as a nomadic race, children of the desert. Jonah was blamed by his shipmates for a great storm at sea; St. Paul was shipwrecked on Malta and when St. John described the New Jerusalem he said: "And I saw a new heaven and a new earth: for the first heaven and the first earth were passed away; and there was no more sea."

That time has yet to come. The sea is with us, fickle, menacing, serene, terrible, and exquisitely beautiful. Over the oceans of the world still ply mighty ships exchanging the wealth of nations. The function of the navies of the free world is to see that that trade continues and to frustrate those who would, in time of war, deny food, raiment and military succour to nations over the seas who cherish freedom.

Within recent years has come a realization that Canada not only fronts the sea on east and west, but also to the north. Deep within her territory is the second largest inland sea on earth — the Hudson Bay. With the opening of the St. Lawrence Waterway, world trade routes will reach deep into her heart.

Civilizations first arose in verdant river plains. They were swiftly succeeded by nations who dared the seas, who traded afar and gleaned both wealth and knowledge. The sea is with us still, an avenue of trade, of understanding and good will.



THE DAY THE ARMY CHEERED THE NAVY

Cdr. Soulsby Recalls a Stirring Day at Sea in Stadacona

THE ANSWER to your question "What ship?" on page 6 of the August 1955 issue of "The Crow'snest" is definitely: "HMCS *Stadacona*".

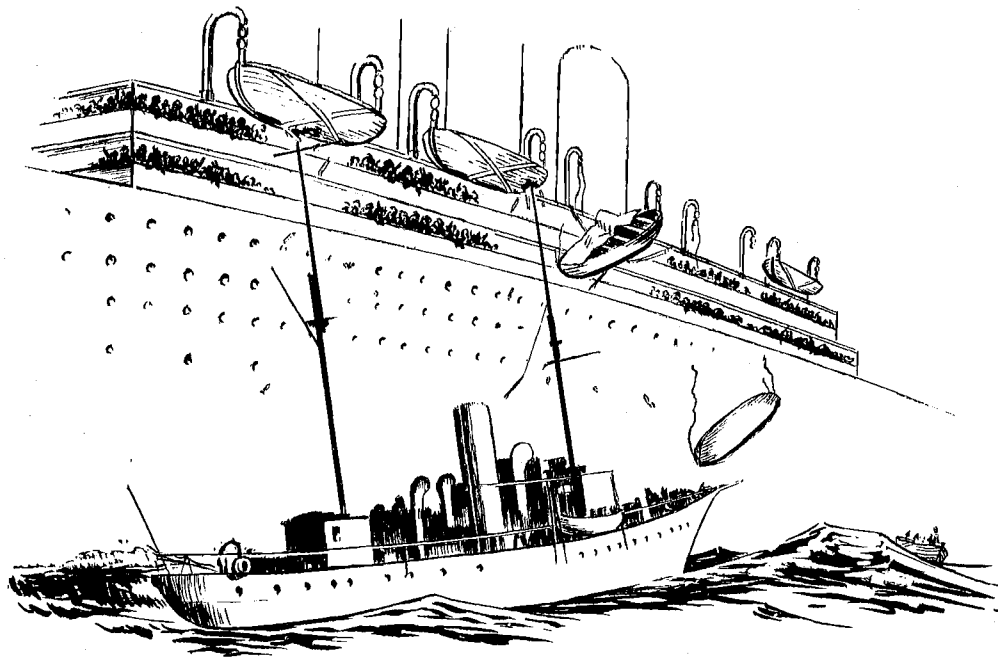
She was built in the United States during the last decade of the nineteenth century as a private yacht. Bought in 1915 by the Canadian Government, she was armed with one 4-inch QF gun and one twelve-pounder and was detailed for duty as a patrol vessel on the east coast of Canada.

I had the honour and not unqualified pleasure of serving in the first *Stadacona* from February 23, 1916 until July 28, 1916. Another RCN midshipman, Donald St. George Lindsay, and I, joined her one cold snowy day in Halifax, feeling rather downcast and disgusted because we had expected to be sent to England to join a battleship in the Grand Fleet, but instead, found ourselves in this quite un-naval looking craft in our home port.

The captain was an RNR ex-Cunard officer, who had very good ideas about running his ship strictly according to the best RN rules and traditions. Unfortunately, however, no doubt being accustomed to the ponderous movement of large liners, he never did learn to handle the *Stadacona*. She was a blank to handle anyway, even by an expert. She had high free-board and was comparatively light and had a left-handed single propeller. These, together with a swan bow and bowsprit, made berthing alongside a jetty not an easy operation. We had not a few hair-raising experiences on this account and probably the most exciting occurred on April 5, 1916, when we were patrolling off Halifax.

About 0900 on this day, when somewhere outside the Outer Automatic, we observed the 50,000-ton White Star liner *Olympic*, then one of the largest ships in the world, leaving Halifax Harbour with five or six thousand Canadian troops on board bound for England on one of her many regular "trooping trips" across the Atlantic.

The wind had freshened from the southeast raising a sea which made the *Stadacona* bob about in her usual abominable manner. We saw that the *Olympic* had not stopped to drop the pilot as she passed the pilot cutter, a few miles inshore from us. This meant that the pilot was still on board and would be taken to England—willingly



or otherwise we didn't know, nor would it have mattered.

However, our skipper, full of initiative and a desire to show what the Navy could do, made a signal to *Olympic* saying that *Stadacona* would take off the pilot if he wished, to which *Olympic* replied "Thank you very much", and stopped. The *Stadacona* got under her lee about half a cable off and lowered a whaler.

Now, from my observation and experience, the lowering and hoisting of a boat in a seaway, properly and safely, is not among the easiest things sailors are called upon to do. Our officers and ship's company may have had experience of a sort, but shall we be kind and say they had not had much practice in that ship? Added to which the davits were of an old American type and our whaler did not fit them properly. . . . Anyway, it took a little longer than it should have to lower the whaler and during the process the very large *Olympic* and the tiny *Stadacona* got closer together. Whether the *Olympic* blew down on the *Stadacona* or the smaller ship was attracted to the larger can be left to others to decide, the fact was it became time for the *Stadacona* to move in order to avoid bumping against the side of the great ship. We could not go ahead because the whaler was in the way—so we went astern and

the left-handed propeller, which was so handy for marking starboard landings alongside a wharf, accelerated our swing into the *Olympic's* side. So we bumped—many times!

We were scending five to ten feet in the sea. Our skiff was crushed at her davits and the davit sockets stove our side in, fortunately well above the water line. The fore yard broke in two and hung dangling alongside the mast. Our mastheads poked holes in the *Olympic's* lifeboats as we passed along her side and cork from their fenders rained down on our decks. Our lifeboat fell with a splash into the sea, just ahead of us. Another lifeboat, one of its falls having carried away, hung by its other fall for a moment, fouled the forward 4" gun, carrying away its securing chains and knocked it spinning before the boat bounced off our foc'sle and also fell into the sea.

I was off duty at the time and, standing aft, had a fine view of all this. As we proceeded aft along the great ship's side, I was petrified with fright as we seemed to drift around under the huge counter stern and I visioned the *Stadacona* being impaled on her propeller! Imagine the situation had that occurred—we would have filled and sunk like a stone and put the *Olympic* out of action into the bargain! However this dreadful catastrophe did not occur and we drifted

clear. While all this was going on the *Olympic's* decks were lined with thousands of Canadian Tommies cheering for the Navy.

What the thoughts of the Captain of the *Olympic* were I don't know; he was in the White Star and our Captain was an RNR officer from the then rival line—Cunard! We eventually picked up our whaler and the pilot, who said he would much sooner have risked a trip across the submarine-infested Atlantic! Taking the two damaged and drifting lifeboats in tow we proceeded into harbour feeling rather sheepish, and spent a week or two repairing our damage. The *Olympic* carried on, and completed many round trips across the Atlantic, successfully avoiding torpedoes for the rest of the war. In fact, she actually rammed and sank a submarine on one voyage.

Incidentally, the Navy seemed to have it in for the *Olympic*, as earlier in her history she was rammed on her starboard quarter by a British cruiser, HMS *Hawke*; while the latter was over-

taking her in the Solent. Subsequent prolonged litigation brought to light a theory that a larger ship actually does attract a smaller one to her when sufficiently close, and this formed part of the defence of the captain of the *Hawk*. Later I served under this same captain whose name was Blunt and who was known throughout the service as "Suction" Blunt as a result of this episode.

When I left the *Stadacona* in July 1916, she was in Quebec, undergoing repairs to the main engines and I did not see her again until the mid-thirties when I recognized her in the Straits of Georgia, near Vancouver. She had come around to the Pacific Coast a year or so after the end of the First World War, in company with the minesweepers *Armentieres* and *Givenchy*. Her subsequent career is probably not completely known in detail to any one person; for a time she was a rum-runner and finally reverted to her original role as a private yacht under the name *Moonlight Maid* before being broken up in Seattle in 1948.—H.W.S.S.

Not so the Naval Secretariat Handbook (BR 49 (1945)) of the Royal Navy. It raps the use of inverted commas and then goes on to insist on the use of "the" before the name of a ship. The following is a direct quotation:

The use of inverted commas in the names of H.M. Ships, besides causing unnecessary clerical labour, has no roots in Naval Custom; it is a modern habit. Admiralty typists have been instructed to avoid it for the last fifteen years (c.f. any Admiralty Letter). The traditional way to write the name of one of H.M. ships is as on a cap ribbon, i.e., H.M.S. VICTORY; alternatively, "the" is used in place of "H.M.S.", (c.f. Collingwood's despatch on Trafalgar). This naturally does not apply in signals, nor is it customarily adhered to in staff minute sheets, notes, drafts, etc. It applies to memoranda and formal correspondence. The name of a ship without any prefix is, by old naval custom, reserved for addressing the Captain of a ship in person.

Reference to either handbook, however, does not settle the question of literary usage.

Canadians and Americans have, for example, pretty well abandoned the use of periods in abbreviations and to spell the name of the ship in capitals would be to create an unsightly printed page.

A less formal ruling than provided by any correspondence manual was needed to settle the question and somebody around the office just happened to have hung on to a copy of "*The Dittybox*", dated February 1946 and published by the Royal Navy. And there in black and white (six-point) was this item:

DESIGNATION OF H.M. SHIPS

There are only two correct methods of referring to H.M. Ships.

In the case of H.M.S. *Victory*, for example, she should be referred to either as H.M.S. *Victory* or as the *Victory*. The use of "*Victory*" is quite wrong; using the name of a ship without any prefix is, by old naval custom, reserved for addressing the captain of a ship in person.

But the words after the semicolon had an unpleasantly familiar ring and, sure enough, they were lifted, without so much as a thank you, right out of the Royal Navy's Secretariat Handbook.

We have our own system. We call it (oops, her) HMCS *Cheroot* or the *Cheroot*.

And when do we call a ship a "he"? Answer: When it's "Ship ahoy!"

Nothing So Indefinite As The Definite Article

WHEN IS a ship a "he"? The answer is "When she isn't a 'the'."

How complicated the whole business can get is illustrated by the following hypothetical instance:

"*Cheroot* signalled that he was in contact with a submarine, but before

his signal was acknowledged, a torpedo blew 50 feet from her stern. The *Cheroot* remained afloat and eventually she was towed safely to port." (So was he.)

By long-standing usage "*Cheroot*" refers to the captain—usually a "he"—and "the *Cheroot*" to the ship herself—always a 'she'. Of course, the name may appear as "HMCS *Cheroot*", in which case the definite article is not used and there is no doubt about the gender.

For another thing, since the initials stand for "Her Majesty's Canadian Ship" it would be quite ungrammatical to say "the HMCS *Cheroot*". On the other hand, there is nothing wrong in saying "the USS *Forrestal*", and this form is common in American writings on naval subjects.

The Royal Canadian Navy Correspondence Manual doesn't go into the subject very deeply, saying merely:

- (a) Names of ships shall be typed in capital letters or in initial capitals between inverted commas, e.g., MAGNIFICENT or "Magnificent".
- (b) The letters "HMCS" shall be used only when essential for clarity.

The subject of whether or when the definite article should be used with ship names is not mentioned.

Red Cross Thanks Services for Help

Gratitude for the assistance given by the Royal Canadian Navy and the other armed services to the Canadian Red Cross Society was expressed in a letter received by Vice-Admiral E. R. Mainguy, Chief of the Naval Staff.

The letter, from George Aitken, chairman of the executive committee of the Red Cross, said:

The Central Council of the Canadian Red Cross Society at its recent meeting unanimously approved the following resolution:

"The Central Council of the Canadian Red Cross Society acknowledges with gratitude the splendid co-operation received from the Navy, Army and Air Force in aiding and assisting the Society in many ways, particularly in its Blood Transfusion and Disaster Services."

We are most grateful for the co-operation we received from the Navy and particularly for the large number of blood donors who have been recruited through your officers in Vancouver and Halifax.

CAPTAIN FOR CHRISTMAS

Custom Rooted Deeply in Past

MAN of the MONTH

THE CUSTOM of making the youngest member of the ship's company captain for Christmas Day would appear to have pretty ancient roots—not all of them in accord with present day standards of propriety.

During the Middle Ages it was the custom of cathedral towns in Europe to elect a boy-bishop on December 6, the Feast of Saint Nicholas, the patron saint of children. He retained office until Holy Innocents' Day, December 28, and during the period he was accorded real privileges and powers.

On election, the boy-bishop was dressed in bishop's robes, complete with the bishop's symbols of authority, the mitre and crozier, just as captain and junior exchange uniforms, while a number of his comrades, usually from among the choir boys of the cathedral, were robed as priests. The group then toured the town blessing the people.

During succeeding days he performed all the bishop's functions, except the Mass, and in some cases he was even granted the right to make ecclesiastical appointments. A modern parallel is the boy-captain trying to make requestmen and defaulters stick.

It can easily be seen that the custom did not lend itself to good government within the church, but it was suppressed with difficulty. King Henry VIII prohibited the election of boy-bishops; Queen Mary I revived the tradition. It was suppressed for good in England by Queen Elizabeth I. However, the custom survived in Germany until 1799.

The election of boy-bishops is thought to have been a survival of certain customs surrounding the Roman Saturnalia, which was celebrated on December 17 and 18, officially, but which actually marked the beginning of a full week (in some cases a month) of festivities.

One of the customs of the Saturnalia was the suspension of rank. Slaves sat at the family table, addressed their masters on equal terms and sometimes were even waited on by them. Army officers preserve the tradition to the present by serving other ranks their Christmas dinner.

Children had a special day set apart for them during the celebrations during which they received gifts, usually of dolls.

The Saturnalia reached the depths of barbarity among the Roman Legions in

Europe. They would each year elect a soldier who for 30 days would be accorded every honour and privilege. No limits were set on his licentious conduct. But at the end of the 30 days he was required to cut his throat.

Needless to say, with the spread of Christianity, this custom became highly unpopular. However, a pale image of it survives to this day in the Lord of

Misrule who presides over the carnivals of Latin countries and whose effigy is abused or burned at the end of the festivities.

Fortunately no such consequences attach to the Navy's designation of a boy-captain except that, at times, the incumbent may have the uncomfortable feeling the next day that he has made a fool of himself.

West Coast Historical Tour

The Pacific Command this year took members of the Victoria Section, B.C., Historical Association, on their annual outing.

The day's tour started with a visit to the new Naval Maritime Museum, in a picturesque red brick building about 60 years old, on the Esquimalt Road. It is one of the best maritime museums on the coast and is attracting many visitors.

Instr. Cdr. C. Herbert Little, Command Education Officer, *Naden*, was in charge of the party, which he took on a conducted water tour of the harbour, pointing out ancient buildings, such as the magazines on Cole Island, and other sites including Maplebank, the Admiral's residence, and Belmont, where the home of Chief Justice David Cameron stood long ago.

There were tours, too, through the dockyard, passing Admiral's House, built in 1885, and through *Naden*, followed by tea in *Naden* Wardroom, with Mrs. J. H. Hamilton and Miss Kathleen Agnew presiding. Russell Potter, chairman of the Victoria Section, expressed thanks to the Navy.

Instr. Cdr. Little gave the following brief history of Esquimalt:

"The first recorded visit of white men to Esquimalt was in 1790, by the Spaniards," he said. "On July 19, the captured British sloop *Princess Royal*, re-named *Princess Real*, under command of Lieut. Quimper, anchored in the harbour, which was named by him Puerto de Cordova, after the Viceroy of New Spain.

"The following spring the *San Carlos*, under Eliza, and the *Santa Saturnina* came to Esquimalt and in 1792 came the two schooner-surveying vessels, *Sutil*, under Galiano, and *Mexicana*, under Valdes.

