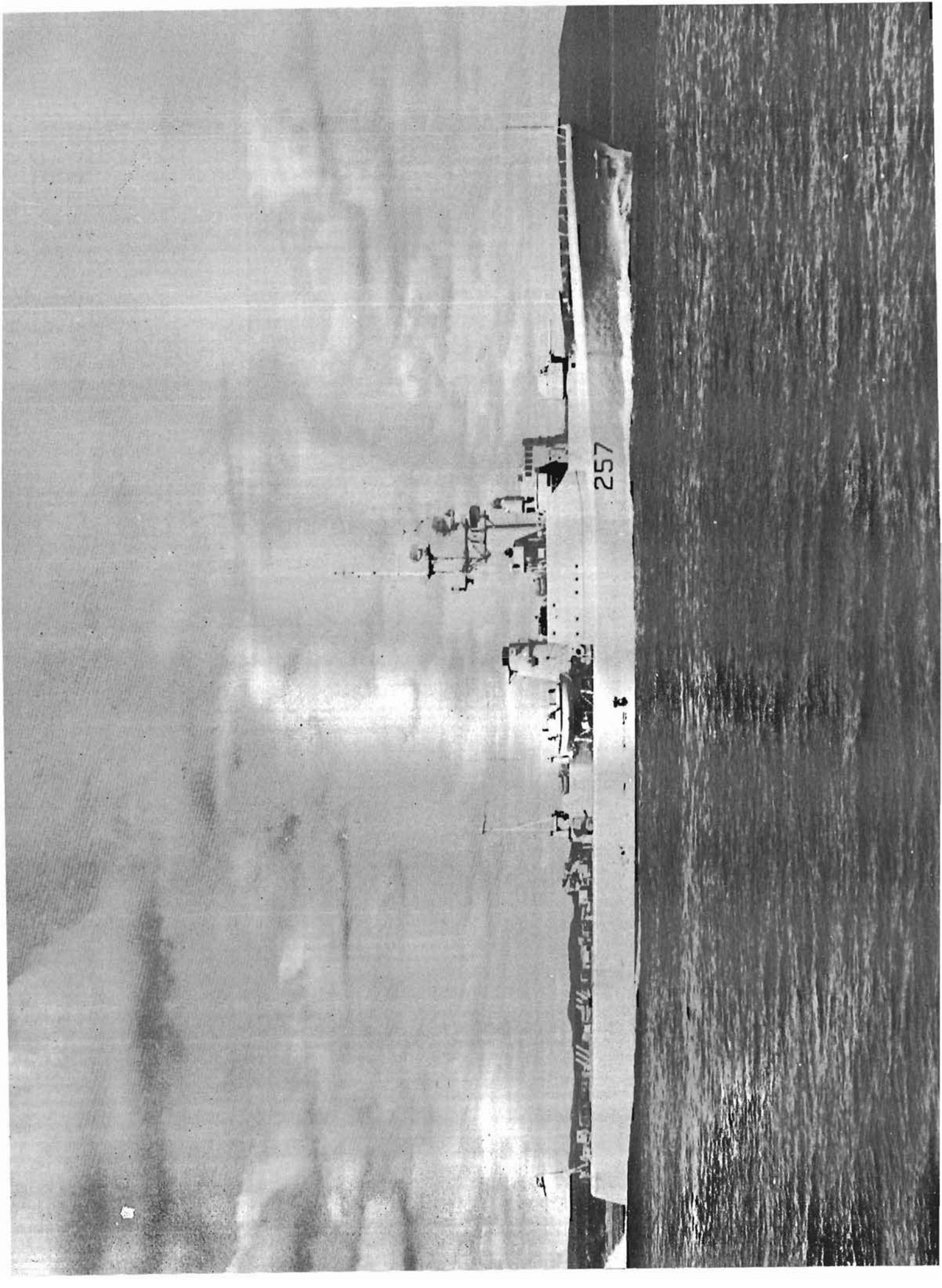


The CROWSNEST



Vol. 10 No. 9

July, 1958



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1958

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LADY OF THE MONTH

We take pleasure in introducing the lady on our left—the most completely up to date warship of her class (it may be said without fear of contradiction) in the world. She is HMCS *Restigouche*, commissioned in Montreal on June 7, and now preparing for service in the Atlantic Command.

Inheritor of a proud name from a River class destroyer which was commissioned into the Royal Canadian Navy on June 15, 1938, and which served faithfully in the North Atlantic throughout the Second World War, the new *Restigouche* is armed with weapons undreamed of 20 years ago. Then sonar was in its infancy, radar was only being guessed at and nobody had got around to homing torpedoes and proximity fuses.

May the new *Restigouche*—first of her class have a long, useful and happy career. (ML-6066)

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The Cover—Although he may be giving never a thought to becoming "the Ruler of the Queen's Navee", AB Douglas McLean puts a lot of cheerful energy into polishing the badge of his ship, the destroyer *Cayuga*. (CR-340)



RCN NEWS REVIEW

HMCS New Waterford appeared as "Lady of the Month" in the March issue. Here is a more recent picture of her taken on a sunny day in late April in B.C. waters. (E-44990)

RCN Ships Help Quebec Celebrate

Four units of the Third Canadian Escort Squadron were among seven warships from four countries taking part in Quebec City's 350th anniversary celebrations during the latter part of June and early July.

First to arrive, on June 26, were HMC Ships *St. Laurent*, *Ottawa*, *Saguenay* and *Assiniboine*, and the 10,000-ton British cruiser, HMS *Birmingham*.

Two of the Canadian destroyer escorts, the *Ottawa* and *Assiniboine*, arrived in Quebec after an earlier visit to St. Lawrence River and Gulf ports, which included calls at Montreal and an earlier visit to Quebec City.

During their earlier visits, the two ships, accompanied by HMCS *Sioux* had embarked Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast. Open house was held in the ships to give the public an opportunity of seeing Canada's modern anti-submarine vessels, and special arrangements were made to have high school students tour the destroyer escorts.

At Montreal, the *Assiniboine* was also host to a group of more than 40 members of the Senate and House of Commons who toured naval units in the Montreal area as guests of the Hon. G. R. Pearkes, Minister of National Defence.

At the conclusion of the visits, the *Sioux* returned to Halifax while the *Assiniboine* and *Ottawa* were joined by

the *St. Laurent* and *Saguenay* from Halifax to take part in the Quebec City anniversary celebrations.

The four Canadian ships and the British cruiser were joined at Quebec by the 31,000-ton U.S. aircraft carrier, USS *Leyte*, and the French destroyer *Du Chayla*.

Guided Missiles Fitted to Banshees

Guided missiles are being fitted to the Royal Canadian Navy's Banshee jet fighter aircraft. Some Banshees already have been fitted for "Sidewinder", an

air-to-air homing missile, and the remainder will be equipped as soon as possible.

"Sidewinder" will increase very appreciably the fighting efficiency of the Banshee. The missile, which was developed by the United States Navy, has been proved thoroughly successful in operation during the past year in U.S. naval aircraft and is being purchased by the RCN from USN.

The first RCN aircraft to be equipped are from VX 10, the experimental squadron at *Shearwater*. Eventually all of the RCN's Banshee aircraft will be modified and fitted, with priority being given to the two fighter squadrons, VF 870 and VF 871.

Among the principal reasons for selecting this missile are its simplicity of operation, its suitability for the Banshee and its early availability. Only slight modification of the aircraft is necessary.

"Sidewinder" is the U.S. Navy's newest air-to-air guided missile in operational use. It is guided by an infra-red or heat-seeking device. It seeks the target by homing on the heat emitted by the aircraft.

Measuring nine feet in length and weighing about 155 pounds, "Sidewinder" is designed for destroying high-performance enemy fighters and bombers from sea level to altitudes over 50,000 feet. The missile has very few moving parts, no more electronic components than an ordinary radio, and

Old 'Rusty' Sent Terse Message

The commissioning of HMC *Restigouche* on June 7 at Montreal recalls one of the shortest messages ever passed at sea between two ships—and the first *Restigouche* was the ship that sent it.

The pennant numbers assigned to the destroyer *Restigouche* during the Second World War were H-zero-zero (HOO).

While going about her wartime duties she came upon the Royal Navy destroyer, HMS *Harvester*, whose pennant numbers, painted large upon her bows, were Y-zero-zero.

The *Restigouche* instantly seized the opportunity and flashed the message: "From HOO to YOO: YOO HOO!"

Although he does not identify the ships, Captain Jack Broome, DSC, RN, recalls the incident in his book of famous naval messages, "Make a Signal!"

requires no specialized technical training to handle and assemble effectively.

It is basically a defensive weapon to augment protection of men and ships at sea from attacks by enemy aircraft and it enables defending fighters to knock down the fastest enemy aircraft even when miles away.

Divers Sail for Northern Duty

A seven-man clearance diving team from the Royal Canadian Navy's Operational Diving Unit No. 1 sailed from Halifax in early June to assist in the 1958 resupply of radar sites in Canada's northland.

The United States Navy icebreaker *Edisto* called at Halifax to embark the Canadians and their equipment.

The team is operating under the direction of the Military Sea Transport Service, the United States authority responsible for resupply of DEW Line and Pine Tree Lines sites in the eastern Arctic.

The RCN divers are operating in northern Newfoundland, east Baffin and Labrador coastal areas. Their mission is to survey, select and prepare beaches as landing sites for shipborne supplies.

In addition to selecting and blasting out beaches, the divers are preparing tidal information of the areas concerned, are available during the landings to effect emergency repairs on landing



A diving team from Operational Diving Unit No. 1 went on board USS *Edisto* at the end of May for diving operations in northern waters. The team will survey beaches for the landing of supplies for northern radar sites. Left to right are AB Bruce Downey, AB Alex Blancher, PO Keith Power, Lt.-Cdr. Ross Dickinson, PO Patrick O'Neil, PO Brian Dillistone and Ldg. Sea. Leo Goneau. (HS-53039)

craft if required, and keep the beach area free from obstructions.

Heading the RCN team, which is made up entirely of volunteers, is Lt.-Cdr. Ross Dickinson, who has been engaged in clearance diving for four years.

Two members of his team, Petty Officers Patrick O'Neil and Brian Dillistone, have previously worked in the Far North while serving on board the Arctic patrol ship *Labrador*, which has since been transferred to the Department of Transport. Other members of the team are PO Kenneth Powers, Leading Seaman Leo Goneau, and Able Seaman Bruce Downey and Charles Blancher.

The team will return to Halifax in November.

New Duties for Cape Breton

HMCS *Cape Breton*, which served as training establishment for technical apprentices at Halifax from January 1953, sailed June 27 for the West Coast to join the Pacific Command as a mobile repair ship for fleet support. She is expected to reach Esquimalt early in August.

A sister ship, the *Cape Scott*, which is also based at Halifax, will be used for similar duties in the Atlantic Command.

The training of technical apprentices, which was formerly carried out in the *Cape Breton*, will be conducted in the new Combined Technical Training Establishment now nearing completion at Esquimalt.

The *Cape Breton* and *Cape Scott* were built as maintenance ships at the



His Excellency Governor General Vincent Massey took passage in the *Sioux* from Pictou, N.S., to Charlottetown, P.E.I., in May. His Excellency is pictured on the bridge of the destroyer escort with Cdr. Peter G. Chance, commanding officer. (HS-52961)

Burrard Drydock Company, Limited, North Vancouver, and launched in 1944. The *Cape Breton* served in the Royal Navy as the *Flamborough Head* and was acquired by the RCN in 1953, when she was renamed.

The *Cape Scott* also served in the Royal Navy, as the *Beachy Head*, until 1947, when she was loaned to the Royal Netherlands Navy and renamed the *Vulkaan*. Returned to the RN in 1950, she was acquired by the Royal Canadian Navy in 1952.

Parliamentarians Make Naval Tour

More than 40 members of the Senate and the House of Commons visited Montreal on Saturday, June 7, as guests of the Hon. G. R. Pearkes, Minister of National Defence, for a first-hand view of naval ships and establishments.

The parliamentarians were taken on a tour of the Naval Supply School and the Naval Supply Depot at HMCS *Hochelaga*, in Ville La Salle. Immediately obvious to them was the high standard of cookery training being given at the Supply School and they were further acquainted with the results of that training as luncheon guests.

Later in the afternoon the parliamentarians made a thorough tour of the destroyer escort, HMCS *Assiniboine*, and learned something of the electronic devices and weapons which Canada's new warships can employ against submarines. They were greeted as they came aboard by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast.

Subsequently the parliamentarians visited HMCS *Restigouche*, first of her class, which had just been commissioned that morning. Ship's officers, headed by the commanding officer, Cdr. J. W. McDowall, explained the changes and improvements which had been made in the *Restigouche* class.

The visit concluded with a tour through the Canadian Vickers plant and a reception and buffet supper.

Ontario Gets Gate Vessel

HMCS *Porte Dauphine*, a *Porte* class gate vessel which first joined the Royal Canadian Navy in 1952, was officially transferred on loan to the Ontario Department of Lands and Forests at Halifax on June 4.

Following her transfer, the *Porte Dauphine* was sailed from Halifax to Lake Ontario where she will serve as a research ship for the Ontario department in carrying out a geophysical study of the Great Lakes.

Built at Pictou, N.S., the 465-ton naval vessel was launched on April 24,



Rear-Admiral Bertram W. Taylor, Flag Officer Submarines, Royal Navy, stops to chat with a Canadian submariner, AB Edward Turner during the admiral's visit to the Sixth Submarine Squadron at Halifax in May. AB Turner serves in the *Amphion*. (HS-52806)

1952, and commissioned December 10, 1952. After only 13 days in commission she was paid off until March 17, 1953, when she commissioned again, this time as tender to the Halifax naval division, HMCS *Scotian*. She paid off from her second commission on December 18, 1953.

She commissioned for the third time on May 16, 1955, to take part in reserve training on the Great Lakes. On completion of her training duties she returned to Halifax and was placed in reserve in October of the same year.

She came out of reserve again in 1956, this time as an auxiliary vessel, to act as a supply ship for RCN units taking part in spring exercises in the Caribbean. This period of duty lasted from March to May of that year, after which she returned to reserve where she remained until her transfer this June.

Ships Visiting 28 B.C. Ports

Warships of the Pacific Command began in June special visits to ports along British Columbia's coastline, Vancouver Island, the Queen Charlottes and the Gulf Islands, during this B.C. Centennial summer.

Sign of the Time

The London (Ontario) Free Press reports that the following sign was posted in a naval research office:
"If it works, it's obsolete."

The ships range from the 9,000-ton training cruiser *Ontario* to 390-ton minesweepers. Their ports of call include a total of 28 B.C. cities and communities, in June, July and August.

In many instances, the visits coincide with special Centennial events planned for the places being visited. Most ships, at some time during their visits, are holding "welcome aboard" programs in which residents of the area are invited on board for a first-hand glimpse of the ships of today's modern navy.

The visits are enabling many thousands of B.C. residents to see the ships and men of their country's fleet.

Participating in the Centennial visits program, in addition to the *Ontario*, are the anti-submarine destroyer-escorts of the navy's Second Canadian Escort Squadron; frigates of the Fourth Canadian Escort Squadron, and minesweepers of the Second Canadian Minesweeping Squadron.

A number of the warships will make their Centennial visits in conjunction with prearranged training cruises for seamen and officer-cadets of the Royal Canadian Navy. In some ports of call, officers and men of the ships will go ashore to take part in Centennial celebrations.

45 Cadets Join U.S. Exercise

Forty-five cadets of the RCN(R) from universities across Canada took part in amphibious exercises in Virginia with 850 midshipmen of the United States Naval Academy, Annapolis, Maryland, for two weeks beginning June 6.

The RCN Reserve cadets, accompanied by Lt.-Cdr. George H. Marlow, left by air on June 4 from the RCN Air Station, *Shearwater*.

The exercise — nicknamed *Tramid Lex '58* — began at the USN amphibious training base at Little Creek, Norfolk, Va., and was an annual part of the summer training of Annapolis students. This is the sixth year that Canadians have taken part.

A week was spent in shore training during which the cadets attended classes on various phases of amphibious warfare and saw an amphibious landing by U.S. Marines.

In a practice landing on June 19 and the final large-scale exercise June 20, some of the midshipmen and cadets participated in landings with more than 1,000 Marines while the remainder were with naval forces.

The attacking ships included transports, landing craft, an aircraft carrier with Marine helicopters, and destroyers. U.S. Air Force troop-carrying aircraft and U.S. Army paratroopers supported the exercise.

RESTIGOUCHE

THE ROYAL CANADIAN NAVY has been joined by a new ship, of a new class and of new anti-submarine capabilities.

Speaking at the commissioning of HMCS *Restigouche* at Canadian Vickers Ltd., Montreal, on Saturday, June 7, the Hon. Leon Balcer, Solicitor General, said that the new ship was not only different from the wartime destroyer of the same name but, in every way, she went far beyond anything that had been imagined during the war by naval personnel, even in their wildest and most optimistic dreams.

Mr. Balcer, the guest of honour at the ceremony, is a former naval officer and was serving in the frigate HMCS *Annan* when she sank the *U-1006* in a night action 1,000 miles west of the Shetland Isles.

The first of a class of destroyer escort developed from the St. Laurent class, the *Restigouche* was originally to have been commissioned on November 30, 1957, but was in collision on November 21 in the St. Lawrence while returning from the contractor's final sea trials. Although extensive repairs were

necessary, the accident demonstrated the ability of the ship to withstand successfully severe impact and shock.

Constructor Captain S. M. Davis, Principal Naval Overseer, Montreal Area, who introduced the speakers, said that the commissioning of the new ship was a happy occasion for the RCN.

Speaking on behalf of the ship-builders, J. E. Richardson, managing director of Canadian Vickers Ltd., referred to the commissioning of a naval ship as being an important event not only to the Navy she was about to join, but also to the government and the people of the country concerned.

A great deal, he said, was heard today about the use of new weapons and methods, each one more deadly and terrible than its predecessor.

"But even if weapons and methods are changing, the overall strategic importance of sea power is not; so, in my opinion, every addition to the navies of the free world at the present time is of immense value," he added.

Rear-Admiral H. N. Lay, representing the Chief of the Naval Staff and himself a former commanding officer

*A famous name returns
to RCN and designates
new ship class*

Guest of Honour



The Hon. Leon Balcer, solicitor general in the Dominion government, guest of honour at the commissioning of HMCS Restigouche, is a former naval officer.

He served in the Royal Canadian Naval Volunteer Reserve from November, 1941, to October, 1945. He spent nearly a year at sea in a Fairmile, on coastal patrol and convoy duty, and a further two years in the frigate Annan, on anti-submarine operations in the North Atlantic.

While he was in the Annan, the frigate sank the U-1006 in a night action 1,000 miles west of the Shetland Isles. Damaged by depth charges dropped earlier in the day by the Annan, the U-boat was forced to surface. Submarine and surface ship hotly exchanged gun fire until the Annan, running close alongside the U-boat, dropped a well-placed pattern of depth charges that finished the fight.

Mr. Balcer was demobilized, in the rank of lieutenant, in October 1945.



Cdr. J. W. McDowall, commanding officer of the *Restigouche*, is shown signing the acceptance form during the commissioning service of the RCN's newest modern destroyer escort at Canadian Vickers Ltd., Montreal, on Saturday, June 7. (ML-6849)

of the first *Restigouche*, expressed his pleasure at being present to see this latest destroyer escort being commissioned into the RCN. The new ship had improvements and modifications which were the result of continuing research, development and experience. Like the destroyer escorts of the St. Laurent class which had been commissioned and were now in service, she represented the most advanced anti-submarine vessel in the world.

Mr. Balcer, who is Member of Parliament for Three Rivers, Quebec, said he regarded it a privilege to take part in the ceremony which would bring to life "this magnificent new ship".

It was an occasion on which we should remind ourselves that, in the provision of our defence, the sea remained as important as it ever was during the past.

Referring to the threat posed by the submarine in the two world wars, Mr. Balcer said all would do well to take note of the fact that the modern submarine was today among the most dangerous weapons in existence. The *Restigouche* was part of our defence against the possibility of attack from such a source. She would now take her place in the great and growing shield provided through our membership in the North Atlantic Treaty Organization. She was a necessary addition to the strength of the NATO alliance, on which our hope for peace so largely rested, and a tangible declaration of Canadian faith in this union for peace.

"As for the ship herself," he added, "I must confess I am impatient to see



The RCN's newest ship becomes a member of the fleet as the White Ensign is raised for the first time during the commissioning of the *Restigouche* at Canadian Vickers Ltd., Montreal, where she was built. (ML-6852)

Minister Wishes Ship 'Godspeed'

"On the occasion of your departure to join the fleet I send you my best wishes for a very happy and successful commission. Live up to your motto and all will be right."

Such was the message sent to HMCS *Restigouche*, Canada's newest warship, by the Hon. G. R. Pearkes, Minister of National Defence, on the occasion of her departure from Montreal on June 11.

The *Restigouche's* motto is "Rester Droit", which is literally translated "Remain straight" or, freely and in the nautical sense "Steer a straight course".

The motto is based on a play of words, the phonetic resemblance between "Restigouche" and "Rester Gauche" suggesting the opposite, "Rester Droit".

as much as possible of a vessel of which I have heard so much.

"I note with reminiscent interest, that one can now stand on the bridge in the worst of weather, without getting one's head wet, let alone one's feet!"

Even from ashore, the complexity of the new equipment the *Restigouche* carried could be guessed at easily enough. A second thought made very clear how much was going to be expected, as yet newer developments arrived, of the fighting seamen of the fleet.

"Life in the Navy has always been very much a man's life. Life in the modern Navy obviously demands increasing technical skill, and a man who can use his head as well as his hands."

Concluding his remarks, Mr. Balcer said he wished to address his final

words to the commanding officer, the officers and men of the *Restigouche*:

"May you have all good fortune, happy sailing, and may you always remember with pride the day your new ship was commissioned."

Following the signing of the acceptance form by Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, and an address to the ship's company by Cdr. J. W. McDowall, the commanding officer, the commissioning service was conducted by the Rev. Dr. E. G. B. Foote, Chaplain of the Fleet (P), and the Rev. R. MacLean, Chaplain of the Fleet (RC).

Developed from the St. Laurent class of destroyer escort, the *Restigouche* incorporates advances in armament and submarine detection capabilities.

The advances embrace sonar, guns and homing torpedoes. The new sonar is the product of intensive study and exhaustive trials carried out jointly by technical and staff officers of the RCN and scientists of the Defence Research Board. In general, this new equipment is designed to overcome the limitations imposed by unfavourable water temperatures, salinity and other conditions. The new set also has a greater range than those previously in use.

The *Restigouche* has a twin 3-inch 70-calibre gun mounted forward, replacing the 3-inch 50-calibre gun with which the St. Laurent class is equipped. The twin 3-inch-50 aft has been retained, but there are no Bofors close-range weapons. The 3-inch-70 has a greater rate of fire than the 3-inch 50-calibre gun.

She also carries homing torpedoes with improved capabilities to those fitted in the St. Laurent class.

Some change, too, has been made in the bridge structure, which now has wings, replacing the pilotage position on top of the enclosed bridge in the St. Laurent class.

The first HMCS *Restigouche*, the former HMS *Comet*, built for the Royal Navy under the 1929 program, was commissioned into the Royal Canadian Navy on June 15, 1938.

A veteran of the Battle of the Atlantic, she helped to convoy the first contingent of Canadian soldiers overseas



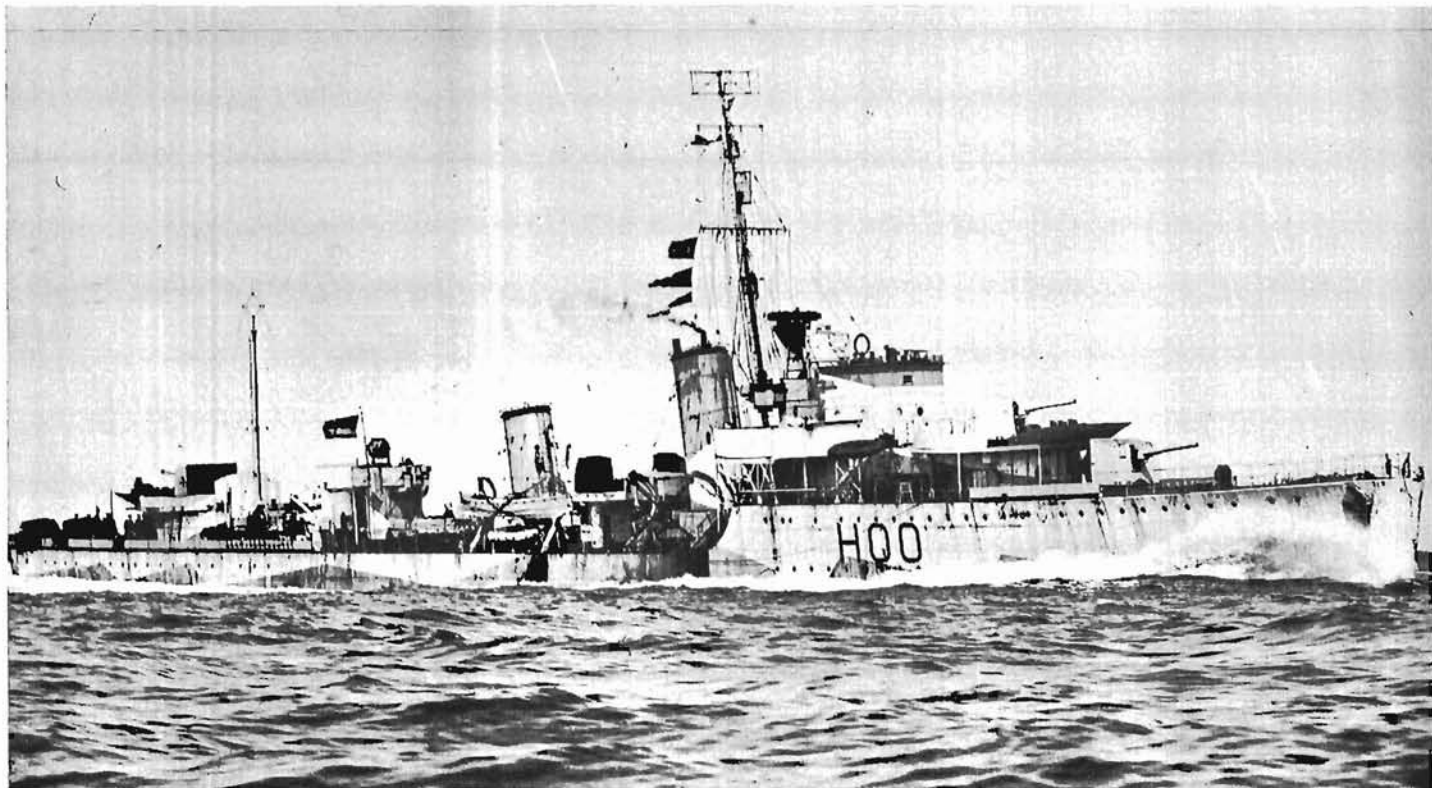
Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services, signs the acceptance form during the *Restigouche* commissioning ceremony. At right is Constructor Captain S. M. Davis, the Principal Naval Overseer Montreal Area. (ML-6850)

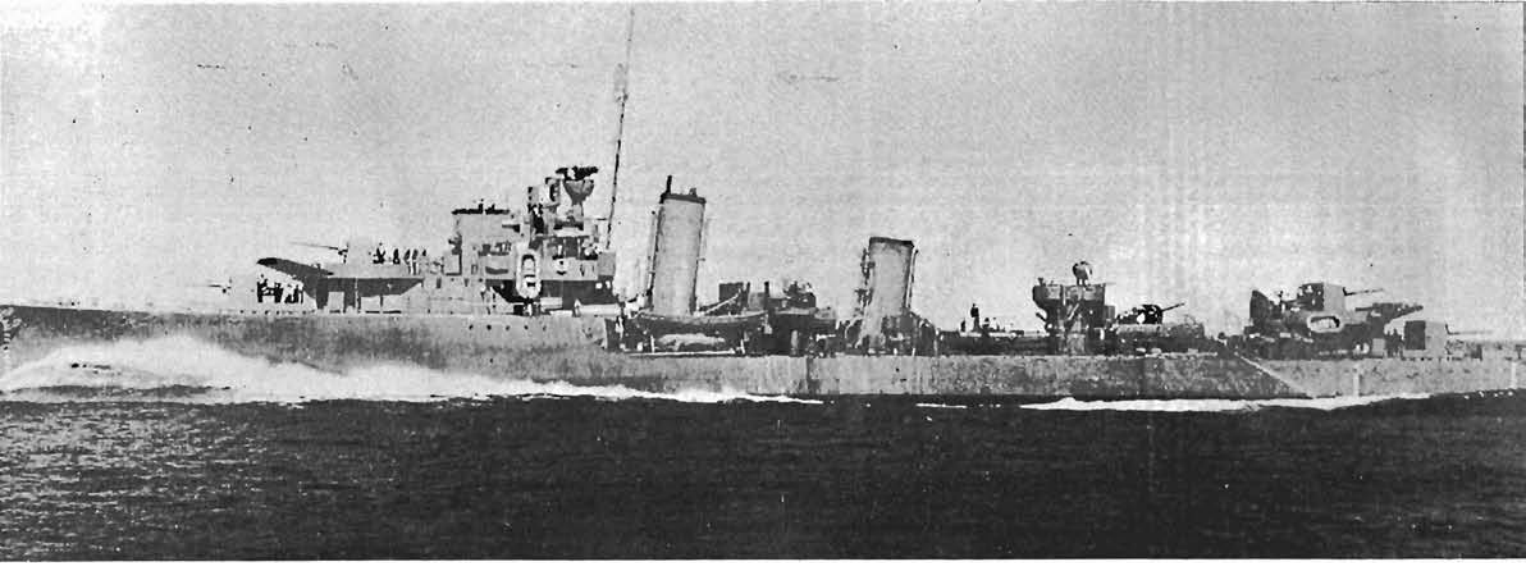
in 1939, evacuated troops from France in 1940 and escorted Prime Minister Churchill to the Atlantic Charter meeting in 1942. In 1944 she participated in the Normandy landings and later in the year, with three other Canadian de-

stroyers, she disabled an enemy convoy off Brest.

Throughout the war, she was credited with taking part in the sinking of eight enemy ships. She was disposed of following the cessation of hostilities.

The *Restigouche* of Second World War fame—commissioned 20 years less eight days before the new *Restigouche*. (NP-489.)





The Second World War destroyer HMCS St. Laurent, as she appeared a few months after the Arandora Star rescue operation. (H-185OR)

Looking Astern

THE ARANDORA STAR RESCUE

EIGHTEEN YEARS ago, in the dim pre-dawn light of the morning of July 1, 1940, a large British passenger liner slipped quietly from her berth in Liverpool, England, and headed down the River Mersey.

Soon, she was lost to view, the drab greyness of her wartime paint merging with the off-shore morning haze as she set a northerly course up the Irish Sea and through the North Channel separating Ireland from Scotland.

There was little about the *Arandora Star's* departure to indicate that she was shortly to be the central figure in an ironic drama of the sea.

The British merchant ship was torpedoed barely 24 hours later northwest of Ireland as she was sailing independently for Canada, carrying between 1,500 and 2,000 German and Italian internees.

The dramatic rescue of 861 survivors was carried out by the Canadian destroyer HMCS *St. Laurent*, commanded

by Lt.-Cdr. H. G. DeWolf, now Vice-Admiral and Chief of the Naval Staff.

When she sailed from Liverpool, the *Arandora Star* had commenced zig-zagging and she carried this out continuously until she was struck at 0615 on July 2, in position 55° 20' N, 10° 33' W, about 100 miles due west of the Northern tip of Ireland, Malen Head. Her course at the time was 270 degrees and her speed, 15 knots.

The submarine which torpedoed her was the *U-47*, commanded by Gunther Prien, of Royal Oak fame, one of the ace commanders in the U-boat branch of the Kriegsmarine. A little more than eight months after he had sent the *Arandora Star* to the bottom, Prien lost his life when the *U-47* was destroyed, presumably by HMS *Wolverine* (destroyer), during an attack on a convoy. An account of the last patrol of the *U-47* appeared in the August 1949 issue of *'The Crowsnest'*.

The *Arandora Star* was struck by a torpedo on the starboard side at the after end of the engine room. Nothing was seen of the submarine or of the approaching torpedo by either the Chief Officer or the Third Officer who were on watch, or by any of the four lookouts in the British ship.

Communications from the bridge to the engine room and to the W/T room were put out of action. The engine room was wrecked and the main generator was disabled, plunging the ship into darkness. Within two minutes the engine room was flooded to sea level. The ship's distress call, however, was answered by Malin Head W/T Station. Available boats and rafts were launched from the *Arandora Star* and there were soon filled to capacity.

About 0715 the list to starboard increased and it became apparent the ship was about to sink. The captain and senior officers then abandoned ship and she sank by the stern at 0720.

GERMAN ADMIRAL RECALLS RESCUE

The gratitude of the German people for the rescue work carried out by the first HMCS *St. Laurent* following the *Arandora Star* torpedoing in July, 1940, was expressed during a visit paid to Germany last fall by ships of the First and Third Canadian Escort Squadrons, HMC Ships *St. Laurent*, *Saguenay* and *Nootka* under the command of Captain (now Commodore) A. G. Boulton.

At a reception held in Kiel for the visiting Canadian officers, Rear-Admiral Bernhart Rogge, of the West German Navy, speaking on behalf of Federal President Dr. Heuss, thanked the RCN for the saving of many lives during the

war and, particularly, for the "brave and unselfish work of the *St. Laurent's* officers and crew, despite the ever-present danger of German submarines" in the *Arandora Star* incident.

Referring to this, Admiral Rogge said: "The existing wind and weather conditions were very unfavourable. Only by the brave and unselfish help of the crew and the ship's command, and in spite of the danger from German submarines, could 861 German and Italian shipwrecked people be saved.

"Federal President Dr. Heuss has asked me to use this official occasion to

express his special thanks to you, Captain Boulton, and to the Royal Canadian Navy, for this noble action during World War II.

"The German nation and especially the survivors of the *Arandora Star* will not forget this rescuing operation of shipwrecked people."

Admiral Rogge said he hoped that it would be possible for these belated thanks to be passed in some way to the members of the ship's company of the *St. Laurent* who had been serving in the ship when the *Arandora Star* survivors were rescued.

Approximately two hours later, at 0930, a Sunderland flying boat of RAF Coastal Command arrived over the area and dropped rations, first-aid outfits, cigarettes and matches in water-tight bags. The plane remained in the area, directing the *St. Laurent* to the survivors' boats. It was 1320 when the Canadian destroyer arrived. A British destroyer, *HMS Walker*, which had been ordered to the scene later to assist the *St. Laurent*, could find no signs of life, all of the survivors having been picked up by the Canadian warship.

In a report he made at the time, Lt.-Cdr. DeWolf described the scene as the *St. Laurent* arrived:

"On reaching the position, ten lifeboats, all fairly well filled, formed a group, while the area to windward (westward) for two or three miles was littered with rafts and small wreckage, to which were clinging survivors, singly and in small groups.

"The ship was stopped in the centre of this area, and all boats sent away with instructions to pick up individuals from the water and those with poor support, while the ship was manoeuvred among the rafts and heavier wreckage picking up groups of three and four.

"This part of the work was painfully slow. Very few survivors were able to help themselves to any extent, and in many cases it was necessary to put a man over the side to pass a line around them and hoist them bodily inboard. Some were very heavy. Those taken from the water and from light wreckage were covered in oil fuel.

"During this time the lifeboats were making their way towards the ship. First to arrive was a power boat, well filled. This was quickly cleared and supplied with a fresh crew and sent away to pick up more. The coxswain, a seaman named Stewart from the *Arandora Star* remained in the boat and did excellent work, completing three trips and bringing in at least one hundred survivors.

"With the arrival of the lifeboats and return of the *St. Laurent's* boats each of which did several trips, embarkation speeded up and by 1555 the last boat had been cleared, and approximately 850 survivors embarked. The aircraft reported no more in sight and asked permission to return to its base. This was approved."

Nearly all of the survivors were taken below, filling all the *St. Laurent's* messes, officers' quarters and one boiler room. A number, however, were obliged to remain on the deck and the ship's company made these survivors as comfortable as possible by rigging canvas

Italian Survivors Expressed Thanks

Following the rescue of the survivors of the Arandora Star, a message was relayed to Naval Headquarters in Ottawa from the Italian survivors.

Transmitted through the Brazilian Ambassador in London, it asked that an expression of deep gratitude be conveyed to the officers and men of the St. Laurent for services rendered by them.

The message, sent through the Office of the Principal Secretary of State for Foreign Affairs, asked his Excellency "to be so good as to convey to the officers and crew of the Canadian destroyer St. Laurent, as well as to the naval and military authorities at Greenock, the profound gratitude of the leader of the group of interned Italians who survived the sinking of the Arandora Star, for all they did in their endeavour to save the shipwrecked and for the kind attentions which were afterwards accorded to the latter."

Two doctors who had been rescued from the torpedoed ship, a Dr. Ruhemann, a German, and a Dr. Otvos, an Austrian, worked throughout the night attending to the sick and injured.

With the help of cooks from the *Arandora Star*, a hot meal was provided for all survivors, who had last had a meal on the previous night.

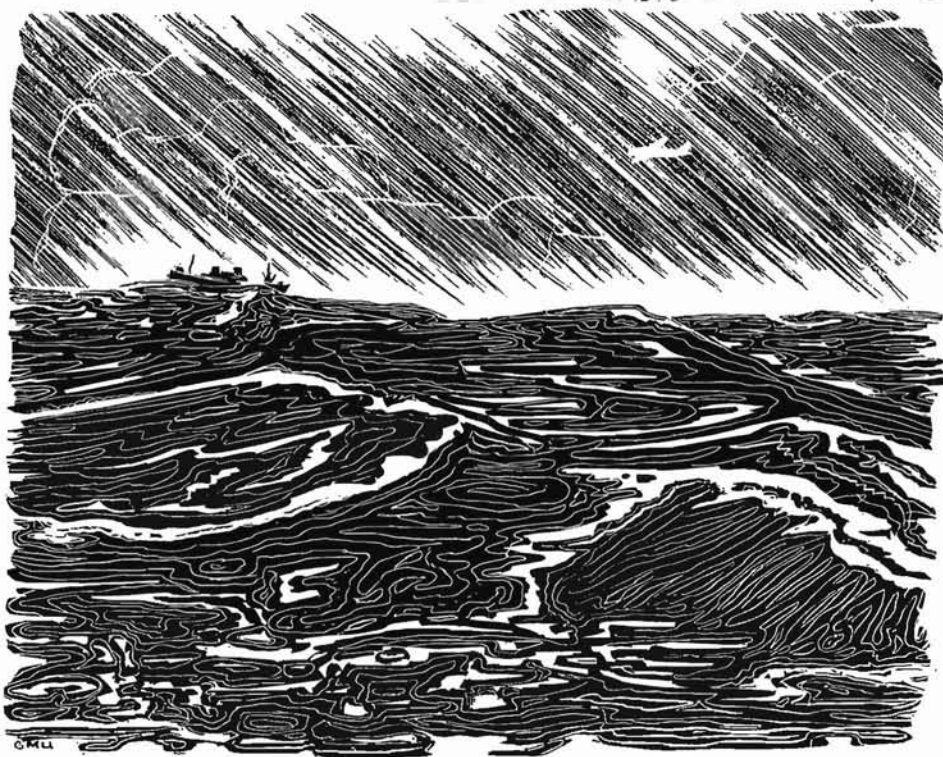
The *St. Laurent* was necessarily stopped for long periods during the

operation and a continuous all-round A/S sweep was carried out. With the arrival of *HMS Walker*, the Canadian destroyer carried out a brief search while informing the *Walker* of the situation. She then departed for the Clyde where she arrived at 0630 on July 3. The survivors and four dead were landed at Albert Head.

An interesting little sequel to the story of the *Arandora Star* lies behind the acknowledgement, in the May 1958 *Crowsnest*, of a gift of \$5 to the Benevolent Fund by Hon. Cdr. John V. Farrow, RCN(R), (Ret), prominent Hollywood movie director. The \$5 was paid to Cdr. Farrow by the *U.S. Naval Institute Proceedings* for an anecdote in last October's *Proceedings*.

Early on the morning of July 3, the day of the rescue operation, the *St. Laurent's* refrigeration machinery broke down, Cdr. Farrow relates, and to keep the fresh meat on board from spoiling, all available pots and vats were assembled and the meat was simmering away when the survivors were brought on board.

Many of those rescued were Italians who made their living as restaurateurs in England and, familiar as they were with mass cooking, they were amazed at the speed with which a hot meal was prepared for the more than a thousand persons on board. It was a fortuitous circumstance that brought to mind the *Miracle of the Loaves and Fishes*, Cdr. Farrow observed.



OFFICERS AND MEN

Honorary Posts

For Navy Doctors

Reappointment as Queen's honorary physician for the remainder of his tenure of office has been accorded Surgeon Commodore E. H. Lee, Medical Director General, by Her Majesty the Queen. Commodore Lee is retiring this fall.

Appointed Queen's honorary surgeon for a period of two years was Surg. Cdr. Maurice Young, RCN(R), of HMCS *Discovery*, Vancouver.

Montreal Diver

Treated for Bends

A Montreal commercial diver, Renaud Clauss, became the first civilian from inland Canada to be treated in the RCN's recompression chamber at Dartmouth when he was flown to the Nova Scotia centre late in May with a severe case of the bends.

Mr. Clauss is reported to have been working 80 feet below the surface of a northern Quebec lake May 16 when he was forced to ascend in ten seconds to avoid underwater currents dragging him toward a dam. Normal ascent time for that depth is 57 minutes.

During the next week the diver suffered from increasing pain in his left arm and his vision became affected. On



Commercial diver Renaud Clauss, 32, Montreal, emerges from RCN recompression chamber at Dartmouth after 37 hours of treatment for a severe case of bends. He is assisted by PO Ronald Elliot, Montreal, a crew member of the *Granby*, the RCN's East Coast diving tender. (HS-53010)

WEDDINGS

Leading Seaman Arnold A. Barnswell, *Naden*, to Winifred Janes Cornish, of Rapid City, Man.

Constructor Sub-Lieutenant William J. Broughton, *Catarauqui*, to Miss Dora Caroline Nicholson, of Ottawa.

Lieutenant Michael J. Casserly, RN, to Miss Joan Frances Dee, of Halifax.

Leading Seaman Walter E. Goulet, *York*, to Miss Janet E. C. Fleming, of Montreal.

Able Seaman Walter O. Mann, *Assiniboine*, to Miss Elizabeth Anne Blair, of Stratford, Ont.

Ordinary Seaman J. B. McEwen, *Algonquin*, to Miss Sheila Hewitt, of Digby, N.S.

Lieutenant Ian Fraser McKee, *Stadacona*, to Miss Johanne Elizabeth Zwicker, of Lunenburg, N.S.

Sub-Lieutenant (P) John A. D. Rowland, *Niagara*, to Miss Catherine Elizabeth McElmoyle, of Victoria.

Lieutenant Michael A. Smith, *Donnacona*, to Miss Ann Branch, of Inglefield Green, England.

Lieutenant (P) Leonard T. Zbitnew, *Shearwater*, to Miss Sheila Anne Kiley, of Imperial, N.S.

BIRTHS

To Instructor Lieutenant R. C. Harris, *Cornwallis*, and Mrs. Harris, a daughter.

To Commander Robin B. Hayward, *Patriot*, and Mrs. Hayward, a daughter.

the advice of Jack Bathurst, Montreal diving expert and formerly a lieutenant-commander, RCN, Mr. Clauss was flown to Halifax. He made the flight via TCA at an altitude of under 7,000 feet.

Met on arrival at *Shearwater* by Surg. Lt.-Cdr. H. D. Oliver, Clauss was taken directly to the recompression chamber at the French Cable Wharf. He entered the chamber at midnight May 25 and treatment began immediately under the direction of Lt.-Cdr. C. S. Smedley, officer-in-charge of Operational Diving Unit No. One.

The pressure in the chamber was set initially at 165 feet and gradually released over a period of 37 hours. He emerged from the chamber shortly after noon May 27. During his confinement he was attended by Dr. Oliver,

who remained in the chamber with him for the first eight hours. He was fed through an air-lock in the chamber and personnel of the diving unit took turns keeping him company.

As he stepped into open air, Clauss, who is president of International Underwater Contractors Ltd. of Montreal, and a recent arrival from France, said of the chamber: "It's the nicest one I've seen, very roomy and comfortable". It was his second experience with the bends, which are caused by nitrogen bubbles in the bloodstream due to sudden change in pressure.

The Navy's Dartmouth recompression chamber is the only one in the Atlantic Command capable of therapeutic treatment. The RCN has another on the west coast at Esquimalt.

Among the divers who assisted in the operation were Lt. E. D. Thompson, Chief Petty Officers P. J. Nicholson and R. A. Wigmore, Petty Officers Norman Mitts and D. G. Pilot, and AB R. J. Corbeil.

Changes in Senior Medical Posts

New appointments for four senior medical officers of the Royal Canadian Navy were announced in May by Naval Headquarters.

Acting Surgeon Captain Frederick C. W. MacHattie, who has been Command Medical Officer and Staff Officer (Hygiene) on the staff of the Flag Officer Atlantic Coast, at Halifax, since September, 1952, will go to the University of Toronto in September for a course in hospital management.

Succeeding Captain MacHattie as Command Medical Officer will be Surgeon Commander Henry R. Ruttan, who will assume the acting rank of surgeon captain on September 8, 1958.

Captain Ruttan has been taking post-graduate studies at the University of Toronto since last August. Before that he was Commandant of the Medical Joint Training Centre, Toronto, to which he was appointed in June 1954.

Surgeon Commander John W. Rogers, who has been carrying out post-graduate training at the Hospital for Sick



The ship's company of the Micmac recently presented two television sets to the Nova Scotia Hospital at Dartmouth for use by the patients. Dr. Murray MacKay, hospital superintendent, is shown accepting the sets from Petty Officers Richard Burton and Kenneth Taylor of the Micmac. (HS-52999)

Children, Toronto, since July, 1956, becomes Principal Medical Officer of the RCN Hospital, Halifax, and Command Hygiene Officer, effective July 9.

In the former appointment, he succeeds Surgeon Commander Richard A. G. Lane, of Toronto, who will take up the appointment as dermatologist at the RCN Hospital, Halifax, on July 9.



Brigadier Clifford Milley, Salvation Army public relations officer for the Greater Victoria area, left, accepts a cheque for \$750 from Captain J. C. Littler, commanding officer of the Ontario, during a recent ceremony held in the ship. Officers and men of the Ontario were among the first in the naval base to contribute to the Salvation Army's drive for funds. Looking on is Lt. H. G. Ivany, Pacific Command co-ordinator for the Red Shield campaign. He reported a good response for the money-raising drive within the Command.

Destroyer Leader Viewed in Halifax

The United States Navy destroyer leader *Norfolk* arrived at Halifax June 14 for a week-end visit with Rear-Admiral E. J. O'Donnell, USN, Commander Destroyer Flotilla Six, embarked.

The 7,300-ton ship, completed in 1953, is under the command of Captain L. S. Kintberger. It was open to visitors Sunday afternoon June 15.

Sightseeing tours, receptions and sports programs were arranged for the visiting sailors.

'Copter Saves Sailor's Life

An RCN helicopter, based temporarily at *Cornwallis*, was credited with saving the life of a member of the *Cornwallis* ship's company on June 3.

The seriously ill man, AB Glenn Whyte was flown at very short notice to Halifax where the aircraft landed on the Commons, only eight blocks from Victoria General Hospital.

"Weather at Halifax at the time was marginal," said the co-pilot, Sub-Lt. (P) V. A. Williams, "and finding the field was no small job."

The aircraft, a Sikorsky HO4S/3, was captained by Lt. (P) W. Monkhouse, and makes up a part of HS 50 Squadron normally based at *Shearwater*. It had been based at *Cornwallis* while carrying out exercises with RCN ships in the Bay of Fundy.

"Rescue missions are not a common occurrence in this squadron; they are normally undertaken by the Utility Squadron, HU21," said the co-pilot. "We were doubtful at the first if the stretcher would even fit into the aircraft. It did, though, with nothing to spare."

A/Lt. (MED) Beanlands, RCN(R) and Ldg. Sea. Griffiths accompanied the sick man.

Reports from Victoria General Hospital indicated that the man was progressing satisfactorily after an operation.

Nearly 40 Years In Naval Service

"Have Pension—Will Travel" is the future plan of Lt. George Lipscombe who retired at the end of May, after 39 years of service in the navies of the Commonwealth, the last ten of them at HMCS *Donnacona*, the Montreal naval division.

As a second class boy seaman George Lipscombe joined the Royal Navy on August 31, 1915, and came up through the ranks to his rank of lieutenant.



Three men of the RCN come to attention along with U.S. Naval personnel awaiting inspection by Captain Gifford Grange, USN, commanding officer of the U.S. Naval Communication Station, Washington, D.C. The men, part of a group of seven RCN men attached to the station, are, from left, PO Colin Cope, Ldg. Sea. John Robitaille and Ldg. Sea. Keith Zavitski. They are assigned to the Security Group Department located at the Naval Radio Station at Cheltenham, Maryland. Captain Grange, said he was "extremely happy" to have the Canadians as a part of his command. (Photo from USN)

"Indeed there are many things that stand out in my mind", said Lt. Lipscombe, "but, probably, the most interesting was when we moved supplies

from the base to our signal station on the rock at Gibraltar by donkey." Apparently, this was the only method of moving the supplies up the 1,400 feet on "Gib" to their operational location. The donkey moved the supplies in panniers and was borne on the ship's books—and paid off in oats and one drink of water a day.

Lt. Lipscombe purchased his discharge from the RN in 1924 and came to Canada. He was employed in the installation department of the Bell Telephone Company for four years but the lure of the sea was too great and he entered the Royal Canadian Navy as a signalman in August 1928.

Service followed in all permanent force shore establishments and such Canadian warships as *Champlain*, *Armentieres*, *Vancouver*, *Saguenay* and *Skeena*. He was promoted to commissioned rank on June 1, 1941.

The remaining war years were spent in appointments to various establishments of the RCN and in HMCS *Nene* on North Atlantic convoy duty.

In 1948 Lt. Lipscombe was appointed Staff Officer Training at *Donnacona*. Since that time approximately 4,000 officers and men of the Montreal naval division have benefited in their training by his tremendous knowledge and ability.

George Lipscombe's family has been connected with navies for many years.



Members of the 67th Ottawa Pack and Troop bid farewell to Ord. Lt.-Cdr. George Fyffe, group committee chairman for two years, on leaving Ottawa for a sea appointment. At the farewell ceremony, May 20, he chats with, left to right: Cubs Ray Rosebrooks, Doug Dibble and Donald Creelman, Scouts Brian MacMillan, Dick Ramsay and Alan Dick. His son, Gregory, rose from cub to scout during his father's headquarters appointment. (O-10532)



Corporal William Archer (right) checks the controls of a Bell HTL helicopter and receives a few pointers from CPO Joseph B. Malone. Cpl. Archer is a member of an Army detachment training with the Navy's Helicopter Utility Squadron at Shearwater. (HS-51425)

His father served with the Royal Navy for 27 continuous years. One brother was killed while serving with the Royal Navy during the First World War. Two brothers served with the RCN during the Second World War. A son is serving in the air branch of the RCN as a petty officer and one daughter, Patricia, served for some time as a sub-lieutenant (MN) in the RCN(R) at *Donncona*.

Wallaceburg To Be Refitted

The Algerine class coastal escort HMCS *Wallaceburg*, which has been held in reserve, will be refitted at the Point Edward Naval Base, Sydney it was announced in late May.

The refitting of this ship will employ practically the whole of the complement of the base for a period of some four months.

In addition, a contract has been let for a new steam-heating system for the base. The construction work on this project was expected to begin at an early date and as far as possible utilize the local labour force.

U.S. Destroyers Visit Halifax

Six United States Navy destroyers, led by the 3,800-ton USS *John Paul Jones*, and three USN submarines arrived at Halifax on May 7 for a five-day visit.

The ships, which had been participating in NATO exercises New Broom VIII with Canadian warships, landed a

portion of their personnel for Battle of the Atlantic Sunday observances in Halifax.

The destroyers were the *John Paul Jones*, and the 2,800-ton destroyers *Dashiel*, *Capeton*, *Daly*, *Cotten* and *Galling*. The submarines were the *Darter*, *Bergall* and *Becuna*.

'Aussie' Pays Visit to York

York has had a visitor from "down under" and there's a chance he may stick—as a Canadian. The Australian is AB Ken Williams from Melbourne an electrician by trade (having completed his apprenticeship in Melbourne) who now is repairing pianos.

Ken spent three and a half years in the Royal Australian Navy, six months of which was full time. He served in HMA Ships *Vengeance* and *Sydney*, both light fleet carriers.

Australia has what is known as "National Service" which is, in effect, compulsory military service for a period of six months. Under the system there is little choice of branch of service. For example a navy reservist might find



One's program number drawn and a kiss from the leading lady as the reward! What luck! And so the kiss is tenderly bestowed on the cheek of Lt. Col. G. C. Corbould, deputy commandant at the Canadian Joint Air Training Centre, Rivers, Manitoba, by the "leading lady" (ugh) of Chippawa's stage show. The "leading lady" was Lt.-Cdr. (S) Charles E. Chapple, who wrote, produced and directed the show and, naturally, gave himself the choice role.

(Story on page 17)



Sgt. P. W. Phillips checks the controls of a Sikorsky helicopter under the watchful eye of AB Gordon Symnuck. Sgt. Phillips is a member of an Army detachment under training with the Navy's Helicopter Utility Squadron at Shearwater. (HS-51423)

himself in the Army. Ken Williams feels he was very fortunate to be chosen for the navy for his "go".

Ken said there are six Navy Reserve Divisions in Australia, the largest of which is HMAS *Lonsdale* in Melbourne, with a strength of from 150 to 200. He was impressed with the size of *York*, the equipment and the 500 complement. There are few differences in organization between the two navies, rank structure is similar in most respects but the uniform that Ken Williams wears has the traditional "Seven Seas" type of pressing in his uniform which went out of vogue in Canada when the new zippered seaman's rig was introduced.

Noon Brothers—'Fore' and 'After'

The cruiser *Ontario* created considerable press interest during this spring's visit to Australia.

Among the stories was one in the *Sydney Telegraph* which said: "On the cruiser *Ontario* are two Noon brothers, both Chief Petty Officers in the same mess. Which could be very confusing. To distinguish them they're known on the ship as FORE and AFTER."

The brothers Noon are Victor Henry and Leslie Arthur and the *Ontario* appears to be their ship for sailing together, for they served in 1950 in the cruiser.

Both are Victoria born, Victor on April 4, 1914, and Leslie on October 19, 1920. Victor entered the RCN in April, 1938, as a steward, and his brother came in a year later as an ordinary seaman and subsequently transferred to the writer branch.

BELLEVILLE REUNION DRAWS 1,000

New Impetus for National Veterans' Group Plans

SUBSTANTIAL PROGRESS in strengthening the framework of a national organization of former naval personnel, the Canadian Naval Association, was made during the fourth annual Naval Veterans' Reunion held in Belleville, Ont., on May 17-18.

This year's reunion, the fourth of its kind to be held, was attended by representatives of the New Brunswick Main Brace Clubs and the Montreal Ex-Naval Veterans' Association, who were most warmly welcomed.

A total of close to 1,000 veterans and their wives attended the two-day event.

An important result of the reunion was the decision taken at the annual meeting to seek approval for a national charter for the steadily growing Canadian Naval Association, which it is hoped will provide a central affiliation for the various naval veterans' organizations already in existence across the length and breadth of the country, without interfering with their local autonomy.

At the meeting, Cecil McClennan, of the Peterborough Naval Association, was elected president of the Canadian Naval Association in succession to the retiring president, H. J. Hibbard, of the Naval Veterans' Association, Cobourg. Another member of the Peterborough



Representatives of the New Brunswick Main Brace Clubs and the Montreal ex-Naval Men's Association were warmly welcomed by the naval veterans from many parts of Ontario who attended the fourth annual Naval Veterans' Reunion in Belleville this year. Here welcomes are exchanged between the New Brunswick and Montreal Veterans, left to right: Zoel Gauvin, president of the Moncton Club; Edward Charles Petrony, president of the Montreal Association in 1939, 1946 and 1957; Don Taylor, treasurer of the Moncton Club, and National organizer for the Maritime Provinces, and David L. Donoghue, the founder and first president of the Montreal Ex-Naval Men's Association when it was formed in 1938. (O-10543)

Association who was elected to office in the CNA was Robert Robertson, the new secretary-treasurer.

An excellent program of varied entertainment was arranged for the weekend by the host organization, the Quinte Naval Veterans' Association of which William J. Slater is president. Participating in ceremonies held in conjunction with the reunion was a guard and band from HMCS Carleton, the Ottawa naval division, and the gun-run team from HMCS York, Toronto.

Senior naval officers who attended the reunion included: Commodore A. G. Boulton, Assistant Chief of Naval Staff (Plans), representing the Naval Board; Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, Hamilton; Commodore R. I. Hendy, Senior Naval Officer Toronto Area; Captain (SB) William Strange, Director of Naval Information, Naval Headquarters, and Captain L. D. Stupart, commanding officer, HMCS York. The naval co-ordinator for the reunion was Lt.-Cdr.

(SB) C. C. T. McNair, Staff Officer (Information), COND, Hamilton.

Belleville, noted as the Friendly City, lived up to this reputation and the naval veterans were warmly welcomed by the citizens who took great interest in the activities held in conjunction with the event. Beautiful, sunny weather added to the colourful event.

Advance registration was carried out at the Quinte Hotel on the Friday evening when the first of the out-of-town delegates began arriving. On Saturday morning the registration continued in the armouries, which were flag-bedecked especially for the occasion. To aid the naval veterans in meeting old "wingers" who might be present, the local executive printed registration cards bearing the names of ships which had served in the RCN during the war. The veterans entered their names and the periods during which they served in a particular ship and, in this way, many wartime acquaintanceships were renewed.



Commodore A. G. Boulton signs the City of Belleville's visitors' book as His Worship, Mayor Gerald Hyde looks on during the civic reception which was tendered to senior naval officers and the executive of the Quinte Naval Veterans' Association by the city. (O-10511)

Following registration, the guard and band from *Carleton* were drawn up on the armouries lawn and inspected by Commodore Boulton.

His Worship, Mayor Gerald Hyde then welcomed the naval representatives and veterans, saying that it was gratifying to have the convention held in Belleville. The city had a reputation for being friendly and he was sure that the naval veterans would be warmly welcomed by the people of Belleville during their stay.

Following the official welcome, the City of Belleville tendered a civic reception and luncheon in the Queen's Hotel to official naval representatives, their wives and the executive of the Quinte Naval Veterans' Association.

On Saturday afternoon, the naval units staged a display in Victoria Park. Musical selections were played by the *Carleton* band, conducted by Lt. Gerald Heatley, of Ottawa, following which they staged an excellent display of marching and counter-marching. The gun-run team from York, an established favourite with spectators who have seen it, carried out a flawless performance and impressed those watching with its excellent precision, as did the guard from *Carleton* which gave a display of marching.

With the business part of the reunion over, the delegates went on to enjoy the excellent social part of the get-

together, beginning with a dinner in the Masonic Temple, followed by the Reunion Ball in the Club Canara. For those who did not wish to attend the ball, a program of entertainment was staged in the Armouries, with professional entertainers from Toronto.

Speaking at the dinner, Commodore Boulton said it had given him great pleasure to be present to take part, as representative of the Naval Board, in the various functions which had been the highlights of the reunion.

"We who are still serving are extremely glad that the Canadian Naval Association exists," he said, "and that it is gaining in strength each year. It is strong evidence that the naval spirit is still alive in those who have served, and that it, too, is gaining in strength.

"We hope earnestly that this will continue, for anything that will increase support for the Navy, and understanding of the Navy's purpose, is of serious value not only to the Navy itself, but also to the nation.

"The possible threat to our security from the sea is greater today than it ever has been at any time in the history of Canada. A strong Navy is therefore vital to the defence of our freedom, and strong support of the Navy within the country is scarcely less important."

Those present, who knew the Navy through having served in it, and whose



Commodore A. G. Boulton, Assistant Chief of Naval Staff (Plans) inspects the Guard from HMCS *Carleton* on his arrival at the Belleville Armouries. Lt.-Cdr. (SB) C. C. T. McNair, Staff Officer (Information), COND, who was the naval co-ordinator for the Naval Veterans' Reunion is seen behind Commodore Boulton. (O-10547)

continued interest brought them to the reunion, could do a great deal to ensure this support, to increase it, and to bring home to fellow Canadians the truth about our service, the need for it to grow in strength, and perhaps above all the opportunities it now offered to young Canadians for useful and thoroughly worthwhile careers valuable for their aid to Canada, too, he said.

However good our new ships and aircraft might be, they were useless without good officers and men. The equipment of today was complex, and tomorrow it would—in the nuclear age—become more complex still. Only thoroughly capable officers and men, highly trained and thoroughly experienced, would be able to serve effectively the ships, aircraft, and in due course submarines, of tomorrow.

"I know that, in many instances, the associations and clubs of the Canadian Naval Association have given us real help in this direction," Commodore Boulton added. "And splendid work has been done, too, in aid of the Sea Cadets—the younger brothers of the Navy."

Commodore Boulton said that on behalf of the Naval Board he wished to express warm thanks for what had been done, and the strong hope that this work would be carried on and extended.

"We want the best that we can get, and we want plenty of them. This is particularly true in respect to our future officers, where the opportunities are first-class by any standards, and



Jim Taylor, 81, the oldest of the 1,000 delegates attending the fourth annual Naval Veterans' Reunion at Belleville, has his reunion ribbon pinned on by Wren Sharon Halladay, of HMCS *Cataraqui*. Wrens from this Division assisted the local executive with the registering of delegates. Mr. Taylor joined the Royal Navy as a sick berth attendant in August, 1914, and came to Canada in November, 1928. Keenly interested in the veterans' organization, he has attended all four of the reunions held to date. (O-10538)

the need for young men of the highest quality in the country is serious and pressing."

Commodore Boulton emphasized that the days of navies were very far from over. On the contrary, the progress of navies — and that most certainly included the Royal Canadian Navy — was a long-term and continuing necessity.

"Let us never forget that ourselves, and let us never neglect an opportunity to remind others of this truth," he added.

Commodore Boulton went on to say that all present owed a great debt to the members of the Belleville Association for the hard work and excellent organization that had made the reunion

possible. All concerned had done a splendid and impressive job.

"This has been a wonderful and inspiring day," Commodore Boulton said. "It is a great thing for former shipmates to meet again in circumstances like these. If everyone else has enjoyed themselves half as much as I, then this reunion has been—like those before it—a thundering success. May there be many more, and may each be bigger and better than the last."

During the dinner the president of the Canadian Naval Association read a message from Vice-Admiral H. G. DeWolf, Chief of the Naval Staff:

"It is with great pleasure that I extend my personal greetings, as well as

those of the Royal Canadian Navy, to all who are attending the 1958 Naval Veterans' Reunion in Belleville.

"To those who have worked so hard in organizing this very worthwhile endeavour, and to all others who have supported it by their presence, may I offer my sincere congratulations and my best wishes for a most successful reunion."

The reunion concluded on the Sunday morning with a church parade, followed by a wreath-laying ceremony at the cenotaph, where the naval wreath was laid by Commodore Finch-Noyes, who also took the salute as the veterans marched to the cenotaph, led by the Carleton guard and band.

Light refreshments were served in the Armouries later as the veterans said *au revoir* to the many friends and acquaintances with whom they had been brought together again and the new friends they had acquired during the successful fourth annual reunion.



Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, lays a wreath during the ceremony held at the Cenotaph in Belleville at the conclusion of the naval veterans' reunion. (O-10568)

Formality Dropped During Visit Abroad

The following item is reprinted with pleasure from the May issue of All Hands, the United States Navy's Bureau of Naval Personnel Information Bulletin:

Usually, you can expect plenty of military formality when the navies of two friendly nations pay courtesy calls on each other in port, but when five sleek Canadian destroyer escorts moored at Yokosuka, Japan, neither U.S. Navymen there, nor the Canadians, relied on official visits alone to demonstrate their friendliness.

During informal, off-duty get-togethers, Canadian sailors were "welcomed as shipmates" on board USS *Wahoo* (SS 565), *Hornet* (CVS 12) and other U.S. ships at Yokosuka. Meanwhile, U.S. Navymen were enjoying similar displays of hospitality from the five DDEs which make up the Second Canadian Escort Squadron.

The U.S. Navymen were very favourably impressed with the streamlined beauty of the Canadian ships—HMCS *Skeena*, *Fraser*, *Margaree*, *Cayuga* and *Crescent*. The first three have all been in commission for less than three years, and they've attracted much attention in naval circles all over the world.





Grand finale of the Chippawa Navy Show.

CHIPPAWA TREADS THE BOARDS

Proceeds of Show Help to Furnish Children's Ward

ALTHOUGH the Canada Council is dedicated to supporting the Arts, up to now it has overlooked one of Canada's most ambitious theatrical ventures. With this oversight in mind, attention should be drawn to the thespian activities of HMCS *Chippawa*.

Early in 1957 during the course of a routine check of our facilities it was found that Winnipeg's naval division, *Chippawa*, had: (a) large quantities of ham, (b) large quantities of enthusiasm, (c) no theatrical experience, (d) no stage facilities and (e) Lt.-Cdr. (S) Charles Chapple, RCN.

Adding together (a), (b) and (e), and ignoring (c) and (d) the result was the first "Chippawa Navy Show", written, produced and directed by (e), (that's Lt.-Cdr. Chapple). Parts of it were filmed and used by the CBC in its television documentary "Prairie Sailor" in March 1957. The result of this initial venture was the raising of \$650 for the March of Dimes and the mass contraction of a lingering and virulent disease known as the "theatre bug".

One of the symptoms of "theatre bug" is a desire to "Go on the Stage" and, with the success of the first show in mind, it was decided to "Go on the Stage" again. At the beginning of the new training season in the fall Lt.-Cdr. Chapple retired to his own poet's corner and came up with a new script, this time a take-off on the CBC Television

network to be called "RCN-TV". The show itself was broken down (unfortunate phrase) into six sections:

(a) a variety program called the Jackie Bray Show;

(b) a take-off on a local show called "Spotlight" (similar to "Tabloid" in the east, "Gazette" in Halifax and "Almanac" in Vancouver);



There was a lot of hard work (and a lot of fun, too) involved in producing and presenting *Chippawa's* variety show, "RCN-TV". The moment of greatest reward came when a five-bed ward, financed by the show, was dedicated in the Winnipeg Children's Hospital. Captain L. B. McIlhagga, commanding officer, is shown here with a young patient on the occasion of the dedication. Just behind him is Captain A. R. Picard, Chief of Staff, Naval Reserve Headquarters, Hamilton, and (almost hidden) CPO A. MacPherson. Others shown are Mr. Robertson, administrator of the hospital and Mrs. Hunter, chairman of the board of directors.

- (c) RCN-TV Television News;
- (d) The Dead Sullivan Show;
- (e) Crafty Theatre, an operetta based on the court martial of Captain Dan Druff, and
- (f) The World Famous Chippawa Men's Ballet Company, a la "Folio".

In true television style commercials were put in at every opportunity for such things as "Scalpo Wax" for bald-headed men, do-it-yourself burglary kits, dog houses for penitent husbands and "corsets for sagging officers".

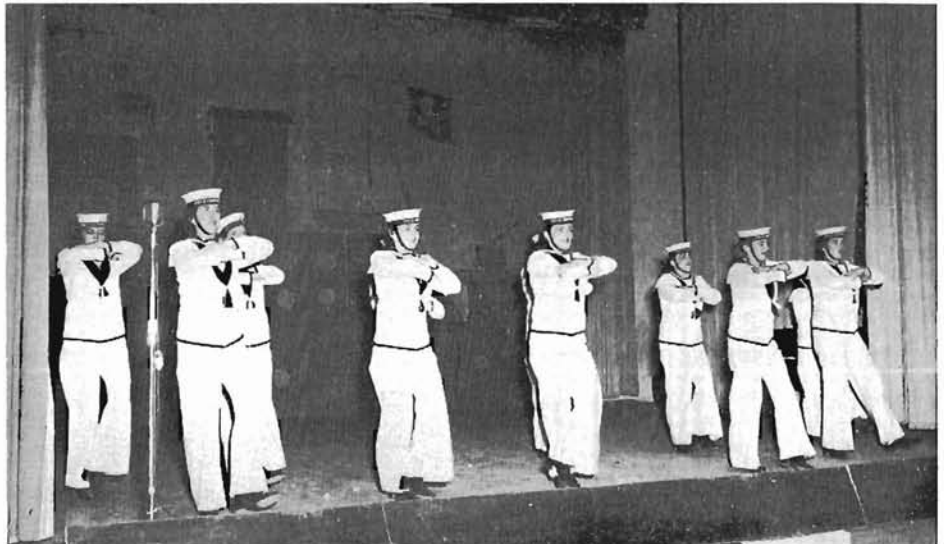
After six weeks of work the show was presented on November 1, 2 and 3 and again on November 10. It was an unqualified success. The drill deck was filled to capacity on all four nights, nobody left early and everyone laughed in all the right places and in only a few wrong places. Altogether \$1,300 dollars was raised and the money was deposited in a fund to furnish a five-bed ward at the Winnipeg Children's Hospital.

Somehow the word spread on the prairies that vaudeville wasn't dead yet, and before long the Canadian Joint Training Command at Rivers, Manitoba, was asking to have a look at the show. On November 22 the curtains, scenery, costumes and loudspeakers were transported to the air station at Rivers and the whole set up in their auditorium. The cast of 90 arrived Saturday afternoon, November 23, and was all set to go for the first two shows in quick time. The afternoon show was for children and while they seemed to enjoy themselves, there were a few things in the show that seemed funnier to their parents in the evening performance.

The weekend was a success in more ways than one. Not only did everyone have a fine time, but the Children's Hospital Ward Fund almost reached its goal of \$2,000. At the next quarterly pay, a few collection boxes strategically placed on the pay tables put the fund over the top.

During the annual inspection of divisions, the Chief of Staff, Naval Divisions, Captain A. R. Picard, was asked to take part in the dedication ceremonies of the ward. On Sunday, March 2, 1958, Senior Protestant Chaplain E. J. Hoad gave the prayer of dedication, and Captain Picard declared the ward open. For those present, the sight of the five children in the "Chippawa Ward" of the Winnipeg Sick Children's Hospital made it all seem more than worthwhile.

The "Theatre Bug" causes a pretty pleasant disease. When last seen Lt-Cdr. Chapple was disappearing into his poet's corner once again, and the diagnosis for the future is a recurrence of the fever.—W.D.



Wrens and wren officers perform the Sailor's Hornpipe, the "Nairobi Trio" (loosely identified as Petty Officers Sargeant, Gilraine and Cook) gives out music of a sort and the corps de ballet offers a little number called "Flightdeck Fantasy". Chippawa's Navy Show was good fun and it made possible the equipping of a ward in the Winnipeg Children's Hospital.

THE BULLETIN BOARD

Examination Centre Planned

Plans to establish a naval examination centre to centralize the conducting of rank and trade examinations in line with the requirements of the new personnel structure were announced by Naval Headquarters in June.

It was said that the naval examination centre would likely be located in *Stadacona*. Inst. Lt.-Cdr. J. C. Mark, of *Stadacona*, has been appointed as project officer to prepare the way for the establishment of the centre. His appointment was effective June 30.

Order Answers Tax Questions

Officers and men of the Royal Canadian Navy or Reserve who wonder how new income tax regulations affect them can find the answers to their questions in General Orders, Part 1.

The former order on Federal Income Tax has been superseded and recent amendments have been embodied in 203.00/1 of General Orders, promulgated on May 23.

Instructions are given on filing income tax returns on non-service income, personal exemptions for a wide variety of dependents and on which allowances are taxable and which are not.

The new order also includes advice on the new provisions for claiming deductions for charitable donations or for registered retirement savings plans. In connection with the latter, it is suggested that before personnel register annuity contracts, with a view to claiming exemptions, they should ensure that it is to their advantage to do so.



Rev. Canon H. L. Puxley and Rear-Admiral H. F. Pullen discuss the establishment of the University of King's College Naval Bursary on the occasion of its announcement late in May.

An appendix to the order gives examples of problems which may arise in connection with personal exemptions and the rules to be followed in answering them.

Naval Bursary Established

The establishment of a fund to create a King's College Naval Bursary in an amount of over \$500 has been announced by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, and the Rev. Canon H. L. Puxley, MA., DD., President and Vice-Chancellor of the University of King's College.

Admiral Pullen said that this fund has been created by ships and establishments of the Atlantic Command, all of whom have been invited to make contributions to commemorate the unique and valuable relationship between the Royal Canadian Navy and the University of King's College. The oldest university in the Commonwealth overseas, King's College also is the only university in Canada which has actually been commissioned as one of HMC Ships, and rendered valuable service to

Canada as an officers' training establishment for the RCN during the Second World War, as *HMCS Kings*.

The bursary will be given to the college-age son or daughter of an officer or man who is in the Royal Canadian Navy or who has retired from the RCN on pension, so that the son or daughter may attend the University of King's College. The candidate will be selected primarily on the basis of academic achievements and promise and secondly on the basis of purpose, industry, and character. The bursary may be held for four or five years by one candidate so that he or she may complete studies for a degree at the University of King's College.

Every officer and man in the Atlantic Command has been invited to assist in this enterprise by contributing through his ship or establishment. Several meetings have been held to formulate plans for this scheme and an executive committee has been established which will administer the fund and select candidates. The committee will accept applications this summer and select the first recipient from those applying, about September 1, 1958.

AFLOAT AND ASHORE

ATLANTIC COMMAND

1st Minesweeping Squadron

Units of the Royal Canadian Navy's First Minesweeping Squadron sailed from Halifax May 26 for a three-week period of minesweeping exercises in Canadian waters.

They are HMC Ships *Resolute*, *Thunder*, *Chaleur*, *Fundy*, *Chignecto* and *Quinte*, all of which are based at Halifax.

During the exercises the squadron was scheduled to visit Sydney, N.S., May 27-29, St. Pierre May 30-June 2, Quebec City June 7-9, Charlottetown June 11-16 and Sydney again June 17-19, returning to Halifax June 20.

The squadron is commanded by Cdr. A. C. Campbell, Vancouver.

HMCS *Ottawa*

Cdr. William H. Willson took command of the *Ottawa* on July 7. The *Ottawa* is a unit of the Halifax-based Third Canadian Escort Squadron.

Buyers Compete For RCN Avengers

There's no lack of a market for the RCN's Avenger anti-submarine aircraft, according to an article by Roy K. Cooke, in the June issue of *Aircraft*, published in Toronto. And there are good reasons for their popularity.

The Avengers became surplus to Navy requirements as a result of the introduction of the Tracker and, once they were offered for sale, there was a rush of buyers. Most of them wanted to convert the aircraft to forest spraying or crop dusting uses.

"The ability of the Avenger to operate from small areas and to carry a heavy load, makes it ideal for spraying purposes. Its rugged undercarriage and large flaps, characteristic of carrier aircraft, makes it readily adaptable to its new role," writes Mr. Cooke.

"Because of the excellent condition of the Avengers, and the top maintenance record of the RCN, a number of American companies wanted to buy them. One firm was interested in making a deal for the entire lot."

As it stands, the aircraft are being sold to both Canadian and American companies. A number of them will join the continuing battle against spruce bud worm in New Brunswick forests this summer.



An altar was erected on the stage of the Naden gymnasium for Roman Catholic services in observance of Battle of the Atlantic Sunday. (E-45138)



Meteorological officer in charge of Canada's first ice-forecasting service, now in operation at Shearwater, is Lt.-Cdr. William E. Markham, shown here with his assistant, Alexander P. Beaton.

He succeeds Cdr. Charles R. Parker who had been in command of the *Ottawa* since she commissioned in November 1956. Cdr. Parker will assume the appointment of Deputy Director of Naval Plans and Operations at Headquarters on July 28.

Cdr. Willson has been Deputy Director of Manning and Staff Officer (Seaman Personnel) at Headquarters since May 1956.

PACIFIC COMMAND

HMCS Cayuga

Cdr. Michael H. E. Page took command of the *Cayuga* on June 23.

He has been succeeded in his appointment as Assistant Director of Personnel (Officers and Career Planning) at Headquarters, by Cdr. Peter C. Berry. Cdr. Berry was formerly Operations Officer in HMCS *Bonaventure* (aircraft carrier).

HMCS Jonquiere

Lt.-Cdr. E. V. P. Sunderland took command of HMCS *Jonquiere* when the frigate was commissioned on June 16, at Esquimalt following an extensive refit.

He has been serving at Naval Headquarters, Ottawa, on the staff of the Director of Undersea Warfare.

NAVAL DIVISIONS

HMCS Brunswick

The presentation of prizes and awards highlighted ceremonial divisions held on board HMCS *Brunswick* on June 11 as the current training year came to an end.

During the divisions the ship's company was inspected by Cdr. Roland



Cadet Stewart E. McGowan receives the Navy League Officer's Sword from Cdr. T. R. Durley, RCN(R) (Ret'd), president of the Montreal Branch of the League, at graduation exercises of Collège Militaire Royale de Saint Jean. The son of Group Captain E. A. McGowan, RCAF, he plans on entering the RCN as an executive officer. The Navy League sword is awarded to RCN executive branch cadets of CMR and RMC with the highest academic standing. A former Sea Cadet, he won the Best Sea Cadet of the Year Award in 1955 in RCSCC Rainbow, Victoria, then served as an ordinary seaman in the RCN (Reserve) for a year before entering CMR. During the past term he held the rank of deputy cadet wing commander at the college. Cdr. Dunn Lantier, vice-commandant of the college, is shown on the extreme right. (O-10590)

Canadian-Built Ship for Burma

The Canadian-built Algerine minesweeper *Mariner*, which was acquired by the Royal Navy at the end of the Second World War, was transferred by the RN to the Burmese Navy at a ceremony at Tower Pier in the Pool of London on April 18.

The *Mariner* was built by Port Arthur Shipbuilding Limited and was completed in May 1945, shortly after the surrender in Europe. She was originally named *Kincardine*, after the Ontario town of that name, but on her transfer to Britain before completion she was renamed *Mariner*. The name *Kincardine* was acquired by a Castle class corvette built in the United Kingdom for the Royal Canadian Navy. The *Mariner's* name in the Burmese Navy is *Yan Myo Aung*.

M. Black, commanding officer of the division, following which Cdr. Black presented prizes and awards to six members of the division for proficiency in their respective branches and classes.

The award for general proficiency, presented to the rating displaying the most keenness and interest in division during the training year, was awarded to Ldg. Wren Jean G. Hayes, with the award for the best member of the new entry class going to Ord. Sea. Edward W. Alexander. Second prize was presented to Ord. Sea. Allan E. Edgett.

Ldg. Wren V. Rose Lockhart was awarded the general proficiency prize

in the supply branch and AB Thomas D. McGovern and Ronald W. Fullerton were awarded proficiency prizes in the torpedo anti-submarine, and communications branches respectively.

In addition, Cdr. Black presented awards for the division's rifle shooting competition conducted during the training year to: First division, Lt. A. P. Gregory; second division, Ord. Sea. Alexander; third division, Lt. D. C. MacLeod, and fourth division, AB C. D. Taylor.

Receiving the Canadian Forces Decoration for 12 years or more service was the ship's executive officer, Lt.-Cdr.

William Mellelieu. The medal was also presented by Cdr. Black.

Following the presentations, Cdr. Black addressed the ship's company, complimenting the men and wrens on their splendid turn-out. He encouraged them to take an active interest in the Navy, particularly the Reserve, pointing out to them the role the Navy is playing and will have to play in the event of war.

Following divisions and general payment, a ship's company party was held in the Chief and Petty Officers' Mess.

Regular weekly drills will commence again in September.

HMCS Discovery

The final cruise of the training year saw eight officers and 23 men board the frigate HMCS *Stettler* for a week-end visit to Powell River.

Discovery personnel were assigned part of ship for night-time steaming and officers shared responsibility for officer-of-the-watch duties during the time the frigate was at sea.

Harbour routines at Powell River included familiarization tours and ship duties for *Discovery* men, while the officers under Lt. (P) Bob Jackes handled officer-of-the-day duties.

Ashore *Discovery* personnel were rooters for the *Stettler* softball nine which took on a Powell River Company team at Westview. The sailors lost 4-3 after an exciting game. About 40 sailors took advantage of a chance to tour the huge paper plant at Powell River, while still others were able to squeeze in 18 holes of golf as guests of the management of the Powell River Company.

J. A. Lundie, resident director of public relations for the company, provided transportation and arranged the sporting events.

For the final cruise of the year Sunday saw exercises at sea with an Aven-

Retired Sailors Go Back to Sea

What kind of jobs do sailors look for after they leave the Navy?

Well, it appears from the latest issue of the *Imperial Oil Fleet News* that quite a few of them go back to sea. Out of a list of 13 seamen serving on board Imperial Oil tankers and who have received ten-year service buttons, six served with the Royal Canadian Navy during the Second World War as members of the RCNVR.

Their names (wartime ranks are not given): Ken Munro, Louis J. Sullivan, Angus Campbell (who married Nursing Sister Beryl Challis, RCN), Joseph G. Poirier, Roy D. McKay and Linwood H. Kidson.



PO Robert Desgagne, a reserve from HMCS Carleton, Ottawa naval division, stands guard at the National War Memorial during Battle of the Atlantic Sunday observances. Wreaths to the war dead of the Canadian Armed Forces and to the naval and merchant service were placed there by Prince Bernhard of The Netherlands and Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff. (O-10518)

ger aircraft from VU-922 at Patricia Bay, conducted during the forenoon period on the run to Vancouver. The cruise came alongside in Vancouver at 1730 Sunday afternoon.

HMCS Donnacona

The seventh annual dinner dance of the Chief's and Petty Officer's Mess at *Donnacona*, the Montreal naval division, was held on the drill deck on April 19.

Approximately 100 members and their wives were in attendance and it was the general opinion that this was one of the finest held.

A reception preceded the dinner served by a Montreal catering firm and

dancing followed into the wee hours of the morning. During the evening a presentation of flowers was made to the bride-to-be of PO John McKinnon. In addition, a radio, on which tickets were sold by the Ladies Auxiliary to the mess, was presented to the winner.

The special guests in attendance were Captain Ross Webster, Cdr. R. E. Bell, Lt.-Cdr. R. A. Heater and Lt. (S) H. H. Richardson and their wives.

This year's event was under the chairmanship of the mess president, CPO Robert Rourke, and he was assisted by CPO Jack Bates and POs Claude Munccey, George Churchill and Frank Lightbound.

THE ABUNDANT LIFE OF THE SEA

Even Ocean's Great Wealth Not Inexhaustible

CONFRONTED by teeming life on land, in the air or at sea, man has rarely been able to restrain himself from wholesale slaughter or destruction for profit or pleasure.

Thus the great herds of buffalo, which once thundered over the western plains are gone, the skies will never again be darkened by flocks of millions of migrating passenger pigeons, the forests of North Africa, which once sheltered lions and herds of wild elephants, have been laid waste and become desert. The sad story has been told over and over again and it is still being told, with man showing only a mild interest in profiting from his past mistakes.

The message that is stressed by John Crompton in his new book, "The Living Sea", is that even the bounties of the

ocean are not inexhaustible and that some forms of sea life—among them the whales, the greatest animals the world has ever seen, not excluding the dinosaurs—are being hounded to extinction.

"One views the future with misgivings," says Crompton. "When they go (and they are declining in numbers) an increased world population will face (among other shortages) a serious diminution in its fat supplies."

"The Living Sea" is a popularization of the subject of marine biology and, like other popularizations, there is a tendency at times to sacrifice scientific accuracy in the interests of excitement and a good story. Too frequently, some readers will complain, human impulses are attributed to sub-human species. This may or may not be a fault. The book does not purport to be a scientific treatise and there can be few volumes of sea-lore in which the high level of interest is so consistently maintained.

The first section of the book discusses theories of the origin of life in the sea

and continues with the story of how life came ashore and certain species returned to the sea again. This leads to a discussion of the various species of whales, whose ancestors were once land animals, and such creatures as the polar bear and sea otter which have begun to adapt themselves to an almost wholly aquatic existence.

Further chapters deal with the sharks, the bony fishes, the crustaceans, the molluscs and the creatures inhabiting the depths of the oceans.

For sheer entertainment this book is the equal of an exciting novel. It should provide a useful starting point for the sailor who wishes to know more about the living creatures of the environment of which he is a part. The writer avoids scientific jargon and he has the knack of presenting clear and logical answers to difficult problems.—C.

THE LIVING SEA, by John Crompton; published by Collins, 10 Dyas Road, Don Mills, Ont.; 256 pages, illustrated with drawings by Denys Ovenden; \$3.50.

Why Whales Don't Suffer from Bends

Why don't whales get the bends?

The formation of nitrogen bubbles in the blood and the consequent distressing symptoms are well known to human divers and they take elaborate measures to avoid them.

But what about whales, which are air-breathing mammals and which dive to depths of 500 feet and beyond? One authority states that the Greenland whale may go as deep as 800 fathoms (4,800 feet), where the water pressure must be reckoned in terms of more than a ton a square inch, or 150 atmospheres.

The whale has no continuous air supply, like the diver, so it must make a prompt return to the surface. Human divers often take hours to ascend. Why, then, doesn't a whale suffer the crippling agony of bends?

John Crompton, author of "The Living Sea", answers it in this way:

"This question . . . was once classed as a problem but a little thought soon solved it. It was, in fact, no problem at all. A human diver has air pumped to him during the whole of his submerged time. He takes part of a lung-full every few seconds. He is therefore receiving a continuous supply of nitrogen. The whale makes its whole dive on one lung-full of air, so from first to last it has very little nitrogen to cope with.

"Even so, it is prepared for any eventuality. Before reaching the main nervous system (where any nitrogen bubbles would be dangerous) the blood has to pass through a meshwork of small blood vessels which would certainly trap any bubbles. At any rate, these small blood vessels are there, though whether their function is to trap nitrogen bubbles we do not really know."

BOLD PRIVATEER

IN HIS BOOK, "The Rover" Thomas H. Raddall gives an interesting saga of the little known happenings during the wars of the late 18th and 19th centuries as they affected Nova Scotia—particularly in her trade with the West Indies. The author clearly enjoys his subject, substantiating his narrative with known facts but nevertheless maintaining his interest from the first chapter, which is a history of the activities of the Canadian privateers.

In 1798 Nova Scotia was suffering badly from French and Spanish privateering raids on her West Indian trading ships. The town of Liverpool had been hurt most sorely and one of the local merchants Simeon Perkins, having fitted out a suitable vessel, journeyed to Halifax and obtained from the Governor a letter of marque and reprisal—official name for a privateer's hunting licence.

This ship was the first of many to seek enemy prizes in the Caribbean Sea.

The rules for Nova Scotia privateers were very strict and included the depositing of a large sum of money with the authorities to be forfeited in the event of the ship being found guilty of piracy. Official privateers were supposed to be exempt from the press gang but were often stopped at sea by HM Ships, who took members of their crews and sometimes claimed their prizes.

The story of the "Rover" is of the voyages of one Liverpool privateer (the writer is himself a resident of Liverpool, N.S.). The most exciting incident may be likened to the gallant fight of the "Revenge" off the Azores in 1591. On this occasion there is a happy ending, but excitement rises to fever pitch as the heavily outnumbered Nova Scotians fight their way out of a Spanish trap.

Well illustrated with etchings by Vernon Gould, this is a book with a strong appeal to the adventurous spirit of youth.—J.D.F.K.

THE ROVER, by Thomas H. Raddall, published by the Macmillan Company of Canada, Limited, Toronto, 156 pages, illustrated; \$2.00.

BOOKS for the SAILOR

HERE AND THERE IN THE RCN



The 26th Annual Annapolis Valley Apple Blossom Festival was held from May 30 to June 2. With 13 other princesses from the valley towns, "Princess Cornwallis" entered the contest for Apple Blossom Queen, which was won by "Princess Berwick". Cornwallis was proud of its representative who acquitted herself well and ably represented the RCN training establishment. Here she is as "Princess Cornwallis"—otherwise Ord. Wren Sheila Neilson. She is at present undergoing new entry training.



Twin orphans, Nhung and Nhien, were among 150 children entertained by sailors on board the Crescent at Saigon, South Vietnam. "Pirate" hosts are Ldg. Sea. Bob Heans and Ldg. Sea. Bill Blades. (CR-329)



His Worship Mayor Arthur LaTour, of Buckingham, Quebec, was guest of honour at the commissioning of HMCS Buckingham in May. He is shown here chatting with Lt.-Cdr. Donald M. MacLennan, commanding officer of the frigate. (HS-52782)



A prairie resident was top man in the first class of new entry reserve seamen to complete two weeks of training on the Great Lakes this summer. Ord. Sea. R. E. Patterson, of HMCS Queen, Regina, received a silver boson's call from Cdr. R. B. Hayward, officer-in-charge Great Lakes Training Centre Hamilton for his achievement. Ord. Sea. Patterson who trained in the Portage lives in Moose Jaw. (COND-4801)

THE NAVY PLAYS

Cayuga Takes Soccer Final

The *Cayuga* outplayed *Naden* in the finals of the Pacific Command Soccer Tournament, by a score of 7-0.

There were 16 entries in the tournament.

Children Learn To Swim at Naden

April and May were busy months for the swimming pool at *Naden*.

During April, 784 children of naval personnel attended swimming classes. They received instruction in water safety and artificial respiration, leading to examinations in June which will qualify them for their buttons and badges.

In May 5,253 swimmers were logged as having used the pool.

Wrens Off to Good Basketball Start

Stadacona wrens appeared for the first time on the Halifax basketball scene this past winter with good effect.

The team, formed in January under Miss M. McWilliams, a dental nurse with the Civil Service in *Stadacona* was too late to enter the City League. As the season advanced the team began to show power and was entered in the naval section of the Women's Basketball Association tournament.

In the tournament the wrens lost to *Scotian* and went into the intermediate playoffs.

Pitted against Beaverbank airwomen the wrens put up a terrific fight and won 40-16. Later, after attending the association's annual banquet at noon, the girls outplayed Windsor, 35-28, to make the playoffs against Middleton.



Admiral H. G. DeWolf, Chief of the Naval Staff, congratulates CPO D. R. Clarke, of Halifax, on winning a place on the Dominion of Canada Rifle Association Bisley Team. The two met at National Defence Headquarters, Ottawa, following an inspection of the team by Hon. George Pearkes, Minister of National Defence. CPO Clarke is the second man ever to represent the Royal Canadian Navy at the Empire meeting. (Z-8266-3)

The wrens lost to Middleton, 43-19, but were awarded the consolation prize, a stuffed dog, which will remain with them for this year.

They hope to return "Deadbeat", their prize, to the association next year and bring back the trophy.

'Go Ahead' Given Curling Club Plans

The third annual general meeting of the RCN Curling Club (Ottawa) saw a new executive elected, a number of

amendments to the bylaws approved and more pending, an increase in curling membership and a crystallization of plans many weeks in the planning stage. An increase in curling activity over the previous season was also noted.

Among the new executive are: Lt. (MAd) V. H. Skinner, president; Captain (CE) J. B. Roper, vice-president; Lt.-Cdr. (S) E. S. Lloyd, treasurer; J. D. Milne, secretary, and six members, Captain (S) S. A. Clemens, Surg. Captain G. W. Chapman, Lt. (SB) Norman Stewardson, Lt. (L) R. L. Henry, CPO



H. E. Davis, and W. P. Kingston. Immediate past president is Ord. Commodore W. G. Ross, who also heads the finance committee.

Plans are now in the final stages for the construction of a four-sheet curling rink. The rink, to be built at HMCS Carleton, will cost an estimated \$60,000. The cost of the building will be amortized over 40 years on a fixed rental basis with the curling club putting up an initial sum of \$20,000 for equipment and fixtures. The curling club's share is being raised through entrance fees and loans from members and other sources.

The curling club already has had donations of four pairs of stones and offers of loans towards furnishing the clubhouse, and is actively seeking loans or donations of stones, furniture and other equipment.

An increase in membership was noted, now standing at 106 confirmed members, and a target of at least 150 male ordinary members was set. The bylaws were amended to admit female members, and several classes of memberships were approved.

Types of memberships approved were honorary, ordinary, associate, and non-resident male members, and lady members, lady associate, and lady non-resident.

It was also decided to assess an entrance fee of \$100 for "ordinary" members and wives, and a \$50 fee for associate members and single lady members. All entrance fees are to be refunded within 18 months of transfer or withdrawal from the club.

Annual dues were fixed at \$40 for made ordinary members and \$15 for female curling members, with dues on a reduced scale for associate and other types of memberships.

It has been estimated that the above dues, together with anticipated revenue from ice rentals and social activities, will permit the club to meet all fixed and operating expenses and provide funds for retirement of loan obligations.

LETTER TO EDITOR

Dear Sir:

I read with interest your report in the April issue about the new table of visual standards for the RCN. I am sure that a great deal of research and long hours of discussion were needed to effect this important change, and I move a vote of thanks to those members of the RCN Medical Branch who were instrumental in having the new, realistic visual acuity requirements adopted.

Yours sincerely,
A. L. HALPERN, MD.

Warren,
Pennsylvania.



