

The CROWSNEST



Vol. 11 No. 3

January, 1959

A Message

FROM

The Minister

(The following message was sent by Hon. G. R. Pearkes, Minister of National Defence, to all members of the armed services, the Defence Research Board, and civilian personnel of the Department of National Defence.)

THE EVENTS of the last year have clearly indicated that there is a continuing need for all members of the free world to maintain strong fully trained defence forces if we are to ensure the peace of the world. Canada is making a meaningful contribution to the cause of peace through the magnificent efforts of our men and women in uniform serving here in Canada and abroad.

To all members of the armed services, the Defence Research Board, and the civilian personnel of the Department, I wish to express my warmest Christmas greetings. To those of you who are stationed in remote parts of Canada, with our NATO forces in Europe, and with the various United Nations missions, I would like to extend a particular message of good cheer.

The Holy Season of Christmas affords all of us an opportunity to pause and re-assess our ultimate objectives. In the midst of the tension and turmoil of these times, the divine proclamation of peace on earth to men of good will is at once a message of hope and an incentive to more determined effort. With your faith in Divine Providence renewed and fortified, I am sure that the people of Canada can count upon all of you to continue your united contribution to the maintenance of a strong and effective defence force for the preservation of peace.

Throughout the year I have had an opportunity of visiting a number of our defence establishments and of personally meeting many of you and your families. It is my hope that I will be able to visit many more of you in the months ahead. I feel that these visits have given me a more intimate understanding of your needs and they have also made me more aware of the great devotion which you bring to your day-to-day duties.

To all of you, wherever you may be, may I wish you a very Merry Christmas and a most happy and prosperous New Year.

The CROWSNEST

Vol. 11 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1959

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Short Service Opportunities</i>	4
<i>Year of Solid Progress</i>	5
<i>The New Promotion Plan</i>	8
<i>Officers and Men</i>	10
<i>Half-Yearly Promotions</i>	11
<i>Weddings and Births</i>	13
<i>Requiem for the Big 'O'</i>	14
<i>Sailors in Royal Yacht</i>	18
<i>The Navy League Cadets</i>	19
<i>Afloat and Ashore</i>	20
<i>Books for the Sailor</i>	23
<i>The Navy Plays</i>	25
<i>The Bulletin Board</i>	26
<i>Lower Deck Promotions</i>	27
<i>Naval Lore Corner No. 67</i>	<i>Inside Back Cover</i>

THE YEAR AHEAD

What of 1959?

It requires no second sight, no gazing into a crystal ball to foresee change and progress in the Royal Canadian Navy in the months that lie ahead.

New anti-submarine destroyer escorts will be commissioned; the Fleet will acquire new mobility through the addition of large mobile repair ships; destroyer escorts will be exchanged between the Atlantic and Pacific Commands to simplify upkeep and operational problems.

Closer to home are the numerous revisions of the personnel structure, affecting officers and men in the fields of education, professional training, promotion and careers. Throughout the year an effort will be made to explain in these pages how the many and various changes will apply to each individual.

Unpredictable, but hoped for, is the continued use of these pages by ships at sea and establishments ashore to report the human, interesting and humorous aspects of life in the RCN.—*The Editors*.

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

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

Sizes, finish and the new National Defence standardized prices, follow:

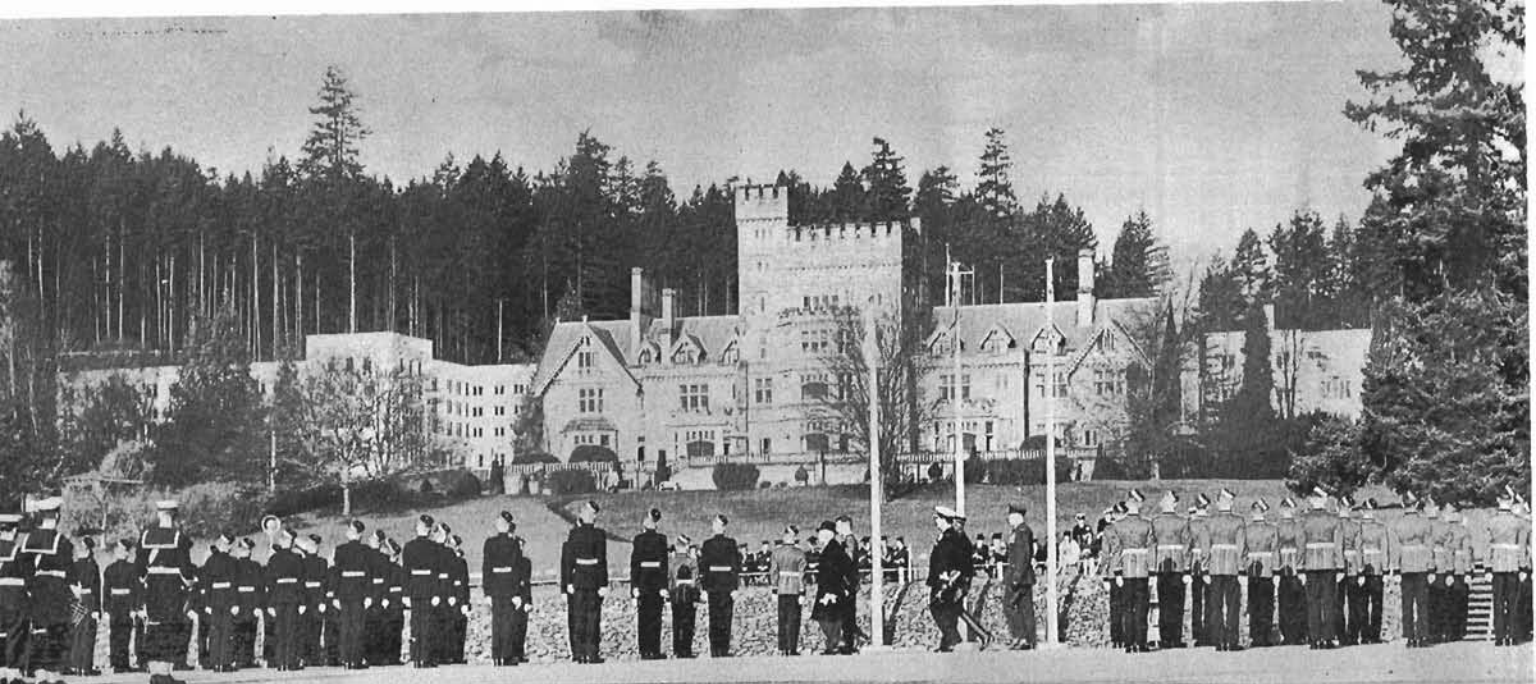
4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

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:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

The Cover—Ships of the Second Canadian Escort Squadron steaming on the scarcely ruffled waters of the Pacific form the theme of this first cover of 1959. The picture was taken by PO G. S. Tory, now serving in HMCS *Stadacona*. The ships are, from the foreground astern, the *Skeena*, *Fraser*, *Margaree* and *Cayuga*. (O-10925)



RCN NEWS REVIEW

His Excellency the Governor General, the Rt. Hon. Vincent Massey, inspects officer cadets during his visit to Royal Roads on November 21. The "castle" and cadet block are in the background. (E-47853)

Vancouver Sea Cadets Win Trophy

The all-Canada award for the most efficient Royal Canadian Sea Cadet Corps with an enrolment of more than 100 has gone to RCSCC *Captain Vancouver*. The Vancouver corps has a strength of well over 300 Sea Cadets.

The similar award, reported in the November issue of *The Crowsnest*, made to RCSCC *Warspite*, of Kitchener, Ontario, was for corps with an enrolment of 100 or less.

Presentation of the national General Proficiency trophy to the Vancouver corps was made on December 3 at a special parade at HMCS *Discovery* by R. J. Bicknell, the newly-elected national president of the Navy League of Canada. The inspecting officer was Commodore Harold Groos, Commodore RCN Barracks, Esquimalt. The corps is commanded by Lt.-Cdr. A. Gordon Hodson.

A second national Navy League honour went to Vancouver when the Vancouver Navy League Wrenettes won the General Proficiency Trophy for Wrenettes for 1958.

New Technical School Opened

The Royal Canadian Navy's new Naval Technical School at Esquimalt was opened officially by Hon. George R. Pearkes, VC, Minister of National Defence, on October 18.

Purpose of the school is to provide naval technical personnel with the

finest possible training from basic to advanced level. Completely modern in design and facilities, it serves as a primary source of highly-skilled personnel required to operate and maintain the increasing amount of technical equipment

being developed for the ships of the fleet.

Engineering, air^{en}gineering, electrical, electronics, ordnance and shipwright courses are covered in the technical school, which can accommodate 400 trainees.

A wing of the building is allocated for elementary and classroom training of technical apprentices. However, they do their advanced training in the shops of the main section.

Still further benefits are the elimination of duplication of workshop training and the streamlining of instructional procedures. Formerly separate, the ordnance, mechanical and electrical training establishments in *Naden* have been incorporated into the new school, as has the training establishment for naval technical apprentices. The apprentices formerly received their training at Halifax in the maintenance ship, HMCS *Cape Breton*. Transferred to the West Coast, the *Cape Breton* is being refitted to serve as a mobile repair ship for fleet support.

The school has a working floor area of four and one-half acres and three and one-half acres of windows. Its 20 classrooms are individually air conditioned. Facilities also include two lecture theatres, three mechanical drawing rooms and more than 30 other shops and sections. About 50 subject courses are available.

Officer in charge of the school is Ord. Cdr. G. B. MacLeod, who has under him

Phone Call Eases Diver's Plight

Navy frogmen have done a variety of deeds in the public service, working long hours in difficult conditions of wind and current to recover bodies, etc. But one case in November was solved by the simple expedient of a long-distance call.

Lt.-Cdr. Charles Smedley, who commands the Operational Diving Unit in Dartmouth, N.S., was telephoned from Alma, Quebec, and told a diver was suffering from the "bends" after too quick an ascent to the surface during some underwater work for a construction company.

The company had a decompression chamber, but was unsure how best it could be used to relieve the diver's discomfort. Lt.-Cdr. Smedley made recommendations for decompression treatment based on regulations used by naval divers with their own chamber. He also followed it up with air-expressed instructions, placed on a 9 a.m. TCA flight to Montreal.

There remained the problem of getting the regulations quickly to Alma, off the scheduled airlines about 240 miles from Montreal in the Lake St. John area.

However, the heat was off. Company officials phoned to say that Lt.-Cdr. Smedley's verbal advice had done the trick and the diver was well on the way to recovery.

a large staff of officers, men and civilian instructors.

The site on Lang Cove was selected for its proximity to *Naden* of which the school is an integral part and on which it is dependent for living accommodation and other services.

Hour-Long Navy Feature on TV

The submarine threat and the specialized role of the Royal Canadian Navy in the defence of North America formed the central theme of a special hour-long presentation by the Canadian Broadcasting Corporation over its national television network November 10.

The documentary entitled "Challenge from the Sea", established the present and future offensive potential of the submarine; traced its evolution; portrayed the naval forces available within NATO to counter the submarine; showed RCN ships and aircraft in action during a NATO exercise and discussed the RCN's anti-submarine destroyer escorts with Commodore Frank Freeborn and merchant shipping control with Captain Eric Brand, executive director of the Canadian Maritime Commission.

The submarine threat, the problems being faced by NATO naval planners in meeting the threat and the importance to these planners of scientific research and development programs were outlined by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

The commentator was Stanley Burke, of the CBC, who served in the Navy during the Second World War.

The film was seven months in the making. Following a year of broad research, the subject of this particular film was agreed upon by the CBC and the RCN, in consultation with the Department of National Defence, and, in March, Antony Ferry began research for the script. This involved interviews with senior officers at Naval Headquarters and a visit to ships and establishments of the Atlantic Command.

In April, a CBC film director and camera crew were embarked in the *Bonaventure* to film operational sequences during NATO exercises. Naval photographers embarked in HMS *Alcide* and HMCS *St. Laurent* during this period also shot footage for the film while several other sequences were taken earlier by Naval photographers.

At this most critical stage of the production, a great deal of the credit for the success achieved by the cameramen must go to the officers and men of the ships concerned. Without their co-op-



Rear-Admiral J. H. J. Jegstrup, Royal Danish Navy, returns the salute of Lt. Richard T. Williamson, after inspecting a guard from *Stadacona* mounted for his formal call October 27 on Rear-Admiral H. F. Pullen (right), in the latter's capacity as NATO Commander Canadian Atlantic Sub Area. The Danish admiral is Island Commander Greenland and was making his first official visit to Halifax. (HS-54962)

eration the film could not have been produced at all.

The interviews with the Chief of the Naval Staff, Commodore Freeborn and Captain Brand were filmed at Naval Headquarters during the last week in August.

The U.S. Navy co-operated by providing a great deal of footage for the production, including the sequences of the *Regulus* missile and the submarines *Nautilus*, *Sea Wolf* and *Albacore*. Other NATO navies also provided film and wartime footage came from the National Film Board.

Naval liaison and technical supervision were carried out by Captain (SB) William Strange, Director of Naval Information.

A limited number of prints of the film have been ordered and are being distributed to selected authorities within the service.

Sussexvale Heads Training Squadron

Following a refit which included modifications to accommodate officer cadets under training, the frigate HMCS *Sussexvale* was commissioned at HMC Dockyard, Esquimalt, on November 28.

The ceremony began with an address to the ship's company by Captain H. A. Porter, Commander of the Fourth Canadian Escort Squadron and Commander

Cadet Training for the Pacific Command.

Commissioning services were conducted by Chaplain (P) W. L. Dalton, and Chaplain (RC) H. McGettigan.

The *Sussexvale* is the senior ship of the Fourth Canadian Escort Squadron, which early in the New Year commenced a program of training for officer cadets of the RCN. The ship is under the command of Cdr. V. J. Murphy.

Captain Porter, the senior officer, and some of his staff, make their headquarters in the ship.

Other members of the squadron at present in commission are the frigates *Stettler*, *Antigonish*, *Beacon Hill*, *New Waterford*, *New Glasgow* and *Jonquiere*.

Chaplain Services Command Unified

Integration of the Armed Forces Chaplain Services at the National Defence Headquarters and command levels, as announced by Hon. G. R. Pearkes, Minister of National Defence, in the House of Commons on September 2, has been completed, with the appointment December 1 of command chaplains.

Below the command level, chaplains will continue to serve the Armed Forces of which they are members. The policy under which naval chaplains serve without rank is being continued.

The Chaplain Services have been established in two components, Protestant and Roman Catholic, with each component under the direction of a Chaplain General. The Chaplain General (P) is Brigadier J. W. Forth and the Chaplain General (RC) is Chaplain (RC) Ronald MacLean. The position and designation of Chaplain of the Fleet has been abolished.

Each Chaplain General is assisted by a Deputy Chaplain from each of the Armed Forces. The Deputy Chaplains for the RCN are Chaplain (P) E. G. B. Foote and Chaplain (RC) G. E. Whelley. Two naval chaplains have been appointed Command Chaplains in the Eastern Command with headquarters in Halifax. The positions are held by Chaplain (P) B. A. Pegler and Chaplain (RC) C. B. Murphy.

Honorary WK for Governor General

His Excellency, the Governor General, the Right Hon. Vincent Massey boarded HMCS *La Hullose* at Quebec City, on September 15, to make an official visit to the Isle aux Coudres.

While on passage it became known that this was His Excellency's tenth trip at sea in one of Her Majesty's Ships. To mark the occasion, His Excellency was presented with a suitably engraved "Honorary Watchkeeping Certificate", by the commanding officer of the *La Hullose*, Lt.-Cdr. R. M. S. Greene.

Accompanying His Excellency on each occasion was his private secretary, Lionel Massey, who was also presented with an "Honorary Watchkeeping Certificate".

Officer Named To Viet-Nam

Lt.-Cdr. Stuart B. Fraser took up an appointment on the staff of the Military Component of the Canadian Delegation to Viet-Nam, effective October 13. Since May 1957 he had been Staff Officer (Administration) at HMCS *Chippawa*, the Winnipeg naval division.

Nearly \$12,000 For Springhill

The Atlantic Command of the Royal Canadian Navy had contributed \$11,832.23 to the Springhill Mine Disaster Fund by the end of November, a check of contributions at that time showed.

SHORT SERVICE OPPORTUNITIES

OPPORTUNITIES are open in the Royal Canadian Navy for officers to serve on three-year short service appointments, it has been announced by Naval Headquarters.

There are vacancies in the executive, executive (air), engineering, supply, electrical, ordnance and construction branches. Officers selected for entry will be enrolled in appropriate branches in the rank of lieutenant and below.

The announcement states that applicants should be under 35 years of age and medically fit.

Executive branch candidates must possess a minimum of junior matriculation or equivalent and have at least six months' service as an officer in the RCN, RCN(R), RN or reserves or hold a second mates or higher certificate of competency (foreign going).

In the case of executive (air) branch officers, a service flying badge as pilot is required and preference will be given to the age group of 28 years and below.

Engineering branch applicants should have service as a naval engineer officer or hold a first class Department of Transport (valid in the United Kingdom) or first class Ministry of Transport (formerly Board of Trade) marine engineer's certificate. Alternatively the applicant should have a degree in applied science or mechanical engineering from a recognized university or the equivalent standing in an approval engineering society, with or without previous marine experience.

In the supply branch, the professional qualifications required are service as an RCN(R) supply officer or a degree in commerce or business administration from a recognized university or the

equivalent standing in an approved accountants' society, with or without previous naval experience.

Entry in the electrical branch requires service as a naval electrical officer or a degree from a recognized university in electrical engineering, engineering physics, radio physics or mathematics and physics, with or without previous marine experience.

Similarly, entrance in the ordnance branch necessitates previous service as a naval ordnance officer or a degree from a recognized university in mechanical engineering, engineering physics, electrical engineering, metallurgical engineering, chemical engineering or mathematics and physics, with or without previous marine experience.

Constructor branch entry requires service as a naval constructor officer or a degree from a recognized university in naval architecture or civil engineering, with or without previous marine experience, or membership in the Institute of Naval Architects or the Society of Naval Architects and Marine Engineers or equivalent.

Exceptions as to age or rank on entry may be made in cases of applicants with special qualifications or experience. Under ordinary circumstances, qualified applicants will be offered entry as lieutenants, sub-lieutenants or commissioned officers.

Officers holding short service appointments, who have completed one year's service, may apply for and be considered for permanent commissions.

A short service appointment is a "regular force" appointment, with officers receiving the same pay and allowances

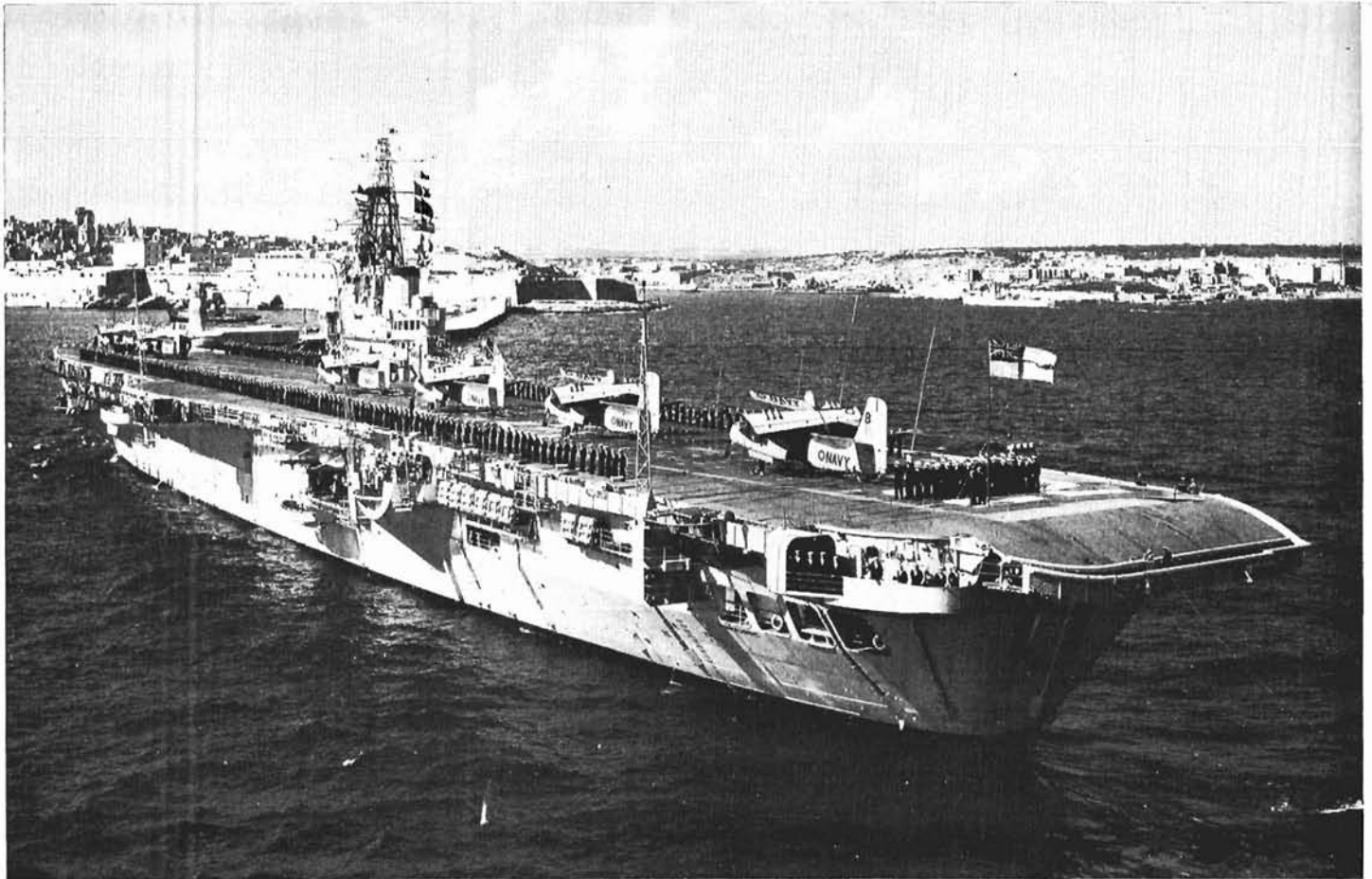
as those of the permanent Navy. Should an "SSA" officer continue in the permanent RCN, his time in the short service appointment or extensions thereof counts fully toward pension. If his short service appointment expires in the normal course of events, he is returned all pension deductions made during his service and is paid a gratuity of one month's pay and allowances for each year of service.

While five- and seven-year short service appointments were offered in the naval aviation branch shortly after the Second World War, the three-year appointments were first introduced following the outbreak of the Korean war, which brought about rapid expansion of the Navy. The plan was announced by message in December 1950 and the first officers under it were enrolled in January 1951.

It is felt that the current offer of short service appointments will prove particularly attractive to those who find that their training and skills are not being utilized to the full and who find themselves challenged by the technological advances made by the Navy in recent years.

The Royal Canadian Navy has set itself a high standard of training and intends to maintain it. However, the RCN has not closed the door on those who have achieved similar standards in civilian life and whose particular skills are of value to the service.

Through the short service appointment plan, the Navy feels it can maintain its present standards and at the same time offer useful employment, stimulating experience and valuable training.



HMCS Bonaventure is shown entering harbour at Valetta, Malta, during last fall's NATO exercises in the Mediterranean. (Royal Naval Official Photograph)

1958 - - YEAR OF SOLID PROGRESS

THE YEAR 1958 was one of solid progress for the Royal Canadian Navy.

It was a year in which the development of new levels of efficiency among existing forces and an even greater concentration on improving the RCN's anti-submarine capability overshadowed statistical gains in ships and personnel.

Ships of the fleet were at sea from the beginning of the year to its end, on training cruises, exercises and operational duties that took them as far as Malta, in one direction, and South Vietnam in the other. Every opportunity was sought and taken to practise for an anti-submarine role which, as it became more sharply defined, became more complex and demanding.

Ashore the story was the same, with the training of personnel and the command and logistic organizations devoting their efforts exclusively to the present and future needs of the fleet and its specialized function.

At the year's end, the Navy had 47 warships in commission, two Royal

Navy submarines under its operational control and a further six warships under refit. This compared with 45 ships in commission and five in refit at the end of 1957.

The regular force totalled 19,817 officers, men and wrens at November 1, compared with a strength of 19,258 at the beginning of November 1957. In addition, there were 361 officer cadets and 185 technical apprentices under training. Last year's figures for these categories were 267 and 157, respectively.

Major additions to the fleet in 1958 were:

Destroyer escorts: HMC Ships *Restigouche* and *St. Croix*, first of two of the new *Restigouche* class anti-submarine vessels. The other five of this class are nearing completion and are scheduled to be commissioned in 1959.

Frigates: HMCS *New Waterford*, last of 21 anti-submarine frigates to be modernized.

Anti-submarine aircraft: Of 100 CS2F Trackers on order, 43 have been deliv-

ered to date. Work has begun on a modified version with improved anti-submarine capabilities. First of the modified Trackers is expected to be in service by mid-1959.

Fighter aircraft: The Banshee jet fighter procurement program was completed, bringing to 39 the total number purchased from the U.S. Navy.

To give further flexibility to the fleet, HMC Ships *Cape Breton* and *Cape Scott* were taken in hand for refit as mobile repair ships. Entering service in 1959, they will be capable of carrying out non-major repair work for ships either at sea or at points remote from dockyards and shipyards.

Armament additions included:

Guided missiles: Banshee jet fighters were fitted with the air-to-air "Sidewinder", first guided missile to be put into operational service in Canada's armed forces.

Homing torpedoes: Anti-submarine helicopters were fitted to carry homing torpedoes. Previously limited to submarine detection, these helicopters now



The Royal Canadian Navy in 1958 became the first of Canada's armed forces to arm itself with guided missiles. A Sidewinder is shown slung beneath the wing of a Banshee jet fighter. (DNS-21044)

have a "kill" capability as well. The homing torpedo is carried also in destroyer escorts and Tracker aircraft.

Training advances included:
Opening of the new Naval Technical School at Esquimalt on October 18 The

school will serve as a primary source of highly skilled personnel required to operate and maintain the increasingly complex equipment being developed for ships of the fleet.

Formation of a cadet training squadron on the Pacific Coast. Primary task of the squadron, composed of frigates, is to provide sea training for naval cadets from the Canadian Services Colleges, universities and *Venture*.

The squadron has taken over the duties of the training cruiser *Ontario*, which was paid off October 15. The move made available nearly 600 officers and men for anti-submarine ships of the fleet. Establishment of a cadet training squadron has the advantage of training cadets in ships more comparable in size and equipment to the destroyer escorts in which the majority will serve on receiving their commissions. The frigates are also capable of rapid transfer to operational duties if required.

Further steps were taken during the year in implementing the Navy's long-range plan for revision of its personnel structure. Among these was the introduction of a streamlined educational service broadening career opportunities for serving personnel.

Sea training activities ranged all the way from single-ship workups to large-scale NATO exercises. Canadian warships worked alongside those of France,



Ships of the Second Canadian Escort Squadron weave a graceful pattern on the sea not far from their home base at Esquimalt. Taking part in the manoeuvres were the Athabaskan, Fraser, Skeena, Margaree and Cayuga—a team that is soon to be broken up by an exchange of ships between the Atlantic and Pacific Commands. (E-47822)

Italy, the Netherlands, Portugal, the United Kingdom, United States and West Germany. Their travels took them to numerous ports on both coasts of Canada and the U.S.A. and to Japan, Hawaii, Hong Kong, South Viet-Nam, Okinawa, Fiji, Australia, New Zealand, Alaska, Central America, Mexico, the West Indies, France, Malta, Italy, the Azores, Gibraltar and the United Kingdom.

On the Great Lakes, a training squadron from the Atlantic Command provided sea training during the summer for naval reservists from across Canada. More than 500 new entry seamen of the RCN (Reserve) passed through the Great Lakes Training Centre, at Hamilton, during the peak months of July and August.

A proud and colourful occasion was the review by Her Royal Highness, the Princess Margaret, of 32 ships from Canada, the United Kingdom and United States at Royal Roads, near Victoria. It was the first Royal Fleet Review ever held in Canada.

RCN ships also took a prominent part, along with others from France, the Royal Navy and U.S. Navy, in Quebec City's 350th anniversary celebrations.



A destroyer escort of the Restigouche class, the Kootenay is seen undergoing power trials in West Coast waters. Scheduled to be commissioned this spring, the Kootenay will serve in the Atlantic Command. (E-47950)

EX-WRENS HELD 1958 REUNION

From all the provinces of Canada and many parts of the United States, 346 ex-Wrens gathered in Vancouver, August 22-24, for the second WRCNS Reunion since the Second World War.

Registration at the University of British Columbia was followed by a reception and a tour of Chinatown.

On Saturday a five-hour cruise of Howe Sound in HMCS Ships *Jonquiere*, *New Glasgow* and *Beacon Hill* was the highlight of the weekend. The officers and men of the three frigates spared no effort to make this day memorable.

Mrs. Adelaide Sinclair, OBE, Deputy Director of UNICEF and former Director of WRCNS, in which she held the rank of captain, was the speaker at the dinner on Saturday evening in the Thunderbird Room of the Mount Pleasant Canadian Legion. Head table guests included the Lieutenant-Governor of British Columbia, Frank M. Ross and Mrs. Ross, Cdr. (W) Isabel J. Macneill, OBE, RCN(R) (Ret'd), Lt.-Cdr. (W) Jean Crawford-Smith, and Captain J. C. Littler.

Sunday was another full day with church services, a tea in HMS *Discovery* and an evening business meeting and farewell party at the University of British Columbia.

Once again the ex-Wrens have proved that their war-time service engendered a remarkable esprit de corps which, if possible, grows stronger with the passing years.

N.Z. Frigate Hunts Pirates

Piracy in this day and age?

The Royal New Zealand Navy News Summary reports that a major outbreak of piracy in North Borneo resulted in the despatch of the frigate HMNZS *Rotoiti* to the area from Singapore late in September.

A signal from the frigate to headquarters in New Zealand said the outbreak was so severe it had disrupted trade between villages and caused the evacuation of some outlying islands.

However, the most exciting event of the frigate's anti-piracy patrol was a visit to the isolated village of Sempora, a spot particularly vulnerable to piracy because of its total dependence on sea transport. The villagers were cheered up immensely by the visit and their morale climbed to even greater heights when they beat the ship's teams at both soccer and basketball.

The visit included a display of native dancing and concluded when the *Rotoiti* took the assistant district officer, the village headmen and 30 school children to sea for a morning.



PO Jack London was the most important man at HMCS York on October 1, when Mrs. Harry Lang of the Naval Women's Auxiliary, presented him with the 'Man of the Year' award. The award commemorates members of the RCN and RCNVR who lost their lives during the Second World War. (COND-4979)

PROMOTION

Evaluation To Be Based on Performance rather than Personal Characteristics

A NEW promotion system for men and wrens will be implemented on February 1, 1959, replacing the CNS 507 roster system.

Some two years of study have been devoted to this project. Investigation has been made of the systems in effect in the British, American and other Canadian Armed Forces and of current industrial practices. The best aspects of these systems have been selected and modified for use in the RCN.

A large number of RCN officers and men contributed to the project. Appreciation is extended to all those who assisted the "CNS 507 Assessment Committee" in attaining its objective and to those who later studied the report and made constructive appraisals.

Evaluation

THE PRESENT "CNS 507 Assessment of Suitability for Promotion" and "Guide" will be cancelled and replaced by Forms 4000-4002. With this change, a new principle is being introduced: evaluation will be based on performance instead of personal traits and characteristics. The essential thing is to determine how "effective" a man is in the execution of his rank duties and the only way to do this is to observe performance. For example, the best way of predicting how a batter will perform is to look at his "batting average" which represents batting performance in the past.

The Performance Evaluation Guide, Form CNS 4000, is used to evaluate the performance of men of the rank of Petty Officer 2nd class to Chief Petty Officer 1st class inclusive. In using this Guide, the rater must examine six areas of performance: (1) Attendance to duty; (2) Decision making and judgment; (3) Organization and Management; (4) Relations with associates; (5) Attitude to discipline, regulations and procedures, and (6) Appearance and bearing; civil behaviour, speech and conduct.

The "Performance Evaluation Worksheet A" (CNS 4001) is used to record the evaluation of men of P2 to C1 ranks.

The "Performance Evaluation Worksheet B" (Form CNS 4002) will be used to evaluate and record the evaluations of able and leading seamen. This

form covers seven areas of performance: (1) Reaction to orders; (2) Performance of routine jobs; (3) Relations with associates; (4) Self-improvement; (5) Self-assurance; (6) Attitude to discipline, regulations and procedures; (7) Appearance and bearing, civil behaviour, speech and conduct.

In general, the evaluation will be started by the man's immediate supervisor provided he is at least one rank



senior to the man and of petty officer rank or above. It then goes to the divisional officer, thence to the head of department and finally to the captain. The purpose of this procedure is to get a group evaluation, that is, a more complete picture of all aspects of a man's performance. Finally the man will be interviewed by the divisional officer in the presence of his supervisor and will sign the evaluation. All performance evaluations are scored at Naval Headquarters.

Rosters

THE ROSTER point system is being replaced by a "non-cumulative" composite score which will be calculated half-yearly at Naval Headquarters for men who have completed all of the minimum requirements for promotion to the next higher rank and are, as a result, in the "Promotion Zone". The

following items will be used, with points awarded as indicated in the right-hand column:

ITEM	MAXIMUM POINTS
PERFORMANCE EVALUATIONS, over a period of 2-3 years.	200
TIME IN RANK BEYOND THE MINIMUM REQUIREMENT. Points start to accumulate on completion of all of the minimum requirements. No points will be granted on entry or re-entry.	40
CONTINUOUS, UNBROKEN, FULL-TIME RCN SERVICE. Accumulated from date of entry in the RCN. A break in service (e.g., non re-engagement) reduces these points to 0. No points will be granted on entry or re-entry.	40
EDUCATION subjects other than those required for trade qualification. Maximum number of courses for which credit may be gained in a rank is 2. Half points carry over to next higher rank. Present minimum education requirements have been deleted.	20
CONSTRUCTIVE SUGGESTIONS and special skills. (This part of the score will not be used at the present time.)	40
RANK EXAMINATION. (This part of the score will not be used at the present time.)	60
Total maximum points	400

The composite scores of men in the promotion zone will be calculated at the Naval Headquarters Promotion Analysis Unit and, starting with the highest score and working down through the list, men will be promoted to meet vacancies in complement. The names of those who may be promoted will be forwarded to RCN Depot in the form of a PROMOTION LIST. This list will show only those who can be promoted immediately. Commanding officers will continue to be the final authority in effecting promotions.

In addition to promotion lists, Naval Headquarters will forward to RCN Depots for distribution:

- (1) STATUS CARDS: Cards will be prepared for those who have met

the minimum requirements for promotion but who cannot be promoted now because of lack of vacancies. Points gained for RCN Service, time in the promotion zone and education will be shown. Actual performance evaluation scores will not appear. However, the quarter in which the average performance evaluation fell, will be indicated, i.e., first, second, third or fourth quarters of any group in the promotion zone.

(2) **QUALIFICATIONS CARDS:** Cards will be prepared for those who have not yet completed the minimum requirements indicating which of these requirements have been fulfilled.

These cards will be forwarded from RCN Depots to ships and establishments for distribution individually to men. No man will be given the status or qualifications card of any other person.

The final list which is forwarded to depot regarding the status of personnel is the **ELIMINATION LIST**. This list will contain the names of persons whose performance in present rank is unsatisfactory or deteriorating. RCN Depot will investigate these cases and when necessary convene elimination boards.

Conversion

A GREAT DEAL of study has been devoted to the problem of converting from the roster system to the new promotion system. Consideration was given to allowing men to retain points accumulated on rosters and adding these to the new composite score. Such a procedure, although giving an immediate impression of "fairness", would in fact be superficial, and an unfair way of dealing with the problem.

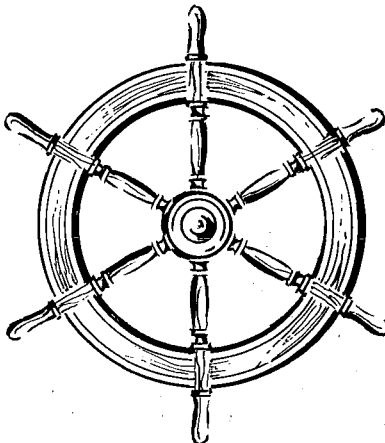
The total composite score is 400 points of which 300 will be used in the immediate future (see discussion under "Rosters"). In most trades, those competing at the "top" of present rosters are separated by very few points. It can be seen that a one point difference between men in relation to the total possible score of 300 is relatively insignificant. It was apparent that adding roster points to composite scores would not give adequate recognition to past accomplishments. Another factor with regard to this method of conversion which may be significant on the implementation of the new trade structure is that the maximum points held by different ranks in different trades are

not the same due to limited promotion in some of these trades.

It has been concluded that the conversion must reflect the principles of the new promotion system. In the old system roster points for assessments were ADDED in time; in the new system evaluation points will be AVERAGED in time and separate credits given for service. In the old system a very high proportion of total points could be gained for education granted or achieved and a proportion of these points carried forward on each successive promotion; in the new system a limited weight has been placed on education with restrictions on the number of courses which can be credited in each rank and points carried over to higher ranks. Any crediting of old roster points under the new system would mean double-counting assessments, time and education. Therefore, rosters and roster points as such are not being converted on implementation of the new promotion system. Instead, credit is being given for past accomplishments in accordance with the new rules, as follows:

CNS 507 Assessments: In order to get an average evaluation over a period of time, past CNS 507 assessments will be converted and used in the composite score. In accordance with the new rules, the average will be calculated from the assessments made over the minimum time required from promotion to the next higher rank, counting back from the present and using, in addition, the first new performance evaluation. When composite scores are calculated each successive half-year, the earliest CNS 507 used in the average will be dropped. The conversion scale, based on the CNS 507 Guide, will be:

CNS 507	New Value
5	180
3	150
1	100
0	30



An example of how the converted 507s would be applied to a man in the rank of petty officer, first class, or chief petty officer, second class, follows:

(a) *First Half-Year*

Old CNS 507 Assessments were (from the earliest to the most recent) 1, 1, 3, 3, 5.

Calculation of average: 100 + 100 + 150 + 150 + 180 + 1st Performance Evaluation (PE) divided by six, i.e., half-yearly assessments of three years in rank.

(b) *Second Half-Year*

Calculation of average: 100 + 150 + 150 + 180 + 1st PE + 2nd PE, divided by six, the first 507 assessment being dropped.