"The first charts of the harbour were begun by Quimper and added to by other captains, but owing to Spain's secrecy about her new discoveries, also

to the Nootka convention of 1795, Esquimalt was not developed for another 50 years.

"In the summer of 1846, a hydrographic survey of Esquimalt harbour was begun by Lieut. James Wood in HMS *Pandora*, assisted by Mr. Inskip, the naval instructor of the frigate *Fisgard*, and his 14 midshipmen.

"From the *Fisgard*," Cdr. Little said, "came many place names of Esquimalt harbour: Fisgard Island, at the entrance to the harbour; Duntze Head, after her captain, Rodd Hill after her first lieutenant. Constance Cove, Thetis Cove and Plumper Bay were named for British warships on this station a century ago.

"The first flagship to enter Esquimalt was the 50-gun frigate, HMS *Portland*, wearing the flag of Rear-Admiral of the Blue Fairfax Moresby, Commander-in-chief from 1850 to 1853."

Cdr. Little told of an historic event in Esquimalt's history: "A dramatic incident of August, 1914, was the purchase by the B.C. Government (Premier Richard McBride) of two submarines from their builders in Seattle. For a few days the province had its 'private navy'—the only occasion of its kind in Canadian history.

"The federal government took over the submarines and added them to its Pacific naval force. They served here with the *Rainbow*, *Shearwater* and *Algerine* until 1917 when, with the *Shearwater*, they sailed to Halifax. The *Shearwater* was the first ship flying the White Ensign to transit the Panama Canal."

Mrs. A. J. O'Reilly of Point Ellice House recalled that she and her husband had been in one of the submarines the day after they reached Esquimalt in 1914.

On the way back to town, visits were paid to the naval cemetery and to St. Paul's Church, for long an Esquimalt landmark.

THE SIXTH SUBMARINE SQUADRON

The following account of life in the Sixth Submarine Squadron, on loan to the Royal Canadian Navy and operating out of Halifax, was written by Lt.-Cdr. Tom B. Dowling, RN, commanding officer, HMS Astute. The other boats of the squadron are the Ambush and the Alderney.

NOW THAT the Sixth Submarine Squadron is a familiar part of the Halifax Naval scene, it may be of interest to hear the type of routine and running that the submarines follow here.

First, a word about the composition of the squadron. The three submarines are manned by part RCN, part RN crews, still mostly RN but the balance will become more even in the future. The crews are subject to RN discipline but the submarines are under the operational and administrative command of the Flag Officer Atlantic Coast.

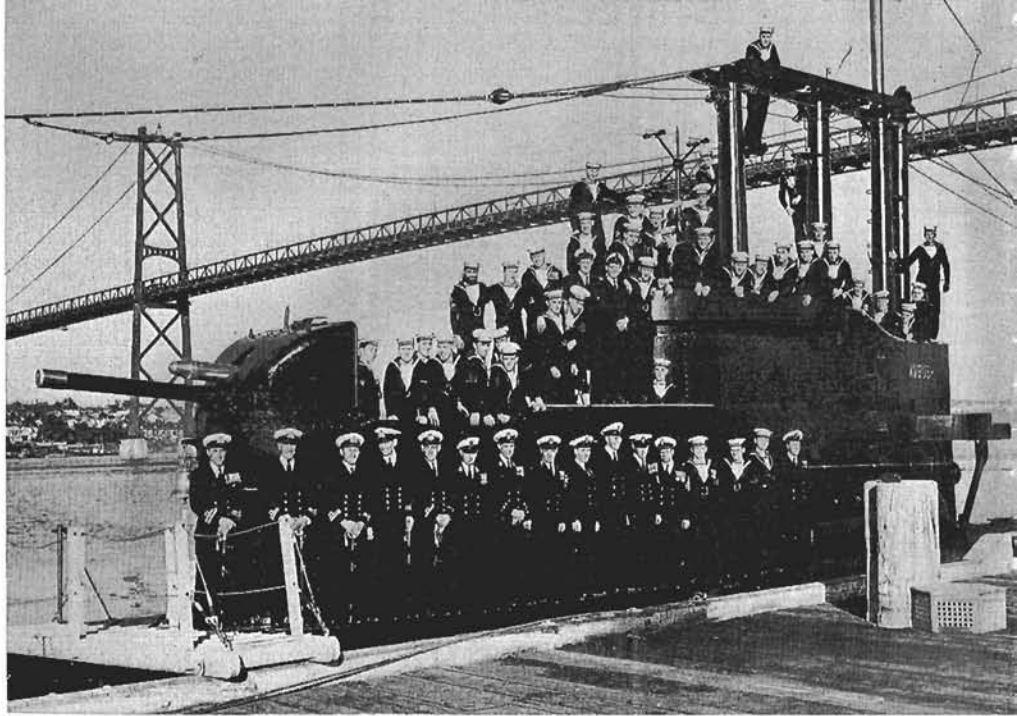
The purpose of the squadron is to provide Canadian anti-submarine efficiency. This will become even more important when the new RCN A/S vessels are operating.

The sea time is spent mostly in the Gulf Stream, working from Halifax during the summer and autumn, and from Bermuda during the winter and spring, in order to avoid the Nova Scotian and Grand Bank fogs and poor water conditions.

Often one submarine goes to sea with one or two frigates who have A/S training classes embarked, and exercising goes on each day and sometimes nights until either the week or the training period is completed. If the running is weekly, we normally enter harbour on Thursdays. The surface ship will practise obtaining, holding and maintaining sonar contact, and the submarines will be given dummy torpedo attacks on the frigates.

Aircraft may be brought in for one period a day to carry out combined exercises with the frigates against the submarine, or a submarine may go to sea solely for RCAF Maritime Air Command or Naval Air training, familiarizing the air crews with the appearance of a submarine both on radar and visually and for sonar buoy exercises.

Sometimes there are trials of equipment to be carried out and newly-com-



The captain, officers and men of HMS Ambush. (HS-38549)

missioned ships require a work-up with a submarine, and of course there are the big fleet exercises to fit in.

The submarines spend one week in seven alongside and dock for two weeks every six months at Halifax, so you can see that fitting all the requirements is quite a jig-saw puzzle.

Life in the squadron is not all work however. Montreal and Quebec, St. John's, Newfoundland; New York, New London and Norfolk have all been visited, the latter three ports operationally. These visits have proved really novel and interesting and have provided a welcome diversion for everyone.

Except for closer living conditions, life in a submarine is much like that in any other type of ship. Everything has its equivalent. The usual rounds of watchkeeping, cleaning, tot-time, eating, dishing-up, ditching gash, cleaning for rounds and recreational films or games apply just as much in a submarine as anywhere else, but the emphasis shifts.

Ditching gash for instance, can be a most unpleasant chore involving two men dressed up in full foul-weather clothing and employing half of one of the watches off watch. Cleaning up becomes impracticable on a large scale, as the gangways and equipment have to be left clear and this prevents full scale cleaning usually until we get back to harbour.

So cleaning stations are less, but watches on the other hand come around more frequently as each watch is only, by custom, two hours, extra attention being required, and also the ship's company is in three watches. Sometimes a watch is one or two overborne and ro-

tating stand-offs are worked but generally, except for some half-dozen daymen, the longest any man will be able to sleep at a time is under four hours. In addition, when the submarine is prepared for diving everyone is involved; and for dives, attacks and evolutions, the ship's company may go to diving (action) stations and no notice for this is expected, or given. So you can see it is a case of roundabouts and swings.

Recreation is limited. Everyone has a bunk, and when dived a submariner in his bunk is using up less air than he would be holding forth in his mess and so sleep is not frowned on. Films are shown to give each man a show every two days when possible, and games and music and visits to the bridge for fresh air, when the sea is calm enough, fill in the rest of the time.

Occasionally, when exercises are not taking place, and the sea is calm, it is possible to open up the fore hatch and get some fresh air into the messes. This attracts more men up than usual, as there is plenty of space on the upper-deck casing, and on these occasions the whole of the fore casing is available.

Meal time is a squeeze and some men will find a corner to sit with their plates in their laps, but the old system of living, eating and sleeping in one's own mess continues and is popular with nearly everyone. The torpedo stowage compartment serves as overflow sleeping accommodation for seamen however.

We already feel quite established here in Canada, and look forward to the day when we are really a nearly half-Canadian squadron.—T.B.D.

OFFICERS AND MEN

AN OFFICER who played a key role in the wartime expansion of the Royal Canadian Navy and who has had a prominent part in the development of the postwar fleet went on retirement leave this fall, only a few days before the commissioning of the *St. Laurent*, with whose design he had been so greatly concerned.

Commodore (E) Arthur C. M. Davy, 52, of Ottawa and Victoria, who has been Engineer-in-Chief and Deputy Chief of Naval Technical Services at Headquarters since August 1949 proceeded on retirement leave October 17.

When he is finally released from the service on June 27, 1956, he will have served in the Navy for close to 39 years.

Commodore Davy became Director of Shipbuilding in 1939 and for the next six years worked incessantly to provide the ships that gave Canada the third largest of the allied navies.

Under his direction were the conversion of three CNR liners to auxiliary cruisers, the construction of 94 corvettes, 12 Algerine and 54 Bangor minesweepers, plus fairmiles, motor torpedo boats and a variety of miscellaneous craft, to which later were added frigates and Tribal Class destroyers. For the Tribals, Commodore Davy arranged for the building of the first marine steam turbines in Canada. At that time the destroyers were the largest warships ever built in this country.

For his part in the naval shipbuilding program Commodore Davy was appointed an officer of the Order of the British Empire in June, 1946, the citation stating that he "never wavered from the tasks assigned to him, and the rapid commissioning of ships of the Royal Canadian Navy was, in great part, due to the tireless efforts of this officer".

Commodore Davy, while attending the National Defence College, Kingston, in 1948-49, once again became involved in the build-up of the fleet, taking a hand in the design and development of Canada's ultra-modern anti-submarine destroyer escorts. The first of these, the *St. Laurent*, was commissioned October 29.

In August, 1949, Commodore Davy was appointed Engineer-in-Chief at

Headquarters with additional responsibilities as Deputy Chief of Naval Technical Services. Since he took over the Engineering directorate, his staff has multiplied from six to 76 people, concerned with the development of designs and the North American production of machinery for the 14 *St. Laurent* Class destroyer escorts, 20 coastal minesweepers, and several other classes of ships that go together to form the bulk of Canada's up-to-date fleet.

Commodore Davy was born in Westmount, Que., on October 11, 1902, and began his career in the Navy when he entered the Royal Naval College of Canada as a cadet in August 1917.



COMMODORE (E) A. C. M. DAVY

Graduating as a midshipman, he went overseas for training in Royal Navy ships and establishments, serving at sea in the battleships *Emperor of India*, *Orion* and *Ajax*. In 1923 he transferred to the engineering branch of the RCN and took qualifying courses at Royal Naval College, Greenwich, and the RN Engineering College.

When serving in the Mediterranean as a midshipman in coalburning ships, he learned the strenuous art of trimming coal in bunkers and later earned an upper-deck watchkeeping certificate.

In December 1927, Commodore Davy, then a lieutenant, was appointed to the British destroyer *Toreador*. The ship was turned over to the RCN, re-named

HMCS *Vancouver* and sailed to Esquimalt early in 1928. Three years later he went to Ottawa as assistant to the Chief of Naval Engineering. The staff then consisted of one commander, one lieutenant, one civilian and one stenographer.

After other shore and sea appointments on each coast he was promoted to commander in mid-1937 and six months later began overseeing construction of two Basset Class minesweepers in the East and machinery for two more building on the West Coast. He completed the first two and then went west to finish off the others.

In August 1939 Commodore Davy was appointed Engineer Officer of the destroyer *Kempfenfelt* (later HMCS *Assiniboine*) but on the outbreak of war was called on to take charge of the conversion of RMS *Letitia* to an armed merchant cruiser. That December, he became Director of Shipbuilding.

During the feverish period of building up the fleet for the Battle of the Atlantic, Commodore Davy put in one stretch where he spent 25 consecutive night on trains, while spending the days in shipyards or on ship trials. He worked every day, weekends included, until about 1 a.m. and it was not until 1943 that his first breather came in the form of one week's leave. He had been granted the acting rank of captain (E) in 1942 and was confirmed in rank a year later.

Commodore Davy was appointed Superintendent of the Dockyard, Esquimalt, in July 1946, leaving there two years later to attend the National Defence College at Kingston. Then once again he resumed shipbuilding duties and in 1950 was promoted to his present rank.

He married the former Isabel Muriel Thomas, of Vancouver, in 1926. There are two children, Richard Thomas and Sylvia Frances. The Davys plan to make their home in Vancouver.

First Sea Lord's Schedule Crowded

To renew his acquaintance with Vice-Admiral E. R. Mainguy, Chief of the Naval Staff, and to discuss naval matters generally with service and government officials, Admiral the Rt. Hon. Earl Mountbatten of Burma, First Sea Lord and Chief of the Naval Staff, made

a three-day visit to Ottawa during October.

A firm believer in the maintenance of an effective liaison between the Royal Navy and Commonwealth fleets, Admiral Mountbatten was making his first visit to Canada since assuming the top service post in the British Navy. He was accompanied by his naval assistant, Captain F. B. P. Brayne-Nicholls.

His heavy schedule of official appointments began Monday, October 24, soon after his arrival at Montreal, with a luncheon at the Seignior Club, at Montebello, Que. Later that day he attended a reception by the Canadian Council, Royal Life Saving Society, at the Chateau Laurier Hotel. He dined that evening with the High Commissioner for the United Kingdom in Canada.

The following day he delivered a talk to officers at National Defence Headquarters and then met with the Canadian Chiefs of Staff, the Naval Board, and the Defence Research Board.

At a luncheon he addressed a meeting of the Canadian Club of Ottawa, and during the afternoon called on Prime Minister Louis St. Laurent, Defence Minister Ralph Campney and Trade and Commerce and Defence Production Minister C. D. Howe.

Dinner at Government House was preceded by a reception given by the Dominion Command, Canadian Legion of the British Empire Service League.

A trip from Ottawa to Kingston and return in an RCN helicopter featured the third day of his visit. In Kingston, Admiral Mountbatten addressed officers attending the National Defence College and the Canadian Army Staff College and inspected and spoke to cadets of Royal Military College. On his return to Ottawa he visited the Parliamentary Press Gallery and in the evening was dined by officers of Naval Headquarters at HMCS Carleton.

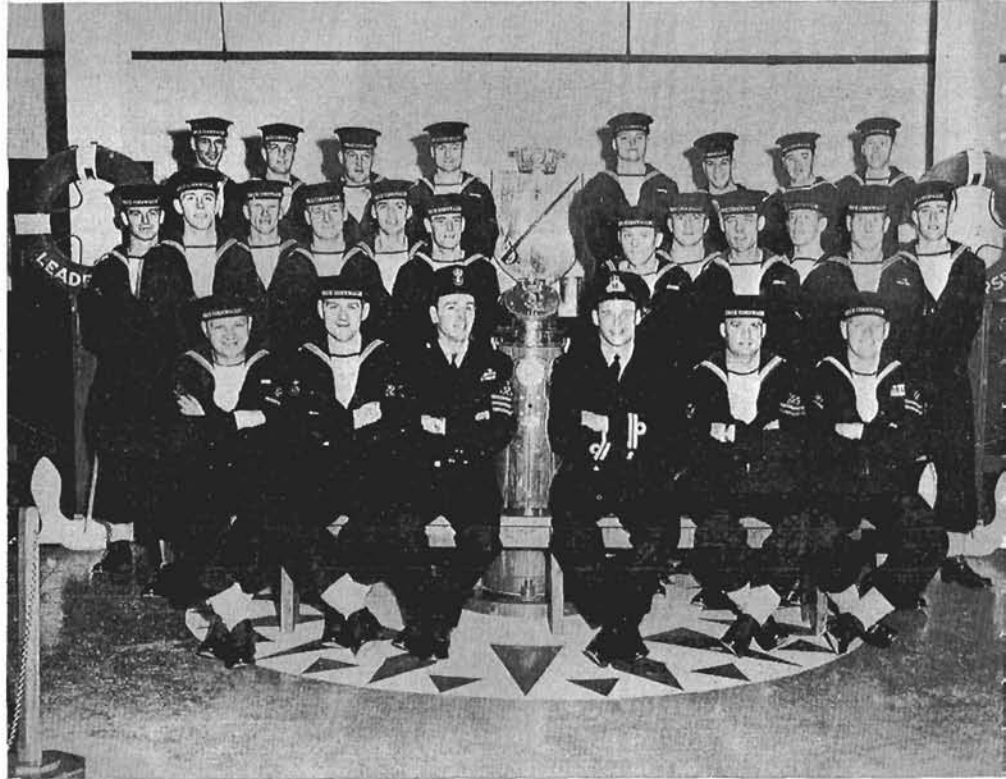
The First Sea Lord and his party left early on October 27 for Washington, where he conferred with the Chief of Naval Operations of the United States Navy and other service and government leaders.