The Royal Navy felt its demonstration of helicopter rescue techniques, which was being prepared for the Royal Tournament in London on June 4 might be a bit on the dull side—so it was wrens to the rescue. The display was staged on a "desert island", hit by disaster, with the wrens appearing as charming natives. Shown rehearsing for the show are Ldg. Wren Zahra Ingram, of Aden, and Wren Pauline Carr in a hula sequence. (Photo from U.K. Information Services)



LOWER DECK PROMOTIONS

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

AERSSSEN, Alfred S.LSEM1
 ALLAN, Robert G.LSEM1
 ALLEN, Kenneth L.LSQM1
 ANDERSON, Francis O.LSAA1
 ARCHAMBAULT, Paul J.LSRP2
 ATKINS, Peter H.P2AR2

BACHORSKI, Ernest F.LSNS2
 BALLARD, JohnLSRT3
 BAMBER, George F.P2AW2
 BAXTER, Glenn W.LSCR1
 BEATTY, James F.LSEM1
 BEAUCHAMP, Claude J.P2VS2
 BEAUCHAMP, Raymond J.P1VS3
 BELANGER, Gaston J.LSQM1
 BELLEFONTAINE, William P. P1CK3
 BENSON, LaurieLSQR1
 BERDAN, Gordon D.LSPW2
 BERNEY, James B.LSEM1
 BERNIER, BenoitP1CK3
 BILLINGTON-WHITELEY,
 Edwin M.LSPW1
 BINNS, Charles G.LSEM1
 BISSETT, Alan R.C1WR4
 BLACK, William R.P2EM2
 BLACKBEARD, Donald G.P2PW2
 BLONDEAU, Alexandre J.LSAW1
 BONNER, Douglas G.LSBD2
 BOONE, JosephLSSW1
 BREILAND, RonaldLSCV1
 BRESSETTE, Alexander J.LSCR1
 BROWN, Francis J.P1SW3
 BROWN, James E.P1AW3
 BROWNING, John A.P2PW2
 BROWNLESS, GeorgeP1ER4
 BRUNET, Yvon, J.LSRT2
 BUCHANAN, Lorne G.LSVS1
 BURLEIGH, Charles F.LSCS2
 BUTLER, Arthur E.LSAW2
 BUTLER, Russell G.P2NS2

CARROLL, George W.P1SW3
 CARROLL, Rowan J.P2PR3
 CARTER, Ronald H.LSSE1
 CHANDLER, Ralph N.P2SW2
 CHARLES, Garfield R.C2CK3
 CHASE, James D.LSCS2
 CHILDS, William J.LSNS1
 CLARK, James W.LSCV1
 CLARK, Rolfe R.LSNS2
 CLOHOSY, Martin A.LSQR1
 CODE, Ronald W.P2AW2
 COLPMAN, Robert A.LSTD1
 COLQUHON, Gordon E.LSTD1
 CONRAD, William A.P2NS2
 COPEMAN, Derek S.LSCV1
 COTTON, Mervyn D.P1PW3
 CROSSLEY, Peter A.LSAF1
 CROWE, Richard G.P2BD3
 CUTHBERT, Lawrence J.LSRT2

DALEY, Augustine J.LSVS2
 DALTON, John J.P2PW2
 DALY, Patrick J.P2PW2
 DAVIDSON, Hjalmar P.P1SW3
 DAVIS, FrederickLSRA2

DAVIS, Frederick A.P1ER4
 DENEAU, Harold A.C2CT4
 DESJEAN, Gerard J.P2NS2
 DOHERTY, Douglas G.P1PW3
 DRABBLE, Norman L.P1VS3

EATON, Beecher S.LSAF1
 ELLINGSON, Ivan H.LSRP2
 EMBERTON, TrevorLSPW1
 EMSLEY, Jack L.P2VS2
 ETHIER, RogerP1ER4

FAY, Bernard J.LSEM1
 FINNIGAN, Douglas G.LSNS1
 FITZGERALD, James P.LSSW1
 FONTAINE, William F.LSCR1

GAREL, Randolph D.P2RT3
 GENDRE, Georges C.LSMA2

GIBBS, William O.P1NS3
 GIBSON, Jack S.P2NS2
 GILHAM, Robert D.LSCR1
 GILLESPIE, Douglas R.P1ER4
 GIRARD, Raymond-MarieLSNS2
 GOBEIL, Ludovic D.LSCK2
 GOODMAN, John E.P1CK3
 GRANT, Leslie L.LSTD2
 GRANT, Reginald P.P1AW3
 GRAY, Archibald A.LSVS2
 GREER, Gerald E.LSCV1
 GREGORY, Harold V.P1RP3
 GUBBINS, Joseph W.LSEM1
 GUILLETTE, Rejean J.LSQM2
 GUILLOTTE, Roland J.P1NS3

HAMMOND, Harvey D.LSCS2
 HANNA, John A.LSAA1
 HANNA, Lloyd E.LSQM1
 HARKNESS, William A.LSAA1
 HARRIS, Donald V.LSNS2
 HARRISON, Thomas L.LSCK2
 HEDDINGTON, Thomas E.P2CV2
 HENSBERGEN, LucasP1ER4
 HENSON, John C.P1EM4

HEUMAN, Albert W.LSQR1
 HEWER, Robert E.LSVS1
 HODGKIN, William P.C1WR4
 HOGG, William R.P2RS3
 HOLDEN, Edouard J.LSCV1
 HOLMES, Robert J.P1SW3
 HUDOCK, AndrewLSQM1
 HULME, Ronald E.LSCV1
 HYSON, William R.LSRA2

JENSEN, Douglas C.P2SW2
 JESSOP, Charles J.P1AW3
 JOHNSON, Alvin A.LSCV1
 JOHNSON, Robert B.P1CK3
 JOY, William E.C2WR4

KEMP, Harold D.LSTD1
 KERR, William H.P2CV2
 KINSELLA, Joseph A.LSNS1

LAGACE, George A.LSPW2
 LAMBERT, Victor F.C2NS3
 LANDRY, Gerald J.LSQM2
 LAVIOLETTE, John A.LSTD2
 LECK, Glen E.P1NS3
 LEGENDRE, Lucien B.LSEA2
 LEVAC, ClarenceLSEM1
 LEVACK, William A.P2PW2
 LEVESQUE, Andre J.LSCR1
 LEVESQUE, Eddy M.LSCR1
 LIDDICOAT, Allan D.LSPW2
 LOCHERER, John P.LSBD2
 LUNDY, John G.LSRP2

MacDOUGALL, Bruce J.P2NS2
 MacFARLANE, Donald W.LSPW2
 MacNICHOL, Paul R.P1PW3
 MacPHAIL, Thomas G.P2SW2
 MacRAE, Lewis S.LSQM2
 McDONALD, Kenneth A.LSCV1
 McDONOUGH, Robert F.LSQM1
 McDOUGALL, Daniel W.LSQR2
 McGOWAN, Andrew G.LSRA2
 McKINNON, Gordon R.LSEM1
 McLEAN, Dwayne M.LSMO1
 McLEAN, Gerald I.LSRP2
 McLEAN, John H.LSVS2
 McNAB, David G.LSVS2
 McNEILAGE, James W.LSCV1
 MARLOW, Russel B.LSCR1
 MARSH, Paul H.P2VS2
 MARTIN, Wilfred J.LSCV1
 MARTINDALE, Gordon F.P1VS3
 MAXWELL, Vincent J.P2PW2
 MILLAR, Donald C.LSVS2
 MILLER, Robert E.LSAW2
 MITCHEL, Marvin E.LSAR2
 MONDOUX, Jacques P.C2ST4
 MOORE, Allan E.P2OM2
 MOORE, Kenneth W.LSEA2
 MOORE, Percy W.P2PW2
 MOORE, William E.LSAA1
 MORIN, Normand J.P2NS2
 MURCHY, Lloyd R.P1ER4
 MURPHY, Edward A.P1CK3
 MYERS, Leo A.P2CK2

NEELY, John E.LSAW2
 NELSON, Angus M.C2CK4
 NORGAARD, DanielLSRT2
 NOVAK, John S.LSEM1





The scene on the Grand Parade in Halifax on Battle of the Atlantic Sunday, observed there on May 11. (HS-52905)

PELLERIN, Jean L.LSEM1
 PERKINS, Allen V.LSPW2
 PERRIER, Bernard A.P2PW2
 PETERS, Clarke B.LSRC1
 PETERS, James A.LSCS2
 PLUMMER, John G.PINS2
 POCKETT, Ivan K.LSEA2
 PROULX, Bernard J.LSSW1

RAMSEYER, Armand R.LSCR1
 RANKIN, Donald K.LSTD1
 ROACH, John R.P2PW2
 ROBERTS, Stanley B.LSAO2
 RODGER, James R.LSPW2
 ROSS, Donald W.LSCV1
 ROY, Georges A.LSAF1

SAILER, Ronald J.LSRT2
 SAUNDERS, Frederick E.LSNS2
 SCHMIDT, Louis R.LSRP1
 SCHULTZ, Donald H.LSVS1
 SCOTT, Allan E.LSEM1
 SCOTT, Frederick J.C2CK3
 SCOTT, James E.LSNS2
 SHELTON, John R.PIVS3

SHYMKOWICH, MichaelP2PW2
 SMITH, James D.P2AW2
 SMITH, Ronald J.LSCR1
 SOUCY, GeraldC2ST4
 STEVENS, George H.LSBD2
 STRANG, Gordon S.LSLR1

TAYLOR, Francis N.P2NS2
 TEMPLE, Lorne C.P2CK2
 THOMPSON, John M.LSTD2

TOMKINSON, TerranceLSCR1
 TOPPING, Gerald W.LSQM1
 TOWNSEND, Gordon R.P2NS2
 TULLY, Terrence N.LSNS2

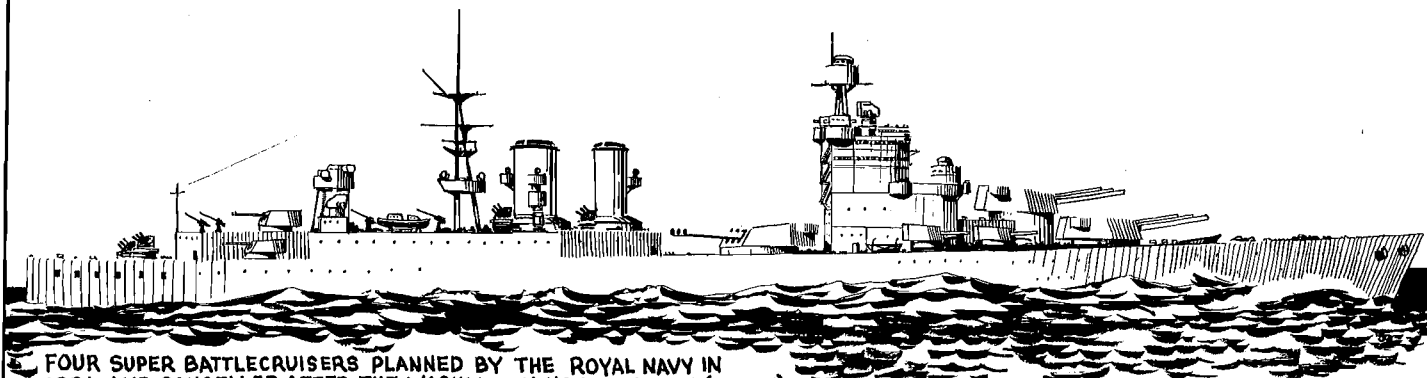
VAN WELTER, Leslie M.PISW3

WALSER, LeonardP1CK3
 WALSH, Ebert M.LSEM1
 WARBURTON, Frederick H.LSQR1
 WATSON, Robert J.C1RI4
 WAUGH, Ronald M.P1PW3
 WEEKES, Ronald V.P2LR2
 WESSELSON, Peter J.LSCR1
 WHALLEY, Terence D.P2CS3
 WHITEHEAD, DennisP2PW2
 WHITEHEAD, Robert A.LSRC1
 WIEFFERING, Leo W.LSEM1
 WILLIAMS, Lloyd B.LSRT2
 WILSON, Arthur C.LSEM1
 WINTER, Walter K.LSAF1
 WOODWARD, George R.P2VS2
 WORSFOLD, David R.LSCV1
 WURBAN, Alex.P2SW2
 WYATT, BrianP2AW2



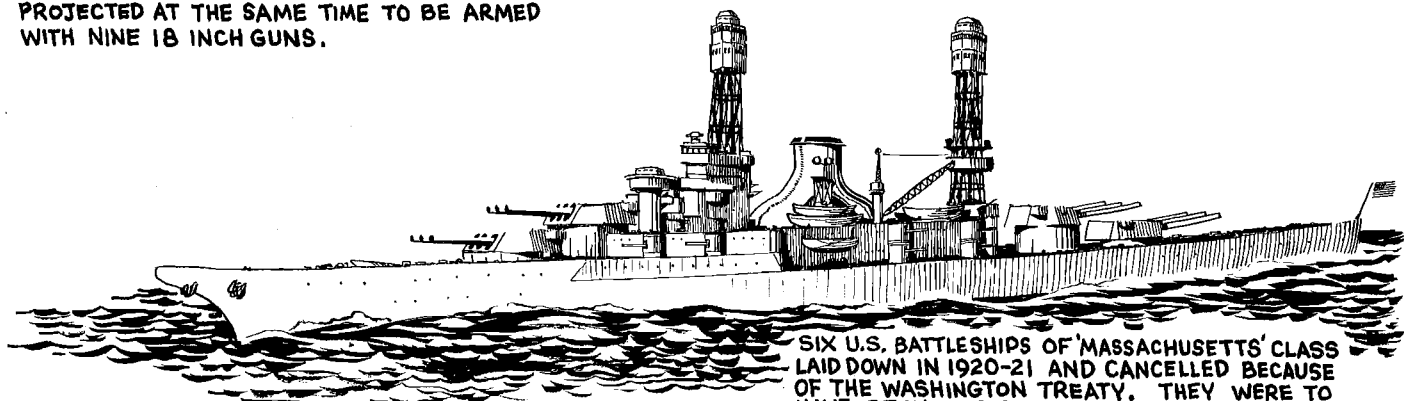
Naval Lore Corner

Number 61
GIANTS THAT NEVER SAILED

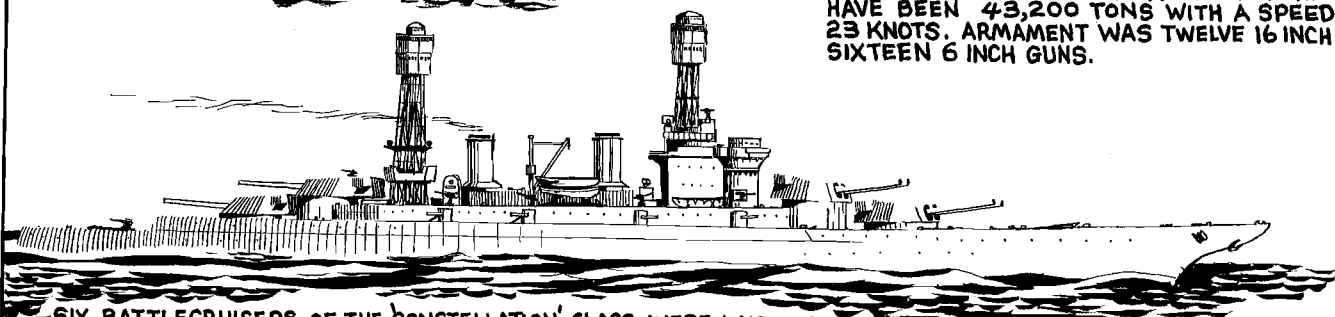


FOUR SUPER BATTLECRUISERS PLANNED BY THE ROYAL NAVY IN 1921 AND CANCELLED AFTER THE WASHINGTON NAVAL TREATY (ABOVE), OF 48,000 TONS DISPLACEMENT THEY WERE TO CARRY NINE 16 INCH GUNS AND SIXTEEN 6 INCH GUNS AT A TOP SPEED OF 32 KNOTS. ALL THREE MAIN TURRETS WERE GROUPED FORWARD. THE NELSON AND RODNEY WERE LATER RESULTS OF THE TREATY LIMITATIONS.

A FURTHER CLASS OF GIANT BATTLESHIPS WERE PROJECTED AT THE SAME TIME TO BE ARMED WITH NINE 18 INCH GUNS.



SIX U.S. BATTLESHIPS OF 'MASSACHUSETTS' CLASS LAID DOWN IN 1920-21 AND CANCELLED BECAUSE OF THE WASHINGTON TREATY. THEY WERE TO HAVE BEEN 43,200 TONS WITH A SPEED OF 23 KNOTS. ARMAMENT WAS TWELVE 16 INCH AND SIXTEEN 6 INCH GUNS.



SIX BATTLECRUISERS OF THE 'CONSTELLATION' CLASS WERE LAID DOWN IN THE U.S. IN 1920-21 AND CANCELLED WITH THE BATTLESHIPS. THEY WOULD HAVE BEEN 43,500 TONS WITH EIGHT 16 INCH GUNS AND SIXTEEN 6 INCH GUNS WITH A SPEED OF 33.25 KNOTS. TWO WERE COMPLETED, HOWEVER, AS AIRCRAFT CARRIERS...THE FAMOUS 'LEXINGTON' AND 'SARATOGA'.

Edmond Cloutier

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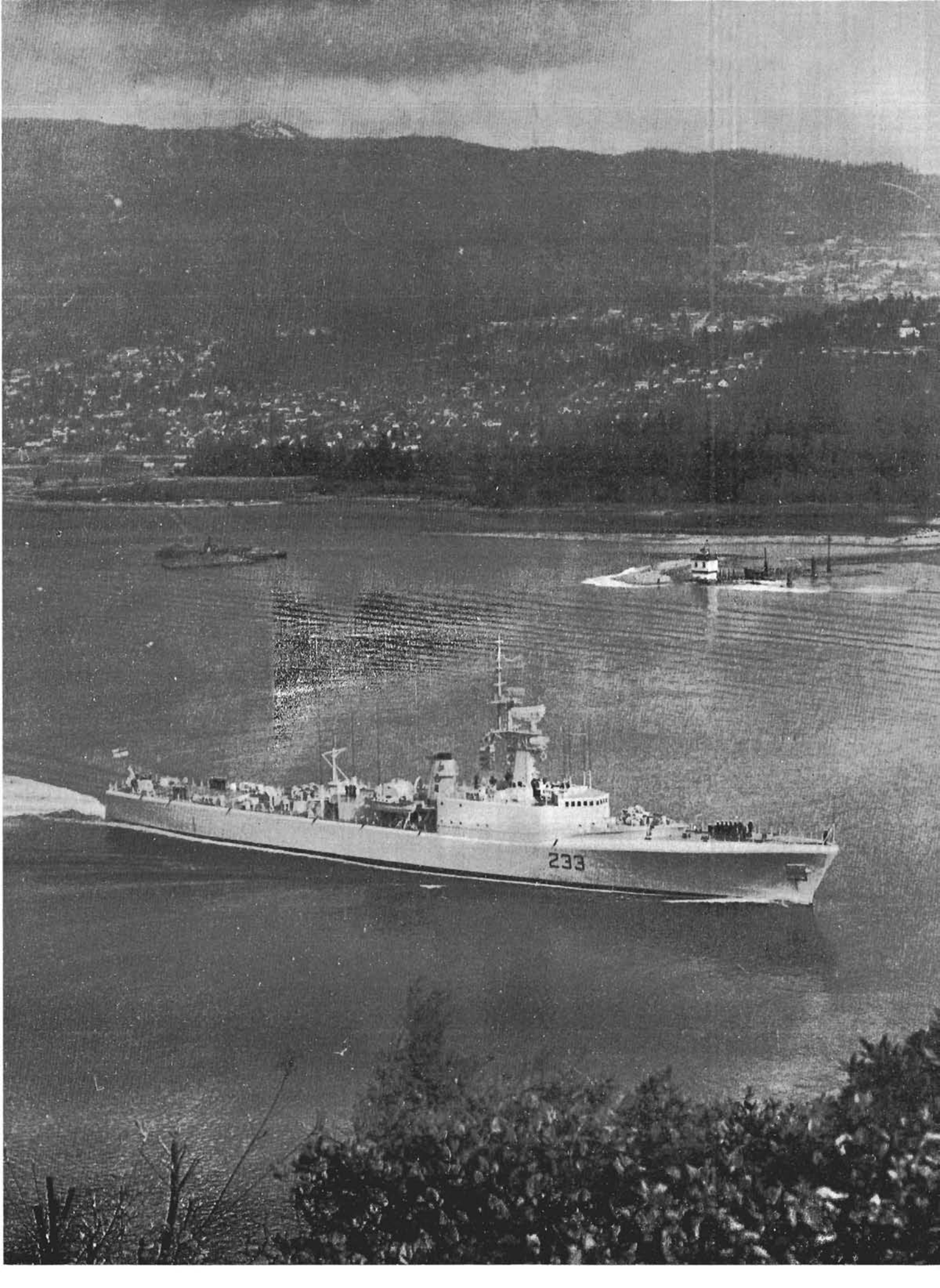


The CROWSNEST



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August, 1958



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THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1958

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LADY OF THE MONTH

Just a short while before this picture was taken, HMCS *Fraser* had steamed past the spot where the muddy waters of her namesake river pour into the sea.

The Fraser River forms the southern boundary of the city of Vancouver. The northern boundary is Burrard Inlet, which the *Fraser*, pictured here from Prospect Point, is about to enter.

Thirteen months ago, the *Fraser* appeared on the opposite page as "Lady of the Month". That was in recognition of her commissioning as a unit of the RCN and Pacific Fleet on June 28, 1957. This time she appears as a participant in B.C. Centennial celebrations. The picture is produced here by courtesy of *The Vancouver Province* and was taken by their photographer Bill Cunningham.

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

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

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

The Cover—A delicate evolution that requires prompt and coordinated obedience to orders occurs immediately after the pipe; "Away seaboard's crew! Man the seaboard!" The crew on this occasion is composed of UNTD officer cadets undergoing summer training in HMCS *Swansea*. (SWE-0019)



RCN NEWS REVIEW

Typical of the pageantry of Canadian Services Colleges graduation ceremonies early this summer is this view of Royal Roads cadets marching in line towards the saluting dais. (E-45186A)

Cruiser Rescues U.S. Yachtsman

In a fine example of how to win friends and influence people, the cruiser *Ontario* and the destroyer escort *Athabaskan* preceded their most recent visit to San Francisco with the rescue of a distressed U.S. yacht and the lone occupant, Donald J. Forbes.

The result was that their call at the California sea port June 23 to 27 gained more than the usual public notice with the ships enjoying favorable newspaper and radio publicity for finding and taking in tow the yacht *Loreen* which was in distress 150 miles northwest of San Francisco. Rudderless and with engine disabled, the yacht had been drifting for 13 days.

Other marks of appreciation came from the commandant of the U.S. Coast Guard in that area who messaged to the Canadians: "Your prompt and capable assistance, case of yacht *Loreen*, deeply appreciated in this command."

The visit brought the usual exchange of hospitality between the ships and their hosts ashore. On the first night the commanding officers of the two ships and a number of ships' officers attended a reception given by the Canadian Consul General.

On the following evening, the two commanding officers and another group of officers attended a reception given by Admiral Russel, commandant of the 12th Naval District.

On the third night, the *Ontario* played host to 100 U.S. military and San Francisco citizens, as well as 25 Royal Canadian Air Force Officers in the area.

In the sports activities, the *Ontario* made a good showing, with the following results:

Softball—*Ontario* 17, Armed Services Police 7; *Ontario* 12, USN accountancy personnel 6.

Volleyball—*Ontario* 3 games, *Athabaskan* 0 games.

Degrees Promised RMC Graduates

Bachelor's degrees in arts and science, comparable to those given by Canadian universities, will be granted to future graduates of the Royal Military College at Kingston, it was announced by the Ontario government in late June.

It is expected that the necessary formalities will be completed in time for the graduating class of the spring of 1959.

Previously, RMC graduates have had to spend one year of study at a university to obtain their degree.

200 Take Part in Searchlight Tattoo

Two hundred officers and men of the Royal Canadian Navy's Pacific Command participated in the British Columbia Centennial Searchlight Tattoo in Vancouver's Empire Stadium each evening from June 23 to July 1, inclu-

sive. It was one of the most spectacular military pageants ever staged in Canada.

Taking part was a 100-man naval guard, 54-member naval band from *Naden*, and two gun-crews of 22 men each.

In charge of the entire 200-strong Tattoo contingent was Lt. H. W. Vondette. Lt. D. A. MacDonald was officer-of-the-guard.

The naval personnel took part in a series of the Centennial Tattoo events, including the grand finale of each evening's performance.

Later, the guard and band were to play a leading role in various ceremonies related to the July visit of HRH the Princess Margaret to Victoria and Esquimalt.

Stadacona Band Plays in Ottawa

Honoured by being chosen as one of the three Service bands to play in Ottawa as part of the capital's Dominion Day celebrations, the band of HMCS *Stadacona* participated in a colourful and stirring massed band concert on the lawns of the Parliament Buildings on the evening of July 1.

The other musical units, playing before a highly appreciative audience of several thousands, were the bands of the Royal Canadian Corps of Signals from Kingston, and the Royal Canadian Air Force Central Band from Ottawa.

The *Stadacona* band was led by A/Cd. Off. (SB) Thomas Milner, band officer, who rotated with Army and RCAF bandmasters in conducting the excellent musical program, which opened with Cd. Off. Milner directing the massed bands in a nautical medley.

Many visitors to the capital were among those who filled every available seat in the special stands which had been erected for the day, while others grouped around the band enclosure or sat on the lawns throughout the two-hour concert.

Like their colleagues from *Naden*, the *Stadacona* musicians have been particularly busy this year. Among many engagements so far, they have played at the opening of the June Fair in Halifax and at the official opening of the softball league in that city.

The *Stadacona* band came into existence when the Royal Canadian Naval Volunteer Reserve Band was formed in Halifax in January, 1940, under the command of Lt.-Cdr. A. E. Zeally. It grew steadily as the war progressed, and at the end of hostilities totalled 60 members. It was in demand for many performances and was chosen to play at the Canadian National Exhibition in 1942. It also toured the Maritimes extensively during those years.

When the war ended, nearly all the bandmen were discharged. Of those who were left, Lt. (SB) S. E. F. Sunderland (now bandmaster and officer-in-charge of the RCN School of Music, *Naden*, and Staff Officer (Bands) on the staff of FOPC), CPO Michael Nold, CPO V. C. Goodridge and PO William Stitt went to *Naden* in February 1946 to help in recruiting and training new bandmen. They returned to *Stadacona* in December 1946 with a band of 14 men and Lt. Sunderland as bandmaster.

Since then the band has been in demand for concerts and has made many tours, among which have been trips to New York and to many cities and towns in Canada.

On the occasion of Her Majesty's visit to Canada in 1951 as Princess Elizabeth, the band was chosen to play for the RCN Royal Guard, mounted in Halifax.

The band serving in the *Bonaventure* is also drawn from the *Stadacona* band, which acts as the depot for all east coast bands. As a result, many of the *Stadacona* bandmen have been afloat on a number of goodwill cruises. They are usually rotated between ships and shores about every two years.

A unique feature of the band is that it is the only one of the RCN with a string section, which plays for such occasions as mess dinners. It also has

a 14-piece dance orchestra and a Dixieland combination.

Lt.-Cdr. (SB) H. G. Cuthbert succeeded Lt. Sunderland in July 1956 as bandmaster and also serves as Staff Officer (Bands) on the staff of the Flag Officer Atlantic Coast.

SACLANT Marks Dominion Day

The 91st anniversary of Canada as a self-governing dominion in the British Empire was observed with special ceremonies on Tuesday, July 1, at the Norfolk, Virginia, headquarters of Admiral Jerauld Wright, USN, NATO's Supreme Allied Commander Atlantic.

Vice-Admiral L. S. Sabin, USN, Chief of Staff and Aide to SACLANT presented the Canadian flag to the honoured nation's representative, Captain C. P. Nixon, RCN, Assistant Chief of Staff for Personnel and Administration, who in turn presented his country's colours to the U.S. Marine Corps Colour Guard for hoisting with the flags of the 14 other NATO nations.

The ceremonies included playing of the national anthems of the United States and Canada by a U.S. Navy band, and the parading of the U.S. Marine Corps Honour Guard.

Ottawa Post for Captain Littler

Captain John C. Littler, commanding officer of the *Ontario*, has been appointed Co-ordinator of the Joint Staff at National Defence Headquarters in Ottawa.

Captain Littler will be granted the acting rank of commodore while holding his new appointment which begins in September.

Air Squadrons Train at Coast

Five naval reserve air squadrons from as many naval divisions arrived at the Royal Canadian Naval Air Station, *Shearwater*, July 6 for 12 days training.

The five squadrons which formed the Reserve Air Group were: VC 920, Toronto; VC 921, Kingston; VC 922, Victoria; VC 923, Quebec City and VC 924, Calgary. This is the second year that aircrew and ground personnel of the RCN(R) have carried out summer training as a single component.

Highlighting the concentrated training program was a conversion course for 20 naval reserve pilots to the RCN's two engine CS2F (Tracker) aircraft. The Tracker is the Navy's anti-submarine aircraft used on carrier operations.

Other training, which is designed to provide refresher and advanced courses

for pilots, observers and observer's mates, was carried out in *Avengers*, *Harvards* and *Expeditors*. In addition to flight training, the courses give practical experience to air maintenance staffs.

A total of 45 air crew and 50 ground personnel of the naval reserve took part in the 12-day exercises.

Commanding the Reserve Air Group during the training period was Lt.-Cdr. (P) G. D. Westwood. His executive officer was Lt. (P) J. K. Dawson.

Other officers forming the administrative section were: Lt. (P) J. W. Paton, RCN, Lt. (P) G. F. Watson, and Lt. (P) R. L. Rogers. They are the permanent force officers who provide the administration for the naval reserve squadrons throughout the year.

Instructors Take Summer Courses

Four naval instructor officers from *HMCS Venture*, naval officer training establishment, and the RCN Preparatory School for officer candidates, are attending summer school courses at the University of British Columbia.

Instructor Lieutenants R. K. Sparkes, D. H. Tait, B. W. Green and Instr. Lt.-Cdr. W. B. Arnold are university graduates and fully qualified teachers with experience in civilian high schools and naval schools.

These officers, who teach classes of naval cadets and officer candidates at the junior and senior matriculation level, will take post-graduate courses in education, languages and science during the coming summer.

The provision of courses in education for naval instructor officers is in keeping with the navy's policy of keeping abreast of the latest methods in education and training.

Ambush Returns To Atlantic Command

The Royal Navy submarine *Ambush* arrived at Halifax June 19, from England to join the Sixth Submarine Squadron.

This is the second tour of duty at Halifax for the *Ambush* since the Sixth Submarine Squadron was formed in March 1955. The 1,120-ton boat served with the squadron from then until May 1956. She is now under the command of Lt.-Cdr. Peter Roe, RN.

Another unit of the squadron, the *Amphion*, sailed for England June 24 after 18 months of service with the Atlantic Fleet. The *Amphion*, commanded by Lt.-Cdr. Kenneth Vause, logged approximately 25,000 miles in exercises with Canadian ships and aircraft.

EDITOR AFLOAT

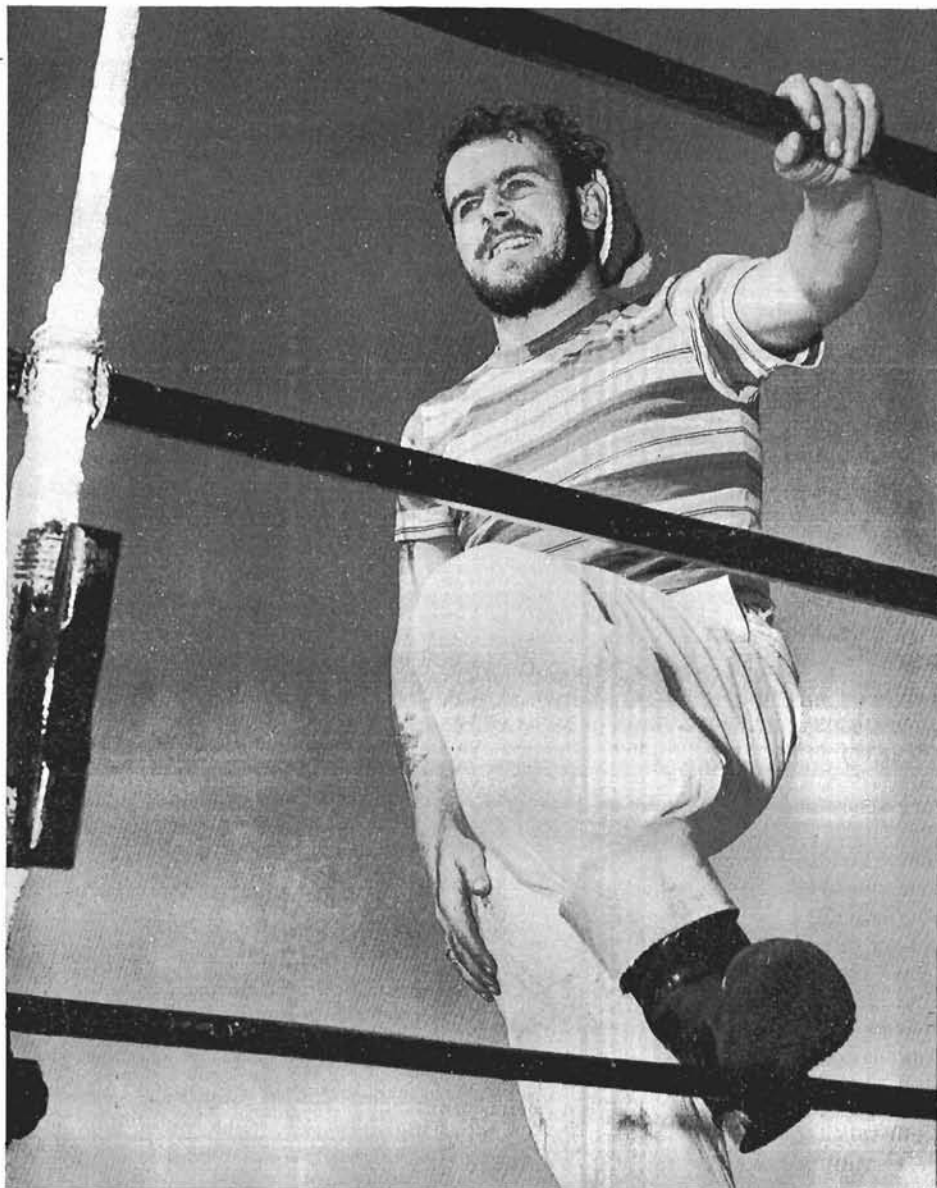
THE ANSWER to why the RCN finds it worthwhile to invite Canadian citizens to visit its establishments and sail in its warships is not far to seek.

The editor of *The Hamilton Spectator* recently paid a visit to the Maritimes, in the course of which he was, briefly, a guest of the Royal Canadian Navy. This is how he described the naval portion of his trip:

"The group which the writer joined had been invited out in the Canadian Navy's new destroyer escorts. Two of them, the *Assiniboine* and the *Ottawa*, moved slowly out of the harbour with their cargo each of landsmen. As they passed the narrows and steamed into the Atlantic, it became quite apparent what the poet meant when he said "Ocean thou mighty monster!" Headwinds at 40 knots plus close to 30 miles of speed on the *Assiniboine* made a tidy breeze on the bridge, or the place where the wheel used to be—for Canada's new atom-conditioned craft are controlled from far below in the bowels of the ship.

"As they neared a stormy spot about 30 miles out in the Atlantic, the landsmen were given cotton to stuff in their ears and warned about the 'blast' and then the fury broke loose. The *Ottawa* started it, apparently violently annoyed at the thought that an enemy submarine might be lurking beneath the waves. First of all she cleared the air by shooting down all imaginary aircraft in sight, her three-inch guns ripping the atmosphere into shreds and filling the horizon with black plumes of bursting shells. Then the *Assiniboine* joined in and the landsmen knew what the cotton in their ears was for. Evidently convinced that this was an attack from below as well as above, the mortars took on and volleys of six depth charges each sped outwards looking like an orderly flight of geese but what deadly geese they were! Into the ocean they went in a steep dive and in a moment the hull of the destroyer was struck by those gigantic hammer blows of concussion which send rent and shattered submarines to the bottom.

"Then they gave the landsmen tea. To their credit nearly all drank it and ate their sandwiches too in spite of the zig-zag course at high speed back towards port the destroyers followed; evidently still feeling that whatever was beneath the surface was still not to be trusted.



Among the "miners" reaching Victoria in the "SS Commodore" was AB R. Loudy. He serves in Naden. (E-45023)

"The Canadian Navy is very proud of the new destroyer escorts. The product of Canadian imagination and design they are said to make the Americans green with envy wherever they appear. And better still, the officers and men who sail on them seem proud and happy in their new craft."

CARRIERS TO DEAL WITH SUBMARINES

The concern with which the submarine menace is regarded received new emphasis at the christening early in June of the U.S. Navy's fourth Forrestal class carrier, the *Independence*, at the New York Naval Shipyard, Brooklyn.

Where previously the anti-submarine capability of the 60,000-ton carriers had drawn only passing mention, if any at

all, particular reference was made at the *Independence's* christening to the part she and her sister-ships can play in A/S warfare.

Speaking at the christening, Donald A. Quarles, Deputy Secretary of Defence, stated that:

"This new *Independence* has both a nuclear and a non-nuclear capability—she can be used to spearhead anti-submarine warfare of the United States by attacking enemy submarine-building grounds, pens and overseas bases."

In its report of the christening, the *New York Herald Tribune*, quoted Mr. Quarles in bold type, and went so far as to say, in a lead paragraph, that:

"Yesterday the Navy christened the fourth giant aircraft carrier of the Forrestal class, designed to spearhead anti-submarine warfare."

THE CAPTURE OF ST. JOHN'S

IN THE HISTORY of war there are many riddles. One of the minor ones is why in 1762 the Duc de Choiseul should have despatched from France an expedition to seize St. John's, Newfoundland, although Britain had won such superiority in the North Atlantic that any success obtained could not be supported.

Louisbourg had fallen in 1758, Quebec in 1759 and Montreal in 1760. However, the Peace of Paris had not yet been signed and it is possible that France sought some occupied point in North America to provide an argument against the complete loss of New France.

Or possibly it was hoped to draw off substantial British naval forces and thus to facilitate an invasion of England which the Duc as Minister of War planned with combined Franco-Spanish forces; perhaps the whole manœuvre arose from the very human desire to achieve a success, however small, against an enemy who had won so often recently.

Whatever the motive a small squadron under the command of Captain de Ternay slipped out of Brest May 8, 1762: *Le Robuste*, 74; *L'Eveille*, 64; *La Garonne*, 44; *La Licorne*, 32; the *Gramont*, bomb ketch; and transports for a force of some thousand troops commanded by Le Comte d'Haussonville. On June 20 this force sailed into St. John's, overcame the small garrison and proceeded to destroy property and fishing vessels. Word was passed to the Governor, Captain Thomas Graves, R.N., fortunately absent at the time in Placentia, who forthwith sent a vessel to Halifax warning Lord Colvill, C-in-C of the North American Squadron, that the enemy had arrived.

Commodore Colvill sailed at once for Placentia, landed marines there to strengthen the garrison and proceeded with Captain Graves to St. John's to establish a blockade. His force consisted of the *Northumberland*, 74 (Captain Nathaniel Bateman), which wore his broad pendant, *Antelope*, 50 (Captain Thomas Graves), *Gosport*, 44 (Captain John Jervis), *Syren*, 20 (Captain Charles Douglas), and *Boston*, a 20-gun armed ship.

It was not until July 20 that the Commander-in-Chief, Major-General Jeffrey Amherst, received the news in New York. With characteristic energy and decision he collected all the troops he could (the Havana expedition was

still away), prepared transports, gave command of the army to his brother, Lt.-Col. William Amherst, and sent him off to drive out the invaders, although this meant reducing the garrisons of New York, Halifax and Louisbourg to token forces. The expedition, consisting of seven transports left Sandy Hook August 15 with 200 troops, reached Halifax on the 26th, embarked about 1,000 troops drawn from the Massachusetts Provincials, the Royal Regiment and the Montgomeries, sailed again September 1 for Louisbourg, arrived on the 5th, took on 400 troops from the 45th Regiment, sailed on the 7th and joined up with Lord Colvill's squadron off Petty Harbour on the 11th.

It is of interest to note that French power to prevent this movement of men and material was considered so slight after the blockade of their forces in St. John's had been established, that no



convoying warships were asked for. The time taken will dismay modern planners and staff officers logistics, and it is also of interest that neither naval commander nor the Commander-in-Chief asked or waited for instructions from Headquarters but acted immediately.

General Amherst records that he assumed the Admiralty would reinforce Lord Colvill as soon as they received the word of Captain de Ternay's bold assault. In this he was not mistaken: *Shrewsbury*, 74 (Captain Hugh Palliser), *Superb*, 74 (Captain Joshua Rowley), *Bedford*, 64 (Captain William Martin), and the 32-gun frigate *Minerva* (Captain Joseph Peyton) sailed from England August 12 and arrived in St. John's September 20, too late for the action, but in time to assist with the evacuation of the prisoners. In addition—and much more important—substantial naval forces under Admiral Sir Edward Hawke, flying his flag in the 100-gun *Royal George*, cruised off Ushant and the Bay of Biscay to intercept any French warships which might

have been sent to bolster Captain de Ternay.

The troops were landed at Torbay September 13 after it had been found that the planned approach through Quidi Vidi (called by Colonel Amherst "Kitty Vitty" and still pronounced that way) had been blocked by the French. Colonel Amherst's journal for September 12 and 13 gives an excellent picture of how the Navy and Army worked together to achieve a landing:

"12th. Very little wind in the morning. I went on board the Northumberland. Lord Colvill has provided a number of Shallops to bring our stores round from Torbay to Kitty Vitty, so soon as we have taken our post and opened it. There being no anchoring for the Men of War or Transport off there, the getting these Shallops was a most absolutely necessary measure for the landing of everything, the path from Torbay to St. John's being narrow and bad, for a great part of the way, and the distance much too great to think of keeping a communication for bringing stores that way. I desired his Lordship to get as many of these Shallops as he could. The wind freshened towards noon. I went aboard the Syren, and we looked into the Harbour of St. John's and to the opening of the gut of Kitty Vitty, whilst the Fleet and transports kept out. The Syren conducted the transports into Torbay and Lord Colvill with the rest of the Fleet kept out. The transports did not come to an anchor before dark. I went out of the Syren in a boat, before we came to an anchor, and viewed the Bay; found the bottom of it a very good place to land at. Commanded a good deal by hills to the right and left, upon which a few men shewed themselves. The path to St. John's turned short up a hill to the left. I immediately prepared everything for landing early the next morning. Lord Colvill had sent in all the Men of War's boats, and these with the Shallops and transports' boats, were divided amongst the several Corps. Captain Douglas ordered them all to the transports. I intended that three Corps of Light Infantry should land just as the moon arose, to take possession of the commanding ground to the left, and they had their boats ready for



An aerial view of St. John's harbour, with Quidi Vidi Lake at the lower right.

that purpose, but it came on to blow hard out of the harbour at night and several of the transports drove, and the boats were separated from them.

13th. It was 6 o'clock in the morning before they could be collected together.

The snow Peggy, with the Provincial Corps of Light Infantry on board, drove quite out of the harbour, so that they could not land with us. We got boats sufficiently together to land at once with two Corps of Light Infantry and two Regular Battns, except one Company. When the boats were all at their rendezvous by Capt. Douglas' ship, I got into his boat and hoisted

a pendant as a signal for landing, when the Corps of Light Infantry with the Light Infantry Companies of the Royal and Montgomery's, who were drawn up in their boats a little ahead of the battalions rowed into the shore followed by the Battalions.

The parties upon the hills fired at the boats as they rowed in at a great distance; the boats took no notice of them, landed, seized a rising ground a little to the right of the bay, and were fired upon by a party assembled half way up the hill to the left. Two Companies formed immediately upon the rising ground, gave the enemy one fire, who ran off immediately and we

pursued them up the hill, where we formed till the Battalions were landed."

On the 14th Colonel Amherst cleared the channel and prepared to attack Signal Hill which overlooked and commanded both harbour and fort. A surprise dawn attack next day captured this important point and enabled the British forces to invest the fort more closely by bombardment and by ground attack. Finally on the 18th after a courteous exchange of letters, the French commander capitulated and Colonel Amherst "ordered Major Sutherland with the Grenadiers of the Royal and 45th and Light Infantry Companies of the Royal and Montgomery's to take possession of the Gate this

afternoon, and see the garrison lay down their Arms."

The articles of capitulation, which contain the French proposals and the English replies thereto, are as follows:

"Demands of the garrison of St. John's and, in general, the troops that are in it:—

The French troops shall surrender prisoners of war.—Agreed to.

The officers and subaltern officers shall keep their arms to preserve good order among their troops.—Agreed to.

Good ships shall be granted to carry the officers, grenadiers, and private men, either wounded or not, to France in the space of one month, on the coast of Brittany.—Agreed to. (Lord Colvill will, of course, embark them as soon as he can).

The goods and effects of both officers and soldiers shall be preserved. His Britannick Majesty's troops never pillage. The gate will be taken possession of this afternoon, and the garrison will lay down their arms.

This is to be signed by Lord Colvill, but it will remain at present as afterwards, in full force.

Camp before St. John's, 18 Sept., 1762.

Wm. Amherst

Le Compte D'Haussonville"

British casualties were 12 killed, 38 wounded; the French lost 770 prisoners and the remainder were killed or missing except for those who were fortunate enough to obtain passage in the warships of de Ternay.

During the dark hours of September 15-16, the French Squadron, favoured by a westerly breeze and a dense fog, slipped out of St. John's, ghosted through the blockade and returned safely to Corunna in due course after eluding three separate British naval forces en route. Although Colonel Amherst was informed of indicative enemy activity, his communications did not allow him to inform Lord Colvill in time for the intelligence to be of operational value.

On September 19 after the French garrison had capitulated, the British warships came into the harbour. On the 23rd 770 French prisoners of war embarked in the transports *James* and *Fanny* and left on the 24th for England. By October 2 all the British forces had sailed for New York, Louisbourg or Halifax and that afternoon Col. Amherst left on board the 44-gun *Enterprise* (Capt. J. Houlton):

"Having settled everything regarding the garrison and taken leave of

Lord Colvill after the uninterrupted harmony that has subsisted between us, which he mentioned at our parting."

This was an excellent combined operation, decisive, amicable, considerate and with a proper application of all forces. Colvill's quick blockades sealing in the French and permitting the free approach of the troops; General Amherst's unhesitating decision to apply his maximum forces at the earliest moment; the employment of all naval resources to land and support the army; Colonel Amherst's skilful use of terrain and surprise; the generous spirit shown by both sides and by both services; all these combined to make the expedition a text-book example of a successful amphibious enterprise.

The escape of the French warships, while disappointing, does not detract from the achievement of the aim: to restore St. John's to the British flag. It will be observed that modern methods of communication and detection would have brought the two squadrons to grips at an early stage of the attempted flight.

Five letters were exchanged by the French and English leaders before surrender was agreed upon:

I

Colonel Amherst to the French Commander:

Camp before St. John's,
Sept 16, 1672.

Sir:

Humanity directs me to acquaint you of my firm intentions. I know the miserable stage your garrison is left in and I am fully informed of your design of blowing up the fort on quitting it; but have a care, as I have taken measures effectually to cut off your retreat, and so sure as a match is put to the train, every man of the garrison shall be put to the sword. I must have immediate possession of the fort in the state it now is, or expect the consequences.

I give you half an hour to think of it.

*I have the honour to be Sir,
Your most obedient humble servant,*

Wm. Amherst,

To the officer commanding in St. John's.

II

Count D'Haussonville to Colonel Amherst:

Sept. 16, 1672

With regard to the conduct that I shall hold, you may, sir, be misinformed. I wait for your troops and your cannon; and nothing shall determine me to surrender the fort

unless you shall have totally destroyed it and that I shall have no more powder to fire.

*I have the honour to be Sir,
Your most humble and most obedient servant,*

The Count D'Haussonville..

III

Count D'Haussonville to Lt.-Col. Amherst:

Sir:

Under the uncertainty of the succors which I may receive either from France or its allies, and the Fort being entire and in a condition for a long defence, I am resolved to defend myself to the last extremity. The capitulation which you may think proper to grant me, will determine me to surrender the place to you, in order to prevent the effusion of blood of the men who defend it. Whatever resolution you come to, there is one left to me, which would hurt the interests of the Sovereign you serve.

*I have the honour to be Sir,
Your most obedient humble servant*

The Count D'Haussonville.

Fort St. John

Sept 18, 1762.

IV

Colonel Amherst to Count D'Haussonville:

Camp before St. John's
Sept 18, 1762

Sirs

I have just had the honour of your letter. His Britannick Majesty's fleet and army co-operating here will not give any other terms to the garrison of St. John's than their surrendering Prisoners of war. I don't thirst after the blood of the garrison but you must determine quickly or expect the consequences for this is my final determination.

I am Sir,

Wm. Amherst.

To Count D'Haussonville.

V

Count D'Haussonville to Colonel Amherst:

Sept. 18, 1762

I have received sir your letter which you did me the honour to write to me. I am as averse as you to the effusion of blood. I consent to surrender the fort in a good condition as I have already acquainted you, if the demands which I enclose herewith are granted to my troops.

I have the honour

Le Compte D'Haussonville.

—C.H.L.

MOTTOES

*They Had Their Beginnings in
Rallying Cries on Battlefield*

MEHITABEL the cat, in Don Marquis' classic, made the motto "Toujours gai" famous, but it did not originate with her, it had belonged to the English family of Gay for many years before. From the obvious and cheerful, through the witty ("Poussez en avant" of the Barrow family), the boastful "I saved the King" of the Scottish Torrances) they range to all extremes, even the obscure, as "Ut apes, geometricam". This is usually translated "As bees, geometry" but not explained; it goes with a coat of arms bearing a magnetic needle and the pole star and a crest of a hive beset with bees diversely volant (that is, flying in all directions). It belongs to the Petty family.

The Scottish family of Home (pronounced and sometimes spelled Hume) has "A Home; A Home! A Home!" for motto, the Irish Aylmers have "Hallelujah!" and several families with eagles for crests have "Aquila non captat muscas" (An eagle does not catch flies).

Mottoes are connected with heraldry, but do not really belong to it. Heraldry was for the illiterate, but the motto, which appears with many a coat of arms, has to be written. An Englishman can change his motto at will and the College of Heralds will merely make a note of it, but a Scot's must be registered with the coat of arms at the Lyon Office. All the same the motto had the same origins as the coat of arms and is probably older. The arms, painted on a knight's shield and embroidered on his pennon and horse's caparison, identified him when his visor was down. His men wore his badge or livery colours to show to what troop they belonged, and in a rout or ambush they rallied round his pennon.

To rally his men in a night attack and to encourage them in battle, the knight would also have a battle cry which in the Middle Ages was usually called his "word" in English, "mot" in French and "motto" in Italian, all meaning the same thing. Somehow the Italian form has been adopted into English. At first the "word" was usually the leader's name with "A" before it to get the voice going on, as in "Ahoy!" The Saxon hero Hereward was especially apt in his choice of a battle cry. His name meant "guard of the army" and he was nick-named "The Wake" meaning "The Watchful". His word

was "A Wake!"—perhaps the best motto ever because it identifies the leader, it can be shouted clearly and it has a double meaning, an exhortation.

In pitched battles between kings, national battle cries were used: "St. George for England!" (which must often have been shortened to a simple "St. George!") was heard and opposed by yells of "St. Andrew!" or "Montjoie St. Dennis!" It has seldom been heard since the reformation—one of the few occasions it was used was in a signal made by Admiral Sir Roger Keyes on St. George's eve 1918 to the force under his command as it stood towards Zeebrugge:

ST GEORGE FOR ENGLAND! to which Captain A. F. B. Carpenter (*Vindictive*)

replied: AND MAY WE GIVE THE DRAGON'S TAIL A DAMNED GOOD TWIST.

As heraldry deteriorated through the sixteenth to nineteenth centuries and education became more widespread, the motto degenerated. Armies became more highly organized and "Hurrah!" replaced the older varying slogans. Slogan, by the way, is of Gaelic origin and means "cry of an army". Personal mottoes became long, learned and cryptic and could not be understood by the common soldier, much less yelled in the heat of action. Latin mottoes became popular and in fact they now greatly outnumber all others, for only the very learned seem to have adopted Greek. Some even appear to reverse



Some of HMS Tartar's ship's company photographed at Halifax before the turn of the century. The motto "Fear God and Honour the Queen" was to be seen on the super-structures of half the fleet in those days. The Tartar also displayed the Prince of Wales' feathers and his motto "Ich dien"—"I serve". (Notman photo courtesy of the Public Archives Ottawa)

the ancient idea behind the motto; for example "Auriga virtutum prudentia" used by one English family is literally translated "Forethought is the chariot-
eer of courage", it is probably intended to mean "Common sense is the chief of the virtues" but it could be rendered just as well by "Discretion is the better part of valour". Some are quite pacifist like the Irish family whose motto is "Bella! Horrida bella!" or "Wars, Frightful Wars!" Their crest is a mailed arm holding a dagger.

Most modern mottoes, however, merely express a vague piety or a statement of aspirations such as "Dum spiro spero" (While I breathe I hope) one of the most popular of all mottoes; some are downright bourgeois such as "Industria ditat" (Industry enriches). Even in this class there is an occasional show of spirit as in "Fiat justitia, ruat coelum" (Do right though the heavens fall) which Admiral of the Fleet Lord Fisher adopted—and lived by.

Rather unusual are the three mottoes (or one motto and two battle honours) that appear with the arms of Sir George Prevost's descendants: below the shield appears "J'ai bien servi" while the supporters, grenadiers of the 16th Foot, hold flags with the words "West Indies" on one, "Canada" on the other. This is in the same tradition as the English families of Billan, Lenthall, Waller, and Wodehouse who have "Azincourt" (the French spelling of Agincourt) for motto and the Scottish Drummonds whose motto "Gang warily" commemorates the use, at Bannockburn by one of their ancestors of caltrops—weapons for laming horses, made of four spikes joined so that one always points upwards. The caltrop and the holly leaf (which also has the property of turning at least one spine upwards) are the family badges.

Along with the issuing of officially designed badges to ships of the Royal Canadian Navy since the Second World War has come the adoption of approved mottoes by ships. The practice is that the Commanding Officer submits the one he wishes to adopt to Headquarters where it is circulated to members of the Ship's Badges Committee, and to linguists where necessary, for comment. If no serious objection is raised the motto receives the approval of the Naval Board. Objections may be that the phrase chosen has a double meaning or is in some other way unsuitable. Duplication of other ship's or organizations' mottoes is also usually avoided as



HMCS Ontario's after screen with a few of her ship's company. She has revived the old motto which after the toast "The Queen God Bless Her" on the grog tub, was once the most familiar inscription on board a British warship. CN-522.

recently when "Semper paratus" (Always prepared) was rejected because it is used by the U.S. Coast Guard.

Regulations specify that mottoes shall be in either English or French. However, there have been so many requests for other languages that Latin and Indian mottoes have been allowed. As a result Canadian ships' mottoes are predominantly Latin, but not to the extent that family mottoes are. The *Crescent* has "In virtute cresco" meaning "I grow in valour" because the word "crescent" is from the Latin verb "cresco" and means the growing moon. The *Assiniboine* has "Nunquam non paratus" (Never unprepared) and the Air Squadrons are unanimous in choosing Latin. HMCS *Iroquois* has gone to the Iroquois language and taken "Yagoh se re on weh"—"She pursues re-

lentlessly". However, the *Quebec* has "Nos canons parleront" and the *Magnificent* used "We stand on guard", a quotation from *O Canada*. The *Bona-venture* departs slightly from the spirit of the regulations with "Non por nos toz seus" which is old French "Not for us alone".

It seems that the origin of the motto as a battle cry has been forgotten and few of the modern ones are pithy or comprehensible enough to be at all striking. In the early days of this century HMS *Dreadnought* had for motto "Fear God and dread nought" a variant of the more common "Fear God, honour the Queen". HMCS *Ontario* has revived the use of this last and displays it on her after screen with her badge and her own motto (which is also that

of the province) "Ut inceptis fidelis sic permanet"—"She remains loyal as she began".

A motto that is not understood can be used as a rallying cry, but a code group would do as well. It is no use as an exhortation. If it has to be explained or translated, the impact of the pithiest Latin is lost. "Resurgam" when translated "I will arise again" cannot be compared with "A Wake!" although the meaning is similar. The badge of some ships seem to call for certain mottoes to go with them. The *Cougar* or *Fort Erie* (the latter has a bobcat) might take "Ware claws" or the old Scottish motto "Touch not the cat but a glove". The *Blue Heron*, whose badge is a "heron in his vigilance" could use "Watchful" or "A Wake!" One, or all, of the "Porte" class boom gate vessels could take the slogan of the defenders

of Verdun: "Ils ne passeront pas". HMCS *Prevost* could adapt Sir George's motto, making it "Je sers bien". Mottoes of this kind can serve well in building discipline and morale.

From their badges have come the colours that are worn by the teams entered by ships in football and hockey leagues. A good motto, one chosen in the battle cry tradition, could find similar application in cheering. If, then, when he is proposing a motto, a commanding officer can produce something that his ship's cheering section will want to yell at a football game, that can be easily understood, that involves a play on words and is an exhortation, he has something good.—Ph. Ch.

NOTE: Some of the translations used in this article are the author's own and do not necessarily agree with the accepted renderings.

ROYAL NAVY COMMISSIONS HIGH-SPEED SUBMARINE

HMS *Porpoise*, a submarine capable of high underwater speed and of continuous submerged patrol in any part of the world, was commissioned at the Barrow-in-Furness yard of her builders, Vickers Armstrongs Ltd., on April 17, under the command of Lt.-Cdr.

B. C. G. Hutchings, RN. She is the first operational submarine designed since the war, to be accepted into service in the Royal Navy.

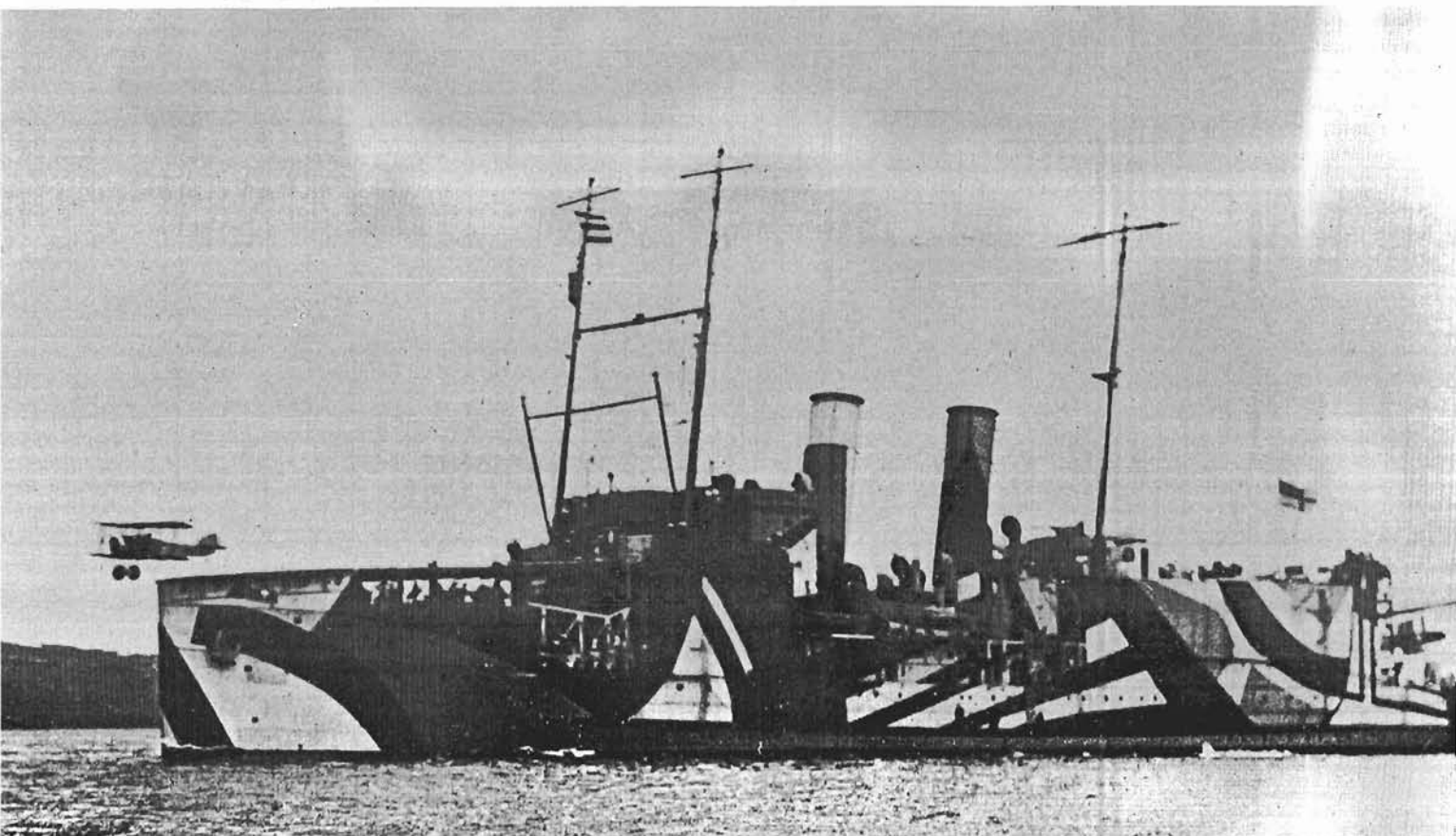
The design of *Porpoise's* hull and superstructure reflect her capabilities of high underwater speed and great

diving depth. She is 290 feet long, with a beam of 26½ feet. She has great endurance, both on and below the surface—whether on batteries or snorting. She is propelled on the surface, or when snorting, by diesel-electric drive from Admiralty Standard Range engines, and when submerged by battery-driven motors. The snort equipment has been designed to give maximum snort-charging facilities in rough seas. Both air and surface warning radar can be operated at periscope depth and on the surface.

Living spaces are of high standard, with strip lighting, nylon curtains, and panelling in laminated plastic and wood. To combat the tedium of long periods of submerged patrol a cinema projector and a tape recorder are available. Each of the six officers and 64 men has a bunk with a latex foam mattress.

An air conditioning plant dries, heats or cools air for Arctic or tropical service. Oxygen replenishment and carbon dioxide and hydrogen eliminators make it possible to remain totally submerged for several days. Apparatus to distill fresh water from sea water for drinking purposes, and stowage for large quantities of stores and provisions enable her to remain on patrol alone for months. — *Admiralty News Summary*.

An Australian "Crowsnest" reader and collector of naval photographs, John Bastock, of Kogarah, New South Wales, found in this photograph of HMS *Pegasus* a striking contrast to the picture of HMCS *Bonaventure* which appeared in the February issue of this magazine. The portrait of the *Pegasus* is unusual in that it actually shows an aircraft (a Sopwith) taking off. An ex-Captain, RAF, who served in the *Pegasus* in 1918, when the picture was taken, supplied the negative to Mr. Bastock.



OFFICERS AND MEN

Admiral Porteous Soon to Retire

Rear-Admiral (E) William Walter Porteous, who has been Chief of Naval Technical Services and a member of the Naval Board at Naval Headquarters, Ottawa, since January 1956 will proceed on retirement leave on September 8, after 40 years of service in the Royal Canadian Navy.

Succeeding him will be Commodore (E) Brian R. Spencer, who will be promoted to the rank of Rear-Admiral (E) on taking up the appointment.

Commodore (E) John B. Caldwell, now Commodore Superintendent Pacific Coast and Superintendent HMC Dockyard, Esquimalt, will succeed Commodore Spencer as Engineer-in-Chief at Headquarters.

William Walter Porteous was born on October 1, 1902, in Colorado, USA, where his father was a mining engineer. He entered the RCN as a cadet on September 29, 1918, and graduated as a midshipman from the Royal Naval College of Canada on June 16, 1921.

From 1921 to 1924 he trained with the Royal Navy in HMS *Resolution*. Serving in the battleship with him were the present Chief of the Naval Staff, Vice-Admiral H. G. DeWolf; the former Vice-Chief of the Naval Staff, Rear-Admiral H. N. Lay, and Admiral Porteous' predecessor as Chief of Naval Technical Services, Rear-Admiral (E) J. G. Knowlton.

Admiral Porteous attended the Royal Naval College at Greenwich in 1924-25 and the Royal Naval Engineering College at Keyham in 1925-26.

Naval Fighter Sets Record

The Royal Navy's fighter aircraft, the Scimitar, which can carry tactical weapons and has been designed for carrier operations, has set a new air speed record between London and Valetta Malta, it was announced in June by the Royal Aero Club, London.

It flew the 1,298 miles in two hours, 12 minutes, 27.2 seconds—an average speed of 588 miles an hour. The new record is subject to confirmation.

The Scimitar is a new aircraft just entering service with the Fleet Air Arm. It has "blow flaps" which reduce landing speed and also assist in takeoff.



REAR-ADMIRAL (E) W. W. PORTEOUS

For the next two years, 1926-28, he served in HMS *Emperor of India*, the last of the coal-burning battleships.

Following service ashore in the Dockyards at Halifax and Esquimalt, he returned to sea in 1930, serving during the next seven years in the destroyers *Vancouver*, *Saguenay* and *St. Laurent*.

He was appointed as Assistant to the Chief Engineer, HMC Dockyard, Halifax, in November 1937. On October 1, 1939, he was appointed to HMCS *Assiniboine* (destroyer) and served in that ship until May 1940, when he was placed in charge of the Mechanical Training Establishment at Esquimalt.

In December 1942 he was appointed Director of Engineerroom Personnel, at Naval Headquarters, Ottawa.

In November 1946 Rear-Admiral Porteous was appointed Deputy Superintendent, East Coast, Engineer Superintendent, HMC Dockyard, and Command Engineer Officer on the staff of the Commanding Officer Atlantic Coast. A month later his appointment was changed to Superintendent of HMC Dockyard, Halifax, Command Technical Officer and Command Engineer Officer.

On March 1, 1954, he became Commodore Superintendent, Atlantic Coast, and Superintendent, HMC Dockyard, Halifax.



COMMODORE (E) B. R. SPENCER

In January 1956 Rear-Admiral Porteous became Chief of Naval Technical Services and a Member of the Naval Board.

Rear-Admiral Porteous was appointed an Officer of the Order of the British Empire on January 1, 1946, for his wartime services in the Engineering Department of the RCN.

An all-around athlete in his younger days, Rear-Admiral Porteous made a name for himself as a boxer, cross-country runner and English rugby player, and in more recent years as a squash player.

An aggressive and skilled boxer, Admiral Porteous won the Atlantic Fleet middle weight championship in both 1922 and 1924. He took the Royal Navy - Royal Marine light heavyweight champion in 1927.

Even earlier he had showed his heels as a cross-country runner, winning the title in HMS *Resolution* in 1921, 1922 and 1923. He ran in the Home Fleet cross-country race in 1927 and came in second.

He was a member of the Royal Navy swimming team in 1928 that defeated the Imperial Army.

Later in his career he picked up the Maritime squash championship and

HALF-YEARLY PROMOTIONS LIST

The names of 26 officers are contained in the July half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 14 officers and the Royal Canadian Navy (Reserve) by 12. The list of those promoted follows:

ROYAL CANADIAN NAVY

To be Captain (3)

Cdr. (Acting Captain) R. M. Steele, Director of Naval Organization, Naval Headquarters, Ottawa.

Cdr. A. D. McPhee, Officer-in-Charge, RCN Depot, Halifax.

Cdr. W. Timbrell, Executive Officer, HMCS *Shearwater*.

To be Commander (6)

Lt.-Cdr. P. H. Cayley, recently in command of HMCS *Lanark* and now appointed to Staff of Naval Member, Canadian Joint Staff, Washington.

Lt.-Cdr. E. V. P. Sunderland, Commanding Officer of HMCS *Jonquiere*.

Lt.-Cdr. (P) D. J. Sheppard, appointed from the RCAF Staff College, Toronto, to the staff of the Chief of Naval Personnel Naval Headquarters.

Lt.-Cdr. J. B. Young, Assistant Director of Personnel (Officers) (Administration), Naval Headquarters.

Lt.-Cdr. H. H. Smith, Staff Officer Gunnery on the staff of the Naval Member Canadian Joint Staff, Washington.

Lt.-Cdr. A. B. C. German, Commanding Officer of HMCS *Sioux*.

To be Captain (Engineering) (1)

Cdr. (Acting Captain) (E) C. G. H. Daniel, Assistant Chief of Naval Technical Services (Air), Naval Headquarters.

To be Commander (Engineering) (1)

Lt.-Cdr. (E) R. W. Edwards, Staff Officer (Destroyer Escorts) on the staff of the Engineer-in-Chief, Naval Headquarters.

To be Commander (Electrical) (1)

Lt.-Cdr. (L) R. A. Grossgurth, on the staff of the Director of Personnel (Officers), Naval Headquarters.

To be Commander (Special Branch) (2)

Lt.-Cdr. G. J. Manson, Command Sea Cadet Officer on the staff of the Commanding Officer Naval Divisions, Hamilton.

Lt.-Cdr. (SB) H. G. Oliver, on the staff of the Judge Advocate General, National Defence Headquarters.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain (2)

Cdr. (Acting Captain) A. Ross Webster, Commanding Officer, HMCS *Donnacona*, Montreal.

Cdr. J. H. Stevenson, Commanding Officer, HMCS *Discovery*, Vancouver.

To be Commander (2)

Lt.-Cdr. J. F. McKenzie, HMCS *Te-cumseh*, Calgary.

Lt.-Cdr. R. S. Bunyard, HMCS *York*, Toronto.

To be Commander (E) (1)

Lt.-Cdr. (E) (AE) W. F. Walker, HMCS *Malahat*, Victoria.

To be Captain (L) (1)

Cdr. (L) D. F. Mason, HMCS *Donnacona*, Montreal.

To be Instructor Captain (1)

Instr. Cdr. E. D. Walker, HMCS *Queen*, Regina.

To be Surgeon Captain (2)

Surg. Cdr. J. W. A. Duckworth, Toronto.

Surg. Cdr. C. M. Harlow, HMCS *Scotian*, Halifax.

To be Captain (Supply) (1)

Cdr. (S) J. W. W. F. Goodchild, Commanding Officer, HMCS *York*, Toronto.

To be Captain (SB) (1)

Cdr. (SB) James B. Mawdsley, Commanding Officer, University Naval Training Division, University of Saskatchewan, Saskatoon.

To be Commander (SB) (1)

Lt.-Cdr. (SE) E. S. W. Belyea, Commanding Officer, University Training Division, University of British Columbia, Vancouver.

played on the Navy rugby teams on both coasts.

Brian Roff Spencer was born on January 8, 1907, in Alberni, B.C., and entered the Royal Canadian Navy as a cadet in 1924. He attended the Royal Naval Engineering College in Plymouth, England, and served in HMS *Emperor of India*, and in HMS *Valiant*, British Home Fleet battleship.

He returned to Canada late in 1931 and served for the next two years in HMCS *Saguenay*. In 1934 he took up an appointment at Naval Headquarters, Ottawa, as Assistant Director of Naval Engineering and in December of that year became engineer officer of HMCS *ChAMPLAIN* (destroyer). Two years later he returned to the *Saguenay*, and on the outbreak of the Second World War was appointed engineer officer of the *Skeena*.

From mid-1940 until February 1941 Commodore Spencer was Director of Engineering Personnel at Naval Head-

quarters. He then took up the appointment of officer-in-charge of the Mechanical Training Establishment at Esquimalt and in late 1942 assumed identical duties on the East Coast.

He went overseas in December 1943 to supervise the machinery installation in the *Ontario*, building at Belfast, and remained as engineer officer on her commissioning.

Commodore Spencer returned to Headquarters in May 1946 and two months later was appointed Assistant Engineer-in-Chief, a title later changed to Deputy Engineer-in-Chief.

In October 1948 he went to Esquimalt as Dockyard Superintendent and Command Technical Officer, appointments that later were changed to Commodore Superintendent, Pacific Coast, and Superintendent, HMC Dockyard, Esquimalt.

Commodore Spencer took up the appointment of Engineer-in-Chief at Naval Headquarters in September 1955.

Busy Summer For Naden Band

What with rehearsals, performances and travel, members of *Naden's* band are probably wondering when they will have time to eat and sleep this Centennial summer in British Columbia.

From now until the end of August, the famed 54-member band will fill a host of engagements which include playing for HRH the Princess Margaret during her July visit to Victoria, participating in the world-famous Calgary Stampede, and the Pacific National Exhibition in Vancouver.

Formed in August 1940 with an original membership of about 20, the *Naden* band has grown to its present size and prominence under the direction and guidance of Lt. (SB) Stanley Sunderland. He is officer-in-charge of the band, and also serves as Staff Officer (Bands) within the Pacific Command of the RCN.

The bandmaster is Cd. Officer (SB) W. J. Gordon, the band training officer.

In late June, the *Naden* band participated in the Centennial Searchlight Tattoo staged each evening until July 1 in Vancouver's great Empire Stadium.

On July 7, the *Naden* band was in Calgary to take part in the big annual Calgary Stampede parade—one of the colourful preliminaries to the official opening of the annual event.

On the night of July 10 the band played at an international fleet ball at HMCS *Naden*.

The morning of July 11 saw the naval musicians in the International Naval Parade through downtown Victoria; and that evening the band was to provide music at a Naval Cadet ball in *Naden*.

On July 12 the *Naden* band was on hand at the Patricia Bay airport when HRH the Princess Margaret arrived at 10 a.m. to begin her visit to the Greater Victoria area.

Other events in which the band is participating are:

July 14 (morning): Tri-service parade through Victoria. HRH Princess Margaret takes the salute from a stand in front of the Empress Hotel.

July 14 (afternoon): Garden party attended by HRH the Princess Margaret at Government House, Victoria.

July 15: the *Naden* band performs as Princess Margaret boards the destroyer escort *Crescent* at Victoria for her review of the fleet; and again as she left the *Crescent* in HMC Dockyard.

July 15 (evening): Playing at the Fleet Review Dinner at the Canadian Services College, Royal Roads.

July 17 (morning): International naval parade in Vancouver.

July 25: Band concert in Beacon Hill Park, Victoria.

July 31: Inspection of University Naval Training Division cadets by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast.

August 5: Mess dinner for officer cadets of HMCS *Venture*, officer-training establishment at Esquimalt, B.C.

August 6: Garden party for Victoria branch, Canadian National Institute for the Blind, starting at 2:30 p.m., at 1521 Shasta Place, Victoria.

August 8: Graduation program at HMCS *Venture*.

August 13-16: Kelowna Regatta, Kelowna, B.C.

August 18-Sept 1: Pacific National Exhibition, Vancouver.

Chapel Blessed At Shearwater

The blessing of Our Lady of the Assumption Chapel, at *Shearwater* took place on Sunday evening, June 15.

The Archbishop of the Halifax Diocese, Most Rev. J. Gerald Berry, DD, officiated at the ceremony assisted by Chaplain C. B. Murphy, Assistant Chaplain of the Fleet (RC), Ottawa, Chaplain J. E. Whelly, Command Chaplain (RC) and Chaplain (RC) R. Pelletier, *Stadacona*, W. J. Boland, Shannon Park, Chaplain J. A. Eves, D. T. Kelly, *Cornwallis*, and L. C. Morand, *Shearwater*.

Captain R. P. Welland, commanding officer, *Shearwater*, requested the Archbishop to dedicate the chapel.



The 100-man naval guard from *Naden* which took part in the British Columbia Centennial Searchlight Tattoo in Vancouver's Empire Stadium from June 23 to July 1. Officer of the guard was Lt. (TAS) D. A. MacDonald. (E-45665)

Following the ceremony, 60 children and 25 adults received the sacrament of confirmation.

The chapel choir under the direction of L. Sinnema was in attendance.

A reception was held later in the *Magnificent* Room of the wardroom.

Another Prairie Man Tops Class

Following the example set during the first training class of the year at the Great Lakes Training Centre, a prairie man, AB Ronald Williams, of Rivercrest, Manitoba, was top man in his class. He was presented with a silver bosun's call by Captain A. F. Pickard, Chief of Staff to the Commanding Officer Naval Divisions.

AB Williams, who is attached to HMCS *Chippawa*, the Winnipeg naval division, is one of hundreds of new entry seamen of the RCN(R) taking their initial sea training in ships of the 11th Escort Squadron on the Great Lakes this summer.

Commodore Storrs To Head College

Commodore Antony A. G. Storrs, formerly Assistant Chief of the Naval Staff (Air and Warfare) and a member of the Naval Board at Headquarters, on September 1 becomes Commandant of the National Defence College, Kingston, Ont. He will be promoted to the rank of rear-admiral on taking up his new duties.

Commodore Storrs, who transferred to the RCNR from the RNR in 1940, was awarded the DSC, a bar to the DSC, the U.S. Legion of Merit, the French Croix de la Legion d'Honneur and the Croix de Guerre avec Palme for outstanding service while Senior Officer of the 31st Minesweeping Flotilla, which played an important part in clearing the channels to the Normandy beachhead in the Second World War.

Officers Briefed On Arctic Plans

Rear-Admiral D. T. Eller, USN, Commander Task Force Six, paid a call on Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, June 26, during a one-day visit to the Atlantic Command.

Admiral Eller, also commander of the U.S. Navy's Military Sea Transportation Service, briefed officers of the three Armed Forces in Halifax on 1958 Arctic operations. His Halifax call was made as he was on his way to the eastern Arctic to supervise this year's supply operations in the area.

Is There a Picture in the House?

Search Is on for Photographs
of Nearly 100 Wartime Ships

MOST SAILORS treasure pictures of ships in which they at one time served. This is particularly true of wartime ships.

It will come as surprise to many that at Naval Headquarters there exist no official photographs of almost 100 of HMC Ships which were in commission during the war years, 1939-1945. Even though no official photographs may have been taken, almost every ship is bound to have been photographed at some time or another, most probably during contractor's trials or around the time of her commissioning.

The Naval Historian is making every effort to acquire these important historical documents of the RCN before it is too late. Perhaps the passing years have rested so lightly on some veterans of the war at sea that they may not have realized how swift the flight of those years is. Consider this: some men who served in the Second World War in their prime are now drawing the old age pension; the current crop of recruits for the Royal Canadian Navy is being drawn from youths who were born *after* the war began.

It appears obvious that, if the search for pictures of warships of Second World War vintage is to succeed, it must be begun now. Many serving officers and men of the RCN(R), as well as naval veterans may be able to provide photographs of these five-score "missing ships". If the prints are suitable (preferably beam or near-beam views), they can be rephotographed and the originals returned to their owners. Interested readers, who locate pictures of the ships listed below, should send them to the Naval Historian, Naval Headquarters, Ottawa.

In addition to ships of which there are no photographs, there are photographs in which the ships are unidentified. This resulted from the wartime practice of air-brushing out pennant numbers on the hulls of ships in photographs released for publication. In a few cases the negatives were mislaid; in others, the vital information is missing from the envelopes in which the negatives are stored.

On the opposite page are reproduced several pictures in which one or more of the ships have not been identified. By digging deep into their memories, some *Crowsnest* readers may be able to name the ships, and say when and where the pictures were taken. Here is what is known about them:

A

The negative of this photograph, a particularly fine one, appears to be lost. The identity of the ship in the foreground is not known; the pennant numbers of the corvette astern appear to be K-145, which would make her *HMCS Arrowhead*. The camouflage is that of the Western Local Escort Force. Points which may assist identification are: the vertical stanchion at the stem and the absence of a bull-ring; the crowsnest; the position of the D/F loop and searchlight; the straight lines of the gun-shield roof, and the particularly unusual fact that she has an extended forecastle with the mast stepped *before* the bridge.

B

The negative number of this photograph is NP-543. This corvette looks very much like the one in photo A. She is outward-bound from Halifax.

C

This picture, negative number H-1485, shows three early corvettes. Note the two masts, the short forecastle and the minesweeping davits aft.

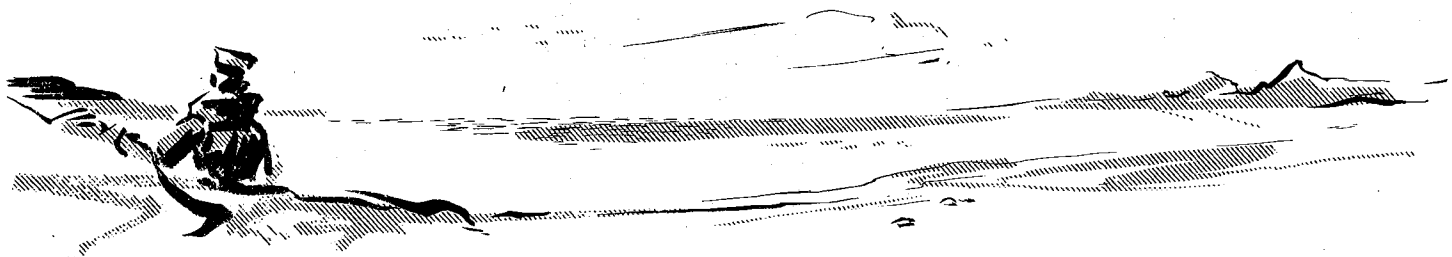
D, E and F

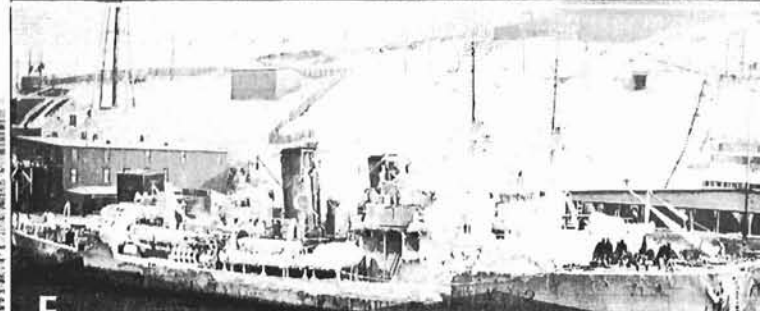
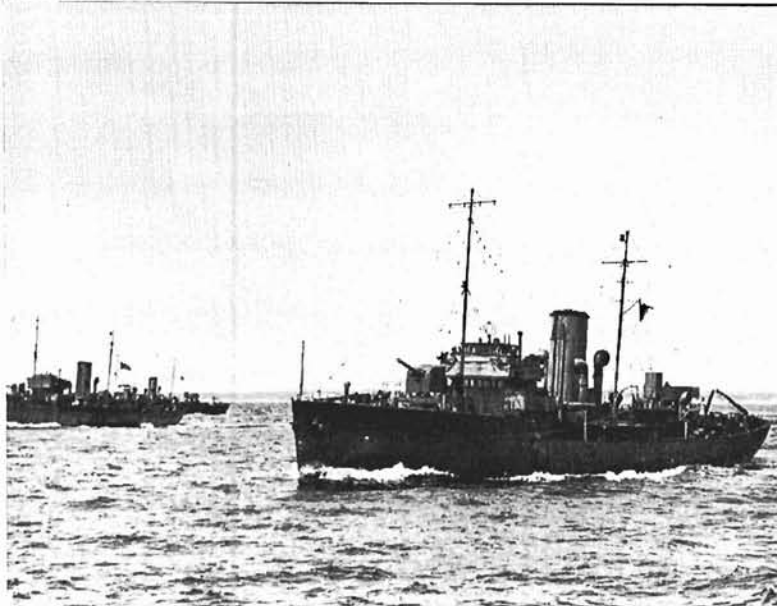
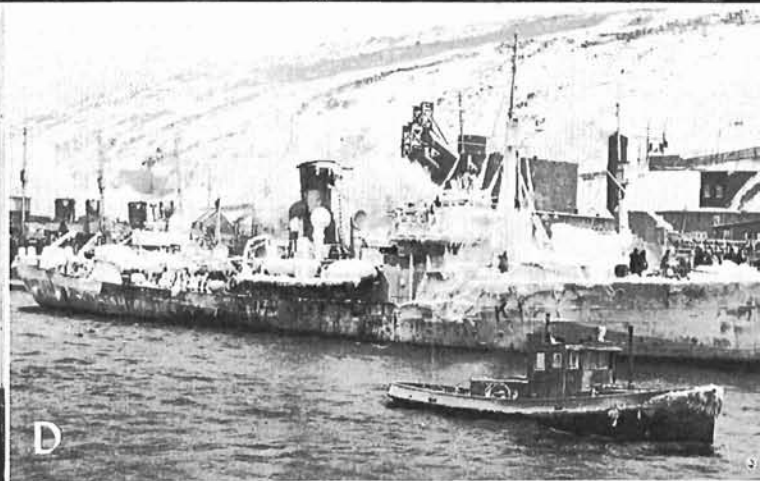
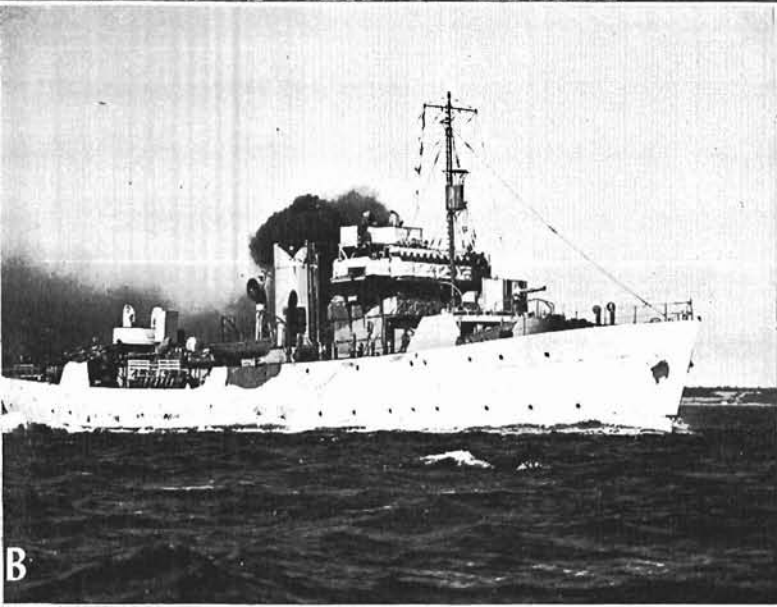
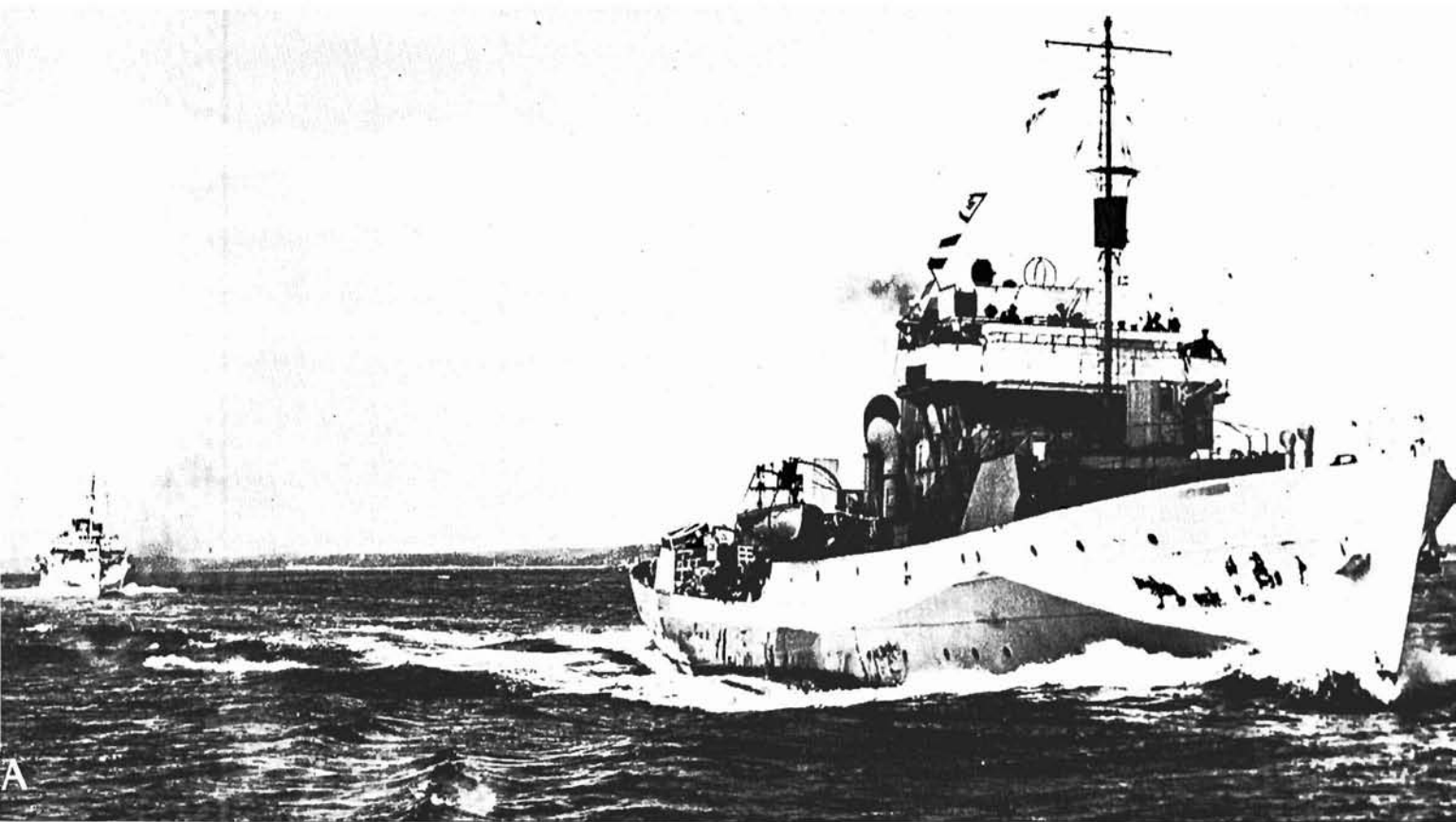
The negative numbers of these pictures are NF-1961, NF-1963 and NF-1962, in that order. The sequence shows two corvettes securing alongside. The scene: St. John's, Newfoundland. The weather: frosty. The date (according to the photographer): March 2, 1943. The pennant numbers are not clear.

In photo D, the corvette approaching the jetty bears pennant number K-12 (?), possibly K-121 (*HMCS Rimouski*) or K-124 (*HMCS Cobalt*). Of the three ships astern, the outside ship is K-152 (*HMCS Sherbrooke*). In photo E, the "mystery ship" is secured. In photo F, a consort has arrived alongside. She may be K-122 and, if so, she is *HMCS Matapedia*. The trouble is that convoy escort records do not show either of these combinations arriving in company on March 2, 1943.

Following is a list of HMC Ships, 1939-1945, of which there were no wartime photographs at Naval Headquarters as of April 30, 1958:

Algoma (K-127)
Asbestos (K-358)
Atholl (K-15)
Bras d'Or
Brockville (J-270)
Buckingham (K-685)
Burlington (J-250)
Cape Breton (Frigate) (K-350)
Caribou (Armed Yacht)
Carlplace (K-664)





Charlottetown (Corvette) (K-244)
Coquitlam (J-364)
Courtenay (J-262)
Cranbrook (J-372)
Dauphin (K-157)
Dunvegan (K-177)
Eyebright (K-150)
Fennel (K-194)
Fergus (K-686)
Forest Hill (K-486)
Fort Erie (K-670)
Fort Frances (J-396)
Frontenac (K-335)
Ganonoque (J-259)
Giffard (K-402)
Grou (K-518)
Guelph (Corvette) (K-687)
Halifax (Corvette) (K-237)
Hallowell (K-666)
Joliette (K-418)
Kalamalka (J-395)
Kentville (K-312)
Kincardine (K-490)
Kirkland Lake (K-337)
La Hulloise (K-668)
Lanark (K-669)
Lavallee (J-371)
Lloyd George (J-279)

Loch Achanalt (K-424)
Loch Alvie (K-428)
Longueil (K-672)
Louisburg (I) (Corvette) (K-143)
Lunenburg (K-151)
Magog (K-673)
Margaree (H-49)
Matapedia (K-112)
Melville (J-263)
Merrittonia (K-688)
Middlesex (J-328)
Mimico (K-485)
Monnow (K-441)
Montreal (K-319)
Morden (K-170)
Napanee (K-118)
Nene (K-270)
Nipigon (J-154)
Norsyd (K-520)
North Bay (K-239)
Orangeville (K-491)
Otter (Armed Yacht)
Parry Sound (K-341)
Peterborough (K-342)
Port Arthur (K-233)
Port Hope (J-280)
Portage (J-331)
Poundmaker (K-675)

Prince Rupert (K-324)
Qu'Appelle (H-69)
Regina (K-234)
Revelstoke (J-373)
Ribble (K-411)
Rimouski (K-121)
Rossland (J-358)
Rosthern (K-169)
Sackville (K-181)
St. Boniface (J-332)
St. Pierre (K-680)
Sarnia (J-309)
Saskatoon (K-158)
Stettler (K-681)
Stratford (J-310)
Strathroy (K-455)
Sussexvale (K-683)
Teme (K-458)
The Pas (K-168)
Thetford Mines (K-459)
Thorlock (K-394)
Transcona (J-271)
Trois Rivières (J-269)
Truro (J-268)
Venture (Schooner)
Victoriaville (K-684)
Whitby (K-346)



During a church parade in early April for Royal Roads cadets, Commodore H. V. W. Groos, Commodore RCN Barracks, Esquimalt, took the salute in front of the legislative buildings in Victoria. With him are Navy, RCAF and Army officers attached to Royal Roads. (E-44860)



The various RCN libraries at Stadacona have been assembled under one roof and facilities are provided there for a wide range of reading and research—from browsing for amusement to advanced study. The combined facilities give Stadacona, in effect, an adult education centre. At the upper left is the library building with the Chief and PO's mess and administration building in close proximity. To the right is the conference room, provided with a variety of audio-visual educational aids, where study groups meet. At the lower left is the Stadacona reading room, and, lower right, the fountainhead of the recreational libraries for ships at sea.

STAD'S FOUNTAINS OF KNOWLEDGE

IN WHAT used to be "The Little Red Schoolhouse" in *Stadacona*, business is booming, for through the efforts of the Command Education Officer, the various libraries have been concentrated in one building.

The first deck of the three-storey building contains the Command Text-book Pool, Pool Library and distribution centre for the ships' recreational libraries. Here books are received, covered and made ready for the ships. From book reviews and lists published regularly, the fleet is informed of the reading material available.

On the second deck is located the *Stadacona* Reading Room and Reference Library and the most frequently used books of the Command Reference Library.

"Of late there has been a noticeable increase in the quality and quantity of reading," says Mrs. O. T. E. Marr, the librarian.

"In literature as well as in art and music, there appears to be the beginning of a renaissance, but it is most gratifying to see this preference for the better things of life, evinced by the sailors." It is an interesting fact that

in many weekly periods the non-fiction or classical books on loan exceed the modern fiction by as much as 25 per cent.

"It is not an uncommon sight to see a young lad leaving the library with one or two books of philosophy, naval history, history of art or music, and the Holy Bible tucked under his arm."

The Atlantic Command Reference Library contains many rare books which are valuable for research. For example, there is a complete set (first edition) of "The Naval Chronicles of England", and a collection of old Navy

Lists, dating from the year 1782. There are two volumes of Franklin's Arctic Expeditions and a beautiful volume of "The Ross Expedition", and a host of other valuable and entertaining books. The new Encyclopedia Canadiana is arousing keen interest.

On the top deck are located the "archives" or older reference volumes together with pamphlets, posters, periodicals, maps, etc., accumulated during the heyday of the Bureau of Current Affairs. It is here that on February 17 of this year there began an experiment in "Adult Education for the Serviceman", when under the authority of GO 54.00/1 a series of fortnightly 15-hour courses or seminars for officers and senior men was inaugurated.

With the help of "voluntary professionals" and a wealth of audio-visual aids, summaries, etc., successive groups of 12-15 mature personnel met fortnightly for a concentrated two-and-a-half day informal seminar on topics

that were always current or vital, had direct bearing on one's duties in the service, applied to both hot and cold war conditions and were practical. Naturally, topics on Canada received top priority.

Acting on the premise that "discussion is an exchange of intelligence", the library officer has set up a conference room conducive to good "group thinking", supplemented by such aids as 16mm transparency and film strip projectors, tape recorder-player, radio, prepared questions, placards, sketches and so non. In addition each class member is required to tour the libraries and review a book for the benefit of the Fleet Bookmen's Service.

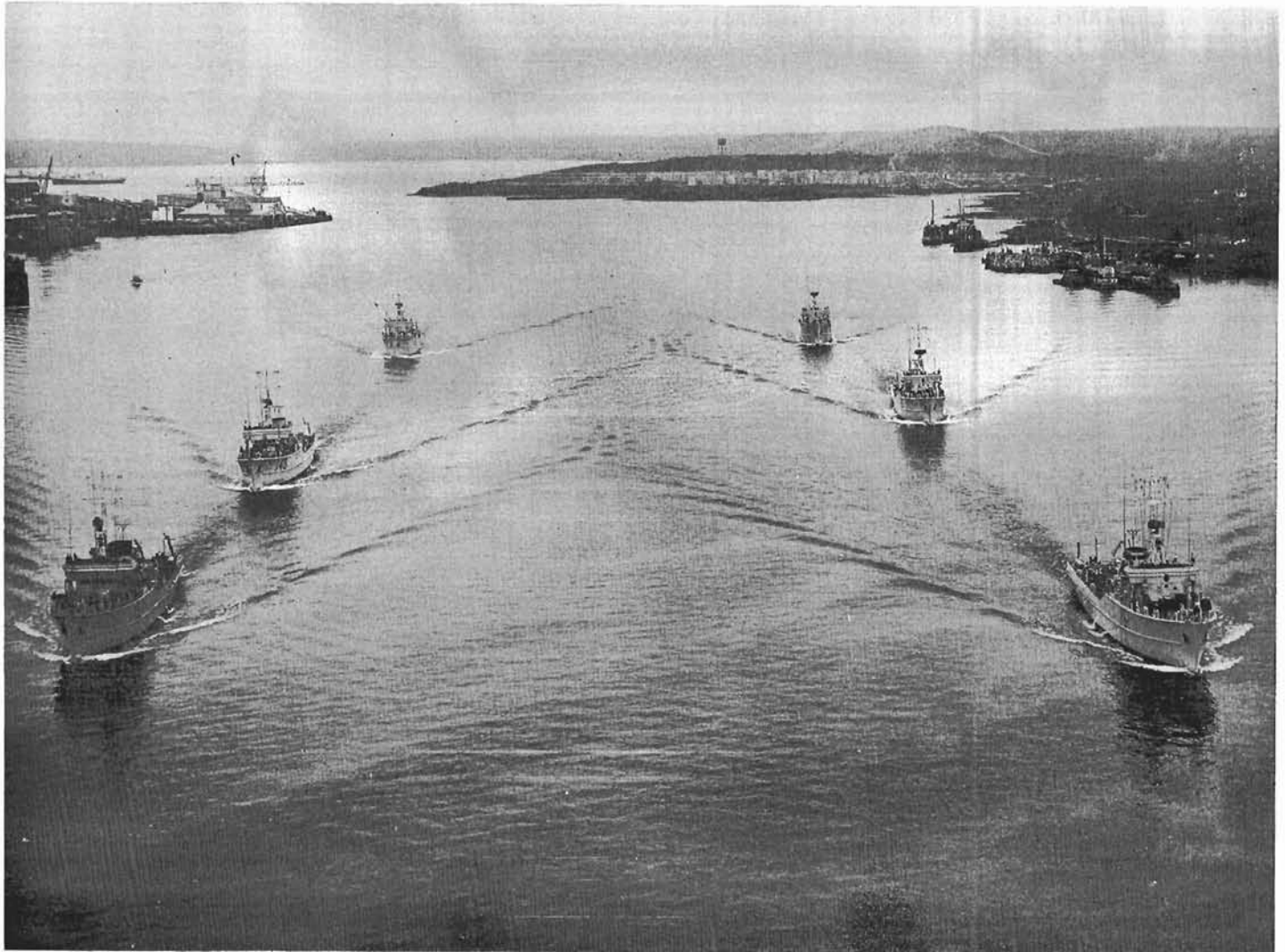
So far there has been no shortage of competent discussion leaders, but a healthy stock of recorded talks is being compiled "just in case". Many of the talks utilize prepared questions, practically duplicating the presence of the speaker.

Not long ago the library and conference room were visited by Gordon Hawkins and Herman Timmins, of the national and provincial associations for adult education respectively. While the Navy effort is more national and international in scope, it was observed that the similarity between the two programs was significant.

If the oral and written critiques of the first few classes are indicative of the value of such training, the project is here to stay.

The fact that the various library facilities are appreciated is shown by the men who spend the noon hour and the early evening hours, in a relaxing atmosphere, reading home-town papers or their favourite magazine, or browsing among the fiction library cases.

Stadacona is proud of the library service, and issues a hearty invitation to all men and women on the base to come in and enjoy the atmosphere of quiet relaxation.



Ships of the First Canadian Minesweeping Squadron outward bound from Halifax for month-long exercises in coastal waters. The ships were to visit St. Pierre, Quebec City, Charlottetown and Sydney. Left, in line ahead, are the *Resolute*, *Quinte* and *Fundy*, and right, the *Thunder*, *Chignecto* and *Chaleur*. (HS-52998)

REMEMBRANCE IN THE ARCTIC

Eskimos and Indians Join in Battle of Atlantic Rites

ACROSS the entire breadth of Canada in early May the Royal Canadian Navy observed Battle of the Atlantic Sunday in balmy spring weather. There was a notable exception—and that occurred up beyond the Arctic Circle at Naval Radio Station Aklavik, North West Territories.

It wasn't just that there was snow on the ground, that the trees were bare and that the men wore parkas over their uniforms on the way to the service in All Saints Cathedral. There was an even more noteworthy difference. Apart from sailors and their families, the congregation (about two-thirds of it) was composed of North-dwelling Eskimos and Indians to whom the Battle of the Atlantic and the Second World War must have seemed remote indeed.

However, the dusky inhabitants of the Arctic sat reverently through the service and their voices were joined with those of the sailors in the hymn for "those in peril on the sea".

Temperatures were below zero outside the little wooden cathedral — the farthest north in Canada — but within were warm companionship and memories of those who had paid dearly on the North Atlantic for the world's freedom.

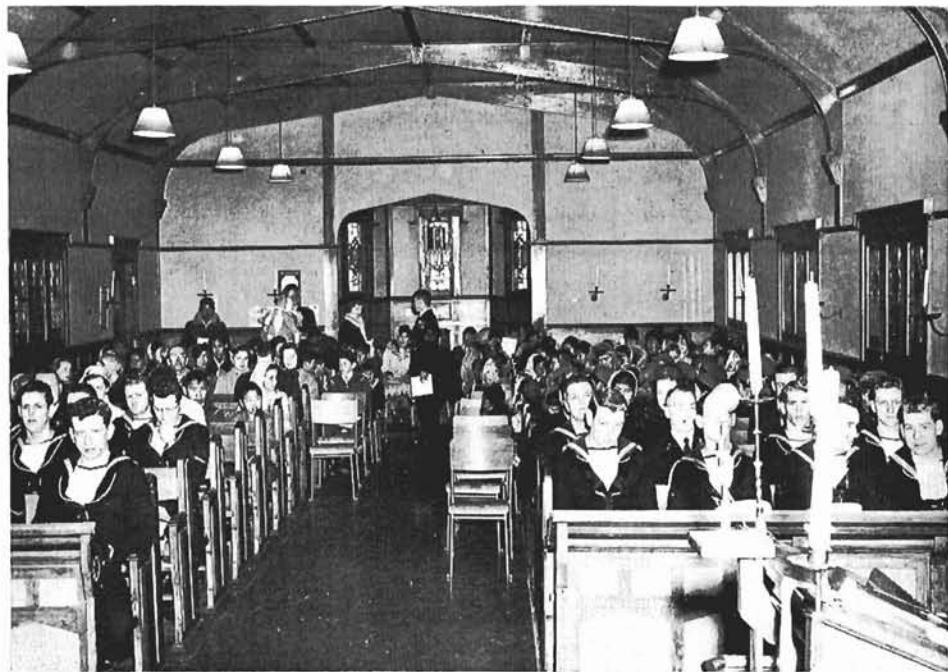
A few weeks earlier, three of the Aklavik sailors had a contrasting experience of life in the Far North. CPO H. J. Achtzener, PO N. R. Marsaw and AB A. W. Hartley were invited to accompany Sergeant W. L. Carey, RCMP, to Reindeer Station, 40 air miles north-east of Aklavik, where the constable was to supervise the slaughter of a reindeer herd.