Continuous, Unbroken, Fulltime RCN Service: Points will be given for each month of continuous, unbroken, fulltime RCN service starting with the date of enrolment or re-enrolment. No points to be given to any man on enrolment. The only exception to this will be the man who enrolled in the wartime RCNVR or RCNR and transferred directly to the RCN without a break in service. In this case, points will be calculated from date of enrolment in the wartime force.

Time in the Promotion Zone: Men now underlined on rosters are considered to be in the promotion zone and points will be calculated from the date of the roster on which they first became underlined. In future, the date for calculation of these points will be the date on which the man completed all of the minimum requirements for promotion to the next higher rank.

Education: Points will be given for previous education credits granted or achieved through taking courses or writing examination. In converting these credits it will be assumed that men would have achieved their credits in such a way that they would have received the maximum points in the new system.

General

THE ORDERS and instructions governing the new promotion system will be promulgated in BRCN 113 (1) Chapter 2 with details of the conversion of roster data appearing in Chapter 4.

An officer known as the "Promotion Monitor" has been appointed to each RCN Depot. These officers have lectured to officers and men in the Commands and will advise on problems arising out of the promotion system and provide guidance in using the new evaluation forms.

OFFICERS AND MEN

Venture 'Grads' Fly in Florida

Nineteen naval cadets, recent graduates from HMCS *Venture*, have been promoted to the rank of midshipmen and are undergoing flying training at the United States Naval Air Station at Pensacola, Florida.

On completion of the 16-month course, they will be appointed to RCN air squadrons operating from *Shearwater*, and from the *Bonaventure*.

While at *Venture*, the midshipmen received at least 30 hours of airborne instruction in light aircraft and 60 hours of ground instruction, and qualified for the Department of Transport private pilot's licence. Their elementary flying training was taken during their two-year *Venture* course, which also included academic studies and instruction in seamanship, naval history, pilotage and navigation, physical and recreational training, and approximately four months at sea in a training ship.

The midshipmen are: H. R. Beagle, J. S. T. Cantlie, R. A. Clark, C. F. G. Crisp, P. W. Davidson, R. B. Edey, N. O. Floren, G. C. Gray, J. T. Guest, J. Laquerre, J. J. Lehmann, Brian Moorhouse, R. A. Morrison, W. H. Nash, R. L. Nelson, J. V. Ouelette, G. R. Scott, C. R. H. Thoms and C. T. Young.

Admiral of Fleet Presents Trophies

Four silver trophies from former Royal Navy ships bearing the name *Bonaventure* and brought to Canada for the aircraft carrier HMCS *Bonaventure* by Britain's First Sea Lord, Admiral-of-the-Fleet, the Earl Mountbatten of Burma, were presented by him during his October visit to Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

The silver will remain in the care of the RCN as long as it has a warship with the name *Bonaventure*. The trophies include a rose-bowl, a sugar dredger, a twin-handled tankard and a glass and silver cigar lighter.

They were trophies originally presented before the First World War to HMS *Bonaventure*, which began her naval career as a second class protected cruiser, launched in 1892 and sold out of service in 1920, after First World War service as a submarine depot ship.



Three sailors try to concentrate on a sailor's hornpipe lesson from two ballerinas on board the coastal minesweeper *Resolute* in Halifax. The young ladies are members of the National Ballet Company, Janet Greene (left) and Jeanette Cassels. The sailors are, left to right: AB John McAllan, Ldg. Sea. Bert Powell and Ldg. Sea. Maurice Turner. Members of the ballet company visited the Dockyard and ships alongside during their appearance in Halifax in November. (HS-55216)

She was based at Esquimalt, with the Royal Navy in 1905.

The name *Bonaventure* is an honoured one among British fighting ships and goes back to the days of Edward IV. Although the name appears many times in British maritime history, there are only seven official naval antecedents of the present *Bonaventure*.

The first was a ship bought by Edward IV about 1475. No details are known about her.

The second, the Elizabethan *Bonaventure*, was purchased in 1567 and broken up in 1611, having taken part in some of the most glorious exploits of Elizabethan seafarers. She fought the Spanish Armada in 1588 and was

HALF-YEARLY PROMOTIONS LIST

The names of 26 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 20 officers and the Royal Canadian Navy (Reserve) by six. The list follows:

ROYAL CANADIAN NAVY

To be Captain (1)

Commander Raymond Phillips, commanding officer, *Fraser* (destroyer escort).

To be Commander (6)

Lt.-Cdr. Leslie John Hutchins, Staff Officer Intelligence on the staff of the Director of Naval Intelligence, Naval Headquarters.

Lt.-Cdr. Vincent John Murphy, commanding officer, *Sussexvale* (frigate).

Lt.-Cdr. Mark William Mayo, Staff Officer (Operations) to the Senior Canadian Officer Afloat (Atlantic).

Lt.-Cdr. Robert William James Cocks, commanding officer, *Antigonish* (frigate).

Lt.-Cdr. Robert Hilborn Falls, *Bonaventure*.

Lt.-Cdr. Bernard Charles Thillaye, attending RCAF Staff College, Toronto.

To be Commander (E) (3)

Lt.-Cdr. (E) George Keith Inglis, Assistant Manager Engineering Department, HMC Dockyard, Esquimalt.

Lt.-Cdr. (E) Donald Patrick Nash,

on the staff of the Engineer-in-Chief, Naval Headquarters.

Lt.-Cdr. (E) John Frederick Frank, *Bonaventure*.

To be Captain (L) (1)

Commander (Acting Captain) (L) John Campbell Gray, Command Technical Officer, Pacific Command.

To be Commander (L) (1)

Lt.-Cdr. (L) Carl Wesley Ross, electrical officer, *St. Laurent* (destroyer escort).

To be Instructor Commander (1)

Instr. Lt.-Cdr. Bernard Summers Lake, *Cornwallis*.

To be Surgeon Captain (2)

Surgeon Commander (Acting Surgeon Captain) George William Chapman, Deputy Medical Director, Naval Headquarters.

Surgeon Commander (Acting Surgeon Captain) Walter John Elliot, Principal Medical Officer, RCN Hospital, Esquimalt, and Command Medical Officer Pacific Command.

To be Commander (S) (3)

Lt.-Cdr. (Acting Commander) (S) John Leo Neveu, commanding officer, *D'Iberville*, Quebec City.

Lt.-Cdr. (S) Robert Clifford Willis, attending University of Western Ontario.

Lt.-Cdr. (S) John Kevin Power, Staff Officer (Supply and Medical) to the

Director of Personnel (Officers), Naval Headquarters.

To be Constructor Commander (1)

Constr. Lt.-Cdr. John Ross Morgan, project co-ordinator on the staff of the Assistant Chief of Naval Technical Services (Ships), Naval Headquarters.

To be Commander (SB) (1)

Lt.-Cdr. (SB) Reginald Campion Hayden, Deputy Director of Naval Information, Naval Headquarters.

ROYAL CANADIAN NAVY (RESERVE)

To be Commander (3)

Lt.-Cdr. (Acting Commander) Robert Graham Bell, executive officer, *Donncona*, Montreal.

Lt.-Cdr. John Wilbur Dangerfield, *Chippawa*, Winnipeg.

Lt.-Cdr. (Acting Commander) John Godwin Chance, commanding officer, *Cataraqui*, Kingston, Ont.

To be Instructor Commander (1)

Instr. Lt.-Cdr. Alexander Keith Glashan, *Donncona*, Montreal.

To be Surgeon Commander (1)

Surg. Lt.-Cdr. (Acting Surgeon Commander) Harvey Douglas Hebb, *Non-such*, Edmonton.

To be Commander (S) (1)

Lt.-Cdr. (S) Douglas Whittaker Paddell, *Prevost*, London, Ont.

in the small force of Lord Thomas Howard that escaped the action off the Azores in which the Spanish captured Sir Richard Grenville and his *Revenge* after the famous fight between "the one and the fifty-three".

The third *Bonaventure* was a ship of 32 guns built in 1621. She was blown up when a shot hit her magazine during a battle between the Dutch and English off Leghorn in 1653.

The fourth *Bonaventure*, a ship of 38 guns, was built in 1649 as the *President*, renamed *Bonaventure* in 1660, and renamed *Argyle* in 1713.

The fifth was the submarine depot ship of the First World War and the sixth was a 5,450-ton cruiser of the Dido class, launched in 1940 and torpedoed and sunk by a German submarine south of Crete while escorting a convoy in the spring of 1941.

The seventh and last *Bonaventure* to serve the Royal Navy before the name came to the Royal Canadian Navy was

a submarine depot ship commissioned in 1942 and disposed of in 1948.

Newspaper Has Successful Year

With its 51st issue, the *Navalaire*, publication of RCN Air Station *Shearwater*, celebrated its first anniversary on November 8. During its first year of publication, the paper expanded from four pages to eight, then to 12, but has averaged out at eight pages an issue.

Distribution has increased from 1,500 to slightly more than 6,000. The readership is not confined to the air station, for it is distributed throughout the Shannon Park naval married quarters and, to a lesser extent, in ships and establishments on the Halifax side. Contents of the *Navalaire* are not confined to activities at *Shearwater* alone.

The editor of the *Navalaire* is Lt. (SB) Eric Haywood and, as the lively

layout indicates, his normal role is photographic officer of the air station.

Gifts from Ships Appreciated

Charitable deeds of two ships in the Atlantic Command have brought letters of appreciation to Command Headquarters in Halifax.

The following is an extract from a letter written by authorities at the Children's Hospital, Halifax:

"We recently received through the kindness of the Ship's Company of HMCS *Lauson* a 21-inch Marconi television set for use of our kiddies in the hospital.

"As I understand the ship is being decommissioned and that the regular ship's company have been drafted elsewhere by now, would you please accept on their behalf the many, many thanks of the Board of Management of the Children's Hospital for their kindness and thoughtfulness.

"As you know, in the past, many of the ships being decommissioned have seemed to make a donation either in cash or material to the Children's Hospital. Such donations not only assist us financially but comfort us to the extent that we can always count on the personnel of your Service as kind friends of the Children's Hospital. This pleasant relationship that exists, I am sure, reflects nothing but honour upon the Navy's personnel in their community."

The paying off of another ship has had its sequel, too. The superintendent of the Little Flower Institute at Sydney, N.S., where the Algerine coastal escort was paid off, had this to say:

"We wish to extend our sincere thanks to the officers and men of HMCS *Sault Ste. Marie* for their very generous gift of a television set to the children here at Little Flower Institute".

The *Sault Ste. Marie* served in the Great Lakes in the summer reserve program. The frigate *Lauzon* was paid off for refit in Pictou.

Sonar Trainer Makes Rounds

MASTU 1, the Royal Canadian Navy's Mobile Anti-submarine Training Unit started out last fall on a "training cruise" through western Canada.



Hon. Frank L. Bastedo, Lieutenant-Governor of Saskatchewan, travelling with His Excellency the Governor General, visited the Canadian Services College Royal Roads, during a November visit to Victoria. At the military college the visiting party witnessed a wing parade and foured the establishment. Later Lieutenant-Governor Bastedo met many of the officer cadets of the college. Here he meets a Saskatchewan officer cadet, Claremont Castonguay, at extreme left. Looking on, beside Mr. Bastedo, is Officer Cadet Herbert Widdifield, also from Saskatchewan. (E-47851)

Based at the headquarters of the Commanding Officer Naval Divisions in Hamilton, the mobile unit left September 29 on a fall and winter tour of naval divisions in Ontario, Manitoba, Saskatchewan and Alberta. It returned to Hamilton a few days before Christmas.

First "port of call" was Calgary, and from there the unit is working its way back to Hamilton via Edmonton, Saskatoon, Regina, Winnipeg and Port Arthur.

MASTU 1, is housed in two large trailer transports. The complete unit is designed to provide additional anti-submarine training for officers and men of the RCN(R) attached to the various naval divisions. Complete with sonar gear and equipment which can simulate anti-submarine warfare, the unit will be busily engaged in "attacking and sinking submarines" though hundreds of miles from the nearest salt water.

At each stopover, the mobile anti-submarine training unit spends several days working with the local naval division. It provides training opportunities to naval reserve personnel at all levels, from the basic instruction of new ordinary seamen to refresher courses for experienced officers. Basic training in anti-submarine warfare is also given to officer cadets of the University Naval Training Divisions, to Sea Cadets and to Wrens.

Lieutenant Robert E. Middleton, is officer-in-charge of the unit.

Captain Osborn Retires from RCN

After 18 years' service with the Royal Canadian Navy, Captain (E) John S. Osborn, 51, is on retirement leave. Since July 1956 he had served on the staff of the Flag Officer Pacific Coast as Command Technical Officer.

Born in Dunedin, New Zealand, Captain Osborne came to Canada 22 years later. He was a boiler inspector and marine engineer in Toronto before entering the naval service (RCN Reserve) in 1940 as a warrant engineer.

During the Second World War he held engineering appointments ashore in Halifax, St. John's, Newfoundland, and Prince Rupert, and at sea as engineer officer of HMCS *Port Colbourne* (frigate) on North Atlantic, North Russian and Gibraltar convoy routes.

He transferred to the regular force after the war as a lieutenant-commander (E), serving in Sydney, N.S., and Naval Headquarters in Ottawa. In 1948 Captain Osborn went as an RCN observer with a Royal Navy expedition to the Arctic.



A family, all four of whom have been or are members of the Navy, is that of Mrs. John Crichton, St. John's, Newfoundland. For four and a half years as Lt. (W) Emma S. Crichton, RCN(R), she served in HMCS *Avalon* on the staff of the Canadian Naval Commander, Newfoundland, until her recent retirement to civilian life. She is retaining her connection with the Navy as an officer on the retired list of HMCS *Cabot*. In training at the College Militaire Royal de Saint-Jean, St. Jean, Quebec, is her son, Cadet John A. F. Crichton, RCN, (left), while her second son, Cadet Andrew G. Crichton, RCN(R), (right), is a member of the University Naval Training Division at Memorial University, St. John's. Mrs. Crichton's husband, the late Lt. John Crichton, RN, was killed in action on December 15, 1941, while serving in HMS *Galatea* in the Mediterranean. (NFD-4438)

He subsequently held appointments in the naval dockyard at Halifax; as engineer officer in the cruiser *Ontario*; as Staff Officer (Engineering) to the Naval Member, Canadian Joint Staff (London); and in the personnel branch at Naval Headquarters.

Captain Osborn is an artist of considerable renown, and his paintings have hung in galleries of several countries and on recent occasions in the Victoria Art Gallery.

He is a member of the Institution of Mechanical Engineers and also president of the Victoria branch of the Institute of Marine Engineers. Active in various sports, Captain Osborn is an ardent golfer and affiliated with golf associations in the Victoria area. Over the past year he has been president of the RCN Golf Association at Esquimalt.

Esquimalt Civil Servants Honoured

Four employees of HMC Dockyard, Esquimalt, with a total of 59 years at the Esquimalt naval base, have been presented with special certificates in

recognition of their services on their retirement.

Presentations were made by Commodore John Deane, Commodore Superintendent Pacific Coast, at a ceremony held during October in the Dockyard. The recipients were: Vaclav Yanda, carpenter, 16 years' service; Arthur Clements, maintenance, 19 years' service; John W. Walker, maintenance, 12 years' service, and Kenneth J. Oldfield, clerk of works, 12 years' service.

Trafalgar Ball Aids Benevolent Fund

Over 350 guests attended the annual Trafalgar Ball sponsored by the Naval Officers' Association of Canada (Montreal Branch) held in the Normandie Room of the Sheraton-Mount Royal Hotel, Friday evening October 24. Proceeds will be used to aid the Royal Canadian Navy Benevolent Fund.

Guests were received by Peter McCallum, president of the Montreal Branch and Mrs. McCallum. Guest of honour for the occasion was Commodore Paul Earl, Senior Naval Officer Montreal Area.

The walls of the Normandie Room were decorated with naval bunting and traditional flags. A model of HMCS *Crusader* and an RN submarine were prominently displayed. A replica of the Nelson Column of Trafalgar Square formed the centrepiece for the head table and such other interesting items as a model of the *Victory* were on display.

The committee in charge of this year's party—one of the largest held in recent years—were Peter McCallum, pres-

WEDDINGS

Lieutenant Thomas C. Arkell, *Miramichi*, to Miss Marilyn Brown, of Sydney Mines, N.S.
Able Seaman Douglas Barbour, *Stadacona*, to Miss Bonnie Young, of Hamilton, Ont.

Leading Seaman Edward John Easton, *Bonaventure*, to Miss Joyce Mabel Pretty, of Halifax.

Leading Seaman Douglas S. Linsey, *Jonquiere*, to Miss Beverley Jean Beattie, of London, Ont.

Sub-Lieutenant James B. O'Reilly, *Algonquin*, to Miss Eileen Mary Boudreau, of Halifax.

Able Seaman Donald H. Smithson, *Assiniboine*, to Miss Patricia Charlotte Rose Evans, of London, Ont.

Able Seaman Ross Smith, *St. Croix*, to Miss Sheila Roy, of Liverpool, N.S.

Able Seaman David F. Tims, *Fortune*, to Miss Marilyn E. Richardson, of Victoria.

BIRTHS

To Leading Seaman Donald Horrell, *St. Croix*, and Mrs. Horrell, a daughter.

To Sub-Lieutenant Hugh M. MacNeil, *St. Croix*, and Mrs. MacNeil, a son.

To Leading Seaman L. J. Provost, *Crescent*, and Mrs. Provost, twin daughters.

To Able Seaman W. C. Rogers, *Cornwallis*, and Mrs. Rogers, a son.

To Able Seaman Hugh Ross, *Discovery*, and Mrs. Ross, a daughter.



When the spanking new destroyer escort *St. Croix* arrived in Halifax last fall to prepare for service with the fleet, sailors' families came on board and viewed with approval the new ship. Here Carol, three, and Paul, 12, children of PO Armand Robert, give their considered opinion of the tonal quality of the piano in the ship's cafeteria. (HS-54722)

ident; R. G. Bremner, E. W. Burns, R. L. P. Gilday, Norman McDonald, R. B. Graham, E. B. Harvey, D. S. Jones, Z. W. T. Lewis, E. H. S. Piper and J. M. Richardson.

Head table guests included Commodore Earl and Mrs. Earl; Vice-Admiral H. T. W. Grant, RCN (Ret'd), and Mrs. Grant; Air Commodore E. M. Reyno, Deputy Air Officer Commanding Air Defence Command and Mrs. Reyno; Major General J. M. Rockingham, General Officer Commanding Quebec Command and Mrs. Rockingham; Captain M. A. Davidson, Commanding Officer HMCS *Hochelaga* and Mrs. Davidson; Cdr. R. G. Bell, Commanding Officer HMCS *Donnacona*, and Mrs. Bell, and Andre Marcil, president of the Naval Officers' Club and Mrs. Marcil.

Censorship Expert Dies in England

An officer who worked in close association with the Royal Canadian Navy for most of the Second World War, Lt.-Cdr. W. S. Samuel, RNVR, died at his home, 46 Hannover House, London, W8, on December 13, 1958, aged 72 years.

Lt.-Cdr. Samuel came to Ottawa early in 1941 to assist in censorship intelligence. A fellow of the Royal Historical Society and of the Society of Antiquaries, he spoke French and German fluently.

This background, with his flair for brilliant but meticulous probing and recording, enabled him to extract, and to train many others to extract, an immense amount of intelligence from letters which passed through his hands. He was, too, a skilful interrogator and during his four and a half years with the RCN he gave invaluable assistance to Canadian Naval Intelligence. He served throughout the First World War, first as a driver in the Honorable Artillery Company and later as an RAF intelligence officer.

He will be remembered and mourned by all who knew him in Canada for his invariable courtesy and kindness, his intellectual attainments and his unflinching sense of humour.

He is survived by his widow, three sons, and two grandchildren.

Aviation Medicine Technique Studied

AB Roy E. D. Miller is taking a four-month specialist course in aviation medicine technique at the United States School of Aviation Medicine, Naval Air Station, Pensacola, Florida.

AB Miller was born in Herbert, Sask., and entered the Royal Canadian Navy in October 1954. He took his basic training at *Cornwallis* and then specialized as a medical assistant. He has since served in the RCN Hospital at Esquimalt, and at sea in the *Ontario*.



The esteem in which the *Ontario* was held in distant parts of the world is well exemplified in this picture of His Excellency the Governor General, Field Marshal Sir William Slim, waving a last farewell to the cadet training cruiser on her departure from Australia last year. (Photo courtesy Sydney Morning Herald)

REQUIEM FOR THE BIG 'O'

BEFORE LEAVING Esquimalt for the Cadet Training Cruise to Australia last spring, the ship's company of the Big "O" was given some intimation that this would be her last long trip. An official announcement later confirmed this report.

On the way home, on April 23 a message was sent from the *Ontario* to Naval Headquarters and the Flag Officers at both coasts—"Regret to report, have just completed the last six-inch shoot in the Royal Canadian Navy."

Numerous ships whose names became household words during the last war have ended illustrious lives in the breaker's yard. The Big "O" was built too late to distinguish herself in war-time action, but for many years she has been the proud holder of the title "The RCN's most travelled ship" in her role of cadet training.

Now that Canada sports an impressive display of anti-submarine forces in new DEs and reconditioned frigates, there seems to be no place for the Big "O", and she, too, is headed on a course that may make her "a razor blade or foreign aid".

On April 28 last year, the *Ontario* received a message from one of the other ships in company:

"Many happy returns on your thirteenth birthday.

"When one is born, one is an unknown with a life to live. What he attains in life is remembered after death and his birthday is as nothing. A good name is better than a precious ointment and the day of one's death is greater than one's birth.

"Thirteen years—not old in point of time

But now you must retire.

*Every year has brought to you
New officers and men.*

*It hurts to think your usefulness
is o'er,*

*That you no more will guide nor
teach*

In ways of sailors' lore.

*"Foolish and sad of heart to think
the chapter ends.*

It doth but start.

*Inspired by what you wrought,
Your sailors will hold high the light
And keep the navy ever bright
With lessons you have taught."*

The world was the *Ontario's* range, with showing the flag and cadet training her primary function. The list of place names that follows tells its own story of how she earned your title as the "Most travelled ship in the Canadian Navy". It is in visits to foreign

ports such as these that the young officer is free to pursue the broad general education so necessary to his personal growth. For after all, he is his country's ambassador in uniform or out.

Belfast
 Scapa Flow
 Greenock
 Gibraltar
 Malta
 Alexandria
 Suez
 Aden
 Colombo
 Trincomalee
 Hong Kong
 Guam
 Manila
 Pearl Harbour
 Victoria
 Vancouver
 Long Beach

Santa Barbara
 San Francisco
 San Diego
 Magdalena Bay
 Manzanillo Bay
 Balboa
 Panama Canal
 Cristobal
 St. John's, Antigua
 Halifax
 Rio de Janiero

Montevideo
 Buenos Aires
 Valparaiso
 Wellington
 Dunedin
 Bay of Islands
 Auckland
 Hobart
 Melbourne
 Sydney
 Brisbane
 Suva

St. John's, Nfld.
 Portsmouth
 Esquimalt
 Pearl Harbour
 Esquimalt
 Pearl Harbour
 Esquimalt
 Pearl Harbour
 Esquimalt

The *Ontario* steamed over three hundred thousand miles in all. While she was logging this tremendous mileage, His Oceanic Majesty, King Neptune, visited the ship at least four times to make shellbacks out of tadpoles and thereby added to his ever-growing realm many new subjects.

It is difficult for the average person to contemplate the remarkable reception which Canadian warships fre-



Some of the most elaborate, biggest and most hilarious "Crossing the Line" ceremonies known to the RCN took place on board the *Ontario*. Her role of cadet training ship assured a plentiful supply of "tadpoles". This was the scene early last year when the *Ontario* was en route to Australia and New Zealand. (OT-3826)

quently received when visiting Commonwealth countries and foreign nations. Seeing is believing, as anyone who has sailed in the *Ontario* can testify. If you ever ask any ex-*Ontario* officer or man for the facts, he will leave you in no doubt as to the extent of the hospitality by which interest in the Canadian Navy manifests itself throughout the world. Her visits have brought nothing but appreciation and friendship for Canada. Such contacts, apart from being advantageous to the country, develop a more mature and tolerant outlook amongst her potential officers of the future.

The Big "O"—stood equally for "*Ontario*" and for "Others". The ship's company has always seemed to be motivated by consideration for others and

the laws of humanity as a responsibility in which every one shared. Her gifts to charity in Victoria alone amounted to over \$25,000.

Foreign ports, also, have received her charity, given with a good heart and free hand. The writer of this article can remember in 1948, when the ships' companies of the *Ontario*, *Crescent* and *Antigonish* were at anchor in Magdalena Bay, a donation of 500 pounds of flour (400 from the *Ontario*), 75 pieces of clothing and three cases of milk, given to the people ashore. The crews voted to cut their bread ration in half for two days to supply the flour. In this respect, the light-hearted Chief Cook and his crew have since developed a two-day wonder diet. This is included here for the benefit of any

other groups so charity-minded as the *Ontario's* ship's company:

TWO-DAY WONDER DIET

BREAKFAST

- 3 BELLYBUTTONS FROM NAVAL ORANGES
- 1 DOUGHNUT HOLE (UNSUGARED)
- 5 SCRAPED CRUMBS FROM BURNT TOAST
- 1 CUP OF DEHYDRATED COFFEE

LUNCH

- 3 POPPY SEEDS
- 4 EYES FROM IRISH POTATOES
- 1 SARDINE FIN A LA GARIEPY
- 1 GLASS OF TEA STEAM

DINNER

- 4 CHOPPED BANANA SEEDS
- 1 CHOPPED BUTTERFLY LIVER
- 1 PORTION PRIME RIBS OF TADPOLE AU JUS
- 1 SNIFF OF EMPTY CUSTARD PIEPLATE
- 1 CUP OF BOILED - OUT TABLE-CLOTH STAINS.

Last January, a disastrous fire in Panama City coincided with the *Ontario's* arrival. It rendered 2,200 Panamanian and British West Indian people homeless and destitute. The ship's company needed no urging to donate \$500 from their pay to assist in their rehabilitation. Acknowledging the dona-



Strangers quickly became friends and far distant places "home" to the officers and men who sailed in HMCS *Ontario*. Here a Venture cadet chats with a Fiji policeman during last spring's cruise. (OT-3894)

tion, the British Ambassador to Panama sent the following message to the ship: "British Aid Association, Panama, asked me to convey to you, your officers and ship's company of the *Ontario* warmest thanks for generous donation to fire victims. British West Indian community especially appreciative."

The list of commanding officers of HMCS *Ontario* since her commissioning reads like a "Who's Who" of the Royal Canadian Navy. They were with

ranks at time of appointment as follows: Captain H. T. W. Grant, Commander E. P. Tisdall, Captain F. G. Hart, Commander J. V. Brock, Captain J. C. Hibbard, Captain H. F. Pullen, Commodore H. F. Pullen, Captain E. P. Tisdall, Captain D. L. Raymond, Captain D. W. Groos, Captain R. P. Welland, Captain J. C. Littler, and, during her paying-off period, Commander D. P. Padmore.

When Captain Littler received a formal message stating what would happen to the *Ontario* he cleared lower decks and addressed the ship's company. Two paragraphs from his speech are worth repeating here since they epitomize the spirit that has prevailed in the ship for so long:

"When I joined this ship I spoke to you and told you what I wanted of you. I told you that I wanted you to see to it that this ship of ours was in all respects a credit to Canada, the Navy and ourselves. You have done that well and I could not wish to have had a better ship's company or a finer ship.

"Now I am going to give you one last policy. I would say to you—let us make sure that the last and best of Canada's cruisers goes to her rest with a name second to none. Let us have none of the slacking off which accompanies the paying off of an unloved ship. I don't have to tell you

The Paying - Off Ceremony

BECAUSE of the special place the training cruiser held in the hearts of officers and men of the Pacific Command, more than the usual ceremony attended the paying off of HMCS *Ontario* last October 15 at HMC Dockyard, Esquimalt.

There was an address by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, religious services were held, the ship was signed over by her last commanding officer, Cdr. D. G. Padmore, to the Commodore Superintendent Pacific Coast, Commodore (L) John Deane. Then, with the playing of "O Canada" and the national anthem, the White Ensign was lowered and the *Ontario* ceased to be an operational unit of the Royal Canadian Navy.

Admiral Rayner said farewell to the ship in these words:

"The record of this ship speaks for itself. Suffice is to say that her 13 years in the Navy since 1945 when she was first commissioned in Belfast, Northern Ireland, have been marked by outstand-

ing and efficient service. This is particularly true of her time as a cadet training cruiser in the 10 years since 1948.

"The time has now come for the training of cadets to be carried out in Anti-submarine vessels. The manpower made available by paying off this ship will be used to commission additional anti-submarine vessels for this purpose. Thus cadets will be trained at sea in the type of ship they will later serve in. Moreover, in an emergency these anti-submarine vessels which are being used as Cadet training ships will be available for operations.

"As FOPC I have always felt the *Big 'O'* would do well whatever she was asked to do. I have had some good times on board her and I have been very proud to fly my flag in such a smart ship with such an enthusiastic ship's company. The *Ontario* has played a notable part in the Navy here. Her record of service, generosity and hospitality have won her many friends both

in the Service and in civilian life. I have noted with pride that her high standards have been maintained to the end, despite a reduced ship's company and the soul-destroying business of preparing the ship for sale.

"I am confident that the *Ontario's* part in the Navy, particularly here on the West Coast, will not be forgotten. On the contrary she will be remembered with affection by many friends for many years to come. I am also confident that her spirit of doing things well, of doing things smartly for the good of the Service, will be carried on in the Fleet by the personnel, both officers and men, who have been trained in her.

"I am also sure that all of you who have been serving in the ship these last few months and who are now paying her off will join me in wishing the Fourth Escort Squadron who are taking on your task, great success in providing sea training for the future officers of the Navy."

how to go about this. The *Mighty O* has five months to live—make sure that none of us let her down.”

And no one did. On her return home she had the proud honour of being the Flagship at the British Columbia Centennial Fleet Review in Victoria and took part in the Fleet Week in Vancouver in the highest traditions of the Service.

On her last cruise to a foreign port—Santa Barbara—the mayor of the city presented the Captain with an illuminated scroll addressed to the ship—a unique ceremony.

One final word — in the form of a parody of an old familiar song:

*W'e'll not see you again
When autumn comes around again.
Many things happen between
But friends we've made
Are not forgotten.
This year's memories
Throughout the years will come to
me.*

*O - N - T - A - R - I - O
Gee! we hate to see you go
'Cause you were so nice to know
Goodbye.*

—G.E.G.

THE OWLS AND THE EAGLE

*“The Owl and the Pussy Cat went to
sea*

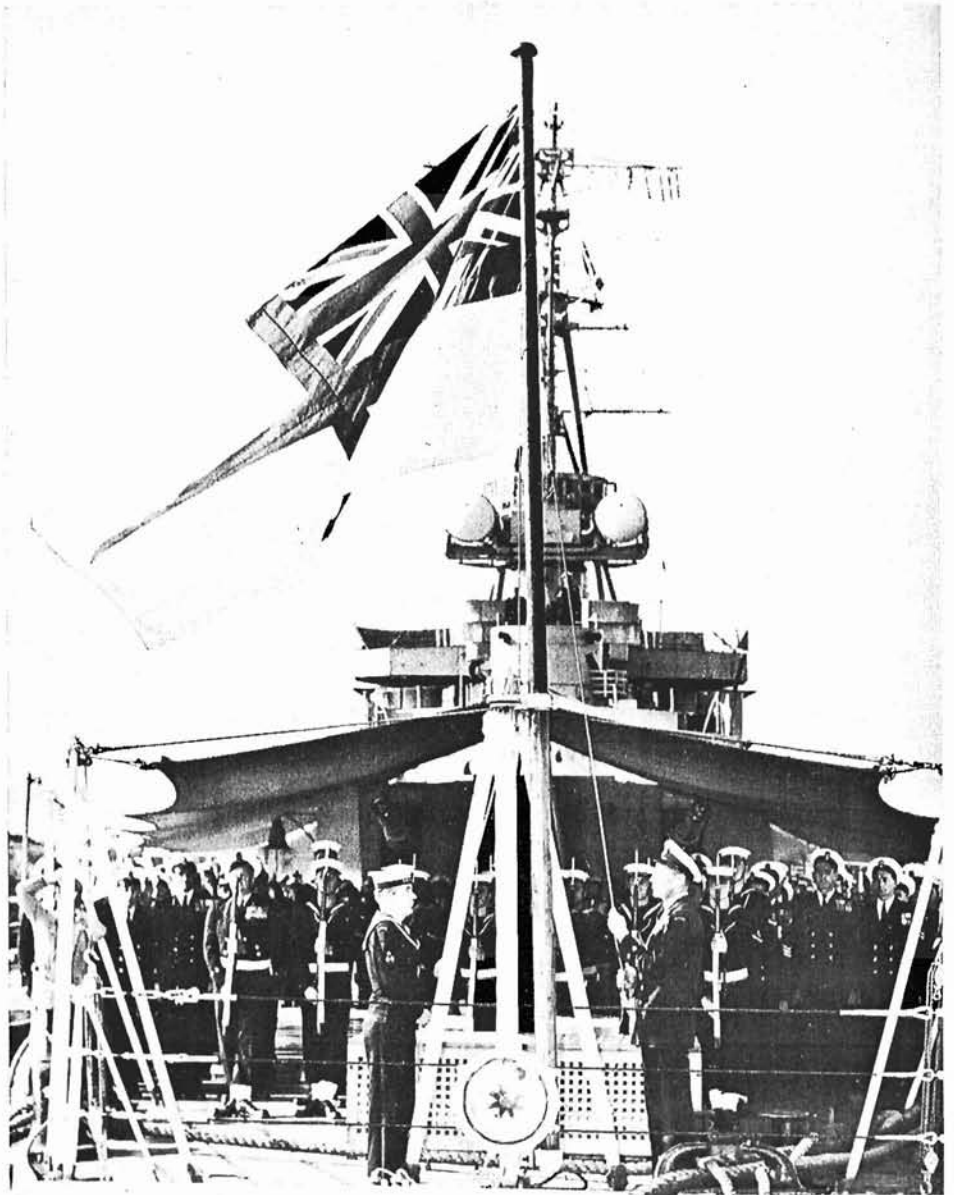
*In a beautiful pea-green boat,
They took some honey and plenty of
money,*

Wrapped up in a five-pound note.”

The aircraft carrier *Eagle* was steaming 100 miles from Cyprus when an unexpected visitor did a shaky circuit of the 800-foot long flight deck before making a bad landing. It was a deck landing which will not be recorded in the official deck landing log, however, because it was made by a male short-eared owl, distressed and exhausted on a migratory flight across the Mediterranean! Twenty-four hours later his mate arrived in an equally unorthodox manner to make a 1958 version of Edward Lear's well-known poem.

The owls refused to leave the ship when she arrived at Istanbul, despite detailed plans by the ship's company to arrange a ceremonial launching.

A signal to the Admiralty says the two owls have been “placed unserviceable and have been taken below for repair”.



The ensign was lowered for the last time on board HMCS Ontario, on October 15. After 13½ years in continuous commission, more than half a million miles steaming over the world's oceans, the ship had been declared surplus and will be put up for sale by the government. The ship trained several thousand officers and men of the Royal Canadian Navy and she holds a special place in the affections of Canada's sailors. (E-47395)

Ornithological experts among the carrier's 2,000 officers and men are puzzled by the owls' refusal to leave their temporary quarters after their 800-mile lift across the Mediterranean. They think their refusal may be connected with the steak and vegetables they have been eating. It may be because they fear entry on foreign soil without passports or clearance to fly over without permission.

On the other hand, it is rumoured, the owls want to sign on with the carrier and visit the United Kingdom to look up some other owls who flew there the hard way. In that case, reports the ship, they will be signed on as local entries and given a medical in accord-

ance with Queen's Regulations and Admiralty Instructions.

HMS *Eagle* was the first British aircraft carrier even to embark an operational squadron of jet fighters, so she is glad of the arrival of two wise old owls to notch up another record.

As owls are nocturnal, attempts are to be made to get the owls off on a “night launch”, but the ship's cat will be as sorry as the rest of *Eagle's* company to see their feathered guests leave. Nevertheless, care has been taken to ensure that the three animals have not had the opportunity to meet formally.

After all, it is not every day that owls land on an *Eagle* to be fed on steak and then fly off for Turkey. — *Admiralty News Summary*.



HM Yacht Britannia is at present on a world cruise, and will be joined by His Royal Highness the Duke of Edinburgh. For the first time, she carried Canadian sailors as part complement. Her suit of colours, at the moment the photograph was taken from the decks of HMCS Quebec, comprised the Union Jack, the Union Flag at the fore, HRH standard at the main, the Trinity House jack at the mizzen and the White Ensign. Arrangements are being made for the temporary reduction in height of her tall masts to permit passage under the bridges of the Seaway next summer. (QB-1525)

CANADIAN SAILORS IN ROYAL YACHT

NEXT SUMMER, when HM Yacht *Britannia* steams up the St. Lawrence River bearing Her Majesty the Queen and His Royal Highness, the Duke of Edinburgh, to the opening ceremonies of the St. Lawrence Seaway, the ship's complement will include two officers and 15 men of the Royal Canadian Navy.

Following Her Majesty's gracious approval of the proposal that representatives of the RCN be included in the ship's company of the Royal Yacht, six men have joined the *Britannia* and are serving in the ship during the current world cruise with HRH, the Duke of Edinburgh.

The first contingent was flown overseas early in January and consists of three men from the Atlantic Command and three from the Pacific Command. The second group will join in May at Portsmouth, England, before the yacht sails for Canada.

At present serving in the *Britannia* are: PO Robert W. Hinds, engineering mechanic, from HMCS *Beacon Hill*; Ldg. Sea. Donald B. Richardson, visual communicator, from HMCS *Shearwater*; Ldg. Sea. Ronald S. Eldridge, engineering mechanic, from HMCS *Stadacona*;

AB James W. Parker, of the gunnery branch, from HMCS *Buckingham*; AB Lester M. McConaghy, engineering mechanic, from HMCS *Antigonish*, and AB Harry Podwysocki, cook, from HMCS *Naden*.

After all the Canadians are on board, they will remain there for the Royal Visit to Canada in June and July.

RCN personnel have been selected from the fleet on the basis of efficiency, conduct and length of service.

TO ALLOW the *Britannia* to pass under bridges of the St. Lawrence Seaway when she visits Canada this summer, the top 20 feet of her mainmast and the wireless aerial on her foremast have been hinged in order that they can be lowered as necessary, says the *Admiralty News Summary*.