Gun Run Team Top Parade Unit

York's Gun Run Team came through with flying colours at the London Western Fair in London, Ont.

The team from the Toronto naval division led the parade of reserve forces and veterans' organizations and walked off with a trophy and plaque awarded for the best unit on parade.

Their participation in the fair included an exhibit of the gun run featuring the "over-the-wall" manoeuvre.



These are members of the No. 62 Petty Officers' Leadership Course held at HMCS Cornwallis between August 29 and October 10. Front row, left to right: PO John Hoffman, PO Alfred Harris, PO A. F. West (Course Petty Officer), Lieut. G. G. Armstrong (Course Officer), PO E. L. Fisher and PO James Tyre. Second row: Petty Officers William Senior, Roger Ethier, Richard Bagley, George Aldr, Robert Barnes and Gordon Jones. Third row: Petty Officers Jack W. Palmer, Jack Armitage, Ernest Gardner, Alan McRae, William Hartley and William Ritchie. Back row: Petty Officers Ronald Lowry, David Litchfield, William Coldwell, Leslie Painter, Donald E. Perry, Earl Norton, Francis Malaugh and Llewellyn Hounsell. (DB-5912)

A/Capt. Edwards Aviation Director

Cdr. (P) Gordon C. Edwards, of Toronto, was promoted to the acting rank of captain dating from his assuming the appointment of Director of Naval Aviation on October 7.

He succeeds Captain A. B. Fraser-Harris, of Halifax, who is attending a course at the National Defence College, Kingston.

In February 1954 Captain Edwards was appointed commanding officer of the frigate *Stettler*, a post which he held until his recent appointment.

Reservists Win Qualification

An RCN(R) officer from Toronto and another from Ottawa share the honour of being the first officers of the naval reserve to qualify as communications specialists since the end of the war.

Lieut. Douglas V. Latimer, of HMCS York, Toronto, and Lieut. D. F. S. Coate, of HMCS Carleton, Ottawa, successfully completed the three-month communications course at HMCS Communication School at Cornwallis and qualified as Lieutenant (c).

The course, which began in June, was designed to qualify naval reserves who would be able to perform the duties of squadron communication officers. They receive instruction in general communication subjects with an emphasis on tactical communications.

This was the first course. Future courses will be held.

Dual Appointment For Commodore

Commodore (E) Brian R. Spencer, who became Engineer-in-Chief at Naval Headquarters late in August, took up the additional appointment of Deputy Chief of Naval Technical Services on October 3.

He thereby inherited both "caps" worn by Commodore (E) A. C. M. Davy, who proceeded on retirement leave in October.

Rutledge Heads Shipbuilding

J. C. (Jack) Rutledge took over directorship of the Department of Defence Production's Shipbuilding Branch at the end of September, succeeding R. M. (Bert) Robertson, who returned to

his previous position with the Dominion Bridge Company.

Mr. Robertson was the last of the branch directors on loan from industry, who helped the Rt. Hon. C. D. Howe set up his organization. He had served 14 months.

Mr. Rutledge is a graduate of the University of Toronto and a civil servant since 1940, except for naval service in the Second World War. In 1951, he was appointed Director of Administration and Secretary of the Department on its formation in 1951. He then served as Deputy Co-ordinator of Purchasing until his appointment as Deputy Director of the Shipbuilding Branch.

Cdr. Whynot New CO of Tecumseh

Acting Commander William F. Moreland, RCN(R), commanding officer of HMCS *Tecumseh*, Calgary naval division, since mid-August, 1951, relinquished his command at the end of October and went on the retired list of the reserve.

He is succeeded by Lieutenant-Commander George Keith Whynot, formerly executive officer of *Tecumseh*, who will have the acting rank of commander while holding the appointment.

Order of St. John For Naval Officer

Surgeon Captain Henry Robertson Ruttan, OBE, CD, Commandant, Medical Joint Training Centre, Toronto, was invested with the Order of St. John of Jerusalem by Governor General Vincent Massey at Government House, Ottawa, on October 21.

Captain Ruttan, son of Mrs. A. C. Ruttan, of Victoria, has been commandant of the centre in Toronto since June 7, 1954.

F. W. Matthews New Deputy NCC

A member of the Royal Corps of Naval Constructors arrived in Canada from England October 31 to become Deputy Naval Constructor-in-Chief of the Royal Canadian Navy.

F. W. Matthews, who has served in the British Admiralty since 1939, will begin a loan period of four years with the RCN, replacing H. Ronald Mason, who returned recently to the Admiralty following a similar loan period.

Mr. Matthews joined the Admiralty from the Royal Naval College, Greenwich, and his experience since then covers those aspects of Admiralty work which are most directly applicable to the RCN at the present time, namely design and construction work on de-

stroyers, dockyard operations and work in conjunction with the reserve fleet.

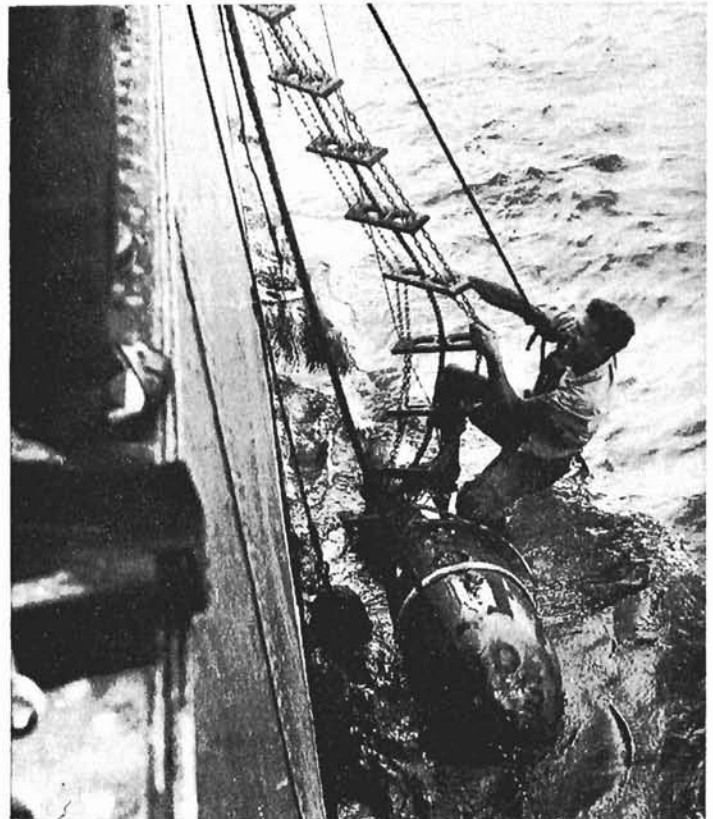
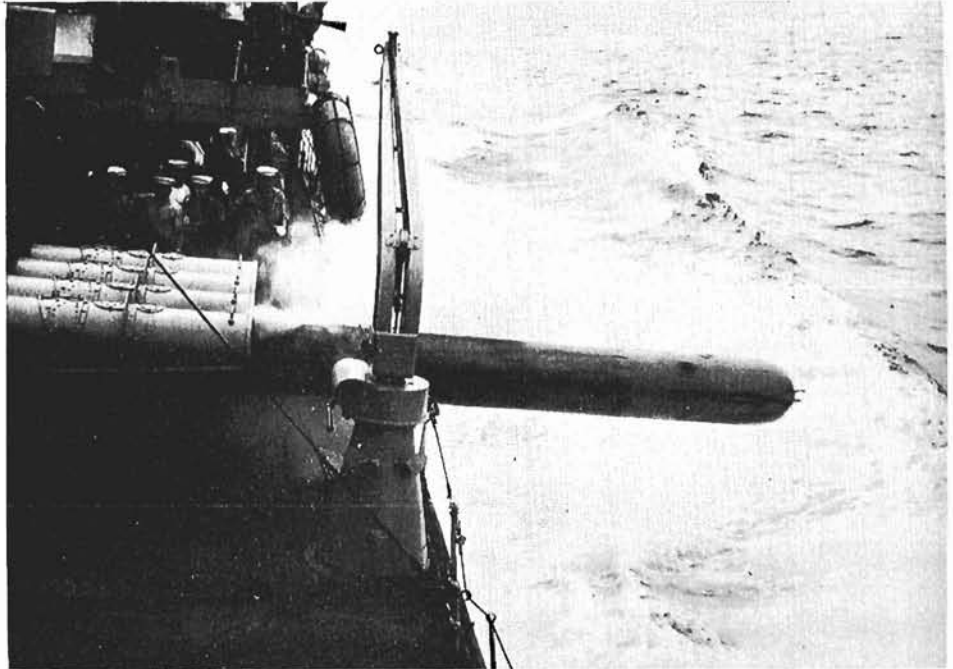
Like his predecessor, he holds the rank of constructor captain in the RCN (Reserve) during the Canadian appointment.

Serves Dockyard For Forty Years

First employed in HMC Dockyard at Halifax in 1915, Edward Hynes has re-

tired after 40 years' continuous service there in charge of the stationery store.

The Canadian Government has recognized his 40 years of employment by giving him a Certificate of Service signed by the Minister of National Defence, thanking him for his long and faithful service. The certificate was presented to him by Commodore (E) W. W. Porteous, Superintendent of the Dockyard, at a brief ceremony at the time of Mr. Hynes' retirement.



It flies through the air with the greatest of ease—but there's nothing easy about getting the darn thing back on board. Ldg. Sea Hayward Saunders is stuck with the wettest and most strenuous part of a torpedo exercise on board the *Haida*.

HOW TEAMWORK BUILT THE ST. LAURENT

Industries Across Canada Shared in Ship's Production

SOME OF the problems and achievements attending the construction of the *St. Laurent* were outlined by J. C. Rutledge, director of the shipbuilding branch of the Department of Defence Production, at a press conference held on board the new destroyer escort at Montreal on October 17.

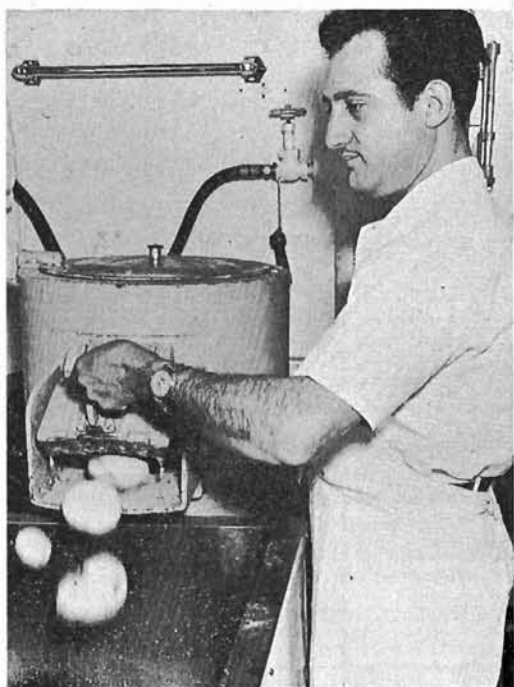
To the representatives of press, radio and television, Mr. Rutledge observed that they had been given the opportunity of seeing at first hand the new warship and would have gained some appreciation of its design, complexity and capacities.

There were some points which might not be immediately apparent, Mr. Rutledge said, and he outlined them as follows:

First of all, the *St. Laurent* is the lead vessel, or the first, of its class. The total destroyer escort program represents 14 such vessels, all being built in Canadian shipyards. Seven distinct shipyards are participating in this program covering the Maritimes, the *St. Lawrence* and the West Coast. It is a program broadly distributed and making full use of Canada's maritime facilities.

Secondly, this program involves the skills of a huge number of manufacturers whom you might not normally associate with the shipbuilding industry.

The speed of the automatic potato peeler on board the *St. Laurent* may be judged from the fact that the picture was snapped at 1-100th of a second. The photo was taken before the commissioning and a Vickers employee is the beneficiary of the mechanical wonder. (ML-3632)



The manly art of self-expression has been stopped cold in its tracks. The boiler room telegraph on board the *St. Laurent* has been designed to prevent the voice pipe from glowing a dull red and emitting blue flames and the odor of brimstone. It has a position meekly labelled: "Stop making smoke," without even a couple of dashes to indicate the traditional phraseology. The engineer officer, Lt.-Cdr. (E) G. H. Gillis regards the shiny new gadget with a somewhat skeptical eye. (ML-3631)

It has involved the creation in Canada of certain industrial facilities which up to this point did not exist.

For example, in Toronto there was established a facility for the manufacture of the main propulsion equipment. This turbine facility has been operated by the John Inglis Company Limited. In Montreal plant and equipment for the manufacture of the special gears was required; this has been operated by the Dominion Engineering Company Limited.

In Trenton, Nova Scotia, facilities were introduced for the manufacture of rotor forgings; these were operated by Trenton Steel Works Limited. In Hamilton specialized facilities for the manufacture of auxiliary turbines were established and operated by Canadian Westinghouse Company Limited. In Montreal special test facilities were developed and operated by Peacock Brothers Limited.

A program such as this has made heavy demands on skilled personnel in the Navy, in the shipyards, and in in-

dustry. It has posed specialized production problems requiring as it does a class of equipment more closely designed than ever before in this field in Canada. Finally, it has demanded skills of co-ordination and attitudes of co-operation of a high order.

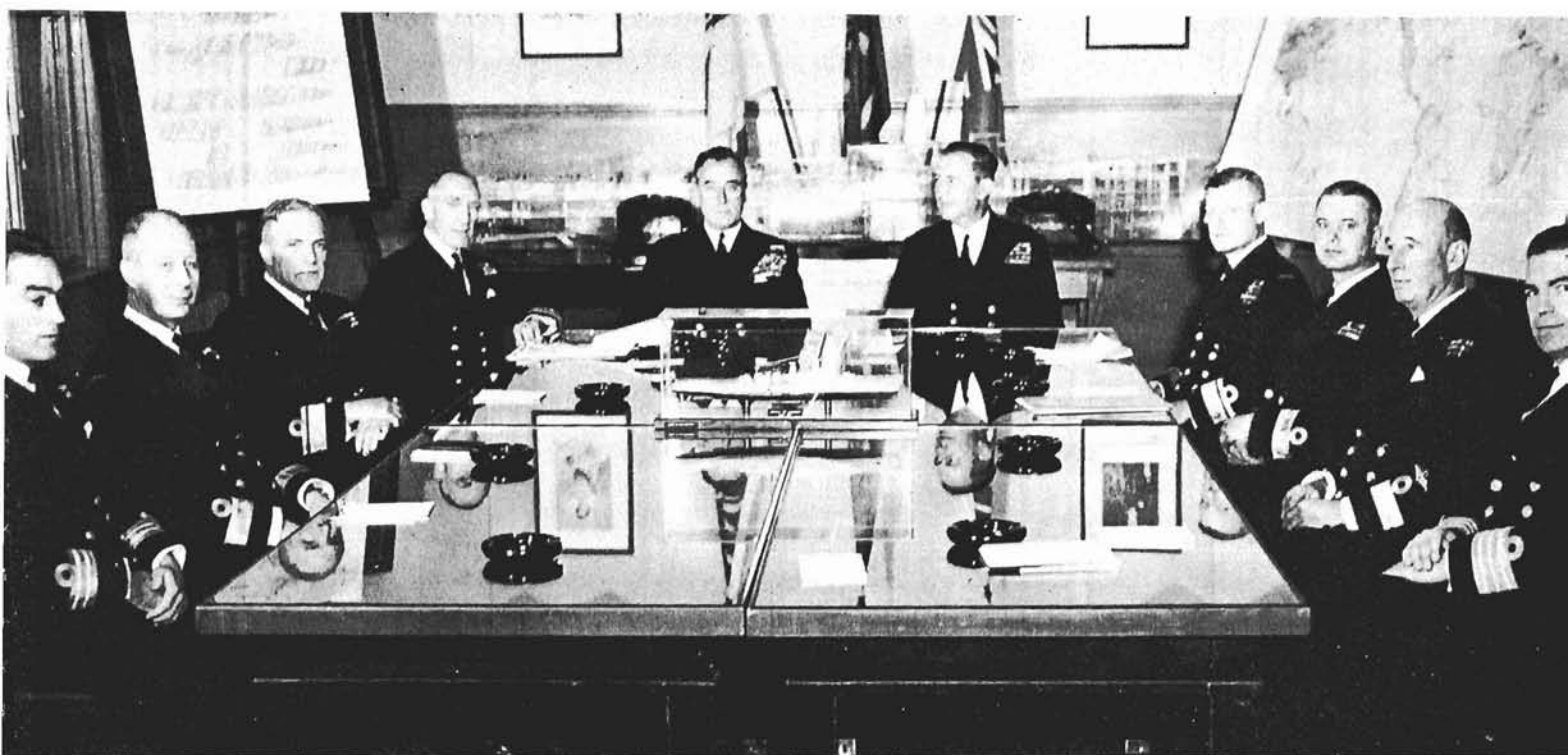
In short, may I emphasize that this ship is the first of a program. The program is an expression of the facilities of a significant number of independent shipyards and a huge number of Canadian manufacturers. In a dramatic way this program may be regarded as a truly Canadian one.