Reindeer Station, on the bank of the East Channel of the Mackenzie River, lies in a cleft of the Caribou Hills. In 1929 Andrew Bahr began the long trek from Elephant Point, Alaska, driving the government-purchased herd before him and in 1935 he reached the area where the reindeer are now herded. Reindeer were purchased by the Canadian government to supplement the dwindling caribou, once the principal Eskimo diet.

As the years passed and the herd was built up, hired Eskimo herders were given the opportunity of purchasing herds of their own from the government. It was one of these herds that was slaughtered in March. The elderly Eskimo owner was no longer capable



Wearing winter boots and parkas, personnel from Naval Radio Station Aklavik march to All Saints Cathedral, most northerly Anglican cathedral in the world, to commemorate Battle of the Atlantic Sunday.



Eskimos and Indians form the larger part of the congregation as sailors from Naval Radio Station Aklavik await the start of a service commemorating the Battle of the Atlantic in All Saints Cathedral. PO Norman Marsaw is acting as usher.

of caring for the animals, and his sons were not interested, favouring the easier money to be made at "white man's" jobs. He probably realized

about \$10,000 from the sale of the meat, which was sold to the missions in Aklavik and the surrounding area, as well as to the various Hudson's Bay posts.



A reindeer herd on the tundra 40 miles northeast of Aklavik. Observing it are (left to right) CPO H. J. Achtzener, AB A. W. Hartley and PO N. R. Marsaw, of Naval Radio Station Aklavik. In the distance at the right a herder can be seen. (CN-3443)

The trip from Aklavik to Reindeer Station, which was made by aircraft, was not without incident. On Monday, March 24, the first attempt was made, but heavy weather was encountered over the Mackenzie and they had to turn back. On Tuesday the weather prevented them from making a second attempt. However, on Wednesday, the last day of the shoot, they were able to make it, although the weather was still unsettled and a poor day for photography. They intended to spend about four hours taking pictures and viewing the herd. Instead they spent two days.

They arrived about noon and had dinner with Mr. and Mrs. Douglas. Mr. Douglas is the government herd supervisor and after dinner he took them out to the herd by bombardier.

By 1600 it was snowing quite hard and the wind was rising. The Cessna had to be dug out and turned into the wind by manpower. After about ten minutes in the air the ground was completely obscured by the falling snow, and it was necessary either to return to Reindeer Station as fast as possible or chance a forced landing in the delta, as the pilot had done the previous week. When they arrived back at the station the ceiling was about 100 feet and getting worse. The landing was without incident. After tying the plane down they made their way through the deepening snow to the local postmaster's where they spent the night playing

bridge and partaking of refreshments until the wee hours of the morning.

By morning the weather had cleared sufficiently for take-off, but just before the plane became airborne a ski struck a piece of ice, which caused the door to fly open giving Chief Achtzener a few anxious moments.

They arrived back at Aklavik in good spirits, knowing that their experience of witnessing a reindeer shoot numbered them among the few Canadians who have witnessed such a sight. — N.R.M.



BENEVOLENT FUND ASKS FOR SUPPORT

Naval personnel already contributing to the RCN Benevolent Fund by assignment of pay have been asked by the Fund to interest others in doing likewise on an "each one reach one" basis.

A form letter was sent out in June, accompanied by deduction contribution blanks to be passed on to someone else in the service. The move was a follow-up to a suggestion unanimously endorsed by delegates to the RCNBF annual meeting in April.

Naval regulations permit the assignment of pay of 25 cents and upwards to the Fund. Since there is a likelihood of increased demands on the Fund this year, there is an urgent need of increased donations so the future earning power of the Fund will not be impaired by spending capital.

The form letter points out that tragedy and misfortune do not respect rank or position and there is comfort in the fact that the Fund stands ready to assist when circumstances get out of hand.

By the end of May 4,520 officers and men were listed in the RCNBF donation books, this figure representing 23 per cent of the current strength of the Navy and also representing a valuable source of continuing income to the Fund. Receipts from this source in 1957 totalled \$32,012.17, an amount without which the Fund would barely have held its own.

During 1957 assistance to 233 serving naval personnel totalled \$16,577.45 in grants and \$45,055.78 in loans—about \$5,000 more than donations from all sources. In addition the Fund gave assistance of more than \$100,000 to former naval personnel and dependents.

CHURCH TO SERVE NAVAL FAMILIES

The new Roman Catholic Church, Our Lady Star of the Sea, for naval families in Belmont Park married quarters near Royal Roads, was solemnly blessed and dedicated on Sunday, June 29, by the Most Rev. James M. Hill, DD, Bishop of Victoria. The dedication service was followed by solemn High Mass.

The Command Chaplain (RC), Chaplain John Farrell, was in charge of arrangements and Chaplain Hugh McGettigan, Roman Catholic chaplain for Belmont Park, assisted at the service.

AFLOAT AND ASHORE

PACIFIC COMMAND

HMC Ordnance School

HMC Ordnance School, *Naden*, has been engaged in preparing for the move to the Naval Technical School. While making these preparations, instructions continued to be given to classes of Ordnance Technicians, Armourers and Armourers' Mates.

Centennial commitments have reduced staff and instructors to a large degree and it was expected that instructions would cease for a brief interval during the move.

The following changes have been made in the school complement: Lt. W. L. Wood left for Naval Headquarters, Ottawa, in May; Lt. J. W. Russell joined June 15 as Senior Instructional Officer; CPO W. B. Wynn joined from the *Ontario*; PO R. D. Finchfield joined from the *Cayuga*; PO A. L. Hall left for *Cayuga*; CPO R. N. Knight left for the *Jonquiere*, and CPO J. G. Grahame left for the *Cayuga*.

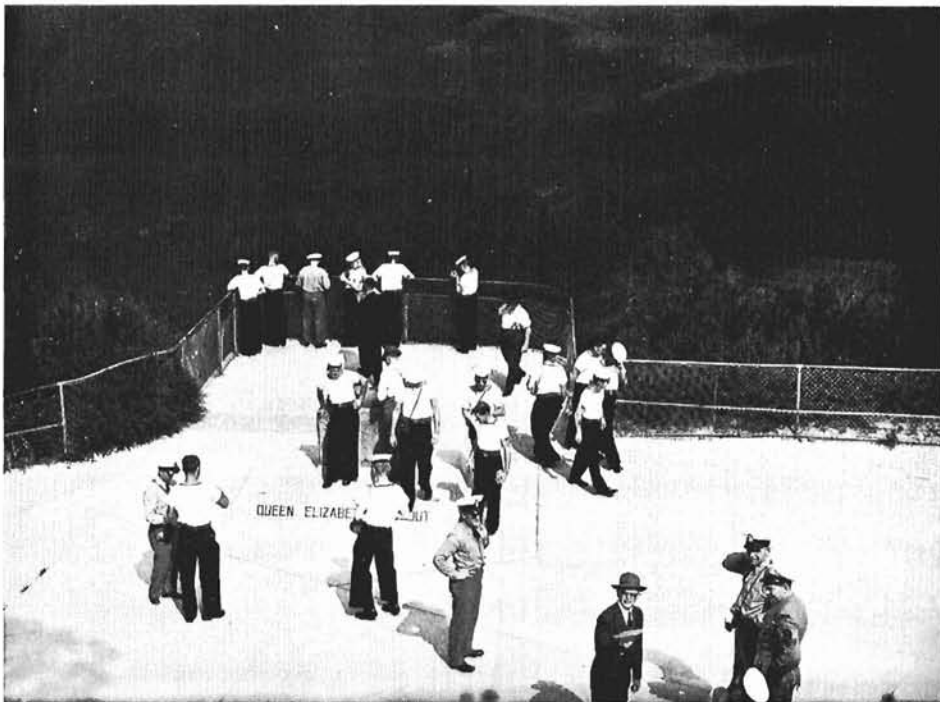
HMCS Ontario

The *Ontario* sailed for San Francisco after spending three days in Prince Rupert in mid-June. Accompanied by the *Athabaskan* and *Skeena*, the *Ontario* arrived at Prince Rupert Monday, June 16, to launch the city's centennial armed services week. Ships' officers and men were entertained and provided entertainment during our stay.

On arrival the customary calls were made and returned. Then began a packed itinerary for the ships' companies which made this a pleasant and memorable occasion for them and the citizens of Prince Rupert. The *Ontario* ship's band and clowns entertained 100 Miller Bay Indian Hospital children the first afternoon and the *Skeena* played host to 75 sea Army and Air Cadets. The reception on board the *Ontario* that night brought out over 200 city residents.

The same night two smokers were held ashore in the Legion Hall and the armouries for chief petty officers, petty officers and men of the three ships.

Tuesday afternoon all the city's grade three children were entertained at a fun fare aboard all three ships. In the evening a crowd of over 600 witnessed



Canadian sailors, ashore from HMCS *Ontario*, last spring had a good look at the Australian equivalent of the Rockies—the beautiful Blue Mountains, inland from Sydney. (OT-3896)



Lt. (SB) John A. MacDonald, RCN, is shown proudly wearing a set of outsize shoulderboards calling attention to his promotion to lieutenant, and receiving hearty congratulations from Captain Gifford Grange, USN, at a promotion party last April. Captain Grange is commanding officer of the U.S. Naval Communication Station, Washington, where Lt. MacDonald is serving a two-year tour with the Security Group Department. A painted gold star was added to the conventional lieutenant insignia to show the close relationship between personnel of the two navies. Lt. MacDonald and eight RCN men are serving at Cheltenham, Maryland, as part of an exchange plan. (USN Photo.)

the sunset ceremony performed in front of the provincial court house by the Ontario's guard and band. This was followed by an official reception given by the centennial committee and HMCS Chatham, the Prince Rupert naval division, for all the ships' officers.

The same evening the guard and band were entertained at a party in the Canadian Legion auditorium.

Wednesday afternoon all ships were open to visitors. Over a thousand citizens availed themselves of the opportunity to visit the ships and see at first hand the Navy's contribution to Canada's fighting strength.

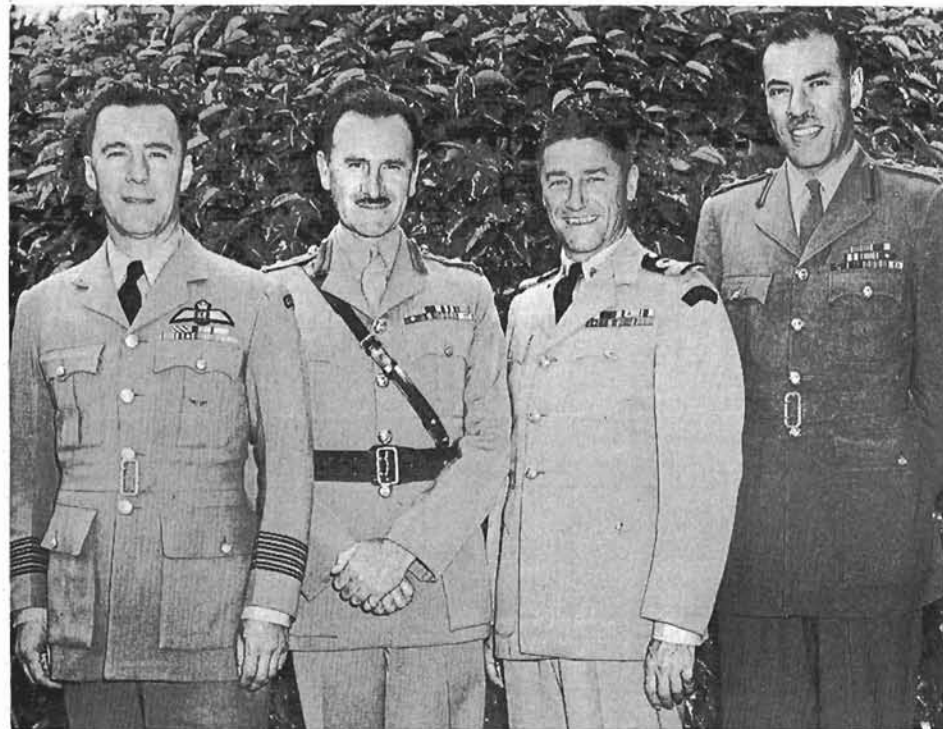
In the evening a shallow-water diving display was staged at the Gyro swimming pool by five sailors. The team finished its display with the imitation of a demolition run at a model aircraft carrier.

The highlight of the visit, culminating the three days' activities, was the centennial ball staged in HMCS Chatham at which the Ontario band provided the music.

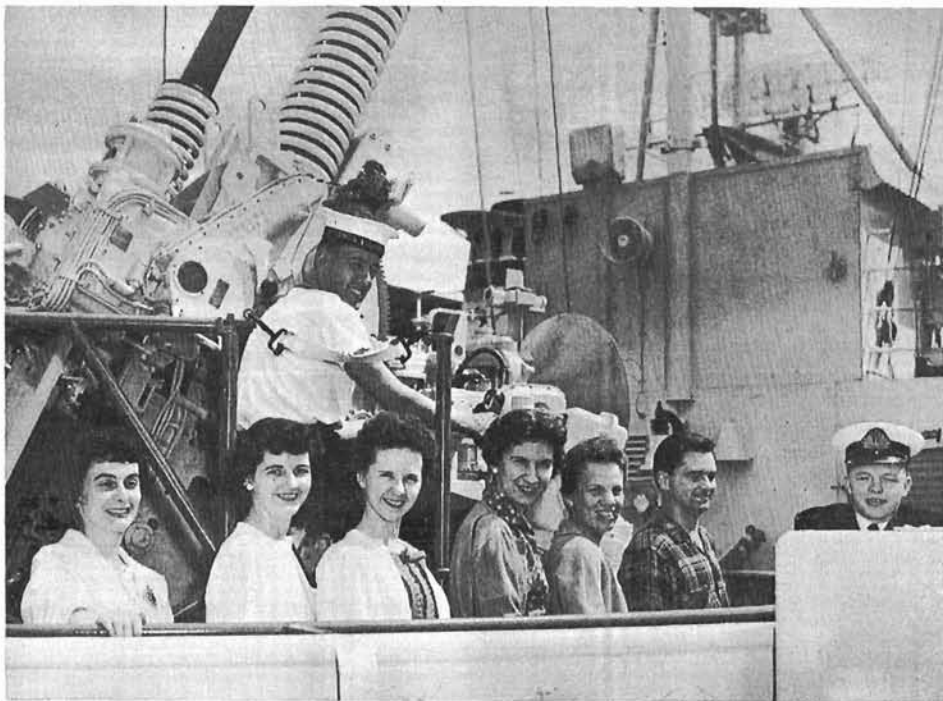
ATLANTIC COMMAND

HMCS Stadacona

Wrens of the Atlantic Command held their second annual mess dinner at the Lord Nelson Hotel, Halifax, in April.



Matters of interest to Canadian Services Colleges were discussed at the annual Commandants' Conference late in June at the Canadian Services College, Royal Roads, Esquimalt. Attending the conference (left to right) were: Group Captain L. G. G. J. Archambault, Commandant, College Militaire Royal de Saint-Jean, Saint-Jean, Que. Colonel P. S. Cooper, Commandant, Canadian Services College, Royal Roads; Commodore D. W. Piers, Commandant, Royal Military College, Kingston, and Brigadier R. P. Rothschild, Director of the Regular Officer Training Plan, from Headquarters in Ottawa. (E-45814)



When the Third Canadian Escort Squadron visited Montreal in June, Naval Headquarters took the opportunity of arranging for some of its civilian employees from Ottawa to tour the ships. Shown on board HMCS Ottawa are five young ladies from Headquarters. Left to right are Mrs. Julie Meloche, Misses Margaret Holmes, Joyce Price, Mrs. Lillian Cram and Miss Betty Jardine. (HS-53411)

The conveners were: Wren E. Pollington, Wren M. McGarry and Wren E. Holmesdale; and the dinner was pre-

sided over by the mess president, Ldg. Wren J. (Totten) Thompson.

The wrens welcomed as their guests Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast; Commodore D. L. Raymond, Commodore RCN Barracks, Halifax; Cdr. D. L. Hanington, Executive Officer, Stadacona; Lt.-Cdr. W. E. Widows, First Lieutenant - Commander, Stadacona; Lt.-Cdr. (W) J. Crawford-Smith, Staff Officer Wrens, Naval Headquarters; Lt.-Cdr. (MN) M. J. Russell, Matron, RCNH; Chaplain (P) A. G. Farraday; Chaplain (RC) L. Dougan, HMCS Bonaventure; Lt. (S) C. E. Ogilvy, Stadacona; Lt. (W) P. R. Rennie, Shearwater; Lt. (W) D. Kiley, Shearwater; Lt. (W) A. Savoie, Stadacona; Lt. (W) E. O. Scott, FOAC; Lt. (W) B. Guerny, FOAC; Sub-Lt. (W) S. A. Kearns, FOAC and Sub-Lt. (W) A. L. Doupe, FOAC.

Much pleasure was derived from the receipt of telegrams from Lt.-Cdr. (W) Grace Lyons, Staff Officer Wrens on the staff of Flag Officer Naval Divisions at Hamilton, Ontario; the wrens of Moresby House, HMCS Naden, Esquimalt, and Miss Althea Gillard, an ex-wren now living in Vancouver—to say nothing of the excitement caused by a telephone call later in the evening from a group of former Stadacona girls now in Winnipeg, in the midst of their own small celebration.

At the close of the formal dinner and speeches the president invited everyone to adjourn to the wrens' lounge in *Stad-acona* for entertainment.

With the emphasis on humour the "Roving Players" presented an epic version of Cinderella, under the title of "Wrennella". Written by and under the capable direction of Ldg. Wren L. Arnold, the cast romped through the various problems confronting our lowly Wiennella, besieged by the tricks and plots of her senior step-sisters, Lead-ingella and Pettyella. Lt. Step-Mother, as befitting her role, aided and abetted said sisters on every count. But Chief Fairy Godmother sped to the rescue and saw to it that our Wrennella not only attended the Naval Ball, but met and eventually married the Admiral's son.

As on all such happy occasions, the evening must come to a close but not before friendships were renewed and ties strengthened. Lt.-Cdr. Crawford-Smith paid a special tribute to those who gave freely of their time and talents, thus creating yet another milestone in wren history — a very well organized mess dinner and certainly an evening long to be remembered. With the singing of Auld Lang Syne our thoughts went out to those who could not be with us—and the hope of "perhaps next year".—E.H.L.

NAVAL DIVISIONS

HMCS *Nonsuch*

Proficiency awards were presented June 17 at HMCS *Nonsuch*, Edmonton, during the naval division's annual inspection.

Lt. W. G. Stuart won the grand aggregate indoor rifle competition, while PO K. D. Watson won the half-company marksmanship award for the .303 service rifle. Silver spoons for the best monthly rifle scores were presented to CPO E. Y. Wood, PO Watson, Lieut. Stuart, Ldg. Sea. W. Green, Ldg. Wren M. Grisdale, Lieut. J. A. Gibb, and Ldg. Sea. G. A. Ninian.

Sub-Lt. E. L. Maltais was announced winner of the contest to choose a motto for the ship.

Lt. R. C. Bocking was judged the most proficient junior officer, while CPO C. S. Humford was the most proficient member of the Chief and Petty Officers' mess. Ord. Sea. B. K. Johnston was the most proficient new entry.

PO J. R. Taylor has had the most consistent attendance. Other attendance awards went to CPO W. C. Lake, CPO Humford, AB D. R. Carrigan, Wren I. B. Gagnon, and Wren G. M. Kozoway.



Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, inspects a class of cooks under training at the Supply School, HMCS Hochelaga, at ceremonial divisions on June 9. The officer of the guard is Lt. (S) D. N. Ross. (ML-6856)



Young Hilary Wellard, a member of the physically handicapped class of Sir Charles Tupper School in Halifax celebrates her 12th birthday "at sea" aboard HMCS Granby. Hilary and her classmates were guests of Granby's ship's company for a two-hour cruise of Halifax Harbour and Bedford Basin. Granby's cooks baked a birthday cake for Hilary and here she is cutting the first piece. (HS-53301)

Departmental proficiency awards were given to Ldg. Sea. Ninian, of the band; Wren C. E. German, of communications;

Ord. Sea. D. E. Voss, of supply; PO R. N. Hunt, of shipwright, and Ldg. Wren M. Grisdals of the wrens.

THE NAVY PLAYS

Coverdale Tops In Volleyball

Every now and again HMCS Coverdale, naval radio station near Moncton, produces a quality sports team out of all proportion to the station's size but highly indicative of its *esprit de corps*.

Its 1957-58 volleyball team won the Moncton City, New Brunswick, Atlantic Command and Maritime Tri-Service championships. It made the semi-finals of the Maritime Open tournament.

Statistics have special meaning in the case of these naval communicators. They were defeated in only one set match throughout the season and this one went to Fairview Aces who passed them for the Maritime crown.

They played a total of 185 games, winning 161 and losing 24, and held 65 practices for more than 100 hours of drilling.

In the Moncton City League, they won 79 of 87 games, capturing the city title for the first time in seven years of participation. The team was made up of nine players (five setters and four spikers). Six of the players were in their first year of organized volleyball.

Their successes are due in large measure to Cd. Off. (SB) Ray Eastman, playing coach, who introduced a new style of play in the Maritimes. Innovations included consistent overhand smash serves, screened serves, continuous two-man defensive blocks and a variety of switching tactics to present power-spiking combinations at all times.

The eventful Coverdale volleyball year began September 10, 1957, and went on for an arduous eight months to May 27, 1958. When the first practice was held only three members from the previous year were on hand. The remaining six were selected from a group of 20 inexperienced aspirants. In addition to practices and league play, a series of exhibition games were played, usually on week-ends. The strategy proved almost perfect as the Coverdale squad gathered in three of the four major titles.

Members of the team included Eastman, as playing coach; CPO Alf Brockley, manager; PO Bruce Pirt, team captain; Ldg. Sea. Ed Roberts, Ldg. Sea. Gary Anstey, CTC John Holt, USN; PO Lou Lamoureux, Ldg. Sea. Norm Anctil, and Ldg. Sea. Red Manak.



Winners of three out of four major volleyball titles down East is this team from HMCS Coverdale, naval radio station near Moncton, N.B. Front row, left to right: PO Lou Lamoureux, Ldg. Sea. Ed Roberts, CPO Alf Brockley (manager), CTC John Holt, USN. Rear: Ldg. Sea. Gary Anstey, Ldg. Sea. Norm Anctil, Cd. Off. (SB) Ray Eastman (coach), PO Bruce Pirt (captain) and Ldg. Sea. Red Manak. (DNS-20837)

New Entry Boxing Finals Held in May

The 50th new entry bi-monthly boxing championships at Cornwallis reached the finals in all weights last May with two titles awarded by default because the fighters were drafted to sea. A total of 106 bouts were required to fight off all divisions and weights up to the finals.

In the featherweight division finals, Morrow of Cayuga division drilled Grovesnor (St. Croix) at 1 min 5 sec of the first round. In the middleweight title fight the decision went to Duffy of St. Croix over Fears.

Other winners on May 27, follows:

Bantamweight — McPhee (Restigouche), by decision; lightweight — Beaudoin (Skeena), by KO; light welterweight—Anderson (Restigouche), by KO (the shortest bout on the card, 19 seconds; welter—Ham (Restigouche), by decision; light middleweight—Feth (Restigouche), by decision; light heavy-

weight—Tinney (Restigouche), by decision, and heavyweight—Levesque (Assiniboine) by TKO.

Final points for the Cock-of-the-Walk were Restigouche 68, Skeena 56, Nootka 44, St. Croix 39, Assiniboine 36, Kootenay 31, Cayuga 28 and Saguenay 24.

Alibi Found for Softball Loss

Wardroom Officers of Queen lost a challenge softball contest 12-3 to the Regina division's chief and petty officers. The loss was blamed on the absence of Lt. Norm Elsey, catcher.

The representative team in the local league fared better and was leading the schedule in June.

Cross-Country Race for 600

At the drop of a pennant, the parade ground of Cornwallis was hidden by white sweaters May 28 as 12 divisions,

totalling 600 new entries, swarmed away on the first new entry open cross-country race.

Within the 20-minute time limit, 495 had crossed the finish line, Ord. Sea. Price of *Kootenay* Division lowering his own record of 11 min., 54.5 secs to a new one of 11.50. Price is a member of the *Cornwallis* track and field team, competing in the mile race and mile relay.

Ord. Sea. Wallace of *Cayuga* Division was a close second and Ord. Sea. Keatley (*Kootenay*) came third. The winning division was *Saguenay* with 58 points.

League President Wins Bowling Trophy

A team captained by Lt. (SB) Norm Stewardson won the McCallum trophy for topping "A" section of the 14-team Naval Headquarters mixed bowling league.

Team members included Lt. (SB) Gordon Ball, Miss Lois Hodgins, Ldg. Sea. Lou Dubroy, Miss Nita Smith and Geroges Berniquez. Lt. Stewardson was also president of the league.

Badminton Top Donnacona Sport

Donnacona recorded a busy indoor sports season but produced no ringing victories. Badminton was most popular with keen competition within the Montreal naval division, especially among RCN staffers battling in lunch hours.

Lack of practice facilities forced basketball and hockey ventures far below usual form. Hoopsters played only three games—a win, tie and loss resulting. Pucksters confined themselves to "friendlies", particularly with the staff of CMR at St. Jean.

The officers' indoor fastball nine enjoyed a fair year, finishing third in the Montreal Military League. *Donnacona* officers defeated *Hochelaga's* in a 2-1 upset, so the Supply Centre now holds the furlined "mug" which goes to the loser.

A team may be rounded up for entry in the Lachine fastball league.

Trophies Given At Banquet

Trophies won by members of the *Gloucester* bowling league were presented at the annual banquet by Lt.-Cdr. J. W. Swiniarski, executive officer of the naval communications school outside Ottawa. The winning team was



The RCN yacht *Pickle* heads for Newport, Rhode Island, and the start of the famous biennial race to Bermuda. Two other Canadian boats were entered. (DNS-14478)

the "Headpins", captained by E. Griffin. Other awards were:

High average (men), R. Burke; high average (ladies), B. Skiffington; high single (men), B. Cummings; high single (ladies), P. Leclerc; high cross (men), E. Amy, and (ladies) B. Leclerc.

Pickle Enters Bermuda Race

The RCN yacht *Pickle*, skippered by Cdr. J. C. Reed, placed 22nd among class "A" boats competing in the biennial Newport-Bermuda ocean sailing race. The blue-water classic attracted a record total of 121 starters.

A sequel to the biennial, the RCNSA-sponsored Bermuda to Halifax race, failed to attract entries and was can-

celled. However, the *Pickle* reported she was returning to Halifax with a U.S. ensign won from the yacht *Royona*. For the race, the *Pickle* wore the burgee of the RCN Sailing Association. She took part in the same race in 1956 with Cdr. G. M. Wadds as skipper.

The Canadian Navy entry is a 100-square-metre yawl, 58.5 feet long and has a rating of 45.5. She was built in Germany.

Members of this year's crew were Lt. Keith D. Lewis, Lt.-Cdr. W. C. Wheeler, CPO Howard M. Oliver, Lt.-Cdr. P. A. G. B. Baldwin, Ldg. Sea. John McMillan, AB John T. MacLeod, Ldg. Sea. Richard A. Baker, Ord. Sea. Clifford Simmons, PO Karl T. Eisenor, PO William Greenwood and Lt. (S) M. G. Thompson.

BOOKS for the SAILOR

ZEEBRUGGE

AS DEATHLESS as the event itself is the debate as to what, if anything, was accomplished in the attack on Zeebrugge, 40 years this past April. Among strategists and tacticians, professional and amateur, from staff college students to armchair admirals (and generals), the argument persists, the one side contending it was an extravagant, flamboyant failure, the other that it was a brilliant, decisive success.

The affirmative gets new and strong support in "Zeebrugge, St. George's Day, 1918," most recent of the many books written on the subject. Without reservation or qualifications, the author, Barrie Pitt, declares that the Zeebrugge-Ostend operation not only achieved its tactical objective—sealing the hornet's nest of submarines at Bruges—but produced results and effects of far greater importance and benefit to the Allies.

Lest it be inferred that the book consists mainly of arguments in support of the operation, it should be pointed out that Mr. Pitt confines his review of the evidence and presentation of his conclusions to a mere eight pages. The preceding 200 pages are devoted to the enterprise itself—its cause, its creation and most particularly its execution. Fully and vividly, the author describes the attack on Zeebrugge, the expedition against Ostend, and the individual and collective exploits that so illuminated these associated operations.

Heroes there are in staggering abundance, but the name that stands above all others is the one synonymous with Zeebrugge—Roger Keyes. It was Keyes who pulled the plan off the shelf, beat it into shape, got it approved and commanded the expedition. Like the expedition, Keyes had his detractors, and it is at these that Mr. Ross aims his most withering blasts.

The book contains a number of illustrations, maps and diagrams that assist considerably in the appreciation of personalities and events.—R.C.H.

ZEEBRUGGE, St. George's Day, 1918, by Barrie Pitt; Cassell, London, published in Canada by British Book Service (Canada) Ltd., Kingswood House, 1068 Broadview Avenue, Toronto 6; 237 pages; illustrated; \$4.25.

BOOK OF INTEREST TO NAVIGATORS

HM Stationery Office in London has published for the National Maritime Museum a small book entitled "The Instruments of Navigation".

This book is primarily a catalogue of the navigational instruments in the Museum, but the entries concerning

them have been grouped into types and each type is prefaced by a short description of the instrument, its history and how it is, or was, used.

It was prepared by Cdr. H. O. Hill, the museum's curator of instruments, assisted by E. W. Paget-Tomlinson, now of the shipping section of the Liverpool Public Museums.—*Admiralty News Summary.*

CAVALRY ON ICE

Winter in The Netherlands can be severe and lead to strange situations, as those readers who served in North-West Europe during the Second World War may recall. But nothing that befell members of First Canadian Army can compare with certain bizarre events which took place during December 1572 and January 1795.

Midway in John L. Motley's massive five-volume history of "The Rise of the Dutch Republic" is a brief description of what occurred during the course of an unusually cold spell in December 1572, after the Spaniards had sacked Naarden and just before the notorious Duke of Alva laid siege to Haarlem.

"A little fleet of armed vessels, belonging to Holland, had been frozen up in the neighbourhood of Amsterdam. Don Frederick, on his arrival from Naarden, despatched a body of picked men over the ice to attack the imprisoned vessels. The crews had, however, fortified themselves by digging a wide trench around the whole fleet, which thus became for the moment an almost impregnable fortress. Out of this frozen citadel a strong band of well-armed and skilful musketeers sallied forth upon skates as the besieging force advanced. A rapid, brilliant, and slippery skirmish succeeded, in which the Hollanders accustomed to such sports, easily vanquished their antagonists and drove them off the field, with the loss of several hundred left dead upon the ice.

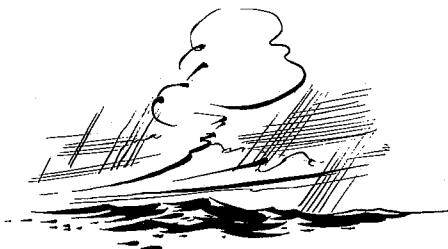
"'Twas a thing never heard of before to-day', said Alva, 'to see a body of harquebusiers thus skirmishing upon a frozen sea.' In the course of the next four-and- twenty hours a flood and a rapid thaw released the vessels, which all escaped to Enkhuizen, while a frost, immediately and strangely succeeding, made pursuit impossible."

The era of limited warfare which was to last for a century and a half, following the conclusion of the religious wars in Western Europe, found armies going into winter quarters as soon as the weather became inclement. But no sooner had the armies of Revolutionary

France introduced the ideas of nationalism and total war, than there occurred a similar phenomenon, although with a different ending. This has been concisely set forth by Lt.-Col. George T. Denison of Toronto in his "History of Cavalry" which won the Czar of Russia's prize in 1877:

"One of the most extraordinary and striking incidents in the history of cavalry service occurred in the campaign in Holland in the month of January, 1795. The moats and canals in that country caused it to be so intersected in the summer that cavalry could hardly operate in it at all, but in the winter of that year all the ditches and watercourses were frozen, and gave a free passage to horsemen and horse artillery over the ice. The arsenal of Dordrecht was taken in this way, the troops crossing the frozen Lake Biesbos to attack it; while, at the same time, the French general, hearing that a portion of the Dutch fleet was frozen up in the neighbourhood of the Texel, and fearing that it might get clear and set sail for England, despatched a large force of cavalry and flying artillery against it. They moved rapidly through North Holland, crossed the Zuyderzee on the ice, and the strange spectacle was presented of cavaliers and light artillery investing ships of war and summoning them to surrender.

"The commanders of the vessels, confounded at the idea of being charged by cavalry, a species of attack they had never anticipated, surrendered without resistance, and to the French hussars belongs the credit of having been the only cavalry that ever captured a fleet of war vessels on the sea."—J. Mackay Hitsman, Army Historical Section, in the *Canadian Army Journal.*



LOWER DECK PROMOTIONS

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

ALLAN, John G.LSEG2
 ARCHAMBAULT, Laurence E. ...LSCS2
 ARMSTRONG, Glenford W.LSAP2

BEATON, John A.LSEM1
 BEAUCHEMIN, Jacques J.C2SH4
 BEAULIEU, Raymond G.LSVS2
 BELANGER, Guy J.LSEM1
 BINETTE, Patrice J.LSRA2
 BISSONNETTE, Fernand J.P2PW2
 BLACK, William W.C2OT4
 BOWDEN, Richard L.P1RT4
 BOWES, Edwin W.P2MA2
 BRADFORD, WayneP1SH3
 BRADSHAW, Kenneth E.LSBD2
 BRYAN, Earl R.P2MA2
 BUCKOSKI, RobertLSEA2
 BURLEY, Paul L.LSMA2
 BUSSARD, Robert P.LSMA2

CAMPBELL, Cyril F.LSBD2
 CAMPEAU, Robert J.LSPW2
 CANNON, Charles T.LSNS2
 CANUEL, Gabriel H.C2EM4
 CATHRINE, John R.P1SW3
 CAULIER, AlfredLSMA2
 CAZA, Robert A.LSCK2
 CHAPMAN, Roger A.LSCV1
 CHRISTIE, Robert W.LSMA2
 CLARK, George A.C2EM4
 CLARK, Robin C.P2MA2
 COCKHEAD, John G.LSEM1
 COLLINS, Frederick W.LSCR1
 COOK, Hugh L.LSNS1
 COONES, Howard A.LSAW2
 COOPER, Lawrence R.LSAA1
 CORLIES, Grant J.LSMA2

COURNOYER, Gracien J.LSEM1
 COWLEY, Jay W.LSEM1
 COWPER, Peter W.P1PW3
 CURTIN, Bryan A.LSEM1

DAVIS, Clyde N.LSAA1
 DAWSON, Joseph G.LSMA2
 DAWSON, Malcolm D.LSED2
 DEACON, Frederick R.P2OM2
 D'EON, Douglas A.P2EG3
 DENT, Keith D.LSRT2
 DESLIPPE, Everette B.LSSW1
 DEVEREAUX, Leonard A.LSVS2
 DORUSH, Kenneth L.LSCS2
 DUCHESNEAU, Joseph R.P2VS2
 DUNFORD, Carl O.LSAA1

ECCLES, Joseph R.LSMA2
 EHLER, Denton R.LSEM1
 ENGLER, Max.LSEA2

FAULKNER, George A.P2RT3
 FAWNS, William D.P1HA3
 FENLON, Robert M.C2VS3
 FERRELL, John D.P1SW3
 FORTIN, Jean-Claude J.P2MA2
 FOWLER, Gerald K.P2MA3
 FRENCH, William G.P2BD3

GAGNER, Dieudonne R.LSEM1
 GAGNON, Edgar C.LSPW1
 GIFFORD, Arthur A.LSCD2
 GILBERT, Arthur V.C1ER4
 GIROUX, Lucien J.P2NS2
 GLASSMAN, WalterP2EM2
 GOSSEL, Delmar A.LSPW2
 GRAHAM, Douglas F.P2EM2
 GRANGER, Andre J.LSEM1
 GREGOIRE, Jeanne E.WP2MX2
 GREGORASH, Paul T.LSNS2
 GUDGEL, William A.LSMA1

HEWENS, Gordon R.P2EM2
 HILL, Kenneth M.P2EM2



HOBDAY, Gordon F.LSEM2

INGLES, Harold R.LSTD1

JARDINE, William G.LSRC2

JENKINS, Donald H.C2ST4

JOYCE, FrederickC2LA4

KATZER, Robert A.P1VS3

LACHANCE, Claude J.LSSW2

LACHAPELLE, Jean J.LSSW2

LAPORTE, Bernard R.LSCK2

LARSON, Ruth A.WLWE2

LAST, Robert G.LSQR1

LAWRIE, Robert W.LSEM1

LECLAIR, John V.LSRP1

LENNOX, Wilbert N.LSMA2

LEONARD, Thomas J.P1MA3

MacKINNON, Russell A.P2CV2

MacPHAIL, Kenneth W.LSBD2

McCOURT, JohnLSRC1

McDERMID, Douglas J.LSEM1

McGUIRE, Terrence E.LSTD1

McKAY, Alexander K.LSNS1

McKERRACHER, Caron A.P1RT4

McSHANE, William D.LSTD2

MAILHOT, Jean J.LSMA2

MAJOR, Joseph J.P2SW2

MARSCH, John E.P1NS3

MARTIN, Adelard J.LSNS1

MAW, Arnold F.P1VS3

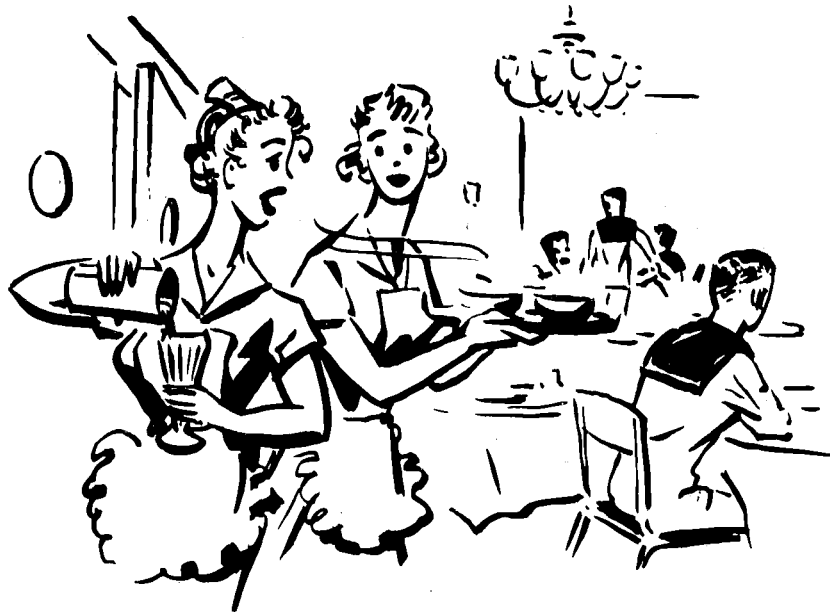
MILLER, Austin S.LSMA2

MOORE, RoystonP1MA3

MOORE, Thomas W.P2LA3

MORROW, William A.P2PW2

NEVITT, Neal J.LSMA2



"It's not the ABs that worry me; it's those leading hands."



The busiest summer in its history is being experienced by the Naden band, shown here rehearsing on a sunny day in June. The B.C. Centennial and the attendant visit of Her Royal Highness the Princess Margaret are mainly responsible for the increased demand on the band's services. (E-45695)

OBEDIAH, ClaytonLSTD1
O'DONNELL, Michael J.LSCS2

PELLETIER, Joseph A.LSEM1
PENNINGTON, Robert C.LSEM1
PENNY, Leslie T.P2CK2
PETTIGREW, Harvey D.LSEM1
PHILLIPSON, Kenneth L.LSQM1
POLLOCK, Reginald A.PIET4
POULIOT, Jean-Paul M.LSRT2
POWELL, Roger T.LSCR1
POWER, BernardLSAA1
PRATT, Donald E.P1PW3
PREECE, Ronald E.LSMA2
PURVIS, Clifford J.LSEM1

RANKIN, Robert A.LSMA2
RENAUD, Lloyd J.P1RT4
RICHARD, Albin J.LSTD1
ROBSON, Robert G.LSNS2
ROHLAND, Joseph G.C2WR4
ROSTE, Wayne R.LSRA2
ROURKE, Albert L.P2MA3
ROWLEY, Gertrude R.WP2MX2

SAILER, MiltonLSMA1

SAMPSON, Douglas H.LSMA2
SCATCHERD, Robert I.LSMA1
SCOTT, John J.LSAF2
SHAWBRIDGE, Robert R.LSAR2
SLATER, Alexander H.LSAW2
SMITH, Donald C.LSEM1
SNOW, Patrick E.LSEM1
SPANIK, Bronte J.P1SH3
SPENCER, James H.P2MA3
STEVENS, Charles W.P2EA3

SWALES, Brian A.LSMA2

TERPENNING, Robert A.P1LA3
THORNTON, Howard H.LSTD1
TIPPETT, Arthur S.P1MA3
TIZZARD, Robert M.P2VS2
TOWNSEND, Philip G.P2PW2
TRACEY, Lester M.LSCK2
TURNER, James H.P1PW3

VIGNEAU, Frederick J.LSMA2

WAGERMAN, John L.P2EM2
WALKER, PaulP1SH3
WALTON, John E.LSEM1
WATSON, Douglas M.LSEM1
WICKENS, Alfred E.P1MA3
WILLIAMS, Joseph D.LSMA2
WILLIAMSON, Lewis H.LSNS1
WILLIS, Rexford R.LSRA2
WILSON, Norman R.LSEM1
WILSON, Robert H.LSEM1
WILSON, William J.C2EM4
WINIA, SiemonLSQR1

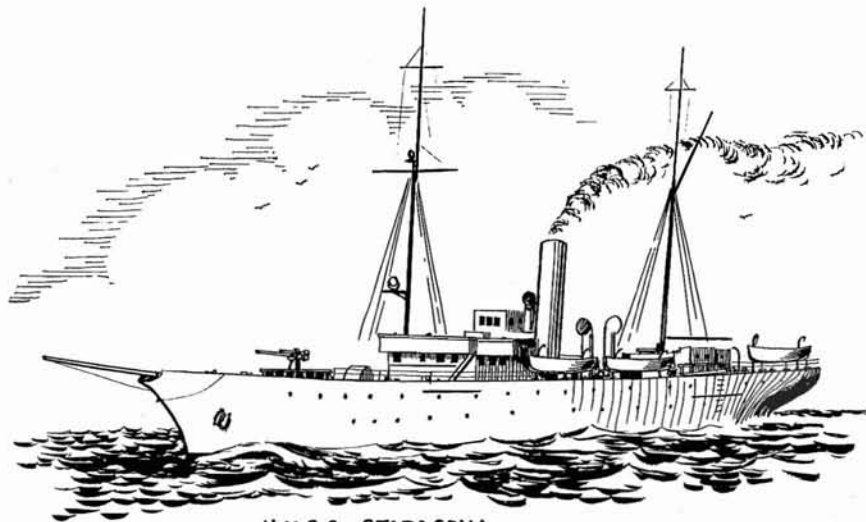
ZAHN, Arthur K.P1RT4

BOOK AVAILABLE IN CANADA

Reviewed in the February 1958 issue of *The Crowsnest*, the honest and interest-holding novel of life on the lower deck in the Royal Navy, "Home Is the Sailor", by John Whelan, is available in Canada from The Ryerson Press, 299 Queen Street West, Toronto 2B, *The Crowsnest* has been informed by the Canadian publishers. The price was not quoted.

Naval Lore Corner

Number 62
NAVAL ODDMENTS



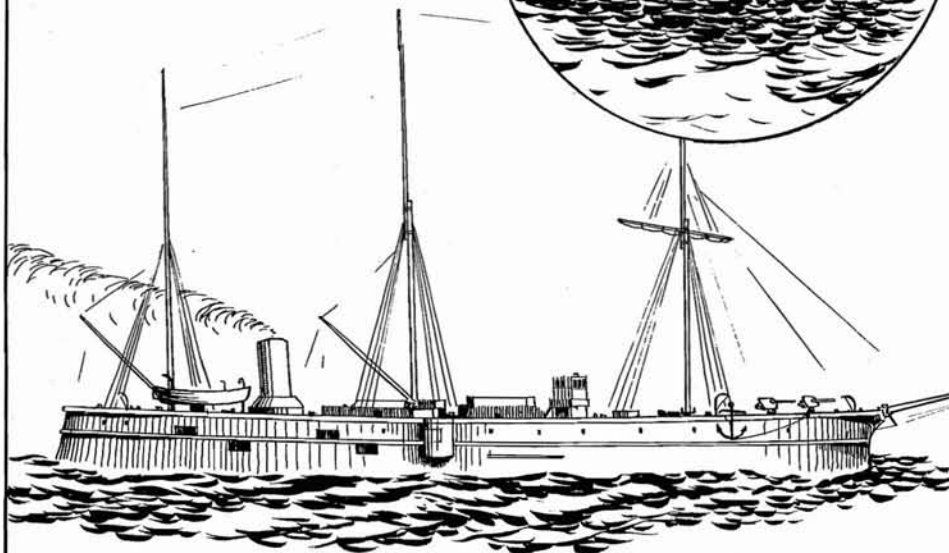
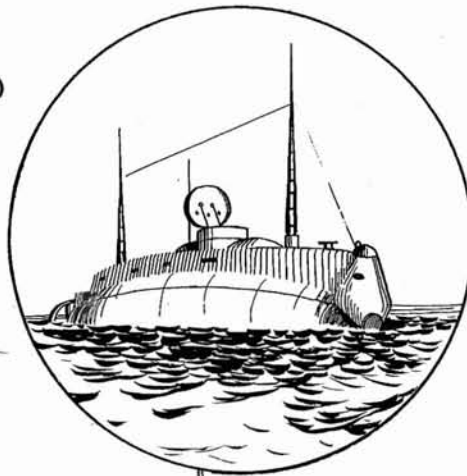
H.M.C.S. STADACONA
'THE MOST NOTORIOUS SHIP TO SERVE IN THE R.C.N.'

H.M.C.S. STADACONA

BUILT AS A 798 TON YACHT IN PHILADELPHIA IN 1893 SHE WAS REPORTED TO HAVE FIRED THE FIRST SHOT AT THE BATTLE OF MANILA BAY IN THE SPANISH-AMERICAN WAR AS THE U.S. SHIP 'WASP'. SHE LATER CAME UNDER BRITISH REGISTRY EARLY IN THE GREAT WAR WHEN A WEALTHY CANADIAN PRESENTED HER TO THE CANADIAN GOVERNMENT. SHE WAS NAMED 'H.M.C.S. STADACONA' AND SERVED AS A PATROL AND ESCORT VESSEL OUT OF HALIFAX. AFTER THE WAR SHE WAS SOLD AND RAN ILLEGAL LIQUOR DURING THE PROHIBITION ERA UNDER THE NAME 'KUYAKUZNT'. LATER SHE TURNED RESPECTABLE AND BECAME A YACHT AGAIN AND RENAMED 'LADY STIMSON'. LATER SHE WAS RENAMED 'MOONLIGHT MAID' BY A NEW OWNER. SHE WAS SOLD TO THE U.S. GOVERNMENT AS A TOWING AND TRANSPORT VESSEL SAILING TO ALASKA AND THE ALEUTIANS AND FINALLY PUT TO THE TORCH AND SCRAPPED IN SEATTLE EARLY IN 1948.

U.S.S. HOLLAND

THE U.S. NAVY'S FIRST SUBMARINE WAS THE U.S.S. HOLLAND (COMMISSIONED IN 1900) SHE DISPLACED 74 TONS AND WAS 54 FEET LONG. ARMED WITH ONE TORPEDO AND A PNEUMATIC DYNAMITE GUN, A GASOLINE ENGINE PROPELLED HER AT 8 KNOTS ON THE SURFACE WHILE A BATTERY-POWERED ELECTRIC MOTOR GAVE HER A SUBMERGED SPEED OF 5 KNOTS.



JET POWERED....90 YEARS AGO!

H.M. JET-PROPELLED ARMoured GUNBOAT 'WATERWITCH' WAS BUILT IN 1867. A WATER-JET SYSTEM PUMPED OR 'SUCKED' WATER IN AT THE BOWS AND EJECTED IT AT THE STERN....AND IT WORKED... THE SHIP BEING THRUST FORWARD BY A JET OF WATER!

Edmond Cloutier

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The CROWSNEST



Vol. 10 No. 11

September, 1958



The CROWSNEST

Vol. 10 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1958

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LADIES OF THE MONTH

To landlubbers the name Royal Roads usually signifies the Canadian Services College down the road from Esquimalt; to mariners it means an anchorage off the southern tip of Vancouver Island. It was the Royal Roads of the nautical charts that was the scene on July 15 of the only naval spectacle of its kind ever held in Canadian waters—the Royal Fleet Review, held in conjunction with the B.C. Centennial celebrations.

On the opposite page are shown the ships of three nations assembled and awaiting their review by Her Royal Highness the Princess Margaret.

Inshore is the private yacht anchorage and beyond are the more regular lines of the British, U.S. and Canadian warships. (E-46356)

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The Cover—What happened along the receiving line at Royal Roads to occasion the amused smiles may never be told, but the result was a singularly attractive photograph of Her Royal Highness the Princess Margaret. Guests were arriving for the Royal Fleet Review dinner when the picture was taken. (E-46175)



RCN NEWS REVIEW

Her Royal Highness the Princess Margaret, with Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, and Hon. G. R. Pearkes, Minister of National Defence, in the enclosed bridge of HMCS Crescent during the Royal Fleet Review at Royal Roads, July 15. (E-46127)

Navy Has Big Role In Royal Tour Events

Although her primary purpose in visiting Canada was to participate in ceremonies surrounding the British Columbia Centennial celebration, Her Royal Highness the Princess Margaret came to be regarded by the Royal Canadian Navy as its own special guest.

This was of course largely because of her presence on July 15 at the Royal Fleet Review off Esquimalt — largest display of naval might ever seen in Canadian waters in peace time — and at the naval occasions accompanying it.

Naval participation in the Royal Visit program again came to the fore during the concluding days of Her Royal Highness's visit in the Maritimes. More than 1,000 officers and men were involved in the guards and bands paraded in her honour.

There was one disappointed ship's company. Unsettled weather made it doubtful that Her Royal Highness could travel by air from Saint John, New Brunswick, to Nova Scotia, and HMCS *Assiniboine* stood by to undertake the role of Royal yacht. However, the weather cleared and the Royal journey was resumed by air as scheduled.

RCN's Cruisers Declared Surplus

The cruisers *Ontario* and *Quebec* are to be declared surplus to Royal Canadian Navy requirements. This was announced in the House of Commons at

Ottawa on August 8 by Defence Minister G. R. Pearkes.

"In view of the concept of modern war at sea," he told the Commons, "there is no longer a requirement for a cruiser component in the Royal Canadian Navy. HMCS *Quebec* has been taken out of commission and placed in reserve at Sydney, Nova Scotia. Our other cruiser, HMCS *Ontario*, has been carrying out the role of training ship to the fleet.

"It has been decided now to decommission the *Ontario* and declare her and the *Quebec* surplus to requirements. The training functions which have been carried out by the *Ontario* will be transferred to an operational frigate squadron. The training received in the ships of this group will be based on the requirements of the present fleet.

"Some economies will result from these changes. These included the cruiser's annual running cost amounting to \$1,600,000, and the not inconsiderable cost of maintaining these ships in reserve.

"The officers and men now serving in the *Ontario* are required to man the new destroyer escorts now being completed."

President's Visit Revives Friendships

Vivid reminders of past associations and Second World War camaraderie greeted President Eisenhower during his four-day visit to Ottawa July 8 to

11 through the medium of the Canadian serviceman's uniform.

The U.S. Chief of State and former Allied Supreme Commander was greeted on his arrival at Ottawa's Uplands Airport by a 100-man guard of honour from the 2nd Battalion, The Royal Canadian Regiment, and the RCR Regimental Band.

The following day, July 9, President Eisenhower officiated at a wreath-laying ceremony at Canada's National War Memorial. More than 250 members of the Royal Canadian Navy, Army and RCAF lined streets adjoining the site on Ottawa's Confederation Square. Also in attendance at the ceremony was the band of the Royal Canadian Mounted Police.

Upon the departure of President Eisenhower from Canada, July 11, a 100-man guard of honour from the RCAF formed up at Ottawa's Uplands Airport, along with the RCAF Central Band.

During both his arrival and departure a 21-gun salute was fired by Ottawa's 30th Field Regiment, Royal Canadian Artillery.

Branch Colours To Be Dropped

Branch distinction colours on uniforms of officers of the Royal Canadian Navy will become obsolete by the end of next year, except for the red stripes of the medical branch.

A Naval Headquarters general message, dated August 15, says:

"The wearing of branch distinction colours on sleeves, collar badges and shoulder straps by officers of all branches of the regular force and reserves, except those of the medical branch, will be optional from September 1, 1958, and will be discontinued from January 1, 1960."

The use of coloured cloth to distinguish the various branches of the Royal Navy dates back nearly a century, to 1863, when surgeons were assigned red, engineers purple and the pay branch white. Distinction colours, with two or three exceptions, were dropped by the Royal Navy three and a half years ago.

The most recent additions to branch colours were the light green of the special branch—a catch-all for officers with specialized qualifications of various kinds—introduced during the Second World War and the brick red of the civil engineering branch ("Works and Bricks"), allotted on formation of the branch in the fall of 1955.

Mine Warfare Exercise Held

Two weeks of intensive U.S.-Canadian mine warfare manoeuvres began July 17 at the Atlantic approaches to Sydney, Nova Scotia.

Designated Sweep Clear III, it was the third exercise of its kind held in the Western Atlantic Area, and involved mine warfare units from both countries. A similar exercise was held last year off the coast of South Carolina.

Designed to advance the state of training of NATO mine forces by laying, locating and countering a drill mine field, the exercise was conducted in three phases. The first phase concerned mine preparation and laying; the second phase consisted of mine hunting and countermeasures; and the final phase was devoted to the location and recovery of mines.

Admiral Jerauld Wright, USN, NATO Supreme Allied Commander, Atlantic, designated Rear-Admiral H. F. Pullen, as Commander of NATO's Canadian Atlantic Sub-Area, with headquarters in Halifax, to direct the exercise.

Cdr. A. C. Campbell, RCN, commanded the Canadian naval forces participating in the exercise. They included HMC Ships *Resolute*, *Thunder*, *Chignecto*, *Quinte*, *Chaleur* and *Fundy* of the First Canadian Minesweeping Squadron, and the frigate *Outremont*. An operational diving unit also took part.

U.S. forces were commanded by Lt.-Cdr. B. W. Webb, USN, and included

minesweepers from Mine Division 42, the net-laying ship *USS Yazoo*, and two explosive ordnance disposal teams.

On completion of the exercises on August 4, forces involved visited Halifax.

Italian Cruiser Visits Canada

A two-week visit to Canada by the Italian cruiser *Raimondo Montecuccoli* ended August 21 with the departure of the warship from Halifax for a visit to the eastern United States seaboard.

The 7,000-ton cruiser first visited Quebec City where she stayed from August 7 to 11. Embarked in the ship for the training cruise were 618 officers, cadets and men under the commanding officer Capitano di Vascello Lamberto del Bene who assumed command earlier this year, following an appointment at Italian naval headquarters.

After Quebec City the Italian training ship visited Montreal from August 11 to 16, and Halifax from August 19 to 21.

The *Raimondo Montecuccoli*, bearing the name of a famous Italian general, was commissioned in the Italian navy in 1935. During the Second World War she served in the Mediterranean, escorting convoys between Italy, Albania and Libya. In June 1942 she was damaged during the Battle of Pantelleria.

One of three cruisers now serving in the Italian navy, she has been refitted to provide accommodation for midshipmen and cadets serving on board for training. During her refit, one of her boilers and a forward six-inch gun turret were removed.

The Royal Canadian Navy paraded the Queen's Colour on the arrival at Armdale of Princess Margaret Sunday evening August 10. On Monday, the White Ensign of the RCN was paraded in the Halifax Natal Day parade, at which Her Royal Highness took the salute. Pictured is the scene during a dress rehearsal in Stadacona. Lt. Anthony Scott is the Colour Officer, using in this case a practice ensign. (HS-53848)



Sailors Provide North Radio Link

On a rocky site near the fringe of the Arctic Circle ten Canadian sailors are making an important contribution to the resupply of DEW Line sites and northern outposts in Canada's Eastern Arctic.

The sailors, all communicators, operate Naval Communication Facility Frobisher, two miles above the town of Frobisher on Frobisher Bay, Baffin Island. Identified by the call sign CFI One, they provide the radio link between ships plying the northern routes and Halifax and Washington.

CFI One went into operation on June 15 on a full-time shipping season basis, and will cease operations on October 15. During this time the facility will have handled hundreds of messages from merchant ships, Canadian government ships and Military Sea Transport vessels of the United States. With the uncertain radio broadcasting conditions existing in the Arctic and the frequent blackouts that take place, CFI One is the one reliable link between the ships and civilization.

The crew and equipment were flown into Frobisher in the latter part of May and set up their "radio shack" on its rocky site two miles above the Bay.

They soon integrated themselves with the community life and they took an active part in the Dominion Day celebrations at which the Department of Transport and the Department of Northern Affairs were co-hosts. The day was rounded out by a giant fish-fry and a spectacular Eskimo dance. They also draw from their limited numbers to enter into competitive sports

against United States Air Force personnel stationed there.

CLI One also played host to two anti-submarine Tracker aircraft from HMCS *Shearwater* in June. The aircraft assisted the USAF Direction Team, by flying a voluntary radar line-up mission over the airfield to help establish a glide path for ground control.

Naval Communication Facility Frobisher is under the command of Cd. Comm. Off. J. L. Kay. He is assisted by PO H. W. Dyck. The other members of the team are Leading Seamen R. Babcock, James J. Benson, Robert G. Mack, William K. Seward, Joseph L. La Tullipe, William R. Perrin, Maurice Kennedy and Halden E. Budgell.

Sailor Witnesses Lebanon Revolt

What's it like to be the lone representative of the Royal Canadian Navy in one of the world's "hot spots"?

The answer can be supplied by PO David A. Kurts, who is in charge of the United Nations Emergency Force fleet in the Middle East—one landing craft.

Writing from Beirut, Lebanon, on June 14, PO Kurts detailed the events that led up to his landing in Lebanon and finding himself in the thick of rebel activity against the government.

"On April 8 we arrived in Gaza from Beirut and Haifa," he writes, "and immediately launched into a scheme to familiarize the Army with LCM operations. We carried out several vehicle, stores and troop embarkation and debarkation exercises. These exercises were terminated with one final display for General E. L. M. Burns and the senior officers of all contingents.

"I am proud to say that the final exercise was a great success. We (the LCM) were working together with the Royal Canadian Engineers and the cooperation could not have been better.

"Very shortly after the exercise an urgent call was received from UNWRA (Lebanon). They requested the LCM be made available to them for the purpose of supplying rations to a refugee camp just north of Tripoli. This was necessary because all road communication was cut off.

"After sailing on very short notice we arrived in Beirut on June 10 and awaited instructions. No further instructions have as yet (June 14) arrived.

"In the meantime we work aboard the LCM during the day but are confined to our hotel by the 2000-0500 curfew in force.

"The situation in Beirut is rather confused. There was heavy fighting

all through the city today. Tanks and jet aircraft were in use and first reports indicate many casualties. Much of the fighting was very close to our hotel and at times it begins to worry one. Despite everything, we don't lack for anything in the line of food and comfort so far, so we aren't complaining."

PO Kurts' concluding sentence is:

"I must admit, although this duty has been priceless in experience, I will be very glad to get back to our Navy."

FRIGATES GIVEN TO NORWAY

CANADA has transferred ownership of three Prestonian class frigates to Norway. The transfer took place by an exchange of notes July 1 between the Canadian Ambassador in Norway and Norway's foreign minister.

The three warships were the *Penetang*, *Toronto* and *Prestonian*, now serving as the *Draug*, *Garm* and *Troll* respectively.

The Prestonian class frigates, all veterans of the latter part of the Second World War, were loaned to Norway early in 1956 following extensive modernization.

The *Penetang*, which first commissioned on October 19, 1944, was loaned to Norway on January 25, 1956; the *Toronto*, first commissioned on May 6, 1944, was loaned on April 14, 1956, and the *Prestonian*, first commissioned September 13, 1944, loaned April 24, 1956.

In addition to the exchange of notes, a public ceremony to mark the transfer was held July 18 on board KNM *Garm* which visited Oslo especially for the occasion.

The ceremony began at two o'clock in the afternoon when Dr. R. A. MacKay, Canadian Ambassador to Norway, accompanied by the Canadian naval attaché, Cdr. R. C. Chenoweth, and other embassy officials, proceeded on board the *Garm*. With a bugle salute, the ambassador was received by Vice-Admiral Johs. E. Jacobsen, Commander in Chief, Royal Norwegian Navy, and Mr. Nils Handal, the Minister of Defence.

A guard was paraded on the quarterdeck where the remainder of the ship's company was also fallen in. Representatives of the Royal Norwegian Ministry for Foreign Affairs, other officials and members of the press were also present.

Following an inspection of the guard and ship's company by the ambassador and Mr. Handal, Dr. MacKay made a

U.S. Ships Stay To See Natal Day

Two U.S. Navy escorts, USS *Whitehall* and USS *Amherst*, arrived in Halifax on August 8 from Philadelphia on a recreational call. The 180-foot, 40-ton steel escorts berthed at Jetty Zero in the Dockyard. A total of 10 officers and 95 men were involved in the visit.

Originally, the escorts were to leave August 11, but on learning it was Halifax Natal Day they decided to remain until the 12th.

brief speech in which he spoke of the relationship between Norway and Canada.

"We Canadians value highly our close associations with Norway in war and in peace," said Dr. MacKay. "We were happy to afford you training facilities during the dark days of war, and air training facilities more recently. We are both members of the United Nations where we have worked together to preserve the peace. Canadian and Norwegian contingents form part of the United Nations Emergency Force and the United Nations Truce Observation Corps now in the Middle East.

"We are both members of NATO and have worked together to strengthen this alliance. We Canadians regard Norway as the North European bastion of the Alliance. If by transfer of title of these ships to you we can do anything to assist you in strengthening your defences, we feel that we are strengthening NATO defences and our own as well.

"May I extend to you, officers and men of this ship, the best wishes of the Canadian Government and the Canadian people in your operation of this ship. May this be a happy as well as an efficient ship. I am sure that it will be, in your hands. May I also extend similar good wishes to the officers and men of your two sister ships, the *Troll* and *Draug*.

"It is the sincere hope of every Canadian, as I am sure it is of every Norwegian, that these ships will never have to fire a shot in action. But we Canadians know well that if such dread circumstances were to arise, these ships would give a good account of themselves.

"We know that, whether in war or peace, these ships in your hands will live up to the best traditions of the Royal Canadian and the Royal Norwegian Navies."

Britain to Scrap HMS Vanguard

Britain's last and biggest battleship, HMS Vanguard, is to be scrapped. The giant warship, which has never seen action, has been used as a flagship of the reserve fleet.

Ordered on March 14, 1941, she was laid down on the Clydebank on October 2, 1941, launched on November 30, 1944, and completed on April 25, 1946.

With a displacement of 51,420 tons, full load, she has an overall length of 814½ feet, a beam of 108½ feet and a maximum draught of 36 feet.

Her guns include eight 15-inch 42 calibre, 16 5.25-inch; 60 40mm Bofors anti-aircraft, including nine six-barrelled, one twin and four single, and four three-pounder saluting guns.

She has a 16-inch belt of armour and her turrets have 15-inch armor. She has Parsons single reduction geared turbines and four shafts. Her shaft horse power is 130,000 and her sea speed 29.5 knots.

The Vanguard has eight Admiralty three-drum type boilers and an oil fuel capacity of 7,000 tons. Her radius is 10,360 miles at 20 knots, and 14,000 miles at economical speed. Her complement was laid down as 1,600 peacetime and 2,000 wartime.

Naval Blimp Tours Canadian Arctic

A 6,200-mile Arctic trip by a U.S. Navy blimp in late July and early August set a record for the farthest flight north of a lighter-than-air craft.

Captain H. B. van Gorder, a leader of the expedition, said the blimp had "conclusively proved its usefulness in Arctic research. The blimp passed within 25 miles of the magnetic North Pole and about 600 miles from the geographic North Pole. The northernmost navigational reading was 79 degrees 10 minutes North latitude.

The 343-foot blimp left the naval air station at South Weymouth, Mass., on July 27, four days after the submarine Nautilus left Honolulu on her historic voyage under the Arctic ice and the geographic North Pole. Part of the airship's task was to go to ice island T-3 to carry out Arctic experiments in connection with the International Geophysical Year.

Two Canadians were included in the light crew of 14. They were Commodore O. C. S. Robertson, RCN, who commanded the Labrador on her 1954 Arctic voyage which made her the first naval vessel in history to complete the Northwest Passage. The other was Wing Cdr.

President Urges Second Language

Learn a second language.

This was the advice given to graduating midshipmen of the United States Naval Academy, Annapolis, Maryland, by President Dwight Eisenhower on June 4.

The president spoke of the value of "improving your ability to communicate with your fellow men . . . Our high schools and colleges recognize that our standards in expression have been too low. But we cannot afford to wait for the next generation! All of us must start now."

He hoped that each graduate would achieve genuine proficiency in a second language.

"We are indeed poor linguists. And we are too much handicapped because so many of our people have failed to become knowledgeable in a language other than our own. Success in this will do much to improve human understanding in a world of great cultural diversity, and thus to strengthen our relationships with other people. This is one indispensable step toward a peaceful world."

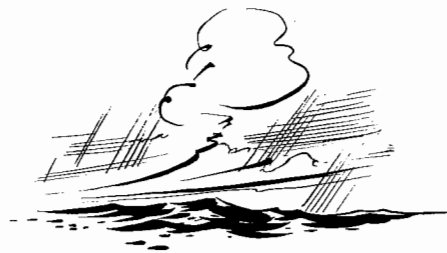
Keith Greenway, RCAF, an Arctic expert, who served as the blimp's navigator.

A human sidelight to the blimp's voyage was the aid given a wounded Indian boy by a USN Super Constellation which acted as supporting aircraft for the blimp.

The four-engine aircraft flew 14-year-old Ezra Beardy to Winnipeg for hospital treatment of a serious bullet wound suffered in a hunting accident near Churchill, Man., over 600 miles north of the Prairie city.

Two Nuclear Subs Travel Under Pole

A letter from Britain's Defence Minister Duncan Sandys, which was awaiting the U.S. submarine Nautilus when she arrived at Portland, England, from her historic voyage under the ice to the North Pole, will have a permanent place on the bulkhead of her wardroom.



The letter, addressed to Cdr. W. R. Anderson, commanding officer of the Nautilus, reads:

"As British Minister of Defence and as your guest in Nautilus last year, I send you and all on board my whole-hearted congratulations on your historic voyage under the ice-cap of the North Pole.

"You have opened the way for a dramatic advance in peaceful communications, while the military possibilities you have established are clear for all to see.

"The individual courage and technical skill which went to the accomplishment of this feat have won you the admiration of the whole world. Your voyage will rank with the exploits of the past and will be numbered among the great stories of maritime exploration.

"Good luck to you and to all your crew and to your famous ship."

The praise was well deserved for, in becoming the first ship to reach the North Pole, the Nautilus, the world's first atomic submarine, steamed more than 1,800 miles underneath the polar ice pack from Point Barrow, Alaska, to the Greenland sea in 96 hours.

The voyage pioneered a new and shorter route from the Pacific to the Atlantic and Europe. It also added to knowledge of sub-surface conditions in the Arctic basin.

Leaving Honolulu on July 23, the Nautilus sailed north through the Bering Strait, submerged off Point Barrow, cruised under the North Pole on August 3, surfaced off Spitzbergen in the Greenland Sea, and arrived at Keflavik, Iceland, on August 7.

The total distance travelled by the Nautilus was almost 8,000 miles, at an average speed of 18.7 knots. U.S. Navy officials disclosed that 97 per cent of the voyage was submerged.

A crew of 116 officers, enlisted men and scientific observers was aboard.

On August 11, USS Skate, smallest of the USN's three nuclear submarines, achieved the second crossing beneath the ice of the North Pole.

Following the passage of the Nautilus, the 2,200-ton Skate surfaced at a break in the frozen seas 40 miles away from the pole to report her success by radio.

Carrying a complement of 19 officers, 87 crewmen and nine civilian technicians, the 267-foot Skate, commanded by Cdr. James F. Calbert, was equipped for the voyage through the uncharged North Pole waters with an "inertial navigator" similar to that carried by the Nautilus, since magnetic and conventional gyro compasses are almost useless in those latitudes.

THE ROYAL ENGINEERING COLLEGE

Manadon Replaces Keyham as Training Centre

ON JULY 29 His Royal Highness Prince Philip, Duke of Edinburgh, opened the new officers' mess at the Royal Naval Engineering College, Manadon—the first such mess to be designed in contemporary style for the Royal Navy.

Earlier, as the result of an appeal sponsored by the RCN's Engineer-in-Chief, Commodore B. R. Spencer, a gift of \$180 was presented to the college on behalf of RCN officers to buy trees and shrubs to help landscape the college grounds.

Few colleges can lay claim to a more eventful yet stormy background than that of the Royal Naval Engineering College, and it is perhaps difficult to realize that the present college has emerged from what was for years the subject of bitter wrangling and harsh debate on the part of the public press and, indeed, of the Admiralty itself.

It is a far cry from 1843 and the days of the barque *Sulphur* moored at Woolwich and used for the training of "engineer boys", to their modern counterparts of today, skilled in the naval sciences and specializing in the fields of marine, aeronautic and ordnance engineering.

Let the reader pause awhile to look back over the years and to consider the

modest beginning of the naval engineer. To do so it is necessary to turn back the pages of naval history to the year 1837. It was in that year the need became apparent to the Admiralty for the formation of a definite engineering branch, integrated in such a manner as to form part of the naval service.

Up to this time, the Royal Naval College, Portsmouth, had been devoted exclusively to the education of naval cadets, known as "volunteers", but after 1836 instruction in steam was initiated for half-pay naval officers, and later for those of the Marines.

In 1843, the barque *Sulphur* was set aside to accommodate engineer boys under training at Woolwich, and in the same year the first dockyard schools were started.

About 1849 the Navy List made its first reference to engineers, and by 1851 that grand institution, the Royal Naval Engineers' Club, was meeting at Lions Terrace, Portsea. The club continued in existence until the early 1900s.

The year 1853 saw little progress in the status of the engineer or his form of training, although military officers in the Royal Navy were still being trained in steam and permitted to be examined at Woolwich instead of Portsmouth.

By 1859, the long drawn out struggle for supremacy between sail and steam was won. After a period of almost half a century, the vital problem which had provoked such bitter arguments from the proponents of both sail and steam was resolved, and thereafter on every ship laid down for service in the Royal Navy was fitted with engines and boilers.

An unsuccessful attempt was made in 1862 to convert HMS *Devonshire*, originally a 74-gun ship, which had lain in idleness at Sheerness, into a floating college for the education of engineer officers.

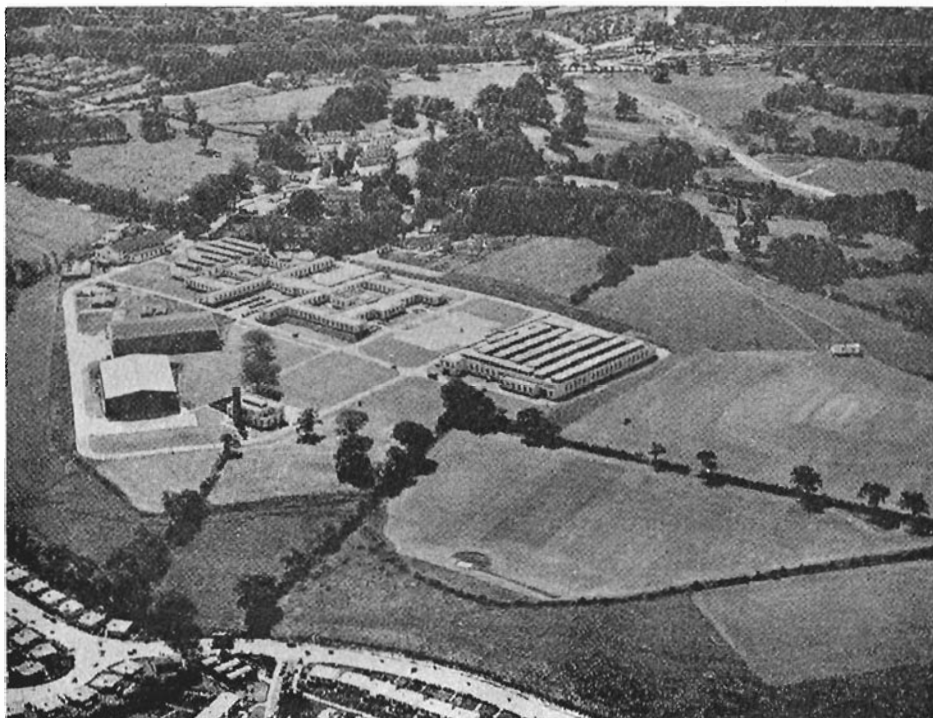
During this unsettled period, between 1860 and 1863, the term "engineer boy" was discontinued and the name "engineer student" substituted. Although uniforms had been worn by engineer officers since 1837, an official uniform was now introduced to which was added the purple stripe. The year 1860 saw the foundation of the Institute of Naval Architecture, and it was from this institute that the Royal School of Naval Architecture and Marine Engineering emerged, devoted to the teaching of naval sciences.

The original site of the Royal School of Naval Architecture and Marine Engineering was at South Kensington, but these buildings have long since given way to what is now the Victoria and Albert Museum.

In 1873, in the reign of Queen Victoria, the Greenwich Hospital for naval pensioners became the Royal Naval College, Greenwich, and this hastened the close of the short-lived Royal School of Naval Architecture and Marine Engineering, South Kensington.

Due to the untiring efforts of Vice-Admiral Sir Astley Cooper Key, the 121-gun wooden, screw line-of-battle-ship *Marlborough* was allocated as accommodation for engineer students under training at Portsmouth, and the *Marlborough* continued to serve in this capacity from 1877 to 1888.

Work was commenced in 1879 on a suitable training school for engineer



Aerial view of the new Royal Naval Engineering College at Manadon.

NOTE: Until relatively recent times, officers in the Royal Navy were classed as either "military" or "civil". The "military" officers fought the ship and were at first the only ones accorded commissioned ranks; the "civilians" sailed the ship and had to be content with warrant rank until the latter part of the 19th Century.



The former Royal Naval Engineering College at Keyham, which is to be taken over by Devonport Dockyard Technical College.

students and the site selected was Keyham, Devonport. This training school was referred to by its students as the Royal Naval Engineering College, and some years later the name was officially accepted.

The last batch of engineer students were transferred from the *Marlborough* to the Royal Naval Engineering College, Keyham, in 1888, and their status on entry was changed to equal that of naval cadet.

The Selborne-Fisher scheme of 1902 and its advocacy of one system of supply, entry and training for all naval officers gradually became the subject of heated debate, leading to bitterness and rancour but, despite all discussion as to the merits or demerits of the common entry, the system forged ahead. By 1905, the last entries had entered the Royal Naval Engineering College, Keyham, in 1910 the college closed and the buildings were put to other naval uses.

With the recall of Lord Fisher in 1915 to his old post of First Sea Lord by Mr. Winston Churchill, the First Lord, the status of the engineer officer was changed from that of civil officer to military officer.

The Royal Naval Engineering College, Keyham, was reopened in the years following the First World War, and the year 1922 marked the occasion when the first batch of midshipmen entered the college to train specifically in engineering.

The Selbourne-Fisher scheme was eventually repealed by an order-in-council in 1925, and the Royal Navy was then divided into no fewer than 12

categories. With the coming of this order the old question of military and civil officers faded into history.

With the ever-increasing numbers of junior officers requiring training, not only from the Royal Navy but from Commonwealth navies and foreign navies, the facilities of the Royal Naval Engineering College, Keyham, were found to be inadequate, and in 1936 the Admiralty purchased land at Manadon, near Crown Hill on the outskirts of Plymouth, for the purpose of building a new college.

Standing within these grounds is Manadon House, said to have been built in the early years of the 17th century by that famous architect of English mansions, Inigo Jones, and now the residence of the commanding officer. The new college, called the Royal Naval Engineering College, Manadon, was opened in 1940, although many of its buildings were of a temporary nature, and during the period of the Second World War full use was made of both the Keyham and Manadon establishments.

Building continued apace of the new instructional blocks and hangars, and in 1946 the entire establishment comprising the old college at Keyham and the fast growing new college at Manadon was commissioned as HMS *Thunderer*.

Between 1946 and 1958, the building of laboratories, lecture rooms and workshops has continued, and these buildings will one day contain the nucleus of what may well be the finest engineering training facility in the United Kingdom.

No fewer than 85 officers now serving in the RCN have passed through the portals of RNEC, Keyham, and more recently RNEC, Manadon, and at the present time 39 junior officers of the RCN are under training at RNEC, Manadon. Commodore Spencer, mentioned above, and Rear-Admiral (E) W. W. Porteous, Chief of Naval Technical Services for the RCN, are both graduates.

Little remains to be said of the association of the naval engineer with the Royal Naval Engineering College, but these words spoken by Mr. Churchill in February 1940 are worth remembering.

"Our ships, great and small, have been at sea more continually than was ever done or dreamed of in any previous war since the introduction of steam. Their steaming capacity and the trustworthiness of their machinery is marvellous to me . . . But now they seem to steam on for ever, even ships with old engines under modern care. This reflects the very greatest credit on the engineering branch of the Royal Navy, and I wish to pay my tribute to them here in the House of Commons, and ask the House to join me in it, so that these many thousands of faithful, untiring engineers may learn, as they will learn, that we here in London understand what they have done and are doing and that we admire their work, and thank them for it."—P.V.R.

NOTE: Grateful acknowledgment is made to Cdr. G. B. Penn, RN, and his excellent history of naval engineering, "Up Funnel—Down Screw" for the historical information in the foregoing article.

Red Cross Thanks Armed Services

Gratitude for the co-operation existing between the Canadian Red Cross Society and the Royal Canadian Navy is expressed in a letter addressed by the chairman of the National Executive Committee of the society to the Chief of the Naval Staff.

The letter reads, in part:

"The Central Council of the Canadian Red Cross Society at its recent annual meeting unanimously approved the following resolution:

"The Central Council of the Canadian Red Cross Society salutes the Navy, Army and Air Force for the splendid co-operation they have given to the Red Cross."

"We know we can always count upon the Navy when in trouble, particularly in times of disaster. In addition, we are constantly grateful for the splendid way in which your personnel support our blood donor panels."

GRADUATION DAY AT VENTURE

FORTY-TWO officer cadets of the Royal Canadian Navy graduated from HMCS *Venture*, the RCN's officer-training establishment at Esquimalt, on August 8.

Having completed two years of concentrated training ashore and at sea, the *Venture* cadets were inspected and addressed by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, who also presented major awards to outstanding cadets. The officers of tomorrow graduate as midshipmen, with some going directly into the executive branch of the fleet, and others specializing in naval aviation.

The graduation program began at 2 p.m. with a physical training display on the *Venture* playing field. Later the cadets formed up on the parade ground for precision drill.

This year the cadets' parade was carried out largely without verbal orders, the various manoeuvres being indicated by the roll and beat of drums. Familiar naval bugle calls were sounded at appropriate moments. To many of the spectators and guests, these recalled memories of stirring days of service in the Royal Navy or the RCN.

At the conclusion of the drill, the cadets formed a "V" and awards were presented. Then the final march past began. Cadets of the senior term marched through the ranks of their juniors and at that precise instant became midshipmen in the Royal Canadian Navy. The new midshipmen broke into quick time and passed in salute before Rear-Admiral Rayner, who had earlier addressed them briefly.

After the ceremony a tea was held on the grounds of the Admiral's residence in HMC Dockyard. Many of the cadets' parents, from homes across Canada, attended the graduation.

Six major individual awards were presented to cadets for outstanding marks in various fields. The coveted Officer's Sword, awarded to the cadet with the highest officer-like qualities, was presented to Cadet Mark L. Crofton.

Other awards and their recipients were as follows: Officer-of-the-Watch Telescope, for the highest standing in scholastic and professional subjects and officer-like qualities, to Cadet Robert A. Morrison;

The Pullen Trophy, awarded for highest professional achievement, to



These smiling young gentlemen are the winners of major awards presented August 8 at *Venture* graduation ceremonies. Awards were presented by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. Cadets and their awards, from left, front row: James E. D. Bell, Hampton Gray Shield, for outstanding marks in athletic ability and sportsmanship; William H. Nash, (Cadet Captain), the Jeune Bros.' Trophy on behalf of Grant Division, winner of inter-divisional sports competitions; and L. S. McDonald (junior cadet) the Venture Officers' Shield, for outstanding ability and sportsmanship in the Junior Year; back row: Robert A. Morrison, the *Venture* Trophy, for highest standings amongst executive (air)cadets, and the Officer-of-the-Watch Telescope, for highest standing in scholastic and professional subjects and officer-like qualities; Peter William Cairns, the Naden Trophy, for highest standing amongst Executive Cadets; Mark L. Crofton, the Officer's Sword, for highest officer-like qualities, and Herbert Ray Beagle, the Pullen Trophy, for highest professional achievement. (E-46469)

Cadet Herbert Ray Beagle;

The *Venture* Trophy, for highest standing among Executive (Air) Cadets, to Cadet Robert A. Morrison;

The *Naden* Trophy, awarded for the highest standing amongst the Executive

Cadets, to Cadet Peter William Cairns, and

The Hampton Gray Shield, for outstanding marks in athletic ability and sportsmanship, to Cadet James E. D. Bell.

OFFICERS AND MEN

Victory Notches To Be Preserved

Old battle scars on a still active destroyer escort are to be preserved as a reminder of the deeds of a famous fighting ship.

They are eight notches, carved in the railing around the bridge of HMCS *Haida*, which mark successful engagements with surface ships and a submarine of the German Navy during the Second World War.

While the railing, with its notches, has been preserved zealously throughout the ship's several modernizing phases in the past 14 years, it eventually will go to the Maritime Museum of Canada in Halifax.

The notches were carved by the present Chief of the Naval Staff, Vice-Admiral H. G. DeWolf. He was captain of the *Haida* in the rank of commander during the spring and summer of 1944, when the Tribal class destroyer took part in several operations against the enemy in the North Sea, English Channel and the Bay of Biscay.

From April to September of that year, the *Haida* fought eight night engagements. It was during this time that she assisted in the destruction of four destroyers, 10 other warships, and inflicted major damage to three other destroyers.

In addition, while working in the Channel, she helped to destroy a German submarine.

The notches are displayed proudly to all visitors to the ship. The *Haida*, rearmed as a destroyer escort, is a unit of the First Canadian Escort Squadron operating out of Halifax.

Servicemen Good Salesmen for Canada

Armed services personnel at the Canadian Joint Staff in London are doing such a good job of selling Canada that increasing numbers of the British girls who work there are emigrating to Canada.

The Joint Staff employs a number of British girl stenographers and clerks, and Canada and things Canadian have become a prime conversational topic among them.

During the last year at least six civilian CJS employees have emigrated to Canada, and another seven indicate



Lt.-Cdr. H. E. Taylor, training officer in the *Haida*, shows visiting Sea Cadets eight notches in the bridge railing of the destroyer put there by Vice-Admiral H. G. DeWolf, now Chief of the Naval Staff, when he commanded the *Haida* in her famous fighting days overseas in the Second World War. The marks represent successes in action against German surface forces and a submarine. Cadets and their corps are, left to right, Cdt. PO James C. Joyce, RCSCC Victory, Montreal; Cdt. PO Edward Vishek, RCSCC Renown, St. Catharines, Ont.; Cdt. PO John John Hume, RCSCC Iron Duke, Oakville, Ont.; Ldg. Cdt. Edwin Flaherty, RCSCC Lachine, P.Q., and Cdt. PO Gary Sutherland, RCSCC Admiral Mountbatten, Sudbury, Ont. (HS-53334)

they plan to do so this year. Most of the girls, say CJS officers, knew little about Canada until they obtained jobs at the Joint Staff.

One of the girls emigrating this summer is 20-year-old Chris Manchester, a secretary. She expects to settle in Ottawa and obtain a secretarial job.

WEDDINGS

Able Seaman John Francis, *New Waterford*, to Miss Dorothy Jean Butters, of Edmonton.

Able Seaman Gordon C. Roth, *New Waterford*, to Miss Martha Eugenia Mehrer, of Victoria.

BIRTHS

To Petty Officer Cecil S. Brown, *Stadacona*, and Mrs. Brown, a daughter.

To Leading Seaman D. W. Carlson, *New Waterford*, and Mrs. Carlson, a son.

To Able Seaman Alvin French, *New Waterford*, and Mrs. French, a daughter.

To Able Seaman Raymond Gill, *New Waterford*, and Mrs. Gill, a daughter.

To Leading Seaman Lloyd Griffon, *New Waterford*, and Mrs. Griffon, a daughter.

To Chief Petty Officer Norman Tapping, *New Waterford*, and Mrs. Tapping, a son.

"I'll miss my family," said Miss Manchester, "but by going to Canada I'll be starting a new life and gaining far more than I'll lose."

Liz Fryer, supervisor of the Joint Staff's message centre for the last eight years, was to leave for Canada in July.

"I have heard about the wonders of Canada for so long that I'm curious to find out what it's really like," declared Miss Fryer. She is probably more familiar with some aspects of Canadian geography than many Canadians, for her job over an eight-year period has been despatching messages and cablegrams to military units in all parts of Canada.

Another British girl at the Joint Staff, 21-year-old Anne Morris, a typist, is "reading up" on Canada. She plans to live in Ottawa.

Michaeline Harris is a Joint Staff employee who wants to find out "if it's real what she's heard about Canada." She is heading for Kingston, Ont.

Mary Husbands, who sails for Canada this summer explains that "I don't suppose the idea of emigrating to Canada would ever have occurred to me if I hadn't worked for the Canadian Joint Staff."

CJS personnel don't particularly like the idea of losing so many of their civilian staff, but they feel that their loss is Canada's gain, and they keep right on talking about Canada.

Important Post for Ex-Naval Officer

A wartime naval officer, Gordon Stead, was recently appointed Director-General of the Department of Transport's marine services.

Mr. Stead was a lieutenant-commander, RCNVR, during the Second World War and was awarded the Distinguished Service Cross and Bar.

He received his DSC on September 29, 1942, for his part in minesweeping operations at Malta and his bar on May 30, 1944, "for good service in the attack of Salerno."

COND 'Pioneer' Goes Teaching

One of the "pioneers" of the headquarters command of the Royal Canadians Navy (Reserve), Hamilton, has left the naval service to take a teaching post at North Toronto Collegiate, Toronto.

Lt.-Cdr. S. R. Huntington, Staff Officer (Officer Personnel) for the Commanding Officer Naval Divisions has bade farewell to his associates after five years service with COND.

He was given a presentation stein by his fellow officers at a brief ceremony in the *Star-Patriot* wardroom June 13.

Ship's Funds Go To Charities

Almost \$2,500 was disbursed to local and naval charities by the ship's company of HMCS *Micmac* on the destroyer escort's paying off into refit late in June.

The largest amount, \$520, went to the King's College Naval Bursary. The Command Well Baby Clinic received \$500. Protestant and Catholic orphanages of Halifax and the Nova Scotia Coloured Children's Home received \$300 each and an equal amount went to the Nova Scotia Hospital at Dartmouth. The balance, \$259.80, was donated to the RCN Benevolent Fund.

In addition, a television set was presented to the Catholic orphanage in Halifax and playground equipment was obtained for the Protestant institution.

These contributions are made from profits from the operation of ship canteens and are classified by the Navy

as "non-public funds". It is customary for ships of the RCN to donate to benevolent activities most of the money so accumulated in the course of commission.

New Directors Named at HQ

Cdr. James B. Fotheringham took up the appointment of Director of Naval Aviation at Headquarters July 7. The former Commander (Air) of the *Bona-venture*, he succeeds Cdr. Victor J. Wilgress, who became Director of Surface and Air Warfare at Headquarters July 14.

Cdr. Fotheringham joined the RCNVR in 1940 as an ordinary seaman and was subsequently commissioned and began his flying career in 1944. Cdr. Wilgress entered the RCNVR at the outbreak of war with a commission and also began flying training in 1944.

Naval Firemen Win Trophies

The Naval Fire Department first aid team from HMC Dockyard won the Davis Cup (not the tennis variety) and the Daily Colonist Trophy in the St. John Ambulance Association field day held recently in Victoria.

Because it has also won the highest aggregate score in all men's competitions, the team represented lower Vancouver Island in the provincial championships.

Earlier this year the fire department team won the provincial elimination and

the right to represent British Columbia in the Dominion finals for the Tyro Trophy. The results of this competition are awaited.

B. B. Geale Heads Toronto NOA

The president of the Toronto branch of the Naval Officers' Association of Canada for 1958-59 is B. B. Geale, who was elected to succeed W. A. E. Sheppard. Vice-presidents are J. W. F. Goodchild and J. F. Howard. Other officers include W. E. Brown, secretary, A. A. McMichael, treasurer, and W. Tennent, membership secretary.

Officer Returns From U.S. Tour

Lt. George B. Daugherty has joined VS-880 at *Shearwater* after two and a half years as a pilot in the U.S. Navy's Air Anti-Submarine Squadron 36, at Norfolk, Va.

The Canadian originally brought a detachment of 24 RCN personnel to the U.S. to train in an American A/S squadron and to evaluate the Grumman S2F, a version of which has since gone into RCN service.

He remained after the detachment returned to Canada to learn more about American A/S equipment and tactics.

Originally with VS-26, he transferred in June, 1956, to VS-36 and has served in this S2F squadron on board the U.S. Ships *Essex*, *Lake Champlain* and *Valley Forge*, accumulating more than 800 flying hours and completing 104 day



Serving at the Canadian Joint Air Training Centre, Rivers, Manitoba, as naval assistant to the commandant, Lt.-Cdr. R. J. Watson, improved his time by taking a helicopter conversion course. Shown, left to right, are F/O Lloyd King, of the Central Experimental and Proving Establishment, Namoo, Alberta, and Lt.-Cdr. Watson, both under instruction, and F/O T. C. Bond, instructor.

and 34 night landings. He was also designated a carrier aircraft plane commander in July, 1957.

In VS-880, at *Shearwater*, he pilots the CS2F, Canadian version of the S2F Tracker.

Medical Branch Officer Honoured

Lt.-Cdr. (MAD) Stanley Thomas Richards of Ottawa and Swift Current, Sask., has been appointed to the Venerable Order of the Hospital of St. John of Jerusalem in the rank of Serving Brother. He has served in the RCN's medical branch for almost 25 years.

He was 19 when he joined the Royal Canadian Navy at Esquimalt, on October 19, 1933, as a probationary sick berth attendant. Following training and general hospital duty ashore on the West Coast, he was a sick berth attendant in the destroyers *Skeena* and *Ottawa* prior to the outbreak of war. He then held maritime appointments ashore on the West Coast, being promoted to warrant rank in June 1942.

Since September, 1945, he has been at Naval Headquarters on the staff of the Medical Director-General, holding the appointment of Assistant Medical Director General (Plans) since July, 1955.

He is the first medical administrative officer in the RCN ever appointed to the Order of St. John.

Civilians May Use Pressure Chamber

The Royal Canadian Navy has announced that its recompression chamber in Halifax is available at all times for emergency treatment of civilians suffering from the "bends" and other illnesses resulting from improper diving practices.

Professional divers, caisson workers, "sand hogs" and amateur skin divers are the kind of people most likely to suffer from effects of breathing air at high pressures. The affliction is also called "caisson disease" and can result in total paralysis.

When treatment is required, it is suggested that contact be made with the officer - of - the - day on board HMCS *Granby*, headquarters ship of the Navy's Operational Diving Unit. Halifax telephone numbers are 6-1553 and 6-1507. The emergency facilities are located at the Diving Unit, French Cable Wharf, Dartmouth.

The recompression chamber is used specifically for treatment of air embolism and the "bends". It was used in June to treat a Montreal diver, Renaud Claus, who was suffering from one of the most severe cases of the bends observed in recent years.



He spent 37 and a half hours under treatment before coming back to normal. His condition had resulted from a ten-second ascent from a depth of 80 feet in a northern Quebec lake. He should have taken nearly an hour to come to the surface from such a dive.

The bends result from nitrogen bubbles forming in the blood stream from too rapid a change in pressure as a diver shoots to the surface. The chamber therapy prevents complete paralysis.

The chamber simulates the high pressures experienced in the deep. The patient is placed in it and air pressure is raised to the level endured in the actual dive or caisson condition. The air density is then reduced very gradually so that the nitrogen dissolved in the blood escapes via the lungs without forming bubbles.

STUDENTS AND SHIPS

SCHOOLS RELATIONS officers of the RCN are faced during the school year with telling high school students about the RCN's modern ships and weapons and finding they are speaking to people whose knowledge of fighting ships has been drawn primarily from previous schools relations visits.

The first three weeks in June put an end to that situation in Montreal, Quebec and Three Rivers when HMC Ships *Ottawa*, *Assiniboine* and *Sioux* made those cities their ports of call.

Almost 1,000 French and English speaking students and teachers were taken on guided tours of the *Assiniboine* and *Ottawa*. To their delight, the students were shown the anti-submarine mortars, the 3-inch-50s and the ever-intriguing bridge and operations room.

All expressed admiration for the fine new ships and their up-to-date equipment, but most praise was given to the smart and seamanlike appearance and

Frigates Sail on Training Cruise

HMC Ships *La Hullose* and *Swansea* sailed in mid-July on the final summer training cruise for university naval cadets. Their first port of call was St. John's, Nfld., where they visited from July 19 to 21. The ships proceeded independently to Lewisport and Botwood respectively, July 26-28, and called together at Corner Brook, August 1-4.

The frigates returned to Halifax August 8. The cadets, from University Naval Training Divisions across Canada, were embarked for the sea-going phase of annual summer training on the East Coast. The cruise provided them with the maximum opportunity to learn general seamanship, gunnery, boatwork and seamanship evolutions, such as coming to anchor and towing ship.

The *La Hullose* is commanded by Lt.-Cdr. R. M. Greene, and the captain of the *Swansea* is Lt.-Cdr. J. A. Farquhar.

Naval Officers on USI Executive

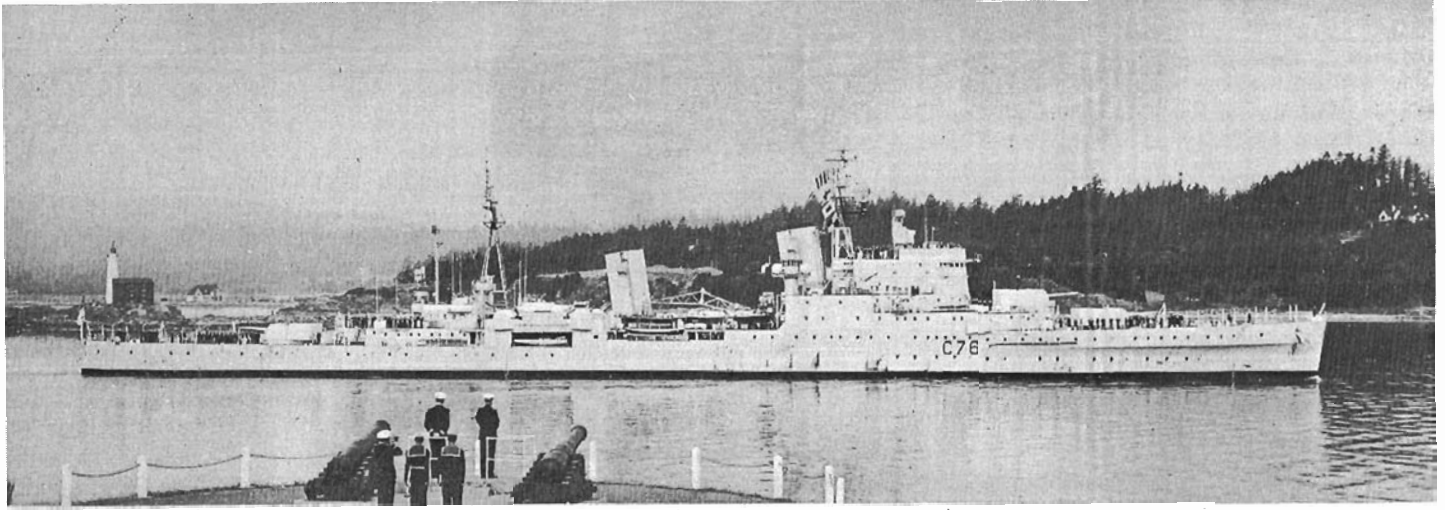
Cdr. (L) T. R. Durley, RCN(R) (Ret'd), has been elected president of the Montreal United Services Institute.

Other retired naval officers on the executive are Cdr. R. C. Carter, RCN(R), second vice-president, and Lt.-Cdr. Andre Marcil, RCN(R), and Lt.-Cdr. (SB) A. T. G. Durnford, RCN(R).

conduct of the officers and men of the ships' companies. Perhaps influenced by this, one of the very few members of the fair sex who came aboard asked the harassed young officer guiding the party in a shy voice: "How soon can officers marry, sir?" Upon receiving a rather flustered reply she followed with the query: "And are you married, sir?" Despite this it is safe to say that most of the visitors received satisfactory answers to their questions.

HMCS *Sioux*, which was in company with the *Ottawa* and *Assiniboine*, seemed always to be secured somewhere in plain view of the new destroyer escorts and, impressed as they were with the newer ships, many of the visitors seemed to feel that *Sioux* agreed more closely with their idea of a warship.

Although the weather was anything but pleasant in Montreal, this did not seem to diminish the enthusiasm or the numbers of interested students and it is a safe bet that many a future sailor trod the decks for the first time on these visits.—J.E.McL.



HMS Newcastle, 9,100-ton cruiser, is shown on her arrival at Esquimalt to take part in the Royal Fleet Review and other events of the British Columbia Centennial celebrations. She came to Esquimalt from the Far East. (E-45987)

The Royal Fleet Review

The following account of the British Columbia Centennial Naval Review was written by Tom Taylor, of the Victoria Colonist. Mr. Taylor is an old hand at reporting naval reviews (he witnessed the Coronation Spithead Review from HMCS Ontario) and has written about the Navy for years with affection and authority. The article appeared in July 16 editions of the Colonist.

UNDER A PEERLESS SKY and beholding as magnificent a spectacle as these or any other Canadian waters have ever staged, Princess Margaret yesterday afternoon (July 15) reviewed the RCN's Pacific Command fleet and associated RN and USN warships.

It was a stirring climax to a royal visit long to be remembered.

Stretched along the Royal Roads anchorage in four lines were 32 ships in various shades of grey, each spic and

span with pennants and flags flying, white-capped sailors rigidly at the rails as the royal review proceeded without a hitch.

Memories of ancient days must have thronged many minds, for it is a centuries-old custom that the sovereign should visit the men who keep the white ensign proudly aloft on the seven seas of the globe.

And here in the person of Her Royal Highness was the link with the Crown that made this centennial naval review a historic occasion for the Royal Canadian Navy.