When the *Britannia* was built, it was obvious that the height and shape of her masts would be of the first importance in her appearance. The masts in the Royal Yacht must have the height and shape to display properly the Royal Standard at the main, the Flag of the Lord High Admiral at the fore, and the Union Flag at the mizzen.

The *Britannia* was accordingly built with a mainmast of 123 feet, a foremast of 118 feet, and a mizzen mast of 103 feet height above the waterline. These masts are tapered at the top and raked so that the maximum effect is given.

It became clear in September, 1958, when the possibility arose of the *Britannia* taking Her Majesty the Queen to Canada to open the St. Lawrence Seaway, that the height of the fore and main would prove too much, as the height of some of the bridges over the Seaway is only 120 feet above the water. The safe maximum height of the masts to give sufficient clearance was deemed to be 116 feet.

The problem was how to cut the *Britannia's* masts to size, as the fitting of telescopic masts would have proved too expensive.

The first suggestion was to remove from the top tapered part of the mast the amount needed to meet the necessary restrictions. This, however, would have given a "stumpy" appearance and for that reason was deemed unacceptable.

The eventual answer was to hinge the wireless aerial on the foremast and

the top section of the mainmast. The aerial on the foremast is three feet high and by hinging this in a forward direction into a bracket crutch the overall height of the mast is reduced by the required amount.

The solution to the mainmast was found by hinging the mast at the shroud rings, thus incidentally helping

to conceal the hinge and enabling the top 17 feet of the mast plus three feet of aerial to be moved.

Before reaching a bridge, the bolts will be removed from the hinge of the mainmast by hand by a man hoisted in a boatswain's chair. The mainmast will then be lowered back to an angle of 44 degrees. Wires from the main

and mizzen masts will steady the moving part while it is being lowered or hoisted. A metal stop consisting of two shackles and a long link will prevent the top of the mainmast going aft too far. The foremast aerial will be lowered forward as described, again by sending a man aloft in a boatswain's chair.

JUNIOR BROTHERS OF THE SEA CADETS

NOT AS WIDELY known in the Royal Canadian Navy as the Sea Cadets, because there is not the same direct link, the Navy League Cadets are mushrooming across Canada, according to officials of the Navy League of Canada.

The Navy League Cadets were formed five years ago for boys aged 12 and 13 years and the objective of the organization—good citizenship through naval training—is the same as that of the Sea Cadets, to which most of the younger boys graduate.

The annual meeting of the Navy League of Canada, meeting in Ottawa in late October, was told that there were 48 Navy League Cadet corps in Canada, guided by 192 officers, who work voluntarily and without pay, and 2,966 cadets. The annual meeting was barely over when it was learned two or three more

FIVE YEARS AGO, when the Navy League of Canada proposed establishing a cadet corps for boys 12 to 14 years old, too young for the league—and Navy—sponsored Royal Canadian Sea Cadets, many an experienced naval or Sea Cadet officer shook his head and said the idea was hopeless.

Navy League cadets, it was felt, could at best offer a watered-down version of Sea Cadet training.

Then, too, there was the question of cost. The Navy League would have to foot the entire bill for Navy League Cadets—and how did it ever expect to pay their officers?

Against these grim warnings, the Northern Alberta branch of the Navy League went ahead anyway.

The corps established in Edmonton in 1953 did not appear likely to last the first year. It had only 35 boys and two officers who paraded once weekly at HMCS *Nonsuch*, the Edmonton naval division, and the old salts who watched them on parade those first Thursday nights shuddered.

Today, the Edmonton Navy League Cadet Corps numbers 200 boys and 17 officers, is the largest in Canada, has

corps had been added to the list.

Originally the Sea Cadets accepted boys of 12 and up. When their training and equipment was accepted as a naval obligation the age requirement was raised to 14 years. The Navy League undertook to meet the needs of the younger group by forming the Navy League Cadets, with the Navy co-operating to the extent of supplying training quarters wherever naval facilities were available.

How the Navy League Cadets function is well described in the following article written by Erik Watt, of *The Edmonton Journal*. Erik Watt served in the RCNVR during the Second World War, his father, Cdr. (SB) E. F. B. Watt, retired only recently after serving in both world wars, and a brother Lt. Robin A. Watt, qualified observer has recently qualified as a pilot and been appointed to *Shearwater*.

won the Alberta proficiency championship two years in a row and, last year, the Dominion trophy, emblematic of national supremacy. What is more, it is producing not only good citizens but also top notch recruits for the Sea Cadet movement.

So popular has the Navy League Cadet movement proven that the Edmonton corps this fall had to turn away 25 potential recruits because it simply could not handle them.

The Navy League Cadet program aims simply at making better citizens of boys in the difficult "between" years.

Their officers are interested primarily in seeing that their boys learn how to be useful, disciplined young citizens, whether or not they decide to go on into the senior cadet body or RCN. The fact that few of these boys do not con-

tinue with Sea Cadets, or that some of the boys will eventually wind up in the Navy, is of secondary importance.

"We leave it entirely up to the boys whether or not they go to Sea Cadets when they reach 14," says Lt. Harold Goldberg, newly-appointed commanding officer of the Edmonton Corps, "but only about two per cent do not. Last year alone 85 cadets joined Sea Cadets from the Navy League corps here."

The boys who do go on are well-trained and well-disciplined in the naval tradition which the Navy League has always encouraged.

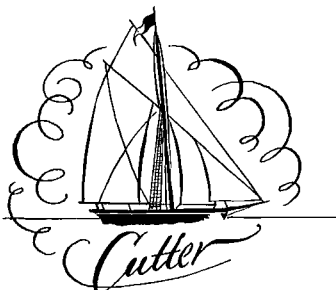
Their syllabus of training includes drill on the parade square—bends and hitches, (rope work, knots and splices), communications, compass and helm, but one of its most important features is the time devoted to citizenship training.

The latter course comprises lectures on the value of good discipline, of the importance of helping others who are in need and of the part even boys can play in making a community a better place to live. That means respecting other people's property, for example, as well as one's own. Once a month, half dozen cadets take a practical course in brotherhood, visiting city hospitals to deliver books and magazines the whole corps has collected for cadets who are patients.

The Navy League provides the uniforms—naval trousers, caps, belts and lanyards, as well as blue shirts and insignia. The RCN provides training space.

Officers are provided with their uniforms, but buy their own greatcoats. They serve without pay, from captain down to sub-lieutenant, but the turnover in officers is as low as in cadets.

Why they're willing to spend their unpaid spare time training boys is obvious. "We're turning out boys who can play a real role in their communities," says one officer. "When you see the rag-tag collection that falls in when each 'new entry' division is formed, and see them again six weeks later, smart and well-behaved, you don't ask yourself if it's been worth the effort. You know it has."



AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Margaree

The strains of "Happy Birthday" rolled through the halls of a Victoria entertainment centre during HMCS Margaree's ship's company dance and first birthday party.

The week before the dance saw the final play-offs for the sports trophy presented to the ships by Mrs. R. E. S. Bidwell on commissioning. Total points at the end of the series showed the Supply and Engineer room A teams tied for first place. Accordingly Leading Seaman Anderson and Leading Seaman Merkyl both had the honour of accepting the trophy on behalf of their teams.

The following are some interesting facts pointed out by Cdr. J. E. Korning, commanding officer, on the occasion of the anniversary of her commissioning:

Margaree has steamed 38,959.4 miles;
Bridge has rolled 520 miles sideways;
Fuel oil used: 32,633.6 barrels;
Correspondence: in, 1,611 pieces; out, 857 pieces;
Meals served: 220,551;
Evenings at home: 162;
Days at sea: 156;
What happened to the other 47?—
W.B.W.

ATLANTIC COMMAND

Sailors and wrens on duty in the Atlantic Command on Christmas Day tucked away something like six tons of turkey, plum pudding and cake, not to mention other "fixings".

The menu for ships and establishments in the Command included: fruit cocktail, consomme, turkey, giblet gravy, sage dressing, cranberry sauce, whipped potatoes, buttered carrots, Brussels sprouts, tossed salad, mixed pickles, plum pudding, rum or hard sauce, Christmas cake, apples, oranges, candy, mixed nuts, grapes, tea, coffee, milk.

It is estimated that 4,000 officers, men and wrens sat down to Navy Christmas dinners. They were duty personnel and single people normally living on board ships and in establishments. The rest ate at home with their families either in Halifax and Dartmouth or as far away as their five-day leave period permitted.

The 4,000 pounds of Christmas cake and an equal amount of plum pudding,



A day at sea in the destroyer-escort HMCS Fraser was enjoyed recently by Naden Wrens. Among them, and seen here by the crest of the destroyer escort, were (from left): Wrens Pat Carol, Lynn Hayes, and E. Marie Broderson. (E-48053)

Ode to the Ontario

During last spring's visit of the Ontario to Australia, a poem in honour of the occasion was written by the Canadian High Commissioner to Australia, T. W. L. MacDermot, and presented to Captain J. C. Littler, commanding officer of the training cruiser. Two words unfamiliar to Canadians occur in the last verse—"waratah" and "wattle". They refer respectively to the state flower of New South Wales and the national flower of Australia.

THE WEEK is full of doings with reunions, calls and food,
Distinguished guests like Judges and MPs,
And gatherings in clubs and homes, with bands on deck to play
The ensign of the Navy takes the breeze.

Ontario in Sydney? Does it seem so very strange?
It isn't really—in the scientific days,
When currents flash from Pole to Pole more quickly than you think,
And atoms fill the sky with dreadful haze.

And yet there is a magic when the silver ship appears
To anchor while the Southern Cross ascends:
It joins the trillium and the waratah, the maple and the wattle
As symbols in the gardenhood of friends.

appropriately decorated, were produced on contract by Halifax and Moncton firms, since the Navy had closed its big bakery at the Central Victualling Depot earlier in 1958.

Officer-in-charge of the CVD, which is part of the Naval Supply Depot operation in Halifax, is Lt. (S) William Faire. He co-ordinated efforts of naval and civilian personnel on his staff in obtaining the traditional Christmas fare.

Leadership School

Three classes were under instruction in the Leadership School throughout the month of November, including No. 48 Officers' Divisional Course, and No. 95 and 96 Petty Officers Leadership Courses.

An important phase of these courses is instruction in land fighting. To give practical application to the principles of this subject, as well as to develop leadership ability, several outdoor projects are assigned to each class. One is a field scheme in which a class acts as a platoon in offence while another is a platoon in defence.

The projects are made as realistic as possible with the use of full field kit and blank ammunition while classes must take objectives by their own initiative under the direction of leaders chosen from among themselves.

Cd. Wtr. Off. Frederick Lucky, relinquished his duties as staff officer administration to become assistant captain's secretary, exchanging appointments with Cd. Wtr. Off. P. J. Obendorf.

HMC Dockyard (Halifax)

The Red Cross realized 580 pints from a blood donor clinic in December for civilian employees of the Dockyard in Halifax.

This was a record contribution since employees of the Magazine and Armament Depot and other bases across the harbour were not included. A separate clinic will be held for them later.

HMCS Cornwallis

The second in the 1958 series of musical shows at Cornwallis, "Music Box" was an unqualified success—in fact, a smash hit. Star singer Jean Marshall, from Halifax, gave an inspiring performance backed by the Cornwallis Band.

The opening number on the themes of "Home Town Band," and "76 Trombones" saw Miss Marshall backed by an outstanding male chorus of band's



CPO Erland Grant, a gunnery instructor at Stadacona, checks a toy burp gun during a Navy shopping spree in which \$6,000 worth of toys were bought for Santa to give to Navy children and underprivileged youngsters in the Halifax area. Five mammoth parties were to take place in the RCN Barracks in Halifax in the week of December 15 for 4,500 children. (HS-54851)



Wren Doreen Whittle tries to decide what dolls to buy for Santa to give 4,500 naval children and underprivileged youngsters in the Halifax area. (HS-54850)

people. Other numbers featuring Miss Marshall in songs from the shows.

"Stormy Weather" was a production number with excellent lighting and sound effects.

The band excelled itself in "Song of India", which was made into a magical

trip of mystic melody to the Orient with a return ticket via Basin Street, New Orleans. Listeners were also enchanted by the rendition of "Gigi".

"Around the World in 80 Days" saw the whole band singing in an unusual treatment of this popular favourite.

Chaplain W. B. Taylor was master of ceremonies and had an audience with him throughout.

As well as looking after the musical end of things, the band handled its own staging, lighting, and effects—no easy task in the present accommodation.

Sixth Submarine Squadron

On November 16, a foggy Sunday morning, there was an unusual sight in the East River as the submarines *Ambush* (Lt.-Cdr. P. F. B. Roe), *Alderney* (Lt.-Cdr. R. A. Hedgcock) and *Alcide* (Lt.-Cdr. J. H. Blacklock), arrived from their base in Halifax and secured alongside at Brooklyn Navy Yard. The Sixth Submarine Squadron was beginning a well-earned recreational visit to New York.

The next few days were a whirl of sight-seeing, dances, shows and parties. The United States Navy and British Consul General had arranged sight-seeing times of the United Nations Building, Rockefeller Plaza, Hayden Planetarium, Radio City and of course the Empire State Building. The submariners were the first people in 29 years to be given a free visit to the top of the Empire State Building.

The destroyer, USS *Brownson*, which was host ship to the squadron, was also celebrating its 13th birthday and many from the ships' companies of the submarines were invited to their dance. Clubs and organizations in New York threw open their doors to the squadron.

Many took the opportunity to do their Christmas shopping. The PX did a roaring trade with the sailors, and Fifth Avenue and Times Square were treated to the sight of Jack ashore.

Sporting events were arranged and the squadron beat RMS *Queen Elizabeth* 6-1 at soccer and the New York Rugby Football Club 6-3.

The visit continued for a week for the *Ambush* and *Alderney*, though the *Alcide* had to depart for exercises after only three days. The pace was fast and when the squadron sailed on November 23 for Halifax and the frozen North, many were glad to get to sea for a rest, but nevertheless took away memories of one of the best weeks of the commission.

NAVAL DIVISIONS

HMCS York

York has a new executive officer, in the person of Commander Richard Bunyard. The appointment took effect on November 15 when Cdr. Wilfred Houghton, former executive officer was appointed as commanding officer of HMCS *Star*, the Hamilton naval division.

On leaving York Cdr. Houghton threw out the challenge that no matter what the competition, *Star* would oblige York with a contender. Cdr. Houghton was presented on his departure with a silver tray and a pewter mug; Mrs. Houghton received a bouquet of roses.

The new XO, Cdr. Bunyard, has been closely associated with the Navy since 1938. Born in England, he joined the Royal Naval Volunteer Reserve in 1938.

During the war, he was serving aboard the Royal Navy destroyer HMS *Wakeful* when she was sunk during the evacuation of Dunkirk in 1940. He joined the Fleet Air Arm in 1941 and was appointed to Canada in 1942. At Dartmouth, Nova Scotia, he served as First Lieutenant and Senior Pilot in HMS *Seaborn*.

Cdr. Bunyard came to Canada soon after demobilization in 1946 and transferred to the Royal Canadian Navy (Reserve) retired list in 1948. Joining the Active Reserve in 1949, he was appointed commanding officer of York's air squadron in 1953 on its formation. This was the first reserve air squadron in Canada, and Cdr. Bunyard remained as its commanding officer until 1955, when he was appointed training commander at York.

Cdr. Bunyard is married, has two children and is employed by the Robert Simpson Co.

HMCS Catarqui

Tenant of quarters on Kingston's downtown Wellington Street since 1943, HMCS *Catarqui* will move into new divisional headquarters this coming summer.

ALCIDE RETURNS TO U.K.

Her Majesty's Submarine *Alcide*, which has served in the Royal Navy's Sixth Submarine Squadron at Halifax since July, 1957, terminated her Canadian commission December 1 on departure for England. The crossing took 10 days.

The 280-foot, 1,120-ton *Alcide* thus wound up her third period of service in Canada. The boat will join the Fifth Submarine Squadron at Fort Blockhouse, Portsmouth, England.

Lt.-Cdr. J. H. (Ginger) Blacklock, of Downterry, Cornwall, said on behalf of his 68 officers and men:

"We have had an enjoyable time in Halifax.

"The football has been fascinating, although we haven't been able to understand it very well. I would like to express my thanks to the people of

The new two-storey building, modelled on the naval division prototype, HMCS *Queen*, Regina, has been under construction since last spring on its site overlooking the Catarqui River.

HMCS Montcalm

Since the beginning of winter activities, the officers and men of the Quebec City naval division have been receiving each month a small newsletter, published in French and English under the direction of Lt. Jacques Labrie.

This publication, still quite modest but greatly appreciated by everyone, gives all the *Montcalm* news for the month. Since then, Sub-Lt. Raymond Cauchon, gunnery officer, is seen wearing a big smile as he publishes in advance the parade state for the monthly ceremonials.

Six newly-promoted sub-lieutenants from the UNTD have joined the various departments since September. As for the UNTD itself, it has been particularly active, with many and varied weekly activities, regular training nights and inter-service sports meets.

The new commanding officer of HMCS *D'Iberville* took up his appointment at the beginning of the training season. Cdr. (S) J. Leo Neveu, formerly on an exchange appointment with the USN and stationed at the Supply Depot, San Diego, California, relieved Cdr. T. S. R. Peacock, who has retired from the service.

A few weeks after his arrival, the new captain honoured *Montcalm* by inspecting the ship's company during ceremonial drill night.

Halifax for being so kind to me, my officers and men during this commission."

The *Alcide* sailed with only one Canadian embarked. He intends to take his discharge and settle in England.

One trophy the submariners treasure is a photograph taken through a periscope just as several of the *Alcide*'s practice torpedoes ran underneath the hull of the *Bonaventure* during exercises at sea.

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, said in a farewell message:

"I am most grateful for the untiring and excellent services *Alcide* has provided whilst under my command. You all have every reason to be proud of your contribution to our A/S effort.

"Bon Voyage and a Happy Christmas to you all."

HEROISM OR SHEER FANATICISM?

Kamikaze Philosophy Hard for Western Mind to Grasp

"In blossom today, then scattered;
Life is so like a delicate flower.
How can one expect the fragrance
to last forever?"

SUCH WAS the philosophy expressed by Vice-Admiral Takijiro Ohnishi, the man who ordered the operations of Japan's Kamikaze Special Attack Force during the Second World War.

It may seem like a poetical expression of macabre proportions, but many aspects of "The Divine Wind", a first-hand story of kamikaze operations, bear out Admiral Ohnishi's thoughts on the matter.

It is hard for the western mind to accommodate itself to the attitude of these young Japanese pilots who voluntarily threw their lives away in an attempt to cripple the might of the U.S. Navy as it spearheaded the defeat of Japan.

In some ways, the Japanese authors of the book, both of whom served as staff officers with the kamikaze force, seem hard put themselves to accept what happened in the minds of the pilots of this corps. Yet, throughout

Canadian Coxswain Rights 'Old Glory'

The following is an extract from the report of proceedings of HMCS *Outre-mer* for the month of October, 1958:

"Thursday, October 31, was lightened by one amusing note. Just ahead of the ship's berth at San Juan (Puerto Rico), a flag pole rose above the palm trees which surround the U.S. Army Pharmaceutical Institute. On this sunny morning, it was noticed that the 'Stars and Stripes' were flying in the breeze, upside down.

"It was subsequently decided to dispatch the ship's coxswain to enquire as to whether the establishment was in distress. On his way, he encountered a U.S. Marine sergeant in a jeep, who had been sent on the same mission from USS *Donner*, secured astern of the (Seventh Canadian Escort) Squadron.

"The two joined forces and made their way to an open door, finding a solitary army nurse in attendance, the remainder of the complement being on leave. Her only reported comment on being told was a whispered 'Oh dear!'

"According to the coxswain, he then hauled down 'Old Glory' and rehoisted it right side up with the Marine sergeant standing a few paces back and smartly at the salute during the ceremony."

BOOKS for the SAILOR

their story, the reader can sense the samurai code of bushido which placed the willingness to die high among the attributes of the fighting man.

The kamikaze operations were not without their critics in Japan and the

THE PRICE OF MUTINY

USING as a background the period of the Napoleonic wars and the mutinies of Spithead and the Nore, this spirited novel introduces the reader to a set of interesting characters and a fictitious but representative ship, HMS *Regenerate*, a frigate of 38 guns.

Justifiably, the author, the late Frank Tilsley, was fascinated by the efficient and moderate manner in which the mutinies were planned. Although the *Regenerate* is absent in the Mediterranean when they break out in the fleet, their courses may be followed in the microcosm of the ship where they develop, come to flower and fade through the labours of the Welshman Evans and particularly those of Vizard, a man of striking and authoritative character.

Perhaps it is in the picturing of tensions that the author is most successful, and there are many in this book. In the broader sense there is the conflict of oppressed men against their superiors and the war of patriotic men against the common enemy; in the narrower, there is the feud between the Captain and the First Lieutenant, Scott-Padget, and the struggle for manhood of the ex-wastrel and fop, Stanhope, as symbolized first in his admiration of and finally in his disillusionment with Vizard.

Evil genius of the ship is the youthful First Lieutenant, the sadistic and megalomaniac Scott-Padget. Resenting the fact that he is himself not in command, he strikes back at the Captain by seeing to it that the latter's son, who is a midshipman in the ship, is given daily beatings. This is the one vulnerable point in the Captain's au-

thority. He cannot move to shield his son lest he be accused of favouritism. Until he can have the boy transferred to another ship he has to take care not to offend his inferior. When this is accomplished, however, he is able to humiliate his rival, after which he retains the upper hand until he is wounded in battle and the other, unhappily for the ship's company, takes temporary command.

Brilliant, insecure and hence distrustful, intuitive and bound up in his own arrogant ego, Scott-Padget is as much a sharp caricature of an officer of his time as he is a human being. In the portrait, however, of that honest but unlucky man, the Captain, there is quiet but unmistakable strength.

In his picture of the brutalities practised in the name of discipline, the author does not spare the reader. In a subtle way, however, he relates these

book devotes a chapter to the controversy. The last chapter, however, is a touching display of the belief in their mission expressed by the young pilots in their last letters home.

A Japanese proverb best sums up the story of "The Divine Wind".

"Life is as the weight of a feather compared to ones duty."—R.A.V.J.

THE DIVINE WIND, by Rikihel Inoguchi, Tadashi Nakajima and Roger Pineau; published by the United States Naval Institute, Annapolis, Maryland; 240 pages, illustrated; \$4.50.

Pretty Good —Not Perfect

One of the destroyer escorts which arrived back from the Med December 15 was rewarded with a "Very nicely done" after a difficult berth was made in the dockyard.

A day later, a message came from the ship, rather shamefacedly admitting that the destroyer escort broke a scuttle in the ship to which it had been busy securing.

The reply from the Flag acknowledged the accident thus:

"YOUR 161415Z X 1 CORINTHIANS: 13 VERSE 12X."

(The Biblical passage says, in part, "For now we see through a glass, darkly; but then face to face . . .")

cruelties to the psychopathic person of Scott-Padget as he struts the deck with his rope's end, while turning upon them the disapproval of more representatively naval figures such as the Admiral and the bluff Captain. Whether this conveys a true picture is open to question, but their declaration for moderation gives an excitingly modern tinge to the story.

All the principal characters come to violent ends, all save the Captain and a woman snatched from a captured enemy vessel, who has restored him to life and hope, but their end is perhaps the saddest for, once ashore, they fall speedily out of love with one another. The only real winners are, as Vizard is aware, the crowds of unsung men in the fleet. They were "on one side of the fence, we are on the other . . . They've everything to gain," he muses. "We've everything to lose."

The closing-in of inexorable doom and Vizard's first acceptance of what he knows must be an end of the scaffold, makes almost for Greek drama in its sense of stark fatality and terror.

If there is a lesson here it seems to be that revolt against authority must sometimes be undertaken, yet, however, strongly one is driven toward it or whatever the justice of one's cause, it cannot be carried through with impunity. Those who further it must be

sacrificed as a sop to save the faces of the gods they have overthrown.

This novel misses opportunities to be a great one. But it is a rousing story and it holds the interest up to its exciting and moving last page.—C.H.B.

MUTINY, by Frank Tilsley. With a foreword by Vincent Tilsley. Eyre and Spottiswoode, London, 1958; Canadian representatives: McClelland & Stewart, Ltd., Toronto; \$3.00.

LOVE STORY

"THE DUCHESS" is a first-hand account of an "eternal triangle", a happy one for all three parties as long as it lasted. The title refers to the Finnish four-masted barque *Herzogin Cecilie* (that is "Duchess Cecilie") and it is written by the wife of her last captain. Fru Pamela Eriksson is a daughter of an English noble family and a better seaman than thousands who have signed ships' articles. The value of her book is that it is an eyewitness story of the barque's last voyage in the declining years of commercial sail, and of her stranding.

The book will not be to the taste of some men (sailors' wives might enjoy it more) because its main theme is the author's relationship to the captain and his ship and written by one to whom

the whole business is a precious and vivid memory, still joyous and painful in spite of the lapse of over twenty years.

The *Herzogin Cecilie* was a celebrated ship in her day, and has a considerable literature. "Tall Ships Pass" by W. L. A. Derby, published by Jonathan Cape in London in 1937, devotes about half its space to her. It was almost complete when she was wrecked and publication was held up so that her last days could be recorded. It contains full particulars and drawings for the convenience of model builders and Fru Eriksson recommends it in her book. Unfortunately it is not common and the National Library could only find one copy in Canada. "Sail Training and Cadet Ships" by H. A. Underhill (Brown, Son & Ferguson, Ltd., Glasgow 1956) is still in print, but the National Library can only find two copies of it in Canadian libraries. The material has been published but is hard to find. If you want to learn about the wreck and attempted salvage of the *Herzogin Cecilie*, "The Duchess" provides an opportunity.—PhCh.

THE DUCHESS; *The Life and Death of HERZOGIN CECILIE* by Pamela Eriksson, London, Secker & Warburg; Toronto, British Book Service, 1958; 247 pages, 17 plates; \$4.50.

A Tribute to HMCS Shearwater

IT SEEMS only yesterday that the air station at Eastern Passage, which had been under control of the Royal Canadian Air Force, was taken over by the Royal Canadian Navy. Yet a decade has passed since what has become the largest naval shore establishment in this country, was commissioned HMCS *Shearwater*.

In ten years the name has become a familiar and, indeed, an exciting one to Nova Scotians. Here is based the naval air might of the RCN. Here may be found steadily expanding facilities, from hangars, workshops, schools, administration buildings and barracks, to the recently opened 9,000-foot airstrip, which is capable of handling anything in the air today and aircraft that might be devised in the foreseeable future. In 1948, some 800 Navy personnel were stationed at *Shearwater*. Today it is the home of 2,800 servicemen and it employs about 700 civilians.

The Eastern Passage site has had a long association with naval aircraft. In the closing years of World War I, a young American officer named Byrd, piloted flimsy seaplanes on patrol duty from a base established and staffed by the United States Navy. Long afterwards, Admiral Byrd was to win undying fame for his aerial explorations in the Antarctic.

By 1924, with renewed interest in military aviation, the RCAF established a station at Eastern Pas-

sage. In 1940, planes of the Royal Navy Fleet Air Arm began to operate from the base. After the war, when the Royal Navy departed, the RCN took over part of the establishment, along with some of the original Swordfish aircraft. Then, in 1948, upon the departure of the RCAF, *Shearwater* came into being—a truly naval air station.

Canada's "Navy Town" was officially recognized by Federal Government postal officials in 1955 when it was announced that an independent post office had been set up to receive mail addressed "Shearwater, Nova Scotia". Prior to that time, all mail was handled through the Dartmouth Post Office. Appropriately, the streets bear such names as Avenger, Seafury, Barracuda, Albacore, Firefly and Harvard.

One may be certain that this thriving, independent community will increase in size and importance, geared as it is to the ever expanding role of the Royal Canadian Navy in the NATO defence partnership. On its tenth birthday, *Shearwater* has much to be proud of—from its helicopter-equipped units which have taken part in so many dramatic search and rescue operations on the North Atlantic, to its athletic teams which have won national fame.

—An editorial in the Halifax Chronicle-Herald on December 6, 1958—

THE NAVY PLAYS

Boxing Group Holds School

The newly-formed RCN Boxing Association in the Atlantic Command held a referee and judging school at *Stadacona* December 15-18. More than a score of candidates from ships and establishments attended.

The school was one of the Association's moves to tighten up boxing in the Atlantic Command and to insure proper Amateur Athletic Union officiating in establishment and Command boxing competitions.

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, is president of the RCNBA. A constitution was prepared for distribution in January.

Three Navy representatives attended a boxing, coaching and judging clinic run by the Army at Camp Gagetown, December 1 to 6. The naval candidates were CPO Bob Cole, *Cornwallis*, PO Mohammed Shah, *Shearwater*, and CPO Joe Carisse, *Stadacona*.

Conducting the clinic at *Stadacona* was Cd. Boatswain John Hancock, a prominent Ontario amateur before joining the Navy in 1936, who campaigned for the service successfully until 1942. Ever since then, as a PT instructor, he has taught and coached Navy fighters.

Assisting him in the clinic was Lt.-Cdr. (E) Frank Mackintosh, a colourful Navy campaigner of the '30s and vigorous supporter of the manly art, and Lt.-Cdr. Bill Robinson, a former overseas welter champ, who is Command Physical and Recreational Training Officer and chairman of the RCNBA executive committee.

Kennel Club Prospering

When Lt.-Cdr. B. M. "Budd" Kidd, *Shearwater's* P&RT officer, was commissioned to reorganize the sporting and recreational activities in *Shearwater* during the summer of 1947, some significant changes occurred.

From a variety of different groups and interests there was drafted an orderly layout of organizations, existing and proposed, covering a wide range of activities.

PO Thomas J. Ireland was nominated to organize one of the new ventures—a kennel club for *Shearwater*. Officers elected at a meeting last January were:



Winding up a sailing season which began June 8 and included 70 individual races, the Royal Canadian Navy Sailing Association (Hamilton branch) concluded their late season "frost-bite" series on Hamilton harbour November 23. Hiking well out as their naval dinghy heels to the bay's chilly winds are Lt. L. E. McDowell, of HMCS *Star* and his crewmate, Jim Durrant. Winner of the "frost-bite" series of 12 races was Lt. Robin Leckie, *Patriot*, and runner-up was Lt.-Cdr. Bob Wilson, *Star*, (COND-5003)

president, Lt.-Cdr. Andrew McMillin; vice-president, Mrs. Coleen Hague; secretary, PO Thomas J. Ireland; treasurer, Mrs. Marion Guthrie, and directors, Mrs. Jean Archer, Ldg. Sea. Ken Brearley and Lt. John Hobbs.

Mrs. Archer was replaced by CPO Ron Sutherland when she went to Scotland for two years and these officers formed the first executive for the club. Loans from the ship's fund enabled successful *Sanction* and *Point* shows to be put on in the first year.

The general aim of the club is to collect and dispense knowledge of pure-bred dogs for the benefit of dog lovers and to help protect and capitalize on the considerable investment that many have in their dogs.

It is intended to start a junior section as soon as possible for the younger set from eight to 19 years of age.

The club has 29 charter members and later additions bring the total to 38, although drafting has had its effects from time to time.

With a nucleus of Canadian Kennel Club members, the club is composed mainly of enthusiasts who are just starting in dogs and would like to know more about them. They find as a rule that, like most other things, there is more to it than meets the eye.

The club is taking its place in the Nova Scotia scheme of things and there is no reason why it should not go on to a bigger and better program in 1959.—T.J.I.

THE BULLETIN BOARD

Hospital Plan Applies Overseas

Dependents of members of the regular armed forces serving outside of Canada have been provided with their own hospital insurance plan, effective January 1. The new plan applies only to dependants who are residing outside of Canada and who are thus ineligible for any of the provincial schemes coming into effect at the beginning of the year.

Announced in Cangen 248/58, the hospital plan applies to dependants abroad unless the member is contributing to another group hospital insurance plan which provides services similar to those of the Ontario Hospital Insurance plan. It also applies to personnel serving in countries where a national health hospital plan is in force (the United Kingdom, for example), with the same exception.

The monthly rate of the contribution is \$2.10 for one dependant and \$3.40 for two or more dependants.

The plan provides for the reimbursement of charges incurred in civilian hospitals to the same extent as under the Ontario plan and charges for hospital care in Canadian service hospitals will be paid by the plan.

Charges for hospital care in hospitals of other armed forces that provide service to Canadian forces will be paid in accordance with QRCN 34.146, the message says. This article lists the rates payable by a member of medical care of dependants in military hospitals abroad.

In order that there will be no break in coverage, limited extended benefits on return to Canada are provided.

Children under 19 years of age and children 19 years of age or over, who are physically or mentally infirm, are covered by the plan. Other children 19 years or over but under 21 are covered on payment of an additional monthly premium of \$2.10.

The Associated Medical Services, which offer an in-hospital medical plan under their Plan 4, with or without supplementary hospital benefits (which include high-priced ward accommodation) have stated that they consider the out-side-of-Canada hospital plan to be in the same category as a provincial plan.

Subscribers to Plan 4 must therefore participate in the plan.

Early in December the Maritime Hospital Service Association, with headquarters in Moncton, New Brunswick, announced changes in Armed Forces Cross-Blue Shield contract benefits and premium rates, effective January 1.

The rates vary from province to province and are governed by the place of residence of the subscriber's dependants. The rates are highest for residents of New Brunswick and Prince Edward Island, lowest for residents of Newfoundland.

New Brunswick rates apply in the case of residents of Quebec and outside Canada, and Nova Scotia rates for residents of province other than the Maritimes or Quebec.

Naval personnel subscribing to the Maritime Hospital Service Association plan can find the details in Cangen 265/58, despatched by Naval Headquarters on December 5.

Educational Test Changes Listed

Several changes in naval educational tests, forecast in earlier messages, were announced by Naval Headquarters in early January.

The Basic Education Tests (BET) in arithmetic and English were scheduled for abolition on February 1.

The Canadian Intermediate Education Tests (CIET) have been re-named "Naval Junior Matriculation Examinations" (NJME), a name that is closer to the civilian equivalent. There will be no change in the syllabus or examinations for the present.

The Canadian Higher Education Tests (CHET) in all subjects will be abolished on November 1, 1959. They will be replaced by a voluntary Naval Adult Education Program, open to both officers and men.

History Essay Deadline Near

Midshipmen and cadets of the Royal Canadian Navy are reminded of the annual Navy League Naval History Prize, for which entries must be in the hands of the Naval Secretary, for the Director of Naval Education, by March 1.

Awards of books worth \$50 and \$25 respectively are given for the first and second prize essays and a book on a naval subject is given for each of the seven next essays.

Details of the contest are to be found in General Order 210.00/11.



An engraved lighter is presented to Ord. Sea. Gary Domstad by Cdr. A. B. C. German, commanding officer of HMCS Sioux, for attaining the highest standard of seamanship among ordinary seamen undergoing their first sea training in the destroyer escort sailing out of Halifax. (HS-55317)

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.