Nelson—Ghost Of Distinction

An officer from HMCS *Magnificent* reported meeting at Quonset Point a USN officer who had recently been to Halifax.

The U.S. officer praised Halifax as a liberty port and climaxed his praises with:

"And that is a mighty fine hotel. 'The Lord Calvert' it's called, isn't it?"



The members of the Naval Board sat for their photograph on the occasion of the late October visit to Ottawa of the First Sea Lord, Admiral Lord Mountbatten. Shown clockwise around the table are: Cdr. (S) H. A. Black, secretary to CNS; Commodore D. L. Raymond, Assistant Chief of the Naval Staff (Plans); Rear-Admiral (E) John G. Knowlton, Chief of Naval Technical Services; Rear-Admiral H. N. Lay, Vice-Chief of the Naval Staff; Lord Mountbatten; Vice-Admiral E. R. Mainguy, Chief of the Naval Staff; Rear-Admiral H. S. Rayner, Chief of Naval Personnel; Commodore K. L. Dyer, Assistant Chief of the Naval Staff (Warfare); Commodore H. P. Sears, Assistant Chief of the Naval Staff (Air), and Captain (S) C. V. Laws, Secretary, Naval Board. (O-8461)

NELSON'S LEGACY TO TODAY'S NAVIES

First Sea Lord Addresses Mess Dinner at Carleton

NELSON'S LEGACY to the navies of today was that of a man of real vision, of great humanity, a man far ahead of his times. He passed on to the present age a new concept of sea power, and a new philosophy of the sea.

The largest assembly of naval officers ever to attend a mess dinner in Ottawa heard these thoughts expressed by Admiral the Earl Mountbatten of Burma, the First Sea Lord, who was the guest of honour on the night of October 26 at HMCS *Carleton*.

The address which Admiral Mountbatten gave in proposing the toast to Nelson's immortal memory was one which he had given only five days earlier in the Painted Hall of the Royal Naval College Greenwich on the 150th anniversary of the Battle of Trafalgar. The Trafalgar dinner was attended by Her Majesty the Queen, His Royal Highness the Duke of Edinburgh and what Her Majesty described on the occasion as "an ocean of admirals".

After his main address at the mess dinner and in reply to a personal toast, Admiral Mountbatten revealed an intimate familiarity with the lighter side of naval life which served to make the occasion doubly memorable to those attending.

Following is the text of the First Sea Lord's address in proposing the toast to the immortal memory:

LAST WEEK we celebrated a landmark in the history of Great Britain—a battle which was the culmination of a great sea campaign, perhaps the most glorious ever fought by the British Navy. Trafalgar not only saved England from the scourge of foreign invasion; it turned the tide of the Napoleonic wars, by finally and completely cutting off Napoleon from the sea and confining him to a land campaign which ended in his ultimate downfall.

Among the names that we associate with this resounding victory, and with the campaign that led up to it, there are two that stand out above all others: William Pitt and Horatio Nelson. The Prime Minister laid down the broad lines of our grand strategy; the Admiral was pre-eminently responsible for translating this strategy into decisive action.

We regard Nelson as the greatest sea officer of all time. Even when he was alive, his fame and repute were immeasurable; since his death he has not only secured a place unique in our history, but he has become an almost

legendary figure, after whose example a tradition has been established which has been accepted without question. Or perhaps I should say, almost without question. For just the other day a friend of mine who served during the last war on the lower deck said to me: "If you are going to speak on Trafalgar Day, don't go and overplay Nelson. I know plenty of people who, when they hear his name mentioned, are afraid that someone's going to try and put the clock back." He said this jokingly, and I feel sure he realized that what he said was a gross exaggeration; but I detected a substratum of seriousness in his manner. I knew what he was trying to convey and I was forcibly reminded of a discussion in the wardroom, more than 30 years ago, when I was a young officer.

"Admiral So and So is a menace," I suddenly heard a young brother officer saying: "he has done the Navy more harm than any man since Nelson."

I was pretty well shaken by that, as you may imagine! And I lost no time in asking the speaker how he could possibly think that Nelson had harmed the Navy. He explained that of course he didn't really mean that literally. He had not been talking of the man, but

of the misuse to which he considered his name was put. Hide-bound senior officers, he said, when they wanted to shoot down any new or forward looking proposals, always claimed that these did not fit in with the Nelson tradition! He too was exaggerating; although the "Devil can quote the Scriptures to his purpose", and I suppose it would be too much to hope that Nelson's name had never been misused!

We all know that blind hero-worship can be a bar to progress if it leads to an uncritical acceptance, as guiding principles for all time, of methods which were conditioned by the material possibilities of a bygone era. If Nelson is ever quoted, however, as excuse for not facing the future fair and square, it can only be by people who have no idea what he *really* stood for, or how he was regarded in his own way.

To his contemporaries—at any rate to the country at large—he was the man who had dealt a series of shattering blows to our enemies, and who had met his death at the moment of his greatest achievement. But to those who were in a position to appreciate how these victories had been achieved, he was much more than a romantic figure; he was a great tactical genius who, almost alone among the seamen of his day, thought forward and planned in such detail that his victories were virtually a certainty before action was joined.

Even during his lifetime those "in the know" realized the peculiar, the great qualities of this man, who was able to weld together the individual officers and men who manned the ships of his fleet. For Nelson did not fight his battles with a motley collection of ships of war; he fought with a fleet which, under his leadership and inspired by his example, had been forged into *one* exact, flexible, and devastating weapon.

In the past 150 years we have come to appreciate even more from the logs of his ships, and from contemporary letters, some of the sources of that power that he was able to wield, greatly in advance of the accepted methods of leadership at that time. For instance, the records show how Nelson realized that mutual trust between admiral and captains is an essential pre-requisite of victory at sea. Instead of looking on his captains as subordinates, who were there merely to carry out orders blindly, he would take them into his confidence. In every squadron or fleet that he commanded, he would call them to regular meetings (at sea as well as in harbour) and he would discuss with them the problems they would jointly have to face. At these meetings his captains were able to learn his every plan, his every thought about his plans.

What is more important, he was a big enough man to be able to meet his subordinates in *equal* discussion, without feeling the need to shelter behind his rank and the regulations. His captains were encouraged to put forward *their* plans and *their* thoughts, and they came to realize that *their* Admiral would consider these as carefully as he did his own.

As Nelson won the hearts of his officers by trust, so he won those of his men by humanity. He recognized that sailors were human beings, and behaved accordingly. That may seem a trite thing to say; but we must remember that when he joined the Navy, the seamen were still abominably treated. Their lives have been written of as "brutalizing, cruel, and horrible": and we are told that the sailors' general conditions of living were as bad as could be found today only in the vilest of slums. The sailors (many of them kidnapped by the press-gangs) have been described as being cooped up between low decks in an eternal stench of bilge and rotting boards, with no leisure, no books, no leave (since men allowed ashore seldom came back), fed on the most outrageous food; always scandalously underpaid and often without any pay at all for years, and subjected to ferocious punishments.

Although conditions on the whole improved during the latter part of the 18th century, they were still bad enough to lead to the great mutiny of 1797. On the outbreak Nelson wrote: "I am entirely with the seamen in their first complaint"—and our records abound in instances of his solicitude for his men and of his work on their behalf. "My time," he writes in 1783, "ever since I arrived in town, has been taken up in attempting to get the wages due to my good fellows."

Another time, we find him writing to the Admiralty saying "these flannel shirts, being made five or six inches too short, exposed the men to sudden chills, so shirts five or six inches longer would be one of the best things yet introduced into the Navy, and would perhaps save the lives of more than one good sailor." Today, thank heaven, conditions afloat bear no resemblance whatever to those of the eighteenth century. But it is clear that they cannot compete with the vastly improved standards of living that prevail ashore; the very nature of life at sea will probably exclude such a thing as far ahead as we can reasonably foresee.

Although there are many compensations in life afloat for all those who love the sea, we must, nevertheless, do everything in our power to improve living conditions—and to continue to im-

prove them. Nelson, whose restless brain was forever searching for new ways of battle, new methods, new techniques, never accepted the status quo—whether in conditions, material, or even motive power. His ships were of wood—the best material for shipbuilding at that time; they were driven by the wind, because sails were superior and, in fact, the only alternative, to oars.

But we are told that when Henry Bell in 1803 petitioned the Board of Admiralty to consider introducing steam-power for warships, Nelson said, "My Lords and Gentlemen, if you do not adopt Mr. Bell's scheme, other nations will and in the end vex every vein of this Empire." If he had lived to implement his views in the Admiralty, the story of the development of steam in the Navy might have been very different; since he alone among the senior officers of his day appears to have been sufficiently far-seeing to appreciate its true significance.

Britain, at that time, already had a great naval tradition, which had grown steadily through the centuries; but in Nelson's hands this grew into something more; and when he died he left behind him a new concept of seapower. For it is when we come to study the strategy of his last campaign that his true greatness becomes apparent. As we follow the movements of the single ships, the squadrons, and the fleets through 18 months of blockade and chase, we find ourselves in the presence of seapower wielded on a majestic scale, spread over the width of half the world. But Nelson not only passed on to us the new concept of seapower; he passed on an attitude of mind, a way of looking at the Navy—what one might call a philosophy of the sea, compounded of all those qualities which he himself so abundantly displayed. If we understand Nelson's legacy correctly, we shall see that it is the legacy of a man of real vision, of great humanity, a man far ahead of his times.

Tonight when we honour the toast to Nelson's immortal memory (honouring also the officers and men whom he led to victory) let us resolve that we shall never allow the Nelson tradition to become an excuse for timidity, for lack of initiative, or fear of that great adventure which is the new age that now confronts us. If we are really to honour the tradition he bequeathed to us in the spirit as well as in the letter, we can do so in 1955 by facing the world of thermo-nuclear weapons, atomic-powered submarines and guided missiles and new conditions of service for our sailors in the spirit in which Nelson faced *his* world 150 years ago.



The Fable of the Forgotten Fifty

“. . . inside the iceberg, the numbers 'five zero' could be plainly read. Scarcely believing his eyes, he reported the discovery to his captain, the commanding officer of an International Ice Patrol vessel, on duty in Newfoundland waters. To the amazement of the on-lookers, demolitions subsequently revealed a large white icebreaker, with 'five zero' on her side . . .”—Canadian Press despatch.

THE ABOVE is from a recent report concerning the incredible discovery of a ship frozen inside a massive block of ice.

The following is an exclusive, eyewitness account of the story behind that report, as told to this paper by a CPO Hooper, on bridge duty when the ship was finally broken free.

Inside that icebreaker were men who had been continuously at sea for nearly ten whole years!

At first, it was extremely difficult to confirm the identity of the ship, as she was not mentioned in any of the official lists of the member countries of the

NATO organization, nor by any other country. The ship claimed to be HMCS Labrador, a Canadian naval vessel sent north in the spring of 1955 to assist in the earliest stages of the establishment of the DEW Line, in Farnorth State, that area north of Canada between Alaska and Greenland.

According to CPO Hooper, the ship accumulated ice while carrying out scientific operations, on completion of the DEW Line work. Things started out easily enough, but after one particularly bad storm, the ship's company awoke to the fact that there were now many feet of ice completely covering the ship from stem to stern and that contact with the outside world had been totally lost. In truth, they were now prisoners within their small world.

Radios and radars no longer worked; boats, helicopters, and all exposed fittings were unusable, useless. The ship had been reduced to the status of a drifting piece of ice.

The Captain immediately instituted a wintering-in-routine. As navigation was

no longer possible, the main engines were reverted to extended notice; below, watchkeeping was maintained on the electric generators and on the fresh water heating units; and, on the bridge, one man stood watch to pipe the routine and to announce what day it was. (Eventually, he also announced what month it was and what year it was.)

A permanent Sunday routine was followed. Over the years the Padre preached something like 3,300-odd sermons.

Food was rationed from the start, and, in time, was cut down to one hot meal a day (at noon) with one malted milk tablet for breakfast and for supper. Fresh food, of course became unknown and, for special occasions, a good square meal of C or K rations was considered a treat.

The weather presented no difficulties; inside all was comfortably warm, except near a punkah louvre. As the weather staff could no longer reach their office nor receive their outside data, the fore-caster was reduced to trying to predict

which punkah louvres in the ship would blow the hardest and which would not blow at all. By an incredibly confused technique, the engineers invariably managed to prove him wrong!

Reading matter was at a premium and, although library books were fully read, prized above all were copies of "Esquire", and your favourite paper, "Smirk" with the illustrated articles.

Girls became merely the subject of conjecture: the principal topics of discussion were money and leave. Gambling was rife. Joe Primeau eventually cornered the market on cash in the ship. The Supply Officer was forced to issue script in lieu of money. Subsequently, Primeau cornered the market on script as well.

Many showings of RCN Film Society movies were made, on the doubtful grounds that they were entertainment. We understand that, if the Film Society thought these movies were in bad shape when they sent them out, they ought to see them now. Reels of Scotch tape.

Also for entertainment, cribbage and bingo tournaments were held. In this way, Primeau cornered the canteen.

The Padre issued a paper called "Bergy Bits". No news being received, it was pretty bare. However, the paper sported a bear called "Buzz". Over the years, he multiplied so that eventually the paper had 11 bears. Wasn't so bare after all and was full of buzzes.

Leave credits built up at a fast rate. Most men on board had become entitled to 15 month's leave with pay, and their intentions ranged all the way from pleasant holidays in Florida to one man who intended to spend his 15 months in Halifax.

Some applications for discharge were submitted, but after being fully considered by a committee appointed by the Captain, they were, along with requests for compassionate leave, invariably turned down.

Promotions were handled by a sub-depot set up within the ship. Ordinary Seamen became CPOs; and CPOs became tired . . . and then retired. Almost one third of the ship's complement had been pensioned by the time the lookout first sighted the "five zero".

Mail was a problem. The standard pipe was: "The mail will close on board next month." Of course, it never did. One serious result of not getting any incoming mail was that the supply of chewing gum quickly ran out.

As usual, the shipwrights were busy. By the time the ship was released the Quarterdeck contained 11 small pleasure boats, two hydroplanes, two large treasure chests and a 60-foot sailboat. Naturally, unnumbered thousands of

smaller "carry-home" articles were also produced, many of which were stowed in the two treasure chests.

Every year baseball pools were held on the results of the World Series. The same team always won, as in the 1955 competition, the last heard by the *Labrador*. The winner that year was a now-defunct organization known as the Brooklyn Dodgers. Old timers may remember this particular team — they made some kind of history that year by accidentally defeating the predecessors of the present World Champions, the New York Yankees.

Over the years, one man (McAvoy) won a total of \$854.00 by holding the winning tickets on the final games of the series. (This same man also won the Halifax ETA pool, holding the ticket for the year 1965).

Apparently, many of the ship's company thought that their ship was breaking up when they heard the ice crackling under the efforts of the rescue vessel. Men appeared on the upper deck with their two most valuable possessions, (life jackets and copies of "Smirk") tucked under their arms.

Gaining her freedom, the *Labrador* radioed to Canadian Naval Headquarters, Ottawa. This was said to have caused a certain amount of consternation, as none of the younger members of the staff had even heard of such a vessel, and, among the veterans, none had any knowledge of her since her most enjoyable christening party, one hot summer's day in 1952.

Returning to her old base of Halifax, *Labrador* was under the distinct impression that she had been forgotten. However, at Halifax she was met by a massed armada of two harbour craft and one tug. And, just as she was berthing alongside, a fulsome message was received from CANAVHED (Canadian Naval Headquarters) expressing a precise "well done".

So this tale has a happy ending. All was well, at last. Ottawa had discovered an old Navy list . . . and had noted that the "five zero" had come home.

And that is the story of the Forgotten Fifty.

"Smirk" Magazine.
28th May, 1965.