It was the first of its kind ever held in Canada, and it lived up to every expectation.

From the moment that the guns of the leading line—a three-nation salute from the biggest ships on view—thundered their welcome as HMCS Crescent, gleaming in light grey under a sparkling sun and with a vibrant, yellow-clad figure standing high above

the bridge, drew near the assembled armada, an unforgettable experience began.

Time telescopes places and events. Five years ago this reporter sat on a coil of rope aboard HMCS Ontario at Spithead, fortunate witness of the Coronation naval review. Yesterday he sat again on this same cruiser, this time high up on the flag deck, an equally eager spectator of B.C.'s own special royal naval occasion.

At Spithead there were 300 ships of a dozen nations; at Royal Roads there were 32 ships of three nations. But there any invidious comparison ends.

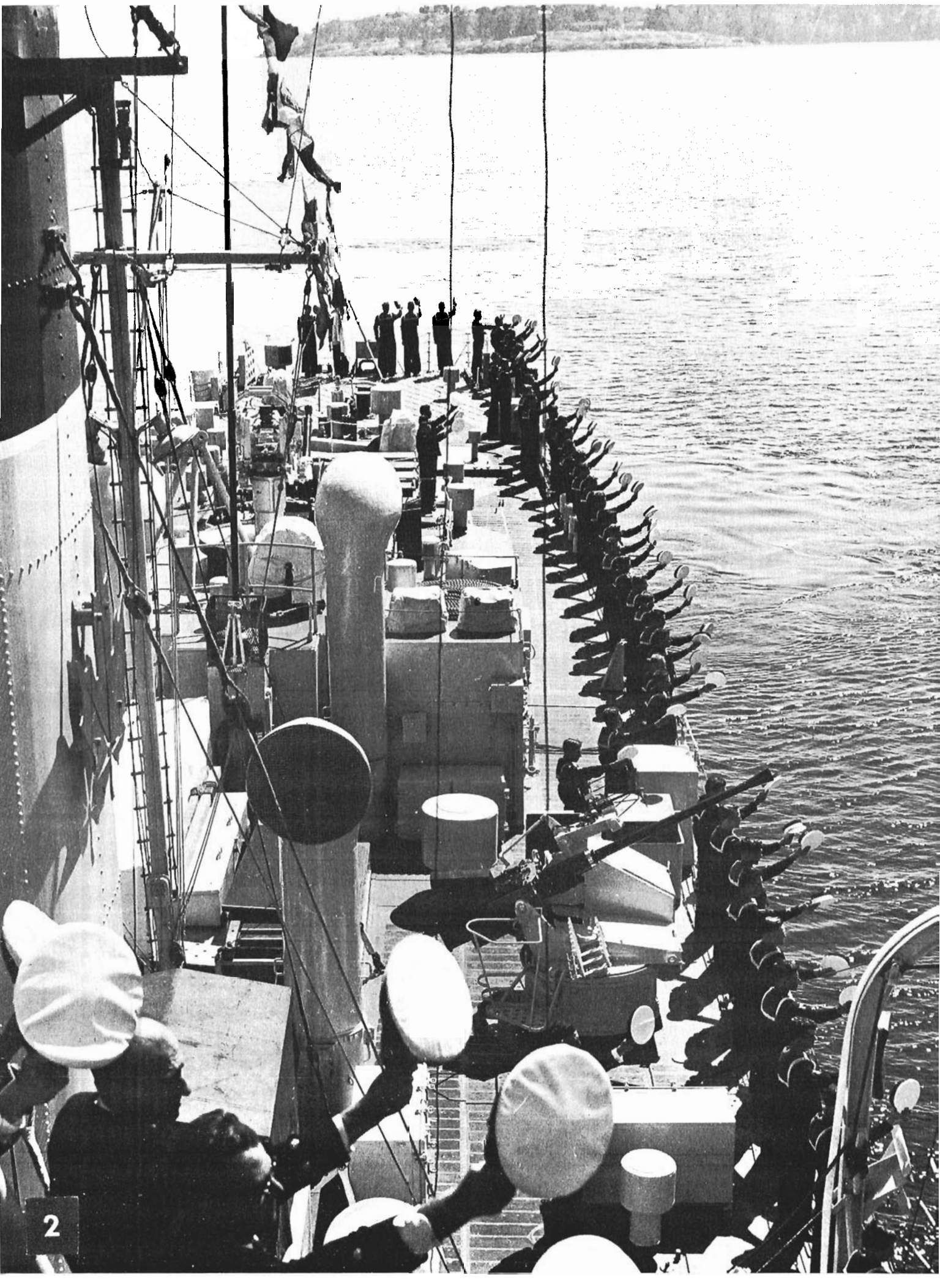
At Royal Roads there was the same sense of history, the same pageantry and drama, the same thrill as the vessel bearing the royal reviewer passed through the lines, with sailors successively raising their caps in loud huzzahs as each ship's crew paid its homage.

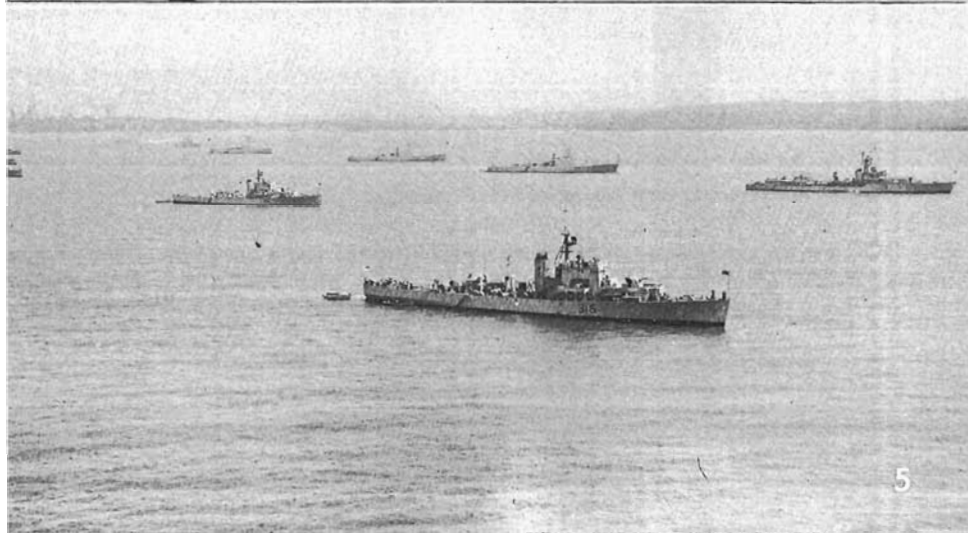
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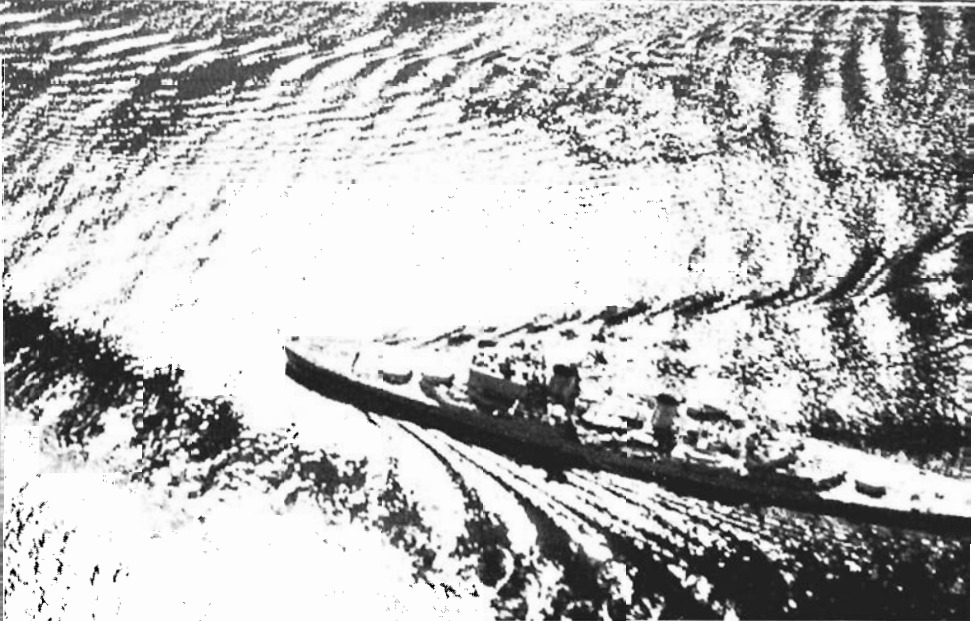
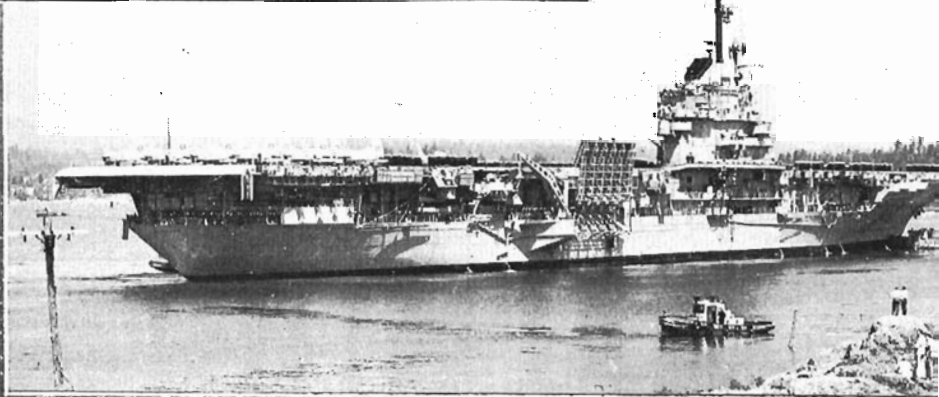
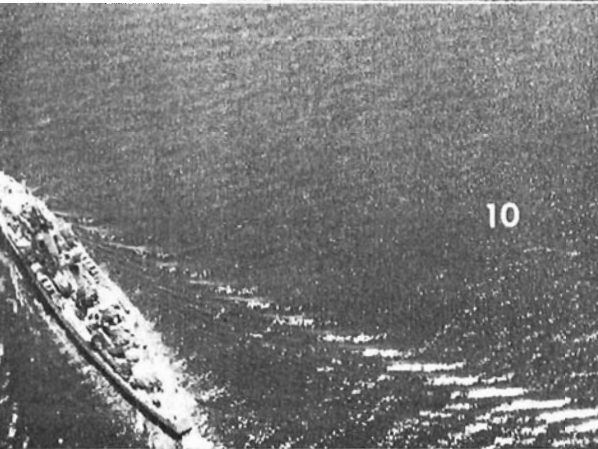
On this and the four pages that follow is a selection from the many fine pictures taken during the mid-July visit of Her Royal Highness the Princess Margaret to British Columbia on the occasion of the Centennial celebrations. The main event involving the Royal Canadian Navy was the Royal Fleet Review, during which Her Royal Highness reviewed the ships of three nations and this was followed by an outstandingly successful Fleet Week in Vancouver. Above is HMS Newcastle, the Royal Navy's representative; at the right, (2) HMCS Stettler cheers ship as Her Royal Highness goes by on board the Crescent (E-46142). The other pictures, in sequence, are: (3) HRH is greeted by Hon. Frank Ross, Lieutenant-Governor of B.C.

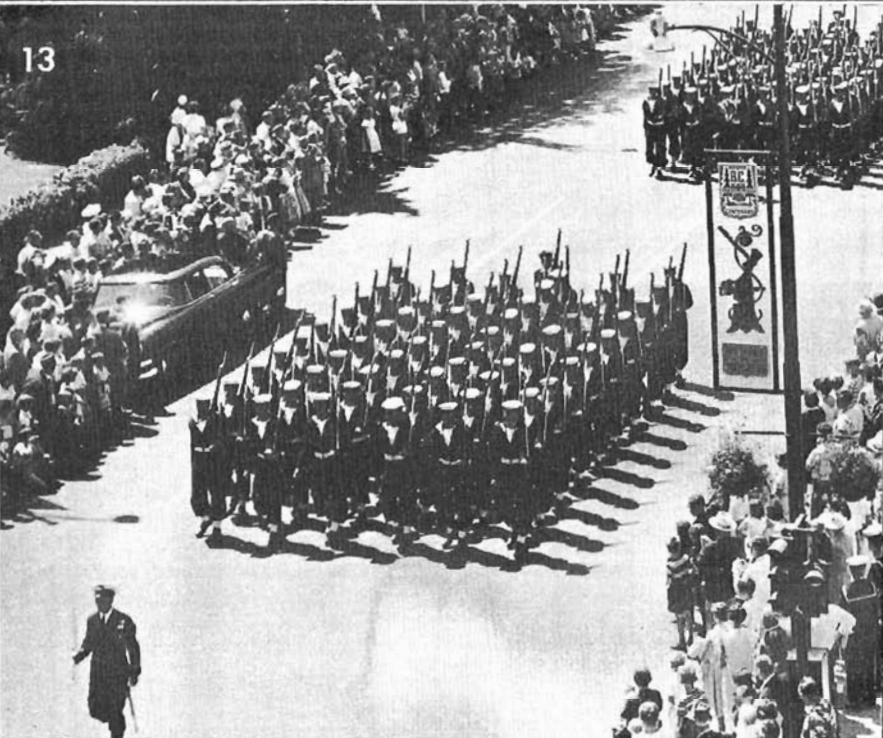
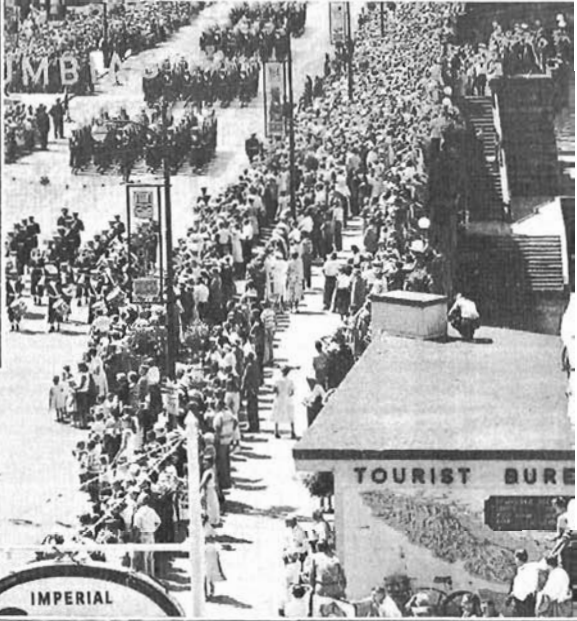
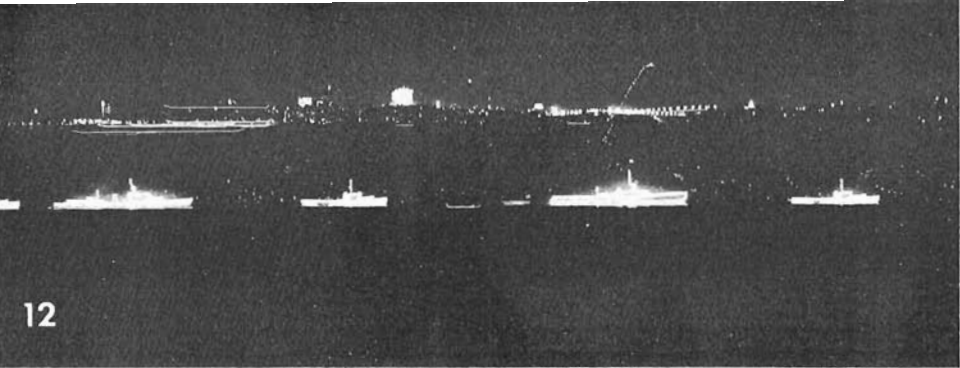
(left), and Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, at Patricia Bay airport (E-46047); (4) Children crowd as closely as they dare to watch the Princess leave Christ Church Cathedral in Victoria (E-46077); (5) Warships at anchor in English Bay during Fleet Week in Vancouver (E-46325); (6) HRH meets Premier W. A. C. Bennett at Royal Roads (E-46158); (7) Rear-Admiral H. S. Persons, USN, commander of Amphibious Group 3, inspects the guard in the Ontario (E-46148); (8) Royal Marine Band at divisions, Naden, July 4 (E-45979); (9) USS Bennington arrives at Esquimalt (E-46033); (10) HMCS Ontario and HMS Newcastle en route to Vancouver, July 16 (E-46378); (11) Colour

Party at Patricia Bay on arrival of Her Royal Highness (E-46052); (12) Illuminated ships in English Bay during Fleet Week at Vancouver (E-46101); (13) Tri-service parade in downtown Victoria on July 14, during which HRH took the salute (E-46101); (14) Eleanor Collins, TV star, is besieged for her autograph by the sailors of three nations during a Welcome Rally in the Victoria Arena (E-46062); (15) Officer cadets of three navies at the Fleet Ball in Naden gymnasium July 11 (E-46074); (16) Wren Pat McAllister, on checkroom duty at the Fleet Ball, foresees an international crisis when the party is over (E-46071); (17) Fleet fireworks display on English Bay, July 23 (E-46329).









(Continued from page twelve)

As seen from the *Ontario*, flying the two-balled rear-admiral's flag as the RCN flagship, the assemblage was a goodly and truly imposing sight.

Ships carrying names familiar to every resident of these parts—*Athabaskan*, *Cayuga*, *Fraser*, *Skeena* and others—all of them filled with the tense memories of wartime and all of them of fine heritage and renown, filled the anchorage over a wide area.

Lying next to the *Ontario* was HMS *Newcastle*, a toast of the Royal Navy, come to share the day with her sister ships of the RCN. Next in line was the mighty aircraft carrier *Bennington*, taking her place as a goodwill gesture of the United States. So too was the USS *Estes*, the amphibious force flagship which completed the first line.

Behind were the RCN destroyer escorts and three more U.S. ships, the submarine *Aspro* in particular catching the eye with its low-slung hull pencilled with white-capped sailors. In succeeding lines were frigates, minesweepers, auxiliary vessels, transport, fisheries and mounted police ships. In total, every one of them freshly painted and geared to a pitch of exactitude, they made a majestic picture of naval array.

Adding a civilian, if still nautical, touch were the private yachts which lined the background between warships and shore. Around the review area RCMP vessels kept careful watch, and, as HMCS *Crescent* began its royal progress, an RCAF helicopter flew overhead in sky patrol.

Minister Lauds Navy's Efforts

Congratulations for the showing made by the Royal Canadian Navy during the West Coast visit of Her Royal Highness the Princess Margaret were expressed in a message sent by Hon. G. R. Pearkes, Minister of National Defence, to Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast.

Mr. Pearkes said:

"I wonder if you could communicate to the various ships and shore establishments under your command my admiration for the manner in which they carried out all ceremonies connected with the visit of Her Royal Highness the Princess Margaret. During the review all ships maintained the highest tradition of seamen. The guard was superbly turned out and steady on parade. I would not like to forget the band, and the cadets, steamen and wrens who lined the streets.

"My heartiest congratulations to all of you."

Vancouver Show Huge Success

Fleet Week in Vancouver, which opened on July 16, the day after the Royal Review at Royal Roads, proved an outstanding success, with 107,000 persons visiting the British, U.S. and Canadian warships during their stay.

More than 100,000 Vancouver citizens lined the shore as the ships sailed into the harbour on July 16. The culminating spectacle of Fleet Week, the illumination and fireworks in English Bay, was viewed from shore by another 70,000 citizens, plus thousands more in about 500 small craft which sailed in about the fleet at anchor until it was time for the display to begin.

Said the captain of HMS *Newcastle*: "Never in the history of this ship have the officers or men ever received such open-hearted and warm hospitality."

All the ships' companies earned praise for their exemplary conduct during the week. Not even one minor incident occurred to mar the festivities.

Bipoculars were trained on the *Crescent* from the instant she left Victoria Harbour and headed for the Royal Roads anchorage, and a quiver of excitement ran through those aboard *Ontario* as Princess Margaret was seen standing in the specially constructed vantage point behind and above the bridge.

Animated beforehand, as she chatted with Defence Minister George Pearkes and Rear-Admiral H. S. Rayner, she raised her glasses in stilled attention as the *Crescent* turned towards the right of the first line.

Even with the aid of powerful glasses that brought the review ship close, no male can describe a princess, but she was a trim version of yellow that matched the colour of her personal standard, hoisted at *Crescent's* masthead.

A moment later the band of *Ontario* struck up "The Queen" in musical salute and, appropriately, yellow smoke filled the air as the guns of the *Ontario*, *Bennington* and *Estes* crashed 21 times in the time-honoured royal naval salute.

This writer, having forgotten about cotton wool, felt his ear drums nearly burst from the impact close to where he stood, although he was a willing sacrifice to this thrilling moment of pageantry and tradition.

Turning round the *Ontario*, the *Crescent* steamed slowly between the first and second lines, Princess Margaret, alert in her glass-enclosed reviewing box, raising her hand in acknowledgement as each ship tendered its hip-hip-hooray in rousing style. Car horns from Methosin shore could be heard adding their tribute.

In line astern behind the royal ship followed three white-painted steam

yachts carrying Premier W. A. C. Bennett and official guests.

As the *Crescent* proceeded along the review lines, doubling back to steam between the third and fourth lines before taking up position at right of the assemblage, the sailors aboard every ship could be seen standing without a move along the rails.

It was a long "attention" for them, for the review took 40 precise minutes, but not a man budged. The navy was on grand parade and it did not let its royal reviewer down.

In the *Ontario* were many guests, including two retired rear-admirals in the persons of Admiral R. E. S. Bidwell and Admiral J. C. Hibbard. From every lip, including those of such well-informed naval officers, came words of praise for the whole performance.

Princess Margaret lingered a few moments after the *Crescent* had anchored, and then went below out of sight. She reappeared 50 minutes later as the *Crescent* weighed anchor and moved off towards HMC Dockyard, once more to the thunder of a royal salute.

Excitement mounted again as the review ship, the sun glinting on her appointments and looking the perfect vehicle for a princess, left the review area. Gunsmoke hid her partially until she neared Duntze Head, there to be saluted again by gunfire as she entered Esquimalt Harbour.

The review was over. It had been a memorable spectacle, made notable by the discipline and meticulous bearing of thousands of officers and men, and enriched by the presence of the royal person who paid it the honour of her inspection.

'Well Done' Sent to West Coast Ships

Following the Royal Fleet Review on July 15, during which Her Royal Highness the Princess Margaret reviewed ships of the Pacific Command and visiting units of the Royal Navy and U.S. Navy, Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, sent the following message:

"Both Her Royal Highness and the Minister of National Defence expressed themselves as very well pleased with the naval review, the review dinner and the illumination and fireworks display. Personally I have never seen any ships or dockyard look better. It was abundantly clear that all hands were doing their utmost to provide a first class review for HRH and the results were apparent. It is valued that conditions were not ideal and that ships were steaming in order to keep a heading of 214 degrees. These efforts were appreciated. The fireworks display was well co-ordinated, well executed and admired by HRH. Well done to all."

QUEBEC'S 350th ANNIVERSARY

THE GRAY graceful hulls of seven warships flying the flags of four different countries were berthed in the Quebec city harbour from June 26 to July 5, 1958.

The ships on a goodwill visit there on the occasion of the 350th anniversary celebrations of the founding of Quebec by Samuel de Champlain, were the four Canadian destroyer escorts, HMC Ships *St. Laurent*, *Ottawa*, *Assiniboine* and *Saguenay* and the British cruiser HMS *Birmingham*, docked on June 26, and the 33,000-ton United States aircraft carrier USS *Leyte*, and the French destroyer *Amiral du Chayla*, berthed in the harbour the following morning.

Senior officer present was Rear-Admiral W. O. Burch, Jr., USN, Commander Carrier Division 18, flying his flag on board the *Leyte*.

A round of calls, receptions and celebrations kept officers and men of the visiting ships busy for the duration of their stay in the historic old city.

Traditional calls to the Lieutenant-Governor, ecclesiastical and civic authorities were held to a minimum because of the extremely busy program of the visit. Official calls were exchanged mainly between naval and military authorities.

National salutes were fired on the arrival of USS *Leyte* and *Du Chayla*. These were answered from the Citadel, the old Quebec city fortress. Following the national salutes HMS *Birmingham*, on behalf of the Commonwealth ships in the harbour, fired a salute to Admiral Burch.

Sailors from the four navies thronged the streets during the celebrations and were invited to partake in street dances, religious ceremonies, parades and feasting. All these things and more were crowded into the jubilant party commemorating the settlement of one of the North America's oldest centres. Quebec City was established by the French in 1608—a dozen years before the Pilgrim Fathers landed at Plymouth Rock.

Officers and men of the seven ships, with local military and civilian units, took part in numerous parades. In the massive July parade 300 Royal Canadian Navy officers and men, 200 United States sailors and marines, 100 Royal Navy officers and ratings and 50 sailors from the French ship took part along with about 80 floats—most of them depicting scenes typical of the first settlement in



Sailors of Canada and France honour the memory of the founder of Quebec in ceremonies before the Champlain monument. (ML-6927)

1608—and up to 60 bands. Each parade brought crowds four and five deep along the sidewalks of the parade route.

Prime Minister John Diefenbaker, flanked by a guard of honour provided by the Third Canadian Escort Squadron and the French destroyer placed a wreath at the foot of the Champlain Monument on the terrace and paid tribute to the city's founder at a state banquet on July 3 at the Chateau Frontenac.

Prime Minister Diefenbaker, speaking in French said:

“Champlain put his imprint upon the North American continent from New-

foundland to the Rocky Mountains, from Hudson Bay to the Gulf of Mexico.

“Champlain's ambition was to see born beyond the Atlantic a new world in which occidental culture might flourish. That is why we must render homage to the man rightly considered to be one of Canada's founders.”

Although many children came to visit the ships in the Quebec harbour with their parents, the Navy did not forget the children in the Quebec orphanages. An orphans' party was held on board the USS *Leyte* for a group of 150 children. The British cruiser feted another group of 120 children and the French

destroyer received as guests some 50 children. All these parties met with great success. The children were permitted to visit the ships thoroughly and were treated to ice cream and other sweets. They were then entertained on merry-go-rounds, slides and watched pirate fights and fireworks displays. Some were allowed to lead a Royal Marine Band for a short while. The children were given a luncheon and were presented with souvenirs of the host ships as they went ashore.

On the evening before the departure of the cruiser *Birmingham* a large number of spectators were thrilled by the famous Sunset Ceremony, performed by a Royal Navy drill team accompanied by the Royal Marine band.

The traffic division of the Quebec City police force reported that from 10 a.m. to 10 p.m. on Sunday, June 29, an

estimated 40,000 cars brought visitors to look at the naval ships in the harbour. For this occasion the narrow harbour road was turned into a one-way street that started at the Department of Transport wharf where two Canadian destroyer escorts and the French destroyer were berthed and went up to Wolfe's Cove, where the British cruiser, the American aircraft carrier and the other two Canadian destroyer escorts were. The Quebec City traffic officers merited congratulations by their good work in directing a constant flow of traffic along a six-mile narrow roadway.

A glittering fireworks display set off on the Plains of Abraham climaxed the biggest birthday party in Quebec City's history—bringing to an end two weeks of celebrations marking the city's 350th anniversary.

Much of the burden of advance or-

ganization of the Navy's share in the Quebec ceremonies fell on the two Quebec City naval establishments, HMCS *Montcalm*, the naval division, and HMCS *D'Iberville*, the new entry training school.

Subsequently *Montcalm*, the focal centre of naval organization for the event during the Champlain festivities and the visits of the ships to Quebec thanked *D'Iberville* for its co-operation.

"Without it, I feel sure that Champlain would not have been so well celebrated," messaged Cdr. Pierre Langlais, commanding officer of *Montcalm*, "and Canada and the Royal Canadian Navy would not have made so many new and lasting friends."

Cdr. Langlais also thanked the Third Canadian Escort Squadron on behalf of both *Montcalm* and *D'Iberville*.

"The squadron's contribution to the July 1 parade and the July 3 guard deserve special mention and the participants should be congratulated for their splendid showing under very trying conditions.

"The success of the naval participation in the Champlain festivities was largely due to the efforts of the RCN contingent Cortron Three."



Sailors from the Saguenay serenade a belle of Old Quebec during the celebration of the 350th anniversary of Champlain's founding of the city. (ML-6905)

Archimedes' Tub Again to Rescue

Archimedes has come to the rescue of U.S. Air Force scientists delving into acceleration problems of manned space flight, says the *Army Navy Air Force Journal*, in a recent issue.

Taking a page from this noted Greek physicist of the third century B.C., who reputedly invented one of his more famous laws while in the bath tub, scientists at the Wright Air Development Centre, Dayton, Ohio, have learned that a man immersed in water can withstand much higher acceleration of "g" forces than a man protected with conventional equipment.

The Greek principle, elaborated upon by Captain William Blanchard and Captain Stuart Bondurant, states that "when a solid is immersed in a fluid, it loses a portion of its weight equal to the weight of the fluid it displaces". They joined this to the principle that weight increases proportionately to the "g" force imposed. Thus, the ARDC scientists reasoned, if putting a man in water would decrease his weight, a multiplication of that decreased weight might be below his normal weight.

To try their theory, they placed a subject in a tank partially filled with water, mounted on a centrifuge. In this position, the man was perfectly mobile at 13 Gs. He was able to take this "G" stress for as long as four minutes, topping the previous endurance limit of 12G forces by one and three-quarters minutes.



Pictured here are the delegates to the annual meeting of the Naval Officers' Association of Canada in Saint John, N.B., in early June. Left to right are: Front row, Rev. H. H. Hoyt, J. J. Boyd, H. McClymont, N. M. Simpson, D. S. Martin, F. A. Price, W. Hose, T. R. Durlley and R. E. S. Bidwell. Middle row, J. H. Cates, C. J. Hale, A. L. Bristowe, N. F. Eley, N. J. Magnusson, H. R. Payson, A. A. MacLeod, P. Harvey, D. MacLeod, J. MacKinnon, H. A. Plow, P. M. MacCallum, L. D. McMurray, W. G. Curry, S. L. Baird and A. S. E. Sillett. Back row, J. Walker, R. Simpson, J. A. Crooks, J. B. Thorsteinson, W. W. Kinloch, H. M. Gale, J. G. Farmer, N. Rattenbury, H. S. Jerome, W. A. Wilkinson, W. A. E. Sheppard and E. Phipps-Walker.

ANNUAL MEETING OF THE NOA

THE CHANGING ROLE of the Royal Canadian Navy, in the face of new advances in the design of submarines and missiles, was outlined by Hon. G. R. Pearkes, Minister of National Defence, to delegates to the annual meeting of the Naval Officers' Association at their annual dinner June 6.

Delegates from 23 member associations and the national board of directors met on June 5 and 6 in the Admiral Beatty Hotel in Saint John, N.B. It was the 13th such meeting since the association was formed, but the occasion was far from ill-omened and the weather and the host association, the *Brunswick* NOA, jointly provided a most interesting and pleasant occasion.

The opening prayers were conducted on Thursday morning by Rev. H. H. Hoyt, who is on the retired list of *Brunswick*, the Saint John naval division. He is warmly remembered as

a wartime padre and in particular for his work at *Cornwallis*.

The members were luncheon guests of the City of Saint John on the opening day and of the Province of New Brunswick on Friday, the two occasions underlining the continued interest of city and province in naval affairs.

Although business sessions ended on Friday, delegates and their wives remained in Saint John for a close look at today's navy. Through the kindness of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, HMC Ships *St. Laurent* and *Saguenay* and HM Submarine *Amphion* visited Saint John during the meeting. On Saturday the delegates were taken to sea to witness an anti-submarine exercise in which two RCN helicopters participated along with the ships and submarines.

Also visiting Saint John at the time, through the co-operation of the U.S.

Consul, were the radar picket destroyer escort, *USS Kirkpatrick*, and the submarine chaser, *USS Manville*. Wives of the delegates were taken for a short cruise in these ships while their husbands were off "fighting the wars" in the Canadian vessels. All visited on board the *Bonaventure* in drydock at Saint John; after their brief cruises.

One of the most interested members of the party on board the *St. Laurent* was Rear-Admiral Walter Hose, Canada's first Chief of the Naval Staff, who retired in 1934, only three years after the RCN had acquired the first *Saguenay* and three years before the first *St. Laurent* joined the fleet. It was, however, not his first time aboard the new *St. Laurent*, for he had sailed in her to the United Kingdom in the fall of 1957.

During their six hours afloat, the delegates most of whom had fought in

the Battle of the Atlantic, saw a demonstration of anti-aircraft firing, submarine tracking by helicopter and the ships' sonar, and the firing of the Limbo mortars. In spite of the best efforts and advice of wartime A/S specialists, the submarine was ruled "sunk". Some of the wives watched the last stages of the hunt in the auxiliary radar room of the *Kirkpatrick*.

Fred A. Price, in his presidential address, said the NOA appeared to be settling down to a new lease of life, with its aims orientated and concentrated on a few well-defined objectives. He felt that the associations would perform a useful function on both local and national levels and that they would contribute materially to the defence of Canada and to the well being of the RCN and Reserve.

In his address at the annual dinner, Mr. Pearkes said the Royal Canadian Navy would be essentially a deterrent force, hunting out and destroying enemy submarines and protecting Canada's coastline. It was not equipped to undertake offensive action, such as could be undertaken by the U.S. Navy with its carrier striking force and jet aircraft.

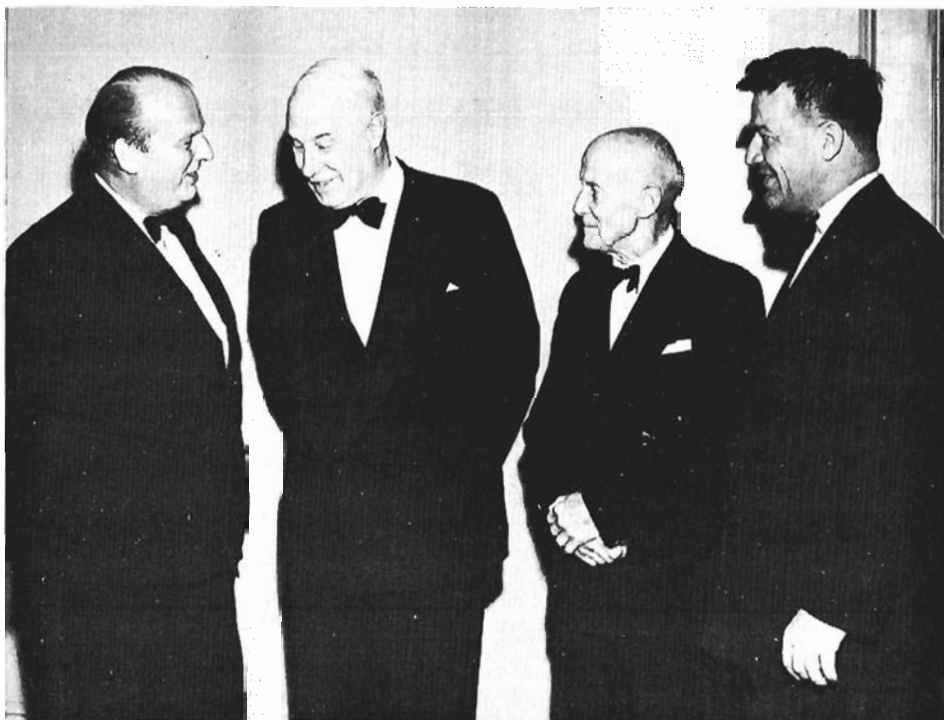
Within a few years submarines would be able to launch missiles up to 700 miles against inland targets, either from the surface or while submerged. The Royal Canadian Navy would have to be ready to detect and sink these submarines before they could get their missiles away. This would be the RCN's principal task.

If war broke out, it was likely that its initial phase would be one of intense nuclear activity. Because new weapons could hit from afar, naval power would, during this opening phase, have to be dispersed. Halifax would remain the main base on the East Coast, Mr. Pearkes said, but a greater use would have to be made of Saint John and Sydney and of smaller ports in Newfoundland and Nova Scotia.

Canada was considering whether or not it should have submarines, Mr. Pearkes said, but in the meantime the government had decided to go ahead with an additional six ships of the destroyer escort type. These would serve as replacements for Second World War destroyers and frigates still in service.

Mr. Pearkes was thanked on behalf of the delegates by William Wilkinson, former commanding officer of the *Windor*, Ontario, naval division.

In the absence of Premier Hugh John Fleming, who was in England, the host at the Province of New Brunswick



Chatting with Hon. G. R. Pearkes, Minister of National Defence, at the Naval Officers' Association of Canada annual dinner June 6 in the Admiral Beatty Hotel, Saint John, N.B., is Edward Phipps-Walker, of Kingston. Interested listeners are Rear-Admiral Walter Hose, RCN (Ret'd), Canada's first Chief of the Naval Staff, and John A. MacKinnon, former commanding officer of the host division, HMCS *Brunswick*. (HS-53292)

luncheon on Friday, June 6 was R. G. L. Fairweather, MLA, who welcomed the delegates and recalled his own days in the Navy during the Second World War. New Brunswick's connections with the Navy dated back to the Revolutionary War when the RN sent inspectors up the Saint John River to mark the best and tallest pines with the King's Broad Arrow to reserve them for masts for the King's vessels, Mr. Fairweather said.

"Your host division, HMCS *Brunswick*, is named for an American sloop, captured in Passamaquoddy Bay between Maine and New Brunswick in the War of 1812 by the British.

"She was brought to Saint John and armed by the N.B. government and hence this province had a navy all of her own," said Mr. Fairweather, who also recalled the armed woodboats, manned by the N.B. Militia, which had patrolled the Saint John River during the border dispute with Maine.

The concluding event of the social program was a ball at which delegates were joined by ex-naval officers and their wives from Saint John, Halifax and Prince Edward Island.

It was decided that next year's meeting would be held in Winnipeg. Elected officers at the meeting and holding office until next year were:

Rear-Admiral Walter Hose, CBE, RCN (Ret), honorary president; N. M.

Simpson, Toronto, president; F. A. Price, Hudson Heights, Que., past president; A. P. Gregory, Saint John, vice-president, Maritimes; P. M. McCallum, Montreal, vice-president, Quebec; J. G. Farmer, London, vice-president, Ontario; J. J. Boyd, Winnipeg, vice-president, Prairies; T. G. Phillips, Vancouver, vice-president, West Coast; Cdr. W. R. Inman, RCN (R), vice-president, Reserve; R. C. Merriam, Ottawa, honorary counsel, and Harry McClymont, Ottawa, secretary-treasurer.

Delegates at the meeting, other than the officers mentioned above, included:

N. J. Magnusson, Halifax; R. E. S. Bidwell, Halifax; D. MacLeod, Saint John; J. MacKinnon, Saint John; A. A. MacLeod, Charlottetown; B. J. O'Meara, Charlottetown; H. R. Payson, Quebec; P. M. MacCallum, Montreal; H. A. Plow, Sherbrooke; R. S. Simpson, Ottawa.

E. Phipps-Walker, Kingston; W. A. E. Sheppard, Toronto; J. G. Walker, Hamilton; P. T. Harvey, Hespeler; J. G. Farmer, London; C. J. Hale, Sarnia; W. A. Wilkinson, Windsor; J. A. Crooks, Port Arthur; J. B. Thorsteinson, Winnipeg; L. D. McMurray, Winnipeg.

N. F. Elsey, Regina; W. W. Kinloch, Saskatoon; H. S. Jerome, Calgary; H. M. Gale, Edmonton; S. L. Baird, Rossland; J. G. Gates, Vancouver; A. L. Bristowe, Victoria, and W. G. Curry, Hamilton.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Restigouche*

After almost 13 years of absence from official lists, the proud name of *Restigouche* took on a new significance when, on June 7—20 years after the commissioning of the first bearer of the name—a ship which has been known since 1953 as "DDE 257" became Her Majesty's Canadian Ship *Restigouche*.

The date could aptly be described as the "Glorious 7th of June" with cloudless skies and with bright sunlight streaming down on the colourful ceremony which took place at the shipyard of Canadian Vickers Ltd., Montreal.

By pleasant coincidence, the Flag Officer, Atlantic Coast, Rear-Admiral H. F. Pullen wearing his flag in HMCS *Ottawa*, was visiting the port and attended the commissioning.

Music for the occasion was provided by the *Ottawa's* band assisted by RCSCC *Victory* which, without any rehearsal, performed a most commendable ceremony.

Among the distinguished guests were two wartime commanding officers of the first *Restigouche*—Rear-Admiral H. N. Lay (also representing the Chief of the Naval Staff) and Commodore D. W. Piers. Both officers gave short addresses and recalled the commissioning ceremony on June 15, 1938, at Chatham, England, and some of the wartime duties of the ship.

Commodore Piers presented a silver cigarette box to the ship's executive officer (Lt.-Cdr. Jacques Cote) for use in the wardroom officers' mess. The box, which was originally given to the first *Restigouche* in 1938 by the Rt. Hon. Vincent Massey (at that time Canadian High Commissioner in London), is engraved with the names of the commanding and executive officers who served in her from 1938 to paying off in 1945.

The guest of honour was Hon. Leon Balcer, Solicitor General, who served in the RCNVR during the war. Mr. Balcer was introduced by Constructor Captain S. M. Davis, Principal Naval Overseer, Montreal Area.

After commissioning, Cdr. John W. McDowall, the commanding officer, addressed his ship's company by reciting his Queen's Commission which force-



The frigate *Buckingham*, which attracted widespread attention during her last commission as an experimental helicopter carrier, is back in service again. Her ship's company is seen going on board as she embarks on her new commission. (HS-52781)

fully covered the responsibilities of him and those under his command.

Later in the day, the ship was honoured by a visit from the Minister of National Defence, Hon. George Pearkes, and more than 40 senators and members of parliament.

The *Restigouche* departed Montreal June 11 to join the Atlantic Command. She arrived at Halifax amid torrential rain but even that failed to dampen the spirits or lessen the cheery smiles of wives, families and friends waiting at Jetty 4.

The ship will be progressing tests, trials and workups until the end of the year before joining actively with her squadron, but if enthusiasm and pride mean anything (and we are old-fashioned enough to think they are essential) then the *Restigouche* will take over where old "*Rustyguts*" left off and press home the advantage so gained.—R.F.D.

TAS School

CPO Tom Elstone recently left the staff of HMC Torpedo Anti-Submarine School, *Stadacona*, to join HMCS *Star*,

the Hamilton naval division, where he will complete his time for pension. The popular chief served in the TAS School as divisional officer.

A farewell party was held in his honour in the Chief and POs' Mess on June 24 by the staff. He was presented with a pen and pencil set and a humorous scroll depicting his somewhat colourful career in the RCN.

First Canadian Minesweeping Squadron

Six ships of the First Canadian Minesweeping Squadron, the *Resolute*, *Thunder*, *Quinte*, *Chignecto*, *Chaleur*, and *Fundy*, carried out a month-long training cruise from Halifax early this summer, calling at the French possession of St. Pierre, Quebec City, Charlottetown and Cape Breton ports.

At St. Pierre, while the commanding officers were being dined by the island's governor, sailors outside the elegant residence were severely trouncing locals at basketball, cheered by soccer players who the following day were as soundly crushed by the nimble-footed natives.

When the six ships of the squadron slipped from the soaking fog into picturesque St. Pierre harbour, they were warmly welcomed by the beret-adorned French. The squadron guard was inspected by M. Pierre Fontenay, acting governor. Officers and representatives of the men were then entertained at a reception in the council chambers by Senator Henri Claireaux, President of the Council, which is the island's administrative body. M. Claireaux is also the island representative in the Senate of France at Paris.

In the evening the islanders were hosts at a most successful ball for the ship's companies. Sunday, June 1, squadron guard and ships' companies drew up smartly at the town war memorial while wreaths were laid by the governor, council president and Cdr. A. Craig Campbell, who commands the minesweeping squadron. After the ceremony, the governor took the salute as the guard and ships' companies marched past.

The ships were open to visitors in the afternoon, local people responding in force to the invitation.

Exercises were carried out en route to Quebec City and movie film shot then was shown over the city's TV channel. *Montcalm* was host and also arranged bus tours of the historic city. Citizens streamed on board the ships in large numbers for open house.

The squadron put into Charlottetown June 11, where the sailors were nobly

entertained by *Queen Charlotte*, and the White Ensign Branch of the Canadian Legion. The Lieutenant-Governor of P.E.I. had commanding officers presented to him after inspecting the squadron guard. His Honour then spent a day at sea in the *Resolute* watching the squadron go through its paces.

After a brief call at Sydney, four of the ships left to take part in Cabot Day ceremonies at Aspey Bay where a native stone monument commemorating the landing of Cabot on June 25, 1497, has been erected on a scenic slope overlooking the bay. The guard took a leading part in the accompanying parade, marching most creditably to the music of pipe and brass bands alternately.

From Aspey Bay the squadron sailed to South Ingonish where six officers and a party of men attended a Gaelic Mod. Later they were guests in the evening at a square dance in Dingwall. The ships returned to Halifax June 26.

Naval Supply Depot

A well-planned and enjoyable evening of variety entertainment and drama was presented by the Naval Supply Depot Employees' Club in the TAS School Auditorium, HMCS *Stadacona*, on June 18.

The variety show, which occupied the better part of the evening, was fast paced, well timed, and contained a little something for everyone.

Art Doucette and his orchestra got the show rolling with several fine musical selections, and Lou Cann as Master of Ceremonies followed up by introducing J. Cyril Tanner, President of the NSDEC. Mr. Tanner in welcoming the guests and general audience warmed the proceedings with a touch of humour.

Following the introductory remarks, the cast, employees of Naval Supply Depot, took the stage and the show was on.

Vocal stylings were offered by Frances Howe, Winnie Farnell, Phil Shannon, and Greg Chisholm. All were warmly and enthusiastically received by the appreciative audience.

Danny MacIntyre, on the piano-acordian, set toes to tapping with two lively numbers, and Art Doucette completed the instrumentation with a violin solo; Art, as well, gave a very moving rendition of "Old Man River", a song which lent itself perfectly to his deep robust voice.

The comedy highlight of the evening was Gerald Tanner and his group in a pantomime of the famous "Little Buttercup" solo from "HMS Pinafore".

To add a bit of solemnity to the program Don Barry at the piano played and sang Malotte's version of "The Lord's Prayer".

Billy Caswell in appropriate western style and costume sang and yodelled his way into the hearts of the audience.

To round out the variety show, Carl Lovett, a lad with considerable talent,



PO Herbert Mercer, kneeling, and CPO William Johnstone, present Halifax's St. Joseph's Orphanage with a television set and cheque for \$300. Accepting the set are Gary, Kathleen and Jinnini. The men are from the destroyer escort *Micmac*, which gave more than \$2,500 to local and naval charities on paying off to refit late in June. The Protestant Orphanage received playground equipment in addition to a \$300 cheque. (HS-53187)



Despite the fact that they are serving members of the Navy, wrens have little opportunity to go to sea. It was, therefore, with joy in their hearts that the wrens of Moresby House, Naden, learned that they were to take part in a "Dependents' Day" cruise last spring on board the destroyer escort *Margaree*. Here, their heaped up plates testify that they were good sailors. (E-44944)

gyrated his way through several impersonations, the best of which was "Elvis Presley".

Intermission music was supplied by Art Doucette's orchestra and the audience settled down to enjoy a one-act play entitled "The Flattering Word", directed by Miss Dorothy Payne, a former NSD employee, now with CBHT.

Congratulations were earned by Myles Muise, Gerald Logan, Rheta Barry, Ora Bower, and Shirley Burke for their interpretation of the inevitable conversion of the prejudiced minister to a reluctant play-goer.

Plaudits are in order for all who took part in the evening's entertainment, but special mention must go to those unseen persons who worked so hard backstage, namely, Bob Crawley (stage manager), Tom Holloway (lighting), Cyril Tanner (sets and props), and Reg Barnes (publicity).

All in all it was a very enjoyable evening, and the cast and crew are to be commended for their efforts.

The appreciation of all concerned is extended to: Commodore D. L. Raymond, Commodore (E) J. MacGillivray, and LCDR (S) D. B. Dixon whose cooperation and assistance did so much towards making the evening a success. —NSD News.

PACIFIC COMMAND

HMCS Ontario

A three-day visit to Powell River, B.C., early in July was a part of the training cruiser *Ontario's* summer activities along the west coast of North America.

On arrival, the *Ontario's* commanding officer, Captain J. C. Littler, held a meeting on board with the local B.C. Centennial committee, after which he and the *Athabaskan's* commanding officer, Cdr. D. S. Boyle, attended a reception given by Powell River's reeve and council. That same night, the *Ontario* played host to 100 local citizens.

On the afternoon of the second day, July 1, marching units from the *Ontario* and *Athabaskan* took part in the Canada Parade.

On the afternoon of the third day, *Ontario* again played host, this time to 100 children from youth organizations in the area.

In sports activities, Powell River took the lead over the visiting navy. Results were: Softball—RCN 8 vs Powell River 1; RCN 2 vs Powell River 17; Soccer—RCN 2 vs Powell River 8.



Cornwallis' hometown newspaper, "The Cornwallis Ensign" by the end of June had completed six months of successful publication under the editorship of Lt.-Cdr. Harry Shergold. He has been succeeded as editor by Lt. W. C. Chaster. "The Ensign" has a circulation of about 1,500 and, since most of the new entries mail their copies home, it may be said to have a Dominion-wide readership. Here Ord. Sec. D. G. Ross, whose home is in Calgary, checks up on the latest news of the big naval training establishment. (DB-10852)



Early in July the former Commander-in-Chief Canadian Northwest Atlantic, Rear-Admiral L. W. Murray, RCN (Ret'd), visited Halifax. He is shown here as he attended ceremonial divisions at Stadacona. He is accompanied by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast. Admiral Murray was also a guest of honour at a mess dinner at Stadacona. (HS-53479)

THE NAVY PLAYS

Command Holds Record Regatta

The Atlantic Command held its biggest and most colorful regatta in history July 3-4 with 18 ships and establishments competing in two days of sailing and pulling races.

HMCS *Nootka* retained the Cock of the Fleet Trophy, amassing 229 points, while finishing second to Comsuptlant, which with 262 points, won the Col. S. C. Oland Trophy for obtaining the highest number of points in all pulling and sailing events.

The Cock of the Fleet Trophy was presented by the Pacific Command to Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, on the occasion of his relinquishing command on the West Coast, for competition between sea-going ships of the Atlantic Command. This is the first year the magnificent trophy has been awarded.

Approximately 25 whalers and as many dinghies entered the sailing races July 3 in Bedford Basin. The Comsuptlant whaler, with Joseph Heisler at the

helm, stepped out front at the third marker and crossed the finish line in 1:33:28. CPO Robert Christie of the *Buckingham* followed five minutes later.

In the dinghy race, Lt. Roy Busby, sailing the *Huron* boat, opened a lead after the third marker and crossed the line well in front, only to be disqualified by race officials for failing to meet rig regulations. Lt.-Cdr. "Casey" Baldwin's *Nootka* was awarded the victory over the nearest contender, HMCS *Swansea*. The time was 1:16:16.

The pulling events got underway Friday morning July 4, under typical East Coast sunshine. Fourteen events, for as many trophies, were run off during the day.

The most exciting events were the one-mile war canoe pull, in which Dockyard, trailing by half a length with 50 yards remaining, nosed out *Shearwater* and the *Nootka* by half a length, and the half-mile wardroom whaler, in which the First Minesweeping Squadron finished strong to nose out Canflaglant, coxswained by Commodore P. D. Budge. Cdr. A. C. Campbell was the victor.



Ord. Sea. Hugh Bishop, of *Shearwater*, receives The Halifax Herald Limited trophy from D. A. Morrison, vice-president at the close of the Atlantic Command Regatta July 4. Bishop coxswained a crew that won the young sea-man whaler race. (HS-53509)



Paddle, brothers, paddle! The last and most exciting race of the Atlantic Command regatta was the war canoe race. At the right, bunched neck and neck, are Comsuptlant, *Shearwater* and *Nootka* at the half-way mark. Comsuptlant won by half a boat length. (HS-53629)

Cdr. C. E. Richardson was chairman of the regatta. Following are the pulling results: Seamen's Whaler—1 mile for the Lt. Carey Cup—

- | | |
|----------------------|----------------|
| 1. Nootka | 8. Haida |
| 2. Buckingham | 9. Huron |
| 3. Lauzon | 10. Outremont |
| 4. Sixth Sub. Squad. | 11. Sioux |
| 5. Shearwater | 12. Minron 1 |
| 6. Swansea | 13. La Hullose |
| 7. Comsuptlant | 14. Granby |
- Supply Whaler—1 mile for the T. Eaton Trophy—

- | | |
|---------------|-----------------|
| 1. Shearwater | 8. Granby |
| 2. Nootka | 9. Huron |
| 3. La Hullose | 10. Comsuptlant |
| 4. Swansea | 11. Outremont |
| 5. Buckingham | 12. Sioux |
| 6. Minron 1 | 13. Lauzon |
| 7. Haida | |

Chief and Petty Officers' Whaler— $\frac{1}{2}$ mile for the HMCS Stadacona Trophy—

- | | |
|-------------------|----------------|
| 1. Comsuptlant | 7. Huron |
| 2. Stadacona | 8. Shearwater |
| 3. Buckingham | 9. Swansea |
| 4. Sioux | 10. La Hullose |
| 5. Haida & Nootka | 11. Outremont |
| 6. Lauzon | 12. Minron 1 |

Miscellaneous Whaler—1 mile for the FOAC Staff Trophy—

- | | |
|----------------|--------------|
| 1. Stadacona | 7. Outremont |
| 2. Comsuptlant | 8. Haida |
| 3. Nootka | 9. Swansea |
| 4. Shearwater | 10. Sioux |
| 5. La Hullose | 11. Minron 1 |
| 6. Huron | 12. Lauzon |

Engine Room Whaler—1 mile for the Robert Simpson Trophy—

- | | |
|----------------|----------------|
| 1. Comsuptlant | 8. Outremont |
| 2. La Hullose | 9. Minron 1 |
| 3. Swansea | 10. Haida |
| 4. Buckingham | 11. Huron |
| 5. Lauzon | 12. Stadacona |
| 6. Granby | 13. Shearwater |
| 7. Nootka | 14. Sioux |

Wardroom Whaler— $\frac{1}{2}$ mile for the Fairey Aviation Trophy—

- | | |
|----------------|-----------------------|
| 1. Minron 1 | 7. Shearwater |
| 2. Canflaglant | 8. Swansea |
| 3. Comsuptlant | 9. La Hullose |
| 4. Stadacona | 10. Huron |
| 5. Outremont | 11. Nootka |
| 6. Haida | 12. Sioux |
| | 13. Sixth Sub. Squad. |

Open Whaler—1 mile for the Halifax Shipyards Trophy—

- | | |
|----------------------|----------------|
| 1. Comsuptlant | 8. Nootka |
| 2. Shearwater | 9. Haida |
| 3. Sixth Sub. Squad. | 10. Swansea |
| 4. Stadacona | 11. Minron 1 |
| 5. Huron | 12. Sioux |
| 6. Crusader | 13. La Hullose |
| 7. Outremont | |

Young Seamen's Whaler—The Halifax Herald Ltd. Trophy—

- | | |
|----------------|---------------|
| 1. Shearwater | 7. Outremont |
| 2. Stadacona | 8. La Hullose |
| 3. Huron | 9. Haida |
| 4. Nootka | 10. Lauzon |
| 5. Swansea | 11. Sioux |
| 6. Comsuptlant | 12. Minron 1 |

Veterans' Whaler— $\frac{1}{2}$ mile for the White Ensign Branch of Canadian Legion—

- | | |
|-----------------------------|---------------------|
| 1. Comsuptlant (Yard Craft) | 5. Shearwater |
| 2. Stadacona | 6. Minron 1 |
| 3. La Hullose | 7. Swansea & Nootka |
| 4. Outremont | 9. Huron |



It's heavy. Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, presented the Cock of the Fleet trophy, representing the championship of the Atlantic Command Fleet Regatta, to Cdr. Ian A. McPhee, commanding officer of the winning Nootka. (HS-53506)

Junior Officers' Whaler—1 mile for the Colley Brothers Trophy—

- | | |
|---------------------------|----------------|
| 1. Stadacona | 5. Comsuptlant |
| 2. Swansea | 6. La Hullose |
| 3. Cortron 7 | 7. Minron 1 |
| 4. Cortron 1 & Shearwater | |

War Canoe—1 mile for the HMCS Shearwater Trophy—

- | | |
|--------------------|----------------|
| 1. Comsuptlant | 8. Huron |
| 2. Shearwater | 9. La Hullose |
| 3. Nootka | 10. Outremont |
| 4. Sioux | 11. Minron 1 |
| 5. Six Sub. Squad. | 12. Haida |
| 6. Swansea | 13. Lauzon |
| 7. Stadacona | 14. Buckingham |

Standings in combined pulling and sailing events:

- | | |
|--------------------|------------------------------------|
| 1. Comsuptlant 262 | 9. Huron 137 |
| 2. Nootka 229 | 10. Buckingham 130 |
| 3. Shearwater 226 | 11. Minron 1 127 |
| 4. Stadacona 208 | 13. Sixth Sub. Squad. and Sioux 84 |
| 5. Swansea 201 | 15. Granby 50 |
| 6. La Hullose 169 | 16. Crusader 42 |
| 7. Outremont 159 | 17. Canflaglant 33 |
| 8. Haida 146 | |

Submariners Win Soccer Playoffs

The Sixth Submarine Squadron, in a do-or-die soccer battle with Stadacona Royals, pulled a close one out of the fire to take the Nova Scotia Soccer playoffs with a score of 3-2.

The submariners broke into the scoring in 14 minutes after the whistle on a long pass from centre field. Two minutes later the Royals evened it up and the half-time score stood at 1-1.

In the second half the Sixth Squadron charged up the field early and steadily hammered away at the Royals defensive

wall unsuccessfully. After nine minutes of play the *Stad* team moved ahead and the RN players registered the equalizer in 21 minutes.

From this point the submariners dominated the action and at the 27-minute mark they butted the ball into the left corner from a corner pass and then held their ground until the final whistle.

High Batting Averages Held

Earl Neilson and Tom Walton were holding the top batting spots for Navy in the Senior "A" Softball League battling derby in Halifax in early July.

First sacker Neilson was rocking the ball at .500 then tapered off to .393 when he was held hitless in six trips to the plate.

Third baseman Walton moved into second place by driving out four hits in 10 trips up to lift his average from .357 to .368.

'Bonnie' Scores One-sided Win

HMCS *Bonaventure* pounded out a 10-1 win over St. Martin's Legionaires in the Saint John (District) Senior Baseball League to hold second place in the three-team loop. St. Peter's is in the top slot.

In earlier fixtures in July, St. Martin's tied for second place with *Bonaventure* by blasting out a 13-7 win and then dropped into the cellar when the boys from the carrier fanned 15 batters to take the next game 5-0.

LOWER DECK PROMOTIONS

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

ACHTYMICHUK, WalterLSBD2
 ALLEN, Ray W.P2BD3
 ARCHAMBAULT, Charles T. .P1EM4
 AYERS, Clarence G.LSEM1

BARNES, Donald L.LSAP2
 BEDFORD, John C.P2EM2
 BEDRY, James R.LSCR1
 BELL, George A.P2EM2
 BERGERON, Paul J.P2EM2
 BERGERON, Roland J.LSEM1

CAMPBELL, Ronald P.P1EM4
 CHAMPAGNE, Sylva J.LSEA2
 CHRISTIE, Alan E.LSAP2
 CLAIR, Frederick G.P2EM2
 CLARK, Alexander S.LSEM1
 COTE, Barry J.LSEF3
 CRAWFORD, JohnLSEM1

DEAZLEY, William J.P1EF4
 DION, Jean J.LSEM1
 DOUCETTE, Alexander J.P2TA3
 DURNFORD, Gerald N.LSEM1

EDWARDS, Murray H.C2OT4
 ELWGREN, Gerald J.LSAP2

FLETCHER, George L.P1EM4
 FOSTER, ErwinLSEM1
 FRANCIS, Montgomery V.LSAC2
 FULTON, John L.LSEM1

GAREL, Francis D.P2EM2
 GAUDET, Joseph O.LSEM2
 GERMANO, Vernon P.P1ED4
 GOODBRAND, Gerald R.LSEM1
 GOULET, Georges F.LSEM1
 GRENIER, Francois J.P2EM2

HAMILTON, James A.LSEM1
 HANSEN, John C.LSAP2
 HARRISON, David M.P2RT3
 HARTRICK, Alfred W.P2EM2
 HASLER, Frederick G.P2CK2
 HAVILAND, William G.LSEM1
 HAZELDEN, Russell F.P1EM4
 HOOPER, Paul D.LSQM1
 HUGHES, Richard E.P2EM2

KAULBACK, Earl L.LSEM1
 KING, Herbert F.P1ER4
 KONRAD, Roy J.C2ER4

LAMARCHE, Roger R.LSEM1

LEBAR, Robert F.LSEM1
 LECLAIR, Richard J.P1EM4
 LOUCKS, Vernon I.LSVS2
 LOUGHNAN, Brian C.LSEG2

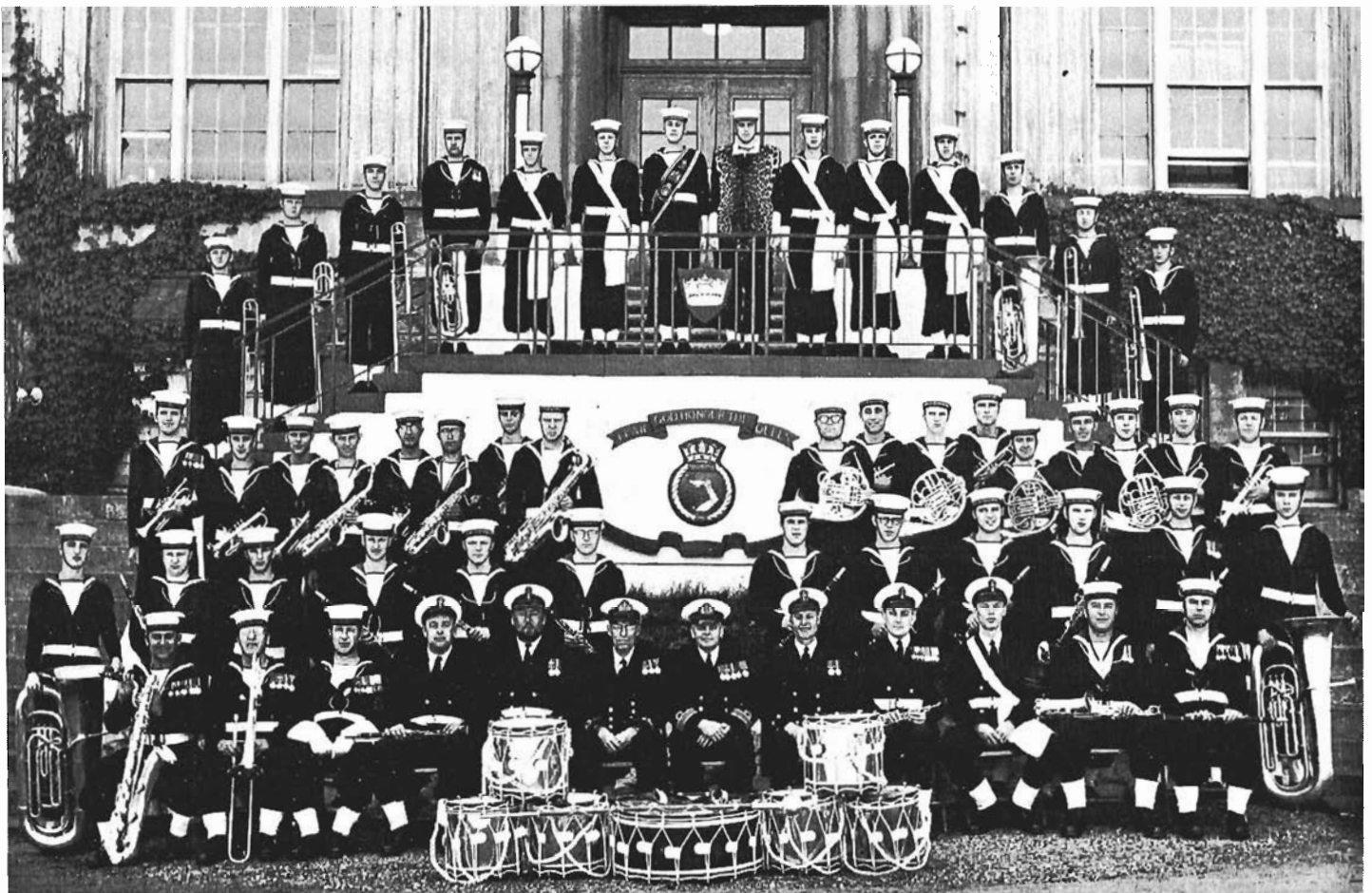
MacDONALD, John R.P2EF3
 McCABE, Thomas H.LSEM1
 McCALLUM, James B.LSAM2
 McKENDRY, Kenneth W.P1ER4
 McMILLAN, Douglas F.LSEM1
 McRITCHIE, William D.LSAP2
 MARTIN, Russell H.LSEM1
 MASON, Ronald D.LSCK2
 MILES, WarrenP1EF4
 MILLER, Harold S.P1ER4
 MOORE, James H.LSEM1
 MUIR, WilliamLSAR2

NELSON, Raymond G.LSCR1
 NICHOLS, William C.C2ER4
 NORRIS, Ronald B.P1EG4

ORR, Robert J.C2ER4

PARISEE, James T.LSEM1
 PORTER, David R.P1EF4
 PRITCHARD, William J.LSEM1
 PYE, Terrence N.P2BD3

QUINN, Earl R.LSEM1



One of the three service bands which took part in a massed band concert in Ottawa as part of the capital's Dominion Day celebrations, the Stadacona band is in the midst of yet another busy year of fulfilling many and varied engagements. Shown here with the band is Lt.-Cdr. (SB) H. G. Cuthbert, bandmaster and Staff Officer (Bands) on the staff of FOAC, and A/Cd. Off. Thomas Milner, Band officer. (HS-53378)

RAVEN, Stuart C.P2ED3
 REID, James H.LSEA2
 ROBINSON, Franklin H.LSEM1
 ROMME, Henry J.LSEM1

SALLOWAY, Keith N.C2CR3
 SAVAGE, Edward A.LSSW2
 SCRIMGEOUR, James D.P1EA4
 SHILLINGTON, John A.LSCR1
 SMITH, Kenneth R.LSCR1
 SMITH, RamonLSEA2
 SQUIRE, Ernest J.LSAC2
 STECKHAHN, Stewart A.P2EG3
 STENSON, Allan E.LSAP2

TEEPLE, Brian N.P1RT4
 THOMAS, CyrilC2ER4
 THOMAS, NormanLSAR1
 THORGEIRSON, William J.LSCS2
 THORNTON, Gary E.LSEM1
 TIMPERLEY, Benjamin W.LSBD2
 TKACHUK, JohnP1RT4
 TURNER, Leslie A.LSPW1

U'REN, Floyd G.LSMA1

VOLLICK, Edward S.LSEM1

WHITE, Ernest S.P1EF4
 WOODCOCK, Norman C.LSAP2
 WORSFOLD, Donald S.P2EM2

YEOMAN, Joseph H.LSCK2

RETIREMENTS

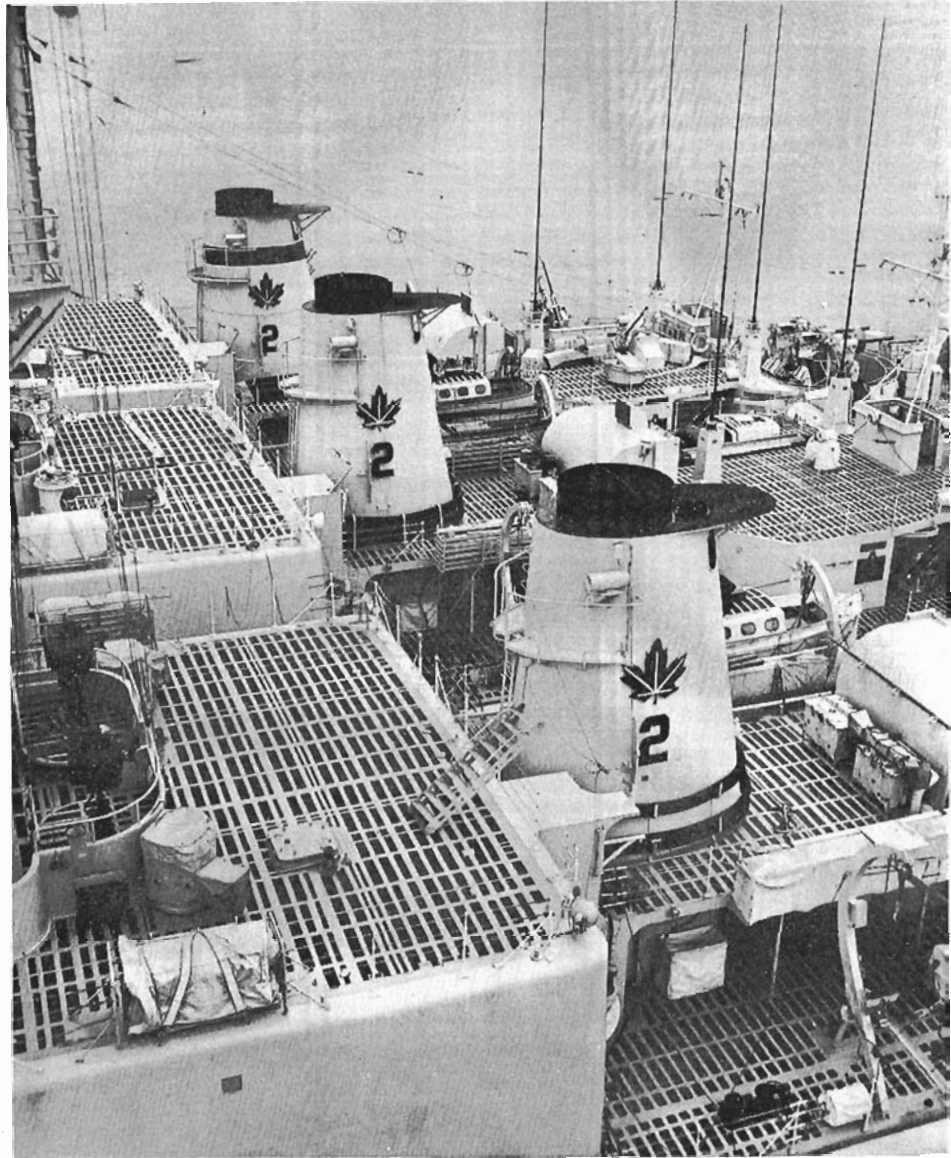
CPO WILLIAM RIPLEY COLEMAN MORTON, 45, C1QR2, of Winnipeg, joined May 9, 1933; served in *Naden, Vancouver, HMS Pembroke, HMS Ramillies, HMS Comet, Restigouche, Cornwallis, Givenchy, Ontario, Rockcliffe, Griffon, Queen, Scotian, Queen Charlotte, Brunswicker*; awarded Long Service and Good Conduct Medal September 10, 1948; retired May 8, 1958.

CPO CECIL RAYMOND COCKRILL, 47, C1(NQ), of Vancouver, joined May 8, 1933; served in *Naden, Stadacona, Vancouver, HMS Dragon, HMS Apollo, Skeena, St. Laurent, Nootka, Royal Roads, Prince Henry, Niobe, Peregrine, Givenchy, Ontario, Rockcliffe, Cornwallis*; awarded Long Service and Good Conduct Medal May 11, 1948; retired May 7, 1958.

CPO THOMAS BANNING, 40, C2MR4, of Hull, Quebec, joined May 10, 1937; served in *Stadacona, Saguenay, Naval Headquarters, Beaver, Medicine Hat, Protector, Peregrine, Warrior, Niobe, Magnificent, RCN Air Section, Bytown, Shearwater*; awarded Long Service and Good Conduct Medal May 10, 1952; retired May 10, 1958.

CPO CYRIL JAMES SAINSBURY, 39, C2QR3 of Cardiff, Wales; joined May 10, 1937; served in *Naden, Skeena, St. Laurent, Sans Peur, Prince Robert, Bayfield, Hochelaga II, Cape Breton, Matane, Avalon, New Westminster, Cornwallis, Chaleur, Kirkland Lake, Peregrine, Ettrick, Antigonish, Cayuga, Rockcliffe, Athabaskan, Venture, Crescent*; awarded Long Service and Good Conduct Medal May 22, 1952; retired May 9, 1958.

CPO WILLIAM JOSEPH KITTON, 38, C2ET4, of New Westminster, B.C.; joined



Presenting a strange and puzzling pattern to anyone who hasn't kept up with the RCN's new construction program, three West Coast destroyer escorts, looking like identical triplets, are shown alongside at Esquimalt. The conical smokestacks, the coachwhip antennae and the rectangular patches of non-skid decking are markedly different from anything seen in Second World War ships. Subject to correction, the ships are, from outboard, the *Skeena, Fraser and Margaree*. Only a mother could tell them apart. (E-45646)

May 10, 1937; served in *Naden, Skeena, Armentieres, St. Laurent, Ottawa, HMS Victory, HMS Vernon, Arrowhead, Stadacona, Niobe, Uganda, Givenchy, Rockcliffe, Ontario, Cornwallis, Sioux, Nootka*; awarded Long Service and Good Conduct Medal May 10, 1952; retired May 27, 1958.

CPO STANLEY FRANK PELAN, 42, C1EM3, of Camrose, Alberta; joined May 10, 1937; served in *Naden, Skeena, St. Laurent, Restigouche, Stadacona, Gait, Saguenay, Cornwallis, Peregrine, Saint John, Sault Ste. Marie, Ontario, Chatham, Sioux*; awarded Long Service and Good Conduct Medal May 10, 1952; retired May 9, 1958.

CPO PIERRE YVES BERNARD, 39, PIRG3, of St. Basile, P.Q.; joined May 10, 1937; served in *Stadacona, Saguenay, Ottawa, Armentieres, Naden, Quinte, Prince David, Vancouver, Wolf, Chatham, Givenchy, Burlington, Hochelaga, Portage, Avalon, Cornwallis, New Glasgow, Peregrine, Inch Arran,*

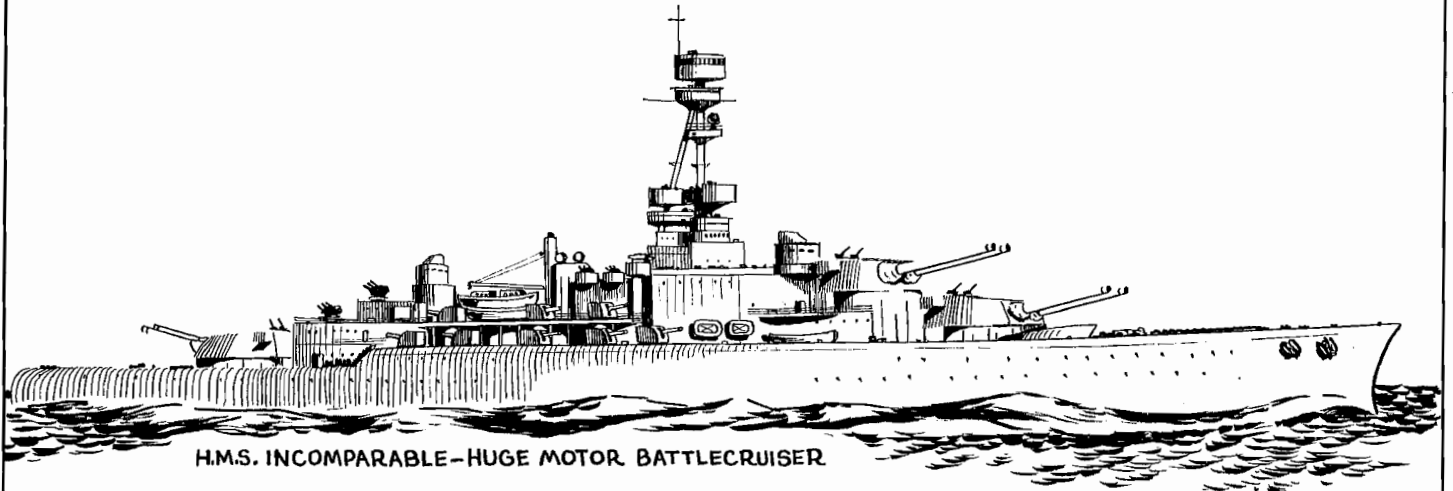
Beacon Hill, Grou, Crescent, Unicorn, Ontario; awarded Long Service and Good Conduct Medal April 30, 1952; retired May 9, 1958.

CPO FRANK EARLY STARK, 42 C1EM3, of Montreal; joined May 10, 1937; served in *Stadacona, Saguenay, Collingwood, Bittersweet, St. Croix, Sherbrooke, York, Arvida, Avalon, Peregrine, Protector, Cornwallis, Glace Bay, Scotian, Diving Tender No. 5, Diving Tender No. 3, Warrior, Magnificent, Algonquin, Carleton, Bytown*; awarded Long Service and Good Conduct Medal May 10, 1952; retired May 9, 1958.

CPO KENNETH THEODORE LANTZ, 46, C1SW3, of Port Williams, N.S.; joined July 9, 1937; served in *Stadacona, Saguenay, Venosta, King's, Avalon, Bytown, NMCJS (Washington), Somer's Isles, Peregrine, Nootka, Magnificent, Cornwallis, Quebec, Shearwater*; awarded Canadian Forces Decoration July 9, 1949; retired May 13, 1958.

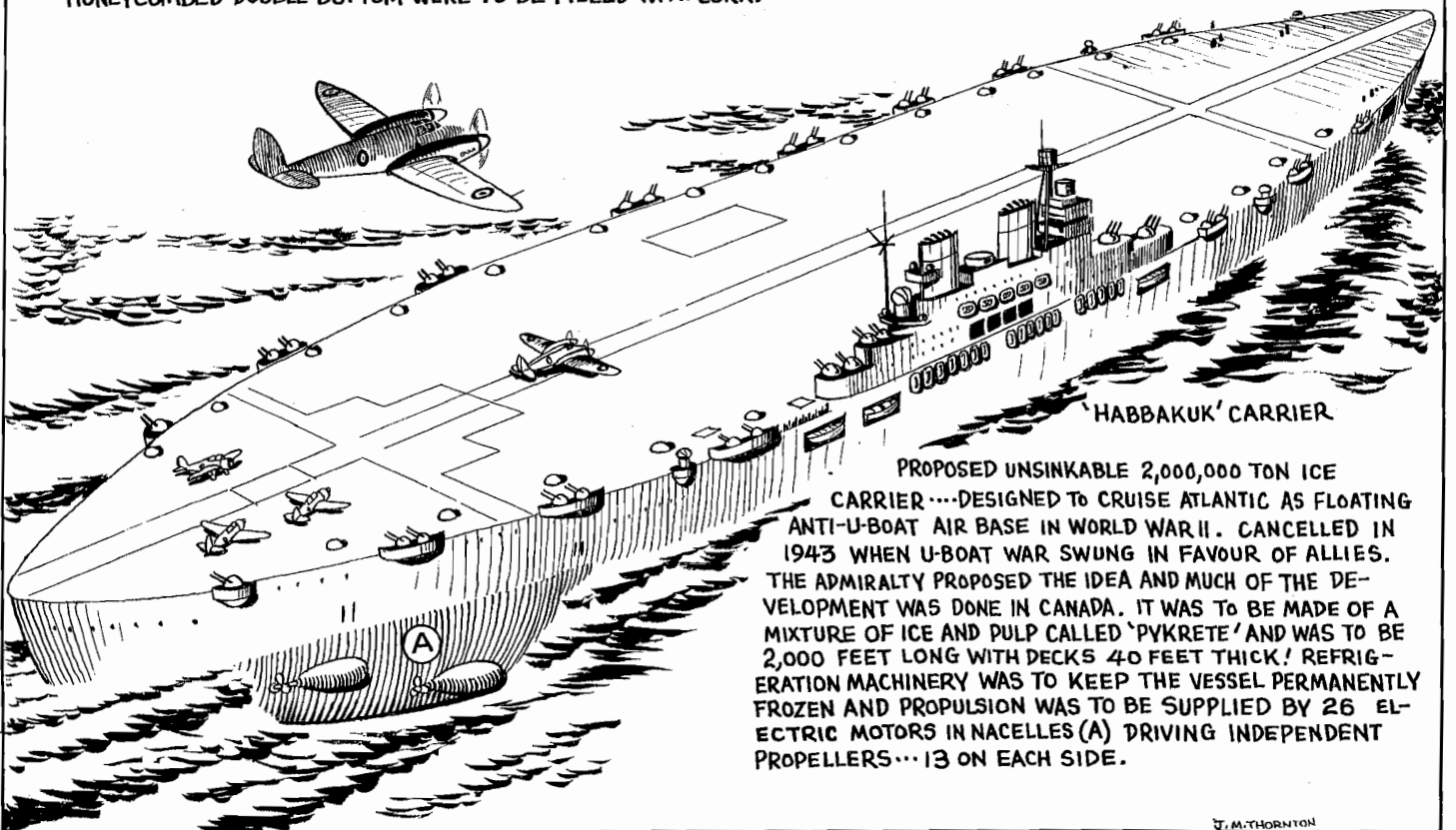
Naval Lore Corner

Number 63
NAVAL DREAMS



H.M.S. INCOMPARABLE—HUGE MOTOR BATTLECRUISER

LORD FISHER, THE FAMOUS AND VISIONARY FIRST SEA LORD WHO INTRODUCED THE 'DREADNOUGHT' AND SUCH FREAKS AS THE 'FURIOUS', 'GLORIOUS' AND 'COURAGEOUS', ALSO PROPOSED THE ABOVE ENORMOUS OIL-BURNING, SHALLOW DRAUGHT BATTLECRUISER IN 1912. 1,000 FEET LONG, IT WAS TO BE ARMED WITH SIX 20 INCH GUNS. IT WAS TO BE VERY LIGHTLY BUILT WITH A CENTRAL ARMOURED CITADEL 16 INCHES THICK. IT WAS DESIGNED ONLY TO LAST 10 YEARS, FOR HE REASONED ALL WARSHIPS BECAME OBSOLETE WITHIN THAT TIME. TOP SPEED WAS TO BE OVER 32 KNOTS AND IT COULD SAIL AROUND THE WORLD WITHOUT REFUELLING. COFFER DAMS IN ITS HONEYCOMBED DOUBLE BOTTOM WERE TO BE FILLED WITH CORK.



'HABBAKUK' CARRIER

PROPOSED UNSINKABLE 2,000,000 TON ICE CARRIER...DESIGNED TO CRUISE ATLANTIC AS FLOATING ANTI-U-BOAT AIR BASE IN WORLD WAR II. CANCELLED IN 1943 WHEN U-BOAT WAR SWUNG IN FAVOUR OF ALLIES. THE ADMIRALTY PROPOSED THE IDEA AND MUCH OF THE DEVELOPMENT WAS DONE IN CANADA. IT WAS TO BE MADE OF A MIXTURE OF ICE AND PULP CALLED 'PYKRETE' AND WAS TO BE 2,000 FEET LONG WITH DECKS 40 FEET THICK! REFRIGERATION MACHINERY WAS TO KEEP THE VESSEL PERMANENTLY FROZEN AND PROPULSION WAS TO BE SUPPLIED BY 26 ELECTRIC MOTORS IN NACELLES (A) DRIVING INDEPENDENT PROPELLERS...13 ON EACH SIDE.

Edmond Cloutier

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October, 1958



The CROWSNEST

Vol. 10 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1958

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<i>Naval Lore Corner No. 64</i>	<i>Inside Back Cover</i>

The Cover—Plotting the position of an “attacking warship” and the hunted “enemy submarine” is PO Robert Chalmers, one of the members of the Royal Canadian Navy’s mobile anti-submarine training unit that brings ASW training to naval divisions across Canada. (COND-4964)

LADY OF THE MONTH

When the *Ottawa*, *Assiniboine* and *Sioux* visited Quebec ports in June, high school students were heard to remark that, while the *Ottawa* and *Assiniboine*, two of Canada’s streamlined anti-submarine destroyer escorts, were fine-looking vessels, the *Sioux* looked “more like a warship”.

And she has a right to look like a warship. After her transfer to the RCN in March 1944 she fought off the coast of Norway and in the English Channel, engaging enemy units in these and many other theatres of operation. After the war she underwent extensive modernization and became the first Canadian warship to be fitted with bunks in place of hammocks.

Ten days after the Korean war broke out, the *Sioux* was on her way to the Far East and she served three tours of operation in the Korean conflict—one of the first RCN ships in Korean waters and the last to leave.

On the opposite page, the *Sioux* is pictured as she entered St. John’s, Newfoundland, last year. In the foreground is old Fort Amherst on Signal Hill. (NFD-4227)

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

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

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EDITOR,
“The *Crowsnest*”
Naval Headquarters,
Ottawa, Ont.



RCN NEWS REVIEW

Nearly five years and 200,000 miles after she commissioned as a modernized frigate, HMCS Lauzon began destoring in September in preparation for paying off on October 3 to a six-month refit at Pictou, N.S. This is a recent portrait. (DNS-18289)

Japanese Frigates Visit West Coast

An exchange of national and naval courtesies marked the beginning of a four-day visit to Canada's West Coast early in September by two frigates of Japan's Maritime Self-Defence Force.

The two ships were part of a Japanese training squadron which was in the eastern Pacific at the time. Detaching from the squadron to make the visit to Canada, September 4-8, were the *Harukaze* and the *Uranami*. Vice-Admiral Hidemi Yoshida, commander of the squadron, was embarked in the *Harukaze*.

Nine headquarters officials of the Japanese Self-Defence Agency were with the ships. Also embarked were 11 Japanese journalists, including two motion picture company cameramen and one television network representative.

The first two days of the visit were spent at Esquimalt, after which the frigates proceeded for a two-day visit to Vancouver.

On arrival, the Japanese ships fired a 21-gun national salute, which was returned by a Canadian battery. Next came a 15-gun naval salute to Vice-Admiral Yoshida which was returned from his flagship the *Harukaze*.

Following berthing of the ships at the Dockyard, Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, called

on Vice-Admiral Yoshida, who returned the call shortly after.

The following day, Vice-Admiral Yoshida made calls on the Lieutenant-Governor of B.C., the Premier of B.C. and the Mayor of Victoria.

During the Esquimalt visit there were receptions given by both the Royal Canadian Navy and the Japanese Maritime Self-Defence Force. There were also bus tours for the officers, cadets and men of the visiting ships.

Outremont Back From Arctic Trip

The frigate *Outremont* returned to Halifax September 4 to conclude a 28-day, 5,000-mile voyage to the eastern Canadian Arctic.

House Flag? Nope— Spouse Flag

When ships of the Third Canadian Escort Squadron had a forenoon dependents' cruise in Halifax harbour, August 28, the wives were intrigued by a four-breadth black on yellow flag flying from the top of the foremast of HMCS *Ottawa* (Cdr. W. H. Willson).

Their mystification was short-lived, however, for one sailor, with tongue in cheek, couldn't parry questions for long and allowed the flag was only worn when relatives, particularly wives, were embarked.

The flag? A black battle axe on a yellow background.

Commanding officer of the ship, Lt.-Cdr. M. O. Jones, said on arrival that the cruise "provided a great deal of useful information".

Surveys were made of a number of out-of-the-way places and hydrographic information compiled. The ship discovered, on August 21, an island two miles offshore in Ungava Bay and, five days later, three uncharted offshore islets en route to Cape Osborn in the Resolution region. Application is being made to have the first discovery named Outremont Island, after the ship, and the second, Kirby Islets, after Lt. R. H. Kirby, who first discovered them on a radar scope.

The major reason for the cruise was to permit Flying Officer W. S. McKegney, RCAF, of the Ground Observer Corps, Air Defence Command, St. Huber, Que., to make his annual visit to Ground Observer Posts scattered throughout north-eastern regions of Canada. A total of 24 stops were made to enable him to call on Eskimo, Indian and white observers in the Far North.

The frigate left Halifax on August 7, stayed over the next night at St. John's, Nfld., then proceeded slowly up the Newfoundland-Labrador coastline, making frequent stops to visit observer personnel and to expand navigational information on remote inlets and anchorages. After her call at St. John's, the *Outremont* was able to lie alongside a jetty overnight only once,

at Goose Bay, Labrador. The rest of the time she had to anchor.

Among souvenirs of the northern cruise brought back by the ship's company were soapstone carvings of Arctic animals which were traded from Eskimo visitors to the ship.

Spain Presents Quadra Portrait

A link with the early history and exploration of Canada's west coast was forged at a presentation ceremony in the House of Commons office of the Minister of National Defence on September 3.

His Excellency Juan de las Barceñas, Spanish ambassador to Canada, presented to Defence Minister George R. Pearkes, a portrait of Don Juan Francisco Bodega y Quadra who explored the coast of British Columbia and Alaska.

The portrait, which is a copy of a contemporary painting of Quadra, was presented by the Spanish ambassador on behalf of the Spanish Minister of Marine, Admiral Felipe de Abarzuza, as a gift from the Spanish Naval Museum to the wardroom of HMCS



A portrait of a famous Spanish explorer, Don Juan Francisco Bodega y Quadra, whose name is linked with the early history of Canada's west coast, has been presented to the Royal Canadian Navy by the Spanish Naval Museum. The portrait, a contemporary painting of Quadra, will be hung in the wardroom of HMCS Quadra at Comox. Defence Minister G. R. Pearkes is shown as he received the portrait, on September in the House of Commons from His Excellency Juan de las Barceñas, Spanish Ambassador to Canada, while Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff, looks on. (O-10748)

World's Largest Sub Launched

The U.S. Navy's mammoth, three-decked atomic submarine, *Triton*—a world-roving radar picket undersea craft—was launched August 19 at Groton, Conn.

The largest of 33 U.S. nuclear-powered submarines under construction or authorized for the USN, the 5,450-ton twin-reactor *Triton* is the most recent of five A-subs being fitted to join the *Nautilus*, *Seawolf* and *Skate* in the fleet. The others being readied for commissioning are the *Swordfish*, *Sargo*, *Skipjack* and *Seadragon*.

Almost double the tonnage of the *Nautilus* (2,980 tons), the 447-foot-long *Triton*, with a beam of 37 feet, also is the most expensive underwater vessel yet built, costing more than \$100 million.

The first submarine to have three decks, to accommodate a maze of advanced radar equipment, the new craft will roam the seas to monitor the skies for enemy planes and to serve as a Distant Early Warning Station to the fleet units.

Although the *Triton* is the biggest atomic submarine in the U.S. Navy's shipbuilding program, fleet ballistic subs of slightly less tonnage are already under construction to carry the 1,500-mile, solid-fueled Polaris missile.

Skippered by Capt. Edward L. Beach, the *Triton* will carry a crew of almost 150, the largest ever to man an underwater boat.

Several days earlier the 2,190-ton, *Skate*-class *Seadragon* slid down the ways at the Portsmouth, N.H., Naval Shipyard. She is slated for the fleet late in 1959.—AFPS.

Quadra, Sea Cadet training establishment at Comox, Vancouver Island.

A photograph of the presentation ceremony is being placed in the archives of the Spanish Naval Museum.

The modern Spanish gesture of friendship recalls another of earlier days between Quadra and the British explorer, Captain George Vancouver, who were appointed by their respective governments to negotiate the restoration of British ships and property at Nootka.

Despite their official differences, Vancouver and Quadra became warm friends. Quadra at one time expressed his regret that there was no memorial to their friendship and, as a result, Vancouver named a body of land the "Island of Quadra and Vancouver". Sadly for this mark of mutual respect, the island later became Vancouver's "Island" with the loss of Spanish influence in the area after the Nootka Convention of 1795, and today is known simply as "Vancouver Island".

However, Quadra's name still lives on in B.C. in other memorials:

Quadra Island, the largest of the northern Valdes group, was so named by the Geographic Board of Canada in 1903.

Quadra Hill is a hill of 748 feet on Galiano Island.

Quadra Rocks, in the Houston Stewart Channel, Queen Charlotte Islands,

were named after the Canadian Government Ship *Quadra* (in turn named after Captain Quadra) which struck these then uncharted rocks in May 1892.

Quadra Street is one of the main thoroughfares in Victoria.

Training Squadron Replaces Cruiser

A cadet training squadron, composed of frigates, will be formed by the Royal Canadian Navy on the Pacific Coast this fall. The squadron's primary task will be to provide sea training for naval cadets from the Canadian Services Colleges, universities and HMCS *Venture*.

Acting Captain Harry A. Porter, has been appointed in command of the squadron. He holds the additional appointment of Commander Fourth Canadian Escort Squadron and will make his headquarters in HMCS *Stettler*.

The training squadron will replace, in function, the cruiser *Ontario*, which will be paid off for disposal on completion of her current training program this fall. However, while the *Ontario* has been restricted to a training role, the frigates will be capable of shifting immediately to operational duties, if required.

The frigates possess the further advantage of being more comparable in

size and equipment to the anti-submarine destroyer escorts which form the bulk of the fleet and in which the majority of the naval cadets will serve on receiving their commissions in the RCN.

RCN Divers Lauded For Work in North

A seven-man clearance diving team from the Royal Canadian Navy's Operational Diving Unit in Dartmouth, N.S., has been singled out for warm praise from a U.S. Navy admiral for a job "well done" in the eastern Arctic.

Rear-Admiral D. T. Eller, commander of the United States Navy's Task Force Six, who is supervising this year's ocean re-supply of DEW Line and other stations and bases in the eastern Arctic, and also Commander, Military Sea Transportation Service, Atlantic Area, was the officer who praised the Canadian frogmen's "courage, determination and outstanding initiative".

The Canadian team, all volunteers, is headed by Lt.-Cdr. Ross Dickinson. It left Halifax in May on board the USN ice-breaker *Edisto* to operate in northern Newfoundland, east Baffin and Labrador coastal areas.

Two members of the team, Petty Officers Patrick O'Neill and Brian Dillstone, previously worked in the Arctic while serving on board the Arctic patrol ship *Labrador*. Other members of the team are PO Keith Powers, Ldg. Sea. Leo Goneau, and Able Seamen Bruce Downie and Alex Blancher. The team will return to Halifax in November.

The divers select and blast out approaches to beaches on which supply vessels land their material. They also

Officer Cadets Lose Weight, Gain Height

Overweight?
Not tall enough?
If these are your problems, it seems that joining the Navy as an officer cadet will solve both problems.

At recent graduation ceremonies held for second-year cadets of HMCS *Venture*, the RCN's officer-training establishment at Esquimalt, B.C., it was noted that when the cadets joined *Venture* their average weight was 166 pounds. Their average height was five feet, ten inches.

Two years later—at graduation time—the average weight was down to 163 pounds, and the average height was five feet, ten and a half inches.

prepare tidal information of the areas concerned and are available during the landings on a "trouble shooting" basis.

The praise from Admiral Eller stemmed from the part played by the Canadian clearance divers in a second, successful attempt to re-supply a loran radio navigation station at Cape Christian, the northernmost of the East Baffin Island sites. Ice concentrations frustrated the previous day's attempt by a combined task group of U.S. Army, Navy, Coast Guard and RCN frogmen.

A shallow sandbar, big ice floes and "bergy bits" threatened to forestall landing operations a second time, but the Canadian sailors cleared the way by pushing and blasting ice from the obstructed approaches and beaches and carefully reporting each shift of the tidally influenced sandbar. During the two days of operations, the frogmen used more than 3,000 pounds of explosives.

In spite of the ever-present hazards and adverse operating conditions, there

were no personnel or equipment casualties.

Their efforts earned the heartfelt thanks of the 190 U.S. Coast Guard personnel who man the loran station.

RCN Shares in Paper Exercise

Halifax headquarters of the Canadian Atlantic Sub Area, was one of three subordinate NATO headquarters taking part in a September simulated exercise of naval control for shipping.

As in the past, merchant shipping experts from the naval retired list were called in to play an active part in the exercise which took place from September 8 to 12.

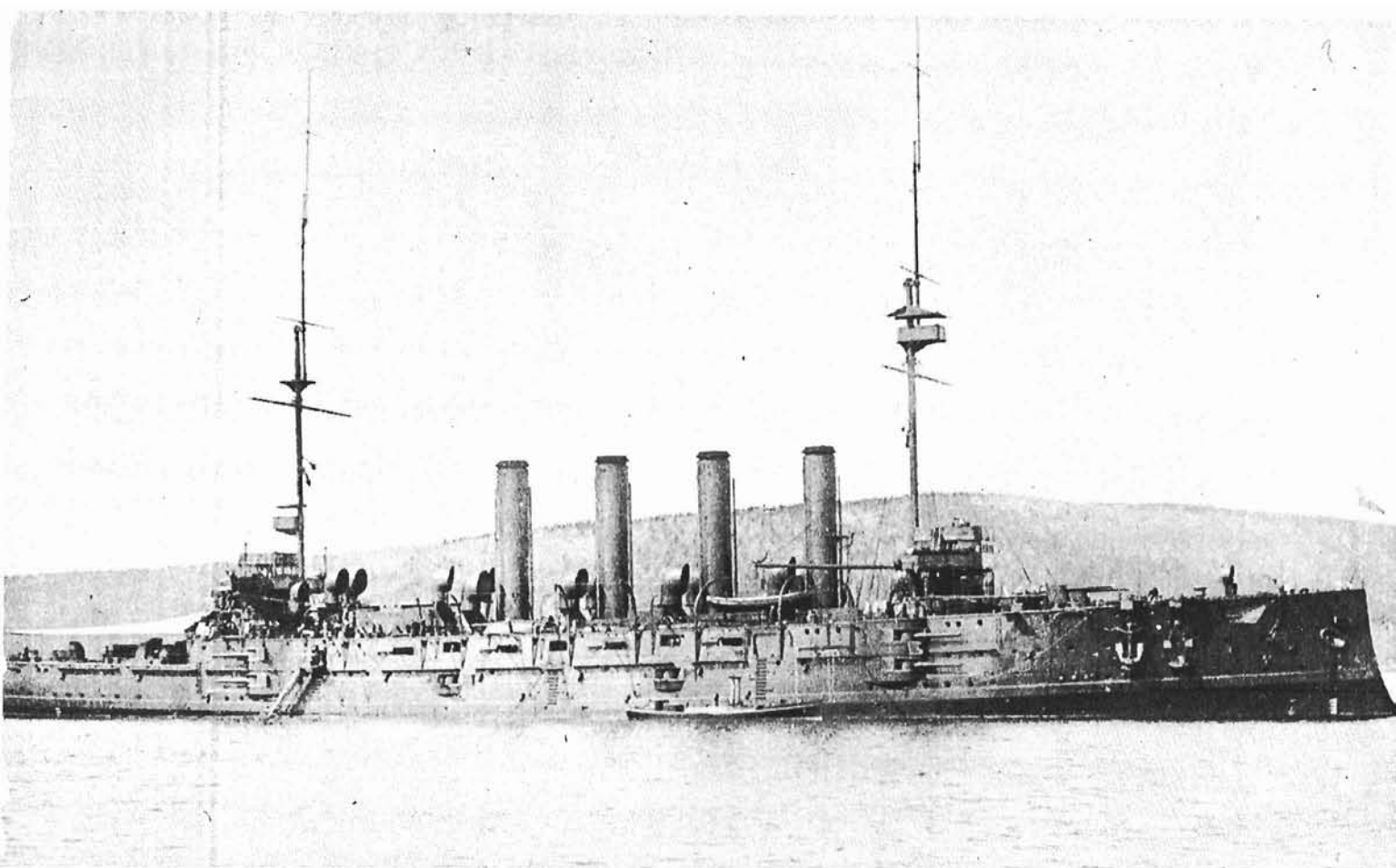
The simulated exercise, held in the Western Atlantic Area, had as its scheduling and conducting officer Admiral Jerauld Wright, USN, NATO's Supreme Allied Commander Atlantic, acting in his capacity of Commander-in-Chief Western Atlantic Area.