ALLEN, Cecil F.LSAA1

BAXTER, RobertLSRT3
 BEAM, Bruce M.LSQM1
 BEAVER, Kenneth J.P1CV3
 BERAKOS, Norman F.LSAC2
 BLAIR, James E.P2TD3
 BROUSSEAU, Rene G.P2EF3
 BROWN, Lloyd E.P2EF3
 BURTON, Desmond W.LSAM2

CALLAGHAN, Ronald F.LSBA2
 CAMPBELL, Robert H.LSQM1
 CAVANAGH, John C.P2AC2
 CHALLINOR, AnthonyP2RA3
 COCHRANE, Channing B.LSAF2
 COCKRILL, Donald V.P2EM2
 COOPER, William J.LSAP2
 COYLE, Louis D.C2CV3

DAWE, James B.LSCR1
 DEEN, Leonard E.LSTD1
 DEGEN, William E.C2CV3
 DELISLE, David J.P1EM4
 DERKSEN, HenryLSTD2
 DOAK, Keith W.LSTD2
 DUGAS, Jean-PaulLSQM1
 DUNBAR, Grant H.P1EF4
 DUNNETT, James D.LSCR1

FAWCETT, Ronald N.LSMO2

GALLANT, Alban J.LSBA2
 GOOD, Jack W.LSCV1
 GOODERHAM, Ross C.LSQM2
 GRAVELLE, David E.P1EF4
 GREENWOOD, Charles H.P2EM2

HAINES, Harold J.C2CR3
 HARRI, William A.LSAF1
 HOUGHTON, Shirley M.WLME2
 HUFF, Donald W.LSCR1

JENNINGS, Garrison F.P1EF4
 JOHANSON, Bertie J.LSRT2

KOSTUK, Daniel L.P1CR3
 KILEY, Wilfred L.LSQR1
 KULICKI, JohnLSRT2

LAROSE, Barry D.LSCR1
 LARSON, Maurice J.LSQM1
 LEAL, James G.LSEM1
 LEES, Raymond D.P2TA3
 LISTON, Walter W.P1EF4
 LLOYD, Carl P.P2CS3
 LLOYD, Robert J.LSEM1
 LOGAN, Malcolm T.LSCR1
 LOWE, Michael J.P2OM3

MADORE, William C.LSCR1
 MAHEUD, Raymond L.LSAP2
 MALONE, Radford S.LSAA1
 MANN, John D.P2RT3
 MORRISON, Richard F.LSQR2

MORTLOCK, Georges J.P2EM2
 MORTON, Clifford C.LSCV1
 MURRAY, Alexander T.C2CR3
 McALONEY, Hazen I.C2CV3
 McCALLUM, Alan R.LSEM1
 McCARRON, James W.LSLR1
 McGUIGAN, Bernard E.LSPR2
 McKINNEY, William J.P2AO2
 McLEAN, Douglas A.LSCV1
 MacKAY, Angus D.C2CR3
 MacNEIL, Robert J.LSEM1

NEIL, Archibald H.LSRA2
 NEILL, Robert H.LSTD1

PEDEN, Alexander G.LSED3

ROSLUND, Donald S.LSCR1
 REVEGE, Harry J.PIEM4
 ROUSSEAU, Real J.LSEM1

SCHAUER, Ralph A.LSEM1

SEYMOUR, Sidney R.LSEM1
 SHEALS, Stephen J.LSCV1
 SHUFELT, Keith S.P1CV3
 SLUMAN, Robert C.LSCR1
 STEBNER, Harvey W.LSCR1
 STEELE, Brent J.LSAP2
 STIPKALA, John B.P1CV3
 SYMONS, Robert W.P1CV3

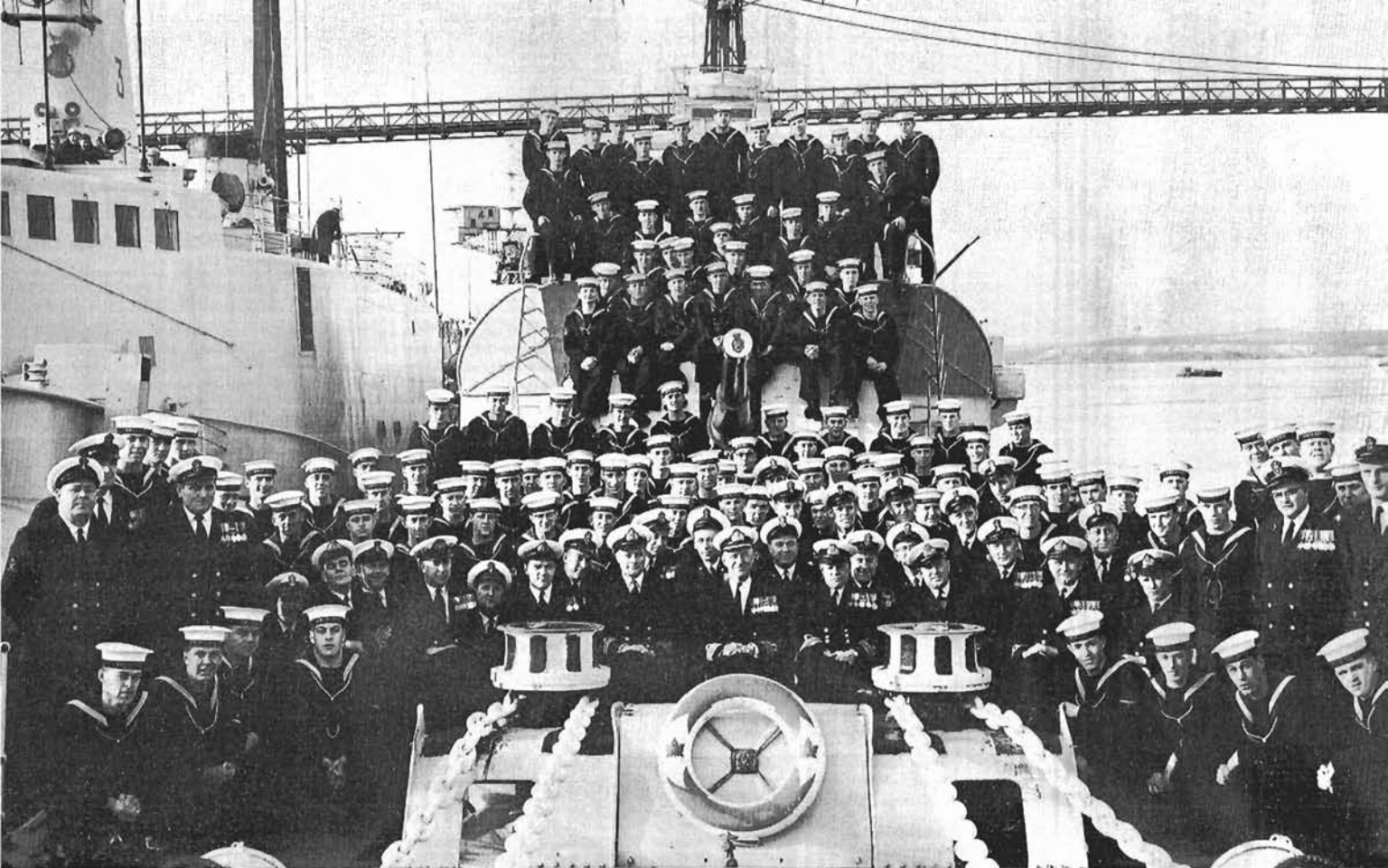
TETREAULT, Jean-Claude J. ..LSCV1
 TRACY, Edward P.P2CV2
 TURNER, Kenneth G.LSCV1

VAN EK, Hendrik P.LSEM1
 VENNALL, Charles E.P2CR2
 VERHAEGHE, Laurent C.LSCR1

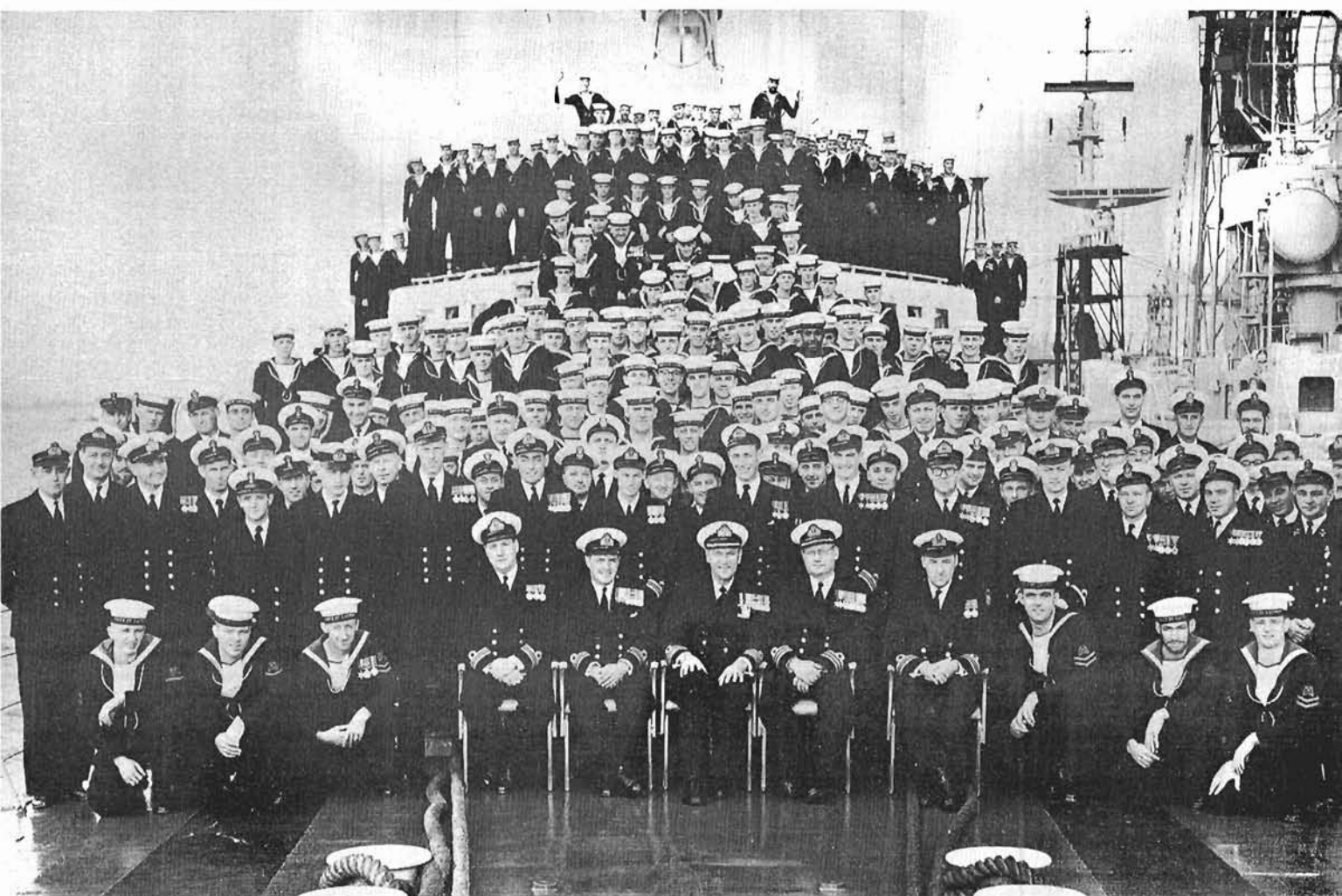
WARD, John L.LSRA2
 WASS, Kenneth R.LSRA2
 WHALEY, RonaldLSTD1
 WHITMAN, Ira M.LSVS1
 WHITTAKER, James A.LSEF2



The pause that (brrrr) refreshes is inadvertently portrayed by a new entry seaman at Cornwallis as he fails to negotiate the famous pontoon bridge that lies along the route of the obstacle course. The water temperature was 34 degrees and it may have been this that kept the sailor-in-training cool enough to rescue his rifle, which went under with him.

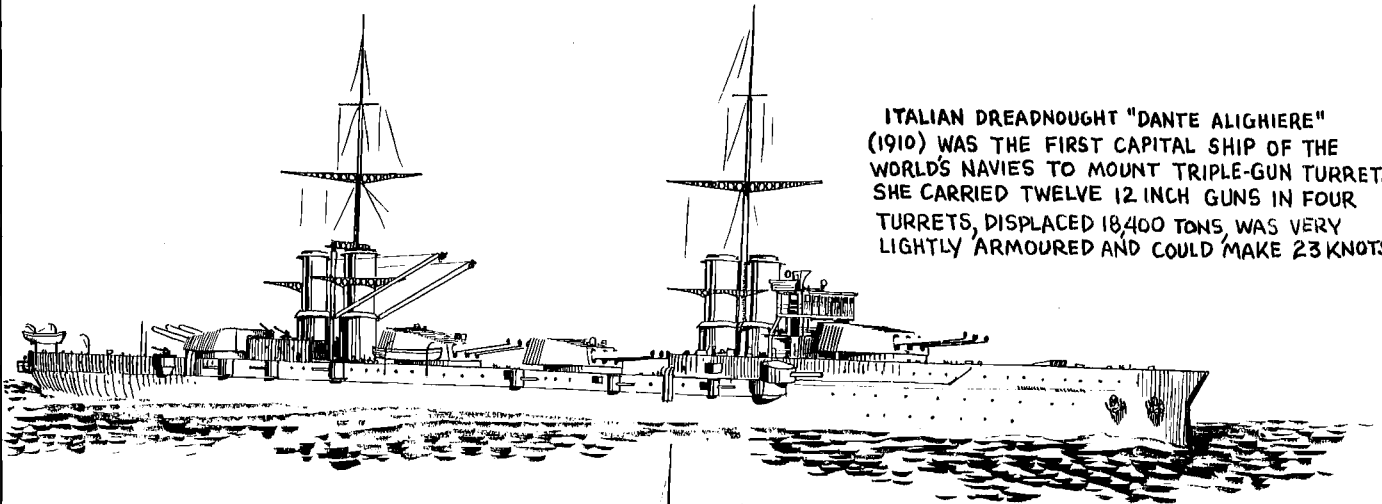


Two family portraits, taken thousands of miles apart, are presented here. The ship's company of HMCS Sioux posed for theirs with the Angus Macdonald bridge at Halifax in the background. Officers and men of HMCS St. Laurent were photographed on board their ship at Toulon, France, during autumn exercises in the Mediterranean. (HS-55318; BN-4525)

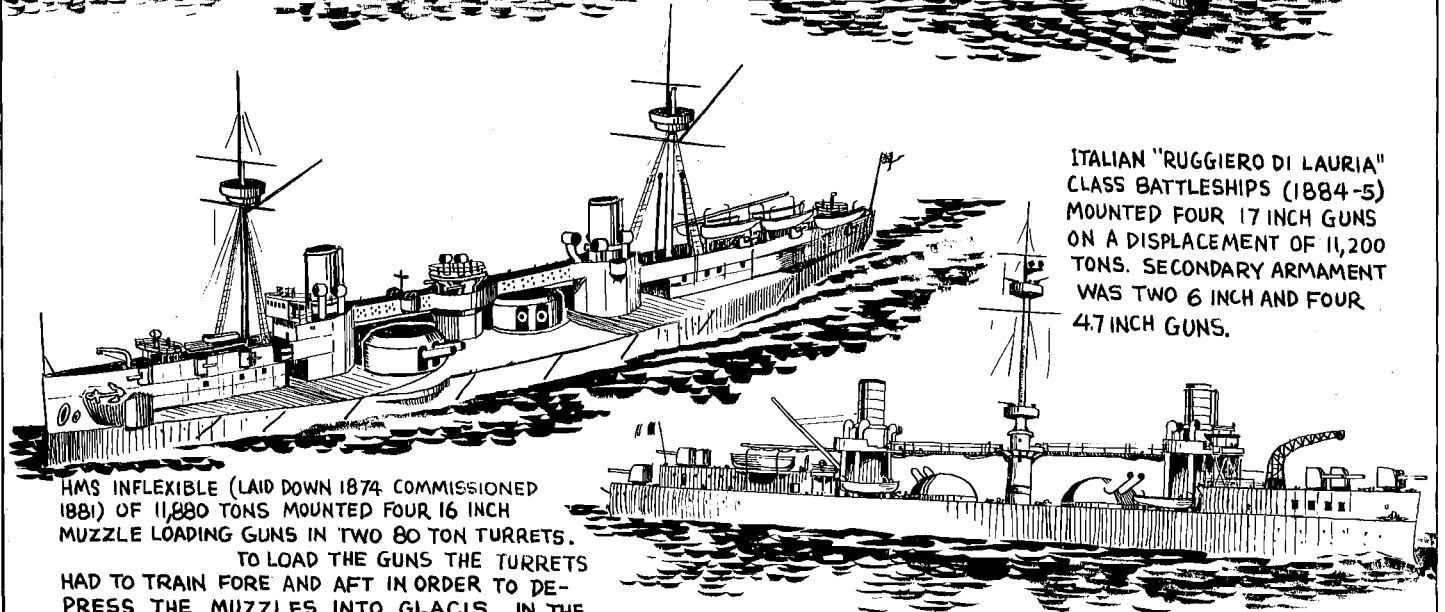


Naval Lore Corner

Number 67
ARMAMENT NOTES



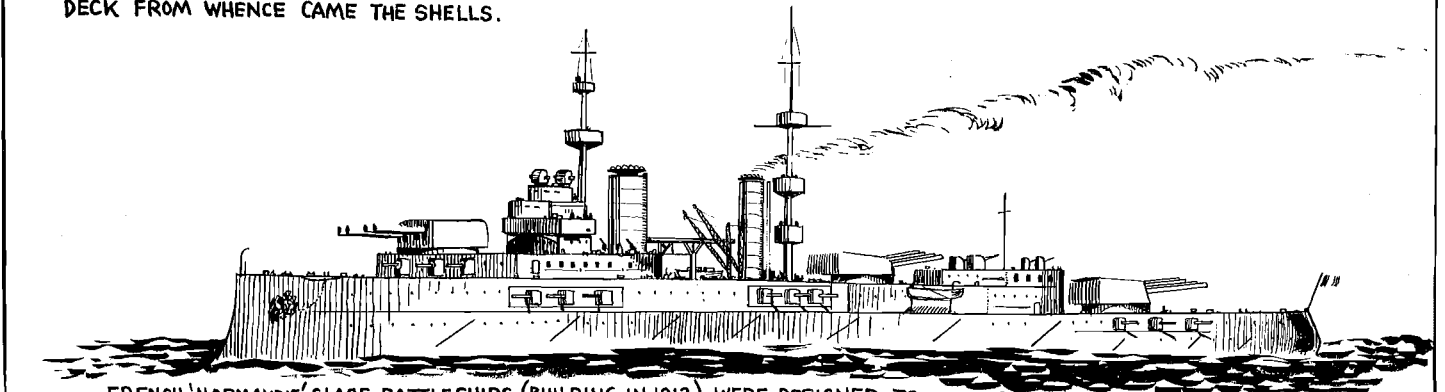
ITALIAN DREADNOUGHT "DANTE ALIGHIERE" (1910) WAS THE FIRST CAPITAL SHIP OF THE WORLD'S NAVIES TO MOUNT TRIPLE-GUN TURRETS. SHE CARRIED TWELVE 12 INCH GUNS IN FOUR TURRETS, DISPLACED 18,400 TONS, WAS VERY LIGHTLY ARMOURD AND COULD MAKE 23 KNOTS.



ITALIAN "RUGGIERO DI LAURIA" CLASS BATTLESHIPS (1884-5) MOUNTED FOUR 17 INCH GUNS ON A DISPLACEMENT OF 11,200 TONS. SECONDARY ARMAMENT WAS TWO 6 INCH AND FOUR 4.7 INCH GUNS.

HMS INFLEXIBLE (LAID DOWN 1874 COMMISSIONED 1881) OF 11,880 TONS MOUNTED FOUR 16 INCH MUZZLE LOADING GUNS IN TWO 80 TON TURRETS.

TO LOAD THE GUNS THE TURRETS HAD TO TRAIN FORE AND AFT IN ORDER TO DEPRESS THE MUZZLES INTO GLACIS IN THE DECK FROM WHENCE CAME THE SHELLS.



FRENCH 'NORMANDIE' CLASS BATTLESHIPS (BUILDING IN 1913) WERE DESIGNED TO MOUNT QUADRUPLE TURRETS - THE FIRST OF THEIR KIND - (TWELVE 13.4 INCH GUNS). THEY WERE TO HAVE DISPLACED 25,887 TONS BUT WERE CANCELLED. ONE, HOWEVER, THE "BEARN" WAS COMPLETED AS AN AIRCRAFT CARRIER.

The Queen's Printer
OTTAWA

If undelivered return to:

The Queen's Printer, Ottawa, Canada

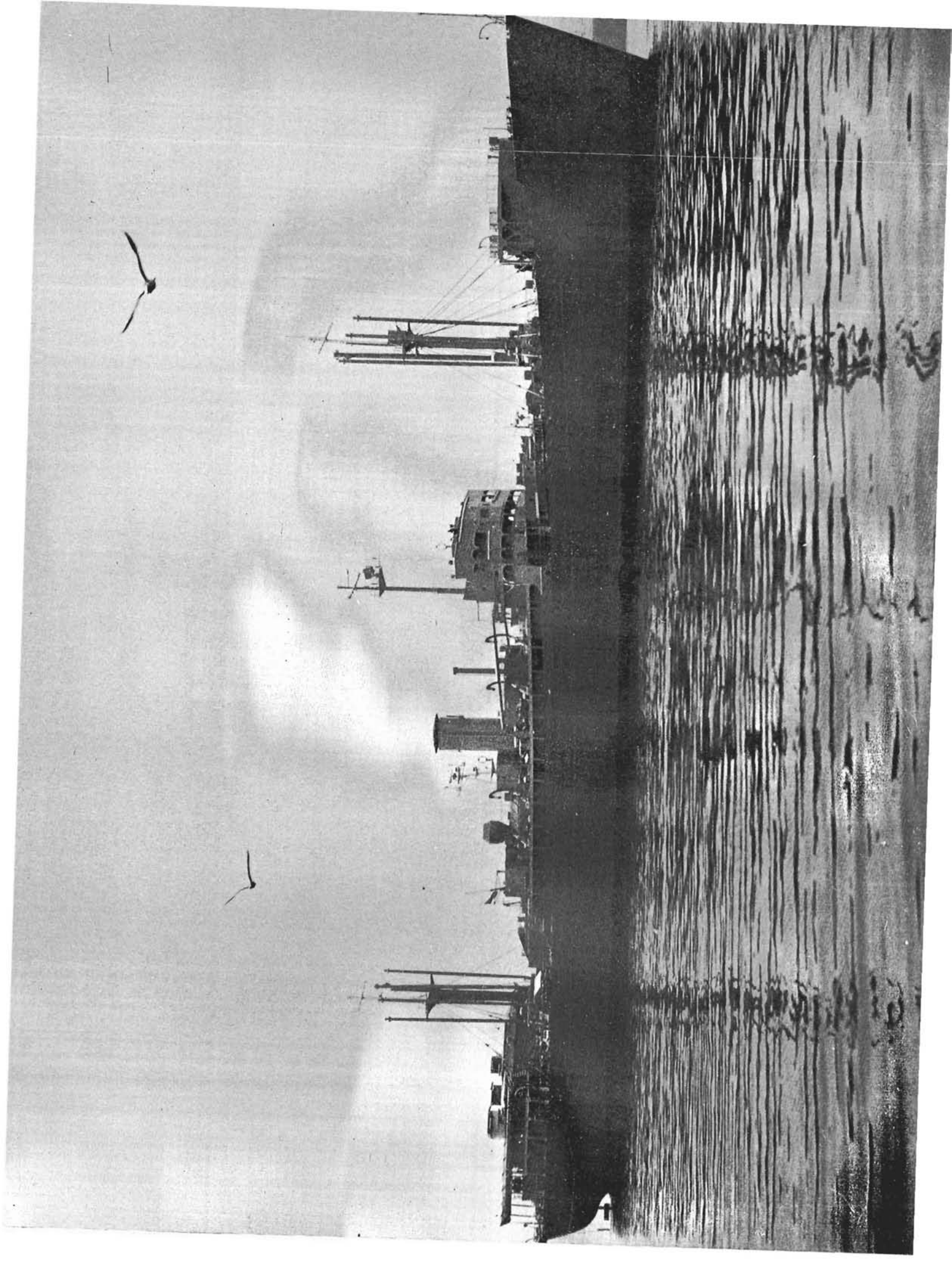
En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada



BROWSNEST





The CROWSNEST

Vol. 11 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY, 1959

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Bonaventure-by-the-Beach</i>	5
<i>Odd Craft Studies Cavitation</i>	8
<i>Officers and Men</i>	9
<i>A Visit to Ioanna</i>	13
<i>Ship Models</i>	14
<i>The New Life Raft—How Good?</i>	16
<i>Afloat and Ashore</i>	17
<i>Sea Cadet Program for U.S.</i>	21
<i>Brockville's Long Voyage</i>	22
<i>Books for the Sailor</i>	23
<i>The Navy Plays</i>	25
<i>Lower Deck Promotions</i>	27
<i>Weddings and Births</i>	27
<i>Naval Lore Corner No. 68</i>	<i>Inside Back Cover</i>

LADY OF THE MONTH

The ample lady shown on the opposite page has now served in three navies. She is the Royal Canadian Navy's first mobile repair vessel, HMCS *Cape Scott*, commissioned at Halifax on January 28. Built in Vancouver, B.C., and launched in 1944, she served in the Royal Navy as the *Beachy Head* until 1947, when she was lent to the Royal Netherlands Navy and named *Vulkaan*. Three years later she was returned to the Royal Navy, got her old name back, was transferred in 1952 to the RCN, again parted with her maiden name and became the *Cape Scott*.

Of more than 11,000 tons displacement, the *Cape Scott* is equipped with the many shops needed to handle maintenance work while following the fleet. She also has a helicopter platform and a decompression chamber for divers assigned to the ship. (HS-55346)

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

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

Sizes, finish and the new National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

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:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

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

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

The Cover—Wren Petty Officer Rosalee Auger walks past a sentry outside Buckingham Palace to report for duty as secretary to fellow-Canadian Lt.-Cdr. Esmond Butler, RCN(R) (Ret.), assistant press secretary to Her Majesty the Queen. Also appointed to the Queen's household was Lt.-Cdr. Ian A. Macpherson, RCN, one of three serving officers of the Canadian forces to be equerries. (Photo courtesy United Kingdom Information Services.)



RCN NEWS REVIEW

The photographer's purpose was to take a picture of the *Bonaventure*, her hull shrouded by "Arctic steam", as she prepared to sail from Halifax harbour for carrier qualifications off Nova Scotia. When he developed the negative, it was apparent there was going to be no family separation on this cruise. There, lined up neatly on the flight deck were the sailors' homes, all set for the voyage. The photographer, Ldg. Sea. James Oakes, besides getting a good "gag" shot, caught a bad cold.

Mobile Repair Ship in Service

The first mobile repair ship to serve with the Royal Canadian Navy, HMCS *Cape Scott* was commissioned at HMC Dockyard in Halifax on January 28. Her mission is to increase the mobility of Canada's anti-submarine fleet by providing repair and maintenance facilities for ships away from their home port.

The ship is equipped with a multitude of shops to handle every type of work required to keep ships at sea. They include a battery shop, blacksmith shop, electrical and electronic repair shops, diesel engine repair shop, and shops for other technical and mechanical specialties.

Her equipment also includes a decompression chamber for the divers she carries to effect underwater repairs and a helicopter landing platform.

The commanding officer of the *Cape Scott* is Cdr. Frank J. Jones, who welcomed the 250 officers and men to the ship who will serve under him.

"For the first time in the history of the Royal Canadian Navy we have a mobile maintenance vessel," Cdr. Jones said, "but our ship can serve no purpose without the high degree of technical skill of the men who will sail in her, working together as a team.

"We are the team which has the responsibility of bringing her to life as an efficient working unit of the fleet.

We must be able to function in peace as well as in war, for our purpose is to extend the operation and efficiency of the fleet."

In a message to the ship's company, Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, said:

"The greatest threat to the security of the free world today is the missile-equipped submarine.

"To combat this menace, the Royal Canadian Navy must have in readiness a fully modern and highly mobile fleet, maintained at all times in maximum efficiency.

"The commissioning of Her Majesty's Canadian Ship *Cape Scott* is an important step toward the achievement of this objective."

The *Cape Scott* was built in Vancouver during the latter part of the Second World War for the Royal Navy, in which she was commissioned as HMS *Beachy Head*. In 1947 she was loaned to the Royal Netherlands Navy and served as the *Vulkaan*. Returned to the RN, she was acquired by the RCN in 1952 and later renamed *Cape Scott*. For a time she provided extra barracks accommodation for apprentices training in her sister ship, HMCS *Cape Breton*.

The *Cape Scott* is built along freighter lines, displaces about 11,000 tons, full load, and is powered by a triple expansion engine which gives her a rated speed of 11 knots.

Wren PO Joins Palace Staff

A Wren petty officer of the Royal Canadian Navy joined the Royal Household Staff at Buckingham Palace in January.

Petty Officer Rosalee Auger was appointed to the staff of Esmond Butler, assistant press secretary to Her Majesty the Queen, for duties in connection with the Royal Visit to Canada this summer.



Wren PO Rosalee Auger is shown as she began her "in routine" at HMCS Niobe in London, following her arrival in England to begin Royal Tour duties with the Queen's Household. Checking the "in routine" form is PO A. R. Munson. (Photo by Sport and General Press Agency, Limited).

PO Auger, who had been serving in *Naden*, assumed the duties of private secretary to Mr. Butler and will travel with the official party during the Royal Visit.

As a member of the Royal Household Staff, PO Auger is working at Buckingham Palace. Her tour of duty will last for approximately one year.

PO Auger was selected by the Navy from the Wrens on the basis of stenographic and organizational ability, tact, reliability, capacity for work and appearance.

A native of Port Arthur, PO Auger is a daughter of Mrs. Robert Strutt, Winnipeg, and the late Vivien Auger. She attended St. Andrew's and Pine Street schools in Port Arthur before moving to Winnipeg, where she graduated in 1950 from Gordon Bell High School.

PO Auger joined the RCN(R) at *Chippawa*, the Winnipeg naval division, as a Wren in October 1952 and a year later began a two-year period of continuous naval duty. She transferred to the RCN permanent force in January 1955.

Before joining *Naden* in September 1957, PO Auger served in *Stadacona*, and *Cornwallis*. A specialist in personnel work, she was promoted to petty officer in November 1958.

Pacific Dockyard Wins Grand Award

The grand award for the military division for Canada in the International Fire Prevention Contest, 1958, has been won by HMC Dockyard, Esquimalt, it was announced on January 23 by Hon. Howard Green, Minister of Public Works, Ottawa.

The international contest, with entries from the United States and Canada, is sponsored by the Fire Prevention and Clean-up Campaign Committee of the National Fire Prevention Association. The purpose of the contest is to encourage a broader use of modern techniques in both public and private fire prevention education. The contest also offers recognition to outstanding fire prevention education.

Winners within the various divisions in the Royal Canadian Navy were:

Small (under 1,500 personnel): 1. Point Edward Naval Base, Sydney, N.S.; 2. Patricia Bay Airport, near Victoria; 3. RCN Magazines, Bedford, N.S.; Honourable mention: RCN Magazines, Rocky Point, B.C.; RCN Armament Depot, Dartmouth, N.S.; Naval Supply Centre, Montreal, and RCN Armament Depot, Longueuil, Que.



The Swedish naval minelayer, HSvMS Alvsabben, visited the Pacific Command in early January in the course of a cadet training cruise. Inset is a picture of her commanding officer, Captain Karl Gunnar Norstrom. (Photo from Royal Swedish Navy)

Medium (1,500 to 3,500 personnel): 1. Belmont Park Married Quarters, Colwood, B.C.; 2. RCN Married Quarters, Shannon Park, Dartmouth, N.S.; 3. HMCS *Naden*. Honourable mention: HMCS *Stadacona*; HMCS *Cornwallis*, and HMCS *Shearwater*.

Large (over 3,500 personnel): 1. HMC Dockyard, Esquimalt (grand award winner); 2. HMC Dockyard, Halifax.

The board of judges for the 1958 contest was made up of three American and three Canadian members. Trophies and certificates were scheduled for presentation in Ottawa early in March.

Swedish Warship Visits West Coast

The minelayer HSvMS *Alvsabben* became the first Swedish naval vessel to visit the British Columbia coast when she arrived at Esquimalt on the morning of January 8 in the course of a combined good will and training cruise.

Commanded by Captain Karl G. Norstrom, the 4,200-ton, 318-foot ship carries approximately 60 naval officer cadets in addition to her regular ship's company. Among those boarding the ship immediately on arrival was K. A. Stahl, Swedish Consul.

An activity-packed program for the visiting Swedish officers, cadets and men included several social events, smokers for the men, suppers, sightseeing tours of the Greater Victoria area, a soccer game for teams of the *Alvsabben* and

the RCN barracks, and a dance for the visiting cadets.

Citizens of the area toured the ship in an "open house" program on the afternoon of January 10.

The *Alvsabben* left Esquimalt on the evening of Saturday, January 10, for Vancouver.

Cdr. Little Wins History Prize

The Barry German prize in naval history for 1958, awarded by the Naval Officers' Associations of Canada and carrying a cash prize of \$100, has been won by Instructor Cdr. C. H. Little, RCN(Ret.), who was Command Education Officer in Halifax until his retirement last fall.

Cdr. Little's subject is "A Naval Study of the Richelieu-Champlain Valley" and his essay discusses the naval and military operations along this strategic valley linking Quebec and New England. A portion of the essay will appear in a future issue of *The Crow's nest*.

Warship Transfer Details Given

Details regarding the transfer of destroyer escorts between the east and west coasts were announced in January. Seven anti-submarine destroyer escorts are involved in the exchange.

"Operation Transfer" got underway January 13 when the *Crescent*, accompanied by three other destroyer escorts

(Fraser, Margaree and Skeena) left Esquimalt on a training cruise to Alaskan waters, the mid-Pacific, and to San Diego, California.

Meanwhile, HMC Ships *Assiniboine* and *Ottawa* left Halifax on January 19—bound for Esquimalt. Their last ports of call before going to the Pacific Command naval base were San Diego, and Long Beach.

The transfer of ships' companies between the *Crescent* and the *Assiniboine* took place in San Diego between February 13 and 20. The *Crescent* then proceeded to Halifax, and the *Assiniboine* to Esquimalt.

HMCS *Ottawa* was due at Esquimalt, from Long Beach, on February 18 where her ship's company was to transfer to the new destroyer escorts *Kootenay* and *Terra Nova* on commissioning.

Another phase of the transfer began January 19 when HMC Ships *Athabaskan* and *Cayuga* left Esquimalt to proceed, via the Panama Canal, to Halifax.

The transfer of crews between the *Athabaskan* and the *Saguenay*, and between crews of the *Cayuga* and the *St. Laurent* would be completed in Halifax by early March.

HMC Ships *Saguenay* and *St. Laurent* were to leave Halifax in March.

Upon completion of the transfers the Pacific Command will have seven destroyer escorts of the *St. Laurent* class in its Second Canadian Escort Squadron. They will be HMC Ships *Assiniboine*, *St. Laurent*, *Ottawa*, *Saguenay*, *Margaree*, *Skeena* and *Fraser*.

In the Atlantic Command there will be two squadrons of Second World War

class destroyer escorts and a squadron of *Restigouche* class. All destroyer escorts in the Pacific Command will be of the *St. Laurent* class. The move is designed to bring about a better balance in fighting strength and to effect economies in maintenance.

Dockyard Issues Own Newspaper

A new and newsy publication made its appearance at the West Coast around Christmas. This was "Dockyard News", published under auspices of the Dockyard Welfare Committee, HMC Dockyard, Esquimalt. Publication every two months is planned.

The first issue carried greetings from Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast; Commodore (L) John Deane, Commodore Superintendent Pacific Coast, Captain (E) John Doherty, Deputy Commodore Superintendent, and, on the civilian side, from C. F. Prevey, Assistant Superintendent (Administration).

The quantity and quality of the news in the first issue would indicate that the paper has ably filled a long-vacant niche in Dockyard life at Esquimalt.

Bonaventure On Exercises

The *Bonaventure* left her berth near *Shearwater*, on January 15 to begin 1959 activities at sea.

Initially, the carrier operated about 100 miles off the coast to enable pilots of Anti-Submarine Squadrons 880 and 881 to conduct carrier qualifications.

The Tracker aircraft of these squadrons, whenever possible, returned overnight to *Shearwater*.

The program was interrupted when the carrier returned January 21 to Halifax to embark Helicopter Anti-Submarine Squadron 50 and detachments of VS 881 and Utility Squadron 32, taking them to Bermuda.

These aircraft were to operate from Bermuda up to six weeks in conjunction with exercises by RCN surface units in that area.

Two other ships left port January 15. The destroyer escorts *Algonquin* and *Nootka* of the First Canadian Escort Squadron, departed for Bermuda and the West Indies. The *Haida* left port January 20 to act as a plane guard for the *Bonaventure* but joined the *Algonquin* and *Nootka* when they called at the Virgin Islands February 12. The destroyer escort *Iroquois* sailed January 30 and joined the squadron for the balance of the training cruise, which was to end in Halifax in mid-March.

School Reunion For Esquimalt

Because a large number of serving naval personnel or their children are former students of Esquimalt High School, there is bound to be considerable naval interest in the reunion at the high school auditorium on May 15.

The publicity chairman, William P. McColl, has announced that the program will include a dinner, a brief entertainment and dancing to the Esquimalt High School Orchestra.

Ample opportunity will be given to meet old friends and old school pictures will be displayed.

Sub Commanded By RCN Officer

The Royal Navy submarine *Trespasser* commissioned at Rosyth Dockyard on Monday, December 15, under the command of Lt. S. G. Tomlinson, RCN, the fourth Canadian to assume command of a British submarine.

The ceremony was attended by a small number of guests, dockyard officials and relatives of the crew. It was an intimate rather than a glamorous occasion, for it marked the beginning of the *Trespasser's* eighth commission.

First commissioned in November 1942, the *Trespasser* is a conventional "T" boat, mounting ten tubes and a four-inch gun. Her battle honours include the Aegean Sea, Sicily and the Malacca Straits.

Her crew includes five other Canadian submariners, in addition to her captain.

Lt. Tomlinson began submarine training with the Royal Navy in 1955.



The appointment by Her Majesty the Queen of three serving officers from the Canadian forces to be equerries during her tour in Canada was announced in January by Hon. G. R. Pearkes, Minister of National Defence. Shown at a briefing by Lieutenant-General Howard D. Graham, Commissioner, Royal Visit (1959), they are Squadron Leader R. M. Edwards, Major R. A. Reid and Lt.-Cdr. Ian A. Macpherson. (Z-8436)



Offshore view of the beach at Oak Point. (BN-2045)

BONAVENTURE - BY - THE - BEACH

CANVAS is a material with which sailors have long been familiar in the form of sails and awnings. Sailors of the *Bonaventure* thus felt able to cope with the decision that their families would have the opportunity of living under canvas while the aircraft carrier was under refit in Saint John last summer. From this idea, the camp for the *Bonaventure* took root.

When the refit port was established, Lt. S. W. Shackell, the ship's P&RT officer, took leave and visited Saint John to find out whether it would be

feasible to organize a camp that could become a "village under canvas". He wanted land, near water (without overabundance of mosquitoes and poison ivy) where tents could be erected and where a camp could be set up. When he started out for Saint John he had nothing more than a leave chit and a full gas tank.

Saint John is the home of HMCS *Brunswicker*, so that naval division became Lt. Shackell's point of aim. This was very fortunate, for on arrival he bumped into Lt. (S) T. L. McGloan,

an old friend, who from the word go decided to shoulder all the camping worries and to find a suitable site.

Between them they found Oak Point, not too far from Saint John, not too close; a beautiful made-to-order camping place on the Saint John River, with ideal beaches for the children, a few mosquitoes, not too much poison ivy. In fact, almost a perfect camp site.

A lease was quickly prepared by Lt. McGloan, for not only is he an officer in the RCN (Reserve) but also a lawyer, and for a very reasonable rental Oak Point transferred its tenancy to the *Bonaventure* for the summer. The location, apart from its natural camping potential, possesses a pavilion and three cottages. These were included in the rental part of the lease.

From these rather small beginnings the *Bonaventures* made a camp, but it wasn't without effort that the idea became a reality. In the first place the camp needed tents and camping equipment. The army was asked to help and in short order made available tents, floor boards, camp beds, mattresses, camp chairs and tables. The Commodore Superintendent at Halifax allocated two stake trucks from the dockyard vehicle pool. The New Brunswick Power Commission ran power to the site. Captain Mackay, the ship's Army liaison officer, supplied enthusiasm and know-how. Although ship's dinghies were earmarked, *Shearwater* had a small craft complete with outboard motor and this, Captain R. P. Welland, commanding officer of *Shearwater*, loaned to the camp. Even the camping licence came without trouble. The Minister of Lands and Forests for New Brunswick, Hon.



Part of the *Bonaventure's* tent village at Oak Point. (BN-2049)

Norman B. Buchanan, said "go ahead have a camp and good luck to you".

Everyone who was asked gave his help and so Oak Point became *Bona-venture II*.

Captain Mackay moved into Oak Point in mid-May. He took with him a chief gunnery instructor and five men. The fact that their names were Turcotte, Lewis, Donald, McKenzie, Hancock and Pease didn't matter very much. What did matter was they stripped to the waist and went to work. They drained a swamp by building a culvert, then gathered drift logs and built a jetty, they put up telegraph poles, they made a hot water plant out of stone and an oil drum, and they made an incinerator. The short story is they made the camp and no one denied them the sign they raised outside a hut which read *Bonaventure Construction Company*.

By June 1, the campers came: small boys in blue jeans, small girls who would soon have freckles on their noses, mothers whose closest experience to camping was a trip to the garden to hang up the Monday wash, and fathers who were sailors, but not necessarily campers. The marquees, the bell tents and the cottages filled up, and from the word go the campers became very good campers and *Bonaventure II* was a success.

Oak Point is also the site of a small Anglican Church, which the congregation very generously offered for camp services. The ship's chaplains moved in to give the families their Sunday hymns and sermons.