Labrador's Captain Praised For 'Outstanding Services'

Captain Owen C. S. Robertson, commanding officer of the *Labrador*, has been commended by senior United States Navy officers for his "outstanding services" in support of DEW line operations in the Arctic.

As commander of a naval task group including United States Navy and Coast Guard icebreakers, Captain Robertson was responsible for carrying out survey work, clearing channels through ice and establishing electronic position indicator stations in Foxe Basin, off Baffin Island. These duties were a part of operations involving the transportation by the U.S. Navy's Military Sea Transport Services of equipment and personnel for construction work on the eastern portion of the joint United States-Canadian Distant Early Warning radar system.

On successful completion of the Foxe Basin supply operation, Admiral Arleigh (Thirty - One - Knot) Burke, Chief of Naval Operations, U.S. Navy, despatched in a message to Captain Robertson, "heartily congratulations for the most excellent performance of your task group.

"The undertaking was a stupendous effort with the accepted hazards of ice, weather and unknown hydrography.

The successful attainment of all objectives is a tribute to your leadership, professional ability and courage."

Vice-Admiral F. C. Denebrink, commander of the Sea Transport Services, in a message to Capt. Robertson, expressed his "congratulations and appreciation of the outstanding services you have rendered as a task group commander of combined U.S.-Canadian forces. Your leadership, courage, professional skill and determination have been of the highest order throughout trying operations in uncharted waters and hazardous ice conditions and reflect the greatest credit upon you and upon your service. It has been a pleasure to have you serve with us in our mutual endeavours. Please convey to all under your command my congratulations, best wishes and appreciation for their substantial contribution".

Her responsibilities to the DEW Line supply mission completed, the *Labrador* remained in Foxe Basin, carrying out survey and oceanographic work required for future operations in that area. Late in October and during November the ship conducted surveys and oceanographic studies in Hudson Strait and along the coast of Baffin Island.

THERE'S CARNAGE DOWN BY JETTY FIVE

The Action Room - - Where U-Boats Were Hunted on Shore

THE RETIREMENT of Rear-Admiral J. C. Hibbard, DSC, CD, RCN, at an early age due to ill health, brings back many memories of the Battle of the Atlantic. Anyone who knows anything of the history of the Royal Canadian Navy will remember the numerous actions in which the Admiral played such a distinguished part both as leader of an Escort Group and when commanding a Tribal. Fewer people probably realize that possibly his greatest contribution to the defeat of the U-boat was made during one of his brief periods ashore.

When, in the winter of 1942, Admiral Hibbard was appointed Training Commander on the staff of Captain "D" Halifax, he had had nearly three years experience of anti-submarine warfare in the Atlantic. He had seen the convoy system and the asdic defeat the original in-shore, submerged, daylight attack tactics of the U-boat. As leader of an Escort Group, he had fought more than one action against the new "pack attacks" during which, in the deep waters of the Atlantic, concentrations of German submarines came in together at night with conning towers awash, attacking as submersibles, firing their torpedoes while on the surface and using their power to dive only to escape.

Admiral Hibbard realized, as well as any officer afloat, how essential it was to train the crew of every escort ship under the new battle conditions; to give officers and men with no war experience some chance to realize what they were going to meet before they were thrown into action; to let those in operating ships correct past mistakes and practise for future battles; and, at the same time, to exercise the whole fighting team of every ship together, instead of separately in individual groups.

The thing seemed impossible. In Halifax, as in every other port where escort ships were based, there were schools where individuals and individual teams could be trained and exercised. Communication ratings could be given practice. Gun crews could be drilled. Asdic teams could carry out firings by day or night or runs on a submerged target submarine, though the time available for sea exercises was all too short, since operating ships during their period in port always had defects to be repaired and there was continual pressure to get newly commissioned ships away before they had finished their

workup training in order to fill gaps in the escort groups.

There was excellent piecemeal training but nobody had, nor ever has, in peace or war, staged a full-scale sea exercise representing the attack on a large convoy at night by numerous submarines. A second thought on the magnitude of such an operation and the risks that would be run must convince even the most optimistic training officer that such a thing is impossible. Yet something of the sort was essential if escort ships were to be properly trained.

The Training Commander, knowing the essential, proceeded to achieve the apparently impossible. He designed the Action Room.

About the Author

The naval career of Captain J. D. Prentice, DSO, DSC and Bar, RCN (Ret'd), can hardly be summed up in a single sentence. Born in Victoria, B.C., he had 22 years of service with the Royal Navy until his retirement in 1937—three of those years on loan to the Royal New Zealand Navy. At the outbreak of the Second World War he entered the RCN with his old rank of lieutenant-commander.

He was the first Canadian commanding officer to draw blood in the war against the German U-boats. This happened in September 1941 when the corvette *Chambly*, under his command sank U-501 off Greenland in an action that so thoroughly cowed the submarine's captain that he leaped to the quarterdeck of the corvette *Moose Jaw*, the *Chambly's* companion in the attack. Captain Prentice was awarded the Distinguished Service Order—the first to be awarded to a Canadian naval officer during the Second World War.

Three years later, in command of the destroyer *Ottawa*, the second of the name, in the English Channel, he got his second U-boat. For his services in anti-U-boat operations he was awarded the Distinguished Service Cross on January 11, 1945, and a Bar to the DSC a week later.

In between these two operational high points of his career lay service as Senior Officer Corvettes Afloat and as Captain D Halifax.

Now he is retired by the sea in Victoria, where he gardens, raises chickens, does church work, goes fishing and writes adventure stories for boys.

Because he was Captain D Halifax shortly after the Action Room came into being and because he was in a position to appraise the results of Action Room training at sea, Captain Prentice was invited to contribute the article which appears here.

If ships could not be exercised under battle conditions at sea, then those conditions should be simulated ashore.

A large room completely darkened, called the Battle Room, would allow a night battle to be staged at any time. In the centre of that room the replica of an escort ship's bridge could be built. It must revolve, to represent alterations of course and be made to roll and pitch to produce conditions similar to those in a ship at sea. Even sheets of "spray" could be thrown over it and a pair of .303 rifles firing blanks close under the bridge screens would give the same flash effect as the ship's foremost gun.

Around the bridge, as far from it as space permitted, could be built a false horizon on which movable models would take the places of all the actors in the drama of night battle, of the convoy, of the other escorts, of the attacking surfaced U-boats. These models could be made to alter course, to send up rockets, to explode and sink, to flash signals, fire guns and carry out depth charge attacks, or to submerge when required. Small electric light globes lowered down on strings would make good star shells, the old spotting table pieces of cotton wool would show the fall of shot. In fact the captain of any escort ship and his entire bridge personnel could be put through a very realistic night convoy battle.

But those on the bridge were only one part of the ship's fighting team. The training of the other parts of that team was equally important.

Obviously it was hardly possible to build a complete escort ship ashore but the bridge in the Battle Room could be connected with other rooms in its vicinity by normal ship communications of voice pipe and telephone. A wheel house could be built in which the ship's coxswain would steer the bridge and the ship's action plot be kept. A radar cabinet would have the appropriate set installed. A W/T office could be fitted with the necessary instruments. It would even be possible to build a gun and depth-charge room complete with throwers, which could be fired with reduced charges, and rails, where the gun and depth charge crews could be exercised under night action conditions.

A control room would be required from which Training Officers would sight and analyze the battle. They must be in close communication with the movers of the models in the battle room, must be able to throw blips on

the "ship's" radar screen and transmit to and receive from "her" and W/T officer by R/T and W/T.

An A/S attack teacher connected to wheel and asdic house would give underwater targets. Finally a control room plot must be installed so that a full record of the action could be kept and its results analyzed.

It was along these lines that Admiral Hibbard must have thought. Like many great inventions it seemed simple—once the idea had been produced. It consisted of the combination, development and elaboration of many training "gadgets" already in use. Something had been taken from the Gunnery School, from the A/S School, from the Signal School, from the Navigation School. But—nobody had thought before of the combined use of all those instruments to give realistic battle training.

The idea may have seemed simple. To put it into practice proved to be a very different matter. The leading of the

necessary wires and voice pipes from a freely revolving "bridge" alone posed no mean problem. It took a tremendous amount of ingenuity and energy on the part of both training and technical officers to produce the first Action Room but with the Training Commander's enthusiasm and drive behind his team it was operating in an old building in Halifax Dockyard by the fall of '42. It was crude and without all those details which have been mentioned. But its worth was proved immediately by the rate of applications for runs put in by all the experienced commanding

officers of escort ships who entered the port.

A bigger and better Action Room was built in Halifax in 1943. The idea was adopted by both the Royal Navy, who called it the Night Escort Teacher, and the United States Navy. Before the end of the war Action Rooms were in operation in every major port where escort ships were based.

Admiral Hibbard's invention may well be classed as one of the greatest single contributions to that training of escort ships which made possible our victory in the Battle of the Atlantic.—J.D.P.

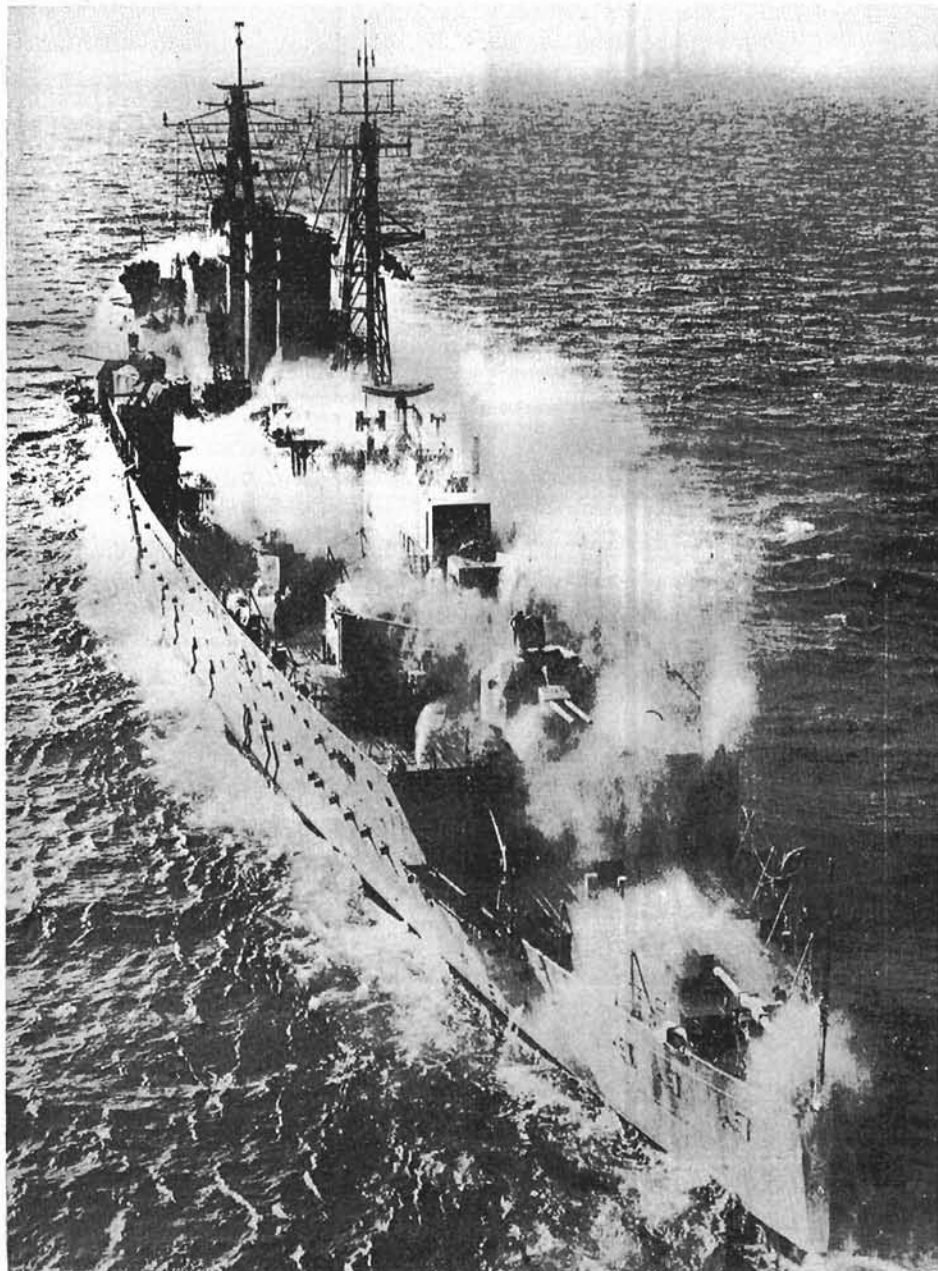
Some Footnotes

The following notes on the Action Rooms are from a report on anti-submarine training submitted to headquarters by Rear-Admiral Hibbard (then A/Captain and Captain D Hall-fax) in November 1945:

"From their inception until the cessation of hostilities with Japan, the Action Rooms in Halifax were used by 370 different ships with a total of 1,746 runs. Approximately 133,000 officers and men received training, which when analyzed in relation to the number of runs, shows that about 30,000 different officers and men passed through the Action Rooms, or almost all personnel serving afloat."

"Trial runs were carried out in the Action Room during August 1942, and preliminary plans were made for the establishment of a Tactical Unit similar to those operated by the Western Approaches Command. The Action Room was in full operation in September, and 53 ships, with 1,034 persons participated. Full night action procedure was carried out, exercising each ship's Commanding Officer, Officer of the Watch, Gunnery Officer, A/S Control Officer and teams, Signal Officer, Signalmen, Telegraphists, Plotting Officer and plotting personnel, Coders and Lookouts."

"Due to the heavy demand on the Action Room, it was found necessary to construct a second Action Room, which was designated Action Room II. This construction was commenced in January 1943 and completed in July 1943. Lt.-Cdr. Mervyn S. Woods, RCNVR, was appointed in charge of the action room in February 1943, and subsequently both Action Rooms, and much credit for the valuable training must be given this officer."



The Royal Navy's trials cruiser Cumberland is seen as she carried out anti-atomic tests in the Mediterranean. A harmless quantity of radioactive liquid was scattered over her decks and then the hosing-down equipment was turned on to test its efficiency. The results showed that atomic fission matter could be quickly removed by such a washdown, with the ship's company below decks out of harm's way. (Photo courtesy U.K. Information Office.)

THE RCN'S NEW INFLATABLE LIFE RAFT

Not Quite All the Comforts of Home - - But a Good Start

"The ship's sea boat had been destroyed by the second explosion and several men had been injured. Nevertheless five Carley floats had been put over the side, all men had got away from the ship . . ."

THIS PASSAGE is part of the description of the loss of the Canadian minesweeper *Guysborough* in the eastern Atlantic on March 17, 1945, as it appears in Joseph Schull's "The Far Distant Ships".

It tells a story of men at the mercy of the sea and states . . . "the sea was not to prove merciful".

"Along the sides of the crowded float, as darkness closed down, exhausted men let go their holds and disappeared. Twice the buffeting seas turned the float itself completely over; and each time some ten less remained."

Tragic though it was, this scene occurred with relentless frequency throughout the war. Even in peacetime, a man lost overboard through storm or accident has little chance of surviving shock and exposure unless quickly recovered.