Called Trade Wind IV, this NATO command post exercise was designed to test control of Allied merchant shipping under simulated wartime conditions. The exercise provided training for military and civilian organizations in the problems of keeping the large volume of shipping moving and protected in the event of war.

The fourth in a series of "paper" exercises, Trade Wind IV was designed to promote the general readiness of and co-ordination between national shipping control organizations and NATO naval authorities of the United States, United Kingdom, the Netherlands and Canada for the protection of shipping off the eastern coast of the U.S. and in the Caribbean.



The smart, clipper-bowed Japanese Maritime Self Defence Force frigate Uranami arrives in Esquimalt in early September for a two-day visit. (E-46836)



HMCS Niobe, Canada's second cruiser at anchor in Digby Basin, not far from the site of Cornwallis, in 1911. (DB-847-1)

A STUDY IN SEAMANSHIP

WAS THERE an understanding during the very early days of the Canadian naval service that Canadian warships should not proceed outside territorial waters without permission of the Royal Navy?

No written document to support an affirmative answer to the foregoing question has been found, but there is a certain amount of evidence that this rule was, in fact, followed. There was, for example, the sad case of the Governor-General, who wished to sail on board HMCS *Niobe*, Canada's second cruiser, on a training cruise to Bermuda—a cruise that was cancelled, apparently because Bermuda lay outside the *Niobe's* authorized operational area.

If indeed the Royal Navy imposed operational restrictions on Canadian men-of-war, its action could be supported by a fine show of reason. Who would go to the rescue if a Canadian warship got into trouble in distant waters? The Royal Navy!

And, only a few months after the *Niobe* was acquired by Canada, she *did* get into trouble—and a warship of the Royal Navy *did* speed to the rescue. HM

Ship landed in a spot of trouble, too, but it was the officers of the Canadian ship who were court-martialled at Halifax, before a court composed of officers of the Royal Navy.

This case would appear to have a bearing on the question asked above. If the *Niobe*, which went aground off the south shore of Nova Scotia on the night of July 30, 1911, had been forbidden to steam out of sight of Canadian shores, this fact could well have been pleaded by the defence at the subsequent court martial. It wasn't.

On the other hand, there is support for the view that the Royal Navy took a very close interest in the operations of Canada's first cruisers. The second sailing orders for the Royal Canadian Navy, then simply known as the Naval Service of Canada, were issued by Rear-Admiral C. E. Kingsmill, director of the service, on September 15, 1910, and he submitted them to Admiralty for approval. This was nine days after the old protected cruiser had commissioned as a Canadian warship at Devonport. Admiral Kingsmill wrote as follows to Lord Strathcona, then High Commissioner for Canada in London:

My Lord,

I have the honour to request that you will forward to the Secretary of the Admiralty copy of the attached sailing orders issued to the Commanding Officer of the "Niobe" to be carried out when that Ship is at sea, and request the approval of their Lordships.

*I have the honour to be
My Lord,*

Your obedient Servant,

*(Signed) C. E. KINGSMILL,
Rear Admiral, Director of Naval
Service of Canada.*

The sailing orders were embodied in a memorandum to the Commanding Officer, HMCS *Niobe*, on the same date:

"Being in all respects ready for sea, you are to proceed with steam for 11 knots to Halifax, Nova Scotia, unless you receive contrary orders by cable. On arrival at Halifax you will find in position off the Dockyard a flag buoy to mark the *Niobe* stem when middled as it is desirable you should moor. In all probability the Fishery Protection vessels are on the Atlantic coast: some four in number will meet you and precede

the vessel into harbour. In communicating with these vessels semaphore, not too fast, and they will be able to begin. I am informing the Admiralty, through the High Commissioner, that I have given you instructions to proceed when ready to Halifax at speed of 11 knots."

The captain of the *Niobe* was Cdr. W. B. Macdonald, RN, a native of British Columbia. He did not sail the ship from Devonport until October 10 and the cruiser reached Halifax October 21, the 105th anniversary of the Battle of Trafalgar.

Incidentally, permission to designate the new naval service "Royal Canadian Navy" was not received until August 1911 and Canadian naval officers during those first few months were referred to in this manner: "Lt. John Doe, CNF". The terminal initials stood for "Canadian Naval Forces".

There was nothing unnatural about the paternalistic relationship of the Royal Navy to the early Canadian Naval Service. The Royal Navy only a short time before had turned over the Dockyards at Halifax and Esquimalt to Canadian control. The first ships were supplied by the Royal Navy and they were largely officered and manned by RN personnel. The question, which historical records do not answer fully, is: How extensive was this control?

The Naval Historical Section, does have quite full details of the circumstances surrounding the grounding of the *Niobe* and they present an interesting page of Canadian naval history. What follows is the Naval Historical Section's narrative:

HMCS *Cornwallis* came to Annapolis Basin in 1943, but new-entry training had been carried on there for a while long before—in 1911. In those days HMC Cruiser *Niobe* did duty as training ship, RCN depot and mobile recruiting unit all in one.

In 1911 she made several coast-wise training cruises and in each maritime port she collected recruits just as ships did in Nelson's day, but without the press gang. On May 9 she was lying off Digby when her commanding officer, Commander W. B. Macdonald, RN, received word of his appointment as Honorary Aide-de-Camp to the Governor-General, Earl Grey.

In July she was in Yarmouth for Old Home Week, and sailed from there on the evening of the 29th for Shelburne. She expected to be close to the South West Ledge light and whistle buoy (this is now called the Cape Sable Buoy) a little before midnight. When the signalman reported a red, flashing light and the officer of the watch heard a whistle at 2352, both fine on the port bow, this was assumed to be the buoy.

Before the captain, the navigator and the officer of the middle watch could reach the bridge dense fog closed in around the ship.

The captain ordered slow ahead on both engines and the two watchkeepers together timed the whistle. They identified it as the fog signal from Cape Sable. Meanwhile the captain had decided that he was too close to land and had gone to look at the chart before ordering a change of course to seaward.

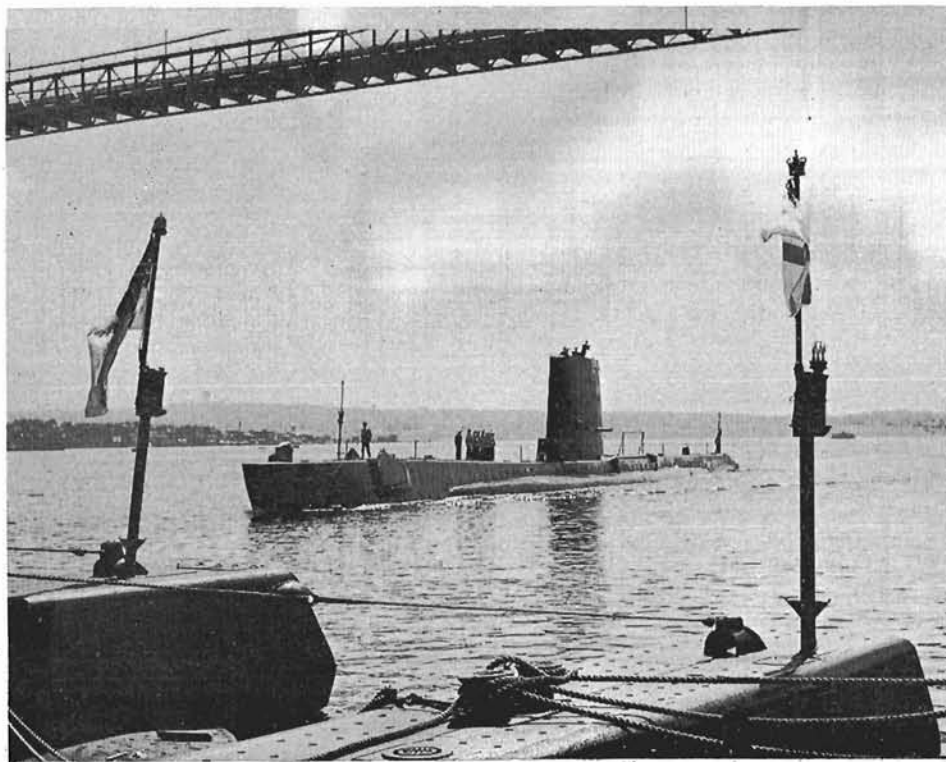
At 0019, July 30, 1911, while he was still in the chart house, the ship took the ground. The captain ordered full speed astern and the wheel hard a-starboard. Meanwhile, the ship's company went to collision stations. All watertight doors were closed. One watch, under the direction of the carpenters, was employed on damage control, shoring bulkheads, doors and hatches, while the other lowered the boats to the upper deck and placed fresh water and provisions in them.

The engines failing to move the ship, they were stopped and the sailing launch and pinnace were hoisted out by the main derrick—a major evolution at the best of times—to lay out kedge-anchors. They were hardly in the water when the ship slewed violently to port through about 160°. The boats which had been in the lee of the ship, were now exposed to the full force of the wind which was quite strong; they snapped the boat ropes and vanished astern taking seventeen men with them. Quickly four hawsers were bent together and a whaler was veered on the end of them to try to recover the other boats, but her crew saw nothing of them.

Just before the swing was complete, the captain ordered the starboard anchor slipped. When the strain came on the cable, growing broad on the beam, it bowed down on the bows and raised the stern clear of the reef. Wind and tide swung her again and heaving the lead showed that she was dragging her anchor into deeper water.

Below decks the situation was under control. The starboard engine room had been flooded, but the pumps brought the water down to the level of the deck plates. Other compartments were also leaking but not so badly.

At daylight, when the port engine was moved, the *Niobe* had ten fathoms of water under her, the tide had turned and she was now dragging to the south-east, so the port anchor was dropped as well. At 0600 the first of the local fishermen, who had come out in response to radio requests for a search party to find the boats, boarded the *Niobe*. He and a man from Clark Harbour life



The 1,100-ton "A" Class Ambush arrived in Halifax June 19 to replace HMS *Amphion* in the Royal Navy's Sixth Submarine Squadron. The Ambush carries 65 officers and men under command of Lt.-Cdr. Peter Roe. The Ambush thus begins her second tour of duty out of Halifax since formation of the Sixth Squadron in March 1955. (HS-53298)

boat, which arrived soon afterwards, were engaged as pilots. At 0800 the crew of the launch also aboard, the pinnace returned under sail with the boat having been left anchored safely at Horse Rip.

Both anchors were still dragging although there were thirteen shackles of cable out on the starboard and nine on the port, so, feeling confident of his ship's buoyancy for the present, the Captain decided to get under way.

By this time three tugs and all the fishing boats for miles around were gathered about the *Niobe* so about 330 men and boys were transferred to them for passage to reduce the number of lives at hazard in a crippled ship.

The difficulties of navigation were great for only the port engine could be used, the rudder was out of action, the fog was still thick and the tide was running strongly. The only way the *Niobe* could make good anything like a straight course was by anchoring whenever she yawed and waiting for the tide to swing her back on course again. She got way at 1220 and anchored in Clark Harbour, about eight or ten miles away, at 1845.

Because of steering difficulties, the *Niobe* was towed to Clark's Harbour,

where she remained until on August 5 HMS *Cornwall* came to her aid. Feeling her way toward the *Niobe* in dense fog, the *Cornwall* also struck a rock and suffered damage. She was, however, able to free herself and tow the *Niobe* to Halifax where both ships were repaired. (See "The Naval Service of Canada," Vol. 1, page 145-6).

For the court martial that followed Canada had to "borrow" a British cruiser squadron because there were not enough officers in Canada who were qualified to sit on it, and at least two of HM or HMC Ships had to be present. Commander Macdonald was honourably acquitted, but the navigator and the officer of the first watch were found guilty; the former was dismissed the ship and the latter was reprimanded.

A court martial has liberty to commend as well as to fix blame, and the president wrote to the Rear-Admiral the Fourth Cruiser Squadron:

*HMCS Niobe at Halifax, N.S.
18 November, 1911*

Sir,

I have the honour to report on behalf of the members of the courts martial sitting for the trials of officers of HMCS Niobe from 15th to 18 November, we wish to draw the at-

tention of the Canadian Naval Administration to the exemplary behaviour of the ship's company in HMCS Niobe on the occasion of her stranding, both on deck and in the engine room, under most trying circumstances.

It is noticeable especially that no less than 180 recruits were on board—all were boys or youths—and their conduct on this occasion appears to be most creditable.

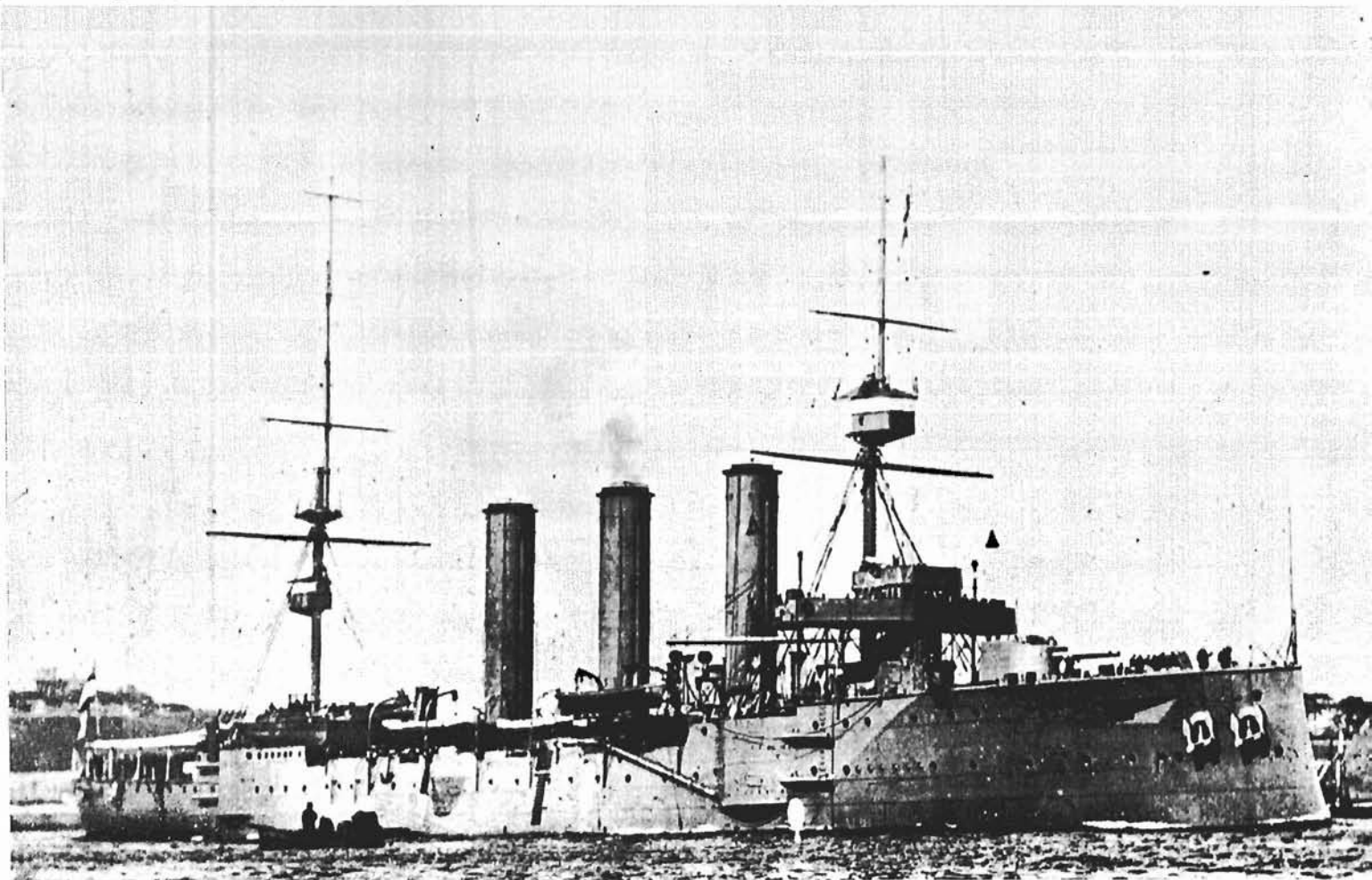
The court are also of the opinion that the seamanship displayed by Commander Macdonald, his officers, and men, in moving the disabled ship under trying circumstances into Clark's Harbour is worthy of all praise.

*I have the honour to be
Sir*

*Your obedient Servant
(Signed) L. Clinton-Baker,
Captain HMS Berwick,
President of Court Martial.*

This letter was forwarded to Ottawa and the department ordered it read to the assembled ships' companies of HMC Ships *Niobe* and *Rainbow* and to the cadets of the Royal Naval College of Canada at Halifax.—*Naval Historical Section*

HMS *Cornwall* hurried to the rescue, and went aground in doing so, when HMCS *Niobe* grounded heavily off Nova Scotia's south shore. The *Cornwall*, shown here, freed herself and towed the *Niobe* back to Halifax where both ships underwent repairs. (CN-3455)



Stars by Moonlight

*A true story of navigation
in the days of the
convoys*

“WELL, I’ll be!” ejaculated the young Gunnery Officer, “Did you see this article on ‘Sights Using Moonlit Horizon’ in the *ND Bulletin* for December? Guy’s wacky — any fool knows they’re not worth wasting time on . . . Yes, thanks, Flags — with water.”

“Yes,” agreed Flags, “wacky. Pilot has a pretty soft touch these days anyway, what with Loran, Decca and all the other gadgets . . . no more sights in a few years.”

The Ancient Mariner stirred uneasily in his deep chair before the fire, puffed on his pipe a little more vigorously, then reapplied himself to his contemplation of the wartime Navy List he had unearthed.

“Oh! sir,” said Guns, apparently noticing the Ancient Mariner for the first time, “don’t you think stars by moonlight are a lot of bunk? Oh! will you have the other half, sir?”

“Thanks—no ice,” replied the AM, knocking his pipe out.

“Y’know,” said the AM as he took the proffered glass from Guns, “there’s something awfully permanent about stars; the best electronic gadgets in the world may go on the fritz — but the stars are there for keeps . . . Now, as to stars by moonlight, well, I’ll tell you a story.

“It was 1942 — October,” continued the AM as he refilled his pipe. “I had my own corvette, and had to be my own navigating officer, too. ON 137 had had the usual spot of bother—weather and U-Boats—and one grey dawn, I found myself the sole escort for the survivor-filled rescue ship, the SS *Bury*, and Heaven alone knew where the convoy was! And it didn’t help to know that I was in a very familiar condition—getting short of fuel, and no replenishment tanker in the convoy even supposing I’d known where it was.”

The AM dragged thoughtfully on his pipe, “I well remember the cryptic signal from my senior officer in the *St. Croix*,” he went on. “Poor chap was lost the following year in the first acoustic-torpedo attack of the war . . .



‘IF IN COMPANY WITH BURY REMAIN TO PRUDENT LIMIT ENDURANCE THEN PROCEED AZORES OR ST. JOHN’S’.

“*Bury*’s DR and my own were little better than guesstimates, what with gales, scattered convoy, magnetic compasses, and no sights for days . . . We stayed with *Bury* as long as we could, and finally got him to within R/T ‘talking distance’ of the convoy—pure joss that—then headed for where I hoped lay St. John’s. It was then that my rotund and perspiring Chief ERA puffed up to the bridge, his usually cheerful countenance a mask of concern.”

The AM paused to relight his pipe.

“There had been a slight error in the ‘dips’ taken on the preceding two days—can’t blame ‘em, pretty heavy weather. We had quite a few tons less fuel now than we thought we had . . .

“A check and double check failed to produce even half a ton more, and a simple calculation revealed the unpleasant fact that, even if we were as far to the westward as we hoped we were, and even if the weather held, we’d end up with dry tanks about a hundred miles from St. John’s.

“There was only one thing for it—ask for a tow. But where the devil were we? I had no option but to pass a rendezvous position based on our very dubious DR.

“In the meantime, the Chief ERA had organized bucket brigades, and the dregs of the tanks were being baled out with loving care and deposited into a tank where best they could be used.

“We pressed on to the westward at economical speed, under leaden skies, with visibility not better than two miles. Then at last—two fuzzy and fleeting sun sights during the afternoon. These suggested that we were about 15 miles to the northward and a bit to the westward of our DR. While it was encouraging to find that we might be slightly to the westward, the sights had been pretty shaky. It’s at times like this that the Atlantic seems a very large place . . . However, there was nothing to do but trust the sights, head for the rendezvous, and hope for some stars. But dusk came, and no break in the sky although the fog cleared.

“Then suddenly at about 2200, the moon burst forth, and stars appeared fitfully between the scudding clouds. In the few fleeting moments before they were again obscured, I managed to get Arcturus, Mizar and Polaris. They gave me a cocked hat of about six miles, the centre of which placed us about 20 miles to the nor’-westward of our DR, and only about 18 miles eastward of our rendezvous position. This we reached with fuel remaining for not more than about three or four hours’ steaming.

“We stopped and lay there, the asdic team—sorry, sonar—straining for any sound which might announce the approach of a U-Boat . . . Our only radar, an SW2C, was in its habitual condition, U/S, as was our MF/DF. The hours dragged on, and the time of rendezvous approached . . . Then—distant ‘HE!’ Was it a U-Boat? . . . or could it be . . .? Suddenly we were bathed in moonlight again—and there were the tug and escort steaming right for us. They’d found us on the button. They had no radar, either.”

The AM contemplated his pink gin for a long moment in the silence that followed. “Yes,” he mused, “Stars by moonlight . . . I like ‘em.”—D.G.K.

OFFICERS AND MEN

Lt.-Cdr. Bourke, VC Winner, Dies

Lt.-Cdr. Rowland R. L. Bourke, holder of the Victoria Cross, died at his home in Victoria on August 29. He was 72.

Described by the late Lord Keyes, Admiral of Fleet, as "the bravest of all holders of the Victoria Cross", Lt.-Cdr. Bourke was awarded the Distinguished Service Order in April, 1918, and the following month he won the Victoria Cross. The awards were for valour in attacks on Zeebrugge and Ostend on the Belgian coast while in command of a motor launch.

Lt.-Cdr. Bourke was born in London, England, on November 28, 1885. He was educated in London and came to Canada in 1902, where he engaged in mining in the Klondike and fruit growing in B.C.

He entered the Royal Naval Volunteer Reserve as a sub-lieutenant in November, 1916, and took courses at Greenwich and Southampton, England, after which he was appointed in command of *ML 276*, and volunteered for rescue work at Ostend.

Along with another *ML*, Lt.-Cdr. Bourke followed the *Vindictive* into Ostend, engaging enemy machine guns on both piers with Lewis guns. After the other *ML* had withdrawn, Lt.-Cdr. Bourke laid his ship alongside the *Vindictive* for a last search and when about to withdraw heard cries in the water and detected six men clinging to a skiff. Under heavy fire, he rescued them, sustaining 55 hits to the *ML*, one by a six-inch shell.

Although the *ML* was severely damaged and speed reduced, he managed to bring her out and was taken in tow by a monitor.

The episode "displayed daring and skill of a very high order and undoubtedly saved the lives of the six men, one of whom was Lieut. Sir John Alleyne."

Lt.-Cdr. Bourke was gazetted on August 28, 1918, for his valour. The previous month he won the DSO. He was promoted to the rank of lieutenant-commander for his services in action and was also made a Chevalier of the Legion of Honour.

Lt.-Cdr. Bourke entered the former Royal Canadian Naval Volunteer Reserve in September, 1939, and served on administrative work in Canada dur-



LT.-CDR. ROWLAND BOURKE, VC, DSO

ing the Second World War, latterly with the acting rank of commander.

He entered the Federal Civil Service in 1932 and retired in 1950 at Esquimalt.

Lt.-Cdr. Bourke was buried with full naval honours from Our Lady of Peace Church, Esquimalt, on September 2, and requiem mass was sung by Rev. Lewis MacLellan.

He is survived by his wife, Linda, and two sisters, Mrs. W. Lewis and Mrs. R. V. Venables, both of Victoria.

Prizes Awarded UNTD Trainees

More than 350 University Naval Training Division cadets paraded before the Flag Officer Atlantic Coast Friday afternoon, July 11, at HMCS *Stadacona*.

Rear-Admiral H. F. Pullen inspected the cadets, who are in the midst of summer training with the RCN, and awarded prizes to outstanding trainees.

Cadet Captain H. L. Davies, Toronto, a student at the University of Toronto, received a sword as the most outstanding third-year cadet. Cadet Captain D. E. Wakefield, also of the University of Toronto, received a telescope as the runner-up.

Cadet J. S. Elliott, of Victoria, a student at the University of British Columbia, received a plaque as the most outstanding first-year cadet.

Dirks were presented to the following top cadets in first-year divisions:

R. K. Norris, D. P. Armitage and C. A. Gunn, all of Toronto, A. C. Frost, of Montreal, and J. A. Beatty, of Agincourt, Ontario.

Blood Given in Child's Memory

In Vancouver recently, 80 officers and men from HMCS *Athabaskan* gave blood in memory of a little girl who died of leukemia.

The ship's company learned of the plight of Sandra Dougall, 3, through a friend of the family, AB K. R. Speer, but she died before they had a chance to help.

Seven Complete Long "C" Course

After 11 months of concentrated study, seven officers have graduated as communications specialists from HMC Communication School at *Cornwallis*.

The course ended on Saturday, July 19, with the presentation of certificates to the newly-qualified "C" officers, Lieutenants J. A. C. Beauregard, J. D. Cairney, J. M. Campbell, D. Carmichael, W. H. Evans, C. M. Seymour and H. R. Wilcox.

The presentations were made by Captain M. J. A. T. Jette, commanding officer of *Cornwallis*, at ceremonial divisions. The Mackay Award for the highest marks in the Long "C" course went to Lt. Evans. This award, a telescope, was initiated by RCN communications officers in memory of Lt.-Cdr. T. C. Mackay, DSC, RCN, whose distinguished career in naval communications, was tragically ended when he was killed in an automobile accident in 1951 while on his way to a West Coast appointment.

Rust Prevention Idea Rewarded

A suggestion by Able Seaman Donald V. Watson, 21, of Kimberley and Kelso, B.C., has won him a cash award and a letter of commendation from Naval Headquarters.

AB Watson, an engineering mechanic, suggested a method for keeping certain deck plates in ships' engine and boiler rooms from rusting. The suggestion was submitted to the Suggestion Award Board of the Public Service of Canada for study and trial by technical ex-

perts and has been adopted for use by the Royal Canadian Navy.

AB Watson was born in Kimberley on January 26, 1937, and entered the Navy in February, 1954.

He took his early training at *Cornwallis* and has since served ashore on both coasts and at sea in the *Sault Ste. Marie, Ste. Therese, Ontario* and *Magnificent*. He is now serving at *Naden*.

Two Promoted to Commodore Rank

Two senior technical officers of the Royal Canadian Navy have been promoted to the rank of Commodore (L).

They are Commodore (L) John Deane and Commodore (L) Herbert G. Burchell.

Commodore Deane, who recently completed the course at the National Defence College, Kingston, Ont., took up the dual appointment of Commodore Superintendent, Pacific Coast, and Superintendent, HMC Dockyard, Esquimalt, on August 18.

Commodore Burchell has been Deputy Chief of Naval Technical Services at Naval Headquarters, Ottawa, since August 1956. While in the appointment he held the acting rank of Commodore (L).

In October Commodore Burchell will exchange appointments with Commodore (E) John MacGillivray, who has been Commodore Superintendent, Atlantic Coast, and Superintendent, HMC Dockyard, Halifax, since January 1956.

Bursary Goes to CPO's Daughter

The Rev. Canon H. L. Puxley, MA, DD, announced in August that at a meeting of the Executive Committee of the King's College Naval Bursary Fund, Miss Sandra Manning, of Halifax, daughter of CPO F. C. Manning, of HMCS *Stadacona*, and Mrs. F. C. Manning, had been awarded the King's College Naval Bursary. Canon Puxley acted as temporary chairman of the meeting, which convened in order to weigh the merits of the various applicants for the bursary.

In order for applicants to be considered it was necessary that they be children of an officer or a man serving in the Royal Canadian Navy or retired from the Royal Canadian Navy on pension. The candidates had also to be acceptable to or registered in the University of King's College. While academic achievement and promise was the first principle upon which the candidates' applications were considered, purpose, industry and character were also weighed carefully in the selection of Miss Manning over the other candidates.



First winner of the King's College Naval Bursary is Miss Sandra Manning, centre, flanked by proud parents, CPO F. C. Manning, a storesman at *Stadacona*, and Mrs. Manning. A 17-year-old graduate of Queen Elizabeth High School in Halifax, Miss Manning intends to complete her arts degree at the University of King's College, then take nursing science and, finally, administrative nursing. The bursary, to cover fees and books throughout her course at King's, went to Miss Manning on the basis of her academic achievement and promise, purpose, industry and character. (HS-54108)

While the bursary is awarded annually it is intended that it shall be tenable by the same student until completion of his degree at the university provided that he makes acceptable progress. The bursary will be in an amount sufficient to cover tuition fees of the successful candidate while he remains in his course at King's, and will at the same time provide him with a sum sufficient to purchase his books necessary for his course.

In making this announcement on behalf of the committee, Canon Puxley expressed the gratitude and deep appreciation of the university for this gesture by the officers and men of ships and establishments on the Atlantic coast who had made this bursary possible.

The bursary was established in order to commemorate the unique and valuable relationship between the University of King's College and the Royal Canadian Navy during the Second World War, during which the University turned over its buildings entirely to the Department of National Defence for use as an officers' training establishment. Many messes and welfare funds of establishments on the Atlantic coast have made contributions to the capital sum, interest from which will provide the bursary.

The recipient, Miss Manning, intends to complete her arts degree at the University of King's College, after which she intends to enter nursing science and finally will enter the field of administrative nursing. She is 17 years of age, and a graduate of Queen Elizabeth high school in Halifax.

Commissioned Rank for CPO

A former Chief Petty Officer of the Royal Canadian Navy, Murray K. Bronson has been promoted to the rank of Acting Commissioned Engineer (AE).

In September Cd. Eng. Bronson was to go to the United Kingdom for an aero-engine officers' course, after which he will take an officers' divisional course at *Cornwallis*.

Cd. Eng. Bronson was born in Port Stanley, Ontario, on May 7, 1921, and entered the navy at Hamilton in November 1943 as an engine room artificer. He served ashore on the East Coast and at sea in a frigate and a minesweeper until December 1945 when he went to the *Uganda* (cruiser) for two years. He transferred to the regular force in August 1947.

Following specialist courses in aero-engineering in the United Kingdom, Cd. Eng. Bronson returned to Canada in 1949 and served with naval air squad-

rons and air groups at *Shearwater* and in the *Magnificent*. In March, 1957, he took up instructional duties in HMCS *Cape Breton*, until recently apprentice training ship at Halifax.

Manœuvring Board Designed

A suggestion by Lt. Allan C. Gorse-line, has brought him a cash award and a letter of commendation from Naval Headquarters.

Lt. Gorseline, a navigation specialist now serving in *Niobe*, suggested an idea for an internally illuminated manœuvring board which has an application in fleet work.

Lt. Gorseline was serving in HMCS *Assiniboine* when he hit on the idea for his manœuvring board, and one was produced in the ship. It has since had considerable practical use made of it during several NATO fleet exercises in the Atlantic.

Lt. Gorseline was born in Schenectady, N.Y., but was living in Collingwood, Ontario, when he entered the navy in October 1940 as an ordinary seaman.

He served during the Second World War in HMCS *Halifax* (corvette) and HMCS *Uganda* (cruiser) and ashore on the East Coast and at HMCS *St. Hyacinthe*, wartime signal school at St. Hyacinthe, P.Q. He transferred to the regular force in May 1944.

Following the war he served ashore on the East Coast and in the United Kingdom, where he specialized in radar plotting and in HMCS *Magnificent* (air-craft carrier).

Promoted to commissioned rank in March 1951, Lt. Gorseline has since taken advanced courses in the United Kingdom and has held appointments at sea in the destroyer escorts *Crescent* and *Assiniboine* and in the coastal minesweepers *Chaleur* and *Gaspe*.

Senior Posts Announced

Four senior officers of the Royal Canadian Navy take up new appointments this fall.

Captain Robert W. Timbrell, who has been executive officer of HMCS *Shearwater*, RCN air station near Dartmouth, N.S., since February, 1957, was appointed Director of Undersea Warfare on the staff of the Assistant Chief of the Naval Staff (Air and Warfare) at Naval Headquarters, effective September 18.

Succeeding Captain Timbrell on September 10 was Cdr. John P. T. Dawson, who has been commanding officer of HMCS *Skeena* (destroyer escort) since the ship commissioned in March 1957.

Cdr. William M. Kidd took command of the *Skeena* on August 20.

Cdr. Andrew L. Collier succeeded Cdr. Kidd as executive officer of *Venture* on August 19.

Communications Course Completed

Five communicators successfully completed a Communicator Visual, Trade Group I, course at HMC Communication School, *Cornwallis*, on August 1.

The graduates of the 19-week course were Ordinary Seamen R. B. Clarke, S. R. Femia, R. P. Gilmore and G. W. Snooks, and AB E. A. LeClair.

Cdr. E. J. Semmens, officer in charge of the Communication School, presented a combination cigarette lighter and case to Ord. Sea. Snooks, who led the class throughout the course. All graduates received certificates.

Captain M. H. Ellis Retires from Navy

In pre-war days the Headmaster of a Victoria Island private school, Instr. Captain Martin H. Ellis, has retired from the Royal Canadian Navy after 20 years' service in the regular force and reserve and in both the executive and instructor branches. He proceeded on retirement leave on August 26.

WEDDINGS

Lieutenant (E) Douglas H. Benn, Naval Headquarters, to Miss Susan Christina Moffatt, of Ottawa.

Lieutenant Terrance Brennan, RCN(R), Carleton, to Miss Claudette Belair, of Eastview, Ont.

Sub-Lieutenant Patrick D. Crofton, *Niobe*, to Miss Patricia Judith, Mary Williams, of Wargrave, Berks., England.

Leading Seaman Alvin R. Hoover, *Mirimachi*, to Miss Elizabeth-Ann McGrath, of Victoria.

Ordinary Seaman Robert Kranstz, *Cornwallis*, to Miss Donna Vantassel, of Digby, N.S.

Able Seaman Gerald A. Leacock, *Stadacona*, to Miss Beverly Anne Dauphinee, of Dartmouth, N.S.

Able Seaman John B. Morris, *Cayuga*, to Miss Carol Loraine Shields, of Victoria.

Sub-Lieutenant James G. Morrison, *Ottawa*, to Miss Ruth Mary Cross, of Amherstburg, N.S.

Sub-Lieutenant Melville W. D. Rochleau, *Stadacona*, to Miss Hilda Thorpe, of Victoria.

Lieutenant David A. Winter, Royal Military College, to Miss Judith Merriam Wilson, of Truro, N.S.

BIRTHS

To Commander J. R. Coulter, *Assiniboine*, and Mrs. Coulter, a daughter.

To Leading Seaman W. T. Evans, *Crescent*, and Mrs. Evans, a son.

To Instructor Lieutenant-Commander J. A. Johnson, *Stadacona*, and Mrs. Johnson, a daughter.

To Lieutenant-Commander (SB) Charles T. McNair, *Patriot*, and Mrs. McNair, a daughter.

To Able Seaman Robert Polin, *Margaree*, and Mrs. Poulin, a son.

Born in Exbury, Hampshire, England, on October 15, 1900, Captain Ellis came to Canada in April 1926.

He entered the Royal Canadian Naval Volunteer Reserve (Supplementary Reserve) in 1938, at which time he was headmaster of Brentwood College School, near Victoria. He went on active service as a lieutenant in October 1939 and served in patrol vessels on the West Coast until May 1940 when he was appointed to *Stadacona*, Halifax, as a new entry divisional officer.

The following January he went to the United Kingdom for a specialized anti-submarine course, on completion of which he was appointed to the corvette *Collingwood* as anti-submarine officer for a convoy escort group.

Later he went ashore in Halifax as anti-submarine sea training officer, then became officer-in-charge of the Anti-Submarine School, on the staff of Captain (D) Halifax. During this period he was promoted to lieutenant-commander.

In July 1943, he joined the frigate *Nene* as group anti-submarine officer of the escort group EG 6, transferring nine months later to the frigate *Waske-siu*. During the year in which he was with EG 6, Captain Ellis experienced two glider bomb attacks and was involved, as group anti-submarine officer, in two submarine sinkings.

Captain Ellis later served at headquarters and as officer-in-charge of the anti-submarine school at *Cornwallis*. In August 1945 he went to the naval college at Royal Roads as instructor in English and in January of the following year transferred to the RCN.

After two years at Royal Roads, Instructor Captain Ellis was appointed to headquarters as Director of Naval Education.

In August 1949 he went to the air-craft carrier *Magnificent* as Senior Instructional Officer, and remained there until appointed to headquarters as Director of Naval Training in December 1950.

Captain Ellis was appointed to the staff of the Assistant Chief of Naval Intelligence in September 1954.

On September 1, 1956, he was appointed on attachment to the Joint Staff as Military Adviser to the Canadian Delegation on the UN Disarmament Commission and held this post until his retirement.

Air Commodore Costello Retires

On the occasion of the retirement July 11, of Air Commodore Martin Costello as AOC, Maritime Air Command, Rear-Admiral H. F. Pullen, Flag Offi-

cer Atlantic Coast, sent him the following message:

"On turning over the position of Air Officer Commanding, Maritime Air Command to your successor, the officers and men of the Atlantic Command express their appreciation of your leadership and wise counsel over the past four years.

"The very close and happy relationship of the two services in the command, is in a great measure, the result of your personal example. Our very best wishes go with you on your retirement."

Air Commodore Costello has been succeeded by Air Commodore William I. Clements, who is also Deputy Commander Canadian Atlantic Sub-Area under Admiral Pullen in the Canadian NATO command.

Officer to Serve At USN Base

Lt.-Cdr. (S) Robert N. G. Smith, on September 22 took up an appointment on exchange duty with the United States Navy at the Naval Supply Depot, San Diego, California.

Lt.-Cdr. Smith has been Deputy Naval Secretary (Staff) and Secretary to the Vice-Chief of the Naval Staff at Naval Headquarters, Ottawa, since January 1956.

Accident-Free Shops Recognized

Commodore (E) John MacGillivray, Commodore Superintendent Atlantic Coast, in July presented certificates of merit to four departments under his administration for having worked for the whole of the year 1957 without a lost-time accident.

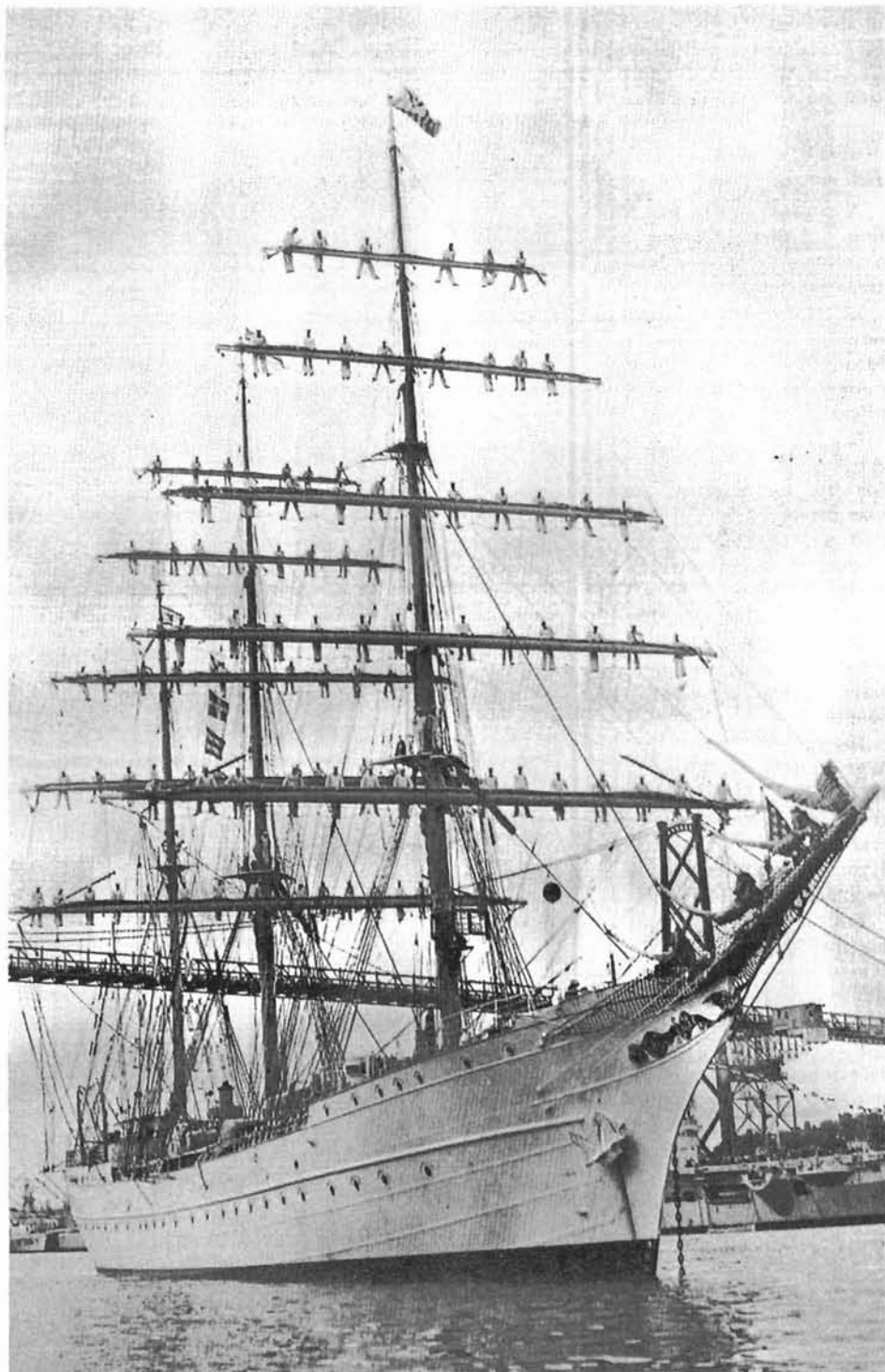
Eligible for the awards are 80 shops, etc., employing groups of more than 20 people. The number of people involved in the safety competition, embracing the dockyard, Naval Armament Depot and the Bedford Magazine, totals 4,100.

Certificate holders include the Plant Engineering Department, Electrical Maintenance, Fire Control Shop NAD, and the Precision Shop in the yard.

New Commanding Officer at Nonsuch

The appointment of Cdr. Leonard J. D. Garrett as commanding officer of HMCS *Nonsuch*, the Edmonton naval division, was announced in early September.

He succeeds Cdr. (E) (AE) Norman S. Cameron, who had been in command of the division since 1955 and who was the first non-executive branch officer to command a naval division.



It was a rare sight and it must have brought back yearning memories to ancient Maritimers attending Navy Day celebrations in Halifax on August 27. In honour of the occasion the U.S. Coast Guard auxiliary barque *Eagle* sent her cadet complement aloft to man the yards—a gesture that brought a message from Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast: "Many thanks for your assistance in our Navy Day program. It is many years since a ship with yards manned has been seen in Halifax harbour. It was a stirring sight." The photograph was taken by Tom Martin, dockyard employee and free-lance photographer. It is printed here with his kind permission.

Cdr. Garrett joined the RCNVR at Edmonton in 1941 and has served in the reserve ever since. He held a number of sea appointments during the Second World War, including that of gunnery

officer of HMCS *Iroquois* in European waters. In 1955 he was commanding officer of the *Brockville* when he carried out a summer training cruise to San Francisco.

THE ROYAL NAVY'S WONDER RADAR

A REMARKABLE tribute to the scientists, designers, and those of the radio industry in the United Kingdom who have supported them in developing modern electronic equipment for warships, was paid by the First Sea Lord (Admiral of the Fleet the Earl Mountbatten of Burma, K.G., etc.) at a dinner given by the British Institute of Radio Engineers to celebrate the 33rd anniversary of its foundation.

In recent years, said Admiral Mountbatten, equipment had been produced which revolutionized the operational effectiveness of the modern warship and gave to the captain and his officers powers undreamed of in the past.

He singled out for special comment the combination of Type 984 radar and its comprehensive display system which is essentially the eyes, brain and central nervous system of the ships, such as HMS *Victorious*, Britain's new aircraft carrier, in which it is installed.

"Integrated with the directing intellect of the human staff, it constitutes a device of almost fabulous performance without which modern warships would be highly vulnerable to long-range attack from the air," said the First Sea Lord.

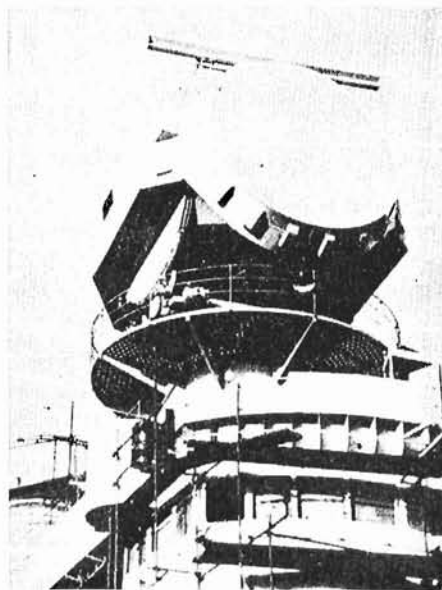
Lord Mountbatten went on: "The uninitiated, looking at this ship or seeing pictures of her, may wonder why she carries an enormous 'searchlight' on the island superstructure. Some may wonder if this contains some new form of black light or possibly even a magic eye. It is indeed a form of magic eye which, in conjunction with its electronic 'brain' between decks, not only gives the captain phenomenal far sight but also provides him with infinitely greater powers of calculation and judgment than his own eyes and brain could produce unaided.

"The eye part of this system is a revolving stabilized structure which weighs 27 tons and incorporates many new ideas. Like the human eye it uses a radio lens instead of a reflector, and for much the same reason. If a reflector were used the various scanners would obstruct the actual radar beams. Also by using the lens, greater flexibility in aerial design is achieved.

"The radio lens is made up of hundreds of short sections of different-length wave-guides stacked together like a honeycomb. It has an 'F' value of 1, which gives greater collecting power than the best camera lens. There is one way, however, in which this

'eye' copies the bat rather than the human being. It sends out its own sort of illumination in the form of a number of narrow pencil beams, all sharing the same lens. One of these is fixed in elevation and provides the long-range warning, while the others make a co-ordinated scan of various sections of the target area as the rotating structure revolves.

"Like the human eye again, this radar antenna unit sends a hotchpotch of impulses to the 'brain', in this case an elaborate electronic computer sys-



The 'magic eye' of Britain's new aircraft carrier, HMS *Victorious*.

tem in the superstructure of the ship. These impulses, though quite meaningless in themselves, contain all the information on airborne targets which is needed by the operational staff. To enable them to make full use of this information, there is a very complex display system which processes, stores and filters it so that it can be displayed in an easily intelligible up-to-date form. Range, height, bearing, speed and course are all provided and presented for easy use by a novel system of electronic writing.

"All the numbers and symbols required for identifying targets and for other purposes are written electronically on the display tubes themselves. This is achieved by a suitable combination of different wave-forms to produce Lissajous' characters of the required shape. Even for the most complicated characters not more than four of these wave-forms is needed. As if this were not enough, a section of the 'brain',

known as the intercept computer, works out for the control officer a future presentation of which of his fighters will intercept or miss their targets and when if they continue on his present directions. These directions have also been computed for him.

"Even with all this elaborate and effective aid the operational staff of a warship, trying to compete with a mass air attack at modern high speeds and great altitudes, is faced with enormous difficulties. Almost instantaneous decisions have to be made of how best to use all the rapidly changing information. This brings me to perhaps the most important and most interesting aspect of these new developments, and that is the integration of man's intellect with his creation. For this system cannot, of course, be used and directed or maintained without the human intellect.

"The term 'electronic brain' has often been criticized on the grounds that these machines are not capable of original thought and have, in fact, no intellect. This is, of course, perfectly true and the comparison between these machines and the human brain applies only to the semi-automatic part which controls the routine functions of the body as necessary to carry out the directions of the intellect.

"This is precisely the case with an elaborate electronic system such as I have described. I repeat that by itself it can achieve nothing. Its sole purpose is to provide for the human element much more information than their own eyes and brains can handle unaided, and to help carry out the directions produced by the combination of man and machine. If equipment as complex as this radar and display system is to serve its purpose and not become a liability it must be maintained at its designed performance. Moreover this must continue as the equipment becomes older and therefore inherently less reliable.

"The system is, therefore, fitted with a comprehensive monitoring system. This is extremely important because the mounting cannot be worked on while it is in operation and the length of time when the system can be put out of action for maintenance must be kept to the bare minimum. It is, therefore, only by continuous and careful monitoring that the system can be efficiently serviced during the short periods when it can be shut down. For the same reason the units and components

of the system must possess a very high standard of reliability.

"When Type 984 Radar was first planned serious doubts were expressed whether the valves and other components would be sufficiently reliable for them all to be kept in working order at once. This equipment uses about 10,000 valves and 100,000 components, to say nothing of a quarter of a million soldered joints, with 275 slip rings to the revolving structure. However, I am glad to say that this and other similar systems are now being operated and maintained at a very good standard of over-all reliability, and this must reflect the greatest credit on all in the

industry from top management to the workers at the bench.

"There is, of course, a price to pay for all such tremendous achievements and the financial cost is probably the greatest of these. I wonder if you realize the difference in costs between radio and electronic equipment in ships of the 1938 era and those of the present day. So staggering are these differences that I will quote a few.

	1938	1958
	£	£
Frigate or Destroyer	4,000	120-150,000
Cruiser	20,000	500,000
Aircraft Carrier	12,000	over 1,000,000

"To this must be added, of course, the huge expenditure on research and development. The other price is that complicated systems call for a higher degree of skill and personal qualities in our sailors than ever before. The men concerned with equipment of this sort need the ability to think quickly, they need mental endurance and they need sound judgment both in operating the equipment and maintaining it.

"I am very glad to say that we are getting a sufficiently high standard of recruits coming into the Navy to meet this formidable but fascinating task," Admiral Mountbatten concluded.—(Admiralty News Summary)

On Throwing Pebbles into the Sea

FOR THOSE who wish to get away from it all, without going so far as to preclude a rapid return to it all, there is nothing quite so soothing as throwing stones from the beach into the sea. Any beach on any sea will do, for boulders from Bali, nodules from Nova Scotia, pebbles from Panama, or stones from Stavanger will all fall into their respective oceans with equally satisfactory results. Many a man has taken his troubles to the strand and there alleviated them by an hour or two of carefree throwing and detached thinking, soothed by the unceasing whispering of the waves and refreshed by the wash of uncontaminated air from the uninhabited ocean.

Mind you, that is not to say that it is enough to just start throwing chunks of rock into salt water; the evolution must be correctly carried out, with the proper atmosphere and the proper respect for the mysteries. To start with, there must be a reason for the operation, for your purposeless thrower is a menace to society, a clutterer of the beach, and a waster of one of Nature's most bountiful gifts—the throwable pebbles of the world's sea shores. The benefits of the clinic of the beach are not thus to be squandered by meaningless meander-minded morons who have just time to kill.

The time of day must be considered, for hot noon and clear thinking are ill-matched fellows. When the sun has dipped from zenith to just above wavetop height and the cool breezes of evening are wafting, then is the time to essay the medicine of pebble casting.

There should, ideally, be a floating target and your experienced pebble caster will invariably be able to provide one from among the litter of cans and bottles left on the beach by the untidy human race. The bobbing of the target provides an extra element of difficulty, a soupçon of competition, to add further spice to relaxation, and to provide an upsurge of the ego when a bull's-eye is scored.

The site of the casting must be chosen with care so that an inexhaustible supply of ammunition is within reach of the hands of a sitting devotee, who can then grab, throw and think all at the same time without ever being aware of what he is doing or even where he is.

A comfortable seat is a prime requisite, preferably on a slight upslope, or on a dry rock or log if it is that

sort of a beach, where adjustments of position may be made without prejudice to the accuracy of aim or the continuity of thought.

It is a mark of the competent pebble thrower that a smooth ballistic stream of missiles flows toward the target with a regular concatenation of movement of hands and arms without loss of time or train of thought in intervals devoted to the gathering of ammunition. When turning points in logical development, or steps in reasonable argument are reached, the ever changing, infinitely variable assortment of the sea shore's surface will provide points of immediate interest to occupy the mind's breathing space.

There is fascination in the very stuff of the stones—the colours, the glints, the patterns and textures and patina of each pebble provide mute evidences of the incredible age and vastness of our earth and the minuscule proportions of our own human troubles and times. Here the amateur geologist will find a treasure-trove of all he desires in the way of specimens—igneous, sedimentary and metamorphic, all under hand, waiting to be examined, tossed in speculative contemplation, pocketed for collective retention, or flung, without a glance, into the engulfing sea, to be further pounded and polished, ground, and eroded by the inexorable forces driving the restless waves, to be finally cast up again, perhaps to engage the attention or muscle-power of a future seeker after peace of mind.

—G.A.D.



The Passage of the Pickle

A GAIN THIS YEAR, HMCS *Shearwater's* 58-foot yawl *Pickle* was loaned to the Royal Canadian Naval Sailing Association for entry in the ocean yacht race of the year, Newport, Rhode Island, to Bermuda.

The *Pickle* sailed from Shearwater at 1800 June 3, with a crew of 12: Cdr. J. C. Reed, skipper; Lt.-Cdr. Bill Wheeler, navigator; Lt. Keith Lewis, first mate; Lt.-Cdr. Pat Baldwin, second mate; Ldg. Sea. John MacMillan, cook, and watchkeepers Lt. Mike Thompson, CPO Howie Oliver, PO Bill Greenwood, PO Ted Eisenor, Ldg. Sea. Ken Baker, AB Jim MacLeod, and Ord Sea. Cliff. Simmonds.

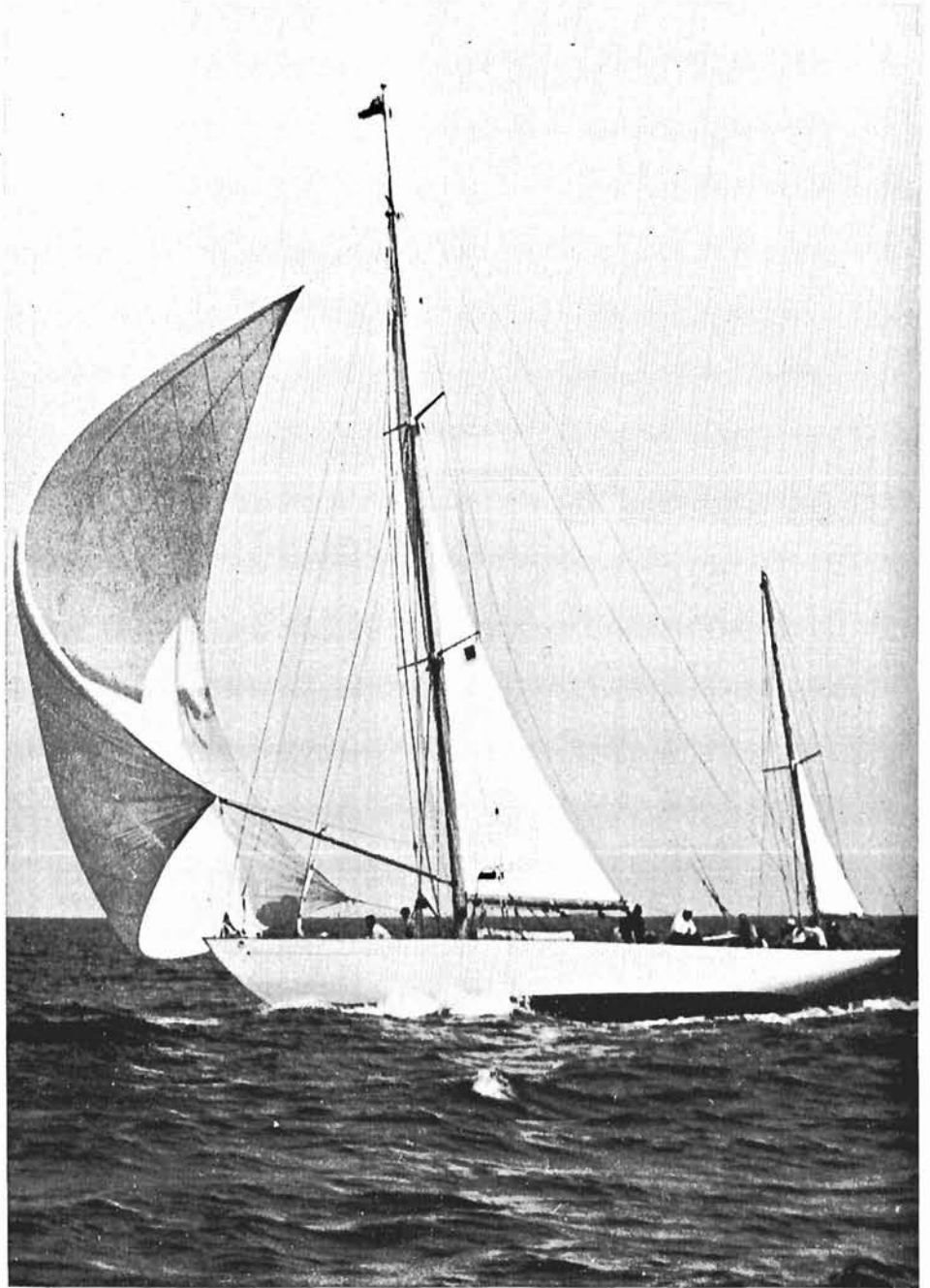
Sail was made in light rain and a fresh northeast breeze. Supper first night out was, naturally, pork chops. As is usual at the beginning of such a voyage, due no doubt to the combination of fatigue, pork chops, and the sea state, and in spite of the fine sailing conditions, a slight drop in enthusiasm, even a slight air of gloom, began to creep over and through the boat. This was only to be expected and wore off as the crew settled in.

The northeast wind held until 2000 the second evening, when Cape Sable had been well rounded, and course shaped for Cape Cod. It then dropped completely, and it became necessary to lower the sails, and continue under power.

Thursday, June 5, was bright and warm in the Gulf of Maine, but with only light airs until about 1500, when the wind came in from the southwest, and steadily freshened until by midnight it was blowing 25 knots, and the genoa had to be replaced by a working jib.

The wind moderated during the night, so that by the forenoon watch, there was just a good breeze to sail on. The *Crusader* came over the horizon at about the same time Cape Cod Light was raised. Pleasantries were exchanged as she overhauled the *Pickle* and disappeared in the direction of Boston.

During the next few hours, while beating round Cape Cod, strange difficulties arose in connection with the navigational fixes. While obviously well off shore, and in safe water, the fixes, based mainly on Cape Cod Lighthouse, simply would not "fix". Finally, to the confusion and embarrassment of the navigator "Cape Cod Lighthouse" turned out to be a handsome monument to the Pilgrims. This monument appeared to be transmitting D/F signals,



and behaving in most other ways that a decent lighthouse should.

This little problem solved, and the wind having dropped, course was shaped to cross the bay under power to make entrance of the Cape Cod Canal. The few hours required to cross Cape Cod Bay were the most pleasant, until then, of the passage. The sea was flat and the sun hot. Opportunity was taken to dry bedding, mattresses, and clothes and to lay the foundations of the expected suntans.

THE *PICKLE* secured at Sandwich wharf, just inside the entrance to the Canal, at 1800 Friday, June 6. Greetings from the Coast Guard were accompanied by orders for Howie Oliver to return immediately to Halifax on duty. Fortunately, he was able to re-join the *Pickle* before the race. His loss from the crew would have been serious.

After topping up with water, fuel, and fresh provisions, advantage was taken of the hospitality of the U.S. Coast

Guard at Sandwich, for showers, and for some of the crew, beds for the night.

Mike Thompson, having carried out a short reconnaissance of the beach, offered to guide some of his shipmates ashore for some light entertainment. In good faith, his shipmates followed in his footsteps over some miles of sandy, moonlit, Cape Cod roads, being continually assured "Just over the next rise." Sure enough, after a while, just over the next rise, appeared the starting point—the Coast Guard station.

Refreshed by the previous evening's exercise, the crew was ready for an early start through the Canal. The *Pickle* slipped at 0530 to pass through the Cape Cod Canal into Buzzard's Bay, and thence through Rhode Island Sound into Newport Harbour.

The boat entered Newport Harbour secured to a buoy at the Ida Lewis Yacht Club, just in time to see the 12-metre yacht *Vim*, one of the potential defenders of the America Cup, return to her mooring from work-ups.

Contact was soon made with the USN, and arrangements made for the *Pickle* to shift to a berth at Goat Island Navy Yard. For the duration of the stay in Newport, the *Pickle* had a good berth alongside, comfortable billets ashore for the crew, and a great deal of assistance from the USN.

During the afternoon and evening of Sunday, the *Highland Light*, *Royono* and six smaller yawls from the Annapolis Naval Academy arrived, and secured near the *Pickle*.

The good berth was not occupied full time; replenishment in Newport was necessary, the sides were cleaned and painted; a full compass swing was carried out and, after the delivery of a new suit of sails, a day was spent at sea for sail drill.

During the passage from Halifax, the stalwart cook, John MacMillan, had decided that, by temperament, he was better suited to the salty breezes of the deck than to the propane breezes of the galley. Therefore, his resignation was accepted, and Bill Greenwood was "volunteered" into this vital position. He kept everyone strong and well fed during his term of office.



START DAY arrived all too soon. The *Pickle* reached the vicinity of the starting line at 1200, with an hour to spare for planning. There was a spanking westerly wind, which, by 1300, built up to 35 knots. The yachts were to start in four classes, each start separated by five minutes. As starting time for A Class drew nearer, the spectacle became more thrilling. Twenty-seven big boats were thrashing about in an area of less than half a square mile, all gun'ls under and all trying to strike the line at the gun. After half an hour of such manoeuvring, the afterguard, whose main strength lay in Howie Oliver, Ken Baker, Jim MacLeod and John MacMillan, knew they had had a full workout.

The *Pickle* crossed the line only 40 seconds late and in a good position. The wind began to drop, and all boats set spinnakers. From analysis of the weather charts, and for other considerations, the *Pickle's* plan was to point immediately somewhat to the southward of the rhumb-line course to Bermuda.

It became evident early in the race that the mates had agreed on a foul plot to ensure that neither of the normally exhausted occupants of the after cabin—skipper and navigator—should ever had more than 45 minutes uninterrupted rest. Apparently, neither mate could bear to stand an hour of his watch without stamping into the after cabin to seek the skipper's opinion of a proposed change of sail.

Possibly some of these interruptions were justifiable, for by noon on the 17th the boat had averaged better than seven knots, had sailed 505 miles—80 per cent of the distance to Bermuda—and was 25 miles to the southward of the rhumb-line, with the wind expected to back a most favourable position indeed. These calculations included an estimated loss of two hours due to a jammed spinnaker halyard, and a parted genoa halyard during the night of the 16th/17th.

The best laid plans of mice and men, etc. The wind did not back—it fell. During the next 24 hours, the boat made only 70 miles. The same conditions held until about 1600 Wednesday, the 18th. During this time, there were nearly always other yachts in sight—at one time, 17 of them. Another interesting sight during this time was that fine seaman Clifford Simmonds rectifying a defect in the rigging, while standing in the belly of the main in his bare feet.

At 1600 Wednesday, the wind came in from the southwest, and hardened rapidly. The *Pickle* was soon driving

through the big lop like a champion, and from this time to the finish, at half after midnight, she sailed beautifully.

North East Breaker Buoy was found to be in its proper position, dead ahead, and the remaining buoys were rapidly left to starboard.

CONDITIONS at the finish line closely resembled those at the start, except that it was pitch black, relieved by hundreds of searchlights, beacons, lighted buoys, and the lights of a few dozen other boats—all the Class B, C, and D, which had crept past in the light airs.

After crossing the line, the *Pickle* proceeded into St. George's under power, was welcomed by the RCN liaison officer, Lt.-Cdr. J. M. J. Burns, and anchored for the few hours remaining of the night. At this stage of the game, most of the crew could have slept folded over the main truck.

To ensure that nobody would fall into lazy habits, the anchor was weighed at 0615 Thursday, and the boat motored through the Narrows and South Channel to Hamilton, anchoring in the lee of White's Island at 1030.

Naturally, the question uppermost in everybody's mind was how the boat had placed. It was found that, in spite of having crossed the line only five hours after the first boat over, we had dropped to 22nd in class, and 97th overall, of 117 starters. In such manner do winds and handicaps work.

A consolation was beating the *Royono*, a 71-foot yawl from the U.S. Naval Academy, which had bet her U.S. Ensign against our Blue Ensign on the results of the race.

The five-day layover in Bermuda was most enjoyable. Many fine boats were visited, and new acquaintances made. The Royal Bermuda Yacht Club afforded every possible facility to crews of the visiting boats. The Bermuda highlight was the presentation of prizes, by the Governor, in the grounds of the Princess Hotel.

The *Pickle* departed Hamilton at 1015 Tuesday, June 24, sailed swiftly under genoa and mizzen through the South Channel and Narrows to St. George's,



and berthed on HMCS *Buckingham*, which was to be escort for the home-ward leg.

By departure time, 1430, the wind was quite strong, the boat, therefore, sailed under small genoa, single-reefed main and mizzen. Three hours later, having cleared the outlying reefs and settled down on the course for Halifax, the *Buckingham* clocked the *Pickle* at nine knots, and indeed seemed hard pressed to keep up. However, the wind dropped somewhat, the *Buckingham* slowly overhauled, and disappeared over the northern horizon to locate the *Fairwyn*, the other Halifax entry in the race, which had sailed from Bermuda the day before.

On the 700-odd mile run to Halifax, the boat was plagued by light airs and calms for much of the distance, as in the last two days of the race.

Events of interest during this leg were Ted Eisenor's performance again



of apparent miracles with the machinery (by the time the boat reached home, most of the crew were prepared to wager that he could build a new auxiliary power unit from an old boot and a tomato can), a swim in the Gulf Stream while becalmed, the sight of a school of monstrous basking sharks and the close passage under the bow of a small whale—estimated clearance, six inches.

Even though everyone knows that basking sharks have no appetite for man, there was no clamour for another swimming party while they were in sight.

After many hours under power, and after the suspicion had arisen that the *Pickle* possessed unlimited endurance even with no wind, Sambro Island Light was raised at 0045 Monday, June 30.

As is to be expected at this time of year, shortly after altering course to come up harbour, the boat entered pea-soup fog, and had to buoy-jump all the way to the first sight of land, Imperoyal. The *Pickle* secured alongside at *Shearwater* at 0540, after a total run of more than 2,000 miles during 16 days at sea.

The 12 gentlemen who disembarked were shaggy and weather-beaten, but well satisfied, and considerably wiser in the ways of the sea with a boat than they had been 30 days before.—W.C.W.



From John Bastock, of Kogarah, New South Wales, Australia, comes this picture of what he calls "The daddy of all destroyers". Perhaps he should have called it "The mummy of all destroyers", but, in any event it's the first British torpedo boat, HMS *Lightning*, later called *Torpedo Boat No. 1*. The picture shows her in 1877 during pre-commissioning trials. When she was fitted out she was armed with two of the new-fangled 14-inch Whitehead torpedoes, carried one on each side in the vicinity of the huge ventilating cowl on quick-release dropping gear. Twenty-two years later she was equipped with a single, 14-inch trainable torpedo tube which fired over the bows. The *Lightning* was built at Thornycroft's Chiswick yard and was launched in 1877. Length: 84 feet, six inches. Beam: 10 feet, nine inches. Draft: five feet. Displacement: 27 tons. Hull: Galvanized steel. Engine: 460 horsepower, steam. Coal: seven tons. Single screw, speed 19 knots. Complement: twelve. No guns. To counter the torpedo boat, the torpedo boat destroyer was designed, was herself equipped with torpedoes, became so generally useful that the "torpedo boat" prefix was dropped and she was called simply a "destroyer".

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Margaree*

"We were there" is the happy boast of the *Margaree*. The Royal Review, B.C. Centennial Celebrations and Navy Week formed the highlights of the summer's cruising. Vancouver, Nanaimo, Ladysmith, Ocean Falls, even Rennel Sound, threw open their gates to welcome officers and men ashore.

Sports played an important part in recreational entertainment, especially in Ocean Falls. Aside from the water skiing, enjoyed by some, beer barrel polo was the most popular attraction. The squadron accepted the challenge of the Ocean Falls fire department to a sudden death game in the town square. Fire hoses at full pressure were used to push a beer barrel over the opponent's goal line. Needless to say the whole idea was wet.

Everyone seemed very close to the water this season—witness the war canoe crew who swam the last quarter mile to the jetty during the regatta.

Perhaps the closest associate of King Neptune was Able Seaman Wood. During the rigging of the outline illumination in preparation for the Royal Fleet Review he tumbled from the boat into the drink with a box of lamps. As he was going down for the third time he was heard to gurgle: "Let go of me, Chief, and take the lamps. They're still dry." It looked like the Lady of the Lake passing the sword to King Arthur.

The fish ran for cover this summer and, although Cdr. J. E. Korning and CPO H. B. Neaves landed a couple of salmon, generally the catches ran to rock cod and dogfish.—W.B.W.

School of Music

A large scale Military Tattoo, a visit from the Band of HM Royal Marines, the Calgary Stampede and Her Royal Highness Princess Margaret's visit to Victoria were the highlights of a very full month of July in the busy summer schedule of the band of HMCS *Naden* under its bandmaster, Cd. Off. (SB) W. J. Gordon.

The Tattoo, held in Vancouver June 23 to July 1 found *Naden* bandmen renewing acquaintance with the bands of the Royal Canadian Engineers and Tactical Air Command RCAF. Completing



PO Richard Grant is shown receiving the Torpedo Anti-Submarine Proficiency Award from Cdr. William Bremner, officer-in-charge of HMC Torpedo Anti-Submarine School, Stadacona. The award is presented to the candidate obtaining the highest standard in the TAS1 qualifying course. PO Grant, whose five-month course ended June 20, has been drafted to the Iroquois. (HS-53380)

the spectacular and colourful display were the bands of the United States Marine Corps (San Francisco) and HM Royal Marines from Deal, England.

Preparation for the display was concentrated into one extremely busy week of rehearsals under the guidance of Brigadier A. G. L. MacLean, an officer with many years experience organizing Military Tattoos in England and Scotland. Music was under the direction of Lt.-Col. V. Dunn, of the Royal Marines, who was the senior musical director. Excellent progress was achieved and the presentation was splendidly received by over 100,000 people, earning great ovation and high praise for all concerned.

On returning to Victoria on July 2 the *Naden* band was host to the Marine band whose members were staying in *Naden* for a few days rest before flying back to England. A smoker was laid on and was honoured by the presence of Commodore H. V. W. Gross and Cdr. D. L. Macknight. This proved a most enjoyable evening, especially for the ex-Marines now serving in the RCN. Other arrangements included picnic, beach

and sightseeing parties (a bus was at the band's disposal each day); a soccer match and a game of softball, in which Lt. Col. Dunn's cricket experience held him in good stead and enabled him to hit a home run on the first pitch. Needless to say, the Marines won the soccer game and *Naden* band came out on top in the softball.

The Marines had high praise for their accommodation in Nelles Block. During their short stay a good many friends were made and it was agreed that it came to an end all too soon.

July 6 found the *Naden* band on the road again en route to Calgary where it took part in the Stampede Parade. Returning to Victoria on July 8 the bandmen plunged headlong into preparations for the Royal Visit. At this point there were as many as 160 musicians working out of the *Naden* band house. These included members of both the Engineers and the Air Force bands who were also in town for the Royal Visit.

Units of the visiting Navies began arriving on July 9 and with them came five more bands—the Navy band on

board HMCS *Ontario*, two U.S. Navy bands, a U.S. Marine band from San Diego and a Royal Marine band on board HMS *Newcastle*. Each had a part to play during the week-end of Princess Margaret's visit, and the job of co-ordinating this vast array of bandsmen fell upon Lt. (SB) S. Sunderland, officer-in-charge of the School of Music.

Climax of the month came Saturday, July 12, when, accompanied by the famed 100-man guard from *Naden*, the band met HRH the Princess Margaret as she landed at Patricia Bay airport for the start of the Royal Tour. For the next three days the band played a leading part in the various parades, ceremonies and social functions connected with her visit. Two of the more important events were the Lieutenant Governor's garden party and the State Dinner at Royal Roads.

Much to everyone's satisfaction there has been a steady flow of very favourable comments reaching the Bandhouse. It would appear that throughout this most important period the band has more than lived up to the good name it has earned in the past.—K.B.

Naval Technical School

Personnel of the engineering, electrical, ordnance and shipwright branches have moved into the newly-completed Naval Technical School at Esquimalt, to begin combined training under the direction of Ord. Cdr. G. B. MacLeod, assisted by Cdr. (E) W. C. Patterson, technical training; Lt.-Cdr. (E) A. L. Chandler, administration; Inst. Lt.-Cdr. D. P. Sabiston, planning, and Lt.-Cdr. (E) J. D. Newton, apprentices' training.

The school designed by McCarter, Mairne and Partners, architects and engineers of Vancouver, is built on a six-acre slope between Moresby House, the wrens' barracks on Esquimalt Road, and Lang Cove. It has a total floor area of 140,500 square feet and comprises two main buildings built on eight levels.

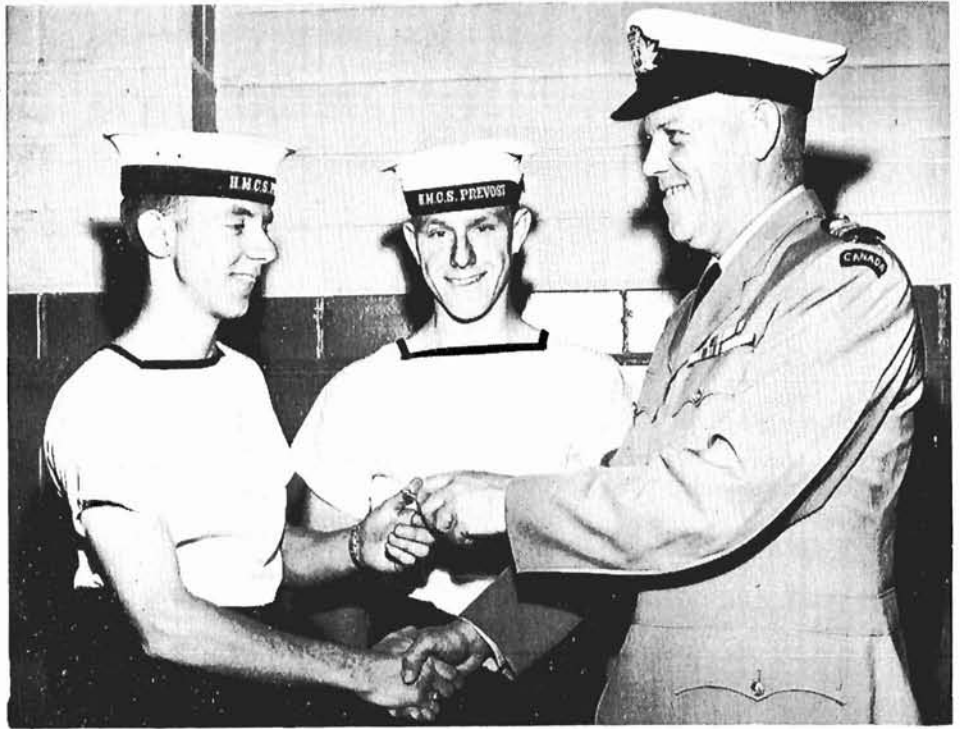
One building houses engineering, el-

OUCH!

Even the Navy has caught the paraphrase craze on the television "good guy" Paladin's famous slogan "Have gun. Will travel."

Ships of the Third Canadian Escort Squadron (Captain H. L. Quinn) carried out an anti-aircraft gunnery shoot September 9 on their way from Halifax to New York. Apparently it was a success, because a message to *Shearwater* to thank them for providing aircraft and sleeve targets ended exuberantly with:

"Have gunar. Will traverse."



Top men in the largest training class of new entry reserve seamen ever to be trained on the Great Lakes, Ordinary Seamen Fred Holland and John Wall, both of HMCS *Prevost*, London, Ontario, were presented with silver bosun's calls by Lt.-Cdr. A. M. Hunter, executive officer at the Great Lakes Training Centre, Hamilton. The 54 men in the class were divided into two divisions. Ordinary Seamen Holland and Wall achieved the highest marks in their respective sections. They received their two weeks' training in HMCS *Sault Ste. Marie* on Lake Superior. (COND-4827)



A couple of westerners, AB Paul Robson and Ord. Sea. Jim Morrice, both of HMCS *Chippawa*, Winnipeg, were presented with silver bosun's calls by Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, for heading their classes at the Great Lakes Training Centre, Hamilton. They took their two weeks' initial sea training in HMCS *Portage* on Lake Huron. (COND-4840)

ectrical, ordnance and shipwright training facilities as well as the administrative staff; the other houses apprentices' training facilities.

The main contractor was J. A. Pol-

lard of Victoria, who began the construction in August 1956. The setting up of machinery, the installation of telephones and the furnishing of the rooms, etc., are still in progress.

The school is part of *Naden* and RCN trainees including apprentices are billeted in Nelles Block.

The Naval Technical School is the first attempt in the RCN to provide combined technical training. It is one more step toward the concept of utilization of common facilities whenever possible.

ATLANTIC COMMAND

HMCS *Restigouche*

Recently, the *Restigouche* completed an operational visit to the USN submarine base at New London, Conn. The time alongside was only too short but it did afford time for the usual visits to the ship's service store for the souvenir and gift hunters and an opportunity to enjoy the wonderful American hospitality.

The USN authorities were most impressed with the general lay-out, equipment and capabilities of the new ship, and were lavish in adjectives in describing her smartness and clean-cut design. While proceeding up harbour to the submarine base the ship's company had a splendid view of the latest nuclear-powered submarine, *Triton*, which was on the slips of the builders, the Electric Boat Company, and ready for launching. The immense size of this boat brought the realization of how big a task one faces in an anti-submarine navy.

On leaving New London an anti-aircraft shoot was carried out and it was rewarding to see the drogue brought down on the second burst from the 3-inch 70.

During a few days in Halifax the ship was visited by the assistant editor of the magazine *Popular Mechanics* who had heard in Chicago that "the Canadians had the hottest thing in anti-submarine ships" so had obtained permission to write an article. An increase in sales of the magazine can be expected shortly!

The ship's company was looking forward to the more extensive cruise in the Caribbean area, involving further trials and evaluations of new equipment and systems, following which the ship will join her squadron for operational service.

Leadership School

Friday, August 22, saw the departure of the sixth and final class of UNTD cadets on successful conclusion of the summer cadet training program in the Leadership School at *Cornwallis*.

From early May through August 209 UNTD cadets in six classes completed their two-week divisional course in the

school, as required by their first year syllabus. This is the first year the UNTDs have been trained in *Cornwallis*, the divisional course being previously offered in *Stadacona*. However, it was felt that this type of training could be better carried out in "The cradle of the Navy" where divisional work is such a prominent feature.

The experiment has undoubtedly proved to be an outstanding success, if the opinion of the cadets can be used as a yardstick. Their comments on completion of the course were without exception favourable. The chief attractions were the atmosphere of training which pervades *Cornwallis* and the absence of outside distractions.

In addition to the reserve program, a three-week divisional course was

held in August for preparatory year ROTP cadets. After completing a two-week course in seamanship at *Cornwallis*, followed by two weeks practical application at sea in the *Buckingham*, 27 of the young men returned to *Cornwallis* and the Leadership School to complete their first year of summer training. The course included instruction in leadership, divisional work, parade training, general naval knowledge, and physical training.

August also saw several changes in staff. Lt.-Cdr. J. F. Mackintosh, returned from Cardiff, Wales, where he has been managing the Canadian boxing entry to the Empire and Commonwealth Games.

Lt. L. Forrest, who had been acting as course officer for cadets during the

SEA CADET SUMMER

THE END of the summer holidays, 1958, will be remembered by some 4,000 young men of the Royal Canadian Sea Cadets from all over Canada as marking the conclusion of the most flourishing training season they have ever experienced.

On both coasts and in other parts of the land and at sea the lads who wear the navy uniform with the RCSCC tally on their caps participated in a variety of events and received sound and interesting training.

Described by TCA officials as the largest airlift ever undertaken by a commercial airlift in Canada, 2,000 cadets were flown from Ontario and Quebec to HMCS *Acadia*, Sydney, N.S., their training camp on the East Coast, for two months of naval life. *Acadia*, commanded by Lt.-Cdr. D. S. Menzies, RCN, and staffed by RCN and RCSCC officers, provided the youngsters with a curriculum of basic naval training leavened with a solid program of sports and recreation.

On the West Coast, 1,000 Sea Cadets flocked to HMCS *Quadra*, Comox, B.C., where a similar program was given under the command of Lt.-Cdr. D. H. Tye, RCN.

In addition to the general training scheme, 452 cadets received a seven-week trades training course during which they could actually qualify to RCN standards in various naval trades.

Sea cruises gave 236 Sea Cadets an exciting opportunity to learn and train with the fleet. Sailing from both coasts in such ships as the *Ontario*, *Algonquin* and *Wallaceburg*, the cadets voyaged to Hudson Straits in the Atlantic and to Hawaii, Fiji, Australia and New Zealand in the Pacific. Sea Cadets

from Toronto and Niagara Peninsula area joined with new entry seamen of the RCN(R) on many of the Great Lakes cruises in the *Sault Ste. Marie* and *Portage*, where they visited American and Canadian lake ports.

Two bands of the RCSCC received special training and participated in naval command functions and ceremonies. The RCSCC *New Waterford* band from New Waterford, N.S., spent the summer at HMCS *Stadacona*, while the band of RCSCC *John Travis Cornwall*, VC, Winnipeg, trained for two months at Hamilton, where they performed at COND and Great Lakes Training ceremonies.

The visit of HRH the Princess Margaret saw hundreds of Sea Cadets turning out to line the streets along the royal way, and on August 10, at Halifax, Princess Margaret presented the Duke of Edinburgh Trophy to the rifle team from RCSCC *Westmount*, Sydney, N.S.

Another ceremony to which sea cadets were invited was the commissioning of HMCS *Restigouche* at Canadian Vickers, Montreal. Six cadets from RCSCC *Restigouche*, Campbellton, N.B., travelled to Montreal to join with cadets from the Montreal area in witnessing the commissioning.

The whole Sea Cadet training program was co-ordinated by the Commanding Officer Naval Divisions and was under the direction of Cdr. G. J. Manson, command sea cadet officer. In describing 1958 as "the biggest year, yet," Cdr. Manson paid tribute to all the officers and men of both the Navy and the Sea Cadets who worked to make the effort and the accomplishment so successful.

summer months left to take up his appointment in HMCS *Resolute*.

PO G. A. Broster assumed the duties of course instructor for petty officers' classes and PO G. T. Wallace relieved CPO H. Dowle as officers' class and gunnery instructor, P.R.H.

HMCS Cornwallis

August 10, 1958, is a day long to be remembered by all members of HMCS *Cornwallis*. Her Royal Highness the Princess Margaret arrived in *Cornwallis* from a reception in Digby in the evening of the 9th and stayed overnight in her royal carriage on the siding in *Cornwallis*.

On Sunday morning Her Royal Highness took a motor tour around the base. A special thrill for the children occurred when the Princess waved to a group of Brownies lining the edge of the parade square.

At 1100 Her Royal Highness left *Cornwallis* to continue her tour through Nova Scotia before flying back to England.

HMC Electrical School

CPO D. M. Bishop led those qualifying for promotion to chief petty officer, first class, in an electrical technician qualifying class completing in June at the Electrical School. PO H. B. Grant, also in the trade group four course, qualified for promotion to CPO, second class. In a similar class for radio technicians, CPO J. F. Dykes won top honours for those trying for CPO 1st class and PO J. E. Riva had best marks for those advancing to C2.

Classes for radio technicians (air) were also completed in June, nine men qualifying as P2RA4 with PO W. J. McDermott obtaining highest marks. At the trade group two level, AB A. H. Neil headed a class of four.

In May, PO C. L. Fauteaux led eight EA4 graduates and PO F. M. Taylor had highest marks of five men qualifying as detection specialists. PO E. R. Porter topped three other graduating fitters and PO R. B. Norris became a fire control specialist.

At the trade group II-III level, AB B. C. Loughman was first of five fire control grads, AB W. L. Wavryk headed eight other detection specialists and AB A. R. Martin was head of a fitter course.

NAVAL DIVISIONS

HMCS Hunter

Windsor's chief inter-service social event of the year, the annual Armistice Day dinner and dance on November 7 will have as its host this year HMCS *Hunter*, the Windsor naval division and

the division has been further honoured by having CPO Keri Lewis, RCN(R), appointed as chairman. The appointment was made by the entire district garrison, which includes units in Windsor, Chatham, and Detroit, Michigan. In previous years the chair has been occupied by regimental sergeant majors.

Participating units are *Hunter*, the Essex and Kent Scottish, the Windsor Regiment, RCEMEs, Windsor, and RCAF, Windsor, with representation from the National Guard, Detroit. Commanding officers of *Provost*, the London naval division, and *Star*, Hamilton, have been invited to attend, along with the commanders of the units mentioned. Non-commissioned officers of all the units will be present, as will a number of retired officers, headed by Rear-Admiral Walter Hose.

Because of the expected attendance figure 600, the dinner and dance will be held in the Caboto Hall, Windsor.

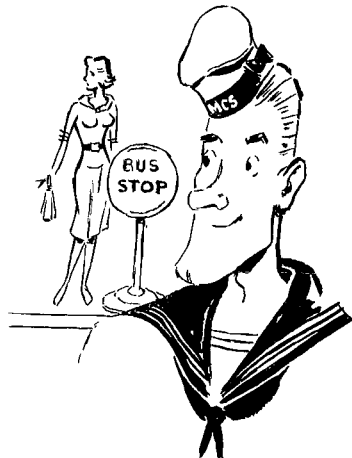
The host committee includes CPO Lewis, Petty Officers Cyril Hranka and E. W. J. Griffith and two senior NCOs representing the Army and RCAF.

HMCS Tecumseh

On the evening of September 5, a dinner was held in the drill deck at *Tecumseh*, the Calgary naval division, in honour of CPO V. Dovey on his retirement from the Royal Canadian Navy.

At the conclusion of the dinner a presentation was made by CPO William Hibbert, mess president to CPO Dovey of a gold watch on behalf of the officers, ship's staff and members of the chief and petty officers' mess.

After the presentation Cdr. G. K. Whynot spoke his appreciation of the efficient way in which CPO Dovey had carried out his duties during his term of service in *Tecumseh*. CPO Dovey replied.



HMCS York

An impressive change of command ceremony took place at HMCS *York*, Toronto naval division, on Wednesday, July 2, when Captain John Goodchild took over command from Captain Leonard D. Stupart.

Members of the ships' company were drawn up as for ceremonial divisions on the drill deck and were inspected by Captain Stupart. This was followed by a march past with *York's* band leading and Captain Stupart taking the salute. The retiring captain expressed his thanks for the support he had received from the ships company and said that he would be looking forward to returning as a visitor. Captain Goodchild was then given command and he expressed regret that Captain Stupart had found it necessary to retire. Captain Goodchild also said his main aim for the ship was that improvement be continued until HMCS *York* was the best naval division in Canada.

Captain Goodchild has spent his entire naval career in the Supply Branch. With few exceptions, commanding officers have in the past been appointed from the executive branch of the Navy.

Captain Stupart was *York's* commanding officer from July 8, 1955, and while in command the ship won the top honours with Winnipeg in 1956 as the most efficient naval division in Canada, and was runner-up in 1957 and 1958. The Efficiency Trophy is awarded each year to one of the 21 naval divisions across the country.

Captain Stupart joined the RCNVR in 1940 and was transferred immediately for service with the Royal Navy, serving in the anti-aircraft guard for merchant shipping until January 1941. He was then appointed first lieutenant of HMS *Hollyhock*, a "Flower" class corvette and was later in command of an LST.

Captain Goodchild joined the RCNVR in April 1941 as a probationary writer in Ottawa and after taking a writer's course was commissioned in 1942. He had several appointments and was supply officer of HMCS *Montreal* (frigate) when war ended.

While on the retired list of the Navy, he obtained a law degree and is now a practising lawyer and a partner of a legal firm in Toronto. Captain Goodchild rejoined the Navy as a reservist in 1951, was appointed a Reserve supply officer at *York* in 1952 and was promoted to commander in 1954. His present promotion to captain came as he took command of *York*.

HERE AND THERE IN THE RCN



Captain C. P. Nixon, RCN, Assistant Chief of Staff, Personnel and Administration, on the SACLANT staff at Norfolk, Virginia, presents the Canadian Red Ensign to the U.S. Marine colour guard for hoisting with the flags of other NATO nations on July 1—Canada's 91st birthday. With Captain Nixon is Vice-Admiral L. S. Sabin, USN, Chief of Staff and Aide to SACLANT. (Official SACLANT photo.)



The wrens from HMCS York were adjudged to be the smartest unit in the annual Garrison Church Parade in Toronto this summer. That is why you see Sub-Lt. Jane Weld receiving a plaque, donated by the Toronto Sergeants' Association, from Sergeant Major Geddes. (COND-4795)



Two hundred youngsters attending the annual YMCA summer camp in Halifax got a taste of sea life as guests of the Navy on a two-hour tour of the harbour approaches. Arthur N. Grace, skipper of the harbour craft, gives a few pointers to young David Griffith, as Bruce Finlay awaits his turn. (HS-53553)



Civilian shipwright apprentice C. A. Noseworthy receives graduation diploma and special prize as class leader from Commodore John MacGillivray, Commodore Superintendent Atlantic Coast, during graduation ceremonies at HMC Dockyard. Looking on are R. Cochrane, director of apprentices, Provincial Department of Labour, and J. J. Breen, assistant superintendent administration, COM-SUPLANT. (HS-53220)

WHY HITLER CALLED OFF INVASION

THERE WERE two main factors that caused the Germans in 1940 to abandon Operation Sealion, the planned invasion of Britain, and neither of these was the Royal Air Force. That is the thesis offered in "The Silent Victory", by Duncan Grinnel-Milne. A former RAF officer, Grinnel-Milne devotes himself, in this book, to shooting down a high-flying sacred cow which, according to his line of argument, was inflated out of all proportion.

The first and foremost factor, says the author, was the Royal Navy. The second was the stubborn determination of the British people.

Drawing heavily from the German naval archives, Mr. Grinnel-Milne describes in some details the plans and build-up for Operation Sealion. Made giddy by the success of the campaigns, from Warsaw through to Paris, the German High Command, in general, at first looked on invasion of Britain as an easy operation. But as the glow of victory began to wear off and the naval staff took a more studied look at the situation, the prospects did not look so promising.

A prerequisite was control of the stretch of the English Channel across which it was planned to mount and support the attack. The Luftwaffe by weight of numbers, had established sufficient superiority over the RAF to assure reasonable control of the air above, but some way had to be found to prevent the Royal Navy's surface forces from falling on and annihilating the invasion force's transports and barges. Germany did not have the ships for the job, so it was decided to rely on coastal batteries of heavy guns and thick minefields on either flank. But the big guns proved relatively ineffectual and mine barriers were uncertain shields, to say the least.

The position of Grand-Admiral Raeder, Commander-in-Chief of the German Navy, was most difficult. On the one hand he had to obey orders and see that the navy carried out its assigned share of the Sealion preparations; on the other hand, convinced the venture could only end in disaster, he somehow had to persuade Hitler at least to postpone it.

It was Raeder's hope, and Goering's promise, that a cross-channel attack would become unnecessary. Harking back to Warsaw and Rotterdam, they

BOOKS for the SAILOR

foresaw the concentrated night bombing raids on London, and other cities, bringing a disintegration of the British will to resist and a public outcry for a quick surrender. Instead of an invasion force, the Sealion transports would take to Britain a victorious occupation army.

But British morale did not break, and while the people on the home front grimly stuck it out, the Royal Navy not only stood guard in the narrow seas, but boldly struck at the invasion ports.

S-Day was set for September 20-21. On September 14, Hitler ordered a postponement, with the 27th the indicated date. On the 17th he postponed Sealion indefinitely, and on October 11 Hitler called off the invasion plan.—R.C.H.

THE SILENT VICTORY, by Duncan Grinnel-Milne; British Book Service (Canada) Ltd., Kingswood House, 1068 Broadview Ave., Toronto 6; 206 pages; price \$4.50.

DUEL AT SEA 150 YEARS AGO

THAT TENSE STORY of a duel between a destroyer and a U-boat, "The Enemy Below," by D. A. Rayner has been followed by another suspense-filled yarn of the sea by the same author, almost a sequel except that it concerns a single-ship action 150 years ago.

"The Long Fight" is based on an historical happening—the meeting of two desperate enemies in the Indian Ocean in the year 1808. The antagonists were the British frigate *San Fiorenzo*, old, storm-damaged and undermanned by reason of sickness, and the French frigate *Piemontaise*, which should have been able to outsail the British ship, but which had been too long at sea and had become sluggish and hard to manage.

The *San Fiorenzo* was custodian of three India merchantmen, homeward bound for England. On the raider *Piemontaise* rested the hopes of the starving colony of Mauritius (then known as Ile de France).

The enemies met off the coast of Ceylon, just as the *Piemontaise* thought she had three unprotected merchantmen within her grasp. The sails of the *San Fiorenzo* appeared on the horizon and the stage was set for a bitter fight that went on day and night for three days. In the end, the ingenuity of the British captain and his men's stubborn will to win decided the fight, at heavy cost.

Diagrams and descriptive passages present a detailed study of the manoeuvres and decisions involved in a single-ship action in the days of sail.

—C.

THE LONG FIGHT, by D. A. Rayner; published in Canada by Collins, 10 Dyas Road, Don Mills, Ont.; 256 pages; \$3.00.

SHARKS AND LITTLE FISH

ONE OF THE MAIN features which elevates Wolfgang Ott's novel "Sharks and Little Fish", above many other novels written about U-boats and the war at sea generally, is the authentic transference of the author's reactions to submarine warfare, as it affected U-boat crews, to the pages of this, his first book.

It is written in part with a pen which casts many blots of vulgarity on its pages. Instead of detracting from the basic material, however, this style is appropriate to a book which has one main object—to describe the innermost feelings of a section of humanity rubbed raw by doubt, fear and the ever-present image of death. While it will undoubtedly have a special appeal to those interested in the submarine phases of naval warfare, because its conception and style alone are refreshing, if brutally frank at times, every reader will find much to interest him within its pages.

Author Ott was barely 17 when he was called into the naval service. He served, initially, as a seaman on a minesweeper and, later, as an officer in a submarine. It is this background which he inscribes on the pages of his novel, in which the central character, Teichmann, relives the experiences which, it is presumed, the author himself experienced and which he so dramatically describes.

The author has taken a long look at war and his novel is an indictment of it. Focussing only on its end result, the destruction of man by man, he does not allow his vision to be clouded by the spectres of glory or righteousness which, in other books dealing with the wartime operations of the Kriegsmarine, frequently make their appearance as the psychological scapegoats for the not infrequent cold-blooded destruction perpetrated by the undersea killer.

War at sea is brutal but it can also be looked upon as a business transaction, author Ott explains in one part of his book where he describes Teichmann during a depth-charge attack on his U-boat:

"The men up there on the surface were hunters with spyglasses, pursuing a blind deer. They needed only to

stand by and wait. All this passed through Teichmann's head as he sat in panic fear on the deck plates of the control room, waiting for the bombs. And then came hate. There was nothing he could do to dispel it. It was a loathsome animal that sat down beside him and grew steadily bigger. He didn't want it. He was a sailor and a fighting man; he had never hated the enemy. No one on board ever expressed the feelings of hatred.

"They were sailors and those men up above were sailors, and if they had to kill they did a good professional job of it, because it was their trade."

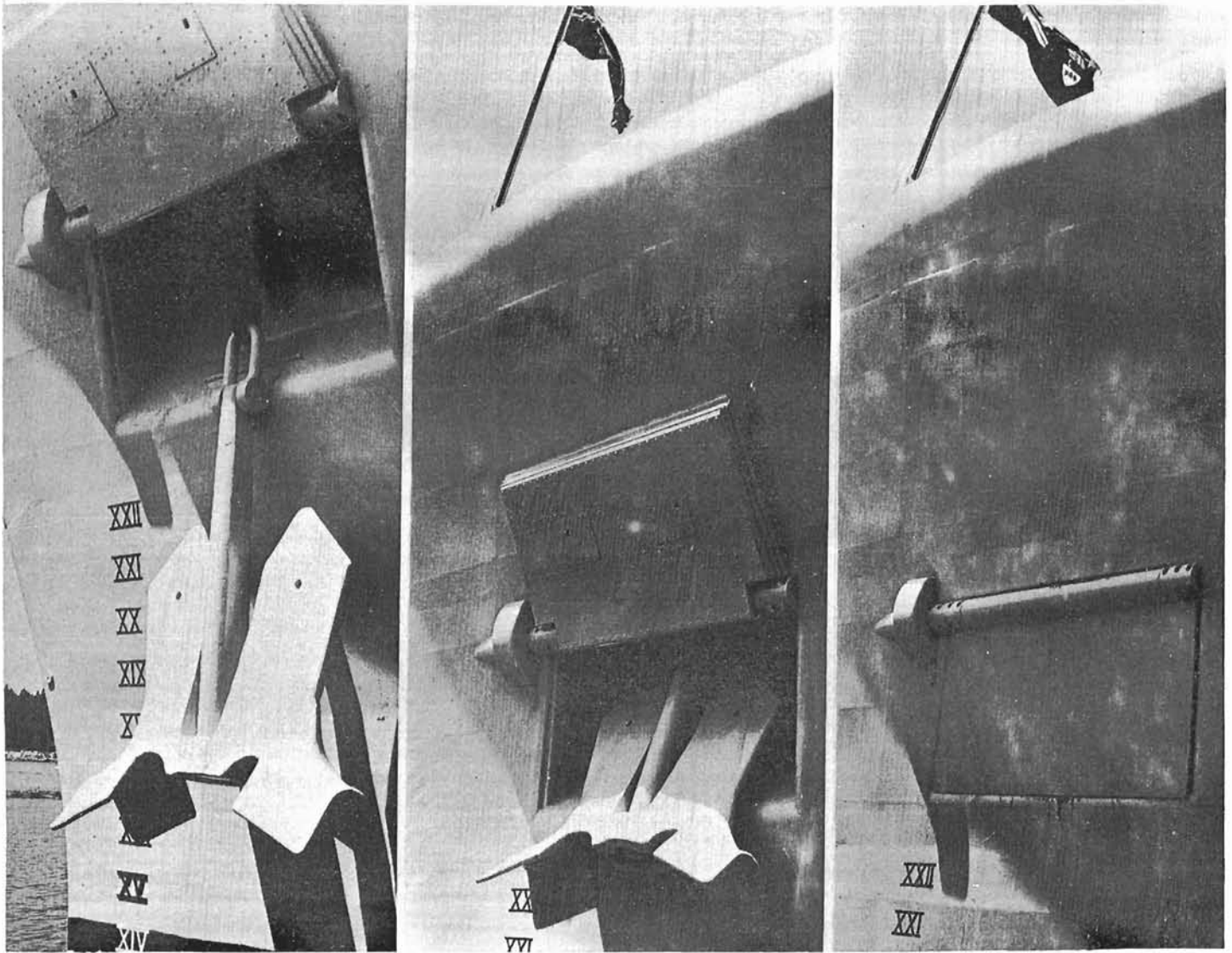
He goes on later to describe the same men in a subsequent attack: "The nerves of some of the crew were shattered. The machinists were in the worst

state. They jumped at the slightest unexpected sound, swore at each other, wept hysterically, and made mistakes in performing the simplest operations. Their condition showed in their eyes, which protruded enormously, and their pupils flickered restlessly like candles in the wind."