The pavilion on the point made a TV auditorium so that rainy days were not a problem, and so that no one missed an episode of "I Love Lucy". It had its juke box, so the campers could dance and it became the centre for bingo and other camp activities.

Officers and men applied for space in the camp. In his own words, here are the experiences of one officer:

"We arrived from Halifax at about 6:00 p.m. and found Chief Petty Officer Turcotte, who directed us to the tents which were to be our home for the rest of the summer. There was a choice between one large marquee tent, without a floor, or three bell tents with floors and the latter were chosen. In a few minutes the camp truck arrived and presented me with furniture for our home. Having three children, aged 10, 8 and 2, we used two tents for sleeping and one for a living room, dining room and kitchen. We were given four army-type beds, mattresses, pillows, two tables and five chairs. Also 135

tent pegs and two large mallets. By now it was 7 p.m., the children were tired from the drive from Halifax and my wife and I somewhat dismayed at what must be done before dark.

"In a short time the beds were erected and made, the table and chairs installed in the living room, dining room, kitchen and after a sandwich supper (prepared in Halifax that morning, thank goodness) it was time to put the children to bed.

"Two friendly chipmunks had invaded the children's sleeping tent but were shooed outside and the youngsters were

bedded (not settled) down. Everything seemed to be going too well and sure enough, as it became dark, a nearby friendly loon took up his eerie cry. Now you take a city child, put him in a tent for the first time, have a few trees rustling outside and then, the loon. Positively not conducive to sleep. Anyway sleep finally overcame fear, all out, until the wee hours when the bathroom parade usually takes place. Then it was 'Daddy' or 'Mommy', and out of nice cozy bed, wading through damp grass to outdoor plumbing, also a new experience.



During the *Bonaventure's* summer-long refit at Saint John, N.B., the problem of the welfare and happiness of the families of the stand-by ship's company had, as always, to be considered. The solution was to establish a summer camp at nearby Oak Point, where wives and children lived under canvas during the sunny (and otherwise) summer days. In the top photo *Bonaventure* wives are enjoying a coffee break. Pictured are Mrs. Douglas Brown, Mrs. George Inch, two-and-a-half-year old Paul and his mother, Mrs. William Bruce, and Mrs. Lyle Harper. Having a real riot on a sea-going air mattress are four eight-year-olds, Raymond Inch, David Brown, Gerald Shroud and Greg Inch. (BN-2064; BN-2065)

"The night passed and a glorious sun revealed the nearby river.

"Everyone anxious for his first dip, after all, this had been anticipated for weeks. But first breakfast. Down to the canteen, operated by Mr. Jones, the owner of the site, to procure fresh milk, no refrigerators here.

"Electricity wired into the tent enabled the use of a hot plate, electric kettle and toaster, all the comforts of home. Coffee that first morning tasted funny, like an old boot. Discovered that a new fire hose provided the water at our 'door step'. A lesson learned, obtain drinking water cold from the pump house and only water for washing from the hose.

"This first day, one of organization and exploration; everything stowed away well in the tents after breakfast and off to the beach. Now the looks of the previous night are forgotten, it was the beginning of a steady round of eating, resting, swimming, and hiking.

"On Monday, back to work in the ship for the men and a process of making friends for the wives and children.

"The routine of camp life was soon established. For the men up at six and off to the ship, leave the ship at 5 p.m.



AB James Horvath helps to rig the power supply for the Bonaventure's summer camp. (BN-2022)

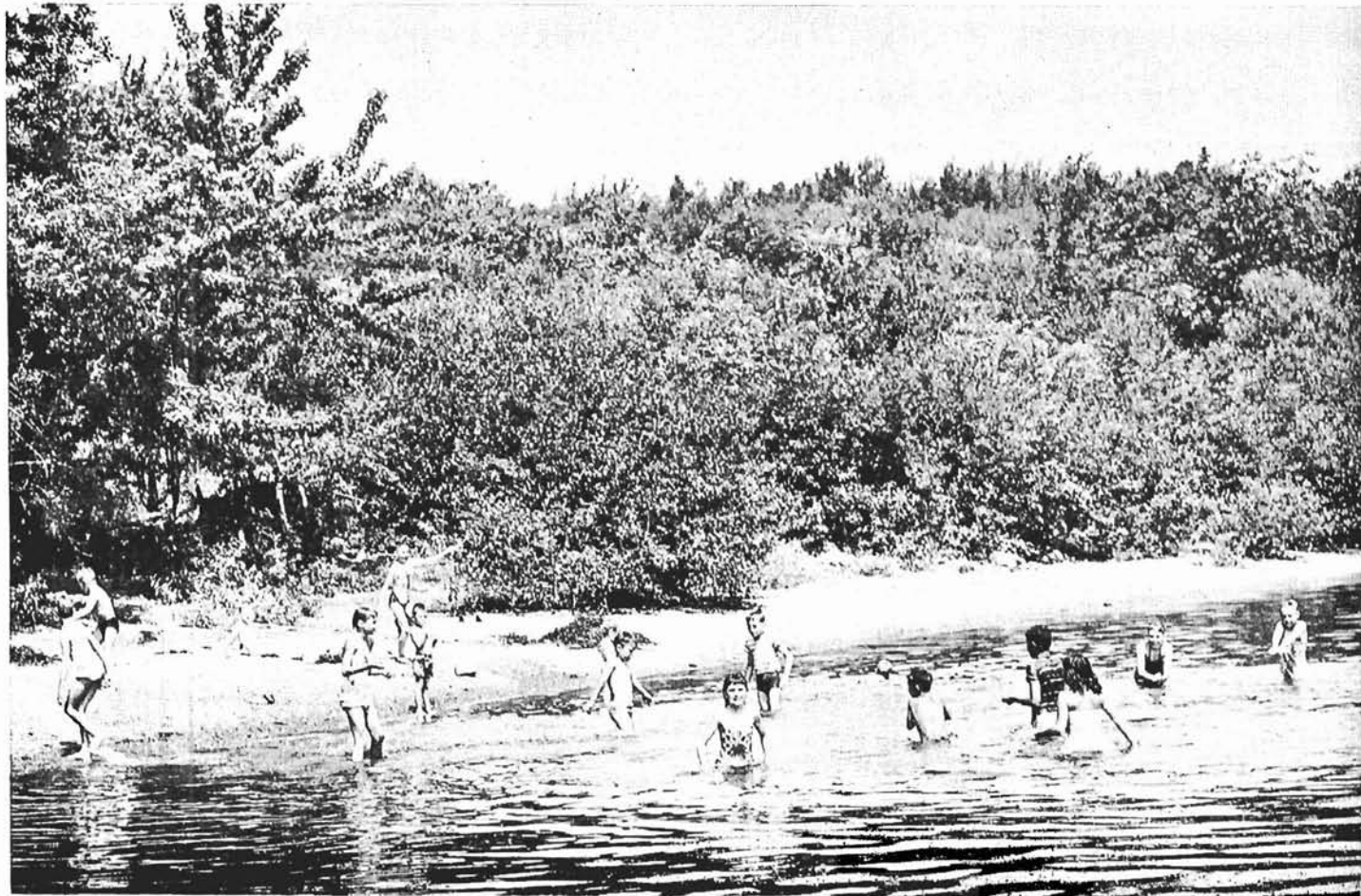
and home by 6:30 p.m., a long day and a tiresome drive (the only real disadvantage of the whole camp). For the women, up when the sun became hot (the tents would be oven-like unless rolled up at the sides during the day),

breakfast, and then children to the beach with one or two mothers supervising while the remainder carried out their house-wifely chores."

The camp was organized by a ship's camp committee, which made the camping plans on board and saw them carried out. Within the camp an entertainment committee made the day-to-day plans to see that everyone received the greatest benefit from the holiday. Lt.-Cdr. (E) Cummings headed this group nominally, but Petty Officer Stinton and Mrs. Mackay were his lieutenants. From their deliberations came the dances, and bingos and weiner roasts.

The problem of the aircraft carrier refitting out of "home port" was partly solved by the camp, for the families who took advantage of it were united during the summer months. It provided an inexpensive and rewarding holiday for parents and children alike.

The canvas came down in mid-August and the camp disappeared into Army stores, snapshot albums and fleeting memories. But they won't forget the good friends who made it possible—the good friends of the Army, the Navy and the many citizens of Saint John.



Children of Bonaventure families frolic in the water of Oak Point beach. (BN-2042)

ODD CRAFT STUDIES CAVITATION

THE RESULTS of recent hydrofoil craft investigations in the U.S.A. may be applied to the fundamental research program currently being conducted at the Defence Research Board's Naval Research Establishment in Dartmouth, according to Dr. G. O. Langstroth, chief superintendent of the NRE.

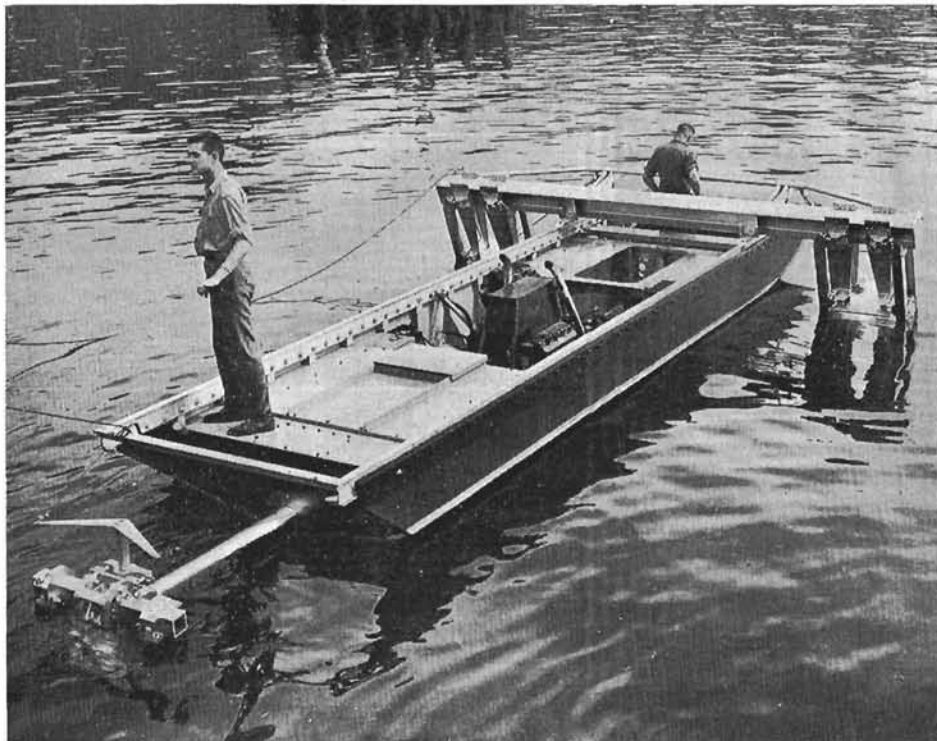
The hydrofoils under investigation are ladder-like devices which can be fitted to the forward sides and sterns of small craft. They increase the latter's speed substantially by lifting the hull above the surface of the water and thereby reducing friction. This facilitates the forward motion of the boat at high speeds.

U.S. scientists have discovered that super-cavitation—the development of a steady air “bubble” along the top surface of the lowest foil—will stabilize hydrofoil-equipped craft at high speeds where difficulties begin to be experienced with conventional hydrofoils. The “bubble” is developed automatically by means of appropriate foil design.

In the past, vapour “bubbles” were formed on top of the lowest foil at high speeds. Because they were unsteady however, a loss of stability frequently resulted with concurrent rolling and pitching of the craft.

NRE's project—a long-term, moderate-cost fundamental research program—is designed to obtain basic data about hydrofoil-equipped boats rather than the development of a specific operational craft.

Shortly after the turn of the century, Alexander Graham Bell and F. W. “Casey” Baldwin conducted some in-



This strange craft, called the “R-X”, will be used this spring to test a set of super-cavitating hydrofoils in the continuing search for the most effective design for high-speed hydrofoil boats. Super-cavitation involves the deliberate formation of an air or vapour cushion on the blade of a foil or propeller. All is made clear in the article accompanying this picture. (Naval Research Establishment, Halifax.)

vestigations on the Bras d'Or Lakes into the possibility of equipping small craft with hydrofoils. During the Second World War, Lt.-Cdr. Duncan Hodgson, RCNVR, of Montreal, fitted foils to the *Massawippi*, a five-ton boat, with the ultimate objective of achieving the world's speed boat record.

The Defence Research Board became interested in the project and about eight years ago, initiated its basic research program at the Dartmouth establishment.

Also interested in the potentialities of small, foil-equipped craft, the Royal Navy supported design studies of small models in the United Kingdom. In 1957, after several years of these studies, Saunders-Roe Limited, of England, built a 17-ton, 60-foot experimental craft called the *Bras d'Or* as a tool for research. It was shipped to Halifax and during the past year, NRE scientists have been studying its behaviour in Bedford Basin.

One of the problems encountered has been the instability which results from the unsteady cavitation as the *Bras d'Or* approaches its top speed. The limited adjustments that can be made to the heavy foils of the twin-engined craft have hampered the scientists in solving all the problems related to the cavitation phenomenon.

The scientists feel that before any attempt is made to rectify unfavourable characteristics, more information should be obtained on the new type of super-cavitating foil because the latter offers promise of increased speed and size for hydrofoil craft.

In order to investigate the super-cavitating types of foils, NRE scientists and engineers have designed and constructed an inexpensive, barge-like platform powered by a marine engine which will permit the speedy adjustment and fitting of a variety of foils. The boat-like platform, called the “R-X”, is built of plywood covered with fibre glass. Probably one of the most versatile research facilities of its kind, it will be employed first during the spring to test a set of super-cavitating foils designed and constructed at NRE.

Experiments with the “R-X” craft will require many months of effort and the data obtained will be processed on the establishment's electronic computer.

Dr. Langstroth, has emphasized that the Dartmouth establishment's hydrofoil program is a fundamental research project aimed at adding to the general fund of scientific knowledge on foil-equipped craft. Because Canada is bounded on three sides of oceans, this knowledge may well become advantageous to Canadians in the future.

Ancient Tale —New Setting

A new setting for a very old tale was described in a report of proceedings from the *Saguenay*. An engineering mechanic, holding a drain cock, approached a chief engineering artificer to tell him it had come off in his hand.

Chief: Where?

The EM: The air conditioning plant, plant, chief.

Chief: Well, take it to the Outside Machinery Space Chief.

The EM: Yes, chief, but what about that man down there with his finger in the hole?

OFFICERS AND MEN

'Copter Serves as Sea Ambulance

Excellent teamwork by three ships of the Royal Canadian Navy and a naval helicopter formed the background to a successful operation in the *Bonaventure* during a NATO exercise in the Bay of Biscay.

Now recovered from an emergency appendectomy is CPO Thomas Robertson, an engineroom artificer in the *Ottawa*.

The *Bonaventure* and the *St. Laurent*, *Ottawa* and *Haida* sailed from Gibraltar on Monday, November 24, to take part in NATO exercises with ships of the Royal Navy, the French Navy and the German Navy while en route to Portsmouth, England. That same night, while on watch, CPO Robertson became suddenly ill. He was taken to the *Ottawa's* sick bay where the medical assistant diagnosed the complaint as appendicitis. The medical officers in the *Bonaventure* and *St. Laurent* were informed by ship-to-ship communication and it was decided the medical officer in the *St. Laurent* would transfer from his ship to the *Ottawa* by jackstay to confirm the diagnosis.

Steaming north through the Bay of Biscay, the two ships closed and carried out the transfer late that night. The appendicitis diagnosis was confirmed and it was decided that at first light the next day the patient and the doctor attending him would be brought to the carrier by one of the *Bonaventure's* helicopters.

The operation was carried out successfully later the same day and the patient made an excellent and early recovery.

CPO Robertson served in the Navy during the Second World War. He was drafted to the *Ottawa* in June of last year.

First RN Sub Commemorated

Officers and men of the Royal Navy's Sixth Submarine Squadron at Halifax on October 2 commemorated the launching of the first Royal Navy submarine 57 years ago and the founding of the British Submarine Service.

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, inspected the 230



Brigadier John W. Forth, Chaplain General of the Canadian Armed Forces was installed as Archdeacon to the Forces by Bishop Ivor A. Norris, Bishop Ordinary to the Forces for the Anglican Church of Canada at the Jubilee Service in St. Paul's Church, Toronto, during the annual meeting of the executive council of the General Synod of The Anglican Church of Canada. This is the first time it has been possible to appoint a service chaplain to an ecclesiastical position in the church. Left to right: Bishop Norris, of Brandon, Man., handing over the archdeacon's certificate; Ven. Cecil Swanson, Rector of St. Paul's Church, and Brigadier Forth. (Canadian Army Photo.)

submariners at ceremonial divisions, on the Dockyard parade square at 10:00 a.m., delivered an address, and took the salute at the marchpast. The *Shearwater* band was in attendance.

The Sixth Submarine Squadron, under Cdr. H. C. Gowan, RN, is based at Halifax to provide ships and aircraft of the Royal Canadian Navy and Maritime aircraft of the RCAF with the means to exercise in the anti-submarine aspects of naval warfare. It also carries out a submarine training role and has a proportion of Canadian naval personnel serving in its various submarines.

At the time, there were three submarines on the Halifax station, HMS *Ambush* (Lt.-Cdr. P. F. B. Roe), HMS *Alderney* (Lt.-Cdr. R. A. Hedgecock) and HMS *Alcide* (Lt.-Cdr. J. H. Blacklock). All were in port for the ceremony. A spare crew held ashore was also included in the ceremonial divisions.

The three boats are of the British "A" class, the *Ambush* and *Alderney* being streamlined modifications. The squadron comes under the operational control of the Flag Officer Atlantic Coast.

The first successful submarine was British, built by a Dutchman in the service of James I in 1620. She is stated to have been navigated under the Thames River for several hours and her propulsion was provided by 12 oarsmen!

The first warlike submarine operation occurred in 1776 when the American submarine *Turtle* tried to sink HMS *Eagle* off New York by screwing a gunpowder charge fitted with a time fuse to her bottom. This attempt failed, as the screw could not be driven through the copper sheathing.

However, some 90 years later, a Confederate submarine attacked and sank the *Housatonic* off Charleston, N.C., by means of a torpedo lashed to a spar attached to the submarine's bow. Unfortunately the submarine, carrying a crew of nine, flooded through an open hatch and sank after the attack.

On October 2, 1901, the first British naval submarine was launched from the Vickers Armstrong yard at Barrow in Furness. It was somewhat similar in size to the present day "X" craft, midget submarines of the RN. Designed by an American, John P. Holland, she was consequently designated as "Holland" class. There are photographs of her at Blockhouse being hoisted out of the water by crane! She had a gasoline engine and electric motors for dived propulsion.

The Holland class led to the first all-British designs so that, by the start of the First World War, a fleet of "D" and "E" diesel-driven submarines, armed with 18-inch torpedoes, was already in being. It was during this war that a number of "H" class submarines were built in Montreal at Canadian Vickers Limited for various allied powers of the period, particularly Britain, Russia and Italy.

These excellent little submarines (about 600 tons) lingered on in service for 25 years, several being employed on operations during the Second World War. Cdr. Gowan, Commander Sixth Squadron, commanded *H-44* for a time and thought she provided some of the best basic submarine training that it was possible to have, for he "never quite knew what was going to happen next!"

There are three periods in the history of the RCN when it had submarines of its own. The first was in 1914 when the government of British Columbia purchased two submarines under construction in the United States for Chile, for defence of the West Coast, which was greatly in fear of attack from Germany's far-roving China Squadron. To avoid breaking neutral-



Several score relatives and friends said farewell to HMS *Alcide* as she left the dockyard for England on the conclusion of her third Canadian tour December 1. The 280-foot, 1,120-ton *Alcide* had served at Halifax in the Sixth Submarine Squadron of the Royal Navy on her latest tour since July 1957. (HS-55397)

ity laws, the subs had to be spirited from Seattle and, at a clandestine meeting off Esquimalt, \$1,150,000 changed hands.

The boats were taken over and manned by the RCN, performing useful patrol service until 1917, when they were transferred to Halifax. They were the first vessels wearing the White Ensign to use the Panama Canal. They were ultimately paid off in 1920. Complement of each was about 17 officers and men.

The second period was in 1920 when the RCN owned two "H" class, *CH-14* and *CH-15*, which continued in service until 1922, when they had to be scrapped owing to a reduction in the Navy's manpower.

After the Second World War, the surrendered German submarine *U-190* was commissioned in the RCN for a time for experimental purposes. She made a cruise to Montreal and was deliberately sunk in an anti-submarine exercise in October 1947.

Medical Branch PO Promoted

A former petty officer, L. Walter Bowman, 28, has been promoted to the rank of acting sub-lieutenant (medical technical). He is now at *Cornwallis* attending an officer's divisional course, before taking up an appointment with the fleet.

A/Sub-Lt. Bowman was born in Yorkton on June 27, 1930, and entered the Royal Canadian Navy as an ordinary seaman in September 1950.

Following his early training at *Cornwallis*, he specialized as a medical assistant and has since served at RCN hospitals on both coasts and on the medical staff of the *Ontario* and the *Bonaventure* (aircraft carrier). He took a specialist course in 1955 to qualify as a radio-grapher.

Cornwallis Sees Noel Coward Play

"Blithe Spirit", rollicking play by the noted playwright, Noel Coward, was ably presented by the *Cornwallis* Theatre Group at the Recreation Centre on Friday and Saturday, October 3 and 4.

The play, produced and directed by David Moilliet, takes place in the living-room of Charles Condomine's country home in Kent. It is built around the amusing situations which develop when Charles' first wife, Elvira, is brought back from the spirit world by the eccentric medium, Madame Arcati.

Jennifer Chaster, who is not a newcomer to the *Cornwallis* stage, having played a variety of roles to perfection, has done it again with her portrayal of the talkative medium, Madame Arcati. From her first entrance, down the middle aisle of the theatre, on a bicycle, the play picked up momentum.

Her trance was so realistic that her presence was forgotten by the audience as the action went on around her prone figure.

Mrs. Marjory Whitworth, who did such an excellent job as one of the old ladies in "Arsenic and Old Lace", was just as believable as Ruth, the young, second wife of Charles.

Patrick Green, as Charles Condomine, the husband with double wife trouble, made an excellent foil for the bickering of his two wives. His exasperation at the appearance of his first wife's ghost, which only he could see and hear, and the resulting confusion as he talked to her in the presence of his second wife, provided many hilarious moments in the play.

Elvira, the ghost of Charles' first wife, played by Mrs. Pamela Jones, glided most spookily around the room.

Her ghostly appearance, and that of Ruth when, she later appeared as a ghost, were a credit to the make-up artists and lighting technicians.

The role of Dr. Bradman, portrayed by Roy Whetmore, did not give much scope for dramatic acting, but Mr. Whetmore gave the part all it asked for. Mrs. Hortense Pimenoff was delightful as Dr. Bradman's rather giddy wife and giggled delightfully at several opportune moments. Mrs. Thelma Binder as Edith, the maid, who was always in a hurry, rounded out an excellent cast.

Behind the scenes technicians who kept the play running smoothly, were stage manager, Derek Whitworth; assistant stage manager, Arthur Broster; costumes, Alice Adams and Lorraine Cram; stage design, Elizabeth Wilcox; make-up, Margaret Mackie, Mabel

Driega and William Chaster; properties, Robert Binder and lighting William Rogers.

Charming Miss Hazel Opendorf, daughter of Mr. and Mrs. Philip Opendorf, presented each of the ladies in the cast with a lovely bouquet of flowers at the conclusion of Friday night's performance.

Three Promoted To Radio Officers

Three former chief petty officers of the Royal Canadian Navy, Edwin Charles Hunt, John D. Cottle, and Herbert J. Law, have been promoted to the rank of acting commissioned radio officers.

They have completed an officers' divisional course at *Cornwallis*, and took up appointments with the Fleet in mid-December.

A/Cd. Rad. Off. Hunt was born in Chauvin and served in the Navy from December 1942 until he took his discharge in January 1946.

In June 1946 he entered the RCN as a radio artificer and has since served in establishments on both coasts, at naval radio stations near Vancouver and Ottawa, and at sea in the *Sioux* (destroyer escort).

A/Cd. Rad. Off. Cottle was born in London, England, and served with the Royal Navy from June 1943 until December 1946. He was living in Toronto when he entered the RCN in May 1948 as an air radio mechanic. Since then he has served in the RCN Barracks at Halifax, and with carrier air groups and anti-submarine squadrons both in the *Magnificent* and at *Shearwater*.

A/Cd. Rad. Off. Law was born in Guelph but was living in Toronto when he entered the Navy in May 1943. He transferred to the regular force as a radio artificer in September 1945 and has since served ashore on both coasts, at naval radio stations near Vancouver and Montreal, and at sea in cruisers, destroyers, frigates and an aircraft carrier.

Bursary total Passes \$6,000

Contributions to the King's College Naval Bursary totalled \$6,030 by the end of November. The fund goal is \$10,000. Interest from this sum will bring \$550 a year to cover the fees and books of the selected student.

The first winner of the Bursary is Miss Sandra Manning, 17-year-old daughter of CPO F. C. Manning, *Stadacona*. The bursary was established to commemorate the unique and valuable relationship between the Royal Canadian Navy and the University of King's College during the Second World War.



FIRST LANDING AT SEA

AN HISTORICAL photograph of unusual naval aviation interest is to be found in the naval photographic collection of John Bastock, of Kogarah, New South Wales, Australia. This is a picture of the first landing ever made by an aircraft on the flight deck of a ship under way.

The feat was performed by Squadron Commander E. H. Dunning, DSC, who landed his 80 horsepower Sopwith Pup on the flying-off deck of HMS *Furious* in Scapa Flow on August 2, 1917.

The *Furious* was good for 31 knots and it is to be assumed she was showing most of her speed at the time of the landing. Cdr. Dunning had to dodge the huge funnel and the bridge struc-

ture, both of which were placed conventionally on the midship line.

As the intrepid squadron commander swerved in for the landing the flight-deck party (most of whom were officers) literally clawed the plane from the air and brought it safely to the deck.

Dunning considered this procedure undignified, impractical and downright dangerous. He insisted that next time the plane must not be touched until it had actually landed. Unfortunately, on this occasion, a tire blew out as the machine touched down, the plane lurched over the side and the gallant Dunning was drowned.

Contributions include: *Gloucester*, \$25, *Niobe*, \$100, *Resolute*, \$50, *Cornwallis* (Ship's Fund), \$500, *Stadacona* (UNTDs), \$50, *Micmac* (Ship's Fund), \$520, *Stadacona* (Ship's Fund), \$1,500, *Shearwater*, \$1,000, *Coverdale* (Lt. (SB) D. W. Smith), \$5, *Cape Breton* (Ship's Fund), \$100, Instr. Cdr. C. H. Little, \$5, *Stadacona* (C&POs' Mess), \$500, *Algonquin*, \$250, *Sioux*, \$100, *Assiniboine*, \$200, *Bonaventure*, \$500 and *Stadacona* (Wardroom), \$500.

Contributions are being received by the Command Education Officer, Room 282, Maritime Warfare School, HMCS *Stadacona*. Cheques should be payable to King's College Naval Bursary.

Chief Receives Promotion

A former chief petty officer of the Royal Canadian Navy, Ralph Robert Eade has been promoted to the rank of acting commissioned gunner. Following an officers' divisional course at *Cornwallis*, he has taken up a sea-going appointment on the East Coast.

A/Cd. Gnr. Eade was born in Brantford on May 5, 1924, and entered the Royal Canadian Navy as a boy seaman in June 1941.

Following his basic training at *Naden*, he served ashore on the East Coast and at sea in a destroyer and frigate.

Since the Second World War he has served in aircraft carriers, destroyers and frigates, on both coasts and in the United Kingdom.

Ex-Minesweeper Becomes Freighter

The former auxiliary minesweeper *Llewellyn* is being refitted at the Dartmouth Shipyards for a new career as a coastal freighter.

The 105-foot *Llewellyn* was completed in 1942. There were 12 of these wooden vessels built for the RCN during the war as motor minesweepers.

In the immediate postwar years, the ship was tender to HMCS *Scotian*, Halifax naval division. She circumnavigated Newfoundland on one reserve training cruise and will probably return there again. She has been bought by a Newfoundland skipper for coastal trade.

Computer Solves Research Problems

The year-end roundup of the Defence Research Board tells of the installation of a unique and powerful data analysis

facility centred about a computing device, the first to be installed in the Atlantic provinces, at the Naval Research Establishment in Dartmouth last April

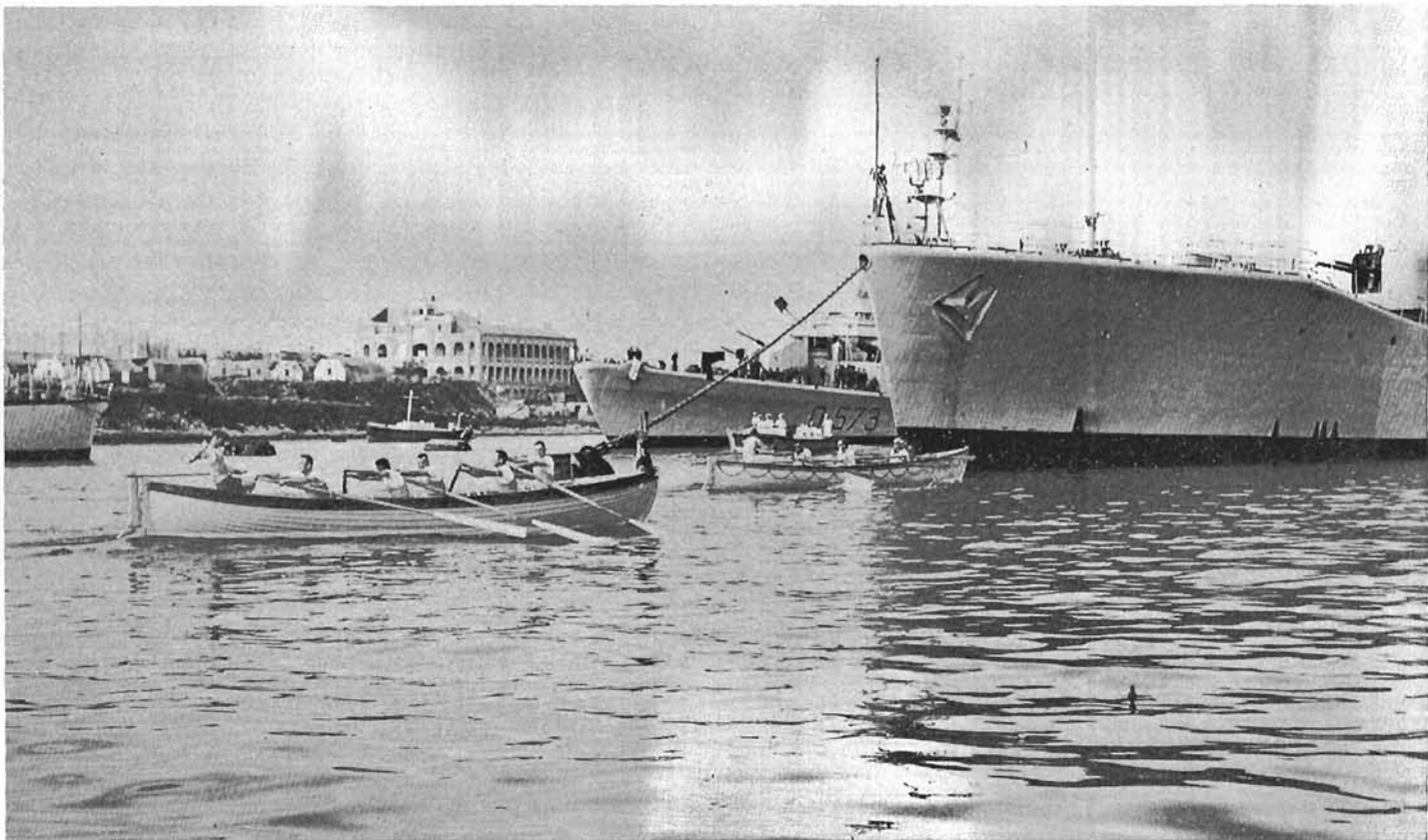
The installation became necessary to facilitate and speed the solution of numerous naval research problems. These involve the collection and analysis of vast amounts of scientific information obtained from laboratory and at-sea investigations.

Commission for Petty Officer

A former petty officer of the Royal Canadian Navy, Gareth John Eldridge has been promoted to the rank of acting sub-lieutenant (SB).

A/Sub-Lt. Eldridge was born in Wareham, England, on October 26, 1931, and was living in Yarmouth, N.S., when he entered the Royal Canadian Navy as an ordinary seaman in June 1951.

Following his basic training at *Cornwallis*, he specialized in the communications branch and has since served in naval radio stations near Ottawa and at Aklavik, N.W.T., in establishments on both coasts, and at sea in destroyer escorts and frigates.



It was a second Battle of the Saintes, but not quite as world-shaking as the West Indies encounter of 1782. This time it was a whaler race between officers of HMCS *St. Laurent* and HMS *Saintes*, Battle class destroyer, in Sliema Creek, Malta, during the recent Mediterranean cruise. The *Saintes* won. (BN-2378)

A Visit to Ioanna

THE ISLAND of Corfu—"most beautiful of the Isles of Greece"—has known much of sorrow and suffering down through the ages. Devastated by Italian bombing, it was occupied in 1941 by the Germans. Then, in recent years, much of this fertile land was ravaged by an earthquake which left thousands homeless.

A little happiness and a wealth of sympathy were brought to Corfu last autumn when the 250 Canadian sailors in HMCS *Ottawa* sent representatives bearing gifts and good wishes to a little 13-year-old Greek girl in a pre-Christmas expression of affection and good will.

For the 250 officers and men of the Canadian destroyer escort are "foster parents" of Ioanna Pagiat, who lives with her mother on Corfu. Her father died several years ago and Ioanna was in ill health when she came to the attention of the Foster Parents' Plan, which assists 2,700 needy children in Greece and hundreds more in many other countries.

The "adoption" took place last March at the suggestion of Lt. John M. (Max) Reid, the *Ottawa's* torpedo anti-submarine officer, and CPO Clifford Giles, the ship's coxwain.

A few years earlier, when Lt. Reid was serving in HMCS *Wallaceburg*, his ship adopted a little girl under the Foster Parents' Plan.

"That youngster became extremely important to the ship's company," he said recently. "We all felt we were doing something worthwhile, helping a youngster in pretty unfortunate circumstances.

"When I suggested that the *Ottawa* might be interested in doing the same thing, the ship's company was enthusiastic."

The ship sent forward the application and adoption fee to the FPP and, in the course of events, learned Ioanna's case history. A request that she become the adopted child of the ship was approved.

Almost immediately Ioanna began receiving letters from her "foster parents"—sailors from the coast, the prairies, the cities and farms of Canada—telling her about themselves, their homes and, above all, their ship. Not a week passed but letters went forward to the FPP office in Montreal for translation and onward despatch to Ioanna. Her replies came by the same route.



"And here are the rest of your foster daddies." Lt. Max Reid shows little Ioanna a picture of the 250 members of the ship's company of HMCS *Ottawa*. (CN-3729)

When it was learned that the *Ottawa* would exercise in the Mediterranean, along with HMCS *Bonaventure* and other Canadian warships, thoughts turned to the possibility of a visit with a little girl on Corfu.

Arrangements had to be made through the Athens office of the the FPP, and the Royal Canadian Navy co-operated by providing Tracker aircraft from the *Bonaventure's* 881 Squadron. Lt. Reid and CPO Giles were delegated to make the journey.

"We made up a food parcel to take with us," Lt. Reid said, "and a picture of the ship's company. But word of our trip had no sooner been announced that men from all over the ship started coming up to Chief Giles and myself with small, personal gifts they wanted

to send along—"For our little girl, you know"."

When the two Tracker aircraft landed on the wind- and rain-swept field in Corfu, Ioanna was waiting to greet them with a large bouquet of flowers. She was accompanied by Mrs. Fanny C. Exarhacos, Athens director of the FPP, and other officials.

"We were only able to spend four hours there," Lt. Reid said, "but it was a wonderful experience meeting Ioanna. She is an exceptionally bright youngster and we were told that she is doing very well in school now. It was difficult to realize that the attractive girl was the same girl who had been so ill when we first heard of her."

Although Lt. Reid and CPO Giles were the only participants in the actual meeting, it was an experience that, as one sailor expressed it, "made us all feel good".

The Canadian visitors did not see Ioanna's home village, because they did not have sufficient time to journey the 23 winding miles to her home and return. They and the six members of the Tracker's crews did, however, go on a drive through the rain-misted hills and olive groves and savoured something of the beauty of the island. Then the eight Canadians shook hands with and said goodbye to the shy little girl from Corfu and took off for Naples, where the Canadian ships were then visiting.

They left a sum of money with Ioanna, two parcels of gifts and a framed picture of her 250 "fathers" in the *Ottawa*. And, undoubtedly, memories of kindness shown by strangers of the New World to a little girl of the Old World.

The Foster Parents' Plan has been in existence for more than 20 years. It was originally established in 1937 to help orphans and unprotected children during the Spanish Civil War and, since the Second World War, has extended aid to children in Belgium, France, Italy, Western Germany, Korea, Vietnam and Greece. Ioanna is one of 31 children being cared for in Corfu under the plan and there is a waiting list of 500 others.

The *Ottawa* is back in Canada now, but the ship has a lasting souvenir from Ioanna, a little silver 'trireme—a galley with three banks of oars, which is the symbol of Corfu—and lasting memories of a little girl into whose life has been brought some ray of hope.

SHIP MODELS

Some suggestions on how to obtain plans to start an interesting nautical hobby

MANY A SAILOR, with off-watch time on his hands, would like to undertake that most interesting of nautical hobbies, model shipbuilding but is at a loss to know where to go for plans.

The situation has been taken care of to an important degree by a *Crowsnest* reader, W. Whitehouse, of Prince Rupert, B.C. Last fall he had a visit from a former shipmate and learned that he was an enthusiastic ship model builder, who had reluctantly confined his activities to building models of merchant ships because he knew of no source of supply for authentic plans of warships.

At that time Mr. Whitehouse had on the ways a model of a corvette, HMCS

Atholl, of the increased endurance class which appeared on the scene during the latter years of the Second World War. Pictures of this model, as it neared completion have been supplied by Mr. Whitehouse.

The builder obtained his information for the model from construction drawings obtained through the Naval Secretary, numbers AF 213 and AF 214, from some excellent photographs taken on board the *Atholl*, supplied by the Director of Naval Photography, and supplemented by details of guns, boats, compasses, etc., from a scale drawing of HMS *Hedingham Castle*, obtained from Norman A. Ough, 98 Charing Cross Road, London, WC2, England.