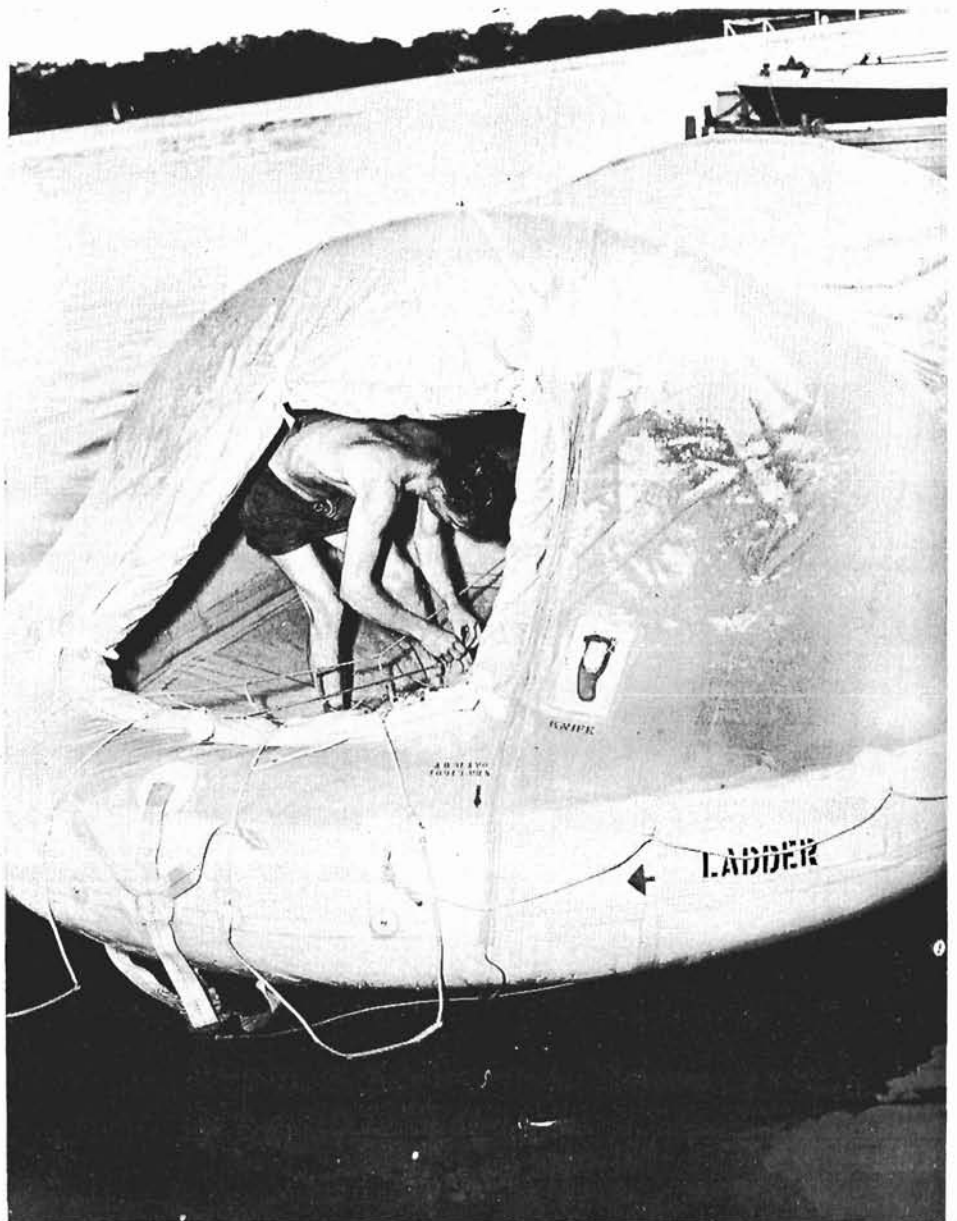
With a view to reducing as much as possible such losses of life at sea, the Royal Canadian Navy, in conjunction with other Allied fleets, has for some years been designing, manufacturing and testing various devices to give the shipwrecked sailor a much better chance of survival.

Equipment under development or actually in service includes life jackets, immersion suits, life rafts, survival ration kits, and wireless sets.

Life jackets, weighing only two pounds, and capable of supporting an unconscious man with his head above water, are now in production. Immersion suits for saving life in very cold waters and weighing only three pounds are undergoing tests, while work is progressing on wireless transmitting sets which will reconcile the pick-up arrangements in ships and aircraft and be suitable for installation in life rafts.

As for life rafts, the Royal Canadian Navy has developed a 20-man inflatable raft embodying many features designed to enhance the survival chances of sailors who are forced to abandon ship at sea.

The new raft has an oval-shaped buoyancy chamber to which are attached two arches, a centre thwart and a floor, all of which are inflatable. A



This is the Royal Canadian Navy's new inflatable life raft. Unlike the old Carley float some thought has been given to protecting the survivor from the sea and weather. The lone passenger in the picture is Lt.-Cdr. M. W. Mayo. (O-3091)

canopy, made of two thicknesses of material separated by an air space is supported by the arches. Thus the occupants are protected on all sides by a layer of air, insulating them from extremes of temperature outside the raft.

The main entrance is through the opening at the stern which is fitted with a hauling-in-ladder and two boarding ladders. Another opening is provided in the bow and is intended chiefly for lookout purposes and working the

drogue. Both openings are fitted with a sleeve type closure.

A towing strop runs the complete length of the underside of the floor and a towing bridle is fitted at each end of the raft. A drogue and line is attached to the bow bridle. The drogue, by being thrown out and hauled in, can serve as a limited means of propulsion, and it's often vital to get clear of the ship.

On the underside of the floor are four water pockets for increasing the stabil-

ity and checking the sway of the raft when drifting before a wind. Each has a trip line for spilling the water when it is desired to increase the rate of wind drift or when being towed. CO₂ cylinders for inflating the various parts of the raft are supplied and are augmented by two pairs of bellows. Ancillary equipment includes two rescue lines each consisting of a "quoit" and 100 feet of orange cotton buoyant line; a buoyant knife fitted into a sheath at each of the entrances; a drogue, two provision packs containing rations and emergency kit; pyrotechnics, fishing outfits, whistles, bailers, repair kits, and a heliograph mirror.

The raft is launched normally by manually operating the hydrostatic release gear or cutting the rope lashing and pushing or dropping the raft overboard. A pull on the operating cord, which is always secured to the ship, operates the gas release mechanism and the raft starts to inflate, bursting the valise in which it is stowed. The unfolding of the raft operates another mechanism which inflates the floor.

Should a life raft remain on board when a ship sinks, the hydrostatic release gear, which is incorporated in the stowage arrangement, operates under pressure and releases the raft from the ship. The raft rises towards the sur-

faces of the sea and when the pull on the operating cord reaches 40 pounds the gas release mechanism is activated. When the inflating raft exerts sufficient additional pressure on the operating cord, the cord parts, freeing the raft completely from the ship.

Due to the manner in which it is folded before stowage, the raft, upon release, should normally inflate the right way up regardless of the position of the valise on the sea. In the unlikely event of the raft being launched upside down, it can be righted manually.

Two white lights on the top of the raft will automatically come into operation soon after the raft is inflated.

The expenditure of time, thought, effort and expense in the production of the new life rafts has been made without any expectation that they will put to "operational" use in peacetime. The odds are against the ship's company having to take to boats and floats in dead earnest except in battle conditions.

More immediately important are such safety devices as life jackets, for the simple reason that the individual is more likely to find himself in trouble than the ship. Since the Second World War there have been a number of men lost overboard; there has been none lost through a ship foundering.

Cdr. D. J. Carrison, USN, writing in the "United States Naval Institute Proceedings" says that in the eight years following the Second World War 387 men serving in the United States Navy were lost overboard as a result of small boat accidents, or from falling or being washed over the side. Small boats accounted for 154 of these deaths, falling overboard 191 and being washed overboard 42. In fact, Cdr. Carrison concludes from his figures that the safest place to serve is in a submarine. Destroyers are the most dangerous.

But the point he makes is that all too many of these lives were lost through carelessness. Small boats ventured out into seas too rough for them; sailors crossed open decks without lines, tended by husky shipmates, about their waists. And even then the losses would not have been so high had it not been for certain "salty types" who would not wear their life jackets.

Even if a sailor does not value his life highly, the Navy does. Apart from all humanitarian considerations—and they weigh as heavily in the Navy as in any other walk of life—the trained sailor represents an investment of thousands of dollars and months or years of training effort. Take care of yourself!—W.L.P.

NAVAL DIVING TEAMS COMMENDED

Naval diving teams have been commended by Naval Headquarters for "excellent work under adverse conditions" in three unusual diving operations carried out earlier this year.

The operations took place near Gimli, Manitoba, in March; near Brooks, Alberta, in April, and at the mouth of the Saguenay River in May.

In the first two, diving teams from the Diving and Explosive Training Centre at *Naden* recovered the remains of aircraft which had crashed into Lakes Winnipeg and Newell. These operations were led, respectively, by CPO W. E. Cubitt and Lt.-Cdr. Philip Henry. Lt.-Cdr. Henry is officer-in-charge of the training centre.

Sub-zero temperatures, four feet of ice and seven feet of soft mud were among the hazards encountered at Gimli. The aircraft, a T-33 jet trainer, had disintegrated on crashing into the lake 13 miles from shore. The largest fragment was but two feet square and the sharp metal pieces tore at the rubberized diving suits, providing an additional hazard. The suits had to be patched 13 times during the operation.

The team's four men spelled each other so that each day two men did the

diving while the other two made up the surface crew. Altogether, the men spent 60 hours on the muddy bottom and made a total of 24 dives, averaging two-and-a-half hours per dive.

The surface temperatures ranged as low as 20 degrees below zero but work proceeded in spite of the cold. Thawing weather breaking up the ice above finally forced a halt to the mission after nearly two weeks of searching, and after more than 2,000 pounds of the sharp fragments had been raked up with hand rakes and hoisted to the surface in wire baskets.

The following month a Harvard trainer crashed into Lake Newell, near Brooks, Alberta, and again naval divers were called on to recover the aircraft. Mud and ice made the job difficult and Chinook winds and piling ice further complicated the operation.

High pressure water hoses were used underwater to free the aircraft fragments from the enclosing mud which was more than 12 feet deep. At times the divers themselves were encased in the mud and were forced to use the high pressure hoses upwards to clear a channel for their ascent to the normal lake bottom.

The operation took a total of 117 underwater hours and 58 individual dives averaging two hours per dive.

The third naval diving team commended by Naval Headquarters came from the RCN Diving School at Halifax and was led by Lieut. G. H. Lawther.

Its job consisted of an underwater survey of a light-house foundation and was carried out on behalf of the Department of Transport. The foundation, a huge steel and granite-chip "mattress", was laid last year on White Island Reef, off the mouth of the Saguenay. Divers were required this spring to inspect the "mattress" for rocks and debris, to measure its extent and mark its boundaries.

This type of operation is usually a one-day job for a naval diving crew but because of unusually strong tides the White Island Survey took eight days to complete. Only for an hour at low tide were conditions safe enough for diving.

As a result of this survey, carried out in dangerously swift water, the basement mattress was deemed sufficient in both extent and stability for the light-house to be placed upon it.

Britannia Royal Naval College Jubilee

After 50 Years, Institution Undergoing Drastic Change

By

A. CECIL HAMPSHIRE

British Writer on Maritime Affairs

THE JUBILEE of the Britannia Royal Naval College, Dartmouth, celebrated recently, marked not only the 50th anniversary of this famous "British nursery" for naval officers, but the beginning of a new era in its history.

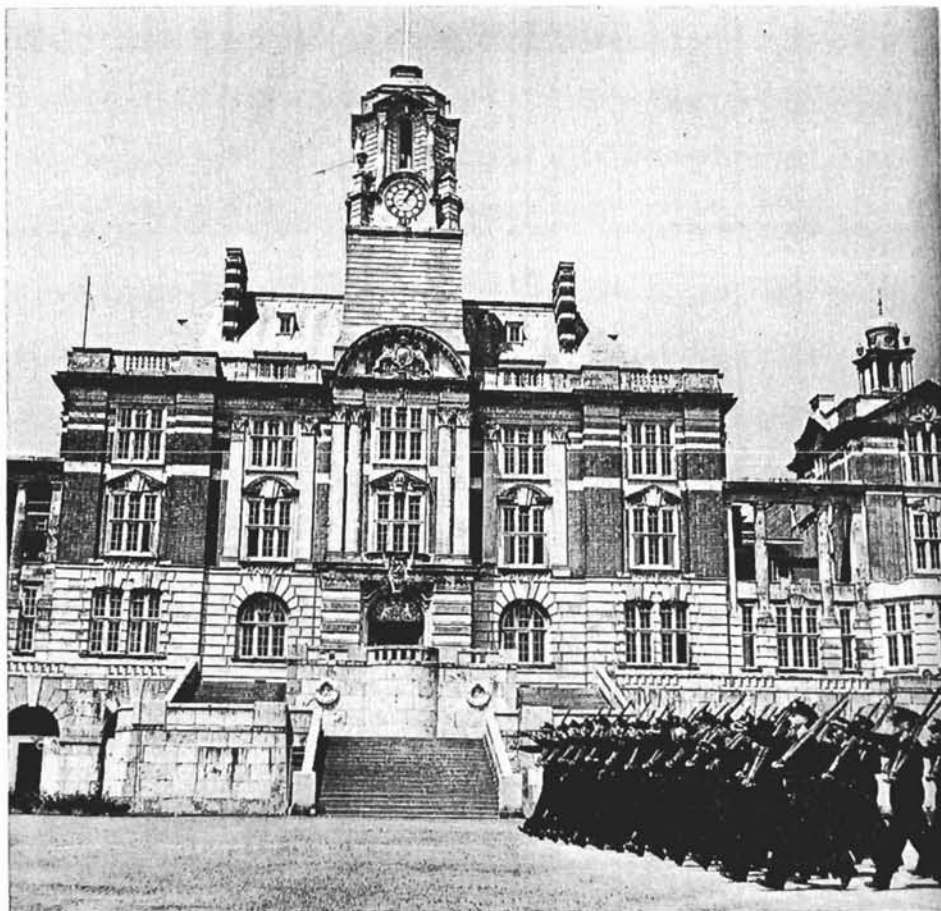
The College is to become more a university and naval training establishment than the public school with a naval bias it resembled in the past.

This change has come about due to the higher entry age of cadets in the Royal Navy and a broadening of the educational qualifications. The age bracket is now 17 years 8 months and 19 years. A scholarship scheme has also been introduced whereby a certain number of boys may be selected by interview at the age of 16. Selection guarantees them a place at 18 and the provision of financial assistance to finish their schooling.

Started in May of this year, cadets under the new scheme now receive an all-through course of training centred at Dartmouth before going to sea as acting sub-lieutenants. Midshipmen ex Dartmouth will eventually disappear completely from Britain's seagoing fleet.

The course lasts seven terms, in three phases. Phase I, which the lads undergo as cadets, lasts two terms and consists of a general introduction to naval life, and education to academic standards in mathematics, mechanics, science and basic naval history. Phase II, lasting one term as cadet, is devoted to sea training in ships of the Dartmouth Training Squadron, comprising a destroyer, two fast frigates and two fleet minesweepers. On board the boys become part of the rating complement and live on the lower deck. During this phase they also undergo ten days' flying instruction at a naval air station.

Phase III consists of four terms after promotion to midshipman. During this period they receive technical training consisting of seamanship, gunnery, torpedo and anti-submarine, engineering, navigation and communications. Also included is instruction in what the modern Navy calls "ABCD", or defence against atomic, biological and chemical



The Britannia Royal Naval College, Dartmouth, England, has marked its 50th anniversary and the beginning of a new era. Entrants are in a higher age bracket than formerly and courses are comparable to those offered by a university. As can be seen in this picture of the college, rifle and foot drill are still required, but such subjects form only a minor part of the curricula! (Photo courtesy U.K. Information Office)

attack. During this phase the midshipmen will go to sea for short periods in the training squadron to put into practice afloat what they have learned ashore.

Integrated with the professional will be a considerable amount of academic instruction. There will be a strong thread of the Humanities through Phase III to counteract the narrowing effect of a lengthy professional course.

The university system of lectures, tutorial periods and private study will be used. Naval discipline will be maintained, but the old-time regimentation is to disappear as unsuitable for the young men of today. The new Dartmouth trainees will be encouraged to think for themselves, work by themselves and employ their leisure profitably.

To cope with the increased technical training now to be given at the College the naval staff is being augmented, and new and up-to-date equipment is being installed, including the main engine of a destroyer, a battery of modern guns and the latest radar.

Considerable structural alterations are also being made to provide new type accommodation and private study facilities to these young naval officers of tomorrow.

Whatever regret may be felt at the passing from the Fleet of the old-time midshipman, the Dartmouth staff under Captain W. G. Crawford, himself a one-time Chief Cadet Captain, is confident that it can and will produce officers of the calibre required by the Navy of today and the future. (U.K. Information Office)



Another for the family album—the 90 officers and men who fly the Avenger aircraft of 880 Squadron and keep them flying. The picture was taken on board the magnificent and, quite obviously, on a fine, warm summer's day. (Mag-6435)

Nobody Here But Us Bears

LONG HOURS, hard work and dismal weather failed to dull the sense of humour of sailors working this past summer on DEW Line operations in the Arctic.

There was, for example, the exchange of messages between the underwater diving teams of the Royal Canadian Navy's Arctic patrol ship *Labrador* and the U.S. Navy's survey ship *Pursuit*. The two teams frequently worked together, examining and clearing beaches and beach approaches at landing sites. On one occasion the *Pursuit's* team sent to the *Labrador* the following message:

"My best info reports no shelter on beach X If available suggest you bring wall tent X Will furnish music and dancing girls X 282200—"

To which the *Labrador* replied:

"Your 282200P X Will provide tent three major Canadian cities two oil fields and one icebreaker complete if last word your message GIRLS X 282345P."