To those who fought in the Battle of the Atlantic, this book may supply certain answers to some of the questions which, in the silence of long, sleepless nights, they must have pondered.

To everyone, the title will surely provoke one thought: which were the sharks, and which were the fishes?—A.C.T.

SHARKS AND LITTLE FISH, by Wolfgang Ott, published in Canada by McClelland and Stewart Ltd., Toronto; 432 pages; \$5.50.



Among new features of the Royal Canadian Navy's new anti-submarine destroyer-escorts is the method by which the ships' anchors are housed within the hulls. These sequence pictures, of the bow of HMCS Margaree at Esquimalt, show how an anchor is hoisted and housed within the bow of the warship. The entire automatic operation takes only a few minutes. (E-445631)

THE NAVY PLAYS

CNS is Canada's Top Senior Golfer

Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, defeated more than 200 entries in 36 holes of medal play to capture the Canadian Seniors Golf Championship. The week-long tournament was played at the Royal Ottawa and Rivermead Golf Clubs in South Hull, Quebec.

Playing in his first Seniors competition with a ten handicap, Admiral DeWolf won his first title and the Shaughnessy Cup with a total of 154.

He also helped take the team prize for the Royal Ottawa for the four lowest nets for any one club in 36 holes. His score was 134 out of the 571 total.

With the title, in addition to the cup, goes a berth on the Canadian team for the matches against the United States.

In the first day of play he hung up a three-over-par 75 at the Rivermead, sharing the lead with Hugh Jacques, of Beaconfield. In the next play he led the field by three strokes with a 79 at the Royal Ottawa.

Admiral DeWolf also tied with two others with a 75 for the best 18-hole gross but since any one contestant can take only one prize he was ineligible.

RCN Hands Two Defeats to Cruiser

A Halifax navy soccer team defeated a representative team from the Italian cruiser *Montecuccoli* twice during the visit of the cruiser to Halifax.

The RCN took the first game 4-2. The second game 3-1, was scoreless in the first half and Knox opened it in the second half with a hot drive. Dettwiler increased the lead with a penalty kick and Wheaton completed the Canadian scoring when he broke through the Italian defence. The visitors scored their lone goal with a beautiful 15-yard drive from the boot of Passante.

RCN's left back, Collier, made two kicks just less than half the length of the field and each one hit the crossbar.

Armdale Club Wins Regatta

Armdale Yacht Club, for the third straight year, won the Royal Canadian Navy Sailing Association Trophy regatta during a week-end of racing at the



CPO Pat Moffat, of Belmont Park, (left) and his civilian friend Ken Jackson, of Victoria, weren't expecting anything like this when they dangled an eight-pound test line in only four feet of water in Esquimalt Lagoon on July 23. The 110-pound skate put up a real fight, but was landed with the help of a strong gaff. (E-46233)

Armdale Yacht Club. Five teams competed: RCNSA (Halifax Squadron), Royal Nova Scotia Yacht Squadron, Halifax Garrison Sailing Association, Bedford Basin Yacht Club, and the Armdale Yacht Club.

Five classes of boats, Roue 20, Blue-nose, Handicap, Snipe and dinghy, raced on a Saturday, and the RCNSA Trophy regatta was run off on Sunday.

Armdale totalled 5,860 points, BBYC—5,721, RCNSA—4,894, Halifax Garrison—4,699, and RNSYS—1,024.

Beacon Hill Takes Trophy

The frigate *Beacon Hill* scored an unprecedented series of victories in the annual Pacific Command Fleet Regatta to take the Cock-o'-the-Fleet Trophy, the High Aggregate Trophy with 103,504 points, and no less than eight other trophies.

In sailing, the *Beacon Hill* took both the cutter and whaler races, while the *Fraser* captured the dinghy race and RCAF Station, Comox, won with sailorettes.

In whaler pulling, the *Beacon Hill* was awarded the engineroom leading seamen and below; wardroom officers' half-mile; seaman leading seamen and below; miscellaneous, and chief and petty officers' half-mile. They also took the war canoe race.

HMCS *Naden* took the young seamen's whaler; boys' and Sea Cadets' whaler half-mile; junior officers' whaler and veterans' half-mile, while the *New Glasgow* pulled ahead in the supply leading seamen and below and the *Fraser* took the open whaler. HMCS *Ontario* was awarded the best-dressed war canoe prize.

The standings were as follows:

1 <i>Beacon Hill</i>	9 <i>Caminron II</i>
2 <i>Fraser</i>	10 <i>Margaree</i>
3 <i>New Glasgow</i>	11 <i>Cayuga</i>
4 <i>Ontario</i>	12 <i>Jonquiere</i>
5 <i>Stettler</i>	13 UNTD's
6 <i>Naden</i>	14 <i>Canflagpac</i>
7 <i>Skeena</i>	15 <i>Comsuptpac</i>
8 <i>Crescent</i>	16 <i>Sea Cadets</i>

The two-day program of sailing and pulling events, in which nearly 940 naval personnel participated, concluded with the presentation of awards by Rear-Admiral H. S. Rayner, FOPC, on the quarterdeck of the *Ontario*.

Submariners Win Soccer Title

In a deciding game for the Maritime Soccer Championships, the Sixth Submarine Squadron took the crown 3-1 from a Summerside, P.E.I., squad.

The submariners now advance to the Eastern Canada semi-finals.

During the game the Squadron, just returned from a five-day training cruise, showed no sign of fatigue.

They held a wide offensive margin and when they showed signs of lagging the goalie rose to the occasion.

Electrical School Keeps Sports Lead

The Electrical School retained *Stadacona's* Cock-o'-the-Barracks for the winter term, thus winning it for the fourth consecutive time. To keep the trophy, the electricals ran up 4,320 points while their closest rival, TAS School, obtained 4,050.

A later success, on June 26, was the winning of the interpart track and field meet where Electrical School gained 37 points, trailed by Supply with 33.

The track triumph was a feather in the cap of the new sports officer of the school, Lt. (L) Pat Barnhouse, who appears to be easily following in the wake of his predecessor, Lt. (L) John Allan.

Supply Depot Ladies Top League

Naval Supply Depot took first place in the Tri-Service Ladies' Softball League when it triumphed 17-6 over RCASC in Halifax. Previously the depot had been running neck and neck with Beaverbank for the top slot.

Navy Softball Team in Finals

In the Big Six Softball League at Regina, Navy and Telephones swept the field in the best-of-three semi-finals to meet in the best-of-five finals.

Wren's Defeat Army Team

Stadacona Wrens scraped out an 18-17 victory over Eastern Command Army in the Tri-Service Ladies' Softball League in July.

The Wrens out-hit their rivals 28-25.

Player Picks Up 'Pianola' Hand

During July, while the *Algonquin* was visiting Canadian gulf ports, considerable off-watch time was devoted by the ship's bridge enthusiasts to improving their game.

For one such rubber, PO D. J. Dunn and PO R. P. Campbell paired off against PO C. L. Walker and PO G. H. Rushton for a game that resulted in a memorable experience for Dunn when he held a hand that gave him no trouble at all in bidding and making seven spades.

A layout of the hand, dealt by Walker, follows:

	RUSHTON (no points)
CAMPBELL	DUNN
S: J x x	S: A K Q 10 x x x
H: A Q J	H: K x
D: A J x x	D: x
C: x x x	C: A K Q
	WALKER
	S: x x
	H: x x x x
	D: K Q x x
	C: J x x

PO Walker opened with a pass, Campbell followed with one heart, Rushton passed and Dunn, following the Blackwood convention, bid four-no-trump. Again Walker passed, Campbell answered with five hearts, Rushton passed and Dunn closed the bidding with seven spades. The stage was set.

Walker led a diamond and Dunn laid down his cards—a perfect hand.

(Kibitzer's voice in the background: "Look here, Petty Officer Dunn, if you had stayed in no trump you could have picked up another ten points.")

Army Downs Navy For Softball Title

In softball Army Headquarters, B.C. Area, defeated *Naden* Wardroom 4-3 to capture the "coveted" Bucket Trophy.

The Army also took top honors at the Tri-Service Track and Field Meet held at Chilliwack, B.C. Air Force placed second and Navy trailed the field.

Ordnance Team Represents *Naden*

Naden will be represented in the Pacific Command Softball Championships by the Ordnance School. Ordnance topped a field of 11 teams in three weeks of play to win the honour. In addition they won the monthly Make and Mend for August with 24 points.

16 YEARS ON BOTTOM SUB RAISED AT MALTA

SIXTEEN YEARS after she was sunk in an air raid in Lazaretto Creek, Malta, HM Submarine *P36* has been brought to the surface. The work of raising her 650-ton hull, which lay on a narrow shelf between 70 and 80 feet beneath the surface, has been under the supervision of P. F. Flett, OBE, Senior Salvage Officer in Malta, who was responsible for clearing the wrecks left by the Egyptians in the Port Said approaches of the Suez Canal in 1956.

The possibility of salvaging the *P36* was investigated soon after her loss in April 1942 but it was then realized that this would be a full-scale operation, which was impossible at that time. For many years afterwards her position was marked by a faint slick of diesel oil escaping from her fuel tanks and an occasional stream of air bubbles.

The raising of the submarine has been accomplished with the aid of special lifting craft, which normally use the ebb and flow of the tide to assist their task. With the absence of any tidal movement in the Mediterranean, however, the lift of the *P36* was brought about by the taking on and discharge of ballast by the two craft.

Work started at the beginning of July with the wreck slung in a cradle of heavy wires between two lifting craft and by the end of that month nineteen separate lifts had been undertaken in the course of the operation. She is now on the surface.

It was in January 1942 that the *P36* joined the 10th Submarine Flotilla, a month or so after her completion at Vickers Armstrongs Ltd., Barrow-in-Furness. Under the command of Lt. H. N. Edmonds, RN, she carried out patrols during January, February and March. On one of these she damaged an Italian destroyer, one of several escorting two cruisers south of the Messina Straits. In the subsequent counter-attack, the company of the *P36*

counted 225 depth charges exploding around her. On April 1, 1942, she was lying at her berth close to the Lazaretto, during one of the heavy air raids of that time, when a bomb falling nearby holed her ballast tanks and hull in many places. As the crew had been ordered to take shelter ashore there were fortunately no casualties.

Every effort was made to try to keep her afloat and wires were even passed to the piers of the Lazaretto arches to stop her from heeling over, but they had to be cut when it was seen that the weight of the submarine would cause the arches to collapse. It was then that the *P36's* commanding officer, Lt. Edmonds, was heard to say that it was bad enough losing one submarine without being sued for destroying an ancient monument as well. Shortly after the wires were removed the *P36* rolled over and sank.—*Admiralty News Summary.*

Sailors Stand Fast Despite Hot Buzz

Naval discipline was sorely tried during the royal ceremonies at Digby during the visit of Her Royal Highness the Princess Margaret but the stalwart sons of the "silent service" upheld their old tradition, the *Halifax Chronicle-Herald* reported on August 11.

"When Princess Margaret planted a tree at the Admiral Digby well, a detachment of sailors from HMCS *Cornwallis* was set to ring the area," the story continued.

"Suddenly a situation for which their training had not prepared them occurred. But in spite of what must have been extreme consternation, discipline was maintained and only a wild waving of a few heads betrayed the urge to get as far away as possible.

"What happened? Some of the sailors had stepped into a bees' nest — and the bees didn't like it a bit, buzzing angrily about to prove their displeasure."

BATTLESHIP MYSTERY

Dear Sir:

Since I have been a regular subscriber to *The Crowsnest* for some years I have had the pleasure of reading many articles on naval questions, for which I thank you. The item which has caused this letter is Naval Lore Corner No. 54 in the issue for December 1957.

First, about the German "Friedrich der Grosse" Class, a peculiar feature was that they were to have been diesel driven, the biggest ships ever to have been constructed in that way. They were to have 12 MAN—9-cylinder double-acting motors, totally developing 165,000 SHP. That means that the Germans must have done some very fine research in the field, since I have found no warships bigger than a frigate of about 1,500 tons diesel driven in any other navy (except for auxiliaries). They were planned to have quite a large radius of action, about 16,000 nautical miles at 19 knots, compared with 9,000 miles at 20 knots for the U.S. Iowa class. One other interesting thing about those ships are their names. According to Mr. Erich Groener's book "Die Schiffe der Deutschen Kriegsmarine und Luftwaffe 1939-45", the names *Grossdeutschland* and *Friedrich der Gross* were only imaginary. It would be interesting to hear your opinion about the question.

Now to another country, Russia. Some years ago in 1952-1954, there were a lot of articles in many newspapers, both in Sweden and other European countries, about Russian battleship construction. Below you will find a list of data, compiled from different sources about those "presumed Dreadnoughts".

(1) *Sovietskaya Bjelorussia*: Built at Nikolajev, 52,500 tons; dimensions 275 x 370 x 11.0 meters; speed 30 knots at 165,000 SHP; guns (in millimetres, 6-406; 20-130 DP; 65-45 AA or 435 AA; three planes with one catapult; two rocket launchers were also said to be included in the armament; armour (in MM) Deck 170, waterline 400, big gun barrels 365, CT 390 mm.

(2) *Sovietskij Soyuz, Strana Sovietov*: Both built at Leningrad, and *Sovietskaya Bjelorussia, Sovietskaya Ukraina*, (both at Nikolajco); 42,000-45,000 tons; Dim 785 x 115 x 36 feet; 364,000 SHP (that figure must be wrong, 164,000 SHP seems more probable); guns (in MM): 6 or 9-406; 24-130 DP; 24-45 AA; 40-37 AA or 20 AA; 6-533 tubes (submerged); some of these ships

said to have big rocket launchers instead of "B" turret; armour: (in MM); Deck H, waterline 457-280 MM.

(3) *Sovietskij Soyuz (ex-Tretij International), Stalinskaya Konstituija, Strana Sovietov* (all three at Leningrad); *Sovietskaya Bjelorussia* and *Krasnaya Besarabia* (two at Nikolaiev). This group of ships is credited with two groups of data:

1st—35,000 tons; dim. 859½ x 131¼ x 323¾ feet; no information about speed and SHP is available; guns: (in MM) 6 Or 9-406; 20-130 DP; unknown number of 45 AA or 37 AA.

NIOBE'S FIRST RECRUIT DIES

Dear Sir:

It is with regret that I advise you of the death of my father, Charles R. Hall, veteran of the Royal Navy and of the Royal Canadian Navy. His death occurred in Richmond, California, on the 19th of July, at the age of 89 years.

I have in a previous letter given you an outline of his services in both navies, and in the Royal Canadian Navy he was among the first to offer his services when it was formed in 1910. He was the first man to join the old cruiser *Niobe* on the 26th day of July 1910, exactly 48 years ago. At the time he offered his services the ship had been placed in drydock and was in the hands of the dockyard workers. His first duty was to recruit the ship's company.

Dad joined the Royal Navy on the 31st day of December 1884, and on the 6th of January 1885 was posted to the old training ship *Boscawan*. He was retired on pension on February 14, 1909.

After the arrival of the *Niobe* at Halifax, N.S., he joined the newly established Royal Naval College of Canada, which opened in January 1911, remaining on the staff until it closed down in 1922 at Esquimalt, B.C.

Since 1925 he has been residing in California, and his funeral was conducted under the auspices of the Masonic Order, of which he had been a member for 56 years.

The above information may be of interest to other old timers of the Navy, who may remember my father.

Yours truly,

FRANK HALL

255 Arnot Ave.,
Victoria, B.C.

2nd—35,000-37,000 tons; dim. 792¾ x 119 x 29½ feet; 264,000 SHP; no information about speed given; guns (in MM): 6 or 9-381 or 406, 12-130; 12-100 AA; 65-45 AA; no information about armour.

In addition to all data mentioned above I can refer to following quotation from an article, which appeared in the "Sveriges Flotta":

When *Nikolaiev* was occupied by the German Forces in 1942, they found one battleship and one heavy cruiser on the building slips. The battleship was completed (up to the launching stage) by the Germans and subsequently launched late in 1943. Shortly afterwards it was towed to Varna in Bulgaria, where it remained in an incomplete status until it was blown up by the Germans when they were forced to withdraw their troops in September 1944. Displacement is given as 45,000 or 48,000 tons with 12-16 inch guns in four triple turrets as main armament.

As you can imagine it is very difficult to find out what is correct among such controversial data. No doubt, at least two battleships have existed in incomplete state. My own opinion is that, apart from the ship, taken over by the Germans in *Nikolajev* (and given the name *Sovietskaya, Ukraina*) at least one ship was completed up to launching stage in Leningrad. It could have been destroyed during the German siege in 1941-42. The other units mentioned were either never laid down or scrapped while under construction. I am awaiting your reply with great interest and remain.

Yours faithfully,

LENNART OHLSSON.

P.S. If you can put me in contact with people interested in naval affairs, I should be most grateful.

P.O. Box No. 424
Gevle 1
Sweden

PHILATELIST

Dear Sir:

I would appreciate it very much if you would be kind enough to publish in *The Crowsnest* that I would like to contact your readers who are stamp collectors—especially those who are interested in collecting Canadian military cancellations from RCN ships, RCAF stations, CAPOs, CFPOs, etc.

Yours very truly,

H. FENIGSTEIN, MD

301A Markham Street,
Toronto 3, Ontario.

LOWER DECK PROMOTIONS

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

ANDERSON, Claude N.LSRT2
ANTHONY, Earl F.P2RP2

BARRETTE, Armand J.P2AA2
BERUBE, Gaston J.P1ED4
BISHOP, Boyd B.P1EA4
BROOKER, Jerome C.P1EA4
BUTLER, Martin J.P2EM2
BUTTRIDGE, Brian D.LSCV1

CANN, Kenneth D.P2RS3
CARISSE, Joseph J.C1PT4
CARTER, Kenneth J.LSQM1
CHASE, Harvey A.P1TD3
CHENELL, James I.LSAF2
CHUBAK, Edward P.LSCR1
CLOUTIER, Ronald J.LSCR1
CORBIN, Clarence E.LSPW2
CUNNINGHAM, Kenneth L.LSTD2
CUTHBERT, Paul R.LSTD1

DONNELLY, Robert E.P1AA3
DONOGHUE, Bruce L.LSEM1

EARLE, Donald E.LSEM2

FAUTEUX, Cyr-Louis J.P1EA4
FIANDER, Aubrey C.LSLR2
FLETCHER, Kenneth A.LSEM1
FRASER, JoyceWLWP1

GAFFNEY, Leonard M.P2EM2

GAUDET, Joseph A.P1TA4
GIBSON, Alfred E.LSLR2
GOULD, Sidney C.C2PI4
GOUTHRO, John B.LSAA1
GUINCHARD, Rendell H.P2TD2

HAMILTON, Robert E.LSEM1
HARRIS, Ronald D.LSRP2
HAWTHORNE, James S.LSCS2
HIGGINS, Alfred R.LSRC1
HILL, Peter E.P1GA4
HOGAN, Gordon J.P2RP2
HOWE, Roger K.LSAP2
HUNTER, Peter P.C2QR3
HUTTON, Robert K.LSCV1

JOUDREY, William O.P1EM4

KING, BaxterP2RP2
KIRCOFF, John R.LSSW2
KRUPA, AntonioLSRT2

LAPIERRE, Ernest A.LSRC2
LAWLEY, William E.P1QR2
LEITOLD, Michael A.LSCR1
LIPSCOMBE, George J.P1EA4

MacKAY, AlfredP2PR3
MacNALE, Grant A.P2BD3
McISAAC, Edward S.P1EA4
McKEE, George B.P2QR2
McKINNELL, William G.LSED2
McMURTRY, MervynLSCR1
McNULTY, Ronald J.LSAA1
MASON, John E.P2TA3
MIEREAU, Ernest H.LSAW2
MIRON, Paul A.LSPW1
MITHELL, DerekLSQM1
MITCHELL, Donald S.P1AA2



Back in service after a summer-long refit — HMCS Bonaventure.

MORIARITY, James J.P2QM2
MORTIMER, William J.LSTD1

PALMER, James B.P1ED4
PERIOGA, George M.C1GI4
PETRONY, Edward C.P1QM3
PHEBY, Gerald S.P2BD3
POLLINGTON, Elizabeth R.WLNP2
POPLE, Gale P.LSEF2
POWELL, John R.LSEM1

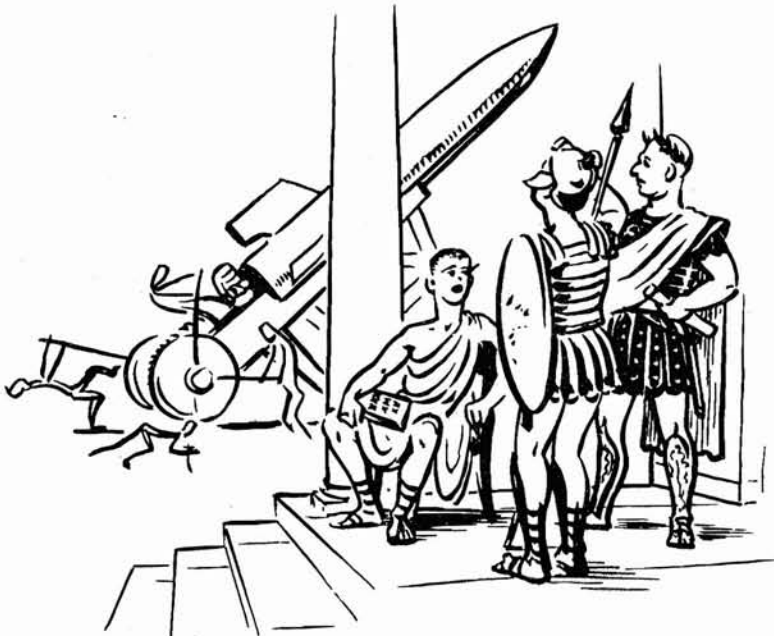
RAE, Kenneth R.C1QI4
REAUME, Wayne J.LSOM2
ROBERT, Edward J.P2PR3

SAGER, Gary W.LSEM1
SANFTLEBEN, Melvin E.LSCR1
SHEPHERD, Gilbert J.P1AT4
SMITH, David A.LSCR1
SMITH, Edward E.P1ER4
SPENCE, KennethP1RP3
SPENCER, Sidney G.P1EA4
STAFFORD, FrankP1TD3
STEELE, William D.C2GE4
STEEPE, Harold W.LSEM1
STEPHENSON, Francis J.CSEM4
STOKES, Richard M.LSAR2
STUNDON, Thomas A.LSAA2
SUNDERLAND, Neil J.P2QM2

TARRANT, Vance L.P2EM2
TAYLOR, John D.P1EA4
THORNE, James T.LSED2

VANZIELEGHEM, Andre O.P1QR3

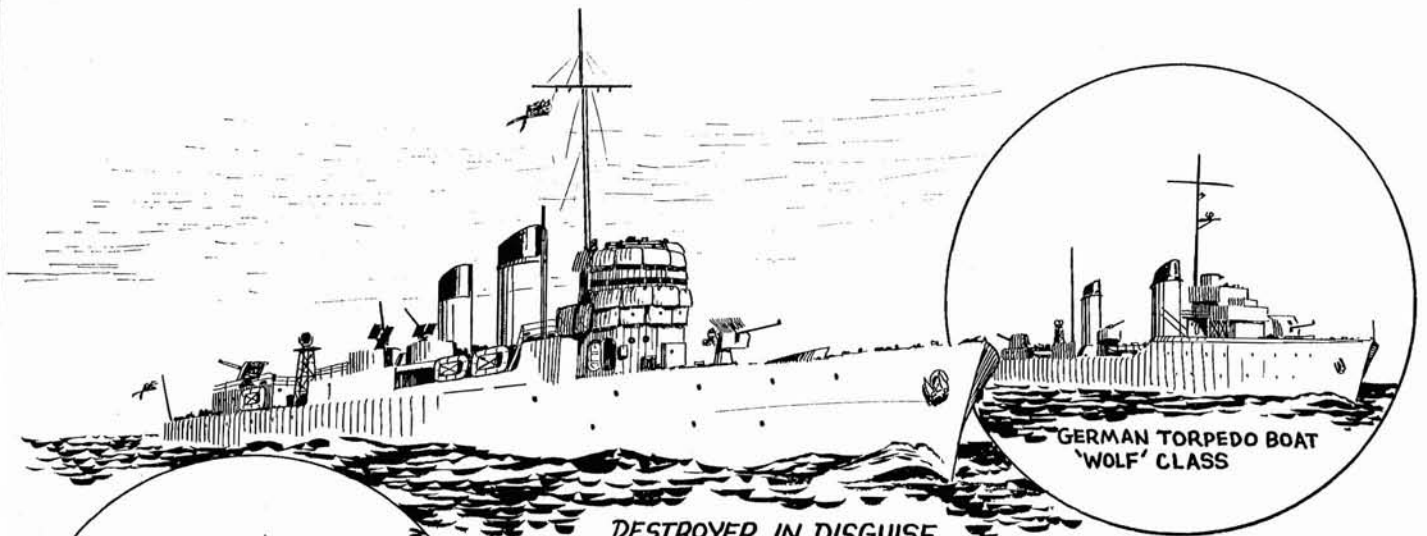
WEBBER, Clarence A.LSEM1
WESTBURY, Leslie V.P1TD3
WHITING, William E.C2MR4
WILSON, Howard A.LSRA2
WILSON, ThomasLSCR1
WINTERS, David R.LSBD2
WOOD, Charles H.P2RP2
WOOD, Norman G.LSEM1
WOODS, Robert D.LSCR1



"I figure this will take 2,000 years to develop."

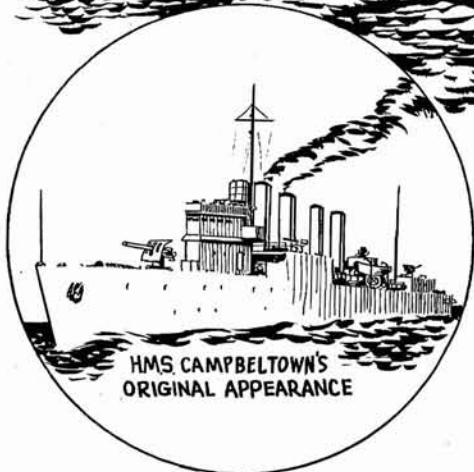
Naval Lore Corner

Number 64
NAVAL EXPLOITS



DESTROYER IN DISGUISE

THE BRITISH DESTROYER 'CAMPBELTOWN' (ONE OF THE 50 EX-AMERICAN FLUSHDECKERS GIVEN TO BRITAIN IN 1940) WAS DISGUISED TO LOOK LIKE A GERMAN TORPEDO BOAT BY REMOVING 2 FUNNELS AND CHANGING THE APPEARANCE OF THE REMAINING TWO. THIS ENABLED HER TO SAIL UNRECOGNIZED (UNTIL THE LAST MOMENT) INTO ST. NAZAIRE HARBOUR ON MARCH 28, 1942 WHERE SHE RAMMED THE IMMENSE 'NORMANDIE' DRYDOCK IN A DARING RAID. A CHARGE PLACED IN HER BOWS LATER EXPLODED DESTROYING THE GATES OF THE DOCK AND PUTTING IT OUT OF COMMISSION FOR MANY MONTHS THUS DESTROYING ANY GERMAN INTENTIONS OF REFITTING THE 'TIRPITZ' IN FRANCE.

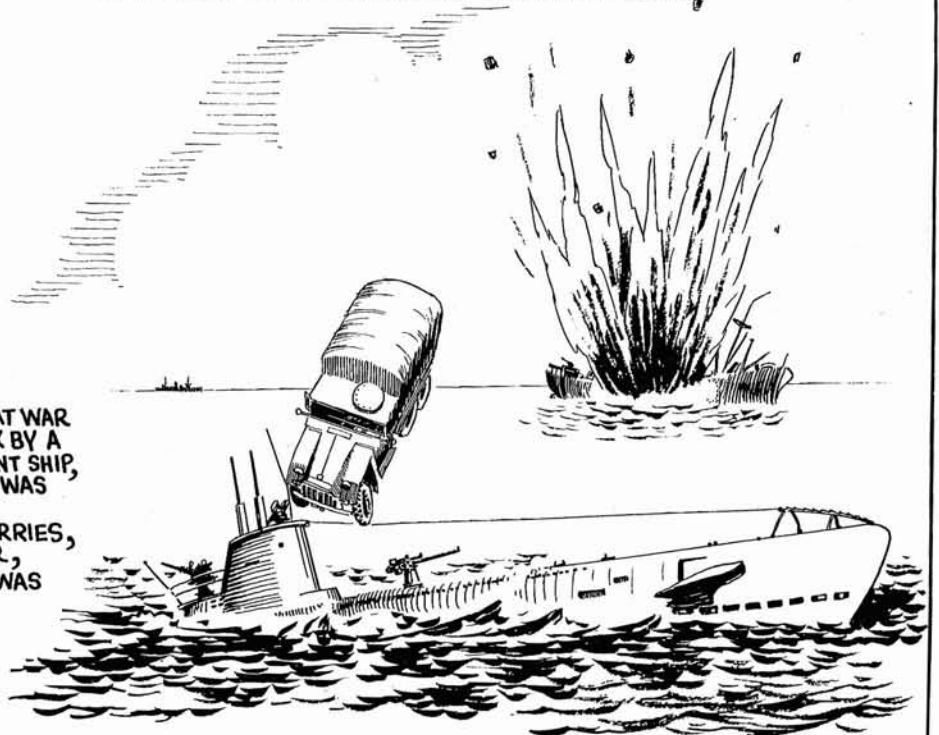


HMS CAMPBELTOWN'S
ORIGINAL APPEARANCE

U-BOAT SUNK BY A LORRY!

ONE OF THE WEIRDEST TALES OF THE GREAT WAR IS THAT OF A GERMAN U-BOAT WHICH WAS SUNK BY A LORRY. THE U-BOAT TORPEDDED A MERCHANT SHIP, WHICH, IN ADDITION TO ITS OTHER CARGO WAS CARRYING LORRIES ON THE UPPER DECK.

THE SHIP BLEW UP AND ONE OF THE LORRIES, AFTER TURNING OVER AND OVER IN THE AIR, CAME DOWN ON THE U-BOAT JUST AS SHE WAS RISING TO THE SURFACE AND SANK HER.



Edmond Cloutier

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The **CROWSNEST**

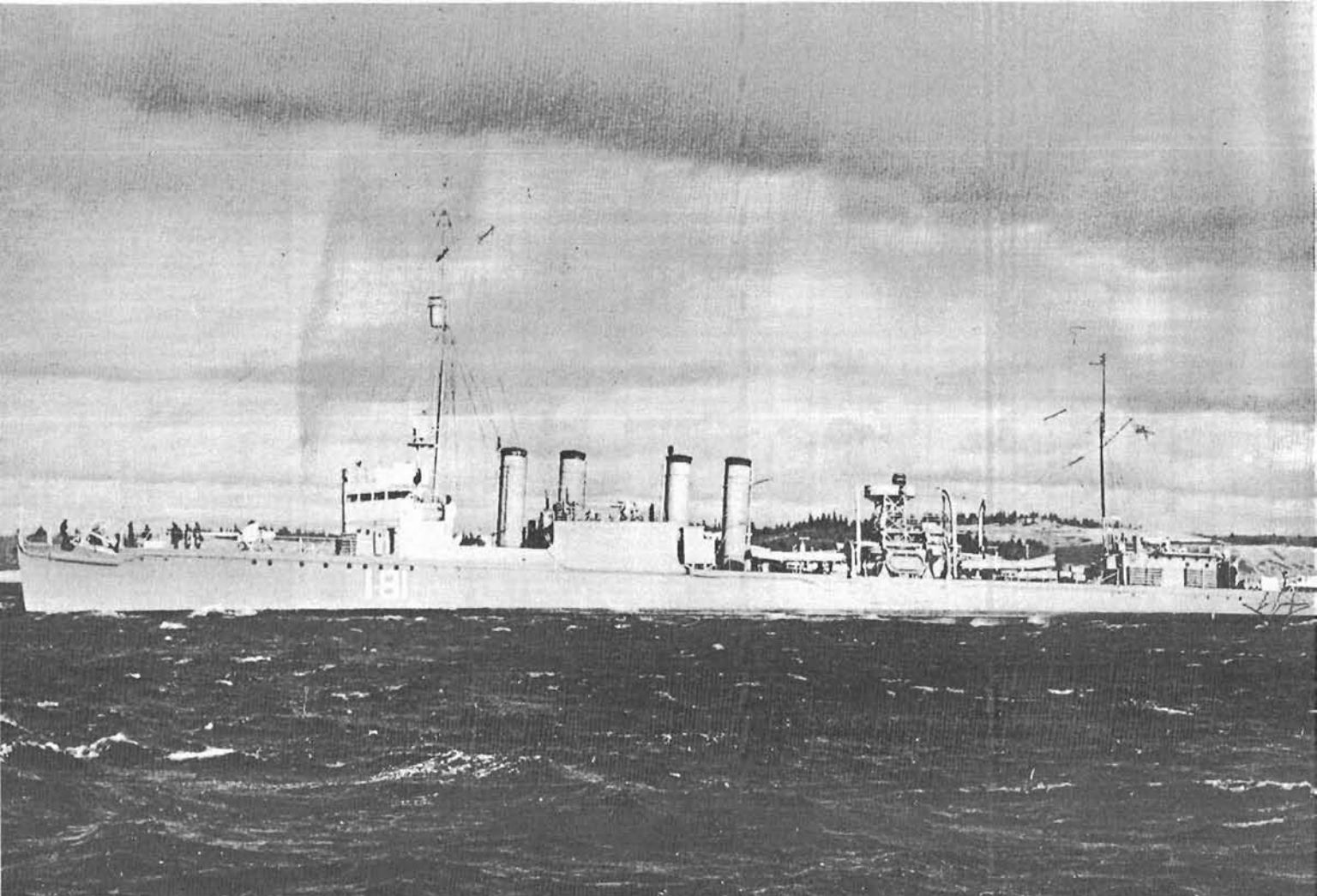


Anniversary



Vol. 11 No. 1

November, 1958



The CROWSNEST

Vol. 11 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1958

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The Cover—Reproduced in the upper left-hand corner is the cover of the first issue of *The Crowsnest*—Volume 1, Number 1, which appeared in November 1948. Symbolic of the passage of the years is the accompanying picture of HMCS *Ottawa*.

LADY OF THE MONTH

There is a gap of forty years between the design of the first HMCS *St. Croix*, with her four funnels and towering masts, and the *St. Croix* which joined the Royal Canadian Navy in October. This is evident in the pictures of the two ships which appear on the opposite page.

Small in comparison with today's ship (1,250 tons to 2,900), skimpily and poorly armed by today's standards, wet, uncomfortable and frail, the first *St. Croix* nevertheless fought a good and brave fight up to the tragic moment in September 1943 when she plunged beneath the North Atlantic—the victim of a new weapon of the electronic age, the acoustic homing torpedo.

Her career and the memory of those who died with her for Canada offer a challenge and inspiration to the officers and men of the new *St. Croix*. (H-766; CN-3459)

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RCN NEWS REVIEW

HMCS Bonaventure lies alongside her new jetty at HMCS Shearwater for the first time. The carrier, after she had completed a refit in Saint John, berthed there Tuesday, September 2. All the facilities of the jetty are not installed as yet but the carrier's stay was short. She sailed six days later on post-refit workups and, in early October, for the Med. (DNS-21573)

St. Croix Reaches Her Home Port

HMCS *St. Croix*, brand-new, highly specialized anti-submarine warship, arrived Friday afternoon, October 10, in Halifax to begin service in the Atlantic Command. The story of her commissioning appears on another page.

The ship will carry out post-commissioning trials and work up her ship's company in East Coast waters, before joining the operational elements of the Atlantic fleet.

Banshees Brought Up to Strength

The Navy has completed procurement of the twin-jet Banshee fighter used to re-arm 870 and 871 Squadrons.

A total of 39 Banshees was bought from the U.S. Navy to replace the piston-driven Sea Fury fighter. Acquisition of the Banshee began over three years ago.

In the anti-submarine field, the Navy has almost reached the half-way point in its Tracker program. A total of 100 of these twin-engine aircraft, replacing the Grumman Avenger, has been ordered from the de Havilland Aircraft of Canada Ltd. and more than 40 have been delivered so far, the majority now serving with 880 and 881 squadrons.

There has been a brief pause in production to allow the introduction of modifications which will provide the latter aircraft with improved anti-submarine equipment. It is expected that the 100th Tracker will have been delivered by the end of August 1960.

Helicopter Aids Trawler Skipper

A helicopter from the *Bonaventure* braved rough weather off Halifax late in September to rescue the ailing skipper of the trawler *Quincy*, sailing out of Portland, Maine.

First aircraft on the scene was an RCAF Canso which was sent out in response to a request for aid. However, the flying boat was unable to land in the heavy swell and radioed for help to the *Bonaventure*, operating in the area.

The carrier flew off one of her helicopters which picked up Capt. James Farrell and transferred him to Camp Hill Hospital at Halifax.

First Sea Lord Visits Canada

Britain's First Sea Lord, Admiral of the Fleet, the Earl Mountbatten of Burma, visited Canada during the early part of October—his first visit to this country since 1955.

During his time here he met with senior naval officials toured naval establishments and facilities, and observed anti-submarine exercises.

He was met on his arrival at Montreal on October 4 by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

Before proceeding to Ottawa the same evening, he attended a reception and supper given by the President and Dominion Council of the Navy League of Canada.

After a quiet Sunday at Government House, Ottawa, he began a busy Monday with the opening of the annual

Lost Letters Found Again

Five bags of airmail, despatched to RCN ships on the current Mediterranean cruise, were lost in the mid-air crash of a British European Airways airliner and an Italian jet fighter on October 22—and recovered

The bags were addressed to the *Bonaventure*, *St. Laurent*, *Ottawa*, *Huron* and *Haida*. The mail had left No. 1 Base Post Office, Montreal, on October 20. No registered mail was involved.

Four of the bags were delivered to the ships on recovery. The fifth, damaged by water, was sent to the post office in Rome for expert attention and then delivered.

meeting of the Dominion Council of the Canadian Legion. Later he spoke to a closed meeting of officers of National Defence Headquarters after which he called on the Hon. George R. Pearkes, Minister of National Defence, and then met with General Charles Foulkes, Chairman, and the members of the Chiefs of Staff Committee.

After luncheon with Mr. Pearkes, the First Sea Lord met members of the Naval Board and called on the Rt. Hon. John Diefenbaker, Prime Minister. He was the guest of the Navy at a mess dinner at HMCS Carleton in the evening.

On October 7, he visited the National Defence College and Royal Military College at Kingston, giving addresses at both colleges. Returning to Ottawa the same day, he left the capital city that evening for the West Coast, where he was the guest of Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, at Esquimalt from October 8 to 10.

On the first day of his visit to the West Coast naval base he toured HMC Dockyard, visited the Pacific Naval Laboratory and addressed the officer-cadets of the Canadian Services College, Royal Roads. He also inspected the ship's company of *Naden* in the afternoon and, after ceremonial divisions, addressed officers of the Pacific Command.

On October 9 he took a helicopter flight over the Esquimalt area and later made a similar air tour of Vancouver Island in a maritime aircraft of the RCAF's 407 Squadron at Comox. During this flight, the First Sea Lord witnessed an anti-submarine exercise at sea. Following his return to Esquimalt, he was entertained at a reception by Rear-Admiral Rayner and officers of the Pacific Command.

He was accompanied to the West Coast by Vice-Admiral DeWolf, Captain R. V. Brockman, RN, secretary to the First Sea Lord; Captain L. D. Empson, RN, naval assistant, and Captain R. G. Dreyer, senior naval adviser to the U.K. High Commissioner at Ottawa.

Admiral Mountbatten left on the morning of October 10 for the United States to visit San Diego, Calif., Norfolk, Va.; Washington, D.C., and New York before sailing for Southampton on the Queen Elizabeth on October 22.

Plaque Recalls Rescue Effort

A unique presentation was made to the commanding officer and ship's company of the *Crusader* on October 7.

Dr. Gerhard Stahlberg, Consul-General of the Federal Republic of



Admiral of the Fleet the Earl Mountbatten of Burma, First Sea Lord, on October 10 ended a two-day visit to the Pacific Command of the Royal Canadian Navy. During his brief visit to Canada's West Coast, the First Sea Lord toured naval establishments, the Canadian Services College, Royal Roads, and made a three-hour trip in the destroyer-escort *Skeena*, during which he witnessed an anti-submarine exercise. Seen here inspecting a guard of honour in HMC Dockyard, he left Esquimalt October 10 for San Diego. (E-47314)

Germany, at Montreal, presented a plaque to the Canadian destroyer escort in recognition of aid rendered in the search for survivors of the German sail-training ship *Pamir*, which went down off the Azores last fall in a hurricane. There were only six survivors from the cadet training vessel, despite long searching by ships and aircraft of several nations.

The presentation took place on Jetty 4 in HMC Dockyard. The ship's company of the *Crusader* was at ceremonial divisions and Cdr. Frederick W. Bradley, commanding officer of the ship, accepted the plaque, and the gift of the government of West Germany.

Comodore Duncan L. Raymond, representing the Flag Officer Atlantic Coast, inspected the divisions, accompanied by Dr. Stahlberg.

The presentation party also included Colonel F. C. Schlichting, West German Consul at Halifax. There was a buffet

lunch in the *Crusader* for the principals after the ceremony.

The *Crusader* returned the previous week from exercises overseas in which she figured in another large scale rescue operation. The destroyer co-ordinated search for survivors and wreckage of a KLM airliner which crashed in the sea off Ireland in August.

Danish Training Ship in Halifax

The Royal Danish Navy depot ship *Aegir* was an early arrival in Halifax. Due Monday September 29, she berthed a day earlier at the gun wharf to get into harbour ahead of Hurricane Helene, which swept the coast with gale force winds.

The *Aegir*, commanded by Captain A. Helms, RDN, remained in Halifax on an informal visit until October 3. There were 25 officers, 120 midshipmen and 87 sailors embarked.

The midshipman training ship displaces 2,620 tons, is 311 feet long and 44½ in the beam. A reception for the captain and officers was held in the wardroom of *Stadacona* and bus tours were arranged for the midshipmen and men.

Frigates on Visit To Rhode Island

The frigates *La Hullose* and *Buckingham*, which carried out anti-submarine exercises in late September and early October off the East Coast, visited Newport, Rhode Island, October 4 to 6. They returned to Halifax October 10 after further exercises.

89 Join New Venture Class

Eighty-nine young men from across Canada have been enrolled this fall as naval cadets at *Venture*.

The *Venture* Plan was introduced in 1954 to extend the opportunity of a naval career to more young Canadians and to provide another avenue of advancement for regular force and reserve personnel.

Besides academic instruction, the cadets receive basic instruction, ashore and afloat, in pilotage and navigation, marine engineering, seamanship and other subjects. A comprehensive sports and recreation program is also followed.

Venture cadets intending to specialize in naval aviation receive sufficient flying training with the Victoria Flying Club to qualify for an "A" licence. Graduates are promoted to midshipmen and appointed for flying training at the U.S. Naval Air Station at Pensacola, Florida.

The other cadets are promoted, on graduation, to midshipmen and appointed for naval courses before being sent to sea to obtain watchkeeping certificates.

Graduates from the two-year course under the *Venture* Plan are entered in the navy on a seven-year short-service appointment, during which they may apply for a permanent commission.

Four 'Sweepers on Training Cruise

Three coastal minesweepers—the *Resolute*, *Chignecto* and *Fundy*—left Halifax on September 29, on a training cruise to Saint John, N.B., ports in the U.S.A. and Bermuda. A fourth 'sweeper, the *Quinte*, joined them after the New Brunswick call. They all were to return to Halifax November 8.



In an ancient desk located in the Naval Supply Depot at Esquimalt, naval personnel recently opened a long-locked drawer to find two small canvas bags containing a total of 738 old coins. They were pennies and half-pennies, dated through the late 1880s and early 1900s. With the coins was a scribbled note reading "For Canteen Fund". No one knows when the coins were actually placed in the desk. Their discovery came toward the end of the Pacific Command's annual Community Chest money-raising drive, and most, if not all, of the old coins will go to the Red Feather organization. Any deemed of particular historic value will be retained for the Maritime Museum of B.C. Looking over the copper collection here is Cdr. M. E. Doyle, officer-in-charge of the Naval Supply Depot, and RCN co-ordinator for the 1958 Community Chest campaign. (E-47297)

The frigate *Swansea* sailed from Halifax at the same time on a new entry training voyage. She called at Digby, N.S., October 3-5; Portland, Maine 7-9, and returned to Halifax on the 10th.

Crusader Back From Overseas

The destroyer escort *Crusader* returned to Halifax, Wednesday, October 1, from exercises overseas.

Commanded by Cdr. Frederick W. Bradley, the ship had been away from home port since July 15, operating mostly in United Kingdom and Gibraltar waters.

The *Crusader* took part in the recovery of wreckage of a KLM airliner off

Ireland in mid-August, co-ordinating the search by several ships in the vicinity. Last year she was involved in the search for survivors of the German sail training ship *Pamir* which went down in a hurricane near the Azores.

Ships, Aircraft Exercise in 'Med'

Two squadrons of anti-submarine aircraft were embarked in the aircraft carrier *Bonaventure* when she sailed from Halifax October 8 to take part in a series of fall NATO exercises in the Mediterranean.

Twin-engined Trackers of 881 Squadron and helicopters of Helicopter Squadron 50 comprise the carrier's air component. Accompanying the *Bonaventure* are the *Huron* and *Haida* of the First Canadian Escort Squadron and the *St. Laurent* and *Ottawa* of the Third Canadian Escort Squadron.

The Canadian ships and aircraft are carrying out anti-submarine exercises with units of the British, Italian and French navies in the Mediterranean. Ports of call include Malta, Naples, Toulon and Gibraltar. A third exercise will be carried out by the Canadian units en route to the United Kingdom on conclusion of activities in the Mediterranean.

Following a visit to Portsmouth, the Canadian task group will sail for Halifax, arriving December 15.

Alderney Joins Sixth Squadron

HM Submarine *Alderney*, commanded by Lt.-Cdr. R. A. Hedgecock, Royal Navy, returned to Canada on Friday, September 29.

The *Alderney* was last in Canada in October, 1956, when she completed a commission working with the Royal Canadian Navy. Since that date the *Alderney* has returned to England for a refit and face-lift. She now reappears as a streamlined submarine similar to HMS *Ambush* which arrived in Halifax in June.

HMS *Alderney* represents a class of conventional submarines built at the close of the last war which have now been modified to take advantage of the more advanced forms of equipment and techniques developed over the past few years.

There has been a turnover in the *Alderney's* complement since the previous visit, but it still includes a proportion of Canadians.

The *Alderney* is expected to remain in Canada and operating in support of RCN and RCAF air and surface units, as well as in the training role, for about a year and a half.

ST. CROIX

Honoured and Tragic Name Borne to Sea by Second Restigouche Class Anti-Submarine Destroyer Escort

A SECOND Restigouche class destroyer escort joined the fleet of the Royal Canadian Navy on a bright October day. She is HMCS *St. Croix*, which commissioned at a St. Lawrence River jetty in Sorel, Quebec, on October 4 and arrived at her home port of Halifax six days later.

Unlike other commissionings of HMC Ships, that of the *St. Croix* was preceded on the same day by her christening. This unusual procedure has been followed in several other instances in RCN commissionings, notably those of HMC Ships *Labrador* and *Assiniboine*, both from the same yard, Marine Industries Ltd.

The reason is found in the method of launching by the yard which uses a marine railway to ease the hulls into the water, a process which takes several hours and robs a launching of the dramatic effect normally associated with such an activity.

The *St. Croix's* official birthday celebrations began at three in the afternoon with the arrival of the official party and guests. The first part of the joint ceremony took place on a dais at the bow of the ship where Mrs. H. F. Pullen, wife of Rear-Admiral H. F. Pullen,

Flag Officer Atlantic Coast, christened the new warship after prayers and benedictions, and an introduction by Jean Simard of Marine Industries.

After Mrs. Pullen had named the new ship, the ceremony moved down to the ship's port side aft where the commissioning ceremony began with an introduction by Cdr. (L) W. E. Smith, the Principal Naval Overseer at Sorel. After Cdr. Smith, Arthur Simard, representing Marine Industries, spoke to the guests and the ship's company.

Mr. Simard was followed by Rear-Admiral Pullen, representing the Chief of the Naval Staff, and by the Hon. Paul Comtois, Minister of Mines and Technical Surveys, who was the guest of honour.

Mr. Comtois paid tribute to both the builders and the Royal Canadian Navy.

A native of the area where the *St. Croix* was built, Mr. Comtois spoke of the technicians and craftsmen of Marine Industries Ltd. as "the lineal and collateral descendants of men who, more than 200 years ago, hewed down trees to build tiny wooden sailing ships, and in this way helped to develop the trade of our infant nation.

"Though their skill and draftsmanship are of the same high calibre as before," continued Mr. Comtois, "their products of today bear little resemblance to those tiny wooden ships of 200 years ago. Not only have the ships changed, but so have methods of construction. Modern in every way, this firm now employs the most up-to-date techniques."

In describing the ship herself, he praised the RCN's reputation as an anti-submarine force as "one worthy of envy from every nation and one also which might be feared by any enemy."

Following Mr. Comtois' speech, the ship was formally accepted by Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Services.

Next came the religious services which were conducted by Chaplain (P) H. Ploughman and by Chaplain (RC) C. Murphy. The religious services completed, Cdr. K. H. Boggild, the new commanding officer, addressed the ship's company.

"On this, the birthday of our ship," he said, "it is fitting that we take a look at our responsibilities and state our objectives.

"Our ship is the product of great technical skill and has the latest in equipment and weapons. But this intricate machine, which is our ship, can serve no purpose without men to sail her and to fight with her weapons. We are the team which has the responsibility of bringing her to life as an efficient unit of the fleet. And I emphasize the word 'team' because each one of us, in our several capacities, has an essential part to play.

"Individually, we bring a variety of experience and skills to the ship. We must now train ourselves as members of our team. We must remember that the principal function of our ship is to fight, should the need arise. We must therefore develop our 'skill-at-arms' so we can be prepared; and, having achieved the highest degree of fighting efficiency, we must maintain it, and if possible improve on our techniques.

"Hand in hand with our weapons training must go seamanship training. And by seamanship I mean the art of living in the ship, of sailing her and of performing the many tasks of ship's husbandry required to maintain her and her equipment.

"Our immediate aim is to attain the highest degree of operational efficiency



The name *St. Croix* comes alive for the second time in the Royal Canadian Navy as Mrs. H. F. Pullen, the sponsor, cuts the ribbon which sends the traditional bottle of champagne crashing against the warship's bow. With Mrs. Pullen is A. L. Simard, president of Marine Industries Ltd., the builders. (ML-7034)



Hon. Paul Comtois, Minister of Mines and Technical Surveys, the guest of honour at the *St. Croix* commissioning, here expresses his opinion "that the Canadian Navy's reputation as an anti-submarine force is one worthy of envy from every nation and one also which might well be feared by any enemy." (ML-7038)

as quickly as possible. This will demand the utmost from each one of us.

"First Lieutenant, man the *St. Croix*."

And so came to life the second *St. Croix* to serve the Royal Canadian Navy bringing with her the name of an honoured veteran, casualty of the Battle of the Atlantic.

The first *St. Croix* was one of the 50 over-age United States destroyers acquired by the United Kingdom government in the famed destroyers-for-bases deal with the United States in 1940.

The Royal Navy was unable to man all of them at the time and the Royal Canadian Navy agreed to take six ships and later a seventh. One of these was the USS *McCook*, which was to become HMCS *St. Croix*.

Following the agreement for transfer, the *McCook* and five other destroyers arrived in Halifax on September 20, 1940. Four days later she was handed over to the RCN and recommissioned as HMCS *St. Croix*.

After a refit, she sailed for the United Kingdom on November 20, 1940, but was damaged in a hurricane and forced to return. Repairs were completed in March 1941 and the *St. Croix* remained for a time in Canadian waters, carrying out escort and patrol duties. Toward the end of August, she joined the Newfoundland Escort Force.

Following a further refit which began in November 1941, she returned to duty in the spring of 1942, when she was assigned to the Mid-Ocean Escort Force, operating between St. John's and Londonderry, Northern Ireland.

Her duties were uneventful until she sank her first U-boat, the *U-90*, late in July when the convoy she was escorting was attacked by a wolfpack of 10 submarines.

By the end of October 1942 the *St. Croix* was again in need of repairs and

Around the World In 60 Minutes

How long does it take to circumnavigate the globe? Magellan's expedition did it in about three years.

Drake took two years and ten months.

Phileas Fogg became a science fiction hero by doing it in 80 days.

Wiley Post flipped around the globe in about eight and one-half days.

And now—

USS *Skate*, the United States Navy's third atomic submarine, has done it in one hour.

How? During her trip under the North Pole last summer on the toes of the *Nautilus* (the *Skate* went the opposite way) she circled the earth's axis at distance of about two miles from the pole.



At this moment the strength of the fleet is being increased by another new destroyer escort as the Red Ensign is struck to be replaced by the White Ensign. (ML-7041)

she was sent to Saint John, N.B., for refit, returning to the convoy routes early in January 1943.

At the end of February she sailed from Londonderry to Gibraltar with a convoy which was one of a series between the United Kingdom and the Mediterranean organized to support the Allied forces in North Africa. It was during this convoy that the *St. Croix* took part in the sinking of her second submarine, the *U-87*, about 200 miles west of Vigo on the Spanish coast.

Later the *St. Croix* was allocated to a striking group newly formed for the offensive in the Bay of Biscay.

In September 1943 the group was despatched to the aid of a heavily beset westbound convoy. On the night of

September 20, third anniversary of her arrival at Halifax to join the RCN, the *St. Croix* was sunk, one of the first victims of the then new acoustic homing torpedo. Another escort, HMS *Polyanthus*, while closing to pick up survivors, was also torpedoed.

The following day, the British frigate *Itchen* picked up five officers and 76 men of the *St. Croix*'s ship's company, which had totalled 147, and one survivor from the *Polyanthus*. Tragically, the *Itchen* herself was sunk. A torpedo apparently struck her in the forward magazine and she blew up and went down immediately.

One *St. Croix* survivor and two from the *Itchen* were picked up . . . all that remained from the ships' companies of the three escorts.

Picture Search Huge Success

Only Fourteen Ship Photos Still Untraced

THE RESPONSE to the appeal in the August issue of *The Crow'snest* for photographs of one hundred of HMC Ships that served in the Second World War has been almost overwhelming. Counting the pictures received in the Naval Historian's office has been impossible—there was not time for it—but the number was hundreds in addition to one album containing 296 prints.

As it stands the RCN now lacks a mere 14 pictures of the 484 ships that served between 1939 and 1945.

Collectors checked the list against their stocks and selected wanted ships. People with a few unidentified pictures sent them in blind and, as often as not, two or three of the ships on the list were represented. The *Montreal Gazette* found several pictures in its morgue, including the war-time photo release of picture "A" at the head of page 15 of the August *Crow'snest*, thus identifying the ship as HMCS *Regina*, for the original caption was still attached. The *Gazette* even sent some half-tone printing plates from which the Queen's Printer was able to pull some fine proofs.

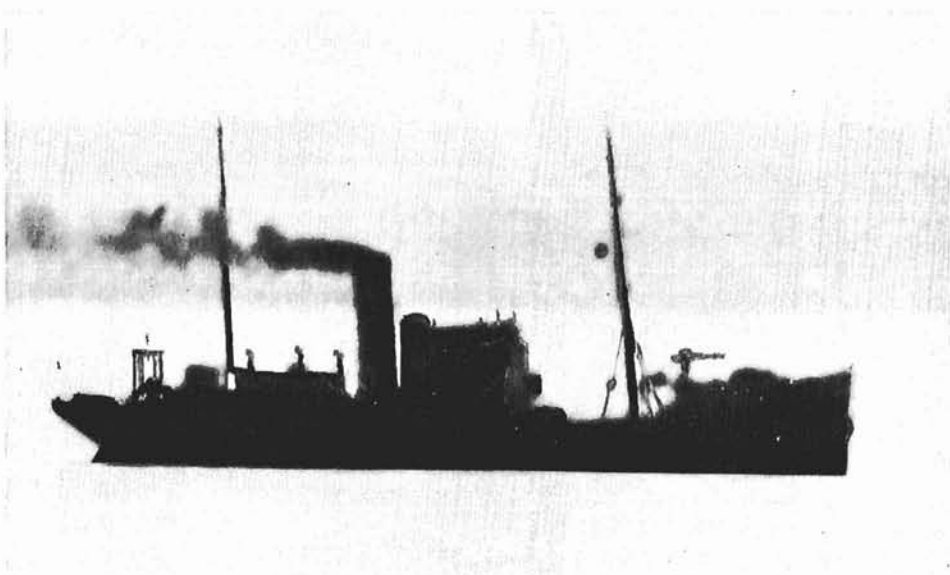
The daily and weekly press has helped also by reporting the appeal in the news columns, but usually without the list of ships' names. Some papers did this by themselves, but The Canadian Press picked up the story in September and passed it along by their wire service.

The RCN is grateful to the press for its generous interest in the search. It could not otherwise have attained the success it has.

The number of incoming pictures had slowed almost to a halt when Herbert Biggs revived the story of the search in his Toronto *Telegram* column, "Khaki and Blue". He ran a list of the pictures still required and the response was instantaneous.

Mr. Biggs' story appeared on Saturday, October 4, the first pictures arrived in Ottawa on Monday, a flood poured in on Tuesday and they continued to arrive in generous numbers for days afterward.

The search extended far beyond the shores of Canada with the publication of the story in *The Scottish Daily Express*, of Glasgow, Scotland. A resident of Kirkintilloch (shades of Colin Glen-cannon, the *Inchcliffe Castle* and Duggan's Dew), wrote to say that he possessed a large photograph of HMCS



HMCS *Bras d'Or* was built in 1918 and served in the Department of Marine and Fisheries fleet as a relief light vessel between the wars. Despite her long service, this blot was the only picture of her available for publication at the time of her loss with all hands on board October 19, 1940. Unbelievably, it is still the best picture available of her. Can anybody do better? (CN-3507)

Monnow, a ship in which he had served as a radio mechanic. It was one not reported from any other source.

Then came a letter from Michael Cope, Canadian correspondent of the London *Daily Express*, who said he had cabled the story to his paper—one of the world's largest dailies—and that a reply had been forwarded to him in Toronto. This was from a reader in Moulton, Northampton, who served (he was a radio mechanic, too) on board HMCS *Kootenay* from 1943 to the end of the war. He possesses a picture of his old ship—and so another gap is filled.

While the search for missing pictures was conducted primarily in the interest of the records of the Naval Historical Section, a pleasant side reaction was a number of additions to the list of *Crow'snest* subscribers.

Best of all were some pictures of groups of ships or incidents otherwise unrecorded: the surrendered *U-889* lying alongside HMCS *Lethbridge* in Bedford Basin in May 1945; HMCS *Vegreville* preparing to tow forward, having run out of fuel on an Atlantic passage; HMCS *Norsyd* leaving Quebec amid ice pans on December 26, 1943, having just commissioned; HMCS *Dauphin* entering St. John's harbour at the end of her last convoy run from Halifax, flying her paying-off pennant—to name a few.

In spite of the large number of pictures that have come in, however, there are 14 still missing:

- Asbestos* (K-358)
- Coquitlam* (J-364)
- Cranbrook* (J-372)
- Frontenac* (K-335)
- Lavalee* (J-371)
- Magog* (K-673)
- Mimico* (K-485)
- Otter* (Armed Yacht)
- Revelstoke* (J-373)
- Ribble* (K-411)
- Rossland* (J-358)
- Thorlock* (K-394)
- Transcona* (J-271)
- Trois Rivières* (J-269)

A number of the pictures was not of the best photographic quality and good copies cannot be made from them. Worst of this group is HMCS *Bras d'Or*—when she was sunk all that Naval Headquarters had to give the newspapers, as a portrait of her, was a much enlarged and heavily retouched blur, and this picture is again her only likeness.

When the present spate of pictures has subsided and copies have been made, another report will appear in *The Crow'snest* to let readers know the final results of the appeal. It will contain the copy negative numbers so that anyone who wishes can obtain pictures of their old ships.—*Naval Historical Section*.

OFFICERS AND MEN

Arctic Radio Station Closes

The naval communications facility, established for the summer Arctic navigation season at Frobisher Bay, Baffin Island, closed down on October 15—but not before it had received a congratulatory message from Rear-Admiral D. T. Eller, USN Commander Task Force Six, engaged in Arctic re-supply.

The message, addressed to Cd. Com. Off. J. L. Kay, officer-in-charge of the station, said:

"On October 15, RCN Radio Station Frobisher will terminate operations after a successful operational season. I wish to commend you and your men on the key achievement in this season's Arctic operations. Through your efforts you materially contributed to the success of MSTS Arctic Operations East 1958. Well done."

Brockville Visits Nelson's Harbour

When the coastal escort HMCS *Brockville* left Esquimalt Harbour on September 9 on her way to join the Atlantic Command at Halifax, she paid a brief visit to English Harbour, Antigua, in the Caribbean Sea to unload an unusual cargo.

Carried south on the ship's decks were three ancient capstans which belong to English Harbour, Antigua,—the one-time base of Lord Nelson who was in command of HMS *Boreas* there between 1784 and 1787. At English Harbour is located the 18th century naval base, often referred to as "Nelson's Dockyard".

Early in 1956 the cruiser *Ontario* and the destroyer *Sioux* visited English Harbour in the course of a training cruise for Venture officer cadets. While there, officers, cadets and men of the ships devoted a brief but busy time to restoration work in and about the ancient naval base. When the two ships returned to Esquimalt they brought with them three capstans from the harbour—capstans quite possibly used by Nelson's ships in years of long ago.

The capstans were completely restored by officer cadets of the Canadian Services College, Royal Roads, during off-duty hours. Now they have com-



The generous co-operation which the Royal Canadian Navy has always received from Canada's news media continues with the newest of them—television. When Lt. (W) Fanta Tait, Naval Headquarters, visited Sault Ste. Marie in the interests of wren recruiting she was promptly invited to appear before the cameras of CJIC-TV, where she was interviewed by Lionel McCauley. Also present during the interview, as pictured here, was Lt. W. J. A. Black, recruiting officer with headquarters in North Bay.

pleted the long voyage to their place of origin.

The *Brockville*, commanded by Lieut.-Cdr. Lloyd Jones, Vancouver, left Esquimalt on September 9, and called at San Diego, Acapulco, Balboa, and Colon before reaching English Harbour on the island of Antigua on October 6. From there the *Brockville* proceeded directly to Halifax, arriving on October 12—a day and a half ahead of schedule.

Souvenirs for Town of Ajax

The young Ontario town of Ajax, midway between Oshawa and Toronto on Lake Ontario, has been presented by the Royal Navy with souvenirs of the Battle of the River Platte. The town was named in honour of the cruiser HMS *Ajax* following the battle.

Presented on September 25 by Captain R. G. Dreyer, naval adviser to the United Kingdom Commissioner in Canada, were a silver cup given to the ship by her officers in 1938, the quarterdeck nameplate of the *Ajax*, shell fragments from the German pocket battleship *Admiral Graf Spee* and the pedals from the *Graf Spee's* seaplane catapult.

The town, whose streets are named after officers and men who served in the *Ajax*, was also presented with a mould of the crest of the ship by Mrs. B. C. Robinson, president for the Association for Retarded Children.

The *Graf Spee* was scuttled in shallow water at the entrance to Montevideo harbour on December 17, 1939, after being damaged in the action involving HM Ships *Exeter*, *Achilles* and *Ajax*.

Heavy Influx of Ships at Esquimalt

Friday, September 26, presented a busy scene at headquarters of the RCN's Pacific Command—with a total of 16 ships entering the naval harbour within a few hours of one another. Eleven of the ships were units of the Pacific Command, while the remainder were visiting vessels of the United States Navy.

Units of the Command's Second Canadian Escort Squadron and the Fourth Canadian Escort Squadron, returned to their home port following joint United States Navy-Royal Canadian Navy anti-submarine exercises off the British Columbia coast.

STADACONA'S SEA SCOUT TROOP

IN DECEMBER, 1957, a group of officers and men of HMCS *Stadacona* decided to form a troop of Boy Scouts, and, because of the association with the sea, that it should be a Sea Scout troop, under the sponsorship of the Commodore, RCN Barracks, Halifax.

After various preliminary meetings, a group committee was formed with Captain Victor Browne in the chair and, in January, recruiting began. At the beginning the troop was limited in membership to sons of naval personnel until the response was known.

There was no lack of interest from the very first and soon no fewer than 26 boys ranging in age from 11½ to 15 had been enrolled. Under Sea Scout Master Lt. W. L. Verrier and his assistants, CPOs Harry Buck and J. N. Smith, the troop met each week in the Seamanship School, and work to qualify boys to the level of tenderfoot was quickly progressed.

The original scouters had all left *Stadacona* by mid-May, on other appointments, so leadership was then assumed by Lt.-Cdr. J. I. Manore and Ldg. Sea. John Seaward. Work on tenderfoot badges continued, so that by the end of June, the following boys had been invested: Murray Abraham, Peter Bray, Colin Browne, Graham Faraday, Patrick Fears, Charles Gray, Richard Helpard, Lawrence Jones, Patrick Moore, Ted Murphy, Richard Powell, Mark and Kent Ritchie, and David Rogers. Troop



Stadacona's new Sea Scout Troop is already a booming affair. Here three members are being invested at Tenderfoot level. Left to right are Lt.-Cdr. J. I. Manore, Sea Scout Master; Patrol leaders Jackie Hickson and Dennis Mader and newcomers Graham Faraday, Ted Murphy and Pat Fears.

Leader Ray Docker, and Patrol Leaders Bill Bowditch, Dennis Mader, and Jackie Hickson had already been invested in other troops.

During the spring, the troop observed a Halifax District Camparee, and a few weeks later put into practice the tricks learned in the first overnight troop camp at Echo Lake. This was a memorable occasion right from flag raising on Saturday, through Saturday night's campfire and waterfights, to camp break

on Sunday afternoon. After it all, everyone was tired, tanned, fly-bitten, but happy. During the summer holidays, activity was on the patrol level, under the patrol leaders.

The fall program is a full one. Some boys have left the troop, owing to their fathers' change of appointments, but there is a new crop of recruits and the "veterans" are continuing on second class work. All were looking forward to a busy winter season.—J.I.M.

Destroyer escorts returning were the *Crescent*, *Fraser*, *Margaree*, *Skeena*, *Cayuga* and *Athabaskan*; while the home-coming frigates were the *Stettler*, *Antigonish*, *New Glasgow*, *New Waterford* and *Jonquiere*.

Also arriving at Esquimalt that afternoon were four United States Navy submarines and the U.S. destroyer-escort, *USS Hanna*. The underseas craft were the *Caiman*, *Rock*, *Charr* and *Razorback*.

The USN ships were in for the weekend, leaving again Monday morning, September 29. Between them they carried a total of 45 officers and 425 men.

The day before the big influx units of the Pacific Command's Second Canadian Minesweeping Squadron—the *Fortune*, *James Bay*, *Miramichi* and *Cowichan*—returned to Esquimalt, having completed minesweeping exercises that commenced August 29 and took the 'sweepers into California waters.

Naval Hero's Son Enters Service

The 16-year-old son of a naval officer who sacrificed his life for one of his men has entered the Royal Canadian Navy as a cadet under the Regular Officer Training Plan.

Robert Anderson Rutherford, of Chester, N.S., has been admitted to Royal Roads, for academic and professional courses leading to a naval officer's career. As an ROTP, his four-year course is under the sponsorship of the Department of National Defence, which finances his education.

His father, the late Lt.-Cdr. Clark A. Rutherford, of Montreal, was in command of the first HMCS *Ottawa* when that destroyer was torpedoed on the Atlantic on the night of September 13-14, 1942. She was part of the ocean escort for a west-bound convoy of 33 merchantmen which, over a period of

five days, suffered repeated attacks from two "wolf packs" totalling 13 submarines, with a loss of seven cargo ships in addition to the Canadian destroyer.

The *Ottawa* was torpedoed twice when about to be relieved some 500 miles off Newfoundland. Five officers and 108 men perished, including the captain. He had given his life jacket to a seaman without one.

His son attended LeMarchant Street School in Halifax, Chester High School and was a first-year science student at Acadia University in Wolfville. He was 1957 holder of the Chester Canadian Legion Scholarship and the IODE Bursary for Nova Scotia. A Queen's Scout, he was also a Red Cross swimming instructor.

The school for dependent children at *Cornwallis*, perpetuates Lt.-Cdr. Rutherford's name. Attending the opening of

the Clark Rutherford School almost two years ago were Mrs. Clark Rutherford, of Montreal, widowed mother of the hero, his wife, now Mrs. Marjorie Norris, of Chester, and Robert, who has long been interested in a naval career.

Senior Officers Re-appointed

Two senior officers of the Royal Canadian Navy have been given new appointments.

Captain Patrick F. X. Russell, took command of HMCS *Algonquin* (destroyer escort) on September 24. He holds the additional appointment of Commander First Canadian Escort Squadron. He has been Director of Undersea Warfare at Naval Headquarters, Ottawa, since January, 1956.

Captain Russell succeeds Captain Dudley G. King, who will take up the appointment of Director of Sea and Air Lines of Communications on the staff of the Supreme Allied Commander Atlantic in Norfolk, Virginia.

Petty Officer Commissioned

A former petty officer of the Royal Canadian Navy, Joseph E. Blanchard has been promoted to the rank of acting commissioned writer officer. On completion of his officers' divisional course at *Cornwallis* he was appointed to *Stadacona* for duty on October 21.

A/Cd. Wtr. Off. Blanchard was born in Grand Anse and entered the navy as a writer in September 1946. Since completing his early training at *Naden*, he has served in establishments on both coasts, at naval divisions in London, Ont., Montreal and Halifax, and at sea in the destroyer escorts *Iroquois*, *Haida*, *Huron* and *Algonquin*, and in the frigates *St. Stephen* and *Prestonian*.

Naden Bandmen Hold Reunion

Old friendships were renewed at the first reunion of the *Naden* band September 20 at the Gold Slipper Supper Club in Victoria.

Lt. (SB) Stan Sunderland, bandmaster, and present members of the *Naden* band renewed or launched friendships with about two-thirds of the band's original 50 members of 18 years ago at the event, which included a reception, dinner and a dance.

Most of the original bandmen still reside in British Columbia. Some came from the Prairie Provinces.

The event was attended by a number of original band members who are still

with the organization. In addition to Lt. Sunderland, they include Chief Petty Officers Emil Michaux, Walter Delamont, Tom Tucker and Herbert Botten; and Petty Officers Charles Griffiths, Bob McKay and William Smith.

Among former members of the band now out of the naval service and living in Victoria are Clifford Rutledge, in charge of displays and promotion at a department store, and Ed Rowley, who operates his own drug store.

Invited guests included: Lt. E. A. MacFayden, now serving in *Naden*. He was a petty officer at the time the *Naden* band was formed, and instructed the bandmen in parade procedure. Others included James Green, Victoria, the original parade instructor; and Lt. William Peakman, now physical and recreational training officer in *Naden*.

At the reunion, special messages were relayed from Captain W. B. L. Holms, who is retired, who was commanding officer of *Naden* when the band was formed; and from Lt.-Cdr. (SB) H. G. Cuthbert, original bandmaster at *Naden*, serving in Halifax as Staff Officer (Bands) for the Atlantic Command.

Over the years, members of the original *Naden* band have become scattered across Canada and other parts of the world. Mickey Crawford and George Gorse are members of the Victoria Symphony Orchestra. Max Snyder is with the Glasgow Symphony in Scotland, while John Shamlan is playing with the Philadelphia Symphony. Former member Mark Sinden has played several seasons with the Toronto Symphony.

Lt. E. T. Jones, formerly with the *Naden* band, is the bandmaster of the Navy's band at *Cornwallis*, and Cd. Off. (SB) L. Palmer is bandmaster of the naval reserve band at *Discovery*, Vancouver naval division.

York Announces 'Man of the Year'

PO Jack London of VC 920 is HMCS *York's* "Man of the Year".

The selection was made by a board of officers of the Toronto naval division

Bottoms Up!

The *De Havilland Gazette*, published in England, quotes without comment from an Admiralty circular:

"It is necessary for technical reasons that these warheads should be stored with the top at the bottom and the bottom at the top. In order that there may be no doubt which is the bottom for storage purposes, it will be seen that the bottom of each head has been labelled with the word 'top'."

late in September and the presentation of the bronze plaque was made on October 1, by the wife of the area Recruiting Officer, Mrs. Harry Lang.

The award was originated by the Naval Women's Auxiliary to commemorate the memory of members of the Royal Canadian Navy and the Royal Canadian Navy Volunteer Reserve who lost their lives during the Second World War. Presentation has been made annually since 1947.

PO London was selected because of his outstanding contributions to the promotion of naval activities in Toronto. He has been one of the most active members of *York* since he joined six years ago.

He is an air fitter with VC 920 and as well as serving week-ends at Downsview with the squadron, takes lectures and drills every Thursday. He is one of the most regular attenders, and is always on hand when volunteers are required for guard or gun-run duties.

A junior accountant in civilian life, his hobby, other than the Navy, is flying—he has around 175 hours as a pilot.

Captain Pullen New XO of Niobe

Captain Thomas C. Pullen will take up the appointment of executive officer of HMCS *Niobe*, in London, England, on December 15, 1958. He will hold the additional appointments of Chief Staff Officer to the Naval Member Canadian Joint Staff, London, and Canadian Naval Member to the Military Agency for Standardization.

Captain Pullen succeeds Captain Ralph L. Hennessy, who has taken up the appointment of Director of Naval Training at Naval Headquarters. Captain Pullen has been attending the Imperial Defence College since January 1958. His course ends in December.

Cadet Corps Wins National Award

Royal Canadian Sea Cadets Corps *Warspite*, of Kitchener, Ontario, has captured the national award for the most efficient Sea Cadet corps in Canada.

The award was presented by Hon. Louis O. Breithaupt, former lieutenant-governor of Ontario, at the annual convention of the Ontario division of the Navy League of Canada, held in Toronto in early October.

The convention re-elected Oliver B. Mabee, of Toronto, as provincial president, and presented certificates of meritorious service to C. M. Mutch, of Toronto, George Harrower, of Timmins, and Roy Higgins, of St. Thomas.

LOGISTICS FOR EVERYBODY

In accordance with the "general list" principles established by the Ad Hoc Committee on RCN Personnel Structure, steps are now being taken to make management and logistics training available to officers from all branches.

The five-week Supply Officers' Management and Logistics course now includes officers from all branches of the service. Lieutenant-commanders and senior lieutenants have been selected by Naval Headquarters for the last two courses in order to ensure that as many different specializations as possible are included in this course.

Although presented in the Naval Supply School HMCS *Hochelaga*, the material covered in the course has been designed for officers employed at the deputy director level and is no longer specialized for any one branch. The program is based on the premise that, as an individual progresses in the naval service, greater demands are made upon his managerial as opposed to his technical capacity.

It is anticipated that two courses a year will be held, one in April and the other in September with a maximum of 16 candidates per class.

The 150 instructional hours are divided approximately into 100 periods of management training and 35 periods of logistics training, with the remaining periods set aside for industrial field trips.

The management phase of the course is divided into four parts:

- I. Human Relations
- II. Organization
- III. Functions of Management
- IV. Personal Resources.

In Part I, Human Relations, the curriculum deals first with individuals—their motives, needs, and problem sources. Secondly, groups and group behaviour are studied, then compared and contrasted with individual behaviour.

In Part II, Organization, principles of organization are studied, followed by organization structure and special organization problems such as the delegation and use of staff.

Functions of Management, Part III of the management phase, is itself divided into three facets:

- A. Planning
- B. Direction
- C. Controls



Here is first Supply Officers' Management and Logistics Course at the Naval Supply School, April 14 to May 16 last. Shown are: Left to right, front row, Con. Cdr. G. F. Yelland; Lt. (S) N. W. Denny, Course Officer; Lt.-Cdr. (S) K. H. Doolittle, Senior Instructional Officer; Cdr. (S) H. McGregor, OIC, Naval Supply School; Lt. C. W. Rixey, SC, USN, instructor; Lt.-Cdr. (L) C. L. Hortie; centre, Lt.-Cdr. (S) G. S. Wilder; Lt.-Cdr. (S) T. C. Treherne; John S Martin, Dept of Defence Production; Lt.-Cdr. (S) R. A. Darlington and Lt.-Cdr. (S) A. S. Bronskill; rear, Lt.-Cdr. (S) R. D. Fulton; Lt.-Cdr. (L) J. E. Insley; Lt.-Cdr. (P) M. Wasteneys; Lt.-Cdr. (S) J. D. Agnew; Lt.-Cdr. (E) J. K. Inglis and Lt.-Cdr. (S) H. McClymont. (ML-6727)

In studying the subject of planning, the curriculum explores the planning process, types of plans and limitations on planning as a management sphere of action.

Section B, Direction, involves problems of drafting and promulgating directives and orders. Special consideration is given here to personnel communications, and divisional problems.

Control measures are considered as a final but continuing management area. It is here that performance evaluation is discussed, along with motivation and training.

Part IV of the management phase, Personal Resources, represents a brief self-appraisal by the trainees themselves. Information gathering, perception and decision-making are examples of the introspective angles explored in this final phase of management study.

The entire management phase of this course is pursued via the case method of instruction. A small number of these case studies are naval cases, prepared at HMCS *Hochelaga*. The majority are drawn from civilian industrial case books.

At the beginning of the management course, each trainee is required to prepare case work individually, but early in the second week, the class is divided into "syndicates" for collective case study.

Along with the case books, daily assignments in several text books are required to provide background material for the attendant cases. Although these text assignments are reviewed in class, the emphasis in the classroom is on case study.

During the five weeks of the logistics phase, the mornings are spent in management study. One afternoon each week is given over to an industrial field trip. The remainder of the afternoons are devoted to naval logistics.

This phase of the course is overview of the functional elements of logistics:

- Supply
- Transportation
- Personnel
- Construction
- Maintenance
- Repair

The RCN facilities for the provision of these logistics functions are compared with theoretical logistics precepts. Additionally, the special logistics areas of mobile support and logistics plans and directives are discussed.

Although guest speakers such as the Supply Officer-in-Chief and the Director of Naval Plans and Operations are invited to address the logistics class, class lectures by the course instructor are the primary instructional media.

The logistics course is concluded by a ten-period group staff study of some important element in the RCN logistics network.

The logistics course is designed to be no more than an overview of the RCN's logistics problems and efforts. It, along with the weekly industrial field trips, is provided as a necessary adjunct to "middle management" training for naval officers.

The whole question of management and logistics training is, to a degree, still

LOUISBOURG FIESTA

DURING THE WEEK-END of July 26-28, the violent struggle which heralded the birth of a nation was recalled by the thousands of people who visited Louisbourg, N.S., for the colourful ceremonies marking the two-hundredth anniversary of the fall of this "Dunkerque of America".

Two ships of the First Canadian Escort Squadron, HMC Ships *Algonquin* (Captain D. G. King) and *Haida* (Cdr. John Husher) were representatives of the Royal Canadian Navy, while Her Majesty's Submarine *Alcide* (Lt.-Cdr. J. H. Blacklock, RN) and the USS *Raymond* (Lt.-Cdr. R. L. Volk, Jr., USN) represented their respective services.

The naval units began to arrive early Friday, July 25, when the USS *Raymond* entered harbour and anchored at 0830. At 1530, the *Algonquin*, wearing the flag of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, with the *Haida* in company, entered the historic harbour of Louisbourg and moored in full view of the old fortress. It was the first time a Canadian flag officer had entered Louisbourg wearing his flag in a warship. On Friday night, the three ships were illuminated and, with the *Alcide* arriving early Saturday evening, the four ships dressed overall in honour of the celebrations.

Rear-Admiral Pullen and the four commanding officers were among the many official guests at the opening of the three-day program which began at 1600 Saturday, when a 200-year-old French cannon boomed a cloud of black smoke, and trumpeters sounded a fanfare from the ramparts of the old fortress.

Nationwide television viewers watched the raising of a barnacle-encrusted cannon from the floor of the harbour. The cannon belonged to a French ship sunk in the harbour entrance in a vain attempt to stall the British Fleet. The cannon had been located by naval divers from Halifax, working from the gate vessel *Porte St. Jean*, and was hoisted by the USS *Yazoo*, a net layer. The television cameramen were embarked in

under development. However, provision has been made in the general list officers pre-fleet course for management and divisional officer training. It is also planned to introduce more advanced management and logistics training in the course which will be given to general list officers after the second sea-time phase.

the patrol craft *Cormorant* to televise this event for the nation.

At the fortress, His Honour the Lieutenant-Governor of Nova Scotia, Major-General E. C. Plow, unveiled an IODE memorial to the hundreds of British, French and Americans who died in the Louisbourg battles. A flypast of RCAF Sabre, Neptune and Argus aircraft was held during the afternoon and a girls' pipe band, posed atop the crumbling ramparts, played stirring highland marches to the end of the program.

A highlight of the day was an impressive Sunset Ceremony smartly executed by Sea Cadets from HMCS *Acadia*, the Sea Cadet summer camp at Point Edward Naval Base, Sydney.

On Sunday morning, July 27, the four ships proceeded alongside at Louisbourg to be hosts to upwards of 4,000 visitors during the afternoon. In the forenoon 400 officers and men from the ships paraded to church at the fortress and the Stella Maris Church, according to their faith. Sailing races were held during the afternoon and the naval divers who had located the French cannon gave diving demonstrations.

A hundred men of the 2nd Battalion, Nova Scotia Highlanders, half of them in English uniforms of the siege era, the other half in eighteenth century French uniforms, paraded the grounds of the fortress to symbolize the lasting peace which came to Canada after the fall of Louisbourg.

A naval sailing regatta with entries from the *Algonquin*, *Haida*, *Alcide* and *Acadia*, was held Monday forenoon with the *Algonquin* gaining first and third places and *Haida* second.

In the afternoon, two performances of the impressive Sunset Ceremony were given by the Sea Cadets and the cannon raised from the harbour was formally placed on view near the museum.

The ceremonies drew to an end Monday evening with a twilight concert of Scottish piping, dancing and marching. At 2200, a three-gun salute, fired from

ordnance, unused for two hundred years until that day, formally signalled the ending of the bi-centenary.

WEDDINGS

Ordinary Seaman Barry Agnew, *Sioux*, to Miss Thora Donaldson, of Digby, N.S.

Able Seaman James P. Bach, *Antigonish*, to Miss Shirley Patricia Gaspardone, of Victoria.

Able Seaman Ronald G. Bainbridge, *Margaree*, to Miss Joella Ardeth De Frane, of Fort Langley, B.C.

Able Seaman William J. Beck, *Margaree*, to Miss Audrey D. Robart, of Greenfield, N.S.

Leading Seaman Jerry P. Chester, *Antigonish*, to Miss Ruth Jones, of Victoria.

Able Seaman Gordon R. Crichton, *Naden*, to Miss Mary Lynn MacPherson, of Victoria.

Sub-Lieutenant Norman J. Etheridge, *Niagara*, to Miss Katherine Jane Buckle, of Victoria.

Leading Seaman Robert B. Ellis, *Nootka*, to Miss Leona Bernard, of Summerside, P.E.I.

Ordinary Seaman Walter W. Gale, *Hochelega*, to Miss Martha Keeping, of Corner Brook, Nfld.

Leading Seaman Allen Gardiner, *Sioux*, to Miss Carolyn Lachance, of Halifax.

Leading Seaman A. Paul Gordon, *Shearwater*, to Miss Gwen Britten, of Toronto and Halifax.

Sub-Lieutenant David H. C. Gurr, *Fraser*, to Miss Judith Mary Deverell, of Victoria.

Lieutenant (S) Douglas L. Hicks, *Unicorn*, to Miss Margaret Ann Culham, of St. George, Sask.

Sub-Lieutenant Frederick Gordon Loney, *Shearwater*, to Miss Janice Carolyn Brinkworth, of Victoria.

Able Wren Marion Patricia McGarry, *Stadacona*, to Leading Seaman Kenneth W. Gill, *Stadacona*.

Able Seaman Terrence W. Seal, *Naden*, to Miss Gracia Celia Carlsen, of Victoria.

Able Seaman Donald A. Sólway, *Antigonish*, to Miss Loretta Joan Tubbs, of Richmond, B.C.

Leading Seaman Robert B. Stephenson, *Assiniboine*, to Miss Doris Mae Wheaton, of Halifax.

Able Seaman Carl P. Wisemiller, *Naden*, to Miss Elizabeth Ann Normand, of Port Renfrew, B.C.

BIRTHS

To Leading Seaman John Campbell, *Buckingham*, and Mrs. Campbell, a daughter.

To Able Seaman Fred Demars, *Buckingham*, and Mrs. Demars, a son.

To Leading Seaman T. L. Downer, *Buckingham*, and Mrs. Downer, a daughter.

To Petty Officer John Dunn, *Buckingham*, and Mrs. Dunn, a son.

To Leading Seaman W. T. Evans, *Crescent*, and Mrs. Evans, a son.

To Petty Officer Fred Finter, *Sioux*, and Mrs. Finter, a daughter.

To Lieutenant (S) P. C. Fortier, *Antigonish*, and Mrs. Fortier, a son.

To Leading Seaman William McBride, *Sioux*, and Mrs. McBride, a son.

To Able Seaman Lester M. McConaghy, *Antigonish*, and Mrs. McConaghy, a son.

To Leading Seaman Jack Noon, *Sioux*, and Mrs. Noon, a son.

To Chief Petty Officer R. J. Pendlebury, *Cornwallis*, and Mrs. Pendlebury, a daughter.

To Leading Seaman William E. Semple, *Antigonish*, and Mrs. Semple, a daughter.

To Lieutenant Gerald E. Van Sickle, *Antigonish*, and Mrs. Van Sickle, a son.

To Petty Officer Douglas Williams, *Buckingham*, and Mrs. Williams, a son.

BY SEA

RATION



Entrance to the naval portion of the Armed Forces Exhibit at the Pacific National Exhibition in Vancouver. (E-46672)

CANADA'S ARMED FORCES ON VIEW

TRI-SERVICE displays and demonstrations brought the defence story of the Navy, Army and Air Force closer to several thousand Canadians in August and September at exhibitions in Toronto, Vancouver and Quebec City. The stories of Canada's Armed Forces were also told on smaller scales in various towns and villages across the country where fall fairs, sportsmen's shows and trade fairs featured the Canadian Armed Forces.

As in previous years the Canadian National Exhibition topped the list for attendance with a record of just under three million paid customers in 1958. Some 300,000 visited the Armed Forces exhibit.

The main naval display at the CNE was a theatre where a combination of films and colour slides were employed to demonstrate the RCN's role in the NATO defence community. Schools relations officers were chosen to tell the navy's story against the vivid background afforded by the visual aids.

An RCN helicopter was flown to the CNE by Lt. (P) William Jones for a static display outside the theatre. A Sidewinder guided missile from VF-870 Banshee squadron and a homing torpedo loaned by Westinghouse Company added teeth to the naval armament display.

The Army and RCAF had similar theatre displays at the CNE to tell their

respective stories. A full scale model of the Silver Dart, the aircraft that introduced power flight to Canada in 1909 drew considerable public interest. By contrast to the Silver Dart, the RCAF also displayed an actual CF-100 jet fighter.

For the first time the general public who attended the CNE this year saw the Army's remarkable vehicle—the "Rat". The "Rat" is an all-weather overland, oversnow, overwater tracked transport that can do just about anything.



Prime Minister John Diefenbaker is shown with Captain (SB) William Strange, chairman of the Armed Forces Exhibition Committee, during his brief visit to the Armed Forces display area on the opening day of the Canadian National Exhibition. The prime minister walked around the various displays and later visited the United States Armed Forces display area nearby. (COND-4887)



Six-year-old Lynn Antonaci, of Thornhill, Ont., was all eyes for PO Leslie Westbury of HMCS Shearwater during her visit to the Armed Forces display area at the CNE in August. PO Westbury was on duty with the RCN Sikorsky helicopter static display and was ready for any questions Miss Antonaci or any other visitor to the display might ask. (COND-4945)



United States Armed Forces were represented at the Canadian National Exhibition in 1958 for the first time. Most of their displays, set up in the International Building, were built around the various types of guided missiles. In the above photo officers in command of the Canadian tri-service displays are shown getting the details on the USN air-to-air "Sparrow" missile. Left to right are Capt. Larry Jones, Army; Seaman James Lomberdi, USN, Niagara Falls, N.Y.; Lt.-Cdr. (SB) B. J. Gillespie, RCN, and Flt. Lt. Bill Read, RCAF. (COND-4938)

The evening grandstand performance throughout the CNE was opened with a display of precision drill carried out by a tri-service drill team under the command of Squadron Leader F. S. Steele. Lt. Fred Copas and Lt. W. A. Schroeder were in charge of the RCN section of the team.

After taking the salute at the march past Commodore R. I. Hendy, Senior Naval Officer, Toronto, sent the following message to the drill team:

"Please convey to all ranks my congratulations on their performance before the grandstand last Saturday in which I had the privilege of taking part. The standard of drill displayed was well up to the high standard of previous years and reflected great credit on all concerned."

Captain A. F. Pickard, Chief of Staff to COND, also represented the RCN one evening on the saluting base. His message read:

"I was very impressed with the bearing and the smartness of the Armed Forces representatives at the CNE Wednesday night and I am certain that you are creating a most favourable impression in the minds of the public also. Well done!"

Prime Minister John Diefenbaker paid a friendly visit to the Armed Forces displays during opening day ceremonies. He was met by Captain (SB) William Strange, chairman of the Armed Forces Exhibition Committee, and other members of the committee



"Traditions that Live to Serve the Future" was the slogan that provided the title to a striking display at the Canadian National Exhibition this year featuring the Regular Officers' Training Plan and the Canadian Services Colleges. Personnel shown above around one of the old cannons from the Royal Military College, Kingston, during the CNE, represent three different generations. Cadet Kent Hawkins, left, belongs to today's classes at RMC while Commodore D. W. Piers is the commandant and a graduate of the college. (COND-4943)

who provided an escorting party for the prime minister while in the Armed Forces area.

VF 870 Banshee squadron from HMCS Shearwater, under command of Lt.-Cdr.

W. J. Walton, took part in the International Air Show over the CNE waterfront Friday, September 5. The air show had been scheduled as a two-day affair but the Saturday performance had



Whether it was in Vancouver, Toronto or Quebec City there was a constant rush on the RCN's nautical quiz displays. All the young would-be sailors were looking for a King Neptune certificate which was handed out when the questions about naval matters were answered correctly. This photo taken at the CNE quiz display booth shows John McGregor, 14, of Fergus, Ont., getting his Neptune certificate from Wren Betty Fitzsimmons of HMCS Stadacona. (COND-4936)

to be cancelled due to weather conditions. Lt.-Cdr. Harry Swiggum took over the microphone while the Banshees were airborne and he described the various formations and weapons and capabilities of the Banshee.

At the Quebec Provincial Exhibition Lt.-Cdr. Rene Gratton was in charge of the RCN displays.

New entry sailors from *D'Iberville*, accompanied by the *Cornwallis* band, staged the sunset ceremony. This was undoubtedly the highlight of the whole exhibition. Every evening thousands of people gathered in the floodlit square and watched with wonder as the young recruits, some of them only in the Navy for two months, went through their paces.

Members of the RCN(R) from HMCS *Montcalm* and *Champlain* Sea Cadets helped with manning the exhibits at the QPE including the nautical quiz which again attracted many people looking for a King Neptune certificate.

Attendance at the Pacific National Exhibition was in the neighbourhood of one million paid customers with the Armed Forces area receiving more than 150,000 visitors.

The PNE was opened with a two-and-a-half-hour parade through the downtown streets of Vancouver, with the famed band from *Naden* leading the colourful procession. Following were

units of the RCN, the United States Army, the Canadian Army and RCAF, and the RCMP. The salute was taken by Hon. George Pearkes, Minister of National Defence, who was accompanied by top ranking officers of the Canadian services.

The Armed Forces Exhibit was opened on the afternoon of August 18 by the minister immediately following an inspection of a tri-service guard. Among those taking part in the ceremony were Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast; and Commander A. L. Wells, chairman, Armed Forces Sub-Committee for the PNE.

The minister and his party then toured the Armed Forces Exhibit.

Among features of the Navy's section was an anti-submarine display featuring a large panel of which, by combining a motion picture and clever illumination of ships and submarines, the audience learned how Canada is prepared to meet a challenge of the undersea menace.

Forty-foot models of the destroyer escort HMCS *Margaree* and *Sioux*, on display outdoors, attracted considerable attention. The interior attractions included a showing of interesting items from the B.C. Maritime Museum at Esquimalt.

And again the King Neptune's Nautical College booth, at which audience members could answer naval questions

either "true" or "false" by means of pressing buttons, was the usual success. Several thousand special Neptune certificates were distributed.

Interest also ran high in the RCN's other static displays which included the homing torpedo, models of fleet units, and naval aircraft.

Guard and band personnel of *Naden* presented the dramatic Sunset Ceremony each night of the exhibition.

HMCS *Ontario* was at Vancouver for the entire duration of the PNE this year, serving as headquarters and accommodation quarters for all naval personnel participating in the PNE.

BOWLING ALLEYS FOR SEA GULL CLUB

The Navy League's Sea Gull Club on Hollis Street has increased its facilities with the addition of six bowling alleys. The alleys, which have been constructed below the auditorium, were officially opened September 15.

Built with funds donated by HMCS *Shearwater* and additional funds for painting from HMCS *Stadacona*, the bowling alley, like all of the club's facilities, is open to all three services. As a further source of revenue, the alley will also be open to leagues and to the general public at specified times each evening.

The area below the auditorium now housing the alleys, was once known as the "Mardi Gras", which in the "old days" was the scene of dances and parties. With regular dances being held in the auditorium, this room was not being used. At the end of last June, construction of the bowling alleys began, and it was finished in early September.

The Sea Gull Club itself, owned and operated by the Navy League of Canada, is part of a program providing hostels for seamen ashore. It has sleeping accommodation for 167 service men, with a baggage room, and lockers for civilian clothing. Its facilities include a television room; a games room; a billiard room; cafeteria; snack bar; refreshment bar, and the auditorium, where dances, wedding receptions and an occasional talent show are held.

Manager of the club is Ivor D. Hambling, who is aided by a board of local businessmen and naval personnel who donate their time voluntarily to the club. B. A. Renouf is chairman of the management committee, which includes Rear-Admiral R. E. S. Bidwell, V. L. Brett, A. I. Lomas, H. O. Mills, F. H. Kernaghan and a representative of the Flag Officer, Atlantic Coast.

HERE AND THERE IN THE RCN



When the Outremont returned to Halifax from a 4,500-mile northern cruise, Albert, Jr., the sailor-suited son, of AB Albert Piercey was promptly posed by the ship's bell with a reunited mom and dad. (HS-54274)



Fourteen naval recruits from various parts of Nova Scotia were attested at the one time in Halifax recently by the RCN Recruiting Officer. Front row, left to right, are Ordinary Seamen Frederick Morgan, Rockingham; Clarke Baker, Yarmouth; Joseph Bowers, Halifax; Lt.-Cdr. W. E. Williams, recruiting officer; Ordinary Seamen James McEachern, Glace Bay and Norman Whiteley, Sugarloaf, Victoria County; Rear row: Ordinary Seamen William Whitehead, Spryfield Dales; Leslie Smith, Wentworth Station; Harold Borden, Halifax; John Pinkerton, New Waterford; Ivan Corkum, Port Bickerton; Robert Fogarty, Hazel Hill, Guysborough County; Robert Williamson, Halifax; David Carter, Yarmouth, and Joseph Jamieson, Glace Bay. (HS-54719)



Looking jaunty in a commander's cap and with three gold stripes on her arm, wee Deborah Near "runs" the minesweeper Resolute from the captain's chair on the bridge during a dependents' day cruise in Halifax harbour. Three-year-old Deborah is the daughter of Ldg. Sea. Gordon Near. (HS-54323)



Cadet Captain H. L. Davies, Toronto, receives a sword from Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, for being the most outstanding third-year UNTD cadet in training with the RCN on the coast. The award was made at the Cadets' annual inspection in Stadacona July 11. (HS-53643)

The First Ten Years

How The Crowsnest Got Started and Kept Going

THE CROWSNEST came into being in November 1948, but the magazine really had its beginning more than a year earlier.

It will be remembered that it was in 1947 that Canada's Armed Forces finally shook clear of their "interim" status and were able to turn their attention to organizing and planning for the future.

In the Navy's book were many plans and proposals, from the development of dramatically new types of ships—to the establishment of a monthly magazine.

The magazine idea had been widely and favourably discussed at Naval Headquarters for some time, and in August 1947 it was put on paper and submitted to the then Vice-Chief of the Naval Staff. The VCNS fully concurred in, and put his signature to the recommendation and the show, as they say, was "on the road".

The road, however, was not to be an easy one. Plans and specifications had to be prepared, production costs estimated and, most important of all, financial approval obtained to go ahead.