The scale of the model is one inch to eight feet, giving it an overall length of 25½ inches.

"Work commenced on the model in December 1955, most of my spare time since then has been spent on this project and I hope to be able to hoist the ensign within the year," Mr. Whitehouse wrote.

Anyone interested in modelling ships of the U.S. Navy will find a large selection of plans available to him, Mr. Whitehouse states. A list of plans may be obtained from the Bureau of Ships, Code 258, Department of the Navy, Washington 25, D.C. Included in this list are all classes of ships, from aircraft carriers through to landing craft. The one drawback to these plans, Mr. Whitehouse has found, is that the ones he has seen do not include hull lines.

The most detailed plans available to the model maker are of ships of the Royal Navy and these are drawn by and available from Mr. Ough, whose address is given above. Although the list is not large it covers a variety of classes of British warships over a considerable number of years and includes the following:

HMS *Lion*—battle cruiser—as at Jutland—Scale 1"-16'

HMS *Dido*—cruiser—1939 to date—Scale 1"-16'

HMS *Curacao*—cruiser—1916 to 1942—Scale 1"-16'

HMS *Sheffield*—cruiser—as in 1954—Scale 1"-16'

HMS *Matabele*—Tribal class destroyer—1936—Scale 1"-16'

HMS *Vega*—"V" class destroyer—1916 to 1945—Scale 1"-16'

HMS *Daring*—"D" class destroyer—1934—Scale 1"-16'

HMS *Cadiz*—"Battle" class destroyer—present day—Scale 1"-16'

HMS *Kashmir*—"K" class destroyer—1942—Scale 1"-8'

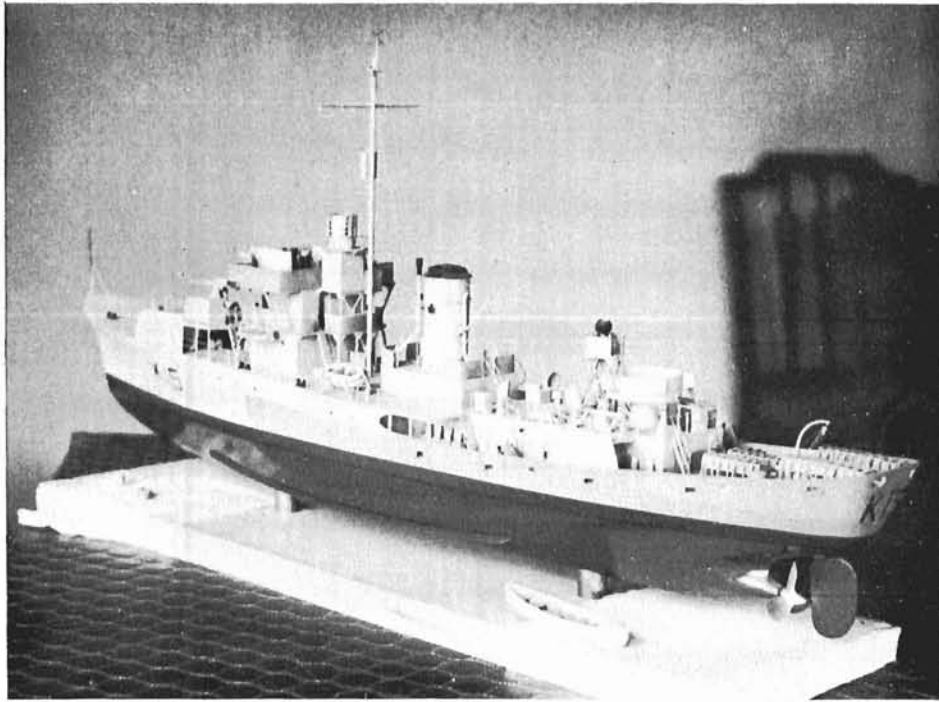
HMS *Olympus*—submarine—1923 to 1926—Scale 1"-8'

HMS *E29*—submarine—1916—Scale 1"-8'

HMS *L52*—submarine—1919—Scale 1"-8'

HMS *Hedingham Castle*—Castle class corvette—Scale 1"-8'





Two views of a model of HMCS Atholl, increased endurance corvette, which is being built by W. Whitehouse, of Prince Rupert, B.C., are shown. Some pointers for ship model builders are given in the accompanying article.

HMS *Marvel*—Algerine minesweeper
—Scale 1"–8'

Mr. Ough is a naval architect and has for the past 30 years been building models for the Imperial War Museum and many others. Consequently his drawings can be relied on to be as accurate as possible. Prices of the drawings are most reasonable, the most expensive being £1, or approximately \$2.70 Canadian.

Four of the plans listed may be used

for the building of models of Canadian warships, namely:

Daring—Canadian River class destroyer of Second World War

Matabele—Tribal class destroyers

Hedingham Castle—Castle class corvettes

Marvel—Algerine class minesweepers.

All are the same design as Canadian ships except for minor differences in deck details, and these differences may be determined from photographs

obtainable from the Naval Secretary, attention Director of Naval Photography (DN Photo), Naval Headquarters, Ottawa. Prices of naval photographs are listed on page one of this magazine.

Simplified drawings of HMC Ships are available for the use of those wishing to construct waterline models on a scale of 1/50 inch to the foot.

The price of the drawings for each ship is 35 cents and applications for drawings, accompanied by cheque or money order payable to the Receiver-General of Canada, should be directed to: The Curator of Naval Plans, Naval Headquarters, Ottawa.

Ship	Type	Curator No.	Sheet No.
<i>Magnificent</i>	(aircraft carrier)	9716	1
<i>Quebec</i>	(light cruiser)	"	2
<i>Ottawa</i>	(destroyer escort)	"	3
<i>Sioux</i>	(destroyer escort)	"	4
<i>Algonquin</i>	(destroyer escort)	"	5
<i>Iroquois</i>	(destroyer escort)	"	6
<i>Prestonian</i>	(frigate)	"	7
<i>Ontario</i>	(light cruiser)	"	8

Each destroyer escort listed above represents a different class of ship.

The plans the department makes available are copies of construction drawings. These do not show the details of boats, guns and various other deck equipment, but nevertheless an accurate scale model may be constructed by combining these construction drawings with photographs, and in some cases details from Ough's drawings.

Enough Gifts for Birthdays, Too

A letter of appreciation from the Canadian Mental Health Association has been received by the Officer-in-Charge, Naval Married Quarters, Shannon Park, in gratitude for the clothing, toys, jewellery, and other comforts provided by residents of the Park for the benefit of mental and welfare patients over the Christmas season.

The letter says in part:

"As a result of individual contributions and contributions from firms and organizations, we received approximately 1,000 presents. Most of these were distributed to this area to the forgotten patients. Due to the abundance of gifts, we were also able to keep some around for birthday presents throughout the year for these patients . . . To us and the many patients, who benefited, it was a fine demonstration of good will . . . Most important of all, it helped the patients to realize that they are remembered by the more fortunate citizens in the community . . . We would be most happy to receive the same type of co-operation for our project next Christmas."

The letter was signed by Andrew J. Crook, executive director of the Nova Scotia division.

THE NEW LIFE RAFT - - HOW GOOD?

RCN Equipment Vastly Increases Chance of Survival

TRAGIC EVENTS in the North Atlantic in early February of this year, involving the loss of the Danish vessel *Hans Hadoft*, which struck an iceberg off Newfoundland, may have raised doubts in many minds concerning the efficacy of modern lifesaving equipment.

The answer seems to be that, if the various ships involved in these tragedies of the sea had been fully equipped with inflatable life rafts, of the kind supplied to all warships of the RCN, the chances of survival would have been greatly enhanced.

While the inflatable life raft has not yet been accepted under marine regulations as standard lifesaving equipment, in lieu of boats, the evidence is beginning to accumulate to show that the raft has many advantages over the lifeboat for merchant vessels. At present the inflatable life rafts are allowed on board as substitutes for the wooden rafts of yesteryear and merchant ships, equipped with modern rafts, still carry their full quota of lifeboats.

The one great disadvantage of the lifeboat is that it is difficult to launch from a damaged ship that is listing heavily. Furthermore, if launching is attempted during a violent storm, the lifeboat may be shattered against the side of the ship.

The inflatable life raft has been in service long enough for a fairly good assessment to be made of its advantages and disadvantages and recent incidents, show it in an extremely favourable light. This is to be expected, since the raft has a canopy which protects survivors from the weather and, in the case of RCN ships, is provisioned and watered for five days, so that it is anticipated that rationing need not be started until the third day. Each ship is provided with enough rafts to accommodate the entire ship's company and then some. If a ship sinks suddenly, hydrostatic release gear will send the rafts bobbing to the surface, where they will inflate, ready to be boarded by survivors struggling in the water.

The following accounts of successful use of inflatable life rafts are based on survivors' reports collected by two manufacturers of the life rafts in service in the Royal Canadian Navy.

On May 27, 1956, at about 7 p.m. in a moderate sea off Bear Island (between the north of Norway and Spitzbergen)

two steam trawlers the *St. Celestin* and the *Arctic Viking* were involved in a collision. The *St. Celestin* was badly holed and in less than five minutes the skipper gave order to abandon ship.

The trawler carried two ten-men inflatable life rafts. The first one to be thrown over did not inflate immediately, but the second one did. Sixteen men jumped to this raft while it was still in the process of inflating, some of them from a height of 15 or 20 feet. This ten-man raft at one time held 16 men piled on top and three more hanging onto the life lines. The skipper, however, went for the first raft and, by pulling on its cord, got it to inflate just before the ship settled under him. Some of the men from the first transferred to the skipper's raft and both rafts were picked up about two hours later.

On February 3, 1958, near the town of Redcar on the coast of Yorkshire, England, the fishing vessel *Whinnyfold* ran aground on a reef of iron slag dumped near the harbour entrance. A gale was blowing at the time and heavy seas were breaking over the reef. The one six-man inflatable raft was thrown overboard and inflated and the five-man crew struggled into it.

The raft drifted along the coast on a track parallel to the shore and, after about an hour, a line-throwing rocket was fired from land to get a line to the raft. Once the line was secured in the raft the spectators on the beach hauled the raft through the surf and the crew of the trawler landed unharmed.

Observers stated that the surf was such that the launching of the local life boat was impossible and even if launched she could not have approached the wreck. The inflatable life raft however, "danced over the waves", they said.

The survivors of the trawler *Marcia*, after spending more than 60 hours adrift

on the North Sea, in March 1958, only complained of boredom. Their vessel sank after her engine fly wheel broke off and penetrated the vessel's side. The sea was calm but all efforts to keep the trawler afloat failed.

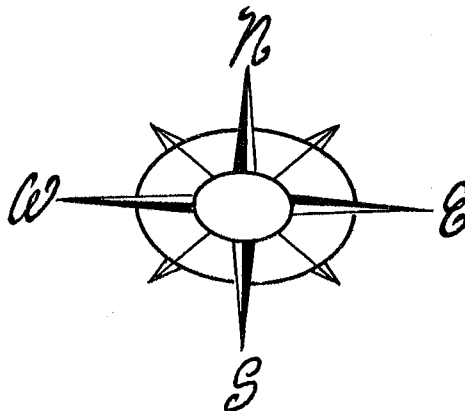
The crew took an unusual method to launch their six-man raft. They blew it upon deck and loaded it with additional provisions and blankets. Just before the ship settled the raft was hove over the low rail to the sea two feet below. Due to the haze and fog they were unable to attract the attention of passing vessels and spent two nights and days and part of their night in the raft.

The extraordinary resilience to hard treatment of the inflatable life raft was illustrated when the trawler *Thessolian* went to the assistance of the trawler *Osaka* not far from the Faroes. The *Osaka* sprang a leak which, when she sent out her SOS, was gaining rapidly. The wind was about gale force with a heavy swell running.

The *Thessolian* came to her assistance and decided to pass the *Osaka* her two rafts as the *Osaka* only had a boat. A rocket line was passed and the rafts hauled across. Twice the line parted and the *Thessolian* recovered the rafts. Eventually the *Osaka* got them alongside. Seven of the 13-man crew crossed to the *Thessolian* in one raft and there the *Thessolian* attempted to use the raft to pass a towing hawser to the *Osaka*. After about 12 hours this attempt was abandoned. The remainder of the crew of the *Osaka* left by the life rafts and were picked up by the *Thessolian*.

In gale force winds and heavy swell it is most unlikely that any boat could have remained alongside a vessel for more than a few minutes without being stove in. But these inflatable rafts lasted through these punishing conditions.

On January 31, 1957, the Minister of Transport and Civil Aviation in the British House of Commons stated that in the years 1951 to 1955 an average of 47 fishermen lost their lives when trawlers, of over 50 feet in length, had sunk. In 1956 the first year in which the carriage of inflatable life rafts was compulsory for fishing vessels between 50 and 145 feet in length no lives had been lost from this class of vessel although four vessels with total crews of 57 had sunk.—B.C.H.



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Sioux*

After undergoing annual inspection, the *Sioux* proceeded to sea with HMCS *Bonaventure* for three weeks, returning to Halifax for the weekends.

Then, after storing ship for a week, the *Sioux* left for a visit to the Newfoundland area. It was intended that the final weekend of the cruise would be spent in Charlottetown, P.E.I., but at the end of the second week in St. John's boiler room trouble occurred and the ship was ordered to proceed to Halifax on her one remaining boiler.

On arrival in Halifax the ship underwent a hull survey and it was decided to place *Sioux* into refit. During the past few weeks despite bad weather, destoring ship, many drafts and numerous other problems, sports activities have been kept at the maximum.

Personnel were competing in practically all sports. Several members of the ship's company took up the curling broom and were apparently holding their own. It was also noted that a man belonging to *Sioux* was holding the top position in the scoring race in the Intermediate Hockey League—D.F.S.

HMCS *St. Croix*

Following christening and commissioning ceremonies in Sorel, Que., October 4, the new *St. Croix* sailed for Halifax, arriving there on the tenth. Workups of the destroyer escort began the moment she left Sorel and continued to November 28, when she joined the *Bonaventure* and other ships in Portsmouth, England, before their return to Halifax.

At Sunday divisions November 16, Cdr. K. H. Boggild, commanding officer commended Ldg. Sea. Joseph Belisle on his quick action when as bowman of the motor cutter, he had leaped over the side to aid the coxswain, PO R. M. Kelly, who had narrowly escaped being crushed by a heavy drum which was falling back into the boat while being hoisted aboard.

During her stay in Portsmouth, the *St. Croix* attracted many important visitors. Hon. George Drew, Canadian High Commissioner in London, honoured the ship with a 15-minute tour



Rear-Admiral W. I. Martin, USN, (centre), Commander Argentinia Patrol Group, visited Halifax for two days in January for NATO discussions with Rear-Admiral H. F. Pullen (left), Commander Canadian Atlantic Sub-Area, and Air Commodore W. I. Clements (right), deputy to Admiral Pullen. Admiral Martin control patrols of the famous airborne radar screen from the big Newfoundland base. (HS-56086)

of the upper deck. Many officials of the Admiralty came down to look her over and most establishments in Portsmouth also took the opportunity of sending down their officers and instructors to see the new ship. All visitors were high in their praise of her equipment.

HMCS *Cornwallis*

The annual *Cornwallis* children's Christmas Party was held on December 17 and 18 in the Leadership School. An outstanding success, more than 1,200 children, dependants of naval and civilian personnel serving in *Cornwallis*, attended during the two-day event.

The children competed in several games of "skill" on the gaily decorated drill deck and were awarded valuable prizes, such as whistles, candy, balloons and puzzles. Ice cream, cookies, soda pop, and candy were available throughout the festivities. Even the weary parents were not forgotten; they were served refreshments in a lounge specially reserved for them by Santa Claus.

Musical entertainment was provided by the Cornwallis band, gaily costumed for the occasion. PO T. McAuley staged several performances as a clown on the trampoline. Santa Claus was ably portrayed by PO D. Rudolf.

At HMC Communication School, *Cornwallis*, a Trade Group I course was completed by CR 123, with a class average of 91.8 per cent. The following were presented with certificates by Cdr. E. J. Semmens: Ordinary Seamen Kalil Bahri, Claude Bennett, Roger Cyr, Guy Decoene, Robert Enright, George Fitton and James Guilford, and Ord. Wren Thelma Comeau.

Leadership School (*Cornwallis*)

The year 1958 was a busy one for the Leadership School. A stepped-up schedule saw 642 officers, chiefs and petty officers complete divisional and leadership courses during the year. This number represents an increase of 48 per cent over the number trained in 1957, and is attributable to a greater

emphasis on leadership courses for Petty Officers Second Class and to the addition of two-week divisional courses for the first year UNTD Cadets.

In all, 109 officers and 236 cadets of the RCN and RCN(R) in 16 classes completed divisional courses ranging from two to six weeks, while 270 chief and petty officers in eleven classes completed the leadership course. In addition, 27 Sea Cadet officers completed a two-week divisional course during the summer months.

It is anticipated that the schedule of courses for 1959 will closely resemble that for 1958. It commenced on January 12 with the arrival of No. 49 Officers' Divisional Course and No. 97 Petty Officers' Leadership Course.

HMCS Swansea

Having had her stay in Jamaica extended, the *Swansea* took the opportunity to repay some of the hospitality shown to her and the other three ships of the Seventh Escort Squadron over and above that scheduled for the four-day visit to Kingston in January.

A children's party was arranged through Max Strong, Canadian Assistant Trade Commissioner, for about 70 children from orphanages throughout Kingston.

Fortunately for the ship's company, they arrived in groups of up to 15 at staggered intervals, so that it was possible to have a shuttle service of guides to show them over the ship. Tours had to be slightly limited as there were many places where small children would find it difficult to stay clean but, despite this precaution, some still managed to find the oil and the paint. The final part of the party was the most popular—ice cream and cookies on the forecabin.

In the two-hour visit, the orphans apparently enjoyed themselves and even half a dozen, who were blind, seemed quite at home by the time the party was over.

OVERSEAS

HMCS Niobe

A good deal of publicity was given both in the newspapers and on BBC television to the arrival of Wren PO Rosalee Auger in London, who was drafted to HMCS *Niobe* for duty in the Queen's Household.

As a result of the publicity, two persons, Mr. F. Naden and Mr. G. E. Naden, wrote to *Niobe* regarding Petty Officer Auger's cap tally which read "HMCS *Naden*". These gentlemen enquired about the origin of the name

and some of the history of that establishment, as their surnames were identical to its name.

Both writers, previously unknown to each other, were referred to Major Frederick V. Longstaff, the author of "*HMCS Naden—Naval Barracks*".

PACIFIC COMMAND

HMCS Antigonish

Eighty-five officer cadets from nine of Canada's provinces, England and Belgium underwent a strenuous introduction to the sea in four frigates of the Fourth Canadian Escort Squadron.

The ships arrived in Kahului, on the Hawaiian island of Maui, on January 16 after a nine-day passage from Esquimalt.

The first four days of the trip were wild from the time the four-ship group cleared Juan de Fuca Strait Wednesday evening, January 7. From then until Sunday morning the ships ploughed through 20-foot seas driven by winds ranging from a steady 30 knots to gusts as high as 55 knots.

Formal academic studies and professional training were out of the question in those four tempestuous days. By Monday, however, most of the lads had found their sea legs, were eating heartily, sleeping well, looking forward to

NAVY'S 'MOTHER' DIES IN HAMILTON

A FRAIL, 72-year-old woman received a naval funeral in Hamilton—a tribute from the thousands of men to whom she was "mother".

Maud Leslie is dead. And for countless sailors who passed through Hamilton during the Second World War, the news of the death of "Miss Leslie" is like a personal bereavement.

She was called "The Mother of the Navy".

All during the hectic years of war, and then in the years that followed, Miss Leslie was a familiar figure around HMCS *Star* and in the railway stations, where she went whenever a draft of sailors left Hamilton for their new lives in uniform.

She was always there.

Not many of the boys really knew who she was or much about her.

But she was there—to give them cigarettes, candy bars, and kindly words of goodbye or sound advice.

Some of the boys took the trouble to find out who she was and to drop her a line from whatever far-off spot the Navy took them to. She cherished these letters.

But to most she was just the kindly woman who was interested in them. She seldom, if ever, missed saying farewell to "her boys," some of whom never returned.

For years, she was seen at *Star* almost every day. Often she was accompanied by a big black dog which liked her company and which seemed to enjoy the excitement of goodbyes.

She didn't own the dog, the two of them just seemed to arrive together whenever anybody was leaving.

Offentimes the newly-recruited sailors came from places outside Hamilton and there was nobody else at the station to see them off on the biggest adventure of their lives. To these, Miss Leslie paid particular attention.

The last few years, Miss Leslie hadn't been in good health. Sometimes she wasn't able to be at the station. But she managed to get down to the ship and hand out candies and smokes. In the later years, these were supplied by the Ladies' Auxiliary of *Star*.

For many years she lived alone. She had had a little money when she came to Hamilton. But it dwindled away and for these last few years she was forced

to live frugally. She died February 9 in a comfortable nursing home where she had been put by the auxiliary.

But she didn't mind living alone. She had the memories of "her boys."

The officers at *Star* knew her well and liked to have her visit the ship.

Why her interest in sailors? Was it just the kindness of a good person who wanted to be of help?

Little is known of her background but it is believed she had a very good reason for doing the fine things she did.

She came here more than 55 years ago from Virginia. Her father had been a ship's captain.

He had been lost at sea.

She decided to travel and her travels brought her to Hamilton. She liked the city and stayed. She was 72 years old when she died February 9.

The Navy had not forgotten. HMCS *Star* conducted the funeral Wednesday, February 11 from St. Ann's Church.

Two officers, and four men were pallbearers.

The officers and chief and petty officers at least, and older men who joined *Star* during the war, still remember her well.—*The Hamilton Spectator*

starting a Hawaii tan, and generally feeling more at home in the somewhat confusing, sometimes erratic environment that is a warship at sea.

The training program progressed normally with the cadets turning out at 0600 each day to carry out a morse signalling exercise from 0630 to 0700. After breakfast and cleaning up living quarters, the cadets did an hour-and-a-half classroom study, mainly a review of work done ashore at *Venture*.

The rest of the morning was devoted to seamanship instruction. The afternoon included practical boat-work, with the ships of the squadron stopped at sea. Classes in navigation, anti-submarine, engineering and supply were also held.

Captain H. A. Porter, Commander of the Fourth Canadian Escort Squadron and Commander Cadet Training, who normally sails in HMCS *Sussexvale* (commanded by Cdr. V. J. Murphy), visited the other ships, to inspect cadets and observe the progress of their training. There were 21 or 22 cadets in each of the four ships—the *Sussexvale*, *Antigonish* (Cdr. R. W. J. Cocks), *Stettler* (Lt.-Cdr. M. H. Cooke) and *Beacon Hill* (Lt.-Cdr. W. S. T. Blandy).

On leaving their first port of call, Kahului, the squadron sailed for more sea exercises, followed by a three-day visit to Pearl Harbour. The squadron returned to Esquimalt, arriving home in early February.

NAVAL DIVISIONS

HMCS Queen

Inst. Captain Edward D. Walker, until recently actively associated with HMCS *Queen*, died December 21 in a Regina hospital. His loss was noted in several tributes paid him in the local paper, for he had taken an active part not only in the Navy and social life of the wardroom, but had devoted himself to the Navy League Cadets and had been president of the Regina branch of the Navy League of Canada.

His interest in young people, no doubt stemming from his lifetime of teaching, was acknowledged in an article revealing him to have been the Santa Claus of innumerable Christmas parades in Regina. It was actually news to most people to know who Santa Claus had been, but no surprise to those who knew Inst. Capt. Walker.

Whenever some one was asked to volunteer or to fill in in any capacity at the barracks, whether to take up a collection, draw up a guest list and be in the receiving line, even to organizing the horse races after a mess dinner, it was Inst. Capt. Walker who was the first

to get the wheels moving. His energy, zeal and enthusiasm were just as evident in his summer training and instructing at the West Coast. All the officers profited by their association with him.

Captain Walker was a veteran of both World Wars. He had just completed Normal School in 1915 when he enlisted in the Canadian Army and went overseas, serving with the 28th Battalion of the Canadian Expeditionary Force in France. He was discharged in 1919 with the rank of sergeant.

Early in the Second World War he joined the Army as a lieutenant. In January 1942 he transferred to the RCNVR as instructor sub-lieutenant and, until his demobilization in 1946, served ashore at *Queen*, *Peregrine* and *Carleton*.

He re-entered the active list of the RCN(R) in March 1948, serving at *Queen* in the various appointments of navigation instructor, commanding officer of the UNTD and intelligence officer.

Apart from his service career he devoted his life to education in the Regina public schools. Home and school clubs found ready support from him at all times.

Just before going on the Retired List, he was promoted to the top Regina rank of Instructor Captain in the RCN(R). He was on the executive of the Navy League of Canada and was a past president of the United Services Institute. He was also an active member of the St. Andrew's Masonic Lodge No. 179, the Canadian Legion, the 28th Battalion Association and St. Paul's pro-cathedral.

Inst. Captain Walker is survived by his widow and two children—Kathleen Anne, now Mrs. E. C. Kendall of Burnaby, B.C. and Bill Walker, well known throughout Canada as an announcer on TV programs from Toronto, and a former reserve officer at HMCS *Chippawa*, Winnipeg.

Inst. Capt. Walker was made a member of the British Empire in the New Year's Honour List of 1946, for his services during the war and for his work in the Reserves and the UNTD at Queen.

Funeral services with semi-military honours were conducted from St. Paul's Pro-Cathedral in Regina. Very Rev. G. F. G. Jackson and Rev. Canon William Cole officiated. Burial was in the Soldier's Plot at Riverside Memorial Park, Regina.—J.O'B.

HMCS Donnacona

Taking the salute at the Remembrance Day parade last fall was Hon. George R. Pearkes, VC, Minister of Na-

tional Defence, who after the ceremonies visited and informally inspected *Donnacona*, accompanied by the official party which included the Deputy Speaker of the House, Hon. Pierre Sevigny, and the MPs from the Montreal area. The visit was enjoyed by the entire ship's company, and the informality of the occasion assured a most pleasant afternoon.

Another highlight of the autumn period was an address by Vice-Admiral H. G. DeWolf, who spoke to the members of the Montreal United Services Institute on the topic of current naval developments.

The recent wardroom mess dinner was a homecoming for two former commanding officers: Cdr. John Stairs, RCN(R) (Ret.), and Cdr. Guy St. A. Mongenais, RCN(R) (Ret.). The evening was pleasantly spent in cheerful reminiscence of the past and many happy days recalled. It was a pleasure to welcome back our confreres and old friends.

The tragedy of the great apartment house fire which occurred this winter in Montreal, affected an RCN member of the complement. AB R. Long lost his wife and one-year-old son. The impact of this personal loss was strongly felt by the ship's company, and our deepest sympathies are extended to AB Long.

Joining the division during the fall was Lt. (g) E. D. Monaghan, who brought with him from *Montcalm* an infectious keenness for his branch, the contagion of which was soon felt in the division. It is generally agreed that gunnery has become the favoured branch, and an extensive program has been initiated in classroom study and in ceremonial drill.

Air defence organization, 4" gun drill, and AA fire control problems are the main concern of this year's program. A familiarization course was administered to the supply branch and the entire complement takes part in the monthly battalion drill, joined by the Sea Cadets of RCSCC *Victory*.

A special series of lectures for officers and men of the engineering branch has begun, the first lecture taking place on January 24. C. L. Roach, staff engineer of the Bell Telephone Co. of Canada, spoke on the transistor and gave practical demonstrations.

The major personnel change of the recent past affected Lt. (S) H. Richardson, RCN supply officer, who has been appointed to the office of the Senior Naval Officer, Montreal Area. Lt. Richardson's relief is Lt. (S) J. R. Thornton.

HMCS Scotian

Much of interest occurred at the Halifax naval division during the last calendar year.

It has been almost a year since the change in commanding officers. The retiring commanding officer, Cdr. D. J. O'Hagan, was succeeded by Cdr. G. A. Brown.

The retiring commanding officer combined his sailing talent with that of the retiring executive officer, Lt.-Cdr. W. G. Pett, to capture for *Scotian*, the inter-establishment sailing regatta trophy, Cock-of-the-Walk. This was won in competition against the Garrison Sailing Association, HMCS *Stadacona*, the Royal Nova Scotia Yacht Squadron, the Armdale Yacht Club, and the Bedford Basin Yacht Club. Throughout the regatta, *Scotian's* yard craft, YC-41, was used as control boat.

Another honour won by *Scotian* during the 1957-58 training period was the John Labatt Trophy, emblematic of inter-division rifle shooting championship. This award is supervised under DCRA rules. Team members included: Lt.-Cdr. R. E. Lemoine, Lt. H. L. Henriksen, Inst. Lt. E. D. Conolly, Inst. Lt. J. C. Thomas, Sub-Lt. (W) J. Hudson, AB H. J. Wilson, AB J. Cutler and AB C. A. Noseworthy. During the winter training period, targets were shot off and forwarded to the secretary of the DCRA in Ottawa. Upon mark-

ing and final completion, *Scotian* emerged triumphant.

HMCS *Loon*, tender to *Scotian*, had a concentrated period of sea training, on completion of annual refit, ending in early November. The two weeks following the refit saw the *Loon*, with CPO R. G. Player, Chief Petty Officer-in-Charge, sail for Pugwash and Port Hawkesbury for a training weekend for the UNTD Tenders at Mount Allison University and Saint Francis Xavier University on successive weekends. Weather conditions did not permit completion of this training phase but it is anticipated that during the spring training may be continued.

The Christmas and New Year's festive season saw two major events occurring at *Scotian*. First, the Chief and Petty Officers' Mess entertained the children and parents of *Scotian* personnel at a party on December 22. In all 150 children received gifts from Santa Claus, impersonated by PO G. Cleveland, and an equal number of parents were served refreshments after.

The second event was the New Year's "At Home".

During the morning the Flag Officer Atlantic Coast, Rear-Admiral H. F. Pullen, and Cdr. G. A. Brown, were combined hosts representing the Royal Canadian Navy and the Royal Canadian Navy Reserve respectively at *Stadacona*. During the afternoon *Scotian* officers entertained the citizens of Halifax in *Scotian* wardroom.

HMC 'OILER'

"Bonny's 24-hour Service, U.S. Credit Cards Accepted".

This illuminated sign greeted sailors of the radar picket ship USS *Thomas J. Gary* as they pulled alongside the Canadian aircraft carrier HMCS *Bonaventure* for an emergency supply of fuel in early December.

While the *Gary* was on her Atlantic Barrier picket station December 8, a crew member had been afflicted with a case of acute appendicitis. The picket ships was forced to leave her station to make a full-power run for an island in the Azores to obtain medical assistance for the stricken man. Arriving at the designated area the next morning, the man was transferred into an awaiting launch and taken to the U.S. Air Force Hospital at Lajest, Terceira.

By this time, however, after steaming over 1,600 miles at full speed and many more miles at slower speeds, the *Gary* had just about exhausted her fuel reserve. Having been advised that no fuel was available in the Azores, she was also informed that the *Bonaventure*, returning from the Mediterranean, was in the area.

Communications were established between the two ships and a rendezvous was set. Coming alongside the *Bonaventure*, the *Gary*, believed to be the only DER with a ship's band, sounded off in a tribute to the light fleet aircraft carrier.

After about 20 minutes of "salty" music, two bagpipe players appeared on the flight deck of the carrier and proceeded to do their part for the entertainment of the two crews. This was followed by a "disc jockey" playing records over the flight deck announcing system.

Refuelling completed, the *Gary* pulled away at full speed and headed back to her picket station with the band playing "Auld Lang Syne" as they left the *Bonaventure*.

Lt.-Cdr. H. W. Childress, commanding officer of the *Gary*, stated: "All of us carried with us the memory of the friendly spirit of co-operation and camaraderie evidenced by the sailors of our good friends to the North."

On behalf of Admiral Jerauld Wright, UNS, Commander-in-Chief U.S. Atlantic Fleet, Vice-Admiral W. V. Davis, Jr., Deputy Commander-in-Chief, U.S. Atlantic Fleet, sent a message of thanks to Rear-Admiral H. F. Pullen, Canadian Commander Maritime Atlantic, as follows: "*Bonaventure* well named. Hearty thanks and well done to all concerned."

—(USN News Release.)



Ldg. Sea. Roy Enslev, a quartermaster in the Swansea, received an engraved pin and scroll from Major General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia, in recognition of his 40 donations of blood to the Red Cross. The presentation took place in the Red Chamber of Province House as part of the tenth anniversary of the Free Blood Service in Nova Scotia. Ships and establishments of the Atlantic Command are in the vanguard of group donations. (HS-54987)

SEA CADET PROGRAM FOR U.S.

A SEA CADET training program, largely based on that in existence in Canada for many years, is under implementation in the United States, sponsored by the Navy League of that country and with the full co-operation of the United States Navy.

Rear-Admiral John J. Bergen, USNR, president of the Navy League of the United States, was in Canada last fall on a fact-finding tour. Early in October he watched Sea Cadets of RCSCC *Falkland* go through their paces at HMCS *Carleton*, the Ottawa naval division, and said 180 Sea Cadet units were being organized in the U.S.

"We are even copying your uniforms," Admiral Bergen said, following his inspection of the *Falkland* corps. "I hope that we down in the U.S. can do as good a job as you have done in Canada."

Later in the month, Admiral Bergen attended the 63rd annual dinner of the Navy League of Canada in Ottawa and told the distinguished company:

"It is a pleasure for me to tell you that as we embark upon a Sea Cadet program in the United States, we are indebted to your officers for their guidance, advice and co-operation. Before too long, we hope to see our Sea Cadets and yours mingling in friendly competition across our borders."

The annual meeting of the Navy League was held earlier in the day in the Naval Board Room at Naval Headquarters, where delegates were welcomed by Rear-Admiral E. P. Tisdall, Vice-Chief of the Naval Staff, representing the Chief of the Naval Staff, Vice-Admiral H. G. DeWolf.

"I do not have the exact figures at hand," Admiral Tisdall said in his address, "but I do know that a great many of the young men who have entered the Royal Canadian Navy in recent years are former Sea Cadets, and that these young men are of a uniformly high quality.

"I am particularly pleased by the knowledge that from the Sea Cadets we are drawing many of the young men who are training at the Canadian Services Colleges, at universities and at HMCS *Venture* to become officers in the RCN. This fall, more than 40 former Sea Cadets were enrolled in the RCN and began training under the Regular Officer Training Plan and the *Venture* Plan.

"I mean it as no platitude when I say that in recent years the Sea Cadet movement has made very real progress—in numbers, in standards of training and in efficiency.

"This has been fully recognized, and I am pleased to inform you that Defence Council has approved an increase in the Sea Cadet ceiling from 10,000 to 15,000, at the rate of 1,000 a year over the next five years."

The guest speaker at the dinner was Sir Saville Garner, United Kingdom High Commissioner, who spoke of the services rendered during two World Wars and since by the Navy League of Canada and went on to detail the reasons why the Navy lies so close to the heart of the British people.

Sir Saville exemplified these reasons in the life of Lord Nelson.

"On the face of it, he did not appear a great hero," Sir Saville said. Nelson was small in stature, physically not strong — if legend is correct, he was frequently sea-sick — and with a pri-

vate life that can be made romantic in a Hollywood film version, but was certainly not approved by Victorian morality.

His fame, Sir Saville suggested, rested on three things: his human weakness, which made him all the greater and more lovable, was combined with an intense patriotism and deep devotion to duty; he was a superb tactician and strategist, and his victory endured.

Presentations of scrolls were made to three Navy League officials for their work in past years by Admiral DeWolf. The recipients were C. K. McLeod, national president, of Montreal; Cdr. F. C. Aggett, chairman of the board, of Toronto, and D. W. Cathers, League vice-president in charge of Sea Cadets, of Hamilton. The new national president is R. J. Bicknell, of Vancouver.

The national secretary, H. R. Gillard, of Toronto, was presented with a gift by R. C. Stevenson, of Montreal, vice-president in charge of memberships, in recognition of his devotion to the interests of the Navy League.



On September 24, the Southern Alberta Division of the Navy League of Canada honoured Cdr. G. K. Whynot, commanding officer of *Tecumseh*, the Calgary naval division. Cdr. Whynot was presented with an engraved silver mug on the occasion of his retirement. The presentation was made by W. J. Burney, president, and W. S. Webb, first vice-president, of the Southern Alberta Division of the Navy League. In making the presentation the Navy League officials cited Commander Whynot's tremendous enthusiasm and wonderful support of Royal Canadian Sea Cadets in Southern Alberta during the three years of his command. From left to right are: Mr. Webb, W. J. Burney, and Cdr. Whynot. (Photo by Jerry Ormond, Calgary Herald)

Brockville's Long Voyage

HER LONG, storm-beset 8,000-mile voyage of last fall a fast-fading memory, the Bangor coastal escort *Brockville* is currently undergoing conversion to a mobile "de-perming" vessel.

In her new role, it is unlikely she will steam as far and as fast again, travelling but a few miles here and a few miles there as she goes about her tasks of neutralizing the permanent magnetism of other ships as a safeguard against magnetic mines.

The voyage from Esquimalt to Halifax, with a side excursion to the West Indies, was a rough one, but the *Brockville* chugged into port late Thanksgiving night more than a day ahead of schedule.

Her two-ocean journey began September 9. The 600-ton coastal escort was resting her 16-year-old joints in reserve fleet on the West Coast when abruptly awakened for service on the East Coast. Lt.-Cdr. Lloyd I. Jones, of Vancouver, who had been in the B.C. Centennial organization, was appointed commanding officer. By means of hard work by day and overtime by night, the five officers and 48 men of the stand-by crew stored ship, painted most of her exterior, commissioned her August 29, carried out post-commissioning trials satisfactorily, and set sail for Halifax in only seven working days, for three of which the ship's company was lodged and victualled in *Naden* across the harbour.

The *Brockville* had a rather peculiar side mission on sailing September 9. She carried on her deck three 1,230-pound capstans destined for English Harbour, Antigua, one-time Caribbean base of Nelson, who commanded HMS *Boreas* there from 1784 to 1787. The cruiser *Ontario* had landed personnel in 1956 to do what they could in the general restoration of "Nelson's Dockyard". Dimensions of the capstans were taken to Esquimalt and officer cadets of the Canadian Services College laboured in off-duty hours to reproduce them.