Another of the ships in the task group headed by the *Labrador* was the USS *Rushmore*, a landing ship (dock). In the course of one of their operations, *Labrador* received from *Rushmore* the following message:

"Team Jig (reinforced), with intrepidity and gallantry over and above the call of duty, by strategically sound deployment and tactically perfect assault, succeeded after fierce struggle in capturing starving orphaned baby Arctic fox X. Same now under double guard in spud locker X Consuming huge quantities milk and food including forearm of captain's jacket X Request permission to retain aboard for the time being and until weaned X Great morale factor since counter-attack on captain X Odds 100 to 1 favour fox with no takers X 160945P."

This was *Labrador's* reply to *Rushmore*:

"Your 160945P You bully X Retain fox until he gets meat contained in jacket X 161450P."

Later, after the supply mission had been completed and all other ships had left the area, bound for home, the *Labrador*, continuing with her survey work, concluded a message reporting her position and intentions, the weather and the departure of the last supply ship, with:

"Ain't nobody left here but us polar bears."

THE NAVY PLAYS

Marathoners

Put Through Hoops

Shearwater staged a rugged inter-departmental medley marathon with eight teams taking part in ten events. This is just how rugged it was:

One at a time representatives of each team ran from the gym to the upper playing field and kicked a drop or place kick from the 25-yard line; walked on stilts from 25-yard line to centre of field and then ran to main gate; ran from main gate about a mile to Clarence Park Bowling Alleys; bowled a strike and ran about a mile and a quarter to "F" hangar -22 rifle range; shot one inner or bullseye and ran to boat shed; paddled dinghy around a course using one oar, secured boat and ran to main gate; ran from main gate to gym and climbed rope to beams; ran from gym to old fire hall and sawed through a 6" x 6" log; ran from old fire hall to upper playing field and climbed slide greased with wet soft soap then ran to the recorder's table; ate three dry crackers and whistled two bars of a tune.

The events were run off in relay fashion, with a baton being passed from man to man between events.

The winning team consisted of: PO Patrick B. Windross, Leading Seamen John C. Cavanagh, Stanley W. Witwicki, Able Seamen Bruce E. Davey, Joseph M. Ricard, Joseph P. Garipey, Ian M. Storm and Gilbert M. Monast, and Ordinary Seamen George A. Sly and John W. Hayden.

Point Edward

Has Good Season

A tremendously successful softball season was achieved at Point Edward Naval Base in Sydney, N.S. With a small naval complement, a team consisting mostly of civilians working at the base was formed and named the Naval Base Pirates. The team played in the Suburban Intermediate League.

Naval personnel connected with the team were Lt.-Cdr. (S) Evan Lloyd, Manager; CPO C. A. Brodie, playing coach, and CPO J. G. Brown, RCN(R). The team won first place in its league, and defeated Point Edward Cubs and Sydney River Aces in the playoffs.

In the Nova Scotia playdowns, the Pirates upset the highly-rated Broadway Combines, Sydney City Champions,

after losing the opener and coming from behind to take the next two. This was repeated against Northside Royals, losing the first and taking the next two. New Waterford fell in two straight, both games being close and well played, to give the base the Cape Breton Championship in its first year.

The Pirates were eliminated by Trenton Scotias in the provincial semifinals in straight games.

The team's success gave a tremendous lift to softball in the area, and served to keep the Navy well to the fore with the public in Cape Breton Island. Plans are already being laid for an even greater season next year.

Heavy Program In Cape Breton

During 1955, HMCS *Cape Breton* carried out an ambitious sports program, and it is apparent that the time made available for this purpose has been well spent.

City Council Votes Praise for Navy Day

A resolution passed at a special meeting on August 23 recorded the unanimous appreciation of the Victoria City Council of this year's Navy Day program at the West Coast city.

The resolution, addressed to Hon. Ralph Campney, Minister of National Defence, was:

"That the members of this Council hereby place on record their delight and appreciation in regard to the splendid annual 'Navy Day' celebration held in Victoria on Wednesday, August 17; that they express their admiration of the full and excellent program presented; that the efficient friendly and whole-hearted manner in which those responsible and those participating spared no effort to insure the greatest possible enjoyment for thousands of Victorians and visitors; that the members of the Council signify their special appreciation of the willing, generous co-operation given by the officers and men of the visiting British cruiser HMS *Superb*; that they convey heartfelt thanks for the whole celebration to the Flag Officer Pacific Coast, Royal Canadian Navy, and through him to all of the officers and men involved; and that a copy of this resolution be sent to the Minister of National Defence, Ottawa."

The letter to Mr. Campney was signed by Mayor L. Harrison, who extended his personal compliments on the subject of the resolution.

The weekly sports program includes progressive instruction in swimming, PT tables, apparatus and games instruction. On Friday afternoons all hands go to sports or recreation, encompassing a round robin of softball and soccer, tabloid sports, tugs of war, volleyball tournaments and swimming meets.

In their first season in the Highland Park Softball League the ship's team came fifth. At the Atlantic Command level, teams reached the semifinals in soccer, the finals in softball, and water-polo, and came an extremely close second in the track and field meet.

The *Cape Breton*, with a team in the Nova Scotia Junior Canadian Football League, expects a successful season. In an exhibition game against Moncton's senior team they gave a good account of themselves, dropping a close game 27-17, and in their first league game topped *Shearwater* Juniors 23-6. Coach PO James Kitchin and trainer PO Richard Manderson have turned out a light, fast and smooth-working team.

Although the basketball season has finished, the *Cape Breton* always provided a winning team for exhibition games against the cadets or visiting ships, the team being led by AB James Harquail.

During the summer months the apprentices went off to camp for two weeks where it was possible to conduct round-robin tournaments in softball and volley-ball, knockout tournaments in darts and horse shoes as well as a program including swimming, sailing, boat-pulling, archery and tabloid of sports.

Iroquois Vies With Cornwallis

Iroquois "sports" spent a day ashore in *Cornwallis*, winning over the base team in hard and softball and losing in basketball.

The destroyermen reached the semifinals of the Atlantic Command baseball and softball championships but were knocked out of the competitions by *Stadacona* and the *Cape Breton* respectively.

A skeet club was formed on board the *Iroquois* recently, a product of keen interest germinated during the last Korean tour. The sports officer is casting a competitive eye on all comers against his men in this activity.

The Origin of 'Wavy Navy'

THE POST-WAR generation of sailors scarcely knows the wavy stripes which adorned the sleeves and shoulder straps of officers of the RCNVR. Year by year, since the war ended, the "VR" uniforms, worn on such occasions as Remembrance Day and Trafalgar Day balls, have become progressively rarer and snigger. Even fewer will remember the wavy stripes on the collars of the men of the reserve two-score years ago.

The wavy stripes, of course, led to the RCNVR being designated the "Wavy Navy", a name that is unlikely to be forgotten for years to come.

Serving on board the destroyer *Saguenay* in 1936 were two young officers, one a gunner (T) of the regular force, the other a "VR" sub-lieutenant, who were the "Mr. Gallagher and Mr. Sheen" of entertainments at sea. They were billed as "Budgy and Popy". One of their numbers started off: "Roll along, Wavy Navy, roll along." The words were adapted to a tune, then popular in the Navy, which sang of prairie schooners, rather than the sea-going kind. It was "Roll Along, Covered Wagon" and it was sung with a verve that matched the fervent prayer of sailors of the Second World War: "Give me land, lots of land; don't fence me in."

The officer-composers were Gunner (T) P. D. Budge, RCN, now a commodore and commanding officer of HMCS *Naden*, and Sub-Lt. Rufus Pope, of the Montreal naval division, who was lost when the destroyer *Margaree* was cut in half by a collision in the North Atlantic.

The song "Wavy Navy" might be called immortal in that it helped to carry a host of men, most of them from homes far from the sea, through what seemed an eternity of war.

It helped to build an unequalled *esprit de corps*, perhaps a too-powerful one. A "VR" of war days was likely to turn on a man who had transferred to the RCN with the caustic observation: "So you signed a separate peace!"

Be that as it may, the song aroused no resentment in the hearts of the regulars. They sang with as

much gusto as the reservists.

The story was told that when the *Athabaskan* was sunk by enemy gunfire in a bitter Channel action, survivors were clinging to Carley floats awaiting the slim chance of rescue when a voice

was raised among them in song. It was (so legend says) their commanding officer, Cdr. John Hamilton Stubbs, whom they were never to see again, and the song he chose to keep their spirits and courage high was:

Wavy Navy

Roll along, Wavy Navy, roll along!
Roll along, Wavy Navy, roll along!
When they say "O there they are!"
It's the RCNVR—
Roll along, Wavy Navy, roll along!

Oh we joined for the Glory of it all!
Yes we joined for the Glory of it all,
But the good old RCN
Made us change our minds again—
Roll along, Wavy Navy, roll along!

Oh we joined for the chance to go to sea,
Yes we joined for the chance to go to sea,
But the first two years or more
We spent parading on the shore—
Roll along, Wavy Navy, roll along!

And when at last they sent us out to sea—
Yes when at last they sent us out to sea,
There were several things we saw
That were not brought up before—
Roll along, Wavy Navy, roll along!

Oh we joined for the payment and the fun,
Yes we joined for the payment and the fun,
But of pay there has been none,
And the fun is yet to come—
Roll along, Wavy Navy, roll along!

Now before we pull up hook and sail away—
Yes before we pull up hook and sail away,
If you want some good advice,
Before you join think once or twice—
Roll along, Wavy Navy, roll along!

WEDDINGS

Lieutenant (L) James O. N. Fitzgerald, Naval Headquarters, to Miss Rose Marie Cleary, Antigonish, N.S.

Lieutenant Keith Dunham Lewis, *Naden*, to Miss Diana Wynyard Evans, Halifax.

Leading Seaman Donald C. Rasmussen, *Naden*, to Miss Lucille I. Clifford, Victoria.

Able Seaman William G. Shannon, *Iroquois*, to Miss Norma Agnes McCool, Upper Stewiacke, N.S.

Able Seaman Lawrence Truelove, *New Liskeard*, to Miss Cynthia Swicker, Milton, N.S.

Able Seaman D. G. Urquhart, *Stadacona*, to Miss Lorraine Isaac, Halifax.

Leading Seaman Daniel Lemieux, *New Liskeard*, and Mrs. Lemieux, a daughter.

Surgeon Lieutenant-Commander D. B. Maunsell, *Quebec*, and Mrs. Maunsell, a daughter.

Lieutenant John Middleton, *Micmac*, and Mrs. Middleton, a daughter.

Lieutenant (S) A. H. MacLeod, *Quebec*, and Mrs. MacLeod, a son.

Leading Seaman C. E. MacMillan, *Quebec*, and Mrs. MacMillan, a son.

Instructor Lieutenant-Commander William F. McGown, *Quebec*, and Mrs. McGown, a daughter.

Petty Officer Edward McLeod, *Micmac*, and Mrs. McLeod, a daughter.

Able Seaman Douglas Leo Mousseau, *Queen Charlotte*, and Mrs. Mousseau, a son.

Able Seaman Joe Rustulka, *Tecumseh*, and Mrs. Rustulka, a daughter.

Leading Seaman R. L. Salmond, *Tecumseh*, and Mrs. Salmond, a son.

Able Seaman Lorne Schofield, *Micmac*, and Mrs. Schofield, a son.

Leading Seaman A. J. Stringer, *Tecumseh*, and Mrs. Stringer, a son.

Able Seaman G. A. Vincent, *Stadacona*, and Mrs. Vincent, a son.

Lieutenant K. M. Young, *Stadacona*, and Mrs. Young, a daughter.

BIRTHS

Lieutenant (S) G. W. Blackburn, *Quebec*, and Mrs. Blackburn, a son.

Leading Seaman Ramon Bradbury, *Micmac*, and Mrs. Bradbury, a daughter.

Lieutenant-Commander W. E. Clayards, *Stadacona*, and Mrs. Clayards, a daughter.

Lieutenant Frank W. Costin, *Magnificent*, and Mrs. Costin, a son.

Lieutenant-Commander Ross Dickinson, *Tecumseh*, and Mrs. Dickinson, a daughter.

LOWER DECK PROMOTIONS

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

ALLINSON, George A.....LSEM1
ANDERSON, Harold S.....LSAM2
ARBOUR, Edmond L.....LSEM1

BAILEY, John O.....LSEM1
BANKS, Beverley W.....P2CK2
BARNSWELL, Arnold A.....LSEM1
BARRETT, George F.....P2SW2
BELL, Wesley G.....LSEM1
BENNETT, Gerald M.....P2EM2
BERGUM, Earl C.....LSAA1
BERRY, Robert F.....LSRW3
BILLEY, William.....P2EM2
BLACKLOCK, George A.....LSSW1
BLANEY, Eric H.....C1ER4
BOWDEN, Richard L.....P2RN3
BREWSTER, Hugh E.....LSCK1
BROWN, Charles L.....LSAR1
BROWN, George A.....P1AC3
BROWNWELL, Albert H.....P1AR3
BRUCE, William E.....LSEM1
BRUNET, Albert H.....LSRN3
BRUSH, Thomas F.....LSAM2
BUCHANAN, John D.....C1RT4
BULLOCK, Kenneth.....P2OM3
BURGESS, Garfield H.....LSEG3

CAINE, Michael P.....P2AA2
CAIRNS, Orville W.....LSEM1
CALDWELL, George W.....C2RT4
CASSIDY, Donald J.....LSAR1
CHAREST, Jean-Guy R.....LSEM1
CHARTERS, Clifford C.....LSRC1
CHAUNCEY, Stanley M.....LSEM1
CHRISTENSEN, Stanley W.....LSEM1
CLARK, James M.....P2AO2
COCHRANE, Reginald T.....LSAF1
COLTART, Robert L.....LSEM1
COOPER, Marion J.....LSEM1
COUILLARD, Andre D.....LSEM1

DALEY, Coleman A.....P2EA3
DAVEY, George W.....C2AC3
DAWSON, Clifford S.....LSRC1
DAY, Kenneth A.....C2AC3
DEPPISCH, James M.....LSSW1
DEVLIN, Frederick J.....C2RA
DOOLITTLE, Francis C.....LSRP1
DOUCET, George J.....LSAM2
DREW, John H.....C1ER4
DUBE, Roland L.....C2ET4
DUNBAR, Grant H.....LSAP2

EASTON, William R.....P2ED3
EWER, Alfred.....P2AO2

FEDOROWICH, Edward.....LSEM1
FENN, William G.....P2DV3
FLETCHER, Robert W.....LSLR1
FLOOD, Albert W.....LSRP1
FLOWERSMITH, Martin S.....LSEM1
FORGIE, John.....LSEM1
FORRESTER, William D.....LSRP1
FORTUNE, Patrick J.....P2EM2
FOWLER, Daniel C.....LSRP1
FRANKTON, Vernon M.....P1ER4
FREEBURN, Neil W.....LSEF3
FRIEDRICH, John P.....LSAF1
FROST, James F.....P2EG3
FURTAH, Morrie W.....LSEM1

GATEHOUSE, Henry R.....LSRP2
GAUDET, Burton L.....LSAW1
GENEAU, Yvon H.....LSEM1

GERMANO, Vernon P.....P2ED3
GLAZIER, George A.....LSQM1
GOODING, Gordon H.....C2ER4
GOULET, Walter E.....LSAR1
GRAVELLE, David E.....LSAP2
GREEN, Wesley T.....LSEM1
GREENWOOD, Harold M.....P1AF3
GRIFFIN, Phillip S.....P2EA3
GRIGG, James F.....LSAA1
GRONDIN, William H.....C2EM4

HAROLD, Calvin H.....LSQM1
HATCHER, William T.....C1ER4
HENSON, John C.....P2EM2
HERDMAN, Robert J.....C1ER4
HILLSTROM, Bruce G.....LSEM1
HOLMES, John H.....LSQM1
HOULE, Roland J.....C2ER4
HOWELL, Kenneth K.....LSRC1

IRVING, Robert F.....LSEM1
IVEY, Gordon W.....C2EM4

JEFFERS, Donald.....LSRC1
JEFFRIES, Kenneth A.....LSTD1
JENNINGS, Garrison F.....LSAP2
JOHNS, Harris H.....C2ER4
JOHNSON, George W.....LSRP1
JOHNSON, Peter.....P1AC3

KELLY, Ronald W.....P1RA4
KENNEDY, James P.....LSQR1
KNIGHT, William S.....LSRP2
KNIGHTINGALE, Harold D.....LSEM1
KNOLL, Ronald C.....LSEM1

LAFORET, James M.....LSTD1
LAFRENIERE, Malcolm J.....LSEM1
LAVIGNE, Leopold D.....LSCK1
LAWSON, Robert V.....LSRP1
LEBLANC, Henri G.....LSEM1
LEE, Gordon.....P1AR3
LIPSCOMBE, George J.....P2EA3
LISTON, Walter W.....LSAP2
LORANGER, John G.....LSEM1
LYNCH, Douglas A.....LSLM2
LYSENS, Paul.....C1ER4