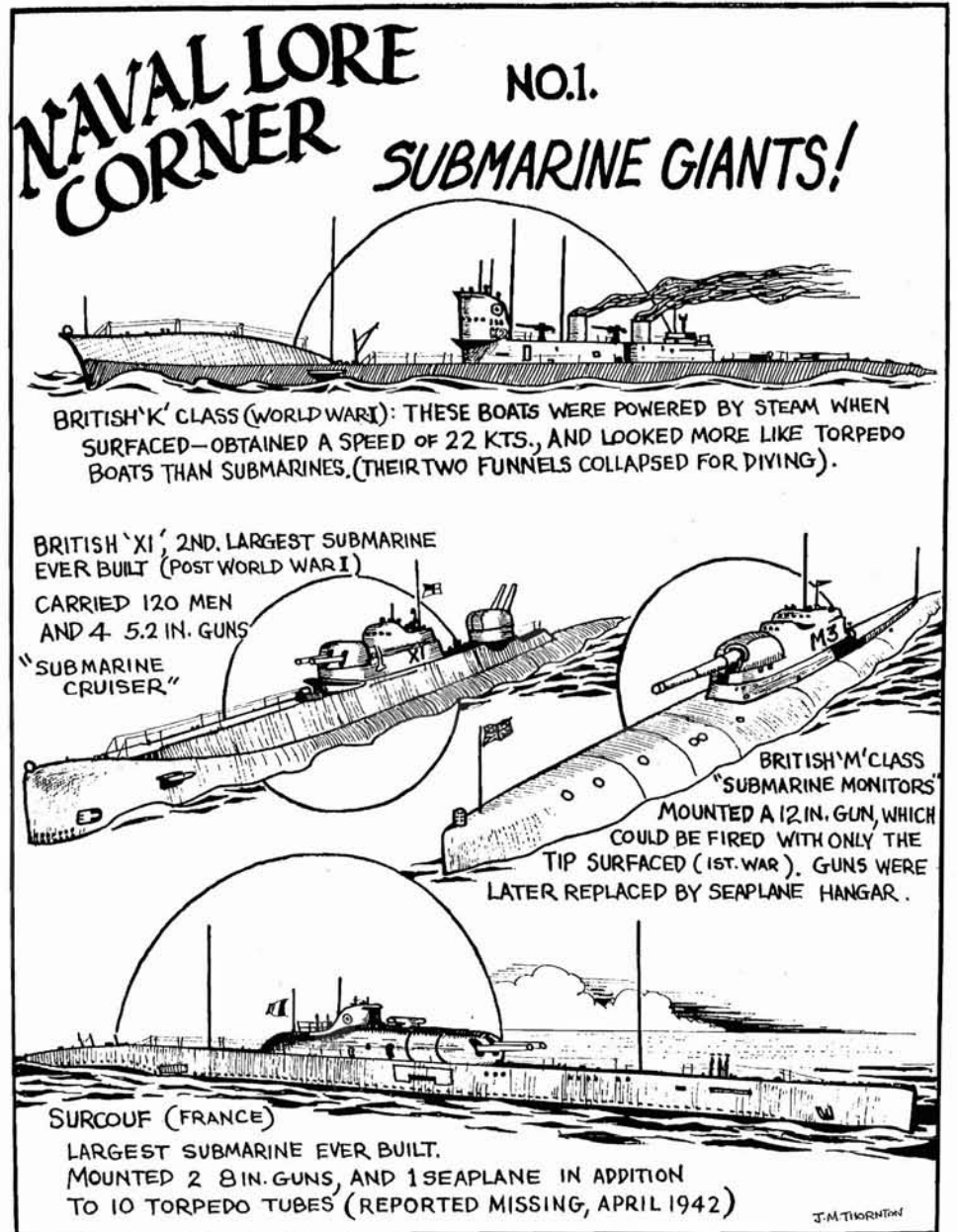
The driver now became the Director of Naval Information. Having made the initial recommendation and prepared the original plans, and being engaged in the business of word production, he was the obvious choice for the job of putting the thing together and making it go.

This was easier said than done. Since the venture was brand new, DN Inf had

to start from scratch. No staff existed, none was provided. Personnel already serving with DN Inf. became the staff, more or less "doubling in brass" as they hopped back and forth between regular duties and magazine assignments. Of magazine experience there was practically none, and everyone was learning

— often the hard way — as they went along.

The real problem, though, was material. Funds were granted for printing and distribution only. If the service wanted its magazine, it would have to write it itself. For its written content (photos were no great worry,



Proud Claim— Two Parents!

Whence this magazine's name?

The common assumption would appear to be that it was inherited from HMCS *Cornwallis*' war-time publication, *The Crow's Nest*.

A check of inter-office correspondence, pre-dating publication of the magazine, shows that this assumption is largely correct.

However, *The Crowsnest* was fortunate enough to have two ancestors.

One was the aforementioned *Cornwallis* monthly, the other was the Seagoing Officers' Club in St. John's, Newfoundland, known throughout the fleet as "The Crowsnest". The memory of both institutions is perpetuated in the present magazine.

The first "Naval Lore Corner" appeared in the February 1952 issue of *The Crowsnest* and with the present issue the number in the series has reached 65. The artist, Lt. (SB) J. M. Thornton, RCN(R) of Vancouver, had earlier prepared a two-page spread of ships and aircraft of the RCN, which appeared in the October 1951 issue.

thanks to the naval photographic organization) the magazine was going to have to depend partly on articles and items composed "in line of duty", but mostly, and decisively, on material contributed voluntarily by personnel serving throughout the Navy.

In August 1948 a letter of some length was dispatched from Naval Headquarters to the Commands and divisions. It announced that approval had been given for the publication of a monthly magazine. It was to be known as *The Crow'snest*, and its purpose would be "to provide unclassified material of news, information, and to some extent entertainment value as a broad contribution to the internal morale of the Royal Canadian Navy and Royal Canadian Navy (Reserve), and to maintain interest in the Naval Service amongst former naval personnel . . ."

The letter emphasized that material for the magazine would be required monthly from all ships, establishments and divisions; described the departments and the type of material desired, and, as October 1 had been set as the publication date of the first issue, appealed for an immediate response.

It closed with the declaration: "The success of *The Crow'snest* will be in direct proportion to the measure of support given to it by naval personnel."

For a month there was nothing—not a word—from anywhere. Publication date was postponed to November 1 and a firm follow-up letter was dispatched. This brought a few contributions but still not enough to fill requirements. A further postponement was considered, and ruled out. By digging and scraping, the part-time editor and staff assembled enough material for the first issue and for a start on the second.

Early in November 1948 *The Crow'snest* was born, and to say those involved in the operation were happy is a considerable understatement. They had known the agony of the delivery room, and now they knew the unbounded joy of the father who sees his first-born.

The child may not have been any prize-winner, but to them it was a thing of unsurpassed beauty. Secretly they had had some misgivings as to whether it would ever come to life; and when it did, they were in no mood to see or find fault.

But the time for rejoicing was short. December's issue was already in the



BRICKBATS AND BOUQUETS, TOO

All magazines get brickbats and bouquets.

The newborn and defenceless *Crow'snest* was once the subject of an editorial which said:

"The *Crow'snest* is not worth half what it costs . . . It is a straight propaganda sheet . . . Its uninspiring material would be just as effective in mimeograph format . . ."

Ouch!

Some of our bouquets have been indirect, such as inquiries concerning how to put similar magazines into production, or the numerous occasions on which newspapers, magazines and wire services have considered *Crow'snest* stories of sufficient interest to pass them on to their readers.

We also get letters like this:

"I should like to take this opportunity of saying how much I enjoy your magazine, both as a newspaperman and as a ex-Naval type. It is a credit . . . to the service."

That's more like it.

Then there was the occasion when shipping difficulties and the vast distances held up for three issues the delivery of the *The Crow'snest* to the Canadian destroyers serv-

ing in the Korean war. Commander Canadian Destroyers Far East penned a message:

"No *Crow'snest* received subsequent to September. Request investigation and expedition of further delivery as this magazine is popular with the ships' companies and is eagerly awaited."

Just about that time one of the naval divisions gave evidence that it felt representation in the pages of *The Crow'snest* mattered. An urgent message was requested from the division requesting that space be reserved or a photograph "showing Santa Claus on a breeches buoy at our annual Christmas party".

This was the kind of flattery that could not be ignored. The space was reserved and six complimentary copies of that issue were despatched to the old saint's residence at the North Pole.

Let not the foregoing be interpreted as begging for sugared favours. As long as enough nice things are said to keep our hearts warm, as long as enough constructive criticism comes through to keep us on our toes, we'll be happy.—The Editors.

mill and January's deadline was fast approaching. Editor and staff turned to with a will.

As encouraging as the sight of that first issue was the reception it got in the Fleet. Many people went out of their way to write letters or pass verbal congratulations, and those who were critical were sympathetically and constructively so.

Best of all, there came a quick and considerable response in the form of contributions. Once it saw the magazine in tangible form, the Navy rallied royally to the support of *The Crow'snest*.

That support has persisted ever since and has been primarily responsible for the continued existence of the magazine. It has fluctuated, and its form has varied from month to month and year to year. The editor has to depend on what comes in for what goes out, and considerable editorial attention is often needed; but never once has he been short of material at deadline time.

In fact, soon after *The Crow'snest* got under way, so much copy accumulated that the type size was reduced to permit more wordage per page. And when finances permitted, the size of the magazine was increased from 28 to 32 pages.

The Crow'snest has never pretended to be a professional publication and, indeed, has prided itself on the fact

that it is not. For all of its life it has relied for most of its content on voluntary, unpaid contributors who have seen active support of *The Crownsnest* as one more way in which to serve the Navy. In the Service, there have literally been hundreds of them, from ordinary seamen to admirals. And there have been more than a few outside—former officers and men and others without naval connection but with a strong interest in the Service.

All of these have been a part of *The Crownsnest*, and to all of them, on its

Many Changes In Past 10 Years

The ten-year period between 1948 and 1958 saw the Royal Canadian Navy rise from its post-war decline to become the largest peacetime naval force ever to serve the Dominion of Canada and also saw the RCN reconstituted as a highly-specialized anti-submarine force.

At the end of 1948, there were 14 of HMC Ships in commission and a total of 7,575 personnel in the regular force. In the autumn of this year, 52 ships were in commission, more than a score in reserve, and regular force personnel including officer cadets and apprentices, totalled 20,369.

The active list of the RCN(R), however, remained fairly constant in size during the same period. At the end of 1948, the total number of personnel on the active list, including UNTDs, was 4,201. In the autumn of this year, the total was 4,229 officers and men.

The fact that the Reserve showed little change in strength was partly due to a re-assessment of the function of the reserves of the three armed services and a consequent reduction in the officer strength early this year.

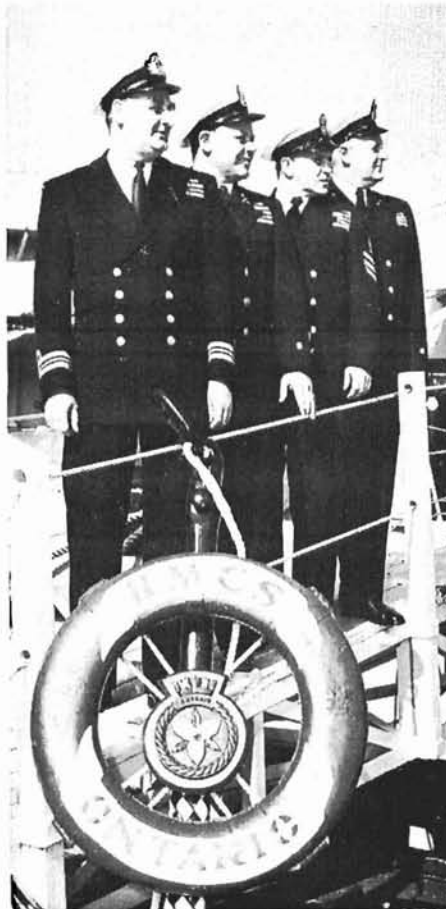
Both training cruisers—the Quebec and the Ontario—which operated so successfully during the past ten years, have gone. Their departure is making it possible to man, without undue strain, the continually growing number of new anti-submarine destroyer escorts, the first of which, the St. Laurent, was commissioned three years ago, on October 29.

The past decade has been a period of growth and rapid change. It seems hardly venturesome to predict that there will be as drastic changes in the make-up of the Navy in the next ten years as there were in the last.

10th birthday, *The Crownsnest* takes the opportunity to express its sincere thanks.

The Crownsnest is most grateful, too, for the staunch support it has consistently received from successive Chiefs of the Naval Staff, Naval Boards, Flag Officers and others in senior positions. Not only have they encouraged interest, but they have made many helpful suggestions and submitted personal contributions. *The Crownsnest* appreciates, too, the fact that there has never been even a hint of management from on high.

During its lifetime the magazine has had two editors, the founding editor serving until 1953 and the present one for the past five years. Both editors (and it is to be hoped that this fact has not been too evident) are former prairie newspapermen; both joined the Navy in 1940; both served in the North Atlantic, both had a whirl at



With her at the start and at the finish four members of the ship's company of HMCS Ontario could claim a special interest in the paying off of the cruiser for disposal on October 15. They joined her when she commissioned for the first time in April 1944 and the four or more appointments which each of them served in the ship since then added up to more than 20 years. From left to right they are Ordnance Lt.-Cdr. George Moyes, CPO Tom Angus, PO Rick Bridges and CPO Adam Cochrane. (E-47232)

"civvy street" and, as requires no saying, returned to the Navy again.

They are agreed in this, that the editorship of *The Crownsnest* is a most interesting and rewarding task. The friendly reception that has been accorded the magazine both in and beyond the service, the active interest of the contributors, both officers and men, and the fact that the position offers an unequalled vantage point from which to observe the activities and progress of the Navy contribute immeasurably to the satisfactions of the job.

Poetic Envoi in First Crownsnest

On the page to which readers now turn to study the Naval Lore Corner, the first issue of *The Crownsnest* in November 1948 carried a poem by "F.B.W." The writer was Cdr. (SB) E. F. B. Watt, who has since retired. A well known Canadian poet, Cdr. Watt won wide acclaim for his epic of the North Atlantic convoys, "Who Dare to Live"

If you've seen Cape Flattery flashing,
If you've heard the Race Rock bawl,
If you've glimpsed the short swell
smashing

Sambro Lightship through a squall,
If you've stirred to fishes fighting
Where Bermuda's sea turns blue
You're the man for whom we're writing—

Yes, this magazine's for you.

If you've heard arresters screaming
As the Furies pancake in,
Seen a Tribal's bow-wave creaming,
Pulled a whaler to win,
If you've felt a turret fighting
As a single-hearted crew,
You're the man for whom we're writing—

Yes, this magazine's for you.

If you've heard the beefers natter
And the brainy lads give tongue
When the messdeck stops to chatter
Just before the micks are slung,
If you've done your own reciting
Of what Naval Board should do,
You're the man for whom we're writing—

Yes, this magazine's for you.

If you've learned and kept on learning
Since you joined the RCN
That to keep the screws a-turning
It takes more than steel and men,
If you've felt a spirit biting
That no landsman ever knew,
You're the man for whom we're writing—

Yes, this magazine's for you.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Ottawa

The past summer gave the "Eager Beaver" her first chance of visiting her birthplace and getting as near as possible to the river after which she is named. The visit to Montreal in early June opened a month of visiting St. Lawrence River and Gulf ports, which included participation in "Champlain Week" in Quebec City and visit to Trois Rivieres, Que., and Chatham, N.B.

The river cruise produced its odd moments, including the pursuit of a supposed surfaced submarine (which turned out to be the *St. Croix* on her builders' trials with her appearance distorted by a temperature inversion).

July was the summer leave period and saw a change of commanding officers when Cdr. W. H. Willson succeeded Cdr. C. R. Parker.

An event of interest took place in July when Lt. Max Reid and his merry men carried out a "treasure hunting" expedition for HMS *Tribune*. The *Tribune* was sunk off Tribune Head near Herring Cove, in the late 18th century, with hundreds of immigrants aboard. Captain Cook's own charted position of the tragedy was used but no trace of the vessel could be found. Nevertheless, AB Ronald Austin and other divers from the Third Squadron gained some invaluable experience from their venture into the deep.

HMCS Sioux

The *Sioux* sailed early in August for one of her many visits to the Newfoundland area in the past year. On this occasion, the ship sailed under the command of Cdr. A. B. C. German, who was previously Assistant Director of Naval Training at Naval Headquarters. Cdr. German relieved Cdr. P. G. Chance, now officer-in-charge of the Navigation Direction School in *Stadacona*.

Another change for the *Sioux* is the executive officer, Lt. H. D. W. Bridgman, who previously served in the *Saguenay*. Lt. Bridgman relieved Lt.-Cdr. (P) J. N. Donaldson, who is on headquarters staff in Ottawa.

The *Sioux* landed a softball team at St. John's, Newfoundland on Saturday, August 23. The team trounced a combined Army-Navy team from *Avalon*



Dockyard employees wrestle the 2,200-pound centre section of the Royal Arms which once adorned the Customs Building onto a flat bed truck to take it from the Ralston Building to the Dockyard for refurbishing and eventual display on a site overlooking the parade square. The Arms, made of bronze, weigh three tons when flanking lion and unicorn are included. (HS-53937)

25-13. Home runs were scored by Ldg. Sea. Carr and PO Leppard.

Subsequent to departure from St. John's the ship spent another week in the Newfoundland area before returning to Halifax and undergoing the annual admiral's inspection.

HMCS Lauzon

October 3 marked the end of an eventful five-year commission for HMCS *Lauzon*, but it is expected that the frigate will resume old duties on completion of her six-month refit.

Since December 12, 1953, some 700 officers and men have served in the *Lauzon* under four commanding officers—Lt.-Cdr. (now Captain) H. A. Porter, Cdr. (now Captain) M. J. A. T. Jette, Lt.-Cdr. J. C. Carter, RCN (Ret'd) and Lt.-Cdr. D. O. Campfield, respectively. This postwar commission included the steaming of about 200,000 miles.

A detailed review of ship activities in 1958 had the frigate returning to Halifax February 26 after three weeks in the Bermuda area. The ensuing two

months of docking and self-maintenance saw the ship's hockey team active. When the Seventh Canadian Escort Squadron returned to Halifax from Maple Royal, the *Lauzon* contributed players for a squadron team which eventually won the consolation round of the Atlantic Command competition.

On April 26, the ship sailed for Newfoundland for a three-week period of operational training during which she paid two refuelling visits to St. John's and was very well received on each occasion. PO W. H. Warner, a shipwright, won the beard-growing contest on this trip and *Newfy News*, a twice-weekly paper complete with comics was published by Lt. (S) G. W. Blackburn.

The ship returned to Halifax in mid-May for a brief stay alongside, then returned again to the waters of Canada's tenth province. Early in June, the ship began service on the new entry training run, by the end of August having provided nine *Cornwallis* divisions with one-week cruises. The average strength per division was 65 men.

By September 1, the ship's destoring program was in effect in preparation for paying off. Most of the refit is being done at Ferguson Industries, Pictou, N.S.

The *Lauzon's* first commission began in June, 1944, on her completion at Lauzon, Quebec, the shipbuilding town after which she was named. She was employed on escort duties on the North Atlantic and on one of her first wartime crossings, carried out an extensive but inconclusive attack on a U-boat. She was paid off into reserve on the East Coast at the end of the war.

The ship was taken in hand and extensively modernized at Sorel, Que., to begin her first postwar commission near the end of 1953. She is a Prestonian class frigate, 2,360 tons displacement, 301 x 36 feet, with a usual complement of 140 officers and men.

HMCS Cornwallis

Included in the large number of drafts to and from *Cornwallis* was an outgoing chit for CPO George Coles, president of the Chief and Petty Officers' mess, to join the *Bonaventure*. Welcomed aboard as mess president was CPO James Paige, of RCNH staff.

Another familiar face now absent is that of CPO Sam Rumson of the training office staff, who has joined the *Saguenay*. He has been replaced by CPO John Rogers, recently arrived from *Naden*. Chief Rogers was the proud recipient of a pewter stein, presented to him by the mess president on behalf of the chief petty officers of *Naden*, where he had served for the past two years as mess manager.

First on the social calendar was the Sixth Anniversary Ball on September 13. Dancing to the music of the naval orchestra continued until the small hours. The mixed bowling league, with 18 teams participating, rolled off to a good start on Monday, September 15. To start the winter season off with a bang, the mess held a hard times square dance and corn boil on September 27.

The summer quiet that hung over the ship's company seamen's mess at *Cornwallis* has been broken by the Fall Formal held on October 11 and the Wednesday night bingos and Monday night shows.

Leadership School

September marked the beginning of the autumn training program in the Leadership School at *Cornwallis*. Following close upon the heels of the departing Reserve classes came No. 47 Officers' Divisional Course and No. 94 Petty Officers' Leadership Course.

One of the more successful projects this fall has been the class debate. An assignment of this type was given to the officers' course on a trial basis early in the month.

The subject for debate was "Resolved, that father is a steadily declining force in the home" and sides were chosen by the course members themselves. A/Instr. Lt. H. E. Comstock, was chosen chairman of the team in favour of the resolution while A/Sub-Lt. (W) E. H. Leadbetter, headed the team upholding father's position. A lively discussion ensued under the Oxford University rules in which everyone took an active part. It was decided on a free vote of all present at the conclusion that father, indeed, was losing his position in the family.

It was then the turn of the petty officers' course to display their powers as parliamentarians and to this end an equally successful debate was held. PO J. Williams was chairman of the side upholding that "Husbands and wives should have separate vacations". The affirmative side was unsuccessful in putting across this point against the able argument of PO D. E. Bruce, and his cohorts who felt that families should spend their vacations together.

HMC Communication School

A considerable change in the officer staff of the Communication School in *Cornwallis* occurred in August. Among the departures were Lt.-Cdr. R. F. Gladman to Cancomfit's Staff, Lt. B. M. Saper to *Bonaventure* and Lt. A. E.

Young to *Stadacona* for JOLTC 'Q'. Officers who joined the staff were Lt.-Cdr. F. I. Dunbar from the *Bonaventure*, Lt. K. M. Young from the *St. Laurent*, and Lieutenants Donn Carmichael and H. R. Wilcox, who have just completed their Long (C) qualifying course.

Staff changes also were evident among the staff Chief and Petty Officers. CPO Bouchard, PO Hindle and PO R. V. Connor joined from the West Coast, PO G. K. Lonar joined from the *Lanark* and P2CV Marsh came via leave from *St. Laurent*. CPO D. L. Palmerston left for *Stadacona* (temporary) en route to a new DDE.

The visit of HRH the Princess Margaret, enabled CPO B. L. Roberge to have the pleasure of watching his daughter Carol, with others of the children's ballot group, in a special performance of the group for the Princess at the Digby Pines Hotel.

Instruction of Trade Group I candidates continued at a steady pace. CV100 completed its course August 4 and Ord. Sea. G. W. Snooks was awarded a prize for gaining top marks in his class. Four men of CR 119 completed their course and were drafted to their first ships.

On August 29 the officer in charge presented qualifying (C) certificates to four officers of the RCN(R) who successfully completed a ten-week course. The officers who achieved this qualification were Lt.-Cdr. Wm. Mellalieu from *Brunswick*, Lt. J. P. Hylton, of *York*, Sub.-Lt. J. C. Leefe of *Scotian* and A/Sub-Lt. D. R. Brillinger from *York*.

Members of the Commonwealth Association visited *Cornwallis* during a tour of Nova Scotia that preceded their presence at the opening of the bicentenary session of the Nova Scotia legislative assembly. Shown left to right at the head table during luncheon at *Cornwallis* are: Sir Velepula Kwomaramswamy, High Commissioner of Ceylon; Captain M. J. A. T. Jette, commanding officer, *Cornwallis*; Attorney-General R. A. Donahue, of Nova Scotia; Hon. Roland Mitchner, speaker of the House of Commons, Ottawa; Cdr. W. S. T. McCully; R. Russell, MP, of the United Kingdom, and Premier A. W. Matheson, premier of Prince Edward Island.



RADIO STATIONS

Naval Communications Facility (Frobisher)

Late summer was a busy one for the personnel at Navcomfac Frobisher. With Operation Sealift in full swing the radio operators at the RCN Radio Station (CFII), supporting the Military Sea Transport Services in their sea lifting operation, gave a good account of themselves in the world of radio communications.

Some 50-odd ships have taken advantage of the facilities set up by the RCN at Frobisher by mid-September—some on DEW Line supply, and others on ice patrols through the Northland. The service was extended to include Lancaster aircraft of the RCAF.

Meanwhile life in Frobisher continued to throb and pulse as in any larger community much further to the southward. The airport was constantly busy with the commercial air lines (both passenger service and supply line), aircraft landing and taking off at all hours.

The model village for the Canadian Eskimo is a scenic little group of houses situated not too distant from the airstrip and one's first impression on topping the last hill and looking down at the multi-coloured bungalows nestling among the craggy shore-side rocks is not unlike that experienced when visiting some small fishing community along Canada's east coast.

The villagers, numbering a few hundred, include a mixture of school teachers, nurses and Northern Affairs administrators necessary to make the village possible for the remaining residents who are Eskimos.

The month of August was a memorable one for some members of the staff, for HMCS *Outremont* paid a short operational visit to Frobisher and a small number of eager naval ratings went to meet her as she came to anchor a few miles from the base. It was good to see Canadian sailors again and the excited tones of the landlocked sailors as their small boat pulled alongside the jumping ladder was indicative of that feeling of brotherhood of the sea which is predominant among sailors.

Later during the early stages of September, Frobisher was host to a group of senior naval officials headed by Commodore James Plomer, who inspected the naval facilities.

At a later date Frobisher was visited in turn by Minister of Transport George Hees and party, Vice-Admiral John M. Will, USN, (COMSTS), Rear-Admiral Donald Eller, USN, and Rear-Admiral

H. F. Pullen, Flag Officer Atlantic Coast, Commodore O. C. S. Robertson, first commanding officer of HMCS *Labrador*, and several other senior officers. Toward the end of the month still another VIP party, consisting of Hon. George Pearkes, Minister of National Defence, and his group paid a visit to the isolated northern post.

As September wore on the caribou and seal hunters among the Eskimos began to display their wares. Not an uncommon sight was that of drying caribou and seal skins stretched out in the waning sun. Soon winter would be upon the area and scattered ice floes would be joined by a solid mass of ice and snow, with us until next July.

Navcomfac was scheduled to cease operation about mid-October and it was with perhaps a twinge of regret that the days appeared to be sliding by rather rapidly.—J. L. K.



PACIFIC COMMAND

HMCS *Antigonish*

The *Antigonish* was employed throughout the summer months as a junior member of a three-ship task unit committed to officer cadet training.

The first cruise of the period began on May 19, when the *Antigonish*, with 24 cadets of *Margaree* division embarked, sailed in company with the *New Waterford* and *Beacon Hill*, for Pearl Harbour and Hilo, Hawaii. Competitive evolutions, general drills, seamanship and ships routines were climaxed by the hula gyrations exhibited by the commanding officer, Lt.-Cdr. R. W. J. Cocks, guided capably by Miss Aloha Hawaii of 1958, upon arrival in Hilo.

"Roster" position of the ship did not affect the enthusiasm and efficiency of either the ship's company or the cadets

since both had earned for the *Antigonish* the privilege of wearing the "Cock o' the Walk" on return to Esquimalt.

The second cadet cruise saw Everett, Washington, as the first port of call. The task unit was honoured in that marching units from the three ships occupied the leading position in a two-hour, 4th of July Independence Day parade.

Following cadet training at Nanoose Bay, the *Antigonish* took her anchorage off Royal Roads for the Royal Fleet Review by HRH the Princess Margaret, the highlight of British Columbia's Centennial Year.

This momentous occasion preceded Fleet Week in Vancouver, at which all units of the Pacific Fleet were represented. Daily "open-house", athletic competitions and sundry entertainments provided by citizen groups and HMCS *Discovery*, culminated at week's end in an impressive night illumination and fireworks display.

Cruise "Charlie" was one of more familiar routine — competitive drills, general seamanship and ship familiarization. Highlights included visits to Prince Rupert, Juneau, Alaska and Seattle, Washington. *Kootenay* division cadets, excelling in their participation, topped the competition offered by *New Waterford* cadets and once again the "Cock o' the Walk" was at the mast-head.

HMCS *Naden*

A guard and band from *Naden* played a leading role in the fanfare and ceremony held in Victoria on September 29 to officially open the city's annual Community Chest's fund-raising campaign.

The "Chest" ceremony was held in front of Victoria's famed Empress Hotel, with Hon. Frank Ross, Lieutenant-Governor of British Columbia, heading a group of civic leaders taking part in the program. It was hoped Greater Victoria would donate a total of \$300,000 before the money-raising drive ended.

Symbolic of the drive was a large plastic balloon carrying a Community Chest banner. It floated high above a central downtown building, and was raised as donations to the Chest increased.

Before the actual ceremony, in which the Lieutenant-Governor cut a ribbon to release the symbolic balloon, the *Naden* band led a parade through the downtown streets of Victoria. In the procession were Army and RCAF contingents, and a motorcade carrying representatives of Community Chest agencies, and various civic organizations.

THE NAVY PLAYS

Softball Champs Fourth Year in Row

For the fourth year in succession, HMCS *Churchill*, naval radio station, won the Fort Churchill Garrison softball championship after hard-fought battles with Canadian Army, RCAF, United States Army, Defence Research and Canadian Legion teams.

Churchill's team lost but three games during the season—a season that was followed with high partisan interest by the servicemen and civilians in the area.

The semi-finals were played between U.S. Army and Defence Research on the one hand and Canadian Legion and RCN on the other. RCN won against the Legion two to one in a three-game play-off and squared off against Defence Research for a best-of-three championship series. Playing in increasingly deteriorating weather with high winds and rain, the Navy swamped their opponents in two straight games.

Colonel N. J. W. Smith, the Garrison Commander, presented the championship trophy to the Navy captain, AB Bob Barker, who, with his team-mates, returned it to its honoured place on the quarterdeck of HMCS *Churchill*.

York's Sailing Season Closes

The first season of racing is over for HMCS *York's* Royal Canadian Naval Sailing Association, and all members were sorry to see the fall end the cooling cruises. The "crystal ball department" envisions an even better season in 1959.

The year's racing ended September 21 when the Toronto squadron held a two-day regatta at *York*. Captain John Goodchild presented the four awards.

Fleet Champion was Ord. Sea. Ted Avis; runners-up were Leading Seamen Dave Gasser and Robert Stone. The squadron award went to Robert Stone;

runners-up in this group were Sub-Lt. Mike Scarlett and Alf Edwards.

The third award—Regatta Champion—was won by Robert Stone with runners-up Surgeon Captain John Duckworth and Ord. Sea. Avis. Fourth and last away for the best crew went to AB Phillip Smith and the runners-up were Sub-Lt. (W) Jane Weld and Wren Moyra Haney.

The squadron was formed in May 1958 and since the middle of June has taken part in five regattas at the Hamilton RCNSA in Ottawa, and in Toronto at the RCNSA, National Yacht Club and the Queen City Yacht Club. Of the 53 members, 17 have skippers' qualifications.

Navy Juniors Defeat UBC

Navy juniors cracked out a 14-point win against UBC Jaycees in an exhibition Canadian football game in Vancouver.



Civilians and Canadian or U.S. servicemen are all grist to the mill of the men of HMCS *Churchill* when it comes to softball. For the fourth year in a row the landlocked sailors have trounced everything in sight to take the Fort Churchill Garrison softball championship and send the handsome silver trophy back to its well-earned spot on the quarterdeck. (Canadian Army Photo)

UBC, with 13 of their Western Conference Thunderbirds in the lineup, failed to hit the scoring column.

Net Championship For Stadacona

Stadacona emerged on top of the Atlantic Command tennis championships, finishing ahead of *Cornwallis*, with *Shearwater* third. Play concluded August 24, on *Stadacona* courts.

Lt.-Cdr. Charles La Rose, commanding officer of the *Fort Erie*, won the men's singles by beating Sub-Lt. (E) Yves Lemieux of *Stad* 6-3, 6-1 in the semi-finals, then toppled Capt. Gerry Boucher, Army 6-4, 6-0 in the finals.

Later he teamed with Boucher in a 6-2, 6-4 men's doubles victory over Lemieux and Sub-Lt. (E) Pierre Bedard of *Stad*. The ladies' doubles went to Mrs. Pimenoff and Mrs. M. Wellman of *Cornwallis* and the Pimenoffs, husband and wife, won the mixed doubles.

Shearwater Debut Spectacular

Shearwater Flyers made a promising debut in the 1958 inaugural of the Nova Scotia Football League, blanking *Stadacona* 38-0 on September 20. About 3,000 people turned up to see if the loss of 16 of last year's players would harm the air boys.



Talking backfield kinks to big guns of the West Coast football team is Chaplain Ivan Edwards, head coach. From left are Chaplain Edwards, Ldg. Sea. Bill Shirley, AB Gerry Porter, Ldg. Sea. Will Lennox, and assistant coach, Lieut. Vince Greco. (E-46661)

Flyers, 1957 Canadian Intermediate Champs, produced two new stars instead from junior ranks and a third who has put the foot back into football for the Dartmouth air station team, very weak last year in this respect.

Up from the junior league is Kerry Briard, a glue fingered end, and Brent Steele, a fullback who lugged leather 124 yards in 26 trips from scrimmage. Guard Eldon Johnston kicked two field goals, both 18-yarders, and converted two touchdowns.

The Flyers concentrated on aerial attack, which they expect will be a strategic necessity this year due to the loss of Bob Hayes, Bruce Walker and Buck Taylor who were last year's scoring stars. The aerial attack sewed up the game, because the ground advances were more or less the same as those for *Stad*. Most of all, the *Shearwater* crowd was alert, picking up a *Stadacona* first play bobble and running it to score in just two plays from the 26-yard line.

The hapless Halifax squad never got into the game from this first, costly, fumble. Only twice did they even get across the centre line throughout the game, played on the Flyer-leased Dartmouth ball grounds. They did make one courageous goal line stand, but once was hardly enough.

Here is a quarter-by-quarter tally of the rout: First—Steel and Briard, a TD apiece, and Johnston's toe tooled a convert and field goal. Second—Davidson rouged and Harper teedeed. Third—Johnston booted another 18-yard field goal. Fourth—Another Davidson rouge, two Axeford safeties, a Briard TD and a Johnston convert.

Stadacona had a pre-season tryout the previous Saturday at Saint John, N.B. They ran up an 18-0 lead only



Construction of a curling rink for the RCN Curling Club of Ottawa commenced the latter part of September at HMCS Carleton. On hand for a sod-turning ceremony were, left to right, Commodore W. G. Ross, past president and initial organizer of the club; Cdr. W. R. Inman, commanding officer of Carleton; M. J. Sulpher, the contractor and Lt.-Cdr. Vic Skinner, president of the club. The contract calls for a single-storey building with four sheets of ice to be laid on elevated reinforced concrete slabs, a type of curling rink construction new to the Ottawa area. Present membership of the RCN Curling Club, Ottawa is 120, and it is planned to extend membership to some 60 wives of members. The new rink was scheduled to be ready by December 1, 1958. (O-10802)

to have the Wanderers come back in the final frame for a 19-18 storybook finish. An exhibition game, it showed *Stad* could pay good ball with its young, quick team, provided inexperience didn't get the best of them. In the tiff with *Shearwater* the following week, unfortunately, the *Stad* team blew up on the first play and never quite caught up with the Flyers.

Junior Gridders Score 3 Wins

Both the Intermediate and Junior football team at *Naden* were shaping up nicely by mid-October.

In the Intermediates' early games they were defeated 32-0 by Oak Bay Drakes, came back to defeat the Mayo Vampires 26-6, and then lost again to the Drakes 33-15.

The Junior swamped the Mayo Vampires 42-13 in one games, blanked them 33-0 in a second, and then took an exhibition game from the University of British Columbia 14-0.

Track and Field Meet at Naden

Gunnery and Supply won the Team Aggregate trophy with 52 points in the Naden track and field meet in September.

Naden Technical School was in second place with 51 points, Medical and RCNH held third spot with 39, NDTTC and TAS were fourth with 36 and Communications and Wardroom trailed with 34 points.

One purpose of the meet was to select a team for the Command Track and Field Meet.

Naden Children Learn to Swim

Swimming classes for children of naval personnel have commenced at *Naden*, with 400 registered in the non-swimmers, beginners and advanced beginners classes.

One of the main points stressed in the classes is water safety.

Softball Team Charters Plane

Naval Radio Station Aklavik eked out a 9 to 8 win over a construction crew softball team at Inuvik (Man's Place), the new townsite of Aklavik.

The Navy team members chartered a Beaver float plane to take them across the McKenzie River delta for the game, played on the partially completed airport runway.

The return game, played at NRS Aklavik, saw Navy squeeze out an 8

to 6 victory over the construction men.

Following the game the teams held a wiener roast on the banks of the McKenzie.

Technical School Barracks Champs

Naden's 12-team inter-part league fought the first week at softball, the second in a tabloid of sports, and the third and fourth weeks in softball and volleyball.

Naval Technical School "A" took the monthly make and mend with a total of 24.8 points, followed closely by Communications with 23.8 and by NTS "B" with 22.

NTS "A" Division also captured the summer Cock-o'-the-Barracks trophy with the highest total points in the Inter-Part sports April through September.

82 Take Part In Golf Tourney

Eighty-two participants competed in the three-day annual Corby Wiser-Ontario Trophy 54-hole golf tournament in Victoria.

CPO John Shea, captured the Corby Wiser Trophy, while the Ontario Trophy went to Ldg. Sea. Conway Bergstrom.

CPO Shea's three-day net scores were 67, 63 and 57, for 187, and Ldg. Sea. Bergstrom's net points were 86, 78 and 80, for 244.

Soccer Title For Shearwater

Shearwater's soccer side won the Atlantic Command title, downing *Cornwallis* 5-0 on home pitch September 20.

The *Shearwater* eleven knocked out RCAF Greenwood 6-0 in the semi-final on the naval air station field and the new entries got into the final by blanking the Seventh Escort Squadron 3-0 at *Cornwallis*.



Stadacona Keeps Water Polo Title

Stadacona hung on to the water polo championship of the Command by dousing *Cornwallis* 8-4 in the *Shearwater* pool, September 13.

Each posted two wins in the single round robin among four teams. *Cornwallis* crested *Huron* 11-6 and *Outremont* 5-1 while *Stad* drowned *Outremont* 17-0 and *Huron* 11-4. Completing their set, the *Huron* also had it in for *Outremont* 15-1. The frigate's long stay up north was reflected in her scores.

Army Captures Patterson Trophy

In West Coast Tri-service softball, Army downed a Navy representative team 8-5 to win the O'Patterson Trophy. The Navy team earlier had scraped out a 6-5 victory over RCAF Comox in an 11-inning game.

Brunswicker Wins Softball Title

The Saint John, N.B., naval division Brunswicker became the first champions of the Armed Services Softball League in the Saint John area when they upset the Royal New Brunswick Regiment 10-4 to take the best-of-five in three straight.

Emblematic of victory in the League, which has just completed its first season of play, is the Thorne Trophy.

Cornwallis Plays Miniature Golf

Harking back to the 1930s, *Cornwallis* has revived the once popular game of miniature golf by installing the first course of its kind in the RCN and Nova Scotia.

Purchased by the Ship's Fund for the use of personnel at the establishment, the course has already proven so successful that consideration is being given to lighting it to extend the season.

Submariners Top Cricket League

The Sixth Submarine Squadron topped a four-team cricket league by edging the Naval Research Establishment in a thrilling last match. The other teams included *Stadacona* and *Cossors* of Canada.

In the last game, with NRE batting first on a matting wicket, submariners bowled them out for a mere 31 runs. But, with a very slow field and extra keen fielding by NRE, SM-6 batters were hard pressed to make the necessary runs. PO Boore, ninth man in, got the winning runs with a mighty hit for two to save the match for the subs.

A GUIDE TO BOOKS ABOUT THE SEA

THE SEA has a long and voluminous literature and, in "The Sea Story", Frank Knight points the way to the best of it. At least that is the stated purpose of his book but, besides being an annotated bibliography, it is a concise history of seafaring before the days of steam.

Frank Knight holds an "Extra Master's" ticket and writes a vigorous, seamanlike style worthy of a master mariner. What is not so usual about the author is his knowledge of literature. He has spent his watches below and time on the beach profitably, reading deeply in the history of his chosen element from Jason to C. S. Forester.

The matter is arranged chronologically. There is a chapter of history followed by a list of books (or sometimes with several small lists scattered through it) then another chapter of history. The lists include history and fiction either written at the time or referring to it and written later. You can read the text and ignore the bibliography the first time through and then the book is a series of fascinating stories. If any chapter interests you particularly, you can go back to it and follow up the leads provided in the list of books.

The book has its weaknesses: a historian might quarrel with many of the opinions; a literary critic might wish that Knight's reading had been wider (he dismisses a phrase of Wordsworth's as "modern cant"); North American librarians will wish that the book citations were fuller—their English opposite numbers seem to get along with much less; but the book is not intended for them — they can just keep their noses out of what is not their business. If the historian presses his objection, it can be pointed out that the book provides its own remedy by directing the reader to the sources of information so that he can form his own conclusions.

An interesting feature of the last chapter, "The Swan Song of Sail", is a precise definition of the term "wind-jammer". Most people think of it nowadays as a journalist's word or a derogatory term used by the early steam-navigators and meaning any sailing vessel. Knight says: "Big ships were built of 3,000 tons and more, mostly of iron or steel, which old sailors said 'jammed themselves into the wind'; and others were said built by the mile and cut off in lengths as required." They were

mostly three- four- and even five-masted barques and they followed the era of the clipper, which lasted only a quarter of a century, 1849-1875.

There are two appendices useful to beginners in studying the history of seafaring: "The Hakluyt Society and Others", which gives information about English societies and institutions interested in the subject, and "On the Use of Public Libraries" with a few notes on techniques of book finding and the Dewey Decimal System of classification.

THE NEW 'DUTTON'

"DUTTON'S NAVIGATION and Piloting" replaces "Dutton's Navigation and Nautical Astronomy" as the official teaching text for this subject in the United States Navy. The complete reference text on this broad subject is the "American Practical Navigator", popularly known as "Bowditch", the name of the original author.

Published by the United States Naval Institute on July 1, 1958, "Dutton" has been brought up to date by a more detailed treatment of loran and new chapters have been added on polar and lifeboat navigation. It is perhaps unfortunate that the treatment of radio aids to navigation has not been more comprehensive.

While the basic problems of navigation and pilotage are, of course, common

RCAF JOURNAL AGAIN APPEARS

The third issue of the RCAF Staff College Journal, an annual publication for officers and other students of military affairs, was due off the press in late October.

This year's issue contains articles on air power in the missile age by Air Vice-Marshal E. J. Kingston-McLoughry, Colonel Shelton, USAF, Wing Commander John Gellner, RCAF, and E. Wall, of de Havilland. Also to be found in this year's Journal is the \$250 prize essay, articles of general military interest and book reviews. Instructor Captain Martin H. Ellis, RCN, is numbered among the writers.

Naval officers and men desiring copies should forward their subscriptions (one dollar a copy) to: "Editor, RCAF Staff College Journal, Armour Heights, Toronto 12, Ont."

BOOKS for the SAILOR

The index, by author and title, makes up for the somewhat haphazard order of books in the lists.

For anyone wishing to study the subject, "The Sea Story" is an excellent introduction.—Ph. Ch.

THE SEA STORY; being a Guide to Nautical Reading from Ancient Times to the Close of the Sailing Ship Era, by Frank Knight, Extra Master Mariner; London, Macmillan, 1958; published in Canada by the Macmillan Co. of Canada Ltd., \$4.00; 240 pp., plates.

to all the navies of the world, and this book deals in a workmanlike way with most of them, it must be pointed out that the official guide in the RCN is the "Admiralty Navigation Manual", published in three volumes, and this is the standard text both for instruction and for practical use. There are several important differences in the methods used—particularly the employment of a "piloting team" in the USN, while in the RCN pilotage is performed by one officer. It would therefore be unwise to apply some of the practices advocated by "Dutton" to the pilotage of HMC ships.

Nevertheless, it is a most interesting book for any navigator to read. It provides an insight into the U.S. Navy's methods of navigation, and the chapters on astronomical navigation are particularly well written for a student of the subject. Now that the Admiralty and the American Nautical Almanacs have a common format, the differences in this aspect of navigation are diminished and the value of this part of the book is correspondingly enhanced.

The chapters on polar and lifeboat navigation and the Appendix on Navigational Aids in United States waters are not to be found together in any other publication.

The book is a worthwhile contribution to the science and art of navigation and pilotage.

This latest edition of "Dutton" has been prepared by Cdr. John C. Hill, II, USN, Lt.-Cdr. Thomas F. Utegaard, USN, and Gerard Riordan of the U.S. Navy Hydrographic Office.

DUTTON'S NAVIGATION AND PILOTING, published by the United States Naval Institute, Annapolis, Maryland; 771 pages; photographs, charts, graphs and diagrams; U.S. price \$8.

LOWER DECK PROMOTIONS

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

ACKERMAN, William E.LSTD1
 ALLEN, Douglas G.P2SW2
 ANDERSON, Lloyd J.P1RP3
 ANDREWS, LodrickLSRC1
 ANNESTY, GordonLSTD1
 ARNSTON, Maurice J.LSQM2

BAILEY, Ralph W.C2RA4
 BARNES, Robert B.P1QM3
 BARRETT, Clyde L.LSEM1
 BARWIS, DeweyC2PT3
 BEAMISH, Douglas V.LSAR1
 BELANGER, Leo J.LSAA1
 BELLEAU, Emile J.P2SE2
 BENNETT, William J.LSQM1
 BERWICK, Edward B.LSAA1
 BISHOP, Duncan M.C1ET4
 BLACKWELL, George E.C1PC4
 BLAIR, Robert R.LSTD1
 BOARDMAN, George W.C2GI4
 BONNER, Andrew R.LSQT3
 BOOTHBY, Norman H.LSTD1
 BOSQUET, RonaldPIRA4
 BOWLES, Robert S.P2RD3
 BRAITHWAITE, Richard A. ...PIRA4
 BRENTON, John S.LSQM1
 BROOKS, Robert O.LSAA1
 BROOKS, William R.P1BD3
 BROWN, JohnLSEF2
 BROWNLEE, Edgar W.LSTD1
 BRUCE, WilliamP2RD3
 BURCHILL, Paul A.P2EA3
 BURCK, DavidLSRP1
 BUSH, William J.LSRP1
 BYRNE, James P.LSRT2

CAIN, DonaldLSCK2
 CARPENTER, Stanley J.PIRA4
 CASSEL, Lloyd C.LSQR1
 CATCHPOLE, Eric A.LSAP2
 COADE, Vincent P.PIRA4
 COLLINS, Ralph N.LSPR2
 CONNOR, David C.LSTD1
 COOPER, Robert K.P2RD3
 COVERDALE, Francis H.P1SH4
 COX, Frederick E.P1PR3
 CRAWFORD, Arthur L.LSBD2
 CUSSON, Richard J.P2LA2

DARCHE, Louis E.P2RS3
 DARK, Donald B.P2EF3
 DeSALABERRY, John C.PIRA4
 DEJEAN, George J.LSRT2
 DIEBOLD, Servin M.P1QM3
 DOBING, SydneyC1QI4
 DOHERTY, Terrence P.LSAF1
 DOLLMONT, Gerald J.LSAR1
 DOOLITTLE, Francis C.P2RP2
 DORMAN, Alan F.PIRA4
 DUBE, John D.LSRT2
 DUNGALE, Anthony J.LSAF1
 DUNMALL, Robert T.LSOM2
 DUNN, JohnP1QM3
 DUPCHAK, Richard M.C1RA4



When the Pacific Command conducts a fire prevention campaign, it pulls out all the stops—and it gets results. This year they even had a "Miss Firefighter 1958" and they didn't have to go further than the Naval Armament Depot to find a suitable candidate in Miss Beverly Tocher, who is also a member of that famous organization, the Victoria Girls' Drill Team. Her specifications (a la beauty contest) are not given, but it would appear she is prepared to defend her title.

ELLIOTT, Ronald E.P1QM3
 ELLIS, Robert B.P2TD3

FAIRSERVICE, John G.LSTD1
 FARMER, Reginald M.LSTD1
 FERRIS, Alfred W.LSEA2
 FILLION, Lionel P.LSRP1
 FITZPATRICK, Maurice A. ...LSOM2
 FITZPATRICK, RobertLSTD2
 FLETCHER, Richard J.P2RT3
 FORNATARO, Raymond J.P2EA3
 FOSTER, Francis B.P2VS2
 FOWLIE, William D.LSQM1

GALE, Andrew B.P2QM2
 GARDINER, George M.LSTD2

GIBBON, GeorgeLSQM1
 GRANT, Harold B.C2ET4

HAMMER, Robert A.P2OM3
 HAMMOND, William M.LSRP1
 HARPER, John R.LSTD2
 HARRISON, Ghislain J.LSTD1
 HARTZ, Edward E.LSPW1
 HARYETT, James R.LSTD2
 HASTINGS, William H.LSBD2
 HEIGHT, Malcolm E.LSLR1
 HELMAN, Leslie M.LSRT2
 HENDERSON, John S.C2AT4
 HENDERSON, Michael E.P2RN3
 HICKS, Dennis G.LSRT3
 HODGSON, ThomasLSRC2

HOGUE, Bruce F.LSAF1
HUGHES, Kenneth J.LSRP2
HUTLEY, Ronald A.LSVS2

JEAN, Joseph C.PIEM4

KELLY, George W.LSTD1
KLUG, Charles J.LSEM1
KNIGHT, Donald G.LSAO1
KOSTAL, Joseph W.LSEF2

LABRIE, Gervais J.P2AC3
LA FAVE, John K.LSRT2
LAHEY, Murray A.LSEF2
LAKE, Raymond L.P2TD3
LEA, RichardC1ET4
LEECH, RichardLSEM1
LITTLE, James A.P2EF3

MacDONALD, Keith W.C2AT4
MacKNIGHT, Ronald D.LSRT2
MacMILLAN, Charles B.LSQM1
MacMILLAN, Richard W.LSQM1
MacPHAIL, Gordon B.LSQM2
McBRIDE, William J.LSTD1
McCARTNEY, Dennis W.LSRP1
McDERMOTT, William J.PIRA4
McINTYRE, John L.P1AA3
McKINLEY, Donald J.LSRT3
McLEOD, Frank D.LSAA1
McMILLAN, Gordon I.LSAF2
MAKARA, Roy D.C2LR3
MALONE, Sidney M.LSAA1
MANNING, Eric N.LSAA1
MANNING, Vivian C.LSRP2
MARTIN, Abraham R.LSEF2
MARTIN, Eldon L.C1ER4
MARTIN, PaulC2OM3
MELVIN, Reginald S.P2SW2
MORIN, Pierre J.LSPW2
MOSER, Robert R.LSQM1
MURCHIE, Hedley J.P2EF3
MURPHY, Leo C.LSQR1

NICHOLLS, John H.C2ET4
NOBLE, James H.LSRP2
NORTHEAST, AquillaP2AA2

OJA, Elgin B.PIET4

PARKER, Peter C.P2OM3
PAYNE, Gerald D.LSED2
PENDLETON, Jack S.LSTD2
PEPIN, Roy O.LSAA1
PERRY, Douglas M.LSCK2
PHARAOH, Robert J.P2RD3
PLAYER, Reginald H.C1QI4
POIRIER, Henry J.LSEM1
POULIOT, Leo P.P2EG3
POULSON, LarryLSAA1
PRATTE, Roch J.LSEF2
PUSHIE, Donald R.P2ED3

REID, Richard C.LSRA2
ROBERTSON, Bruce A.LSTD1
ROBINSON, Paul A.P2RT3
RODEN, Murray R.LSCS2
ROEMER, George J.C2AC4
ROSBOROUGH, James A.LSRA2
ROSS, Andrew J.PIRA4
ROY, Jacques J.P2RD3
RUSSELL, David J.P1TD2
RUSSELL, James A.C2ET4

SACHETTI, RonaldLSCS2
SALTER, Leslie E.LSAA1

SAULNIER, Edward J.LSQR1
SAVAGE, David A.P2EF3
SCHELL, Ramsay R.LSSW2
SCHNEIDER, Barry E.LSRP1
SCHWIEG, Wilbert F.LSEG2
SCOTT, Charles L.CITI4
SHAH, Mohamed-SheriffP1PC4
SHANNON, William D.P2QM2
SHAW, Dennis B.C1EA4
SHIPP, George A.LSRA2
SHORT, Francis E.LSCS2
SMITH, Kenneth R.LSSE1
SMITH, Stewart C.LSAA1
SOUTHALL, Allan D.PIEM4
STALKER, Frederick G.LSQM2
STANWAY, John P.LSRP2
STEPHENSON, Lionel G.LSQM1
STEVENSON, Duncan G.C1ET4
STEWART, Gordon C.LSTD1
STRATTON, Ralph B.LSRT2
SUTO, Harry S.LSTD1

THERIAULT, Alyre J.P2EF3
THERRIEN, Bernard J.LSRP1
THOMAS, Royal E.LSAA2

THOMPSON, Clayton W.LSQR2
THOMPSON, Henry D.LSAP2

VENNE, Jacques J.LSQM2

WAHL, PeterLSSE1
WALSH, Earl H.LSCS2
WALSH, George C.LSQM1
WALTER, John R.LSRT2
WATTS, Stanley F.LSCD1
WELLS, Harry E.LSPW2
WHITBY, Joseph E.P2TD3
WICKSON, John A.P2RD3
WILEY, Stuart B.P1ER4
WILLIAMS, Donald P.C2AT4
WIPER, James G.LSTD1
WOODER, Frank K.P1OM4
WREN, John D.P1ER4
WRIGHT, Carl J.P2SE2
WYTHE, Stanley J.P2RS3

YAWORSKI, Joseph J.P1RT4

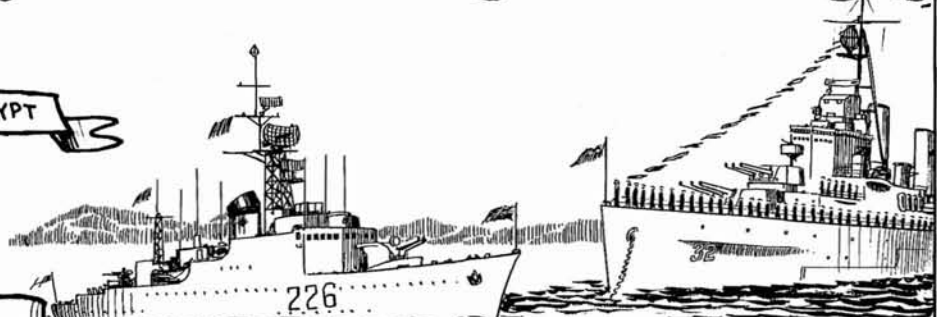
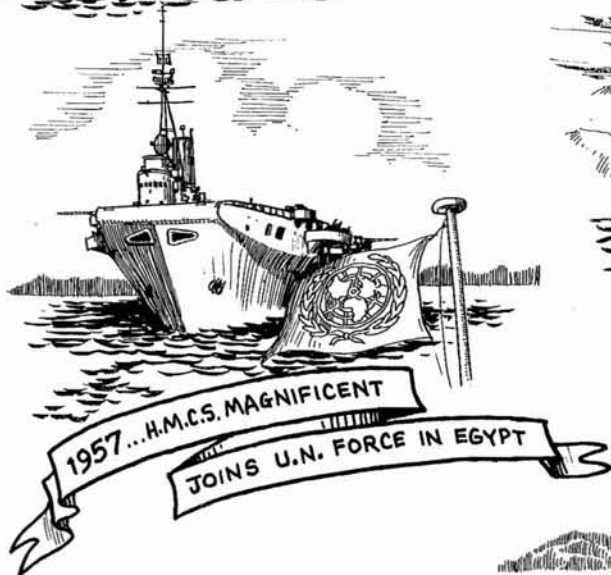
ZWICKER, Gary A.LSRA2



This is one of those television "suspense" dramas—like "Flight into Danger" for example. Navy Day in Halifax this past summer was filmed for the popular Halifax program "Gazette" and one sequence showed CBC commentator Jack McAndrew being hoisted 50 feet into the air over the parade square and being carried and lowered to the RN submarine Ambush. McAndrew interviewed Lt.-Cdr. William Frayn, commanding officer of Helicopter Utility Squadron 21 and, on this occasion, pilot of the "chopper", and Lt.-Cdr. Peter Roe, captain of the Ambush. Ldg. Sea Harold Thomas was crewman in charge of the helicopter's winch and assured a safe and gentle landing. (HS-54202)

Naval Lore Corner

Number 65
R.C.N. 1948-1958
10 years of activity
and progress



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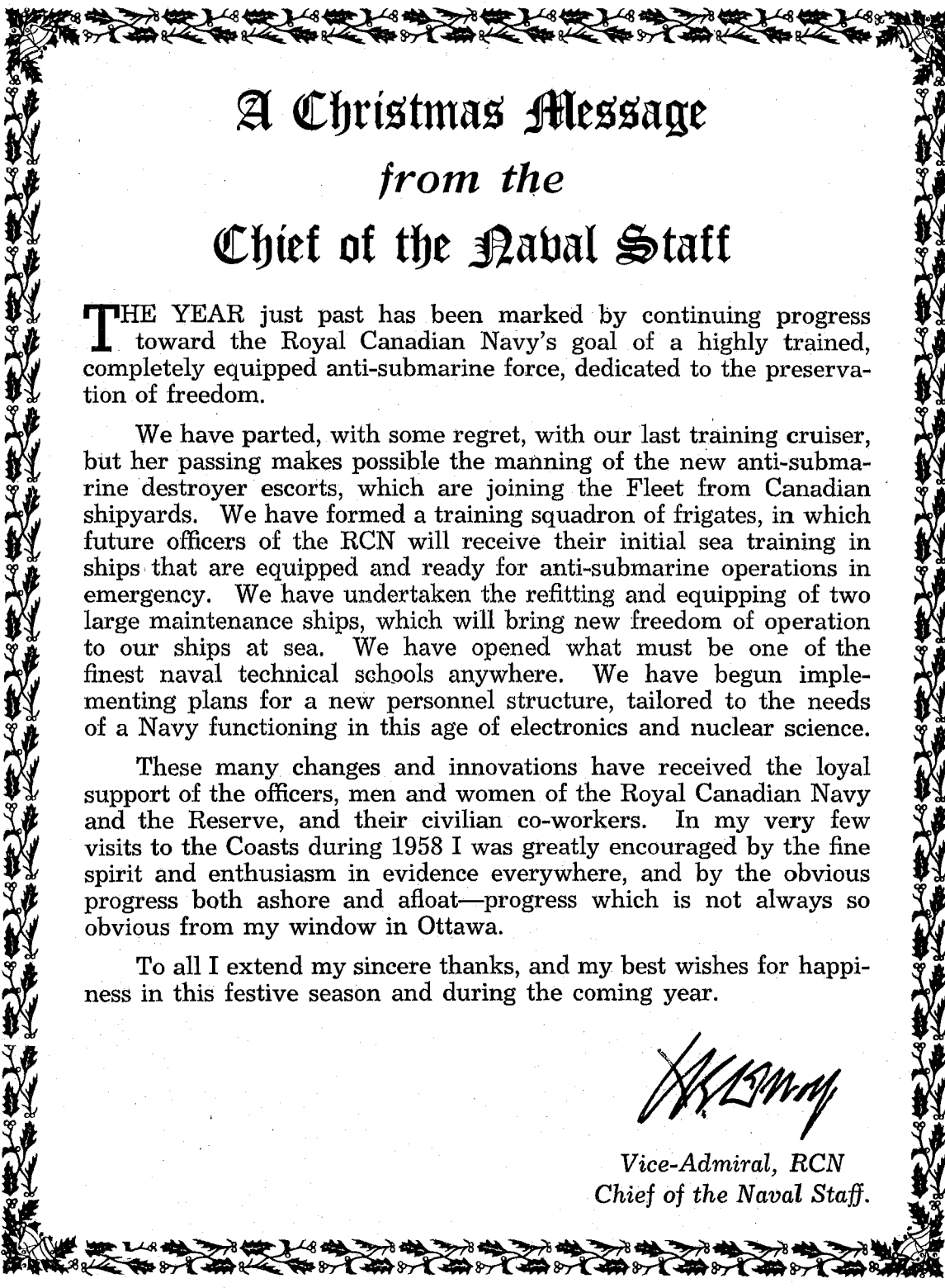


The CROWSNEST

Vol. 11 No. 2

December, 1958

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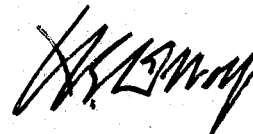
A Christmas Message *from the* Chief of the Naval Staff

THE YEAR just past has been marked by continuing progress toward the Royal Canadian Navy's goal of a highly trained, completely equipped anti-submarine force, dedicated to the preservation of freedom.

We have parted, with some regret, with our last training cruiser, but her passing makes possible the manning of the new anti-submarine destroyer escorts, which are joining the Fleet from Canadian shipyards. We have formed a training squadron of frigates, in which future officers of the RCN will receive their initial sea training in ships that are equipped and ready for anti-submarine operations in emergency. We have undertaken the refitting and equipping of two large maintenance ships, which will bring new freedom of operation to our ships at sea. We have opened what must be one of the finest naval technical schools anywhere. We have begun implementing plans for a new personnel structure, tailored to the needs of a Navy functioning in this age of electronics and nuclear science.

These many changes and innovations have received the loyal support of the officers, men and women of the Royal Canadian Navy and the Reserve, and their civilian co-workers. In my very few visits to the Coasts during 1958 I was greatly encouraged by the fine spirit and enthusiasm in evidence everywhere, and by the obvious progress both ashore and afloat—progress which is not always so obvious from my window in Ottawa.

To all I extend my sincere thanks, and my best wishes for happiness in this festive season and during the coming year.



Vice-Admiral, RCN
Chief of the Naval Staff.

The CROWSNEST

Vol. 11 No. 2

THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1958

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The Crowsnest

EXTENDS TO ALL ITS READERS BEST WISHES

FOR A

Merry Christmas and Happy New Year



THE COVER

The picture above is a miniature reproduction of the cover which appeared in full colour on the Christmas issues of *The Crowsnest* in 1949, 1951 and 1952 and was from an oil painting done especially for the magazine by Lt.-Cdr. (now Cdr.) C. A. Law, whose seascapes and paintings of naval scenes are known across Canada.

This year's cover is based with grateful acknowledgement, on Cdr. Law's 1949 painting, with a modern destroyer escort substituted for the destroyer of the early post-war years that appeared in the original. The present artist is Robert (Bud) Robertson, of the Naval Art Section, in Ottawa.

SUBSCRIPTION RATE

The *Crowsnest* may be subscribed for at the rate of \$1 for 12 issues; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

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



RCN NEWS REVIEW

Far from its land base at Shearwater and a lot farther from its sea-going base, the Bonaventure (which was in the Mediterranean at the time) a Banshee jet fighter of 871 Squadron is armed with four 500-pound bombs and two rockets before taking off to blast the prairie during exercises at the Canadian Joint Air Training Centre, Rivers, Manitoba, in late October.

RCN Quick to Aid Springhill Miners

For the second time in two years the Royal Canadian Navy has come to the aid of Springhill, N.S., with men, material and money.

Voluntary contributions from ships and establishments by mid-November totalled approximately \$12,000. The fund was started within hours of the news of the coal mine disaster when the *Nootka* raised \$100, closely followed by the *Restigouche* with \$404. At the time the *Restigouche* was exercising in U.S. waters.

Spontaneous collections began to spread like wildfire in the Atlantic Command. A U.S. Navy landing ship, *USS Calhoun*, then visiting Halifax, raised \$20; children from *Shearwater* prepared to forward over 500 toys for children of bereaved families while naval personnel there collected more than \$1,000. *Cornwallis* sent \$2,400, *Stadacona* topped \$2,100 with collections not yet completed, and other ships and establishments had all pledged sums from \$100 to \$1,000. The 250 officers and men of *HMCS Ottawa*, forwarded \$1,000 from the Mediterranean, where the ship was then exercising. Other ships and establishments were also conducting campaigns.

The Navy assisted in other ways, too.

Following the disaster, a helicopter shuttle service was organized and

seven pilots of Helicopter Utility Squadron 21 flew more than 17 hours in day and night flights carrying whole blood for the Red Cross, rescue equipment and personnel — Red Cross workers, mine officials, RCMP, Halifax City Police, and 12 civilian employees from HMC Dockyard and Bedford Magazine, all qualified St. John's Ambulance men. One of the rescued miners was taken to Halifax for hospitalization.

In addition to the helicopters, the Navy's motor transport took oxygen bottles and wire basket stretchers overland to the scene.

RCN Educational Services Revised

A broad revision of educational services has been adopted by the Royal Canadian Navy in a further step toward meeting the challenge presented by current and future developments in naval ships, aircraft, weapons and equipment.

The effect of the new educational services will be not only to enhance the career opportunities of individual officers and men, but to strengthen and enlarge the over-all educational foundation and professional capability of the Navy's personnel.

The most important innovation will be the concentrated RCN Junior Matriculation Course, scheduled to begin next January in *HMCS Naden*, Esquimalt, B.C. Selected young men who are prospective officer candidates but have less than junior matriculation standing will be enrolled in the course. Examinations will be set and marked by the B.C. Department of Education. Successful students may qualify for *HMCS Venture*, College Militaire Royal de St. Jean and university.

Another academic course will prepare candidates to write the Grade XIII examinations set and marked by the B.C. Department of Education. On successful completion of this course, the candidate may be selected for university or Canadian Services College training.

Both courses are limited to men under 24 years of age on January 1 of the year a particular course begins.

Correspondence courses will not be dropped. Available to all who wish to take them will be Naval Junior Matriculation Correspondence Courses and Examinations in five subjects—mathematics, physics, chemistry, French and English.



These courses and examinations will be of particular benefit to officer candidates, giving them the opportunity to acquire credits qualifying them for the Junior Matriculation Course and the Branch Officer Candidate's Educational Course.

The Branch Officer course is for older men who, by reason of age, are not eligible for the junior or senior matriculation courses but whose records of service have earned them recommendation as officer candidates. The course is seven months long and is comparable to senior matriculation.

With the co-operation of provincial departments of education and universities, a Naval Adult Education Program will offer correspondence and evening courses in a wide variety of academic, technical and vocational subjects. The program will be available to all personnel on a voluntary basis. Its main purpose is to enable serving officers and men to add to their background and qualifications, and thereby further their career prospects, through spare-time study.

Individuals will be required to pay the nominal fees charged for the adult education courses, but the Navy will set up the machinery to handle enrolments, publish a catalogue listing the courses available, and provide assistance in the form of counsel, guidance and coaching by instructor officers.

Despite the very appreciable increase in educational opportunities offered, the new naval educational services will not require any increase in either facilities or instructor officers.

A more detailed account of the new educational set-up appears elsewhere in this issue.

COs of Divisions At Conference

The tenth annual conference of commanding officers of Canada's 21 naval divisions was held in Hamilton, November 18 to 21, at the command headquarters of the Royal Canadian Navy (Reserve).

Canadian provinces, from the Maritimes to British Columbia, were represented when the senior reserve officers sat down at the conference table with Commodore E. W. Finch-Noyes, the Commanding Officer Naval Divisions, and his staff.

This year's meeting marked a resumption of the annual conference of senior naval reserve officers. The conference was not held last year.

Commodore Finch-Noyes gave the opening address to the meeting, and the agenda dealt with policy relating to the training and administration of

the naval reserves. During the four-day conference, the commanding officers flew to Ottawa for a one-day briefing by the Chief of the Naval Staff and other senior officers at naval headquarters, Ottawa.

A reception and buffet supper was held for the visiting officers in the *Star-Patriot* wardroom, November 18, and the following day they were entertained at a luncheon at the Tamahaac Club. Wives of the visiting officers were guests of Mrs. E. W. Finch-Noyes at a luncheon at her Oakville residence, November 20, and later in the day they were entertained at afternoon tea by Mrs. J. H. Curtis.

Sailors in Rome For Coronation

Among the thousands of visitors who were in Rome on Tuesday, November 4, for the coronation of Pope John XXIII, was a group of unofficial representatives of the Royal Canadian Navy.

1959 ESSAY CONTEST

THIS YEAR'S naval essay contest, sponsored by *Canadian Shipping and Marine Engineering News*, is about as wide open as it is possible for such a contest to be. The only restriction as to subject is that the essay must deal with current or possible future naval or maritime affairs, broadly or in a restricted sense, and that it must be of general rather than of technical interest.

What makes a good officer or a good seaman? How important is your trade to the Navy? How can naval personnel best serve the communities in which they live? Are submarines the anti-submarine vessel of the future? How does training in the RCN(Reserve) fit one for lending assistance in times of civil disaster? There is enough variety in naval life to provide an almost endless list of ideas.

The author of the winning essay will be awarded a prize of \$100 and an engraved plaque. For the second and third place essays there will be prizes of \$50 and \$25 respectively.

Following are the contest conditions:

1. The contest is open to all personnel, including officer cadets, serving in the RCN and active reserve, as of January 1, 1959, with the exception of those employed on Naval Information duties and reserves employed in a civilian capacity with the Maclean-Hunter Publishing Co., Ltd.
2. Entries must be original, written

They were members of the ships' companies of five Canadian warships on an operational cruise to Mediterranean and United Kingdom waters. The ships are: HMCS *Bonaventure*, the *St. Laurent* and *Ottawa*, of the Third Canadian Escort Squadron, and the *Huron* and *Haida*, of the First Canadian Escort Squadron. They arrived in Naples on Monday, October 3.

Plans for tours to a number of Italy's famous places of interest were made before the announcement of the date of the Pope's coronation and it so happened that one tour had been arranged for the Canadian sailors to Rome on the same day as the Papal crowning.

The visit to Naples, and the many nearby areas of historic interest, had been keenly anticipated by the personnel of the five ships, which sailed from Halifax on October 8. Since then they had been on continual and intensive training. On Thursday, October 30, they completed the first of three NATO exercises scheduled for their

by the contestant and not previously published.

3. Entries must be typewritten, double-spaced, or legibly written and on one side of the paper.
4. The length of the essay should be from 2,000 to 3,000 words.
5. The contestant must adopt a pen name, to be placed on the first page of the manuscript. The real name is to be enclosed in a sealed envelope, securely fastened to the manuscript. Material submitted otherwise will be disqualified.
6. The winning entry will be published in the March 1959 issue of *Canadian Shipping and Marine Engineering News* and the second and third place entries in subsequent issues. The editors reserve the right to publish any other entries at regular space rates within the ensuing six months.
7. Entries must be addressed to the Director of Naval Information, Naval Headquarters, Ottawa, and marked "Contest Entry" and must be mailed to arrive not later than February 1, 1959.
8. The decision of the judges, whose names will be announced later, will be final.
9. It is understood that each contestant, in submitting his entry, automatically accepts the above rules and conditions.

two-and-a-half month cruise. The first NATO exercise followed a visit to Malta and the Canadian ships worked in close co-operation with ships of the Royal Navy and the Italian Navy.

In the exercises, based on various aspects of naval warfare, the Canadian ships carried out their basic role of an anti-submarine force. In addition to the *Bonaventure's* Trackers (VS-881) and Sikorsky helicopters (HS 50) — which maintained a heavy flying schedule — other aircraft were engaged in the exercise.

Taking part were Shackletons, Valiants and Canberras from the RAF Station, Luqa (Malta); Sea Venoms and Meteors from the RN Air Station, Hal Far (Malta); U.S. Navy Neptunes and Italian S2F Trackers.

On arrival in Naples, the Canadian sailors in the five ships took advantage of the many bus tours to different parts of the surrounding Italian countryside and, of course, to Rome. Among the places visited were: the Benedictine monastery at Montecassino, which was the scene of heavy fighting during the Second World War, in which many Canadian servicemen lost their lives; Mount Vesuvius and Pompeii; Capri and Sorrento.

The Canadian ships were to visit Toulon, Gibraltar and Portsmouth on their way back to Canada, reaching Halifax about December 16.

Oshawa Acquires Civilian Crew

Successor to the *Cedarwood* as Pacific Command research ship, HMCS *Oshawa* has assumed civilian status and will henceforth be designated "CNAV".

The *Oshawa*, an Algerine escort vessel, has been engaged on scientific duties for the past two years. She was paid off as a warship on Friday, November 7, and will continue her duties on behalf of the Pacific Naval Laboratory, with a civilian crew, as a naval auxiliary vessel.

Orders Placed For Six DEs

Hon. Raymond O'Hurley, Minister of Defence Production, has announced the allocation of six destroyer escorts of the improved Restigouche class for construction in Canada.

The following shipyards will participate in this program: Canadian Vickers Limited, Montreal; Victoria Machinery Depot Company Limited, Victoria; Yarrow Limited, Victoria; Burrard Dry Dock Company Limited, Vancouver; Davie Shipbuilding Limited, Levis, Quebec; Halifax Shipyards Limited,

Halifax, and Marine Industries Limited, Sorel, Quebec. Each shipyard will build one ship with the exception of Victoria Machinery Depot Company Limited and Yarrow Limited which will share construction of one vessel.

Fabrication of the hull of the lead ship, being built in Canadian Vickers Limited, has commenced. Construction of the follow ships will commence at three-monthly intervals, from July 1959 to July 1960. Their completion will be over the period 1962-1963. This schedule of construction will assure the orderly delivery of components, almost all of which are of Canadian manufacture, and the most economical construction of the ships.

Cost of the ships, including all such equipment as armament and electronic gear, is estimated at \$26 million a ship.



Contracts, which will be of the target-incentive type, will be placed at a later date and in conformity with the building schedule.

The program is an expression of present Navy requirements. However, it is recognized that constantly changing defence concepts may, over the next several years, impose a change in this requirement. If that should occur, other arrangements will be introduced in the light of the circumstances.

As with ships of the St. Laurent and Restigouche classes, the improved destroyer escorts will carry the names of Canadian rivers.

The first to be built will be named the *Mackenzie*. The other five will bear the names *Saskatchewan*, *Yukon*, *Qu'Appelle*, *Annapolis* and *Nipigon*.

Ships to Change Commands in '59

Seven destroyer escorts of the Royal Canadian Navy will be transferred between the Atlantic and Pacific Commands early in 1959.

The transfers are planned as part of a re-deployment program which will place all destroyer escorts of a particular class on one coast and form them into one-class squadrons. The move will permit the most efficient employment of the ships and, by avoidance of duplication of effort and materials,

will simplify logistic support and minimize its cost.

Four St. Laurent class destroyer escorts, the *St. Laurent*, *Saguenay*, *Assiniboine* and *Ottawa*, will go from Halifax to the Pacific Command, and two tribal class destroyer escorts, the *Athabaskan* and *Cayuga*, and the destroyer escort *Crescent* will transfer from Esquimalt to the Atlantic Command. The moves will take place between mid-January and mid-April. Ships' companies will transfer between ships to allow personnel to remain in their home port divisions.

The new Restigouche class destroyer escorts *Restigouche* and *St. Croix* will remain on the East Coast and will be joined by other ships of the class, as they are commissioned.

Fast Submarine Visits Halifax

The U.S. Navy's high-speed submarine *Albacore* paid an informal call at Halifax November 7-9.

Commanded by Lt.-Cdr. R. D. Thompson, USN, the 1,218-ton *Albacore* carries six officers and 45 enlisted men.

Waterfront Hit By Big Fire

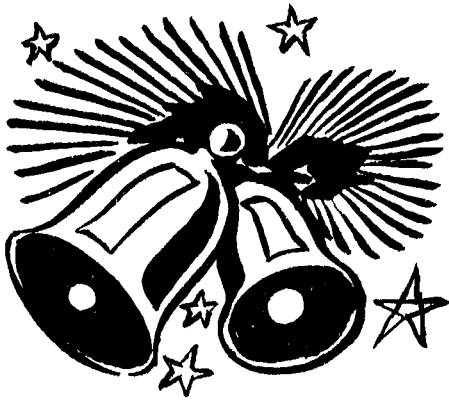
Fire caused a loss totalling more than \$175,000 to the Central Victualling Depot on the downtown Halifax waterfront October 12.

The fire began in condemned waterfront structures and spread quickly to threaten the neighbouring victualling depot. A determined campaign by Halifax City and RCN firemen, assisted by more than 500 officers and men, prevented the depot from being engulfed in the holocaust. Only one building and its contents were seriously damaged.

The Sunday night outbreak had its aftermath on Thanksgiving Day and later, as naval personnel and civil servants dug out, repackaged, restored, and recorded stores salvaged from the rubble.

There was thanksgiving of another sort as naval authorities expressed relief at how the fire had been limited and praise for the way *Stadacona* and Dockyard personnel had rallied to carry out an efficient emergency operation.

Commodore P. D. Budge, Chief of Staff to the Flag Officer Atlantic Coast, and Commodore (E) John MacGillivray, Commodore Superintendent Atlantic Coast, gave personal leadership while the fire was at its height. RCN firemen were led by Lt.-Cdr. (SB) Gordon Lay, Command Fire Chief.



Turkey in the 'Med'



WHAT WOULD Christmas be without turkey? A pretty dismal occasion—that's what. For in Canada, the United States and many other lands the turkey has become established as the crowning glory of the Yuletide festive board.

This somewhat less than astounding fact also applies to ships at sea on Christmas Day, to warships alongside with only a minimum duty watch on board and to naval establishments ashore. Whether it is carved in the galley, to make sure it goes around, or carved in the mess, to assure it of proper ceremonial respect, the turkey is always there.

Always?

Perhaps it is true that a ship's company never goes turkeyless at Christmas in peace time. Providing a turkey feast when there is a war on can be a different matter.

In the dusty press files of the Second World War there is a story of the only Canadian corvette whose officers and men ate turkey and all the trimmings on Christmas Day, 1942, in the Mediterranean during the invasion of North Africa. Sixteen RCN corvettes and six flotillas of Canadian landing craft took part in the successful North African landings. Five of them—the *Louisburg*, *Prescott*, *Woodstock*, *Weyburn* and *Lunenburg*—sailed from the United Kingdom. The 11 ships that sailed across the North Atlantic were the *Ville de Quebec*, *Port Arthur*, *Baddeck*, *Albarni*, *Summerside*, *Regina*, *Calgary*, *Kitchener*, *Camrose*, *Moose Jaw* and *Algoma*, some of them touching at United Kingdom ports on the way.

Out of that little fleet, two (the *Louisburg* and the *Weyburn*) paid the price of Admiralty in the blue waters of the Mediterranean and, within two years, the *Regina* and the *Albarni* had been lost in British waters. However, those unhappy events came later and the present story concerns another of the

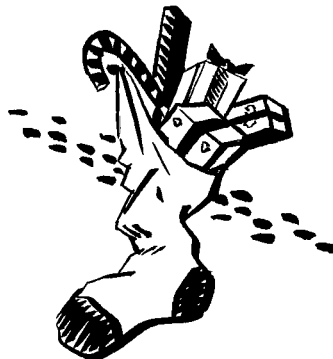
group, HMCS *Baddeck*, and how, with a combination of foresight, finesse and skulduggery, she dined on Christmas turkey.

This story of 16 years ago related that it all happened because a young "VR" sub-lieutenant decided to do his ship's Christmas shopping early and because a famous British destroyer was late in tying up at a Scottish port.

The *Baddeck* reached Scotland in October. Although Christmas was still two and a half months away, one of her officers, Sub-Lt. A. R. Huntingdon, RCNVR, who had been a Vancouver chemist until he joined the Navy in June 1942, already had his eye on how he and the rest of the officers and men in his ship would spend Christmas. His duties included those of accountant officer and, armed with canteen funds and the fervent good wishes of the ship's company, he went ashore to hunt for turkeys. There was none for sale.

Then he learned that a British destroyer had also been looking ahead and that 15 fat turkeys were awaiting her arrival. The important thing was that the destroyer had not yet picked them up. They weren't there when the RN ship arrived.

"We managed to get the stuff for the *Baddeck* and we didn't feel guilty about it, either," Sub-Lt. Huntingdon said after the manoeuvre had been executed. "We had to get our turkeys then or never; the British destroyer could put through a second order.



"We stowed the birds in the ship's refrigerator and soon went to sea again. When Christmas approached we already had seen quite a bit of action in the Mediterranean, assisting the RN. We thought we would be spending Christmas Day tied up at Gibraltar. But our relief didn't arrive, so we returned to sea and on December 25 we were right out on the old blue Med.

"One of our asdic operators was an ex-butcher. He cleaned the turkeys, and really made it a labour of love. Our petty officers spent most of their spare time during eight days planning the menu, right down to the tiniest detail. The ship's cooks turned in the finest performance of their careers."

The result was that on Christmas Day, thousands of miles from home and while maintaining constant vigil for sudden enemy assaults from sea or air, every officer and man on board the *Baddeck* sat down to a glorious Canadian-style Yuletide banquet.

They ate creamy chicken soup, golden roast turkey, done to a turn, cranberries "or a reasonable facsimile of same", roast potatoes, carrots, beets, peas, four kinds of cake, plum pudding and coffee. No enemy action marred the day.

"It was wonderful!" said Sub-Lt. Huntingdon. "We'll never forget it." And, it may be safely assumed 16 years later, his words are still true.

In somewhat gloating mood, the men of the *Baddeck* inquired around the fleet and satisfied themselves that theirs was the only Canadian corvette with "turkey and the works" that Christmas Day in the Mediterranean.

What about the officers and men of the RN destroyer that had unwittingly contributed to the festivities? Perhaps they obtained a replacement for their stock of turkeys. Perhaps they had to settle for an old-fashioned English Christmas dinner of goose. Whatever happened, it is to be hoped that they, like their Canadian beneficiaries, had a Merry Christmas, too.

EDUCATION

*Nuclear Age More than Ever Demands Best Possible
Training for Personnel of RCN*

MANY A MAN entering on a naval career has all the qualities considered desirable in an officer—intelligence, character, leadership ability and so on—with a single obstacle standing in the way of rapid advancement: insufficient education.

Opportunities for the improvement of educational standing have been available in the Royal Canadian Navy for many years, but the great technological advances of recent years, incorporated in new ships, new aircraft and new weapons, have made it more desirable than ever that the general educational level of serving personnel be raised.

A streamlining of the Navy's educational system has become particularly urgent as a result of the many changes in trade grouping, methods of training and objectives of training which have arisen from the recommendations of the Committee on Personnel Structure. Officers will need a broader-based education to meet the requirements of the new General List.

What must be the salient features of the naval educational service in the RCN? The answer has two parts:

It must provide ample opportunity for all officers and men to participate on a voluntary basis in adult education over a wide front.

Secondly, it must provide facilities to encourage and assist a number of suitable young men on the lower deck to attain commissioned rank as early as possible in their naval careers. The new educational program, which has just been announced, is designed to do exactly this.

"The selection of men from the lower deck should be improved and the Navy must be prepared to assist these men to obtain the required educational standards . . .," says a recommendation of the committee.

The new program of improved naval education has been designed to implement this recommendation. It has widened the field from which candidates may be selected by setting up three special full-time courses and one group of correspondence courses.

Take for example three young men joining the RCN as men. They are all under 24. The three young men soon show the qualities and characteristics that make the kind of leaders the RCN needs; yet their educational backgrounds are different. No longer must each fight a long uphill battle in his

spare time to pass a group of Canadian Intermediate Educational Test subjects. No longer does he have to push forward largely under his own steam against the difficulties of finding the time to study—no small problem in a sea-going ship. The new system caters for each of these men in a different way.

NUMBER ONE is a man who had passed his Junior Matriculation in school less than two years previously and had made a minimum of 60 per cent in maths, physics and chemistry



and a minimum of 50 per cent in two other subjects, one of which was English. He is recommended for promotion to commissioned rank by the Command Education Officer and the Command Personnel Selection Officer.

His case is then reviewed by a preliminary selection board at Naval Headquarters and, proving satisfactory, he goes before a fleet selection board. Again he is successful.

At this point an initial board of review at Naval Headquarters decides upon one of two courses for him. They may decide that he is a potential candidate for university or for the Canadian Services Colleges. Since a three- or four-year university course leads to a degree, and that of the four-year Canservcol course is soon likely to do so too, an intensive period of study at this stage is necessary to prepare the candidate for a concentrated program of higher studies.

For this reason, in mid-September of that year he proceeds to the RCN

Preparatory School in *Naden* where he takes the RCN Senior Matriculation Course (SMC) which lasts until late June. This full-time academic course under RCN instructors, each of whom is a specialist in his field, prepares him to write the British Columbia grade XIII examinations which are set and marked by the B.C. Department of Education. The curriculum of the RCN Senior Matriculation Course (SMC) consists of English, mathematics, chemistry, physics and French or German. A minimum standing of 60 per cent in maths, physics and chemistry is required and a minimum of 50 per cent in the remaining subjects, in order to be eligible for university training. All credits obtained from the B.C. grade XIII examinations are recognized throughout the country. The grade XIII examinations behind him, the candidate may now be selected by a final board of review at Naval Headquarters to go on to university or Canservcol in the fall.

The initial board of review may decide, however, that he is a candidate for the junior year at *College Militaire Royal* or for *Venture*. From CMR he will be fed into the Canservcol program. At *Venture* he takes his senior matric in the first year. During this time he may be selected for university training or for one year of professional instruction and training to become an officer on a seven-year short-service appointment. This can lead to a permanent commission at a later date.

THE SECOND of our three potential officers didn't go quite as far or do quite as well in school as Number One before joining the Navy. One of three things could have happened to him. He could have left school one year before junior matric, taken a partial junior matric, or taken a full junior matric and made low marks. Another reason for being in a different category might be that he took his junior matric satisfactorily enough, but had allowed more than two years to elapse before his selection as an officer candidate.

Recommended by the Command Education Officer, the Command Personnel Selection Officer and the preliminary selection board at Naval Headquarters, this candidate has a chance too. He is sent to HMCS *Naden* by mid-January. There he attends the RCN Junior Matriculation Course (JMC).

The purpose of this course, an entirely new one in the RCN, is to give him a sound academic preparation in readiness for either the RCN Senior Matriculation Course, *Venture* or CMR and the more advanced studies which can follow it. The curriculum of this RCN Junior Matriculation Course includes mathematics, physics, chemistry, English, social studies and French as laid down by the Department of Education of the Province of British Columbia.

During this seven months' course, the officer candidate appears before a fleet selection board and then writes B.C. grade XII supplemental examinations in August. They are set and marked by the B.C. Department of Education and all credits granted are recognized by all provincial departments of education and universities.

Having obtained 60 per cent or better in physics, maths and chemistry and 50 per cent or better in the other subjects, the case of the student is now reviewed by a board in Headquarters and he is directed either to *Venture*, CMR or *Naden* for the senior matric course, all of which start in the fall.

THE THIRD and last of the trio is a young man with only a grade VIII or IX education. Even he can go right up through the system to the very top if he is prepared to make the effort. Here again the Navy is prepared to assist.

To this end the new education program includes a series of five correspondence courses known as the Naval Junior Matriculation Correspondence Courses and Examinations (NJME).

These courses and examinations are free and open to all. Their purpose is to give an officer candidate the opportunity to qualify for admission to the Junior Matriculation Course, the Senior Matriculation Course and for older men, to the Branch Officers' Course.

How does a man handle them? Whether he is afloat or ashore, an instructor officer will be assigned to supervise his correspondence work. This officer will see that he receives the appropriate papers, assignments, materials, etc. He will also keep adequate records of his work. Provision is also made to take care of student's work when he is drafted, so that his new instructor is fully in the picture as far as his progress, weaknesses and efforts are concerned.

Taking advantage of the Naval Junior Matriculation Correspondence Courses and Examinations, this third young man set to work to gain credits in junior matric maths and junior matric physics.

He needs only these two subjects to qualify him academically for admission to the Junior Matriculation Course. This is all that any candidate with an eight or ninth grade educational background needs. His interviews and boards will be exactly the same as those taken by candidate Number Two, and so will his opportunities to advance to the more advanced courses—to university itself.

The exceptional candidate has not been overlooked. Any officer candidate, who entered the Navy without a complete and satisfactory junior matriculation from high school, can bypass the seven-month RCN junior matriculation course if he passes all five correspondence courses. It is anticipated that some will do this, but it is likely that most candidates will go to the JMC.



In deciding the course which these officer candidates will pursue the various selection boards and the board of review will consider, among other factors, the age of the candidate. In all cases he must be under 24 on the first of January of the year on which his course (JMC or SMC) commences. To qualify for *Venture* he must be under the age of 19 on the same date. To go to CMR he must be under 20 on January 1, while at Royal Roads or at Royal Military College he must be under 21.

THE ADVANTAGES of the new system stand out very clearly. The old method of qualifying was difficult. No matter how promising a candidate was potentially, he had to struggle through his Canadian Intermediate Educational Tests (CIETs) largely unaided. Time to study, or rather the lack of it, particularly at sea, often defeated even the stoutest hearts. Many a man who would have

been of great value to the service as an officer, was passed over. By the time he did pass his CIETs he was too old. The new approach is designed to give maximum assistance and to give it to many more candidates than hitherto. Thus it will unquestionably produce more fully qualified officer candidates in less time and with greater efficiency than before.

Giving the branch officer candidates a course tailored to their own particular needs, means that a well-integrated common program of academic subjects can be given to all, a course that will improve their general educational background. The present wide variety of professional courses that are covered in Prep School will be given in the various branch schools.

The new course Branch Officer Candidates' Educational Course will be of seven months' duration commencing in mid-January 1959 — its aim to give branch officer candidates the basic body of knowledge and academic skills enjoyed by senior matriculation course graduates. This includes a sound working knowledge of the arts of reading, writing, speaking, history, political science and literature.

If any man is over 30, or if he has a minimum of 10 years' service he can become eligible for admission to the BOCEC by meeting two main requirements. First he must meet the personal and professional qualifications, then he must have passed three Naval Junior Matriculation Examinations (NJME), mathematics, physics and English within a period of not more than two years before the date of selection. This will be done by the correspondence courses and by private study aided by guidance and assistance from the instructor officers.

He will then need favourable recommendations from the Command Education Officer, the Command Personnel Officer and the preliminary selection board at Headquarters, before appearing in front of a fleet selection board for selection to attend the Branch Officers' Candidates Education Course. The fleet selection board's favourable decision being confirmed by the Headquarters' board of review, he will then go to HMCS *Naden* and start the seven-month course of studies embracing English literature and composition, mathematics, science, history and government and political geography. In the following August he will be required to pass with an average standing of 55 per cent and a minimum standing of not less than 50 per cent in every subject, examinations set and

marked by the Command Education Officer. The level will be approximately that of senior matriculation or first year university.

Some changes with regard to age, service rank and other qualifications needed by branch officer candidates may result from the final recommendations of the Personnel Structure Committee. These changes will not, however, affect the overall educational plan for this course.

THE OLD Canadian Intermediate and Higher Educational Tests as such will be done away with shortly. CIETs will be replaced by a series of subjects, similar in content, to be named Naval Junior Matriculation Examinations. In place of CHETs a wide selection of correspondence courses drawn from provincial departments of education, universities and technical schools across Canada, as well as evening classes, will be available for all officers and men. Thus, everyone in his attempt to improve his educational background will have the widest facilities at his disposal. Better general education spells promotion, admission to trade group courses, jobs done efficiently. Interrupted studies that could lead to high school graduation and in some cases to university work and degree can be taken up again. Courses can be taken not only for definite vocational goals but also for pleasure and interest, courses that make leisure time more profitable, and life generally fuller and richer.

To this end naval educational authorities will work in close co-operation with the provincial departments of education (particularly Nova Scotia and British Columbia), universities and other agencies in the academic, vocational and technical fields. RCN instructor officers will help officers and men select suitable courses from the Naval Catalogue of Adult Educational Courses which will be readily available for all to study. The instructor officers will also give assistance, coaching and guidance once a choice has been made and studies have been commenced.

Unlike the old naval correspondence courses, these new ones are fully recognized by everyone in Canada, industry, business and education. The fees involved are small. Provincial department of education correspondence courses and evening classes usually cost between \$4 and \$15, and similar university courses are equally reasonable. Some of these courses — those which come under the provision of NGO 54.00/2 — can be paid for by the service.

All in all the Naval Adult Education Program will make it possible for officers and men of the RCN to raise the level of their education across a wide front, and to do it inexpensively with guidance and coaching and direction from professional advisers.

In each case the new program of naval education means that chances of being selected and educated for Commissioned Rank are greatly improved. The CHETs and CIETs which carried

dubious weight ashore are on the way out.

The passing of these CIET and CHET courses, which had a definite practical value as far as a particular trade was concerned, need not be mourned. The new structure of trade group courses and examinations will take care of this section of necessary knowledge.

THIS THEN is the outline of the new naval education. Part of it is already underway. CANGEN 173 and CANGEN 182 have announced that:

The first RCN Junior Matriculation Course (JMC) is scheduled to begin in HMCS Naden on January 19, 1959;

The first RCN Senior Matriculation Course (SMC) began in HMCS Naden on September 15, 1958;

The first RCN Branch Officers' Candidates Educational Course (BOCEC) is scheduled to begin in HMCS Naden on January 15, 1959, and

The final date for branch officers qualifying educationally for promotion by gaining CHET credits was November 1, 1959.

In addition: CIET correspondence courses will gradually be replaced by the new NJME correspondence courses in five junior matriculation subjects and the new Naval Adult Educational Program is being implemented now in Educational Training Schools and Centres. —D.J.W.



Delegates attending the 24th Dominion Convention of the Army, Navy & Air Force Veterans' of Canada, held in Vancouver, arrived in Esquimalt October 1 for a brief trip to sea in the Pacific Command's destroyer escorts Cayuga and Athabaskan. During the three-hour trip into the Strait of Juan de Fuca, the visitors were taken on conducted tours through the ships and learned much about the RCN's anti-submarine weapons and techniques. Here a group of the visiting veterans is seen before boarding the Athabaskan. (E-47231)

OFFICERS AND MEN

RCN to Fore at H & S Conference

Officers of the Royal Canadian Navy took a prominent part in the Nova Scotia Federation of Home and School Associations regional conference in Dartmouth on October 4. The more than 100 members included delegates from the counties of Halifax and Hants, the city of Halifax and town at Dartmouth. The conference was held in Hampton Gray Memorial School at Shearwater.

A panel of naval personnel discussed the topic "Conduct of Meetings". Included in the panel were Lt.-Cdr. L. B. Sellick, *Stadacona*, president of Rockingham Home and School Association, chairman; Lt.-Cdr. L. Picard, *Stadacona*, of Westmount Home and School Association; Lt. A. Gibson, *Stadacona*, of South Dale Home and School Association, Dartmouth; Petty Officer Ireland, *Shearwater*, secretary of Hampton Gray Memorial School Association; and Lt.-Cdr. W. F. McGown, *Stadacona*, regional vice-president of the Nova Scotia federation and member of Finley,

WEDDINGS

Able Seaman Gordon R. Crichton, *Naden*, to Miss Mary Lynn McPherson, of Victoria.

Able Seaman Donald Goldstone, *Beacon Hill*, to Miss Donna Charlton, of New Westminster, B.C.

Able Wren Dianne Marjorie Hankinson, *Stadacona*, to Leading Seaman L. A. Legard, *Stadacona*.

Sub-Lieutenant T. Frederick G. Loney, *Shearwater*, to Miss Janice Carolyn Brinkworth, of Victoria.

Able Wren Marion Patricia McGarry, *Stadacona*, to Leading Seaman K. W. Gill, *Stadacona*.

Leading Seaman David G. McNab, *Tecumseh*, to Miss Sandra Eleanor Watson, of Charlottetown, P.E.I.

Able Seaman Lawrence S. Mitton, *Cornwallis*, to Miss Phyllis Jean Ferrish, of Summerside, P.E.I.

Able Seaman Gary Plant, *Beacon Hill*, to Miss Arlene Barnswell, of Victoria.

Able Seaman Robert D. Postlewaite, *Beacon Hill*, to Miss Shirley Ann Schleppe, of Calgary.

Leading Seaman James Preece, *Assiniboine*, to Miss Ellen Esther Cavanaugh, of Kinburn, Ont.

Ordinary Wren Solange M. D. Rocheleau, *Stadacona*, to Able Seaman C. K. Martin, *Shearwater*.

Able Seaman Robert F. Shea, *Stadacona*, to Miss Florence Anne Hennick, of Sydney, N.S.

Lieutenant (S) Thomas A. Squire, *Sault Ste. Marie*, to Miss Margaret Elizabeth Whalley, of Merrickville, Ont.

Lieutenant Ara Torigian, *York*, to Miss Adrienne Chichakian, St. Catharines, Ont.

Able Wren Donna Werner, *Naden*, to Leading Seaman Keith Ames, *Beacon Hill*.

Hawthorne and Bicentenary Junior High School, home and school associations.

Lt.-Cdr. McGown was also general chairman of the conference.

Guest speaker at the conference was A. J. Sands, of Shelburne, president of the provincial federation. The conference program emphasized increased membership in individual organizations.

Venture Pilots In Bonaventure

A group of young men who entered the Royal Canadian Navy four years ago through the Venture Plan—inaugurated in September, 1954, to provide an additional source of officers for the RCN—received their first experience as operational pilots in the *Bonaventure* during



this fall's NATO exercises in the Mediterranean.

Eleven members of the first class to graduate from HMCS *Venture* in August 1956 flew for the first time from the *Bonaventure* in CS2F-1 Tracker aircraft of 881 anti-submarine squadron. Two other members of the same class flew in Sikorsky helicopters of HS-50, the anti-submarine helicopter squadron embarked in the carrier.

Commenting on the *Venture* pilots, one of whom was co-pilot in every Tracker that was airborne, Lt.-Cdr. (P) H. J. Bird, commanding officer of VS 881, said "they are doing extremely well".

Following basic flight training at the Victoria Flying Club, Sidney, B.C., the fixed-wing pilots went to the United States for advanced training in the USN. The two pilots in HS-50 completed their advanced training with the RCAF and their training in helicopters with the RCN.

Earlier this year, the VS-881 pilots from *Venture* completed their carrier

qualifications by carrying out a required number of landings on the *Bonaventure*.

The *Venture* graduates in VS-881 are: Sub-Lieutenants (P) W. C. Fraser, E. H. Gibbon, A. R. Horner, T. G. Loney, J. D. MacIntosh, G. G. Mowat, M. P. Robida, J. A. Rowland, D. K. Stirling, G. E. White, and Peter A. Hamilton.

These in HS-50 are Sub-Lieutenants A. E. Lewis, and P. J. A. Blanchard.

Outremont Under New Command

Lt.-Cdr. C. Julian Benoit, took command of the frigate *Outremont* on October 9.

He succeeded Lt.-Cdr. Marcus O. Jones, who has been in command of the *Outremont*, with the additional appointments of Commander Seventh Canadian Escort Squadron and Senior Officer in Command, since April, 1957. Lt.-Cdr. Jones was appointed in command of HMCS *Shelburne*, effective October 11.

Shipwrights Gain Officer Status

Three Nova Scotia-born chief petty officer shipwrights, Patrick J. H. Beatty, Eric B. Mason and Alfred A. Letson, have been promoted to the rank of acting commissioned constructor officers and are now undergoing an officers' divisional course at *Cornwallis*. On completion of the course, they will take up appointments in the fleet.

A/Cd. Constr. Off. Beatty was born in Lawrencetown and entered the Navy in January 1945 in the shipwright branch. He has served ashore on the East Coast and at Naval Headquarters, Ottawa, and at sea in frigates, destroyers and an aircraft carrier. While in HMCS *Huron* (destroyer escort), he did a tour of duty in the Korean theatre.

A/Cd. Constr. Off. Mason was born at St. Margaret's Bay and entered the

BIRTHS

To Able Seaman Walter Brouse, *Beacon Hill*, and Mrs. Brouse, a son.

To Commander Peter G. Chance, *Stadacona*, and Mrs. Chance, a daughter.

To Able Seaman Thomas Eastick, *Beacon Hill*, and Mrs. Eastick, a son.