Weather was kind to the 162-foot vessel until a storm off the coast of Oregon, during which the aneroid barometer worked free and broke. The radar worked only intermittently despite the utmost cajolery. However,

the *Brockville* put into San Diego, California, September 15-17 as scheduled, for fuel and water. Later, the Gulf of California produced a three-day full gale and fuel was reduced to the level where an unscheduled visit to Manzanillo, Mexico, became imperative. A refreshed *Brockville* by-passed a planned call to Acapulco and proceeded uneventfully to Balboa, the Pacific side of the Panama Canal. An overnight stay at the U.S. Navy base there preceded commencement of transit of the canal system, on Sunday, September 28.

After topping up at Cristobal on the other side of the Isthmus, the *Brockville* shaped course for Antigua on the longest leg of the voyage so far. Not only was the radar intermittent, but the echo sounder had failed. Hand lead and line were therefore used on entering harbours. To top things off, the



patent log was unserviceable, so that the watchkeepers had to resort to the old "taffrail" log. The gyro compass was in fine fettle and nobody had managed to drop the sextant over the side, so the leg was begun with fair optimism.

English Harbour was hard to find from seawards, the approach being a narrow S-shaped channel three fathoms deep on the average. The leading line turned out to be identical with that used in the 18th century heyday of the anchorage, Lt.-Cdr. Jones lining up on the point and the old government house. To get into harbour, the old sailing masters used to clap on all sail, make a run for the entrance, hoping their momentum would carry them around the first turn and well into the second. From then on, the ships warped themselves alongside.

The *Brockville* apparently was the largest ship ever to enter the tiny har-

bour, in which Nelson's ships lay snug over the hurricane season. When she arrived, she found a score or more of yachts alongside and at anchor, making it their base for charter cruises of the Caribbean region.

The *Brockville* cargo replaced the careening capstans, once used to haul ships over on their sides so that the hulls could be scraped and otherwise repaired. When it was necessary to work on the other side of the hull, the ship was eased out of the careening berth, turned around and hauled up again.

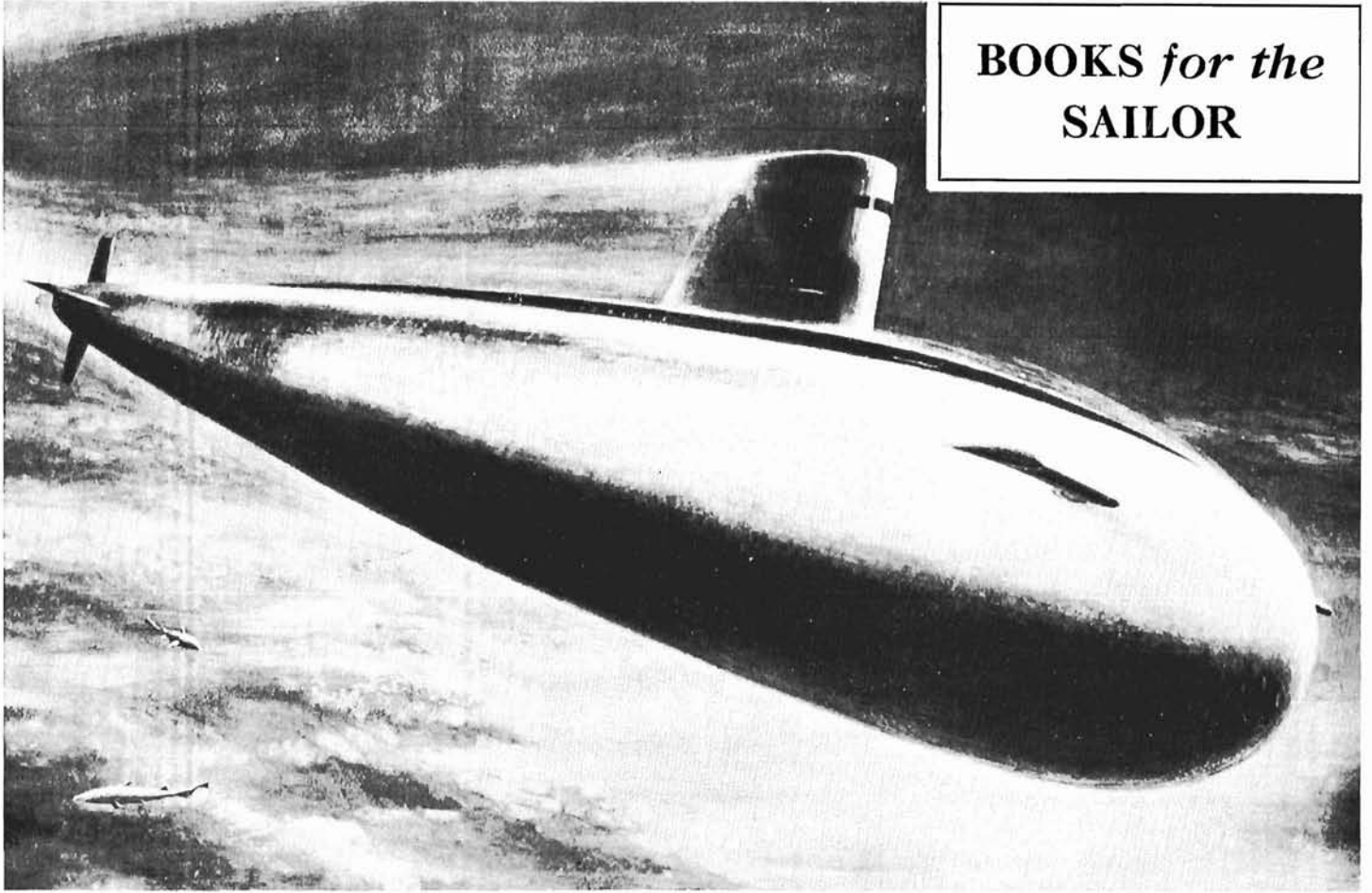
After an exchange of amenities with the yachtsmen and a retired RN commander who acts as unofficial captain of the port, the *Brockville* sailed on October 6 direct for Halifax.

Weather was excellent until the Bermuda latitude was reached. Hurricane Janice was on her way up from the Caribbean when she altered course so as to pass over the intended track of the *Brockville*, by this time 130 miles east of the island colony. At 8 a.m. on the 10th, gale force winds were experienced with more and stronger to come, so Lt.-Cdr. Jones altered course to the southeast and proceeded at full speed (11.5 knots) so as to steer round the southern fringe of the hurricane as it roared northwards. Winds conservatively estimated at Force 9 were experienced but no damage other than acute discomfort was experienced in the 20 or more hours the Bangor was in Janice's perimeter.

At 6 a.m. the following day, the ship had five hours respite, then ran into another storm, centred over Newfoundland, whose southeast sector reached 950 miles. This time there was no place to run and again winds reached Force 9. The *Brockville* had been three days ahead of schedule until now but new complications arose. The water circulating pump for the port engine failed, so it was necessary to run on one main engine in the storm. Eventually the starboard pump was rigged to feed both engines operating at reduced speed. The heating system had broken down, so the grizzly autumnal vapours of Halifax penetrated deep into tropic-softened constitutions. However, the *Brockville* was alongside by 2315 of the 12th—still a day and a half ahead of schedule.

In retrospect, the captain, an old destroyer man, was amazed at how well the little Bangor behaved in a seaway. She rode out storms almost certain of inflicting damage on larger warships, with the only penalty the greater discomfort from the little ship dancing like a cork on the waves.

BOOKS for the SAILOR



Britain's first nuclear-propelled submarine, the Dreadnought, is being built with a whale-shaped hull and streamlined conning tower, as shown in this artist's impression, to give her maximum underwater efficiency. She is expected to be able to operate at continuous high speed and to have great endurance. Her hull design is based on the Albacore form developed by the USN. She is not designed to carry missiles. (Admiralty Photo — Crown Copyright.)

THE SHAPE OF THE FUTURE NAVY

TEN YEARS ago, or even five, it was difficult to predict the make-up of the navies which would succeed those left over from the Second World War. Now the changes are occurring apace and a fairly clear picture of the navies of near future is emerging.

Loyalty to the mighty, thundering battleships died hard—and may still exist in some quarters—but the battleships are gone. They have disappeared from the Russian, Italian, Swedish, Argentine, Brazilian and Chilean navies. One remains in reserve in the Royal Navy, two in the French navy and 15 in the United States Navy, but nowhere in the world is there to be found a single battleship whose guns are ready to speak at the word of command.

The capital ship of today is the aircraft carrier, but even its social position is not secure. The carrier is sufficiently versatile and useful to be assured an important place in the navies of the world for many years to come, but it

may be relegated to the role of support, rather than of leadership. The threat comes from beneath the sea—from the nuclear-powered submarine.

The rapid evolution which today's navies are undergoing is written large on the pages of the 1958-59 edition of "Jane's Fighting Ships", which carries information on 10,500 ships of 66 countries, illustrated with 2,500 photographs and scale drawings. Even if the trends in naval development were not summarized in the foreword (presumably from the pen of the editor, Raymond V. B. Blackman) the reader could not help but be aware of the fact that "Engineers, scientists and technologists are forcing the pace for naval construction."

"Naval officers attach tremendous importance to the submarine as an attack weapon, as a defensive weapon and as an anti-submarine weapon," the foreword observes. "With their increase in

size, propulsive power, and destructive power, submarines are coming to be regarded by the principal naval powers as the capital ships of the future."

There can be no argument over which are the "principal naval powers" at present. The United States, with its 900 active ships, including a fleet of 200 submarines, possesses the greatest overall fighting power, although its leadership does not extend to all departments and the Chief of Naval Operations is quoted as saying that over half of the USN's active ships are obsolescent.

"Obsolescent" is a word that is used frequently in this age of rapid development and discovery, but it does not mean "useless". It can, in fact be applied to almost any ship, from one that is almost ready for the breakers to a spanking new warship, commissioned too early to take advantage of some new and important breakthrough in technology.

The world's second largest navy is that of the U.S.S.R. and, according to "Jane's", the Russian navy has been busy paring out its deadwood in obsolete and obsolescent ships, which had been retained and manned following the Second World War. The Russian fleet is stated to include at the present time 32 cruisers, 180 destroyers, 500 submarines, 300 frigates, 1,000 minesweepers, 125 patrol vessels, 500 motor torpedo boats, 120 landing craft and 160 fleet auxiliaries—a sizable fleet indeed for a country which started almost from scratch after the war.

The most significant feature of Russia's naval development, of course, is the emphasis placed on submarines. Most of this fleet, it is to be surmised from the types of undersea boats it contains, would be used, in the event of war, to attack commerce on the high seas and disrupt trade and transportation between the New World and the Old, just as the German attempted to do in the First and Second World Wars.

However, the submarine has developed new capabilities of late, and it can be assumed that Russia, like the United States, is arming certain of its submarines with long-range ballistic missiles. The submarine would then take over the bombardment role of the battleship, the difference being that the submarine can strike farther and harder and be almost immune to return fire.

From the Russian fleet of 500 or more submarines and the American fleet of 200, there is a sudden drop to that of the Royal Navy—about 60, Sweden 34 and France 26. Twenty-three other nations also possess one or more submarines but fail to alter the probability that Russia has more submarines than all the rest of the world on either side of the Iron Curtain.

What of the aircraft carrier? Here the leadership is definitely with the United States, although "Jane's" concludes that even the U.S. is unlikely to continue building the "giants" of the Forrestal and later classes, which have been coming down the ways in recent years. Each such ship demands too large a share of the defence budget.

"The existence of powerful undersea cruisers with practically unlimited fueling range and long submerged endurance, and the emergence of guided and ballistic missiles as operational weapons, poses the question as to whether the evolution of the aircraft carrier will be thrown into the melting pot in the foreseeable future," says "Jane's". "Taking all things into consideration the conclusion of the major naval powers seems to be that there is little reason to expect the aircraft carrier to disappear yet."

The aircraft carrier has shown a number of capabilities for which it was not originally designed. It can be used for aircraft or vehicle transport, it can be easily converted to carry troops and their equipment, it can serve as a base for anti-submarine helicopters and it can serve a supply role in the fleet.

The Royal Navy, for example, has turned to HMS *Bulwark* into a commando carrier, capable of landing troops and their vehicles by helicopter. The same helicopters used in ship-to-shore transport can be adapted, through the ships' own facilities, for use as anti-submarine helicopters.

The future of the cruiser appears to be less assured. Those that do survive would in many cases appear to be destined to become guided missile ships. The Royal Canadian Navy has already gone out of the cruiser business and a perusal of "Jane's" would seem to show the foresight of Canadian naval planners in a fairly good light. The RCN has none of the diffuseness and lack of obvious purpose which seems to afflict so many of the world's smaller navies. It is plain for all to see that the function

of the RCN is to fight submarines and that the equipment has been carefully designed with that end in view.

In this regard, it is interesting to observe that the frontispiece of the current "Jane's" include a picture showing the combined anti-aircraft and anti-submarine fire power of a St. Laurent class destroyer escort, HMCS *Fraser*.

Those interested in the dispersal of former Canadian warships among the world's fleets will find the transfer of ten Bangor minesweepers to Turkey and the gift of three Prestonian class frigates to Norway recorded here.

The vertical format, adopted in last year's 60th anniversary issue has been continued. Because of the special features in the anniversary issue, this year's "Jane's" has somewhat fewer pages, but as for comparing them: How do you compare superlatives?—C.

JANE'S FIGHTING SHIPS, compiled and edited by Raymond V. B. Blackman, AMINA, AIMarE; published by Sampson Low, Marston and Company, Limited, London, England, and in Canada by The McGraw-Hill Company of Canada, Limited, 253 Spadina Road, Toronto 4.



A chief petty officer with his own ship is CPO Edward A. Rigby, who is in charge of HMCS *Cormorant*, a Bird class patrol vessel in the Atlantic Command of the Royal Canadian Navy. He is shown on the bridge of the *Cormorant*. (HS-55805)

THE NAVY PLAYS

Navy at Top in Armed Forces Play

The West Coast Navy, defending its B.C. Area tri-service volleyball crown, took a big step towards retaining it by walking away with the 1959 Vancouver Island eliminations. They downed Air Force 2-0, and duplicated the feat with the Army.

The RCN also won the Vancouver Island Bowling Championship by racking up a pinfall of 6,808 against Army's 6,438 and Air Force 6,432.

The keglers are scheduled to roll against the mainland champions for the 1959 B.C. Area tri-service bowling crown.

Not content with laurels in only volleyball and bowling, Ord. Lt. E. S. Bolli captured the Vancouver Island tri-service "B" singles badminton championship, while Lt.-Cdr. H. W. Markle and Lt.-Cdr. (S) J. P. Good combined their talents to take the doubles championship. They are now scheduled for the B.C. finals.

Still unsatisfied, the Navy sportsmen swept the soccer field by defeating Army 4-0 and Air Force 1-0 for the Vancouver Island tri-service title and await now the B.C. finals.

Ottawa Curling Rink in Use

The Navy's new curling rink in Ottawa was used for the first time in early February as eight teams played the opening round of competition for the President's Trophy.

Although the club room was not completed but the ice was ready, club members decided to put it to use and commenced their regular league play.

The rink is on HMCS Carleton property and is unique in Eastern Canada with its ice surface raised above ground level.

Squash Players Vie for Trophy

Among the handsome trophies vied for annually in the Atlantic Command is the "Lieutenant-Commander Brian Bell-Irving Memorial Trophy" for competition in squash.

All serving officers of the Royal Canadian Naval College class of 1945 contributed towards the purchase of the



trophy to honour the memory of Lt.-Cdr. Bell-Irving, who was killed in a flying accident in the spring of 1958. He was an outstanding athlete, who had made a great contribution to naval sports.

He graduated as a midshipman from Royal Roads in June 1945.

Navy Has Single Loss in Hockey

Playing in the Victoria Commercial Hockey League, the West Coast Navy swept the field with 12 wins, one loss and one tie. Individual team members also took the three top spots in the scoring race. Ldg. Sea. Neil Standley, an old scoring champion won the scoring title with 32 points, AB Cliff Uhren was runner-up with 24, and Ldg. Sea. John Bond and AB John Morris tied for third place with 17 points each.

The team was scheduled to go into the Coy Cup playdowns against the Nanaimo Clippers.

Shearwater Takes Hockey Title

The 1958-59 edition of the Atlantic Command Hockey Championships came to a successful conclusion in the Cornwallis rink in mid-January with *Shearwater* taking the title by defeating the

First Canadian Escort Squadron 10-4. *Stadacona* Anchors defeated *Bonaventure* to win the consolation round 15-5.

Shearwater earlier tangled with *Cornwallis*, winning 4-3 for a berth in the Command play-off. *Stadacona* had defeated the First Minesweeping Squadron 15-1 to enter the consolation final.

Teams entered were from *Stadacona*, *Shearwater*, *Bonaventure*, *Sioux*, First Minesweeping Squadron, First Escort Squadron and *Cornwallis*. The draw was made in two sections with *Bonaventure* and establishments in "A" section and other ships in "B" section. The winners of each section played off for the championship. Competition was keen and fans were treated to some fine exhibitions of hockey.

The top scorers of the tournament were McGregor and Hilyz of *Stadacona* and Gaudet of First Escort Squadron with 7 points each.

Wrestling Club Steps Up Training

The Pacific Command Wrestling Club stepped up its training in preparation for the B.C. provincial championships in March with their sights set on the Canadian finals in April.

Formed only last year, the club has since come a long way. Their first competitive entry, PO Ira Lefevre, in his first venture into the mat game, took second place in the B.C. finals and third in the national competition. He is being groomed by mat veterans CPO Jim Goodman and CPO Don McCullough.

The club hopes to send at least eight entries to Vancouver, and to this end workouts are held daily. The members have held several matches on Vancouver Island, capturing a victory in every one.

Another club to promote a related sport has been formed on the West Coast. This is the Pacific Command Judo Club, under the instructions of CPO Don McCullough.

Three members of the club already have been graded to the Green Belt degree and are active in the Victoria Judo Club which is mentored by PO "Lank" Innouye, holder of the coveted Black Belt.

HERE AND THERE IN THE RCN



It looks like PO Jim Beach, on the mat, is about to throw CPO Don McCullough, during a judo session at Naden, but he isn't. Jim is crashing to the mat after a hip toss by Don. (E-48618)



Cow Bay school children tear into refreshments while their gunnery hosts hover in the background during the first Christmas party attempted by the staff of the Osborne Head naval gunnery range at the eastern approach to Halifax harbour. The tots totalled 29 and were entertained, refreshed and given gifts. (HS-55693)



Helping to keep track of pay and allowances at Stadacona, where about 3,300 naval personnel draw their pay, is Wren Maryon P. Gill, who has been in the Navy since September 1956. (HS-55785)



Now that Alaska has become the largest state of the Union, officers and men of the Second Canadian Escort Squadron were not surprised to find things tend to be on a large scale there, when they visited Kodiak early this year. Here CPO Charles MacQueen, CPO Albert Dodds and PO John Osler, of HMCS Crescent, display three gigantic king crabs caught in Alaskan waters. (CR-353)

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, Edward W.P2MA2
 ALLEN, Frederick H.C1ST4
 ALLEN, RobertLSOM2
 AMEY, John H.P1NS3
 ARCHIBALD, Hector M.C2WR4
 ARSCOTT, Henley J.LSRP1
 ARSENAULT, Raymond J.LSCK2
 AUGER, Rosalee M.A/WP2WP1
 AUSTIN, Terrance R.LSTD1

BACKMAN, Ralph R.LSAM2
 BALDWIN, James J.LSNS2
 BANNISTER, Bryan D.LSCV1
 BARNES, Charles A.LSEM1
 BAXTER, Leslie D.LSMA2
 BEACH, Anthony G.LSSW1
 BEAZLEY, Judson B.C2MA4
 BELL, Harvey, C.P2MA2
 BLAINE, Ralph A.C2NS3
 BOON, George K.LSNS1
 BOULANGER, Luc J.LSVS2
 BREWER, William T.P1AW3
 BROWN, Kenneth T.LSAA2
 BRUCE, George C.LSCV1
 BRUNEAU, Gaston J.P1MA3
 BRYSON, Richard F.C2ST4
 BUREAU, Marcel J.LSAW2
 BURGESS, William R.LSMA1
 BURKE, Thomas D.LSAW2
 BUXTON, Thomas O.P2PW2
 BYRNE, John M.P2PW2

CHAPMAN, Ronald L.LSRN3
 CHOUINARD, Guy J.P1AW3
 COLLETT, Ronald M.LSAW2
 CONWAY, Leonard T.LSAW2
 CORNELL, Donald G.LSVS1
 COUSINEAU, Raymond W.LSED2
 CROSWELL, Harley J.LSEM1
 CULBERTSON, John H.LSAR2
 CZECH, Ted J.P1VS3

WEDDINGS

Lieutenant Nicholas E. Garapick, *Shearwater*, to Miss Ruth Constance Darrach, Herring Cove, N.S.

Able Seaman Harold James Last, *New Glasgow*, to Miss Betty Lou Alphonsine Beauchesne, Youbou, B.C.

Able Seaman Robert Martin, *Miramichi*, to Miss Elizabeth Hopkins, of Port Arthur, Ont.

Lieutenant-Commander William Thomas Nash, USN, Naval Headquarters, to Miss Gwendolyn Jenneth Craig, of Ottawa.

Ordinary Seaman William Robb, *Restigouche*, to Miss Rosemarie Phyllis Knight, of Stratford, Ont.

Able Seaman Pierre Trepanier, *Stoux*, to Miss Noelline Apestiguy, of Quebec City.

Sub-Lieutenant Charles Robert Ward, Royal Naval Engineering College, to Miss Jennifer Louise Perraton, of Plymouth, England.

DARRAH, John B.LSNS1
 DAVIS, Archibald S.P2EM2
 DAVIS, Walter R.PICK3
 DAVISON, Desmond A.P2RT3
 DAY, James S.LSCV1
 DAYE, Howard R.P1NS3
 DEPPISCH, James M.P2SW2
 DESCHENES, Alcide J.LSAM2
 DIBBLE, Jack A.P1SW3
 DICKSON, Frank I.LSAP2
 DUFFY, John V.C2SH4
 DUNN, Dennis G.LSMA2
 DUNN, Donald J.C2WR4
 DUPUIS, Dennis J.LSNS2

EDISON, Edward J.PICK3
 EINER, Hans O.LSEM1

FARMER, William L.P1AW3
 FAY, George F.LSEM1
 FINLAY, Kenneth J.LSAP2
 FISHER, William A.LSAW2
 FOSTER, WilliamC2NS3
 FRIESEN, HarveyLSLA3

GOHIER, Arthur J.LSCK2
 GARDINER, Joseph R.P1SW3
 GAUDET, Burton L.P2AW2
 GILBERTSON, Morris W.LSMA2
 GIRARDIN, Harvey H.P2SW2
 GRIFFITHS, Gruffydd G.P2MA2

HOLLOWAY, Walter J.P1MA3
 HAMILTON, Alexander R.P2PW2
 HANDY, Philip H.LSAF1
 HASLETT, RalphLSNS1
 HAUKAAS, AlfP2MA3
 HOWARD, Beverley M.P2MA2
 HRIBAR, Thomas P.LSEM1
 HUNT, Kenneth O.LSMA2
 HUTCHINSON, Donald K.P1RT4

JACKSON, John E.C1ST4
 JANES, Howard M.P2AW3
 JARDINE, Willis C.C2SW3
 JOHNSON, JohnLSAP2

KAVANAUGH, Donald T.P2AF3
 KEELING, Gordon E.P2AW2
 KEHOE, John B.P1TA4
 KELLY, George B.LSCV1
 KEYES, Leslie E.P2EA3
 KILMARTIN, Albert A.LSEM1
 KNIGHT, Leonard C.LSSW2

LABEREE, Maurice A.P2TA3
 LACHANCE, J. Antonio J.LSCK2
 LACROIX, Paul J.P2SW2
 LALLIER, Johnny J.P2MA2
 LANDRY, Raymond E.LSSW2
 LANGEVIN, Maurice A.LSMA1
 LAWRENCE, James R.LSAM2
 LAWRENCE, Kenneth R.P2EF3
 LAWTHER, John S.LSOM2
 LAY, Joseph H.C2ER4
 LEFEBVRE, Ira D.P2MA3
 LEGENDRE, Pierre J.LSOM2
 LEITZ, Arthur E.LSAR1
 LOUCKS, Thomas E.LSNS1
 LYNAS, Edward C.LSNS2

MacDONALD, John J.C2MA4
 MacGLASHEN, John A.C2PW3
 MADILL, James F.LSEM1
 MARA, Arnold G.P1NS3
 MATHURIN, Roger J.LSSW2
 MAYHEW, Jerrald C.LSEM1
 McGIBBON, Roy E.P2MA2
 McINTYRE, Arthur W.P1VS3
 McLAREN, John A.LSSE1
 McLAY, Robert W.LSRT2
 MEASAR, Arthur A.LSVS2
 MILLAR, Herbert W.LSOM2
 MONTPETIT, Paul J.P2TA3
 MOORE, Jack A.LSCR1
 MURPHY, William A.LSMA2

NAUGLE, Ronald E.LSSW2
 NEWHOOK, Dennis H.P2RW3
 NIBBLETT, James A.P2AW3

O'BRIEN, James R.P1NS3
 O'GORMAN, Robert E.P1MA3
 ORR, John H.C2OT4
 O'SULLIVAN, Paul C.LSQM1

PAGE, Victor G.P1RT4
 PARENTEAU, Gerald J.LSVS1
 PARSONS, Herbert M.P2OM2
 PAULSEN, Ralph C.P1VS3
 PEACH, Max R.P1VS3
 PEARSON, John D.C2EM4
 PELLETIER, Valmont J.LSNS2
 PIONTEK, StanleyP2PW2
 PIPER, Norman H.LSAW2
 PITT, Lyle J.LSCK2
 POIRIER, Rudolph J.LSAO2
 POND, Reginald S.P1VS3
 PORTER, Herman A.LSEM1
 POSIAK, PaulP1MA3
 POUPART, Robert C.LSVS2
 PRICE, Ellis T.P1LA3
 PROVOST, Lucien J.LSEM1

RAIT, John A.LSMA2
 RICHARDSON, Andrew R.P1PW3
 RICHARDSON, Stuart G.LSRP2
 ROBINSON, Edward G.LSNS2
 ROBINSON, William J.C2OT4
 ROCHE, John G.C2OT4
 ROY, Constantin J.LSCK2

SCOTT, Jack G.LSRP2
 SCRIMSHAW, Marvin S.LSRT3
 SHEPPARD, Robert W.P1AW3
 SIMPSON, David J.LSNS1

BIRTHS

To Lieutenant-Commander H. M. Belanger, *Niobe*, and Mrs. Belanger, a son.

To Chief Petty Officer Norman Keziere, Naval Headquarters, and Mrs. Keziere, a daughter.

To Lieutenant (S) H. F. MacLellan, *Stadacona*, and Mrs. MacLellan, a daughter.

To Leading Seaman E. T. O'Donnell, *Naden*, and Mrs. O'Donnell, a daughter.

To Leading Seaman G. E. Roberts, *Niobe*, and Mrs. Roberts, a daughter.

To Able Seaman Hubert Schram, *Stoux*, and Mrs. Schram, a daughter.

SKIDMORE, Alvand H.LSMA2
 SLAVEN, Thomas G.PIER4
 SLUSARENKO, JosephC2OT4
 SMITH, Elmer E.LSVS2
 SMITH, ArnoldLSNS2
 SMITH, Peter L.P2VS2
 STEINBURG, Orval K.LSAW2
 STEPHENS, Charles A.LSNS2
 STEWART, David A.LSCR1
 STOKES, Edwin F.LSNS2
 STRETTON, Shirley M. ...A/WP2WP1
 STUBBS, Walter A.P1NS3
 SWEET, Ronald W.P1RT4
 SWICK, James M.P2VS2

TARRANT, Vincent J.LSRT2
 TAYLOR, Murray F.P1ED4
 TESSIER, Paul J.P1SW3
 THOMPSON, Charles H.C2CK4
 THOMPSON, Robert C.P1PW3
 THOMPSON, William J.C2ER4
 THOMS, Phillip E.LSNS1
 TURNER, Jack E.P1SW3

UTRONKI, Norman J.LSAA2

WAITE, James M.LSPW2
 WALKER, Donald E.P2PW2
 WALKER, George E.LSVS2
 WALSH, William J.P1PW3
 WALTERS, Douglas L.LSNS2
 WARD, Ronald J.LSEM1
 WATSON, Andrew P.P1PW3
 WEIR, William S.LSLR1
 WILKIN, Cameron L.LSEM1
 WILLIAMS, Harold A.LSOM2
 WILSON, EdwardLSOM2



Admiral of the Fleet, Earl Mountbatten of Burma, who opened the Royal Naval School Boys' Exhibition in London a few weeks ago, is shown trying on a pair of magnetic induction earphones, which need no wires and enable the wearer to walk about unhindered. The First Sea Lord later this year will become Britain's Chief of Defence Staff. (U.K. Information Services.)

WOODHOUSE, Joseph W.LSMA1
 WURZER, Ronald A.LSCR1

YEMEN, Fredon H.C2SW3

dresses or aboard any of the ships of our Navy. Many friendly greetings to all of them.

Sincerely yours,
 C. D. C. JACOBS,
 LtJG Belgian Navy

Hyacintenlaan, 7,
 Ostend,
 Belgium.

The following letter was received in January by the Naval Historian:

Dear Sir:

I was pleased to see in the December issue of *The Crowsnest* that the mystery of the original HMCS *Stadacona* has been cleared up.

I first realized that there was something adrift in the history of *Stadacona* back in 1948, when she was scrapped at Seattle. I began to collect material on the history of the ship, and wrote both to Ottawa and Washington.

The information I received from Washington on the history of USS *Wasp* was completely at variance with the facts I had about *Stadacona*.

Lloyd's Registry proved its fallibility to me by being wrong on two counts. In the 1925-26 Lloyd's, *Stadacona* is listed as ex-*Columbia* of 1893, built at Philadelphia, while the engines are those of *Columbia* of 1899. Another authority complicated the matter by stating that the *Columbia* was launched at Philadelphia, and completed at Elizabethport, N.J.

All this led me to the conclusion that there must have been two *Columbias*, and that the alleged career of *Stadacona* as USS *Wasp* was untrue.

According to my files, the *Moonlight Maid*, ex-*Lady Stimson*, ex-*Kyukuzmt*, ex-*Stadacona*, ex-*Columbia*, was sold by W. P. Dewees in 1941 to Armour Salvage and Towing Co., who stripped her of her yacht fittings, and converted her to a towboat.

In 1942 she was purchased by the U.S. government, and was used to tow supplies to U.S. Army bases in Alaska.

After the war she was sold to Foss Launch and Tug Co. of Seattle. In January 1948 her wooden fittings were gutted, and she was subsequently broken up for scrap.

I remember the old ship well in her heyday, and I'm pleased you have disposed of the old legends which proved so difficult to unravel.

Yours truly,

NORMAN HACKING,
 Marine Editor.

The Province,
 Vancouver, B.C.

LETTERS TO THE EDITOR

Dear Sir:

As my wife was recently looking into my Canadian souvenirs, she discovered a few old copies of *The Crowsnest*. She found them quite interesting and got me enthusiastic again, so that I am now enclosing my subscription for this year.

For a long time I have wanted to get in touch again with the RCN and with the many friends I made during my training in Canada. As far as I know so would my colleagues, Jef De Wilde and Paul Segers. *The Crowsnest* is probably the best means of re-establishing contact.

Let me be allowed to give a few personal and professional informative notes about the first three Belgians ever to train with the RCN. It might be interesting to a number of readers of the RCN's Navy Magazine.

Jef De Wilde is still unmarried, living at Wanzele, Molenstraat, 23. He served as a watchkeeping officer aboard Algerines, duty which brought him the cold of Iceland as well as the heat of the Belgian Congo. He was recently appointed to an MSO as "Ops" which in-

cludes the navigation and communications departments. Jef was promoted LtJG at the end of last year.

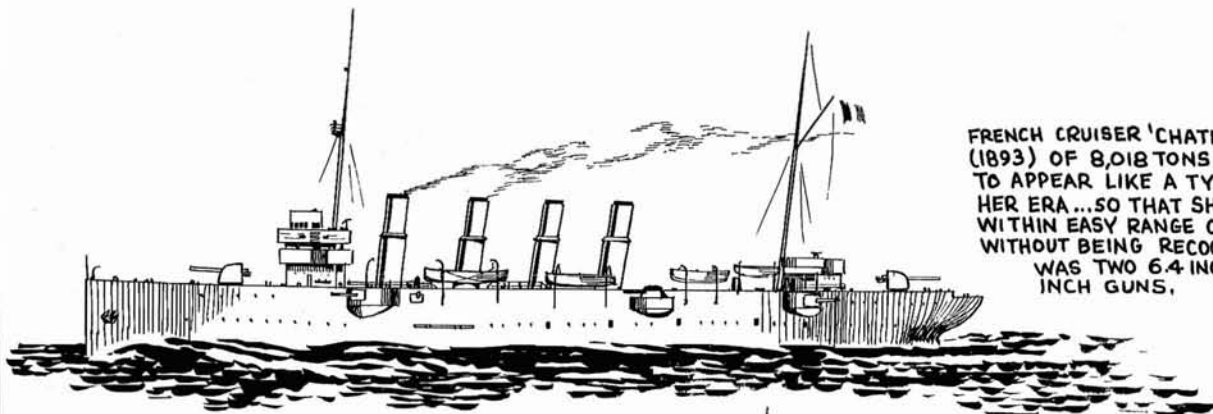
So was Paul Segers, but on July 8, 1958, he had already been promoted as head of the family when he married Maria Lorre. They are now living in Ostend, Blauwe Kastelstraat, 92. Paul was first lieutenant on an MSC for one and a half years; now he is a watch-keeping officer aboard an Algerine.

Camiel Jacobs was married on February 5, 1958. On November 29 a little Margareth joined the young family, which lives in Ostend, Hyacintenlaan, 7. After a short turn-around trip to Banana aboard an Algerine, Camiel was appointed first lieutenant to an MSC and changed this job recently for a similar one to Jef's aboard another MSO. He was equally promoted LtJG last December.

Dear Sir, I hope that this "letter from Belgium" may get through to many of our friends in the RCN, either our instructors or colleagues at the time. They are always welcome to Belgium, especially at the above mentioned ad-

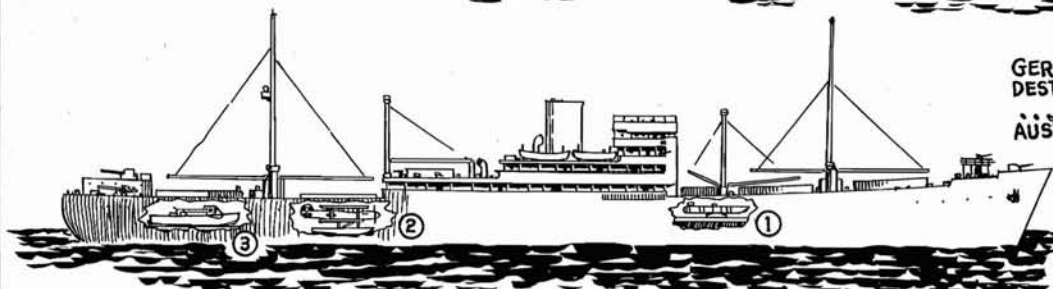
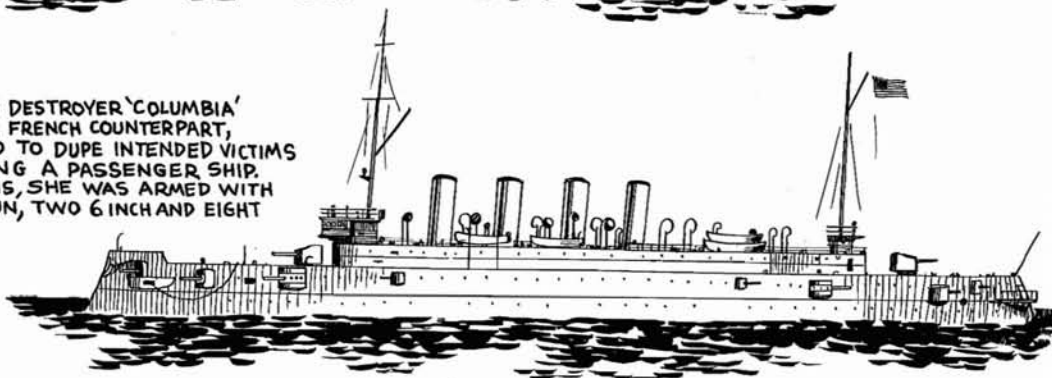
Naval Lore Corner

Number 68
Commerce Destroyers
& early propulsion



FRENCH CRUISER 'CHATEAUFRENAULT' (1893) OF 8,018 TONS WAS DESIGNED TO APPEAR LIKE A TYPICAL LINER OF HER ERA...SO THAT SHE COULD GET WITHIN EASY RANGE OF HER VICTIMS WITHOUT BEING RECOGNIZED. ARMAMENT WAS TWO 6.4 INCH AND SIX 5.5 INCH GUNS.

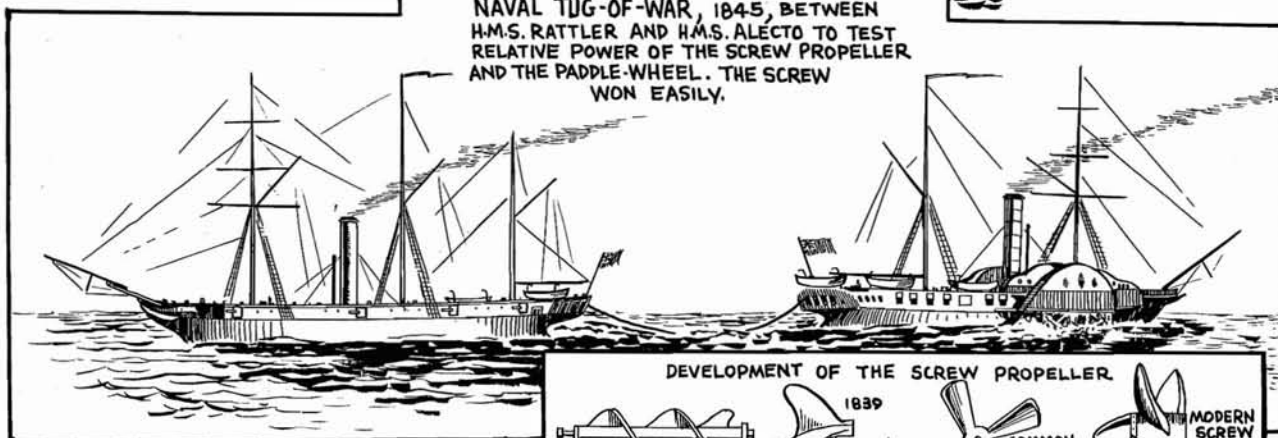
U.S. COMMERCE DESTROYER 'COLUMBIA' (1892), LIKE HER FRENCH COUNTERPART, WAS DESIGNED TO DUPE INTENDED VICTIMS BY RESEMBLING A PASSENGER SHIP. OF 7,450 TONS, SHE WAS ARMED WITH ONE 8 INCH GUN, TWO 6 INCH AND EIGHT 4 INCH GUNS.