MAKAROWITCH, Edward R.....LSEM1
MALCOLM, Francis J.....C2EM4
MALOUIN, Maurice E.....LSEM1
MARKEY, James C.....LSLR1
MASSIE, James H.....LSTD1
MASTIN, George A.....LSRN3
MATHURIN, Roger L.....LSSW1
MAXWELL, Jack M.....P2AA2
MILES, Harold F.....C2EM4
MORRISON, Duncan R.....P2ED3
MORRISON, Richard F.....LSQR1
MORRISON, Robert N.....LSCK1
MOSEHOLM, Harold.....C2PC4
MYERS, Ralph K.....C2ET4

MacDONALD, James H.....C2ER4
MacDONALD, Stephen W.....LSRS3
MacDORMAND, Robert G.....P1ER4
MacDOUGALL, Kenneth G.....LSAA1
MacINTOSH, Reginald G.....LSEM1
MacKINNON, Leo R.....P2AF2
McCART, Henry W.....LSAP2
McCAULEY, James.....LSRS3
McCLANAGHAN, Alfred W.....LSDV2
McGREGOR, John H.....P1LR3
McINTYRE, Thomas.....LSTD1
McLEOD, William.....P2EM2

McMASTER, Frederick G.....LSCK1
McNAUGHTON, Robert H.....LSED3

NEAR, Ronald G.....P2AO2
NEBUCETT, Alfred.....LSEM1
NELSON, Walter R.....C2ET4
NEWCOMBE, Robert E.....LSPW1
NESTMAN, Henry A.....LSEM1
NICHOLSON, Alfred W.....LSAR1

OLVER, Glenn R.....P1RA4
OSBORNE, Roy.....C2ER4

PALMER, Thomas E.....LSTD2
PAPI, Richard N.....C2EM4
PARKE, William A.....P2QM2
PATTERSON, William A.....P2AA2
PEACOCK, James R.....P2CR2
PERRIN, William R.....LSRC1
PICKERING, Russell A.....LSQR1
POTTER, Douglas H.....LSEM1
POWELL, Robert A.....C2ER4

RAMSAY, Jack R.....LSEM1
RENWICK, Donald W.....LSRP1
REX, Harry.....LSEM1
RICHARDSON, Kenneth R.....P2RC2
RIDGEWELL, Lloyd F.....LSQM1
ROBB, William D.....LSVS1
ROBERTS, Clifford J.....LSEM1
ROBERTSON, Alexander M.....LSBD2
ROBICHAUD, Joseph G.....LSEM1
ROSBERG, Eric W.....LSQM2
ROSE, William G.....LSRP1
ROSS, Jack A.....C2SW3
ROYLE, George A.....LSAF1

SAULNIER, Joseph H.....LSEM1
SIMPSON, Lawrence R.....P2AA2
SIMS, Arthur R.....C1ER4
SMITH, Gordon A.....LSAA1
SMITH, Norman W.....C2SE3
SNOWDON, Campbell M.....LSAM2
SOUSA, Norman J.....P2EM2
SPENCER, Alan.....P1ER4
STARK, James O.....P1ER4
STEWART, Hugh N.....C2AT4
STUBBINGS, Frederick W.....LSAR1
SULLIVAN, Elmer L.....P2EM2
SUTHERLAND, Ronald E.....C2EA4

THACKER, James E.....LSAR1
TERRIAULT, Donat F.....LSRC1
THIMSEN, Preston J.....LSQM1
TISSEUR, Gerard L.....LSQM2
TOWNSEND, Philip G.....LSPW2
TURLEY, Frederick A.....LSEM1
TURNBULL, John E.....LSEM1
TURTON, Ronald E.....LSCK2

UNIAC, Patrick T.....LSSE1
UPCOTT, Gerald B.....LSEM1

WATSON, Charles E.....LSEM1
WHALLEY, Allen.....P1AF3
WHITE, Thomas C.....LSAR1
WILBERFORCE, Glenn E.....LSEM1
WILLIAMS, John R.....LSEM1
WILLIAMSON, Norman.....P1ER4
WILSON, Robert A.....LSTD2
WOODER, Frank K.....P2OM3
WRIGHT, Carl J.....LSSE1

ZUAR, Ralph V.....LSMO1

LOWER DECK PROMOTIONS IN THE RCN(R)

BAUDER, Larry R.....ABAW1
BENNETT, May Grace.....WAVS1

CLEMENT, Jean-Jacques.....LSBD2
CLEN DENNING, Glen R.....LSAW1
COWAN, Phyllis A.....W LCS2
CUNCLIFFE, Erie.....ABNRS

DESROCHERS, G. E.....C2TD1
DRUMMOND, George Frederick...ABAAS

EVAN, Dorothy M.....ABCR1

FOWLER, Francis P.....PIQR1

GAGNON, Robert J. O. H.....P2AW2
GREGOIRE, Jeanne E. M.....WLMA1
GREGORASH, Paul Tony.....P2NS2

HAMELUCK, William Sam.....ABNS1
HANDRIGAN, Shirley A.....WANS1
HARPER, Ronald G.....ABRPS
HARRISON, Kathleen M.....WLCV1
HEFFERMAN, Theresa M.WLMM1(NQ)
HENRY, James.....C2QR1

JACKMAN, Mary Lois.....WLVS1
JAMES, Nancy.....WLQMS

JOHNSTON, Harrol J.....P1PB3
JOY, Cecil M.....ABQMS

KOWTUN, Alexandra.....WLAW1

LE BLANC, Leo J.....LSVS1

LOWDEN, Larry Robert.....LSAA3
LYNCH, Ralph H.....ABBD1

MACKAY, Keith Ernest.....ABAA1
MACNEILL, Catherine P.....WLNS1
MALTBY, Clifford A.....C2AW3
MARCHANT, Albert James.....LSBD2
MARTYN, Margaret E.....WAVS1
McTAGGART, Alexander.....C2ER4
MEUNIER, Lucien Alphonse.....LSBD2
MONTURE, Basil Clarence.....C2ER4
MOORE, Gerald W.....LSQRS

O'LEARY, Michael R.....LSQRS

PAQUETTE, Joseph O.....ABAA1
PARITT, Cyril R.....LSBD2
PELTIER, L. Louis J.....LSAA1
PENHALE, Harold B.....C1MR3

REGAN, Robert Dan.....ABCR1
RICHARDSON, John E.....LSPW2
RINGERS, Johannes S.....LSBD2

ST. LAURENT, Joseph.....LSCR1
SIMS, Frederick Raymond.....LSQMS
SMITH, Russell J.....LSNS1
STALKER, Shirley E.....WAMA1

TOUSIGNANT, Bernard C. M....LSBD2

WALDNER, Joseph.....LSCR1
WAYNE, Richard Seymour.....LSQRS
WIGGIN, Lorne Thomas B.....P2EM2
WITHENSHAW, Doreen.....WLAW1

RETIREMENT OF EIGHT CPOs ANNOUNCED

CPO John BROWN, 45, C1DV4, Woodstock, Ont.; joined July 2, 1929; served in *Stadacona, Festubert, Saguenay, Champlain, St. Laurent, Mayflower, Avalon, Peregrine, Scotian, Iroquois, La Hullose, Haida, Niagara, Cornwallis*; awarded British Empire Medal (military division, operational), Canadian Forces Decoration; retired August 4, 1955.

CPO Claude CLAUDE, 43, C1EM3, Eastview, Ont.; joined September 2, 1930; served in *Stadacona, Festubert, Ypres, Saguenay, Champlain, Assiniboine, Skeena, St. Laurent, Avalon, Micmac, Carleton, Portage, Bytown*; awarded Long Service and Good Conduct Medal; retired September 1, 1955.

CPO Ronald COWAN, 39, C1AA3, Winnipeg, Man.; joined March 19, 1934; served in *Naden, Skeena, Ottawa, Restigouche, Stadacona, Niobe, St. Laurent, Iroquois, Warrior, Tecumseh, Ontario, Cornwallis, Griffon, Chippawa*; awarded Mention-in-Despatches and Long Service and Good Conduct Medal; retired August 20, 1955.

CPO Norman DODDS, 44, C1CK3, Ottawa, Ont.; joined June 24, 1930; served in *Stadacona, Champlain, Saguenay, Crusader, Ottawa, Niobe, Griffon, Avalon, Cornwallis, Warrior, Scotian, Magnificent, Hunter*; awarded Long Service and Good Conduct Medal; retired August 8, 1955.

CPO William Henry FIRMAN, 47, C2ET1, Red Deer, Alta.; joined September 1, 1928; served in *Naden, Skeena, Vancouver, Fraser, St. Laurent, Assiniboine, Hamilton, Stadacona, Cornwallis, York, Wallaceburg, St. Boniface, Glenchy, Ontario, Iroquois, Rockcliffe, Discovery, Chippawa, Star, Brockville*; awarded Long Service and Good Conduct Medal, Canadian Forces Decoration; retired September 1, 1955.

CPO James Gerald Patrick HANN, 40, C1EM3, Halifax, N.S.; joined September 9, 1935; served in *Stadacona, Champlain, Pembroke, Crusader, Ottawa, Gaspé, Arras, Saguenay, Niobe, Columbia, Arrowhead, Stettler, Peregrine, Avalon, Buckingham, Bowmanville, Kapuskasing, Scotian, St. Boniface, Iroquois, La Hullose, Brunswick, Micmac, Warrior, Magnificent, Haida*; awarded Long Service and Good Conduct Medal; retired September 8, 1955.

CPO Ellis M. PARKER, 40, C1OT4, Berwick, N.S.; joined January 5, 1935; served in *Stadacona, Saguenay, Venture, St. Laurent, Skeena, Cornwallis, Niobe, Saskatchewan, Avalon, New Liskeard, Magnificent, Swansea, Haida, Nootka, Naden, Micmac*; awarded Long Service and Good conduct Medal; retired September 6, 1955.

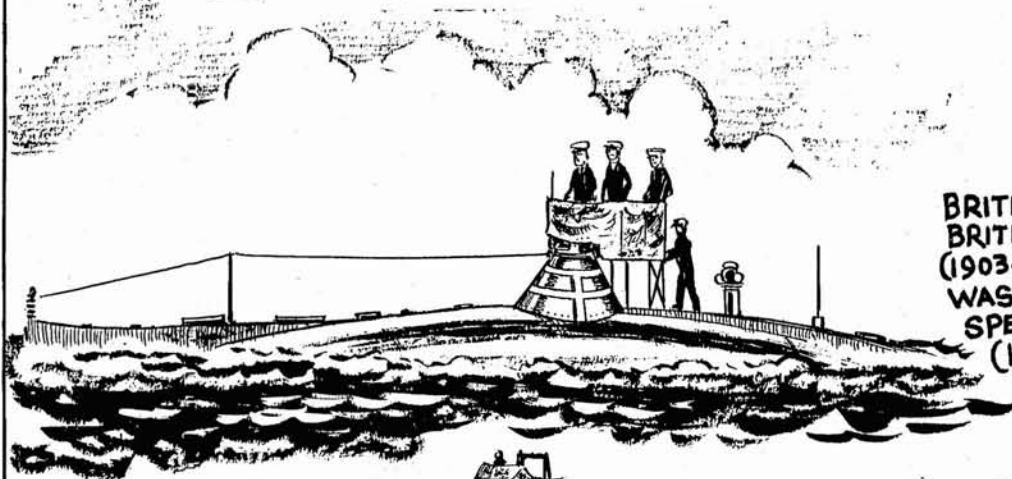
CPO Frederick A. TROTTIER, 45, C1TA4, Halifax and Ottawa; joined September 20, 1929; served in *Stadacona, Fundy, Champlain, Skeena, Saguenay, Charlottetown, Micmac*; awarded Mention-in-Despatches and Long Service and Good Conduct Medal; retired September 20, 1955.



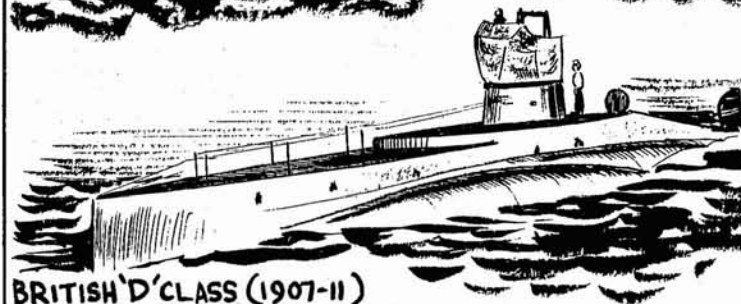
An exhibit conveying the message of the Royal Canadian Navy toured the exhibitions in the smaller Ontario cities this year and reminded citizens far from the sea that the Navy was very much a going concern. Flanking the central display were coloured transparencies of naval scenes and a small movie screen on which were shown naval films. Lt.-Cdr. Norman J. McDonald, area recruiting officer, was in charge of the display. Personnel shown here are PO Leonard Hall (left), AB Stanley Blazynski and PO Leo Pelletier. (Photo courtesy The Sudbury Star.)

Naval Lore Corner

No. 33
EARLY SUBMARINES

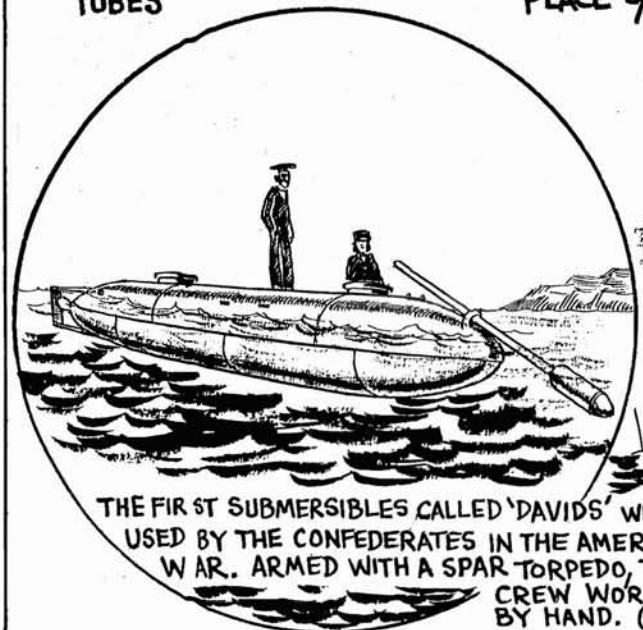


BRITISH 'A' CLASS - THE FIRST
BRITISH-DESIGNED SUBS IN THE R.N.
(1903-8). DISPLACEMENT SUBMERGED
WAS 204 TONS, AND SUBMERGED
SPEED WAS 7 KNOTS...
(HAD 16 CYLINDER GASOLINE
ENGINE)

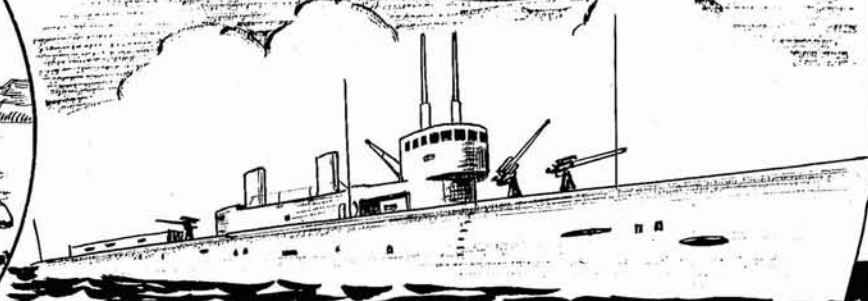


BRITISH 'D' CLASS (1907-11)
WERE FIRST CLASS DESIGNED
WITH DIESEL ENGINES, TWIN
SCREWS, WIRELESS, AND A
DECK GUN. - 550/600 TONS
14/10 KNOTS - 3 18IN. TORPEDO
TUBES

EARLY BRITISH SUBMARINES
IN WORLD WAR I USED
CARRIER PIGEONS IN
PLACE OF WIRELESS...



THE FIRST SUBMERSIBLES CALLED 'DAVIDS' WERE
USED BY THE CONFEDERATES IN THE AMERICAN CIVIL
WAR. ARMED WITH A SPAR TORPEDO, THE 9 MAN
CREW WORKED THEM
BY HAND. (LATER BY STEAM).



BRITISH 'K' CLASS (1916) ..GIANT
'FLEET' STEAM DRIVEN SUBS...
FUNNELS COLLAPSED FOR DIVING.
- 22 KNOTS.

B