To Lieutenant (E) A. T. Satchwell, *Stadacona*, and Mrs. Satchwell, a son.

To Petty Officer Barry Stokes, *Beacon Hill*, and Mrs. Stokes, a son.

Navy in February 1945 in the shipwright branch. He has served in establishments on both coasts, at Naval Headquarters, and at sea in aircraft carriers, a cruiser, frigates and destroyer escorts. He also instructed in HMCS *Cape Breton* when she was apprentice training ship at Halifax. He is a graduate of the 1957-58 term of the RCN Preparatory School at *Naden*.

A/Cd. Constr. Off. Letson was born in Halifax and entered the Navy in November 1940 in the former victualling branch. He served during the Second World War in establishments on the East Coast and took his discharge in September 1954. In June 1946 he re-entered the Navy in the shipwright branch and has since served ashore on the East Coast, and at sea in destroyer escorts, frigates and the *Magnificent*.

'Lab' Assistant Begins Course

PO Ernest Danylyshyn is to begin a 60-week course in December at the United States Naval Medical School, Bethesda, Maryland. A laboratory assistant, PO Danylyshyn is taking a course in blood bank and clinical laboratory technique.

PO Danylyshyn was born in Roma, Sask., and entered the RCN in May 1949. He specialized in the medical branch and has served in RCN hospitals on both coasts and at sea in the *Athabaskan*.

Ordnance Civil Servant Retires

Upon her retirement from the Directorate of Naval Ordnance, at Naval Headquarters, Mrs. Maude McFarlane was entertained by members of the staff at the home of Ordnance Commodore W. G. Ross and Mrs. Ross.

The first person to retire from the Directorate, Mrs. McFarlane had been there for 13 years and had been employed in public service for 31 years.

Commodore Ross presented an engraved silver tray to Mrs. McFarlane on behalf of the staff.

Families Abroad Lose 'Baby Bonus'

Family allowances, which come in so handy about a week after mid-month pay, are not payable on behalf of children residing with their parents outside Canada.

The provision of the Family Allowances Act that "allowances cease when the child leaves Canada" apply with equal force to civilians living abroad and to officers appointed and servicemen



Commodore A. Helms, commanding officer of the Royal Danish Navy depot ship *Aegir*, paid a formal call on Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, on September 29 and is seen here signing the Admiral's guest book. The *Aegir* spent six days in harbour before resuming her midshipman training cruise on October 3. (HS-54560)

drafted for duty in the United States or abroad.

The fact that it is the responsibility of each officer or man, going on duty abroad and taking his dependents with him, to notify the District Family Allowances Office of his departure from the country, is pointed out in General Order 209.82/12.

The order also points out that payment of family allowances will not be commenced on the individual's return until he submits a new application to the District Family Allowances Office of the district in which his family takes up residence.

Three Specialize In Ordnance

Three former chief petty officers of the Royal Canadian Navy, Gordon E. Copp, Reginald A. Caught, and Edward C. Alexander, have been promoted to the rank of acting commissioned ordnance officer and have commenced specialist courses for ordnance officers at the Royal Naval Engineering College, Manadon, in the United Kingdom. All are graduates of the 1957-58 term of the RCN Preparatory School at *Naden*.

A/Cd. Ord. Off. Copp was born in Victoria and entered the navy as an ordinary seaman in October, 1946. He had served ashore on both coasts and at sea in the cruisers *Ontario* and *Uganda*, and in the Algerine escort, *Rockcliffe*.

A/Cd. Ord. Off. Caught was born in Simpson, Sask., and entered the navy as

an ordinary seaman in February, 1945. He has served at both Regina and Winnipeg naval divisions, ashore on both coasts, completed courses in the United Kingdom, and served in an aircraft carrier, a cruiser and several destroyer escorts. He also served a tour of duty in the Korean theatre.

A/Cd. Ord. Off. Alexander was born in Prince George, B.C., and entered the navy as an ordinary seaman in April, 1945. Following early training at the Vancouver and Montreal naval divisions and at *Naden*, he served in the cruisers *Ontario* and *Uganda*, in destroyer escorts and frigates, and ashore on both coasts.

Two Engineers Commissioned

Two former chief petty officers of the Royal Canadian Navy, Francis J. Zareski and R. R. Winder, have been promoted to the rank of acting commissioned engineer officer and appointed to a six-week officers' divisional course at HMCS *Cornwallis*, training establishment near Digby, N.S. On completion of the course, A/Cd. Eng Off. Zareski will take up an appointment in the *Sioux* and A/Cd. Eng Off. Winder in the *Huron*.

Cd. Eng. Off. Zareski was born in Crowland, Ontario, and entered the navy in November 1940 in the former stoker branch. He served during the Second World War in establishments on both coasts, in the United Kingdom, and at sea in HMS *Ramillies* (battleship), and corvettes, frigates and destroyers of the RCN. He transferred to the regular force in April 1945.

Since the war he served in destroyer escorts, an aircraft carrier and frigates. He also took submarine training in the United Kingdom, and served with the Sixth Submarine Squadron based at Halifax.

Cdr. Eng. Off. Winder was born in Portsmouth, England, and served in the Royal Navy from January 1938 until June 1953. He entered the Royal Canadian Navy in June 1954 at Montreal, in the engineering branch, and has served in RCN barracks on both coasts, at *Cornwallis* and in the *Algonquin*.

Officers Chosen By Ottawa NOA

The Ottawa branch of the Naval Officers' Associations of Canada is headed for the coming year by J. W. Valiquette, who was a supply branch lieutenant-commander during the Second World War. He succeeds RCMP superintendent K. N. W. Hall.

Other members of the new executive, elected at the annual meeting at HMCS *Carleton*, are: R. G. Gordon and Ralph Simpson, vice-presidents; J. J. Trainor, treasurer; A. B. Munday, secretary; Colin Angus, C. A. Gilbert and Harold Durham, directors.

RCN Represented At Brussels Parley

Surgeon Lt.-Cdr. H. D. Oliver, of *Shearwater*, the principal medical officer at the air station, was chosen to represent the RCN at the Third European Congress of Aviation Medicine September 23-27 at Brussels, Belgium.

While in Europe, he attended the Joint United States-United Kingdom-Canada Committee on Aviation Pathology in session at the Royal Air Force Institute of Pathology, Holten, England. Visits were made to Martin Baker and Company, manufacturers of ejection seats for aircraft of the RCN, and to the RAF Institute of Aviation Medicine, Farnborough, Eng.

Stadacona Band Visits Ottawa

Veterans and children at the Ottawa Civic Hospital and patients at the Rideau Health and Occupational Centre were entertained in early October by the band from *Stadacona*.

On October 6 the band played an hour-long concert on the grounds of the Civic Hospital, in the vicinity of the veterans' and children's wings of the institution. The next afternoon the band played in the auditorium of the Rideau Health and Occupational Centre for patients there.

En route to Ottawa the band played at the commissioning of the *St. Croix* at Sorel, Que., on October 4. The second naval event in the heavy four-day commitment was the band's appearance at a *Bytown* mess dinner October 6, at *Carleton* at which the First Sea Lord, Admiral of the Fleet the Earl Mountbatten of Burma, was a distinguished guest.

The *Stadacona* band is under the direction of Cd. Off. Thomas W. Milner.

CPO Promoted to Commissary Officer

A former chief petty officer, Gilbert N. Beveridge has been promoted to the rank of acting commissioned commissary officer in the Royal Canadian Navy. After an officers' divisional course at HMCS *Cornwallis*, training establishment near Digby, N.S., he was to be appointed for duty in the fleet.

A/Cd. Cmty. Off. Beveridge was born in Lachine and entered the Navy in

January, 1946, in the steward branch. He has served ashore on both coasts at Naval Headquarters, Ottawa, and at RCN establishments in London, England, and Washington.

He has also seen sea service in the aircraft carriers *Warrior*, *Magnificent* and *Bonaventure*, the destroyer escorts *Haida* and *Crusader*, and the frigate *La Hullose*.

RCN Air Station Chapel Dedicated

The new Protestant chapel at HMCS *Shearwater*, RCN Air Station near Dartmouth, was dedicated in a ceremony Sunday morning, September 14, before an overflow congregation of naval and civilian personnel.

The 250-seat church provides easy access to religious facilities for the personnel of the Naval Air Arm. Adding together all Protestant personnel at the air station and on board HMCS *Bonaventure*, the carrier normally based there, and the nearby 500 married quarters, the chapel can serve as many as 5,000 persons. However, Navy families in the main are encouraged to attend neighbouring churches of their respective denominations.

At the 10:30 a.m. dedication service, Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, read the lesson,



Two members of the Royal Canadian Sea Cadet Corps Admiral DeWolf, of Campbell River, B.C., carry on with practical training while an approving eye is given by the naval officer after whom the cadet corps was named — Vice-Admiral H. G. DeWolf, Chief of the Naval Staff. The Admiral visited the sea cadet corps during an October visit to the Pacific Command of the RCN. Busily splicing are Leading Cadet Tom McMasters, left, and Able Cadet Gottfred Norrgard, both of Campbell River. (E-47425)

taken from the First Book of Kings. Captain R. P. Welland, commanding officer of *Shearwater*, presented the chapel to Rev. Dr. E. G. B. Foote, Protestant Chaplain of the Fleet, for dedication.

Dr. W. Harold Young, chairman of the Canadian Council of Churches, who also serves on the administrative staff of the United Church of Canada in Toronto, preached the dedication sermon, urging support of the naval chaplains in their difficult task of administering to an ever-changing congregation of mixed denominations.

Chaplain (P) David G. Peebles, conducted the service. His assistant, who also took part in the observance, is Chaplain (P) Herbert O'Driscoll. A senior chaplain serving temporarily at *Shearwater* was Chaplain (P) Frederick H. Godfrey, who also took part.

The \$86,000 building was in use earlier in the year but the dedication was postponed until the arrival of various interior furnishings.

Cdr. Garrard CO of Malahat

Executive officer of HMCS *Malahat*, the Victoria naval division, since December 1952, Cdr. J. D. Garrard took over command of the division on October 1.

Cdr. Garrard succeeded Captain G. A. V. Thomson, vice-principal of Victoria High School, who commanded *Malahat* for more than six years.

Commodore Pays Official Visit

Commodore W. J. Parker, the Royal Navy's Senior Naval Officer, West Indies, made his first official visit to Halifax in early October.

During his three-day stay, Commodore Parker was a guest at the residence of Rear-Admiral Hugh F. Pullen, Flag Officer Atlantic Coast.

On the day of his arrival he toured *Stadacona*, and took the salute at the march past of ceremonial divisions. He had dinner with Commodore D. L. Raymond, Commodore of the barracks.

He later conferred with Commander H. C. Gowan, Commander Sixth Submarine Squadron and his officers and visited informally with Commodore P. D. Budge, Chief of Staff to the Flag Officer.

Commodore Parker became Senior Naval Officer, West Indies, earlier this year. He normally wears his broad pennant in HMS *Troubridge*, a frigate operating in the West Indies region.

7 Sailors Given University Courses

Seven men from the lower deck have been promoted to the rank of naval cadet and appointed to Canadian universities under the College Training Plan.

The College Training Plan, similar to the Regular Officer Training Plan, provides an avenue of advancement to eligible young men from the fleet.

These men are interviewed by a Fleet Selection Board and, if necessary, are brought up to senior matriculation standard at the RCN Preparatory School at Esquimalt. On successfully passing the Preparatory School course they may be promoted to naval cadet for appointments at a Canadian Services College or university.

On completion of the four-year Services College or university course they are promoted to the rank of sub-lieutenant and are sent to a ship or establishment for naval training. While attending college, professional training is continued throughout the academic year and during the summer.

The naval cadets are: former Petty Officers Robert G. Mustard, 24, to the University of British Columbia; Ronald W. J. Hahn, 26, to the University of British Columbia; Walter G. Henry, 24, to Queen's University, and George Lavery, 28, to the University of Alberta; former Ldg. Sea. Douglas L. Mooers, 24, to the University of New Brunswick; and former Able Seamen Michael J. Rafferty, 24, to the University of Western Ontario, and Anthony T. Chernushenko, 22, to the University of Alberta.

Cdr. Padmore XO of Naden

Cdr. Donald G. Padmore took up the appointment as executive officer of *Naden* in November. He was formerly executive officer of the *Ontario* and commanded the cruiser briefly before she was paid off on October 15.

Venture Recalls Coronel Losses

The memory of four young midshipmen who died at the Battle of Coronel 44 years ago was honoured during a church parade of HMCS *Venture* personnel Sunday morning, November 2.

The commanding officer, officers and cadets of the Navy's officer training establishment at Esquimalt attended morning services at St. Paul's Naval and Garrison church.

The service included the laying of a wreath on the church's plaque, honouring the memory of four midshipmen of the Royal Canadian Navy who were

killed in battle at the Battle of Coronel on November 1, 1914.

The wreath was placed by *Venture* Officer Cadets J. E. Solomon, whose father served with the RCAF during the Second World War, and D. C. Hallaran, whose father, a commander in the Royal Navy, lost his life in 1942.

Supply Officer Heads D'Iberville

Lt.-Cdr. (S) John L. Neveu, took command of HMCS *D'Iberville*, training establishment in Quebec City for French-speaking new entries, on October 27. He holds the additional appointment of Assistant Officer-in-Charge of New Entry Training on the staff of the Flag Officer Atlantic Coast and has been granted the acting rank of Commander (S).

CPO's Daughter Pet Show Winner

The first entry from naval married quarters in the Maritime Poultry and Pet Stock Annual Show at Halifax had the nine-year-old daughter of CPO Lloyd Peterson winning two first prizes.

Colleen Peterson's budgie, "Cutie", picked up a blue ribbon, and another first went for her tropical fish, a zebra and a rainbow. CPO Peterson, who serves in the Electrical School at *Stadacona*, makes his home in Shannon Park married quarters.

Wren PO Given Commission

A former Wren Petty Officer of the Royal Canadian Navy, Ethel H. Leadbetter, of Galt, Ont., has been promoted to the rank of acting sub-lieutenant (W), and appointed to an officers' divisional course at *Cornwallis*. On completion of the course she was to be appointed for courses at *Stadacona*.

A/Sub-Lt. Leadbetter was born in Galt and entered the Navy as a probationary wren in December 1942. She served at Naval Headquarters, Ottawa,

at establishments and naval signal stations and schools on the East Coast, and in the United Kingdom, until January 1946, when she returned to civilian life.

In April 1955 she entered the RCN (Reserve) on full-time duty and served at HMCS *Star*, Hamilton naval division, *Cornwallis*, and at naval radio stations *Coverdale*, near Moncton, N.B. and *Gloucester*, near Ottawa. She transferred to the regular force in January 1958.

Museum Head Visits Canada

Frank Carr, director of the National Maritime Museum at Greenwich, England, spent the month of October in Canada gaining first-hand knowledge of various Canadian museums.

The Greenwich museum, world renowned, is becoming very cramped for space. Mr. Carr therefore was on the lookout for ideas Canadians might have had to solve this problem and the display techniques they employ.

His visit was in large part stimulated by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, a prominent enthusiast on maritime history and instigator of the Maritime Museum of Canada atop Citadel Hill in Halifax. Mr. Carr came to Canada on board HMCS *Crusader*, which returned to Halifax from Overseas October 1.

The maritime archivist spent 12 days in Nova Scotia, visiting various places steeped in nautical history, then proceeded to other centres across Canada.

Sioux Visits Charlottetown

HMCS *Sioux*, commanded by Cdr. A. B. C. German, an informal visit to Charlottetown, October 31-November 2.

The Halifax-based destroyer escort called at the Island capital during exercises in East Coast waters. The ship was open to various associations and to the general public during the week-end stay.

Medical Assistant Takes USN Course

An RCN medical assistant Ldg. Sea. Lawrence W. Duncan, is attending a six-month course in operating room technique at the United States Naval Hospital in Bethesda, Maryland.

Ldg. Sea. Duncan was born in Edmonton and entered the navy in August 1954 at *Nonsuch* the Edmonton naval division. Following basic training at *Cornwallis*, he specialized as a medical assistant and has since served ashore at the RCN Hospital, Esquimalt, and in the *Cayuga*.



JOURNEY WITHOUT INCIDENT

Long Preparation Assured Success of Trip Under Pole

YEARS of careful preparation by United States and Canadian scientists made the journey of the nuclear submarine *Nautilus* under the North Pole last summer a "piece of cake".

That particular expression was not used by Dr. Waldo K. Lyon, chief scientist of the *Nautilus* cruise, during a press conference at National Defence Headquarters in Ottawa. He said, more formally, that "no unexpected circumstances arose—not even the blowing of a light bulb".

Dr. Lyon, who is head of the Submarine and Arctic Research Division of the Naval Electronics Laboratory in San Diego, California, qualified his remarks by saying that the *Nautilus* had discovered a previously uncharted ridge in the Beaufort Sea. Otherwise there were no surprises and no unforeseen obstacles to the journey.

The press conference took place on November 14 in the office of Dr. W. M. Cameron, Director of Plans for the Defence Research Board.

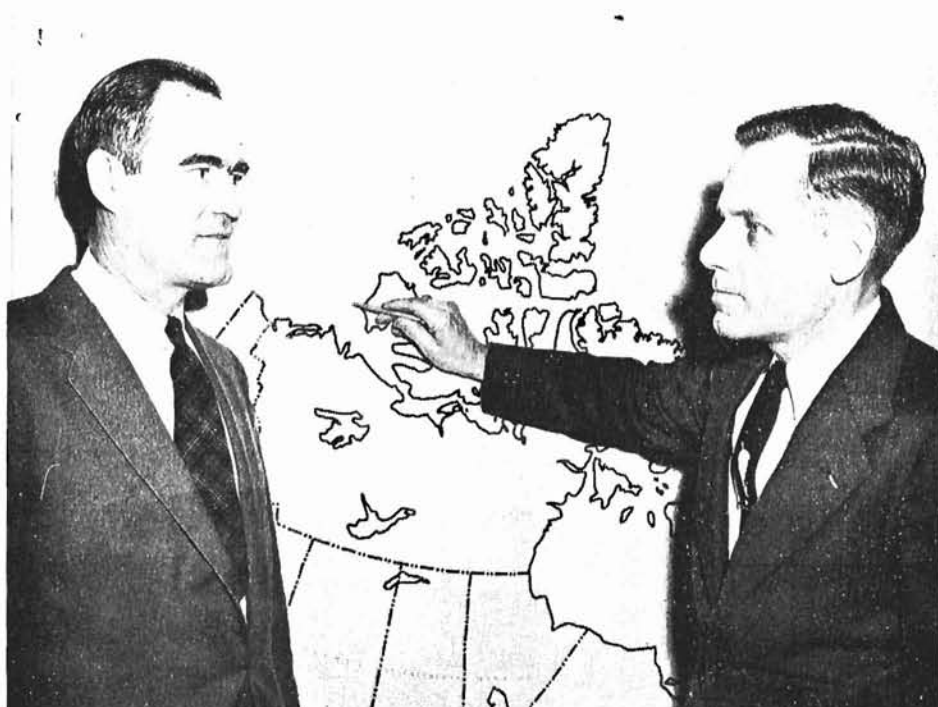
Some of the information used by the *Nautilus* on the trans-Polar journey, Dr. Lyon said, had been gleaned as long ago as 1931 by the Wilkins-Ellsworth Trans-Arctic Submarine Expedition in a former U.S. Navy submarine, also named *Nautilus*. This expedition conducted three weeks of oceanographic studies along the edge of the ice-pack off Spitsbergen.

Intensive study of Arctic submarine navigation began after the Second World War. Expeditions in 1946, 1947 and 1948, when the U.S. Navy first began using diesels under the ice, revealed a need for information on currents, ocean depths and other aspects of northern navigation.

From 1949 to 1954 there was a great deal of joint scientific effort between United States and Canada, particularly in the Beaufort Sea and adjacent areas.

It was in 1949 that HMCS *Cedarwood*, wooden oceanographic vessel, went north in company with the USS *EPCE (R)-857*, seagoing laboratory, and the U.S. submarine *Baya*, and skirted along the edge of the Arctic ice pack beyond the northern coast of Alaska. Dr. Lyon sailed in the *Baya* which, however, made only a brief excursion under the ice. It was the furthest north a Canadian warship had ventured up to that time.

Then, in 1954, came a major effort, involving the U.S. Icebreakers *Burton*



Dr. Waldo K. Lyon, senior scientist in the nuclear submarine USS *Nautilus*, describes Arctic navigation at a press conference at National Defence Headquarters, Ottawa. At the left is Dr. W. M. Cameron, Director of Plans for the Defence Research Board. (O-10896)

Island and *Northwind*, the U.S. submarine *Redfish* and HMCS *Labrador*. In that year the *Labrador*, on her maiden voyage, became the first warship and the first large ship of any kind to complete the Northwest Passage.

An important finding, arising from the various expeditions and surveys, was that the Arctic Ocean was one of the world's more stable water areas, in so far as salinity and temperature gradients was concerned, Dr. Lyon said. This made it possible to place considerable reliance on sonar as a navigational aid. The *Nautilus*, for example, was able to maintain a safe distance below the ice pack by using an upward-pointing sonar, especially installed for the journey.

No evidence had been found to warrant the conclusion that Arctic ice cap was either shrinking or increasing in size, according to Dr. Lyon.

In carrying out the surveys that led to the successful and uneventful cruise of the *Nautilus*—and only shortly afterward that of the U.S. nuclear submarine *Skate*—Canadian scientists had served in U.S. ships and U.S. scientists in Canadian ships. Dr. Lyon had served for a short time in the *Labrador*.

Canadian organizations co-operating in Arctic research had included the Defence Research Board, the Royal Canadian Navy, the Fisheries Research Board, the Hydrographic Service, the Geodetic Survey, the Pacific Biological Station and the University of British Columbia.

At the conclusion of Dr. Lyon's press conference, Dr. Cameron observed that there was a great shortage of trained oceanographers in Canada, perhaps because oceanography was a comparatively new science and students were not aware of the opportunities.

Dr. Cameron said that the University of British Columbia was alone in Canada in offering a degree course in oceanography. It had graduated four oceanographers with the degree of Doctor of Philosophy since 1949, and 15 others with the degree of Master of Science.



Chesapeake's Ultimate Fate

*Timbers Traced by Stephen Leacock to
Old Hampshire Mill*

Beginning in 1942, when HMCS Cornwallis was housed in Halifax, and continuing until the end of the war in Europe, the training establishment published a lively monthly newspaper entitled The Crow's Nest—a name which, in modified form, anticipated the one carried on by this magazine for the past ten years. One of the contributors to the Cornwallis publication was the late Stephen Leacock, economist, historian and beloved humorist, whose story of how he learned of the ultimate fate of the American frigate Chesapeake was told in December 1943 issue. It is reprinted here with retrospective gratitude to the editors of The Crow's Nest.

EVERYONE RECALLS from his school history the immortal story of how the great fight between the American frigate *Chesapeake* and the British frigate *Shannon* outside of Boston on June 1, 1813. It is not merely the victory of the *Shannon* that is remembered but the chivalrous nature of the conflict, the ships meeting after a courteous challenge from Captain Broke of the *Shannon* to Captain Lawrence of the *Chesapeake*. Broke generously offered to send any of his attendant vessels out of range of helping him. The ships were an even match—*Shannon* 1,066 tons, broadside 544 pounds, crew 330; the *Chesapeake* 1,135 tons, broadside 570, crew (about) 400.

The result of the battle was a complete victory for the *Shannon* but with terrible loss on both sides. Lawrence was mortally wounded; Broke so separately wounded as never fully to recover, though he lived to be an Admiral and only died in 1841. There is a fine account of the battle in Mr. C. H. J. Snider's book "The Glorious *Shannon's* Old Blue Duster."

Now I have always had a certain personal interest in the *Chesapeake*. I have on my library table a "chunk" of very hard wood (teak or mahogany, I suppose) about 8 inches by 3 by 2½ inches, that was originally a piece of the *Chesapeake*. I have had it for nearly 70 years, the kind of thing you never lose if you pay no attention to it, and like the fidelity of an old friend.

When I was leaving England 67 years ago, as a little boy of six, my grandfather who lived in the Isle of Wight gave me this piece of wood and said, "That was a piece of the *Chesapeake*." Written on it in his writing, but now faded beyond recognition, were the words "A Piece of the American Frigate *Chesapeake*—captured 1813".

I always wondered how my grandfather came to have a piece of the *Chesapeake*, and this gave me an interest in the fate of the vessel. But any printed account in the histories merely said that the *Chesapeake* was taken across the Atlantic to England—which is quite true,—and was commissioned in the service of the Royal Navy,—which is not so.

But it has only been of late years when I have been concerned with writing Canadian History and especially recently when I have been occupied with writing an historical introduction (Canada and the Sea) for the narrative of

"Canada's War at Sea" which Mr. Leslie Roberts is compiling under official auspices, that I have been able to get full details of the fate of the old ship. I am indebted here very greatly to the library staff of the Boston Public Library.

The amazing thing is that the *Chesapeake* was taken on to England, and is still there,—all the best timbers of the vessel, built in solid as they came out of the ship went into the making of a mill and still throbbing and quivering all day as the mill, a hundred and twenty-three years old, still hums in an English village, grinding corn.

The mill is at Wickham—and if you don't know where Wickham is, I may say it's near Farcham—and Farcham? well, close to Portchester—and Portchester?—well, that's where I lived in England. Anyway, all these places are in Hampshire, freely admitted to be (by all who live there) the noblest of the English counties.

So there's the mill, and nobody knows about it. The reason is that people who



know all about the *Chesapeake* know nothing of Wickham and people who live in Wickham know nothing about the *Chesapeake*, though of course they all know about the old mill. It you said "That mill was built out of the American ship *Chesapeake* wasn't it?" they'd say, "Ay, like as not!"—meaning that that would be just the kind of thing to build a Hampshire mill out of.

Here is the story, though lack of space forbids full citation of authorities.

After the battle of the 1st of June the *Chesapeake* was sailed (or partly towed?) to Halifax harbour—a voyage of five days. She entered the harbour in the wake of the *Shannon* on June 6, presenting a terrible contrast of glory and tragedy, pride and honour—gay strings of bright flags of victory flying above but battered ports and broken bulwarks, patched up as might be after the havoc of the broadsides.

Judge Haliburton, the famous writer still remembered for Sam Slick, went on board. "The *Chesapeake*," he wrote, was like a charnel house . . . main deck filled with hammocks of the wounded, dead and dying . . . the deck had of necessity (heavy weather?) not been cleaned . . . steeped in gore as in a slaughter house." The body of Captain Lawrence who had died on board, lay on the quarterdeck under the Stars and Stripes. He was buried, with many of his men, in Halifax.

The *Chesapeake*, refitted as might be, was sailed across to Portsmouth. There history loses her with the false lead that the Royal Navy recommissioned the ship. This is not so nor can I find any definite authority to say that she ever sailed again. She was bought as she stood for £500 by a Mr. Holmes. He broke up the vessel, sold several tons of copper from the sheeting with all fittings and timber and doubled his money. The main timbers were pitch pine, new and sound and some of them were sold for house-building in Portsmouth but the best of them were bought by a Mr. John Prior for £200 to build a mill. This he duly erected (1820) in the hamlet of Wickham. The main timbers of the deck, built into the structure intact, were (and are) 32 feet long and 18 inches square. The purlins were used, just as they were, for joists.

With that the *Chesapeake* was forgotten and Wickham,—it ante-dates the Norman Conquest,—fell asleep again.

Forty years later a descendant, or relation (I cannot trace him) of Captain Broke of the *Shannon* got interested in gathering information. In a memoir which he wrote he quotes a letter from

the Vicar of Farcham, date of 1864, with the information given above and from the statement that the timbers of the *Chesapeake* (in fact the whole mill) seemed "good for centuries yet."

They talk in centuries in Hampshire. Then comes another sleep.

Then a Hampshire *Gazetteer and Guide* of 1901 reports that the mill at Wickham made of the timbers of the *Chesapeake* is still intact and in active operation.

Then followed another sleep of the topic till in 1943 I woke it again by writing to the present Vicar of Farcham. I hadn't written sooner because, although I knew the *Chesapeake* was in a mill, I was looking for the mill to be on the Isle of Wight.

So I wrote to the Vicar of Farcham who referred me to Mr. George Orwell of Farcham who has done a lot of antiquarian work, especially in things concerning the Navy and whose writings under the name of *Historicus* are well

known to all people who love British Antiquities (very fine people.)

Mr. Orwell writes me to say that the mill is still (April 4, 1943) quite as it was, timbers and all, going strong and likely to go a long while yet.

What ought to be done about it? These timbers of the deck of *Chesapeake*—rebuilt into their earlier semblance, should have something of the sacred memory of the deck of the *Victory*. Why not buy them and give them to the United States? They should be a gift to the Naval Academy at Annapolis. Those who know that place will recall its trophies—the proudest part of the establishment. There swings still afloat the schooner *America* that won the cup in 1850, something never recaptured, there is the old *Constitution* and the *Reina Mercedes* and there in the great hall is Perry's flag with his "Don't give up the Ship", and much else.

The *Chesapeake* would build into a fine platform, the old deck reproduced, for Mr. Churchill to lecture from.

BRANCH SUFFIXES REMAIN

ALTHOUGH branch distinction colours are disappearing from the uniforms of officers as a step toward the establishment of a general list, rank suffixes—(S), (E), (SB), etc.—are being retained for the present.

General Message 178, 1958, authorizes the optional removal of distinction colours from sleeves, collar badges, and shoulder straps by all officers of the regular force and reserves, except officers in the medical branch, commencing September 1, 1958, and the compulsory removal effective January 1, 1960. The report of the Ad Hoc Committee on RCN Personnel Structure recommended the removal of distinction cloth in order to foster the general list principles.

CANGEN 178 does not imply any change in the existing branch structure at this time. The use of suffixes to distinguish the branch to which an officer belongs will continue for the present. When the general list is introduced these branch suffixes will be abolished. A requirement will remain, however, to distinguish the special skills possessed by each officer for employment purposes. This will most likely be accomplished by a numerical designation system.

The question now being examined is to what extent serving officers will be affected and a decision will no doubt be reached by about the end of 1958. Before any decision can be made the following are some of the factors which must be considered:—(a) The existing distribution of officers by age and seniority against the ideal distribution;

(b) The background and ability of serving officers; (c) The future officer requirements of the navy; (d) The current shortage of officers; (e) The need to maintain the fighting efficiency of the RCN during the transition period, and (f) the Chief of the Naval Staff's directive that the rights and interests of officers and men are to be carefully guarded.

When this jigsaw puzzle is put together it will be possible to determine to what degree a cross-training programme is either essential or desirable and how it should be carried out.

In the meantime, the removal of distinction cloth represents the first step towards the future general list system and provides all officers with a satisfactory period of time in which to make changes in their uniforms.

The following branch distinction colours were being worn at the time General Message 178 was despatched and all but two (the scarlet and maroon of the medical branch) will have disappeared by January 1, 1960.

Engineer	purple
Medical	scarlet
Medical Administrative	} maroon
Nursing	
Medical Technical	} white
Supply	
Instructor	light blue
Constructor	silver grey
Electrical	dark green
Ordnance	dark blue
Special Branch	emerald green
Civil Engineer	brick red



Children's swings generally are subject to heavy wear and those at the Grenfell Mission Orphanage in St. Anthony, Newfoundland, are no exception. Swansea personnel replaced the lines during a visit there and, at last report the youngsters were doing their best to wear them out again. Petty Officers Tom Cullen and Laurent Demers get a hand from one of the orphanage lads. (SWE-0145)

VISIT TO ST. ANTHONY

FOR THE SECOND time during the year the *Swansea* visited the town of St. Anthony at the northern tip of Newfoundland to allow the ship's company to renew a friendship with the children of the Grenfell Mission Orphanage. UNTD Cruise "Charlie" was the occasion of the more recent visit.

The *Swansea* had spent New Year's Day, 1958, at St. Anthony and, to celebrate the holiday in this northern outpost, two parties were given for the children at the orphanage and the Grenfell Mission Hospital.

Ever since that winter visit, the Grenfell Orphanage has been a subject of considerable interest, and the cause of considerable activity on board the *Swansea*.

A committee consisting of PO Tom Cullen and AB Frank Larkin volunteered to collect money, and Ldg. Sea. Raymond Pilon undertook to collect clothing against the day that the frigate would return to the orphanage.

The money came from individual contributions and profits from bingo games held in the ship.

On arrival in St. Anthony on July 29, the ship was visited by Rear-Ad-

miral F. L. Houghton, RCN (Ret'd), business manager and a director of the International Grenfell Society.

In the afternoon a party was held in the ship's cafeteria for the children of the orphanage and also a number of local children.

A cheque was presented by PO Cullen to Dr. Gordon W. Thomas, assistant superintendent of the Grenfell Society and medical officer in charge of the Mission Hospital at St. Anthony.

The sailors also repaired the orphanage swings and from that day they were in constant use. The money was used by recipients to buy a "jungle gym" outdoor climbing frame for the children's amusement and exercise.



PREVENTION PROGRAM PAYS OFF

During the first eight months of this year fire losses throughout ships in harbour and establishments of the Pacific Command of the Royal Canadian Navy totalled only \$578. This takes in all naval areas throughout British Columbia.

"This extremely low fire loss is reflective of the high standard of fire prevention which exists in the command", noted Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, in a statement relating to Fire Prevention Week which got under way October 5.

The Admiral paid tribute to the efficiency of the Naval Fire Service, "and also the fire consciousness of all naval and civilian personnel serving, employed or residing in the Command."

"In order to ensure that low fire losses are maintained," he continued, "it is imperative that all of us have a thorough understanding of the basic principles of fire, and practice fire prevention at all times."

The command's low fire loss record has not been a matter of pure luck. It is the result of never-ending vigilance on the part of the naval fire-fighting personnel; and a continuing program designed to familiarize and educate everyone within the naval base of the dangers of fire and how to prevent them.

Lt.-Cdr. (SB) Neil Duval head the naval fire-fighting force of the Pacific Command which includes all RCN establishments along the coast of British Columbia and a number of inland units.

Throughout Fire Prevention Week in the Pacific Command, a series of special programs were arranged to impress on everyone the importance of fire-prevention. The schedule included lectures, the showing of movies, fire drills, and displays.

Lt.-Cdr. Duval reported that perpetual trophies presented annually to occupants of buildings displaying the greatest improvement in the fire prevention field over the past year have been won as follows: Workshop buildings, won by Ordnance Building No. 192, Dockyard; Accommodation and Administration Building, won by Morseby House, (Wren living quarters), *Naden*; and Stores Buildings, won by Naval Stores Building No. 66, Colwood.

Presentation of the awards was made on October 10 in front of the Dockyard Fire Station.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Restigouche*

This ultra-modern destroyer escort of the RCN Atlantic fleet has been making herself known in anti-submarine exercises during a two-month trials cruise with U.S. Navy units.

While progressing evaluation of equipment and systems, the Canadian-designed and built *Restigouche* not only made consistent contact with submarines employing evasive tactics but on at least one occasion actually landed practice bombs on the hulls of submarines lurking under water. The Canadian sailors were gratified and the Americans surprised when they surfaced to enter harbour and discovered the projectiles on deck.

The *Restigouche*, commanded by Cdr. John W. McDowall, had been away from port since September 5 during which she exercised strenuously with the Royal Navy submarines en route to Bermuda and in the Gulf Stream and, later, with elements of the U.S. Navy and Key West, Florida and New London, Conn.

A recreational visit was paid Havana, Cuba, October 3-6, and the ship's company was prompt to leave the air-conditioned comfort on board to sample attractions in the old Cuban capital.

The *Restigouche* left Havana, rewarded by a comment from the chief of police, who said it was the best-behaved foreign warship in his memory.

Later, at Key West, softball and swimming were dominant since pocket money was not. Several groups went deep-sea fishing but sailfish had been supplanted by barracuda which, when brought into a boat, make unpleasant companions with their savagery and wicked teeth. *Restigouche* clearance divers encountered them at close quarters but made haste to surface and call it a day before harm was done.

Personnel put firmly behind them the strolls amongst coconut palms and banana trees, tours of turtle kraals and alligator farms. At Philadelphia for six days after the New London trials, they braced themselves for frost and snow flurries at home.



A utility helicopter was added last summer to VU-33 Air Squadron based at Patricia Bay, Vancouver Island to work with ships of the Pacific Command. The "whirly bird" is being used to assist ships in radar and gun alignment, and is also available for communications work in transporting personnel between ship and shore, and between ships. It was the first naval helicopter to be based in the Pacific Command. (E-46666)

Nevertheless, everyone looked forward to the command "Hands fall in for entering harbour" as the ship squared herself off November 5 within sight of George's Island and the homecoming to the Halifax Dockyard.

HMCS *Iroquois*

The destroyer escort *Iroquois* was commissioned October 17—"not in the first flush of youth, but . . . a redoubtable lady", in the words of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast.

Cdr. W. D. F. Johnston commands the ship which will join the First Canadian Escort Squadron operating from Halifax.

The *Iroquois* was the first of Canadian Tribal class destroyers and was completed late in 1942. Her first action came in July 1943, while part of the escort for the ill-fated *California* and *Duchess of York*. A plaque on board commemorates her role as a rescuer for, in addition to her normal complement of 250, she carried 628 survivors.

After a refit in Halifax, the *Iroquois* played a major part, beginning in August 1944, in disrupting German coastal supply, sinking or assisting in the sinking of 15 ships and damaging others, including a German destroyer. Later, she was on the Murmansk run, and was involved in a number of minor engagements. One of the last of her varied war-time duties was escorting Crown Prince Olaf of Norway on his return to Oslo from exile.

The *Iroquois* was placed in reserve at Halifax at the end of the war, but shortly thereafter was commissioned as depot ship of the reserve fleet. Later she was employed to provide training afloat for cadets of University Naval Training Divisions. She was paid off in 1951.

After extensive modernization, the ship emerged as a destroyer escort, geared particularly for anti-submarine warfare. She was soon off to war again, sailing from Halifax on April 21, 1952, to join the United Nations' fleet in the Korean war theatre. The *Iroquois* served three tours of duty in

the Far East, during the first of which a direct hit on one of her guns killed an officer and two men. Her main activity in the Korean war was remote from actual anti-submarine warfare, for she carried out gunnery duels with Communist shore batteries, blasted away at North Korean supply trains and guarded against reinforcement by sea of the red armies. Her Korean tours ended with her return to Halifax in March 1955.

When the First Canadian Escort Squadron was formed in December of that year, the Iroquois became a member, remaining in service until last November when she was paid off at the dockyard.

The commissioning ceremony took place in the dockyard in fitful sunshine, with the *Stadacona* band and a handful of guests. Admiral Pullen traced the history of this doughty warrior, stressing that her "battle honours were not handed out with the rations. . . they were earned", and went on to remind the new ship's company that the people in a ship cause its exploits and they, as a new crew, should have this thought ever before them.

By coincidence the last three commanding officers have been specialists in navigation-direction. They include, successively, Cdr. D. L. Hanington, Lt.-Cdr. M. W. Mayo and the new captain.

HMS Alderney

"Welcome back to Halifax and my command," was the message from Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, to HMS *Alderney*, when she joined the Sixth Submarine Squadron at Halifax, September 26.

The *Alderney*, commanded by Lt.-Cdr. R. A. Hedgecock, RN, bore visible evidence of her return to service in Canada—a maple leaf on her conning tower in squadron colours — red and blue.

Her last stay in Canada ended in October 1956. She returned to Halifax as a streamlined submarine similar to HMS *Ambush*, which rejoined the Halifax station in June.

They and HMS *Alcide* (not modified) form the RN squadron in Canada, which operates in support of RCN and RCAF air and surface units and in a training role.

HMCS Fort Erie

The *Fort Erie*, following a long refit, was commissioned on July 3 in HMC Dockyard, Halifax. The commissioning service was conducted by Chaplain B. A. Peglar, and was followed by two

short addresses, one by the Flag Officer Atlantic Coast, Rear-Admiral H. F. Pullen, and the other by the commanding officer, Lt.-Cdr. C. H. LaRose.

Since then the *Fort Erie* has been very active on trials, working up and, in general, raising the standard of efficiency throughout the ship.

Assuming the duties of the Squadron Commander of the Seventh Canadian Escort Squadron on September 2, the *Fort Erie* was in the following weeks engaged on squadron work-ups in the West Indies.

The ship's company has shown a great amount of enthusiasm and has settled into its new home. In between exercises keen competition and interest has been shown in skeet and turkey shoots, the squadron regatta and skin diving.

A very successful newspaper has been founded and dubbed *The Fort Erie Fighter*. At present it promises to surpass *The Crow'snest*.

Seventh Escort Squadron

The Seventh Canadian Escort Squadron sailed from Halifax on October 14 to carry out squadron work-ups. The cruise was designed to prepare the ships to work together as an anti-submarine group and to promote general efficiency in the Squadron.

The initial phase of the cruise to Bermuda consisted of general drills, manoeuvres and gunnery exercises. After a pleasant two-day visit to Hamilton, Bermuda, the Squadron carried extensive anti-submarine exercises with HMS *Ambush*. During this time aircraft from the USN assisted in the detection of the submarine.

The Squadron then steamed south to San Juan, Puerto Rico. Here a regatta was held, which resulted in the *Buckingham* winning a closely-fought contest. The final port of call was Boston where the ships' companies took advantage of early Christmas shopping.

The cruise terminated in a national exercise off Halifax, which was rewarding.

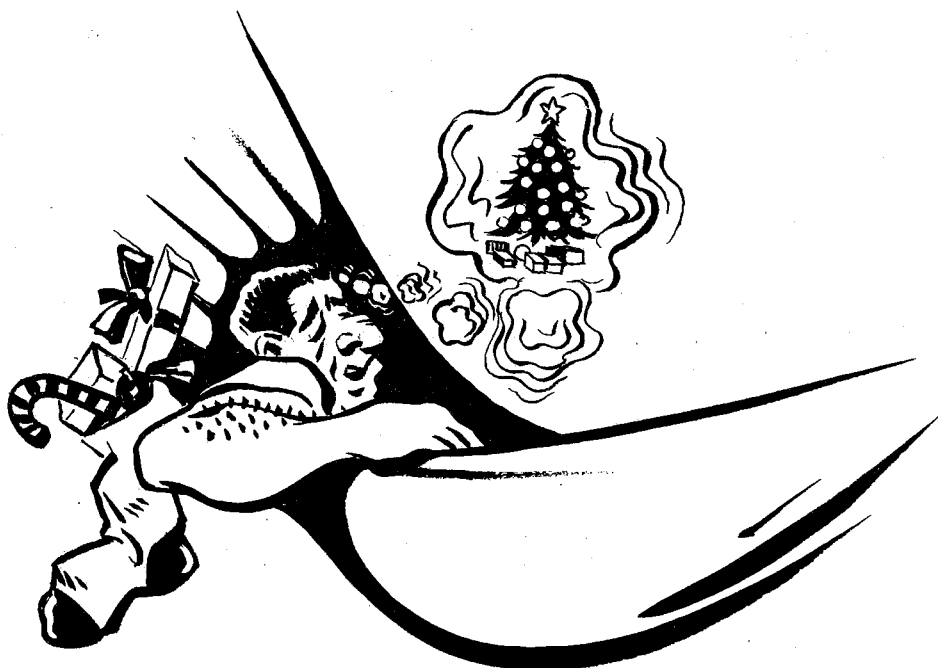
HMC Communication School

A recent innovation in CR1 training has resulted in a competition to parallel the Matheson trophy which is competed for each month by the CV1 classes. The competition is in the form of a radio relay—a timed event which compares classes in their ability to send a message by means of a runner, teletype, voice, CW and light. The first running of the relay provided some amusement but at the same time showed that considerable interest had been aroused in what is to become a monthly classic.

Navigation Direction School

Apart from presenting the work of the (ND) Branch to the public in a neat and attractive manner, the (ND) School tried a new theme by showing the public the harbour of Halifax on charts, radar, and television on Navy Day this past summer.

People, attracted by a high-level colour slide show, were invited to peer into an LN-27 radar display, showing the harbour very clearly. Next, on television, they could see that part of the Navy Day activities in the harbour selected by the TV cameraman on



the roof. And lastly they could examine an ancient (1781) and a new chart of the harbour of Halifax.

Amongst the instruments and equipment on display was one new and significant contribution to radio navigational aids in North America: the Bendix-Decca Navigator. The establishment of Decca stations along Canada's east coast represents the introduction of one of the most modern and accurate forms of radio navigation.

HMCS Cornwallis

For new entries in *Cornwallis*, the old order hardly ever changeth.

Once in a while, however, among the many young men that join the *Navy* and graduate from new entry training, the law of averages collapses and throws together a complete group of unusually proficient recruits. Such a division has been *Margaree 2/58*. During their first month in the running they topped the efficiency standings, and in their second, they won both sports and efficiency competitions, thus obtaining the coveted Cock-o'-the-Walk. There is little doubt that these men will look back upon their new entry days with some pride and satisfaction.

Among its other duties, *Cornwallis* numbers one which is as seasonal as the birds. That is the provision of guards and bands for public celebrations ranging in importance from a Royal Visit to a civic anniversary. One of the harbingers of summer is the deafening sound of a guard practising volleys on the parade square.

This year, to name but a few, new entry guards took part in the visit of Princess Margaret, the Quebec and Halifax civic celebrations, the Lunenburg Fish Festivals and local Natal Day celebrations. This is an interesting diversion from the humdrum routine of training, and provides valuable experience for the peace-time sailor.

NAVAL DIVISIONS

HMCS York

"It was the most successful officers' party at HMCS York in many years."

That was the comment of many officers at the 1958 Trafalgar Ball, the social highlight of the year, held on October 24 at Toronto's naval division.

A total of some 560 people attended the function including the Chief of the Naval Staff, Vice-Admiral H. G. DeWolf and Mrs. DeWolf; the Commanding Officer Naval Divisions, Commodore E. W. Finch-Noyes and Mrs. Finch-Noyes; Senior Naval Officer Toronto, Commodore R. I. Hendy and

Mrs. Hendy; the Commanding Officer, York; Captain John Goodchild and his lady, Miss Beverley Houghton, and the Senior Naval Liaison of United Kingdom, Captain R. G. Dreyer, and Mrs. Dreyer. The ball marks the famous victory of Admiral Nelson.

Denny Vaughan and his orchestra provided the music for continuous dancing from nine to two. There also was a continuous buffet from 11 to one.

Lt.-Cdr. Lloyd Davies, staff officer York, set up the decorations on a nautical theme, featuring soft indirect lighting.

York's engineering branch has set a fast pace as far as major promotions are concerned. In the past year, four of the branch were promoted to leading seamen; two to petty officers first class; two to chief petty officers, second class; and for the first time in York's history, one member was promoted to chief petty officer, first class.

CPO Thomas C. Riley headed the list. Passing his final examination at Mechanical Training Establishment for an engineering charge certificate, he qualified and was promoted to CPO first class. Chief Riley joined York in 1954.

Promoted CPOs second class were Ernie R. Wirth and Paul Bruder. Both passed their engine room ticket examinations.

New petty officers first class are Jack Stanley Bulleons, who joined York as

an able seaman in 1951, and Kevin Barry.

Promoted to leading seamen in the past year were Able seaman Gasser, Hughes, Rees and Smith. Four members received advancements in trade groups and six took the Leadership Course.

Officers—all officers—at York are getting parade training.

Commander R. S. Bunyard, training commander, announced that all officers without exception, must take at least 12 hours of drill before Christmas. This is part of the overall program to increase general interest and efficiency at the Toronto naval division.

HMCS Chippawa

At a combined parade of the ship's company of HMCS Chippawa, and RCSCC J. T. Cornwell, VC, and RCSCC Crusader the famous "England expects . . ." signal was flown from the Winnipeg naval divisions.

The flags are, in some cases, now outdated but were made up by wives of members of the ship's company and are believed to be an accurate reproduction of the original. Flood-lit at night during Trafalgar Day celebrations, they greatly impressed guests for the Trafalgar Day Ball and caused much comment locally.

The salute was taken at the church parade by Hon. Captain H. E. Sellers, RCN(R).



The frigate Outremont returns to the dockyard after a 4,500-mile journey to the eastern Arctic. Saluting the arrival of the ship from HMCS Buckingham are AB James Harryett, quartermaster, and Sub-Lt. J. Douglas Connors, officer of the day. (HS-54273)

THE TRAINING OF GENERAL LIST OFFICERS

Broader and More Challenging Careers Assured

"The introduction of a new officer structure . . . , will provide opportunity for a broader and more challenging career. Existing branches will be abolished and three lists . . . the General List, the Special List and the Limited Duty List, will be formed. The majority of officers will be borne on the General List . . ."

—Extracted from a message to the Fleet from the Chief of the Naval Staff on November 4, 1957.

THE PAST SUMMER has seen the launching of the General List training program, arising out of the recommendations of the special committee on RCN personnel structure which brought down its report a year ago. It is a program which will have a profound effect on the careers of all cadets and junior officers who have entered the Royal Canadian Navy since 1955.

The officer of tomorrow will be expected to acquire general proficiency in a greater number of skills during the early part of his career than was required of officers in the past. He will, for example, be equally capable of standing a watch on the bridge or in the engine room; he will be able to supervise self-maintenance of the hull and fittings of his ship or command armed parties ashore; he will know how to keep the ship's books and look after correspondence; he will be trained in weapons control, navigation and communications and many other professional subjects.

The future of the Navy will depend on the efficiency of the new training program and the dedication of the officer cadet. Those responsible for training must ensure that standards are high and offer a challenge, if interest and enthusiasm are to be maintained.

Apart from the short service entry through the Venture Plan, officer candidates enter the Royal Canadian Navy by way of two related plans, the Regular Officers' Training Plan (ROTP) and the College Training Plan (CTP), the latter applying only to men selected from the lower deck for officer training.

The revised regulations for the training and promotion of ROTP and CTP officer cadets are to be found in General Order 12.01/6, Section W. All ROTP and CTP cadets subsequent to the 1955 entry will be trained and pro-

moted in accordance with the new general list principles laid down in the order. The 1954 entry cadets will continue to be trained and promoted under the existing branch regulations.

The general science course provided at RMC is the standard for ROTP and CTP cadets. Cadets are, however, permitted to take other courses in the engineering faculty at RMC. University courses have been equated to the RMC

standard on the basis that any course is acceptable, providing it includes two years mathematics through integral and differential calculus and two years physics, and subject to the final review of subjects selected by Naval Headquarters.

Application has been made to the Province of Ontario to obtain a degree-granting charter for Royal Military College and there appears to be a good



During a tour of the U.S. Navy Yard at Bremerton, Washington, in late October, cadets from Royal Roads had an opportunity to board the famous battleship USS Missouri, scene of the Japanese surrender on September 2, 1945. A special plaque marks the spot on the Missouri's deck where the surrender papers were actually signed. Here, looking over that plaque, from the left are Officer Cadets Merle J. Grott, Robert A. Rutherford, William Takaki, Gordon C. Tovel, and Calvin G. Vardy. (E-47561)

likelihood that such a charter will be granted. This change will mean that ROTP and CTP cadets, subsequent to 1955 entry, attending a Canadian Services College, will not be required to complete a fifth year at a university for a degree.

To assist in the preparation of a new professional training program for ROTP and CTP cadets, standards which must be achieved by the end of the first sea phase of the junior officer's career have been established. These standards are briefly outlined in the table at the end of this article. The training time available to achieve them will be about six and one-half years, four of which will be spent in academic training as a cadet.

On completion of his college course, the graduate will undergo a "pre-fleet course of about 32 weeks' duration. He will then go to sea for his first two-year sea phase as a sub-lieutenant.

Throughout his college course, however, he has been receiving indoctrination and training in the ways of the Navy. During his Canadian Services College or university academic year he spends a small number of periods in integrated or single service studies. During the first, second and third summers of his college courses, he puts in summer training periods of 12 weeks' duration each, either ashore or afloat.

The professional training program was prepared by representatives from the appropriate naval schools with the assistance of Col. W. R. Sawyer and Dr. G. W. Holbrook, from Royal Military College, to ensure that full use was made of the available time, to eliminate repetitive instruction between schools and to ensure that the academic and professional training were, as far as possible, integrated.

To improve the standard of summer training, a squadron of frigates has been provided. The squadron will carry out the training program for all officer cadets during the first and second years. The number of cadets born in each frigate will be kept low. This, combined with first-class instructors, will ensure a high level of instruction.

During the third summer training period each of the operational destroyer escorts will carry a small number of cadets for practical engineering, weapons training and electronic experience. Commencing with the third summer cadets will be given the title "cadet midshipman", will wear midshipman's rank designation and will be messed with the ship's officers in the ward-room.

The Pre-Fleet course which follows graduation from a Canadian Services College or university will include instruction in operational, divisional,

weapons, electronic, air, engineering, damage control and supply duties. This will complete the professional background needed for them to obtain full advantage from the first sea phase.

During the first two-year sea phase of his career, the junior officer will obtain upper deck and engineering watchkeeping certificates and experience in all the other departments in the ship, e.g., weapons, supply, etc.

The table under which cadets can gain points for promotion is printed as Appendix "A" to General Order 12.01/6, Section W, referred to above. It is possible for a cadet, garnering the maximum number of points, to have his seniority antedated as much as 20 months.

The results of the past summer's training program are at present being studied and any improvements necessary will be made to the program.

The following table shows the duties an officer is expected to be able to carry out in a destroyer escort at the end of his first two-year sea phase:

(a) *Watchkeeping Duties*

- (i) Officer of the Watch at Sea (Bridge and Operation Room) and in harbour;
- (ii) Engineer Officer of the Watch (including supervision of electrical power generation and distribution).

(b) *Divisional Duties*

- (i) Divisional Officer of any division in the ship.

(c) *General Duties*

- (i) Supervise normal routine, work and upper deck evolutions;
- (ii) Supervise maintenance of hull and fittings as required in self-maintenance;
- (iii) Command armed parties for ceremonial and operational purposes.

(d) *Administration and Supply*

- (i) Administer the Supply department;
- (ii) Assume responsibility for cash;
- (iii) Act as correspondence officer;
- (iv) Act as Explosive Account Officer.

(e) *Weapons Duties*

- (i) Weapon Control Officer (all systems);
- (ii) Officer of the Quarters (all systems);
- (iii) Gun Direction Officer.

(f) *Navigation Duties*

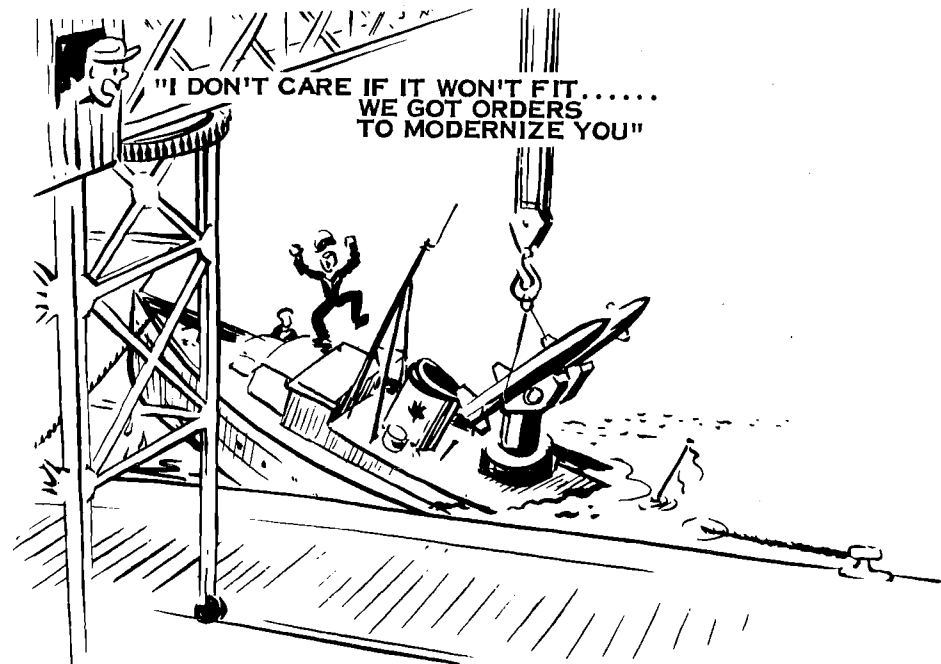
- (i) Navigating Officer.

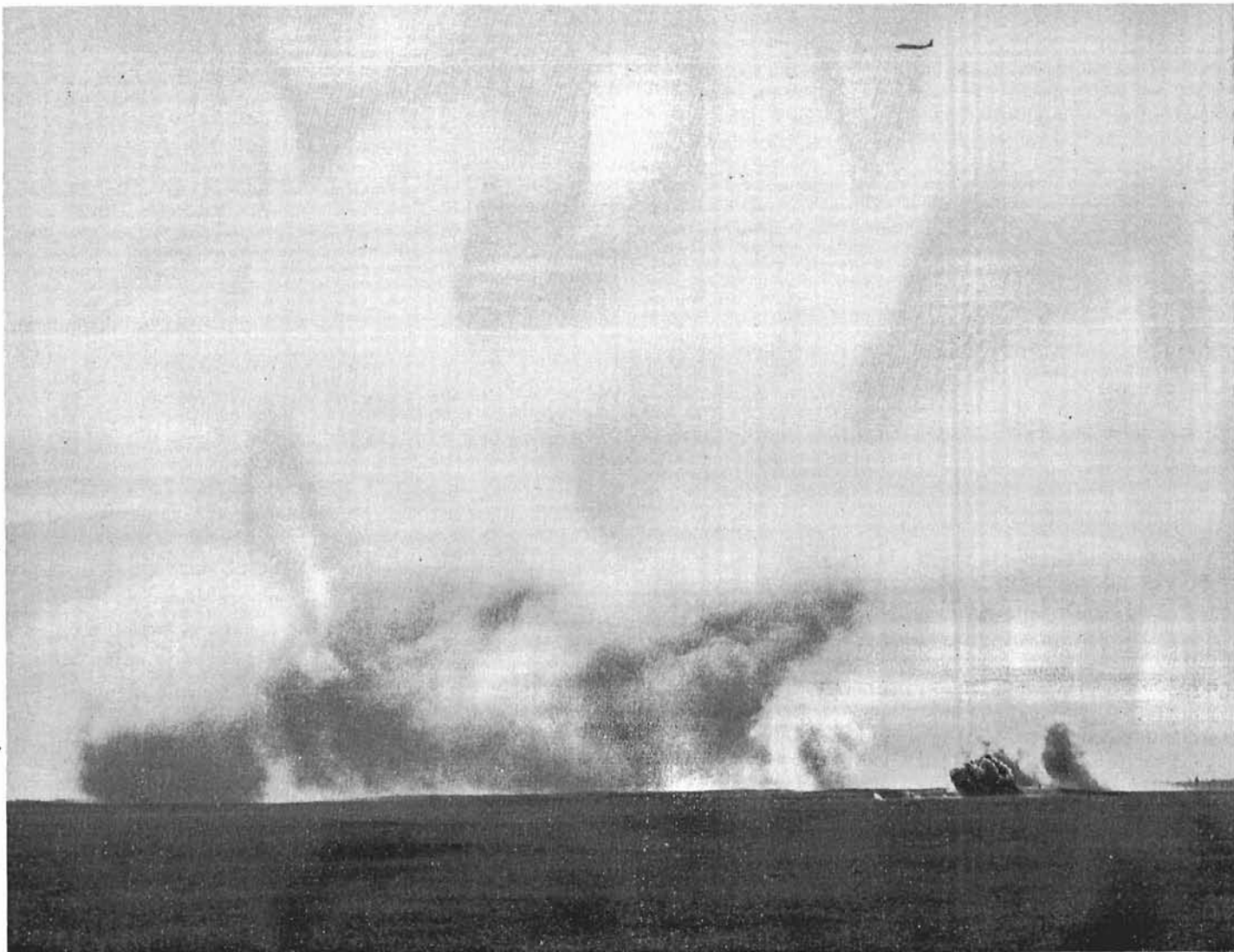
(g) *Communication Duties*

- (i) Administer the communication department;
- (ii) Supervise maintenance of communication equipment;
- (iii) Act as custodian of crypto and confidential publications.

(h) *Damage Control Duties*

- (i) Section Officer;
- (ii) Ship's Monitoring Officer.





Thunder and smoke roll across the prairie as Banshee jet fighters of VF 870 and VF 871 attack targets with bombs and rockets during the visit of naval flyers to the Canadian Joint Air Training Centre, Rivers, Manitoba, in October and early November.

BANSHEES OVER THE PRAIRIE

THE ROAR of Navy jets in prairie skies has been stilled for another year with the return of the RCN's two front-line fighter squadrons to their Atlantic coast land base at HMCS *Shearwater*.

The two squadrons, VF 870 and VF 871, carried out tactical air support training during October-November at the Canadian Joint Air Training Centre, Rivers, Manitoba.

First personnel to arrive for the program, involving nearly 250 officers and men and one wren, were those of an advance party of armourers and No. 1 Ground Liaison Group under Captain

J. B. MacKay, RCA. Maintenance personnel and equipment came later in C119 "flying boxcars".

After a 24-hour delay due to bad weather in the Maritimes, the eight Banshee jets of VF 871 arrived at Rivers about Saturday noon, Oct. 11, under the command of Lt.-Cdr. J. J. Harvie, who was welcomed by Lt.-Cdr. Watson, naval assistant to the commandant.

The eight jets of VF 870, led by their commanding officer, Lt.-Cdr. W. J. Walton, reached Rivers at 1700 on Thanksgiving Day, October 13, and four hours later all the C119 aircraft had arrived with VF 870's personnel and equipment.

For the first week of operations, both squadrons enjoyed good flying weather and made good use of the air-to-ground range at Camp Shilo.

On Thursday, October 16, *Shearwater's* commanding officer, Captain R. P. Welland, arrived to observe the squadrons at work. He made the trip in a T-33 piloted by Lt.-Cdr. D. H. McNicol, commanding VT 40.

On October 17 a welcome dance was held for the squadrons, the additional naval personnel of the two squadrons bolstering the training centre's normal RCN complement of only five officers and men.

The second week began with VF 871 carrying out artillery reconnaissance exercises with artillery support provided by "F" Battery from 2 RCHA, Winnipeg, and VF 870 exercising on the air-to-ground ranges. However, two days later, the Navy flyers were plagued with low ceilings and early morning fog, a condition which lasted for almost a week. With limited flying taking place for the remaining three days of the week, the opportunity was taken to carry out a ground lecture training program.

On the Saturday morning of that week, the centre was visited by officers and cadets of RCSCC *Swiftsure*, Brandon; the 71st Field Battery (SP), RCA, Brandon, and members of the Brandon branch of the Navy League of Canada. During the visit the cadets saw static displays of all types of aircraft, visited the airborne school, watched a fly-past and display by eight Banshees from the two squadrons, and were taken on an air familiarization flight in a Dakota aircraft.

The third week began with both squadrons carrying out live advance control exercises and making a maximum effort to regain time lost during the previous week. Banshees were over the range by 0800 every day and the last jets were landing on at last light. Forward air control for these exercises was carried out by Lt. A. F. Cottingham, a member of the RCN staff at CJATC.

During this time, each squadron averaged 25 sorties a day and credit must be given to the armourers and maintenance personnel for their part in maintaining this heavy flying schedule.

On Thursday morning, October 30, VF 870 concluded its training program by launching a strike of eight Banshees against targets on the range. That same evening, the squadrons were paid an informal liaison visit by Captain G. C. Edwards, Deputy Assistant Chief of Naval Staff (Air and Warfare), and Lt.-Cdr. A. A. Schellinck, Staff Officer (Fighters), in the Directorate of Surface and Air Warfare.

On Friday, VF 861 continued to attack targets on the ranges, while pilots of VF 870 took the opportunity to fly cross-country flights.

The week-end was taken up with maintenance and, on Sunday morning, the first two C119s airlifting for VF 870 left Rivers.

The eight Banshees of VF 870 left CJATC on Monday morning, November 3, for *Shearwater*. Meanwhile, VF 871 continued dropping high explosives on targets at the range and in the evening,

six Banshees gave a fire power demonstration for army and air force officers on the Land/Air Warfare (Intermediate) Course No. 7, and approximately 50 maintenance personnel of the Navy squadron.

The flying program ended Tuesday, November 4, after a power demonstration by six Banshees for local press and TV reporters who were concluding their coverage of the squadrons' visit to Rivers.

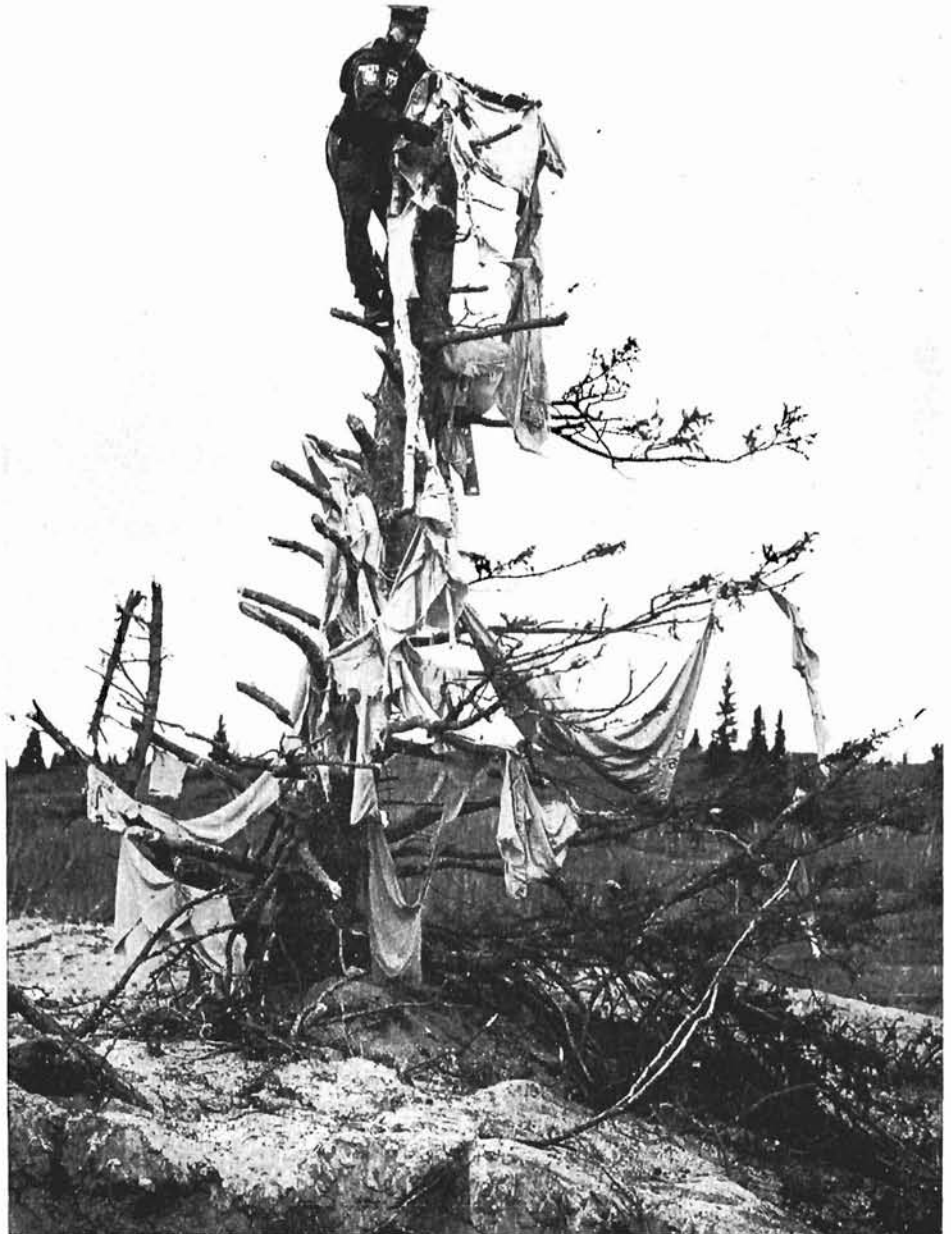
VF 871's aircraft left for *Shearwater* on November 5 and 6, followed by the

ground party on November 7 and 8, the retard party left on Monday, November 10.

During the training period the two squadrons flew a total of 389 sorties, with VF 871 flying 294 of them.

The following armament stores were used:

	500-lb. bombs	rockets	20mm cannon	11½-lb. practice bombs
VF 871	142	702	15,200 rds.	463
VF 870	106	340	13,240 rds.	—
Total	248	1,042	28,440 rds.	463



They called it "The tree that would not lie down" and it sustained its reputation through scores of bomb and rocket attacks by Banshee jet fighters, carrying out exercises at the Shilo, Manitoba, range during the visit of 870 and 871 Squadrons to the Canadian Joint Air Training Centre at Rivers. When the last bomb had fallen, Sub-Lt. (P) R. E. Ferguson, of VF 871 reverently climbed the shattered tree and rigged as a "battle flag" a tattered piece of the tarpaulin that marked the tree as a target. It is plain that there were many near misses, any one of which would have doomed a submarine.

THE PRICKLY MEMOIRS OF MONTGOMERY

Hero of Alamein Writes Blunt, Controversial Book

“**Y**ET MAN is born unto trouble as the sparks fly upward” is the quotation that appears at the beginning of “The Memoirs of Field Marshal the Viscount Montgomery of Alamein, KG”, and the Field Marshal could hardly have found a more apt sentence to sum up the story of his life. Judging from his “Memoirs” Montgomery has been in trouble from infancy, and the publication of his latest book will do nothing to smooth his path in the years that remain to him. Not that he would wish to have the path smoothed; it is quite obvious that he delights in battle, so long as he is on the right side—and Field Marshal the Viscount Montgomery is never on the wrong side, as he would be the first to point out.

Parts of the “Memoirs” have already appeared in serial form in *Weekend Magazine* and *Life* and in general the reaction has been violent, for Montgomery criticizes almost everything: the conduct of the First World War, the handling of the BEF in 1939-1940, the conduct of the war in North Africa before August 13, 1942, the campaigns in Sicily and Italy, the strategy employed in Northwest Europe after the Normandy battle, and the conduct of the “cold war”, to mention only some of the more important subjects. Nor is the criticism only general; the Field Marshal names names with great abandon, distributing praise and blame without fear or favour, and separating the sheep from the goats with great precision. His “Memoirs” are much less restrained than his “El Alamein to the River Sangro” and “Normandy to the Baltic”. He even goes so far as to imply that General Auchinleck was not in his right mind in August 1942, when he remarks about the latter that “nobody in his senses would have sent Ritchie (to the Eighth Army) to succeed Cunningham.” Field Marshal Sir Claude Auchinleck is not the only general to come in for strong criticism; Generals Gort, Ironside, Lumsden, Rommel (“he was no strategist”), Morgan and many others come in for their share. Nor are the politicians spared; all the War Secretaries mentioned in the “Memoirs”, except Sir James Grigg, are sternly dealt with. The Right Hon. A. V. Alexander in particular receives a most severe drubbing.

Strangely enough Montgomery treats the American generals more gently than one might have expected.

General Eisenhower comes in for considerable criticism, of course, as the architect of what Montgomery calls the “broad front” strategy in Europe in 1944, but the criticism is softened by a liberal measure of praise. General Bradley is treated with respect, which is perhaps not surprising; what is surprising is that General Patton—partly, no doubt, because he is no longer alive to defend himself—emerges from the verbal bombardment of the generals with hardly a scratch. The air force leaders, British and American, are also kindly treated, and there is no trace of that bitterness towards the air force that appears, for instance, in Bradley’s “A Soldier’s Story”.

BOOKS for the SAILOR

Though a large part of the “Memoirs” is taken up with a critical discussion of the military events in which Montgomery took part, the book is not concerned only with such matters. Indeed the part that many readers will probably enjoy the most is that which describes his life before he took over the Eighth Army. Unlike most writers of memoirs, he is as frank when he writes of his childhood days as when he describes the mistakes of his fellow generals, and he does not hesitate to defy the traditions of autobiography by telling of his mother’s stern discipline and lack of affectionate understanding. Nor does he hesitate to describe his father as a saint, a description one will the more readily accept because of his frankness about his mother. It is probably not unfair to comment that, judging from the “Memoirs”, the Field Marshal inherited perhaps a bit more of his mother’s character than of his father’s.

Not that Montgomery’s character, as it is revealed in his “Memoirs”, is unpleasant. Many readers who have perhaps, as had this reviewer, formed their opinion of him largely on newspaper reports and on the works by generals, war correspondents, confidential aides and the like published in such great numbers after the war, will be pleas-

antly surprised by the “Memoirs”. The Field Marshal is apparently not just a peculiar cross between a publicity-seeking, egotistical, General Patton-type showman and a stern, forbidding, somewhat priggish puritan; rather he seems to be almost pleasant in many ways. Egotistical he is, to be sure, but not obnoxiously so. Certainly he likes publicity, but that is not an unusual trait. Those who may have smiled at some of Montgomery’s theatrical devices for securing publicity—his black beret with the two cap badges and his turtle-neck sweater, for instance—will be surprised at the reason he gives for adopting them. According to Montgomery they were not adopted for purely personal reasons; what he set out to do was deliberately to create a legend, to give the Eighth Army “not only a master but a mascot.” And certainly he succeeded; Montgomery was the Eighth Army, and the Eighth Army was Montgomery.

The Field Marshal also rationalizes very cleverly his detestation of liquor and tobacco, a peculiarity that, far more than his egotism, sets him apart from his fellow generals. Apparently his dislike for liquor and tobacco stems from no pathological or unreasoning prejudices. He seems to have consumed enough alcohol while he was with the Army in India to do him for a lifetime. As for tobacco, he simply does not like it, which is understandable enough. His reason for detesting these “evils” is simply that “excessive drinking and smoking tend to cloud the brain,” and a general, or any officer for that matter upon whose decisions men’s lives may depend, must have “an ice-clear brain at all times.”

Another aspect of the “Memoirs” which came as rather a surprise to this reviewer is the number of humorous passages it contains. Montgomery seems to delight in telling humorous anecdotes, and he tells them well. Most of them are too involved or too long to recount here, but perhaps one might be included. This one concerns Dean Hughes, then the head of 21 Army Group’s chaplain services, who, during the planning for the Normandy landings when tons of paper marked “Secret” and “Top Secret” were being passed around at headquarters, requested that he be allowed to mark his papers “Sacred” and “Top Sacred”.

There are several passages in the “Memoirs” which will be of particular

interest to Canadians. Many Canadians, for instance, will be interested to find that Montgomery is severely critical of the handling of the raid on Dieppe. As always, he makes out a very convincing argument, and no doubt there will be many readers who will agree that "we could have got the information and experience we needed without losing so many magnificent Canadian soldiers." Perhaps there will be a few who take offense at Montgomery's remarks about the Dieppe raid, but they should be mollified by his many laudatory references to Canada and Canadians.

Those who are interested particularly in the navy and in naval matters will find very little about the subject in the "Memoirs". Montgomery seems to have taken the navy for granted; he knew that he could depend upon the navy to do what needed to be done, and it seems that very seldom did he trouble himself with the naval aspect of military operations. Not that he underestimated the importance of the navy; he probably was more fully aware of its importance than any non-naval leader in the higher command. He realized, as so few seem to realize even now, that "The Second World War was fundamentally a struggle for control of the major oceans and seas—the control of sea communications—and until we had won that struggle we could not proceed with our plans to win the war."

Of the technical aspects of the book itself this reviewer can say little. It is printed in a fine, clear print on good quality paper. No misprints have been detected, and the index is as complete and as intelligently compiled as one may reasonably expect an index to be. The book is written in an admirably clear, precise, simple style and is remarkably free from the military jargon so often found in similar works. The one review of the "Memoirs" of which this reviewer has heard—but not read—apparently criticizes Montgomery's style, but it is difficult to see on what grounds such a criticism is made. Montgomery is no imitator, and his style is very much his own, but it is easy, even pleasant, to read, and that is all one can justly ask. The organization of the material is another matter and, if one must carp, perhaps this aspect of the book might have been improved.

It is difficult to do justice to Montgomery's "Memoirs" in a review, unless one is prepared to write one of book length, for in spite of the superficial treatment it has been given here, it is a work of major importance. Several chapters in it are of outstanding merit, particularly the one called "The Unity

of the West" which deals with the role of the Western powers in the "cold war". Others such as "My Doctrine of Command" and "Some Thoughts on High Command in War" are of special interest to officers of all services and indeed to all who are interested in military matters. But there is something to interest everyone in the "Memoirs", and it should not be lumped with the "war books" (including Montgomery's own) which were published in such great numbers after the Second World War. It is a remarkable work, in many re-

THE FOUNDATION FRANKLIN

THE SALVAGE TUG *Foundation Franklin* was almost a household word among the people of the Atlantic Provinces in the late 1930s and during her last three years of service following her censorship-shrouded Second World War activities.

The *Franklin* was already 12 years old, and lay rusting in a German seaport when in 1930 she was purchased by a Canadian construction company which half-heartedly decided to enter the deep-sea salvage business.

Then, in 1932, the *Franklin's* fortunes changed. Captain Lewis as skipper, John Pynn as first officer, the fabulous Captain Reginald Featherstone as salvage superintendent and diver Thomas Nolan combined to make the name *Foundation Franklin* respected and loved by seafarers who plied the storm-ridden North Atlantic. Two other men, Captain Irwin Power, a Nova Scotian and Captain Harry Brushett, a Newfoundland, skippered the *Franklin* in subsequent years and became synonymous with her career.

The story of the *Franklin* and her people is told by Farley Mowat in "The Grey Seas Under". This book must rank as one of the best Canadian adventure stories yet written.

While the name *Foundation Franklin* was a household word along Canada's east coast, few of those who heard of her exploits on the radio or read of them in newspapers were aware of the almost terrifying experiences she and her seamen lived through to save countless vessels from the fury of the Atlantic.

Deep-sea salvage is a business—a hard business measured in dollars and cents—and the odds are long against success. The *Franklin's* owners operated largely under the Lloyd's Open Form contract of "no cure, no pay". She could tow a disabled vessel from the Flemish Cap to Sambro and if the casualty sank there the *Franklin's* owners would not get a penny.

spects a great work. As long as there are armies and as long as the history of the Second World War is studied, military experts, historians and students of history will study it with interest and profit. And as long as there are people who enjoy reading of the lives of great men it will be read with enjoyment.—T.T.

THE MEMOIRS OF FIELD-MARSHAL THE VISCOUNT MONTGOMERY OF ALAMEIN, KG, published in Canada by Collins, 10 Dyas Road, Don Mills, Ont.; 574 pages, illustrated; \$6.50.

Human lives cannot be measured in dollars and cents however, and thousands of seamen owe their lives to the *Franklin* and her crew.

Mr. Mowat's book is really three stories in one: the *Franklin*, the colourful personalities who direct and sail her and the great Atlantic itself. It is the story of the pure science of seamanship as practised by a small band of professionals who acquired their skill in dories and trawlers and schooners.

Mr. Mowat has treated his subject admirably. A lesser man would have written a highly interesting narrative of the *Franklin's* career. The author, however, has breathed life and personality into the *Franklin* herself and all the characters associated with her.

Canadian sailors, above all, should not miss this stirring account of Canadian seamanship.—R.S.M.

THE GREY SEAS UNDER, by Farley Mowat. McClelland & Stewart Ltd., Toronto, 341 pages; \$5.

BRITISH PORTS

Not exactly a naval book, but one of keen interest to every sailor who puts into a British port is "British Ports and Shipping", by Henry Rees.

Dr. Rees briefly sketches the historical background of each of the major ports in the British Isles (and many of lesser importance) and describes their cargo-handling facilities, their special imports and exports and their importance to the British economy. There are facts and figures, too, on shipbuilding and ship-repairing yards.

Study of this book should convince anyone of how dependent Great Britain is on sea trade for her very life and how inevitable it was that she should nurture a race of seafarers.—C.

BRITISH PORTS AND SHIPPING, by Henry Rees, MSc(Econ.), PhD; published in Canada by Clarke, Irwin and Company Limited, 791 St. Clair Avenue West, Toronto 10; 304 pages, illustrated; \$4.25.

THE NAVY PLAYS

Navy Footballers Praised for Effort

In West Coast junior football the Navy Rams lost out 35-6 to the Vancouver Blue Bombers in the provincial finals, but they may have some consolation in a report by the *Victoria Times*, which said they turned in the best Island effort.

The *Times*' story said "Barry Glover scored the lone touchdown for the Tars, who turned in the best showing by Island juniors against Vancouver in several seasons".

2nd Escort Squadron Wins Tug-o'-War

Keen competition marked the annual Pacific Command tug-o'-war contest in which the Second Canadian Escort Squadron emerged victor.

Ldg. Sea. Stuart Duffy, on behalf of the squadron, accepted the Hoyle-Brown Trophy, indicative of supremacy in the meet, from Lt.-Cdr. John Dibben.

1,920 Sailors In Cross-Country

At *Cornwallis*, new entry divisions competed four times over a 2.18-mile course for the *Cornwallis* cross-country team championship. It was won by *Assiniboine* division, which regularly had 65 out of 71 finish the race. Ord. Sea. D. A. Prince, of *Terra Nova* divi-

sion won three out of four races. Best time was 12 min. 5.7 sec.

A total of 1,920 new entries ran the course and 1,452 completed it in less than the required 20 minutes.

Ship Acquires Many Trophies

The *Beacon Hill* recently has been well represented in all command activities. These included the Pacific Coast Rifle Association competition, various golf tournaments and the Command Softball championships.

During the PCRA Shoot at Heal's Range ten entries from the *Beacon Hill* competed in the majority of events



bringing home a good share of the silverware and cash prizes.

In the 1958 golf season *Beacon Hill* took the RCNGA's gold and bronze buttons, the Frigate Squadron Trophy, the championship and fourth flight trophies in the Navy Handicap open, and the Ontario cup. These laurels are now displayed in the trophy cabinet.

The softball team put up a good fight during the command tournament, losing a close one to the *Cayuga*, the eventual winner of the tournament, after having beaten the *Ontario* in the opening game.

Now the *Beacon Hill* is looking forward to a lot of fun and exercise, with

Where's the Ball? Where's the Field?

The scene was the Royal Athletic Park in Victoria, and the Oak Bay Drakes and the Navy were squared off in an intermediate football playoff fixture. Everything was in order. Then a thick fog rolled in.

At one stage one of the Drakes emerged from the fog and spotted a Navy player. "Hey!" he called. "You got the ball?"

"Nope," was the reply. And they both sauntered off, looking for the game.

Occasionally a whistle could be heard, players appeared and disappeared, and more infrequently a linesman's white handkerchief indicated something, but rarely was the ball seen.

Then at the end of the third quarter, with Navy leading 13-3, the game was suspended and the fourth quarter scheduled for a future date.

For on top of everything else—the goal posts had been stolen.

hockey, basketball and volleyball teams beginning to take shape.

Boxing Given New Impetus

Naval authorities have launched a determined drive to boost boxing in the Atlantic Command. Their efforts should also result in a higher calibre of fisticuffs throughout the Maritimes generally.

A Command Boxing Association has been organized with the threefold purpose of advancing the sport in RCN and Reserve, improving the capabilities of boxers, and acting as a central body for control and appeal.

One method of achieving these ends will be to hold monthly bouts which will provide continuity so sailors can fight regularly and keep in shape.

Involved are the three major establishments, *Stadacona*, *Shearwater* and *Cornwallis*. Ships will be included as operational commitments permit.

The first card is scheduled for January 16, at *Stadacona*. Admission to the meets will be free until the championships. The annual Atlantic Command contest, normally held in January, will be deferred to late spring to allow the new program to get into gear.

Softball Not Like Rounders

All those hoary old jokes about the British, baseball and "rounders" may have something to them.

Following is an unabridged account produced by a correspondent in the Royal Navy's Sixth Submarine Squadron at Halifax:

"USS *Grouper* arrived in Halifax a couple of weeks back, and we had the audacity to challenge them to a softball game. This is not to be mistaken for rounders, as I believe the rules are somewhat different!

"Our people having a faint idea as to what was going on managed to end up 23-17 for the Yanks. One of our players who managed to hit the ball, was overheard to say 'What do I do now?' to the umpire. I am afraid that I will be unable to print the answer."

It is expected better matches will result from the new system, since fighters must work their way through interpart series to establishment levels, progressing then to Command titles.

The new boxing body will concentrate also on polishing fighters. Even the novice will have a good grasp of the fundamentals and must be able to throw a variety of punches. Fights featuring uncontrolled slugging will be stopped, as being of no athletic value.

It is also intended to run clinics to qualify and keep on tap various officials. The rings, handling procedures, equipment and running of bouts will be standardized.

Every encouragement will be given both amateur and professional but for interservice and open meets up to national level, amateurs will be encouraged to retain their status.

British Empire Games and Olympics rules will be used, which are those of the Association Internationale de Boxe Amateur.

It was noted that there have been no Nova Scotian championships for the past two years and no authority exists to regulate amateur clubs or promote championship events.

The organizer of the association is Lt.-Cdr. Bill Robinson, Command P&RT officer, a former amateur light-welter champ. Assisting are Lt.-Cdr. (E) Frank MacIntosh, Lt.-Cdr. (S) Bill Howard, all prominent in naval boxing.

Submariners Reach Finals

The Sixth Submarine Squadron, Maritime Soccer Cinderellas, got as far as the Eastern Canada Soccer finals but bowed 4-2 to the Quebec Provincial champions, Montreal Harrington Tool, in September.

For the Maritime title, SM6 played a home and away series with RCAF Station, Summerside, P.E.I., drawing three-all on the Island but winning 3-1 at home. The Nova Scotia title was won by getting past Halifax Shipyards 2-0.

The Squadron began the season with the Halifax and District league, which includes Oland's Schooners, Keith's Brewery and Halifax Shipyards.

They started badly, winning only one in six games. However, they earned a berth in the Nova Scotia playoffs, defeating Sydney's Seaside Stars 8-0 to go into the second round.

With reinforcements from the *Am-bush*, they edged *Stadacona* 3-2, and then didn't look back until the Quebec champs cut short the scoring ball.

Venture Leads Soccer League

Venture drubbed Royal Roads 7-0 in the Victoria Inter-Collegiate Soccer League for their third win in as many games.

Venture was leading the league with 6 points, followed by Victoria College, 4; Pacific Naval Laboratory, 2; Naval Technical Apprentices, 2, and Royal Roads, 1.

Letters to the Editor

CORRECTION TO A LONG-STANDING ERROR

Dear Sir:

The "Naval Lore Corner", No. 62, appearing in *The Crow's Nest* for August 1958 repeats a long-standing error in the history of HMCS *Stadacona*, Armed Yacht.

The USS *Wasp*, fifth of name, formerly the Steam Yacht *Columbia* belonging to J. Harvey Ladew of New York, was built for him in 1893. She was taken up by the United States Navy in 1898 and remained in that service until 1921. Mr. Ladew at once ordered a replacement from the Crescent Shipyard at Elizabethport, New Jersey. She was completed in 1899 and was named *Columbia* like her predecessor. It was this second ship that was purchased in 1915 for the Royal Canadian Navy.

The papers on HMCS *Stadacona's* files compiled by the Department of the Naval Service and now held at the Public Archives Records Centre, Ottawa, clearly show that she was the second *Columbia*, built 1898-1899. However, the entry in the Official Register Book at the Customs House, the Port of Ottawa, states that she was built in 1893 at Philadelphia. This erroneous entry has been the basis of the belief that HMCS *Stadacona* had formerly been the USS *Wasp*. It was current as early as June 1916 in the Department, but it was probably most widely spread by one of her later owners on the West Coast since all the recent statements

concerning it can be traced to that region. There she was well known between the two world wars as a rum-runner's depot ship under the name of *Kuyakusmt* and as a yacht again, renamed successively *Lady Stimson* and *Moonlight Maid*.

The entry in the register was based, as such entries always are, on the bill of sale for her purchase. Departmental records show that the bill was sent to the Customs House of the Port of Ottawa for registration but not that it was returned. On the other hand, it is not in the files of the Ottawa Customs House where the later bills are. In its absence it can only be presumed that Mr. Ladew's lawyers overlooked the replacement of the yacht in 1899 and entered the particulars for the older ship on the bill of sale.

In case the phrase "Port of Ottawa" should cause some surprise, one of the

definitions of "port" in the *Shorter Oxford English Dictionary* is "a place where customs officers are stationed to supervise the entry of goods". Ports, in this sense, are scattered throughout a country to make it possible to import goods without having to clear them through customs at the coast.

This case of mistaken identity came to light early this year when investigations were made into the history of some of HMC Ships which had formerly served in the United States Navy. There were nine vessels which really did so:

HMCS *Beaver*, armed yacht, 1940-1944, USS *Aztec*, 1917-1918.

HMCS *Cordova*, coastal minesweeper, 1951-present, USS *YMS 420*, 1943-1951.

HMCS *Annapolis*, destroyer, 1940-1945, USS *Mackenzie*, 1918-1940.

HMCS *Columbia*, destroyer, 1940-1945, USS *Haraden*, 1918-1940.

HMCS *Hamilton*, destroyer, 1940-1945, USS *Kalk*, 1918-1940.

HMCS *Niagara*, destroyer, 1940-1945, USS *Thatcher*, 1918-1940.

HMCS *St. Clair*, destroyer, 1940-1945, USS *Williams*, 1918-1940.

HMCS *St. Croix*, destroyer, 1940-1943, USS *McCook*, 1918-1940.

HMCS *St. Francis*, destroyer, 1940-1945, USS *Bancroft*, 1918-1940.

Naval Headquarters. E. C. RUSSELL,
Ottawa. Naval Historian.



LOWER DECK PROMOTIONS

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

BALKWILL, Darrell W.LSLR1
 BASTIEN, Andrew V.LSQM1
 BAUR, Joseph J.PIET4
 BLAKEY, Edward J.LSRT2
 BONDY, Larry H.LSQM1
 BRUCE, William E.P2EM2
 BULLOCK, KennethP1OM4
 BURTON, Roy H.LSED2

CARR, Peter R.LSRP1
 CLARKE, Burrell A.C1CS4
 COLLIN, RobertP1CS3
 COLLIS, Anthony V.P2EA3
 COMEAU, Roger J.P2MA1
 CORNISH, Charles K.LSTD2
 COSS, Leo F.LSLR1
 COTTRELL, Arthur G.P1CS3
 CRAIG, David E.LSQM1
 CUMMINS, William C.LSPW2
 CUTLER, Beatty H.C2ET4

D'ANDREA, Duncan J.LSEM1
 DAVISON, John H.C2RT4
 DODD, Grant N.P2CS3
 DUNCAN, Robert B.LSAO1

FILLEUL, Norman R.P2EF3
 FINNIE, George T.P1CS3
 FISHER, George M.LSQR2

GARRIOCH, Robert M.P1ET4
 GIBSON, Douglas A.P2OM2
 GORDON, Taylor L.P1CS3
 GUIDBRAND, David N.LSEF2

HAMILTON, Robert T.P1ER4
 HENRY, Marvyn K.LSPW1
 HINDE, James R.P1RT4
 HOWARD, Leslie G.P2EF3
 HOWSON, John G.LSM02

JOHNSON, John L.P2EF3

KERASIoTIS, PeterP1EM4
 KILLOUGH, Donald R.LSEM1
 KING, Eric T.P1RA4
 KLASSEN, Alan B.LSED2
 KLEIN, Harold J.LSED2



KNADLE, Douglas J.LSAA1

LAHAYE, Alain J.LSEM1
 LAMARCHE, Guy J.LSSE1
 LAST, Edward D.LSAR1
 LASZEWSKI, David L.LSRP1
 LATIMER, Ivan C.C2ET4
 LAURIE, Laughlin C.C2CS4
 LEGARD, Leonard A.P2EM2
 LEWIS, Boyd C.LSEF2
 LEWIS, Ralph V.P1EF4
 LUCIER, Gilbert L.LSTD1
 LUSH, Archibald H.LSQM2
 LYMBURNER, Claude J.LSMA1

MacKNIGHT, Wayne J.LSEM1
 McCARTY, Bennett L.LSAR1
 McGLYNN, James M.LSTD2
 McLAUGHLIN, Willard E.LSEG2
 McMILLAN, Brian D.LSEF2
 McRAE, Allan R.PIEG4
 MAPLE, Eric J.C1ET4
 MARQUIS, Herbert W.LSAA1
 MARSHALL, Jeffrey T.LSEM1
 MATZ, Rudy R.P1ER4
 MERRITT, Donald L.P2LR2
 MURPHY, William P.P1CV3
 MYERS, John A.LSEM1

NESBITT, William A.LSAR1

O'BRIEN, Jack L.P1AO3

RABB, Robert J.P2RN3

REID, Ronald A.LSRT2
 RENNIE, James T.LSRT2
 RICHARDSON, William A.LSRT2
 RIX, Neil B.LSOM2
 ROGER, Alexander E.P2ER3
 ROGERS, JohnC1ET4

SAXBY, Thomas M.LSAA1
 SCHRIE, Conrad W.LSAA1
 SHATFORD, Lester V.P2AR2
 SHAW, Dennis D.LSRP2
 SHESTOPALSKI, Donald J.LSEF2
 SIMS, Donald J.LSRA2
 SINE, Bruce K.P1GA4
 SINGLETON, Ronald G.LSAR1
 SLATER, James P.C2ET4
 SMEDLEY, PeterLSEG2
 STEFFENS, James E.LSTD2

TAYLOR, Robert S.LSRT2
 THOMAS, George S.LSTD1
 THOMAS, Robert E.LSAC2
 TODD, Gordon D.P1CS3
 TRUDEAU, Roger J.P1EF4
 TUPPER, Charles H.C2CS4

VINCENT, Roy A.P2ED3

WAVRYK, Walter L.LSED2

YORGA, WillardC2CS4

ZOSCHKE, Walter J.LSAP2

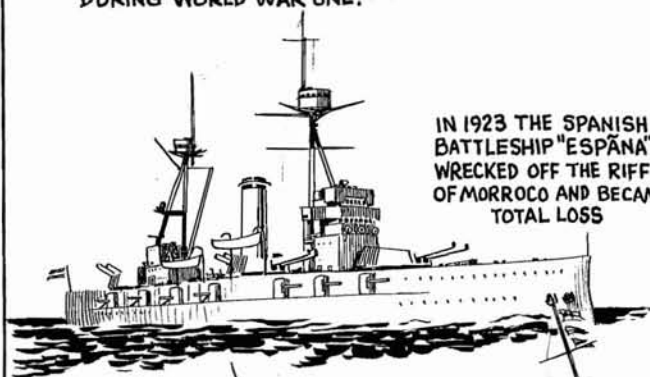


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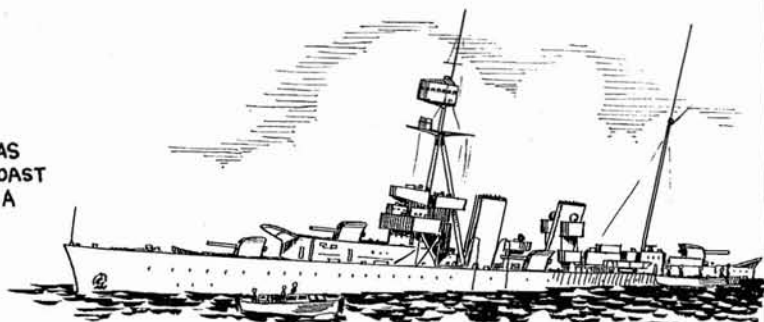
Number 66
PEACE TIME NAVAL DISASTERS



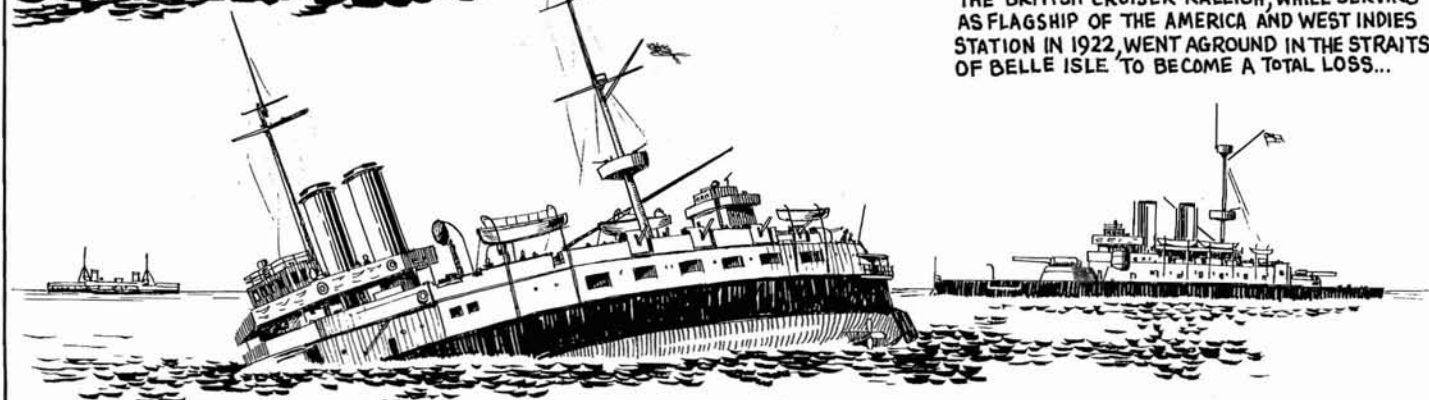
ON SEPTEMBER 8, 1923, DESTROYER SQUADRON II OF THE U.S. PACIFIC FLEET, LED BY THE U.S.S. DELPHY, WAS SAILING FROM SAN FRANCISCO TO SAN DIEGO DOWN THE CALIFORNIA COAST. AN ERRONEOUS HELM ORDER, GIVEN IN HEAVY FOG BY THE LEADER, RESULTED IN THE FIRST SEVEN SHIPS OF THE SQUADRON PILING UP ON THE VICIOUS ROCKS OFF HONDA, ONE AFTER THE OTHER. THE U.S.N. LOST MORE FIGHTING SHIPS IN THIS ONE DISASTER THAN IT LOST DURING WORLD WAR ONE.



IN 1923 THE SPANISH BATTLESHIP "ESPANA" WAS WRECKED OFF THE RIFF COAST OF MORROCO AND BECAME A TOTAL LOSS



THE BRITISH CRUISER 'RALEIGH', WHILE SERVING AS FLAGSHIP OF THE AMERICA AND WEST INDIES STATION IN 1922, WENT AGROUND IN THE STRAITS OF BELLE ISLE TO BECOME A TOTAL LOSS...



ON JUNE 22, 1893 THE BRITISH MEDITERRANEAN FLEET UNDER ADMIRAL SIR GEORGE TYRON WAS ENGAGED IN EVOLUTIONS. THE ADMIRAL ORDERED HIS TWO LINES OF BATTLESHIPS (WHICH WERE STEAMING ABEAST) TO REVERSE THEIR COURSE (I.E. 180° TURN) BY TURNING INWARDS. THOUGH WARNED BY HIS OFFICERS THAT THERE WAS NOT ENOUGH DISTANCE BETWEEN THE SQUADRONS TO COMPLETE THE MANOEUVRE, THE ORDER WAS EXECUTED AND THE FLAGSHIP, H.M.S. VICTORIA, WAS RAMMED AND SUNK BY THE LEADING SHIP OF THE OTHER SQUADRON, H.M.S. CAMPERDOWN, WITH A LOSS OF 359 LIVES INCLUDING THE ADMIRAL.

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