GERMAN WORLD WAR II COMMERCE DESTROYER 'KORMORAN' (EX-FREIGHTER) ... CLAIMED TO HAVE SUNK THE AUSTRALIAN CRUISER 'SIDNEY'!

OF 8376 TONS SHE WAS ARMED WITH SIX 5.9 INCH GUNS, SEVERAL SMALLER GUNS, SIX TORPEDO TUBES ①, TWO SEA-PLANES ②, TWO E-BOATS ③ AND 230 MINES. SPEED WAS 18 KNOTS...

NAVAL TUG-OF-WAR, 1845, BETWEEN H.M.S. RATTLER AND H.M.S. ALECTO TO TEST RELATIVE POWER OF THE SCREW PROPELLER AND THE PADDLE-WHEEL. THE SCREW WON EASILY.



DEVELOPMENT OF THE SCREW PROPELLER



The Queen's Printer

OTTAWA

If undelivered return to:

The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada



The CROWSNEST



Vol. 11 No. 5

March, 1959



The CROWSNEST

Vol. 11 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1959

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Stokie—Last of the Mascots?</i>	4
<i>George Medals Awarded</i>	5
<i>Cruise to Hawaii</i>	6
<i>Gatineau Commissioned</i>	7
<i>Officers and Men</i>	9
<i>'Crowsnest' Founder Retires</i>	11
<i>Polynia Party</i>	13
<i>Admiral at Bay</i>	15
<i>Bell Hydrofoil Salvaged</i>	17
<i>Afloat and Ashore</i>	19
<i>The Tempestuous Earl of Dundonald</i>	21
<i>Books for the Sailor</i>	24
<i>The Navy Plays</i>	25
<i>Lower Deck Promotions</i>	27
<i>Naval Lore Corner No. 68</i>	<i>Inside Back Cover</i>

LADY OF THE MONTH

HMCS *Gatineau*, commissioned in Halifax on February 17, is named after the Gatineau River, a once-turbulent Quebec stream which pours into the Ottawa River near Canada's capital city. Long stretches of the river have now been tamed for the production of electric power, but timber and pulpwood still float down to the mills as they did a hundred years ago.

The name has been borne by only one other warship, HMCS *Gatineau*, a River class destroyer of Second World War fame, whose battle honours, "Atlantic 1943-1944" and "Normandy 1944", have been inherited by the new ship.

The new *Gatineau* was honoured, before she was even commissioned, by being chosen as senior ship of the escort for HMY *Britannia* along the St. Lawrence this year. (CN-3787)

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

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

Sizes, finish and the new National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

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:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

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

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

The Cover—Wind force was zero and the sea like molten glass when the camera in the hands of CPO Douglas Howes froze HMCS *Oriole* on the crest of a swell. The *Oriole*, proceeding on engines, was carrying Royal Roads officer cadets on a week-end cruise to the U.S. naval base at Bremerton, Washington, last fall. (E-47851)



Sailors raise the White Ensign and lower the Red at the moment HMCS *Gatineau* became an active unit of the Atlantic Command, February 17. Built by Davie Shipbuilding Co. Ltd., the *Gatineau* is the third Restigouche class destroyer escort to enter the fleet and the tenth Canadian designed and built DDE to be accepted in the RCN. (HS-56324)

RMC Permitted To Grant Degrees

Degree-granting privileges have been accorded to the Royal Military College of Canada as the result of the passage of a bill by the Ontario legislature. The first degrees under The Royal Military College of Canada Degrees Act, as it is known, will be granted this spring.

The new legislation affects not only officer cadets studying at RMC but also those at College Militaire Royale and Royal Roads, since all students of Canadian Services Colleges must complete their work at RMC.

It will be possible this year to grant both pass and honours degrees in arts (BA) and pass degrees in science (BSc). With forthcoming changes in the curriculum, RMC will also be able to grant honours degrees in science and also to grant Bachelor of Engineering degrees. It will be 1962 at the earliest before these latter degrees can be given, according to Brigadier R. P. Rothschild, Director, Regular Officer Training Plan.

The degrees will be granted by a senate consisting of the Minister of National Defence, in his capacity of president of RMC, the director of studies and the heads of college departments. The legislation also authorizes the appointment of a chancellor to confer the

degrees, but this function may alternatively be performed by the president or the commandant. The university status of RMC is further recognized in the privilege of granting honorary degrees in arts, science and engineering.

Following the passage of the bill in the Ontario legislature, Commodore D. W. Piers, commandant of RMC, said in a press interview that the college cadets had always done academic work equal to that required for a university degree. The new arrangement would result in a considerable saving of money, since it would no longer be necessary for students to go on to other universities for their degrees.

The legislation also remedies what, on the face of it, was an unfair situation, in that students attending universities under the Regular Officer Training Plan entered the armed forces with university degrees, while those who had trained to similar standards at Canadian Services Colleges received no such recognition.

Cape Scott on 'Shake-Down' Trip

HMCS *Cape Scott*, mobile repair ship, under the command of Cdr. Frank J. Jones left Halifax March 10 for a six-

week "shake down" cruise to the West Indies.

The ship was to go to Jamaica, visit Montego Bay from the 19th to the 26th, and Kingston from the 27th to April 1. The *Cape Scott* will be in Bermuda from April 6 to 13, then will call at Norfolk, Va., from the 16th to the 21st, returning to Halifax April 24.

The *Cape Scott*, which has a complement of 23 officers and 225 men, was commissioned in January as the first mobile repair ship in the Royal Canadian Navy.

Following the "shake down" cruise, she will begin her duties with the fleet, making her elaborate repair facilities and skilled technicians available to ships of the command during periods away from Halifax.

Squadron Repeats 'Safe Flying' Win

A year of accident free flying has won for the Royal Canadian Navy's experimental squadron, VX 10, the 1958 award of the navy's Safe Flying Trophy.

This is the second year in succession this squadron has won the award, which is presented annually to the naval air squadron showing the best record of accident free flying.

Commanded by Lt.-Cdr. (P) J. C. Sloan, VX 10 is based at *Shearwater*.

The experimental squadron is responsible for the evaluation and development of air equipment and associated material.

The trophy, which was put up for annual competition between RCN air squadrons in 1953 by the officers of the Navy's supply branch, was recently presented to Lt.-Cdr. Sloan by Commodore (S) C. J. Dillon, Supply Officer-in-Chief.

In an official naval statement in connection with the award of the trophy, it was stated: "The aircraft air accident picture for the past year is most encouraging and shows the result of sound training and good leadership . . . The attainment of a new low in the RCN aircraft accident rate by all concerned is a most commendable performance."

Earl Mountbatten Will Open CNE

Admiral of the Fleet, the Earl Mountbatten of Burma, KG, PC, the First Sea Lord of the Admiralty, who takes up his new appointment as Chief of the United Kingdom Defence Staff in July, has accepted the invitation of the Canadian National Exhibition, conveyed to him by the Canadian Government, to open the 81st Canadian National Exhibition in Toronto on August 26.

He will arrive, accompanied by Lady Mountbatten, in the Royal Navy's Fifth Frigate Squadron, HM Ships, *Scarborough*, *Tenby*, *Salisbury*, and *Whitby*, flying his flag in HMS *Scarborough*, the leader of the group.

Two Ships Join Fleet in One Day

Two well-known Atlantic Command ships, the destroyer escort *Micmac* and the frigate *Lanark*, were in the lime-light on a single day in March.

They each commissioned on March 10—the first occasion since the end of the war in which two ships have re-commissioned in one day. Both ships had been undergoing a refit which began last summer.

The *Micmac* is commanded by Cdr. A. B. C. German and the *Lanark*, by Lt.-Cdr. W. V. A. Lesslie. On commissioning, the *Micmac* was attached to the Third Canadian Escort Squadron and the *Lanark*, to the Seventh Canadian Escort Squadron.

Magazine Features RCN's New Ships

"Canada's Fabulous Submarine Killer . . . HMS *Restigouche*," is the title of an article featured in the March issue of *Popular Mechanics* magazine.



You can see the Athabaskan shivering from stem to gudgeon in this picture of her arrival at Halifax on February 16 from the balmy West Coast. She and the Cayuga arrived the same day to become units of the Atlantic Command—both of them encrusted with unfamiliar ice. (HS-56291)

The article, graphically describes the role and capabilities of the *Restigouche*, first ship of her class. To obtain material for the article, an editor of the magazine made a special visit to the destroyer escort at Halifax.

Considered to be among the most advanced anti-submarine vessels in the world, the *Restigouche* and her class are a development of the *St. Laurent* class destroyer escorts. Improvements in armament and submarine detection capabilities are incorporated in the *Restigouche* class ships. These improvements embrace sonar, guns and homing torpedoes, and are the result of intensive study and exhaustive trials.

In its article, the magazine appraises the *Restigouche* as "the hottest thing in anti-submarine warfare . . . according to navy men on a couple of continents."

Atlantic Command Warships Busy

The beginning of March saw a period of concentrated activity for ships of the Atlantic Command.

This was particularly true for a number of the destroyer escorts. Back in Halifax on March 8 from the Atlantic Command's exercises in the Bermuda area, they returned to sea on March 11 for a week of combined anti-submarine exercises with RCAF Maritime Com-

mand aircraft off the coast of Nova Scotia.

Taking part in the Bermuda exercises were the destroyer escorts *Algonquin*, *Iroquois*, *Restigouche*, *St. Croix*, *Nootka*, *Cayuga*, *Athabaskan* and the frigates *Fort Erie*, *La Hullose* and *Buckingham*. With them came the target facilities vessel *Porte St. Jean* and the ocean tug *Saint John*. The following day, March 9, the minesweepers *Fundy*, *Quinte*, *Thunder* and *Chaleur* returned from Bermuda also.

The *Haida* remained out until March 12 on plane guard duty for the *Bonaventure* while the carrier conducted qualification exercises.

In the anti-submarine exercises, which lasted from March 11 until 16, a total of 24 RCAF planes from Greenwood and Summerside participated. The group included nine of the modern giant Argus A/S aircraft. The exercise was the first test under full operational conditions for the Argus.

Naval units taking part were the destroyer escorts *Algonquin*, *Nootka*, *Athabaskan*, *Cayuga*, *Restigouche*, *St. Croix*, and the frigates *Fort Erie*, *La Hullose* and *Swansea*. They joined up with the *Bonaventure* which was already at sea off the coast at the time.

Also taking part in the exercises were the two submarines of Sixth Submarine Squadron, HM Submarines *Ambush* and *Alderney*.



This picture taken last fall, was the last photograph of "Stokie", ship's mascot of HMCS *Prestonian* in 1944-45. It seems quite probable that "Stokie", more than 14 years old when she died, was the last surviving "sea-dog" of the Second World War. She spent the post-war years with ex-CPO H. L. Clark, of Dartmouth, N.S., and died on New Year's Day last. (CN-3798)

SAILING under Norwegian colours is a warship that may owe a debt of gratitude to a little shaggy dog which died last New Year's Day in Dartmouth, Nova Scotia.

The ship is the Norwegian frigate, KNM *Troll*, formerly HMCS *Prestonian*, and the little dog was "Stokie," mascot of the *Prestonian* during the Second World War.

There were just two outstanding incidents in Stokie's naval career. One was the occasion on which, as she was trotting about the decks, she smelled acrid smoke escaping from the door of a temporarily untended galley, and set up a terrific hullabaloo that brought sailors on the run to nip in the bud a fire that might have seriously damaged the ship. The incident made her a heroine.

The second exciting occasion of her career was when the ship's company of HMCS *St. Catharines*, sister frigate of the *Prestonian*, "shanghaied" and carried her to sea for one trip. A boarding party from the *Prestonian* took care of that situation.

Stokie was brought on board the *Prestonian* when the frigate was commissioned at Quebec City in September 1944. Her owner, ERA William Clipper, of Niagara Falls, Ontario, obtained permission of the captain, Lt.-Cdr. Ian Angus, RCNVR, for Stokie to remain on board as the official mascot of the ship. Service documents were made out for

her and she was signed on as: "Stoker; sex, female; breed, Yorkshire terrier (?)."

CPO H. L. Clark, who now lives at 5 Milverton Road, Dartmouth, N.S., was drafted on board the *Prestonian* in April 1945 and was with the ship until she paid off at Liverpool, N.S., in November of that year. Engineer room personnel left the ship after she had been towed



Six-year-old Jay Clark helps "Stokie" watch the birdie. Jay is now 19 years of age. The picture is from a family snapshot.

to Shelburne and ERA Clipper asked CPO Clark to take the dog to Halifax, where he would pick her up and take her to his home in Ontario.

Two weeks later, not knowing how firm a place Stokie already had in the hearts of the Clark household, ERA Clipper telephoned his friend and asked him to bring the dog to the station. CPO Clark called a taxi. The rain was pouring down, Mrs. Clark said a dog shouldn't be put out on a night like that, the children were weeping, but Chief Clark went his doleful way.

At the station, ERA Clipper said he had been thinking things over and hated the thought of inflicting a long baggage-car journey on the little dog and if CPO Clark didn't mind, would he . . .

"Thanks, goodbye," said the chief, who took no chances on another change of heart. That is how Stokie and the Clark family spent 13 happy years together until her death on New Year's Day, 1959. They were busy years, too, for she helped to bring up the four Clark boys, the youngest of whom is now 13 years of age.

She wasn't a big dog—about 18 inches long and 14 inches high, with long honey-coloured hair that tumbled over her eyes and face. Her service documents are still in possession of ex-ERA Clipper and they show that her rating on leaving the Navy was "Stoker Petty Officer".

George Medals for Helicopter Pilots

HER MAJESTY the Queen has been pleased to approve the award of the George Medal to two officers of the Royal Canadian Navy, Lt.-Cdr. John H. Beeman and Lt.-Cdr. F. Roger Fink, and the award of the Queen's Commendation for Brave Conduct to two former naval personnel, Lawrence P. Vipond, of Ancaster, Ont., and Paul A. Smith, of Oshawa, Ont.

The awards were for the helicopter rescue in November 1955 of 21 crew members of the Liberian freighter, *Kismet II*, aground at the base of a 900-foot cliff on the northern coast of Cape Breton Island and being pounded to pieces by heavy seas and gales.

"Lt.-Cdr. Beeman," reads the citation, "by his determination and skilful air-manship, as pilot of a helicopter, was primarily responsible for saving the 21 members of the crew of the Liberian freighter, *Kismet II* . . ." Lt.-Cdr. Beeman is now serving as Staff Officer (Air) at the Maritime Warfare School at *Stadacona*.

Lt.-Cdr. Fink, co-pilot of the helicopter, is cited for "great coolness and devotion to duty throughout the operation and when piloting the helicopter during the latter stages of the rescue, displayed a very high degree of air-manship". He is now commanding officer of HS-50, helicopter anti-submarine squadron, which at the time the awards were announced was at sea in HMCS *Bonaventure*.

Former Petty Officer Vipond and former Ldg. Sea. Smith were crewmen in the helicopter. They are cited for initiative, skill, bravery and determination. Both have since returned to civilian life.

The rescue, which has been called one of the most daring and dramatic of modern times, was effected within 30 hours after the *Kismet II*, bound for Prince Edward Island, experienced steering trouble during a heavy storm and was driven aground on the rocky Cape Breton coast.

Alerted by RCAF Search and Rescue headquarters in Halifax, an RCN helicopter, piloted by Lt.-Cdr. Beeman, took off on Friday morning, November 25, from *Shearwater*, for Sydney, 165 miles away. Slowed by numerous snow squalls, the aircraft arrived two hours later. After preparing the helicopter for rescue operations, Lt.-Cdr. Beeman headed for Cape St. Lawrence, 70 miles



The George Medal has been awarded to two RCN officers, and the Queen's Commendation for Bravery to two former navy men, for their parts in the dramatic helicopter rescue of 21 seamen from the Liberian freighter *Kismet II* on the rocky coast of northern Cape Breton Island in November 1955. Recipients of the George Medal were: Lt.-Cdr. John H. Beeman, top left, and Lt.-Cdr. F. Roger Fink. The Queen's Commendation went to: former AB Paul A. Smith, at left in lower photograph, who now lives in Oshawa, Ont., and former PO Lawrence W. Vipond, now living in Ancaster, Ont. Both were crew members in the helicopter flown by Lt.-Cdrs. Beeman and Fink. (HS-56089; DNS-21862A; DNS-15118).

away and near the scene of the grounding. Heavy snow squalls were met and at times visibility was reduced to zero.

He touched down briefly at Cape St. Lawrence and then for nearly an hour attempted to approach the stricken ship from different heights and angles. A

heavy gale was whipping across the face of the cliff and snow showers at times cut visibility to less than half a mile. As the helicopter flew in toward the ship the severe turbulence suddenly dropped it almost to the wave-tops, and as suddenly flung it aloft again. Any

effort to get in close could only result in the machine being smashed against the cliff or thrown into the sea. Rescue from the air under these conditions appeared impossible.

Returning to the lighthouse, Lt.-Cdr. Beeman got in touch with Search and Rescue, and then flew two sorties with RCMP constables, naval dockyard representatives from Halifax and a quantity of rescue equipment to speed up the possibility of rescue from the cliff-top by breeches buoy.

Following this, he returned to Sydney, bucking heavy snow, and there prepared his aircraft for a pre-dawn take-off.

At 7.45 a.m., the helicopter was back at Cape St. Lawrence. Again heavy turbulence was encountered. When it was decided that rescue could not be effected from ashore and heavy seas and reefs precluded any attempts by sea, Lt.-Cdr. Beeman took off at 8.15 a.m. for another sortie. Flying along the cliff face, he discovered the wind had veered enough so that the turbulence was not so great. He approached

the *Kismet II* more closely and found he could maintain control.

Hand signals were made to the ship's crew to clear away the after steering platform. With axes and hammers the crew went to work removing ventilator rails and other obstructions, and the helicopter came in under the cliff and balanced precariously on three wheels. Despite still fairly heavy turbulence, four crew members scrambled aboard and Lt.-Cdr. Beeman, waiting his opportunity between gusts, took off and landed them ashore.

Leaving his co-pilot and one crew member behind, he made a second trip to the wreck and this time removed seven of the crew.

Lt.-Cdr. Beeman was considerably fatigued by this time and the two final trips were flown by Lt.-Cdr. Fink, who, along with the other crew member, brought the remaining ten members of the ship's crew to safety.

An hour later, Lt.-Cdr. Beeman headed back for *Shearwater*, via Sydney, leaving behind another rising gale with snow squalls which spelled doom for the ship.

softball games, golf and plenty of swimming.

The group moved out of Kahului Tuesday morning, January 20, steamed round the island and the ships came to anchor in Maalaea Bay for a four-day training session between ports of call.

The four ships then weighed anchor and proceeded to Pearl Harbour, arriving Saturday, January 24. As they approached their berths in the great Pacific base, each ship in turn sounded the "Still" and saluted the rusting, charred remains of the once proud battleship *USS Arizona*.

Again the hospitality of both naval and civilian citizens was most generous. Most of the squadron personnel got to see fabulous Waikiki Beach. There were tours of the naval base, the city of Honolulu and other tourist attractions on the island. There was a great deal of entertainment.

The first day out, homeward bound, the squadron took full advantage of the welcome opportunity to spend a day in anti-submarine exercises with the United States Submarine *Bream*. Four cadets and a *Venture* staff officer were guests for the day on board the *Bream* to follow the exercises from underwater.

Good weather held for most of the passage homeward and under way training progressed well.

On Monday night, February 2, battle was joined with 42 Division, HMC Ships *Jonquiere*, *New Waterford* and *New Glasgow*. They had steamed down southwards from exercises in the Queen Charlotte and west coast B.C. waters to join the homeward bound four on the last three and a half days of the journey.

A night encounter exercise was planned in an area of a few hundred square miles some 800 miles southwest of Cape Flattery. The four ships of 41 Division en route from Pearl achieved a surprise attack in fog, made first contact with the "enemy" and riddled the convoy under their protection. The *Jonquiere* and her two ships in company wore a specially designed battle flag bearing the Northern Black Bear, their normal sphere of operations being northern Pacific waters. The 41 Division put a grass skirt and a lei on a similar bear and called their standard Hula Bear.

On the last morning, in the Strait, the *Ste. Therese*, eighth ship of the squadron which was doing post-refit trials, joined the other seven for fleet-work in the approaches to Esquimalt and the squadron arrived home as a complete and eye-filling unit.

CRUISE TO HAWAII

THE FOURTH Canadian Escort Squadron, eight ships strong, steamed up Juan de Fuca Strait on the morning of February 6—the largest one-class squadron to sail together in the peace-time Royal Canadian Navy.

Four of the ships—*Sussexvale*, *Antigonish*, *Stettler* and *Beacon Hill*—had just completed a one-month, 5,400-mile training cruise to Hawaii in which 85 officer cadets from *Venture* served their first time at sea. It was the first cruise in the RCN's new concept of training junior officers in anti-submarine escort ships, rather than in a cruiser.

Capt. H. A. Porter, Commander of the squadron and Commander RCN Cadet Training, observed:

"The cruise was a solid advance, providing a strong professional grounding in this early stage of the training of these junior officers for the RCN. A broader understanding of the varying commitments and tasks of an anti-submarine ship is more readily conveyed to the young trainee in a ship of frigate size—much like the ships in which they will ultimately serve as qualified officers. The group of four ships adds the important ingredients of fleet work and the teamwork character of modern anti-submarine warfare."

Embarked in four ships, which left Esquimalt January 7, the 85 first-year

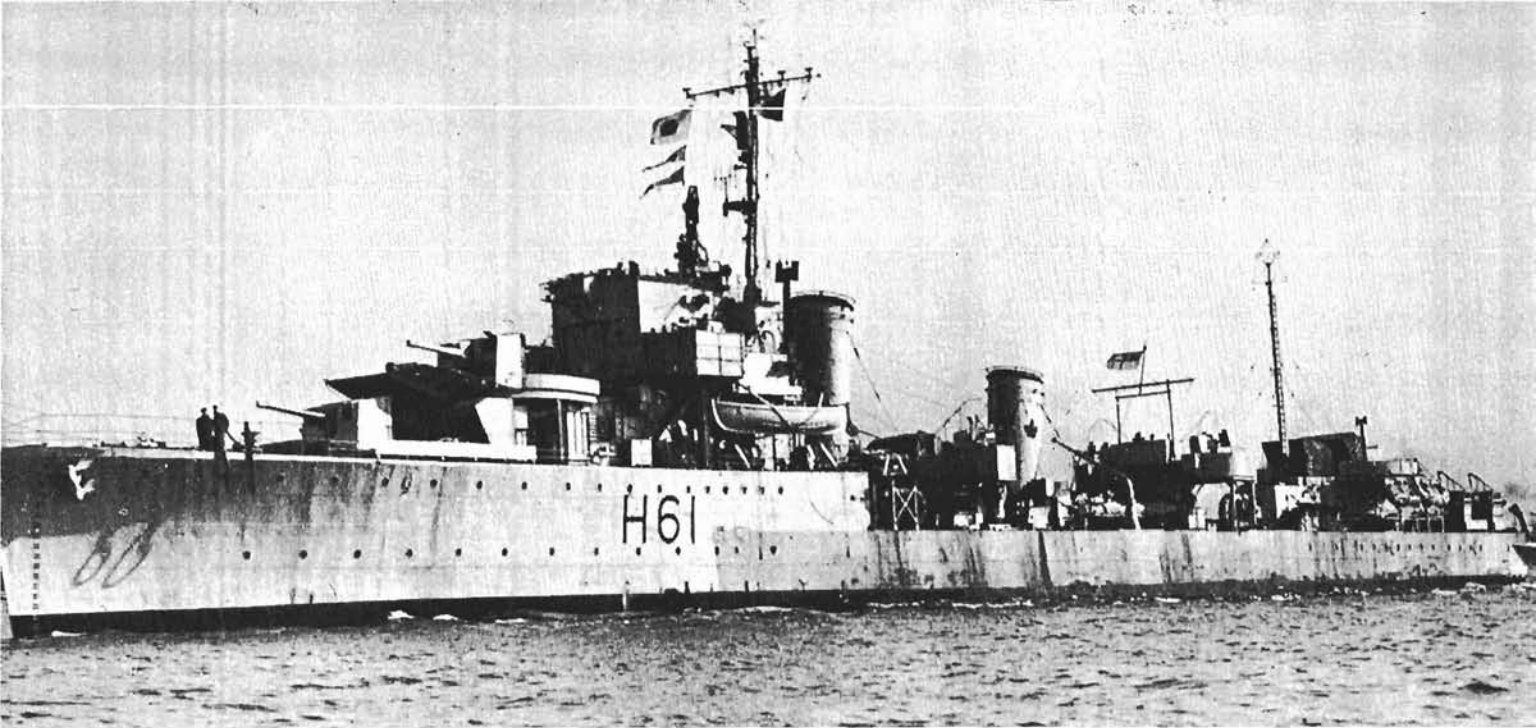
cadets were from nine Canadian provinces, England and Belgium. Most of the nine-day trip to the island of Maui in Hawaii was made through heavy, tempestuous seas and gale force winds. Formal training was severely curtailed for the first four days.

A day out of Maui, the seas subsided and the ships entered harbour under balmy Pacific skies, riding a long, easy swell. Each ship's whaler was lowered at sea and, manned by a cadet crew under the command of one of the ship's officers, the boats sailed the last 20 miles into Kahului, Maui, on a fair breeze, January 16.

The residents of the Island of Maui gave the Canadians a typical Islands welcome, with a native hula group on the jetty, singing and dancing aloha.

All officers, cadets and men were feted at a "luau" that evening. The luau is the traditional Hawaiian feast of roast suckling pig, poi and other delicacies of the Islands. Hawaiian singers and dancers entertained.

During the next three days, the Canadians saw the long surf-washed beaches; Lahaina, ancient capital of Hawaii's kings; the great volcano Haleakala, largest dormant volcano in the world; the sugar plantations and pineapple fields; the lush abundance of the Island's fields and forests. There were



The first HMCS Gatineau, as she appeared while serving in the RCN during the Second World War. (S-3311)

HMCS GATINEAU COMMISSIONED

THE THIRD of the Restigouche class destroyer escorts to join the fleet, HMCS *Gatineau* was commissioned at Halifax on February 17.

Commanded by Captain H. L. Quinn, who took command of the *St. Laurent* in March 1958 with the additional appointment of Commander Third Canadian Escort Squadron, the *Gatineau* became the senior ship of the squadron on commissioning.

Although the commissioning took place at Halifax, the *Gatineau* was built by Davie Shipbuilding Ltd., at Lauzon, P.Q. However, late last year, it was decided that the new ship should be towed to Halifax from Lauzon to avoid the freeze-up in the St. Lawrence. Accordingly, on December 15, she was taken in tow by the Foundation Maritime tug *Vigilant* for the trip to the east coast.

The *Gatineau* was laid down at Lauzon on April 30, 1953, and was launched on June 4, 1957. Her sponsor was Mrs. H. N. Lay, wife of Rear-Admiral H. N. Lay, at that time Vice-Chief of the Naval Staff, who has since retired.

The commissioning ceremony took place on a cold, windy day—a circumstance that made the warmth of the interior of their new floating home double welcome to members of the

ship's company when the ceremony ended.

The official guest list included Major General, the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia, guest of honour, and Mrs. Plow; Rear Admiral H. F. Pullen, Flag Officer Atlantic Coast, and Mrs. Pullen; Rear-Admiral (E) B. R. Spencer and Mrs. Spencer; Commodore J. V. Brock and Mrs. Brock; T. R. McLagan, president of Canada Steamship Lines; Chaplain (P) E. G. B. Foote and Mrs. Foote; Chaplain (RC) C. B. Murphy; Commodore (L) H. G. Burchell and Mrs. Burchell, and Constructor Commander C. E. Booth and Mrs. Booth.

Admiral Pullen listed the substantial additions to the fighting strength of the Atlantic Command in store for 1959. The mobile maintenance ship, HMCS *Cape Scott* was commissioned in January, the *Gatineau* in February. March was to see the commissioning of the Tribal class destroyer escort *Micmac*, the frigate *Lanark* and, on the West Coast, the *Kootenay*, sister ship of the *Gatineau*, which will serve in the Atlantic Command.

The main address during the commissioning ceremony was given by Mr. McLagan. The Canada Steamship Lines president drew attention to the announcement of Lieutenant-General

Howard D. Graham, Commissioner, Royal Visit (1959) that the *Gatineau* will lead the escort squadron for HM Yacht *Britannia* up the St. Lawrence this summer.

Mr. McLagan spoke of the functions of the modern navy and said:

"The navy is coming back into its own as the first line of defence."

Following the signing of the acceptance form by Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Services, the commissioning service was held.

Like the prototype of the class, HMCS *Restigouche*, the *Gatineau* is developed from the St. Laurent class of destroyer escort and 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 the 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 *Gatineau* 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 and is radar-controlled.

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 *Gatineau* was one of six destroyers turned over to Canada by the Admiralty in response to a request by the Canadian Cabinet in late 1952 for destroyers to reinforce the escort groups on the North Atlantic convoy routes. She had originally been commissioned as *HMS Express* in November 1934 and by the time she was transferred to the RCN as *HMCS Gatineau* in June 1943 had already distinguished herself.

Fitted for mine-laying just before the war broke out, the *Express* and sister-ship, *HMS Esk*, on September 9, 1939, laid the first British offensive minefield of the war in the Heligoland Bight. In August 1940 she was severely damaged off the Dutch coast when she struck a German mine. In 1941 the *Express* joined the Eastern Fleet on its formation and was among the destroyers escorting HM Ships *Prince of Wales* and *Repulse* when the two heavy ships were sunk on December 10, two days after they had sailed from Singapore.

The *Express* went alongside the slowly capsizing *Prince of Wales* and took off most of her ship's company dry-shod, staying until the last possible moment.

In July 1943, one month after being commissioned into the RCN, the *Gatineau* sailed from the United Kingdom as senior ship of Escort Group C-2. During her first year in the RCN she was engaged in escort work between St. John's, Newfoundland, and Londonderry, Northern Ireland.

In September 1943 she became involved in a bitter running battle with German submarines armed with a new weapon, the acoustic torpedo. Her convoy, ON-202, and a slower convoy, ONS-18, were beset by a pack of 21 U-boats. In the action, two British escorts, the *Polyanthus* and *Itchen*, the Canadian destroyer *St. Croix* and six merchantmen were sunk, while three U-boats were destroyed.

The *Gatineau* was later assigned to "support" duties, reinforcing the close



A check of a radar set in one of the *Gatineau's* radar rooms is made by CPO Joseph Parker before the commissioning of the new destroyer escort at Halifax on February 17. On commissioning, the *Gatineau* became the senior ship of the Third Canadian Escort Squadron. (HS 55706)



Technical problems in the engine room of the *Gatineau* are discussed by CPO John H. Quinn and J. Lennox, assistant superintendent of the Davie Shipbuilding Ltd., the yard which built the new destroyer escort. (HS 55705)

escorts of convoys and taking offensive action against submarines.

In March, 1944, she made a contact while supporting Convoy HX-280. A "hunt to exhaustion" followed and though she herself had to retire when she ran short of boiler feed-water, the *Gatineau's* contact led to the sinking of U-744 by other ships of the support group.

In April, 1944, the *Gatineau* was withdrawn from the Atlantic and allocated to an escort group, consisting entirely of Canadian "River" class destroyers, for duty in the English Channel in support of the Normandy landings.

At the end of May 1945 the *Gatineau* sailed for Halifax with homeward-

bound naval personnel she had picked up at Greenock, Scotland. She made one more such crossing before being transferred to the Pacific Coast. On January 10, 1946, the *Gatineau* was paid off and in March 1947 she was declared surplus, sold and broken up.

She left the following battle honours:

Atlantic 1943-44

Normandy 1944

HMCS Gatineau was named after the *Gatineau* river, which rises in Abitibi County in the Province of Quebec and flows south for 230 miles before emptying into the Ottawa river a short distance below the city of Hull and across from Ottawa, the capital.

OFFICERS AND MEN

College Militaire Wins Debate Series

College Militaire Royal de Saint-Jean won the annual bilingual debate tournament held at the College on Friday and Saturday, March 7 and 8.

Deputy Speaker Pierre Sevigny, of the House of Commons, guest of honour at the closing banquet, presented the Massey Award to the winning team captain, Officer Cadet J. Granatstein.

Officer Cadet Granatstein's team won against representative teams from the universities of Laval, McGill and Loyola College and Royal Military College.

RCN Officers to Join Royal Yacht

Two officers of the Royal Canadian Navy have been appointed to serve in Her Majesty's Yacht *Britannia*.

They are: Lt. Roger D. C. Sweeny and Lt. (E) Stanley L. Foreman. They will join the Royal Yacht in May.

Lt. Sweeny has been serving as torpedo anti-submarine officer in the *Sussexvale* based at Esquimalt, and Lt. Foreman has been engineer officer of HMCS *La Hullose*, based at Halifax.

Six RCN sailors are already serving in the *Britannia* and a further nine men are being selected to join the Royal Yacht this spring.

Science Director For Navy Named

Patrick W. Nasmyth, formerly of Vancouver, a physicist with the Defence Research Board's Pacific Naval Laboratory at Esquimalt since 1948, has been named Director of Scientific Services at Naval Headquarters, Ottawa, it was announced in January. This position became vacant late last year when the incumbent, Dr. W. M. Cameron became Director of Plans at DRB headquarters.

Mr. Nasmyth will be responsible for co-ordinating all Royal Canadian Navy research and scientific development projects and for ensuring co-ordination between the various naval headquarters' directorates and the Defence Research Board and other Canadian scientific agencies.

A Canadian Army radar officer who assisted in preparations which led to the establishment of the Defence Research



An alert fire sentry (AB Roy Turner) and the discipline of the 127 men in the building won credit for the absence of loss of life when fire which broke out at 3 a.m. destroyed the chief and petty officers' living block at Stadacona on February 27. Residents had to flee so quickly—some of them by sliding down ropes from the third floor—that most of them lost clothing and personal effects. Halifax and naval fire departments kept the flames from spreading to nearby buildings. (HS-22846)

Board, Mr. Nasmyth transferred to the board shortly after its establishment and has worked closely with the RCN in a variety of projects relating to naval operations.

Ex-Air Mechanic Now Supply Officer

A former petty officer of the Royal Canadian Navy, William L. Gilbert, has been promoted to the rank of acting sub-lieutenant (Supply). He was appointed to *Cornwallis*, for an officers' divisional course, before going to *Hochelaga*, Naval Supply School at Ville La Salle, for a supply officers' technical course.

A/Sub-Lt. Gilbert was born in South Burnaby, B.C., on May 3, 1928, and entered the Royal Canadian Navy as an air mechanic second class in December, 1945. Following training at *Naden*, he trained as an air mechanic

in the United Kingdom and served in the aircraft carriers *Warrior* and *Magnificent* and at *Shearwater*. He transferred to pay writer in 1951. He has since served on both coasts, at Naval Headquarters and in the destroyer escort *Sioux*.

PO Thanked for Assisting USNR

A letter of appreciation for his "long hours and infinite patience", volunteered to assist in the training of U.S. Navy reserve personnel, has been presented to PO Morley Patrick McAllister, RCN, by the commanding officer of the U.S. Naval Communication Station Washington, Washington, D.C.

Cdr. Robert L. J. McKee, who is PO McAllister's department head, made the presentation on February 20. The letter was signed by Captain Gifford Grange, commanding officer of the station.

PO McAllister will complete his two-year tour at Washington in July 1959. He is at present assigned to the education and training section of the Security Group Department of the Naval Communication Station Washington.

The letter, which was made a part of his official record, reads as follows:

"Since reporting aboard this command for duty in July 1957, the manner in which you have carried out your assigned duties has been commendable. In addition to your regular duties, in classified communications matters, you cheerfully volunteered your services to assist in the training of two-week USN Reservists. This task alone, included the training of as many as 75 USN Reservists per month, required long hours and infinite patience.

"Your personal appearance, cheerful, courteous personality, and working habits not only makes you a truly outstanding representative of Her Majesty's Royal Canadian Navy but also sets an example for others to follow.

"I desire to take this opportunity to extend my appreciation for the initiative, willingness and outstanding manner in which you have performed your duties."

Ontario Offers Trades Courses

The Ontario Department of Education, with the co-operation of the federal government in agreement with the departments of education of the other provinces, is offering a group of trades courses, available to all Canadians.

The Vocational Correspondence Courses, for which a fee of \$10 is charged, are: automotive mechanics I and II; carpentry I and II; machine shop practice I and II and radio theory and practice.

Information and application forms can be obtained from The Director, Correspondence Courses Branch, Department of Education, 206 Huron Street, Toronto 5.

Fireman Honoured by Order of St. John

A naval fireman in the Atlantic Command has been appointed an honorary life member in the Priory of Canada, Order of St. John, in recognition of his "valuable and gratuitous services to the Order".

Albert Joseph McDonald, superintendent of the Halifax "Bluenose" Division of the St. John Ambulance Brigade, was invested in the world's oldest surviving order of chivalry by Major General the Hon. E. C. Plow, Lieutenant Governor of Nova Scotia, last fall.

Mr. McDonald became a naval firefighter in December, 1954, and that is his foremost responsibility. When Lt.-Cdr. (SB) Gordie Lay became Atlantic Command Fire Chief, one of the first items on his agenda was to introduce a concentrated first aid program that would be common to all his firefighters. Mr. McDonald was asked to provide the instruction on a voluntary basis.

The first course began in March, 1957. Since then he has instructed the 135 men in the five naval fire stations in the Halifax-Dartmouth region. This is no mean chore, since they work in three watches, but half his pupils have reached medallion level. This means they can give first aid without supervision, teach classes and take charge of first aid posts. Dockyard firemen do all first aid in silent hours.

Mr. McDonald has been active in the St. John's Brigade a total of eight years. The Bluenose group he heads is divorced from his naval role and was formed especially to respond to cases of disaster, the most recent being the Springhill tragedy. He and several other civilian employees of the Navy obtained special leave to go there and were driven to Springhill by naval transport.

Born in Halifax, educated there and in Dartmouth, he served in the Army in the Second World War and in Korea. He lives by Albro Lake and his father, J. K. McDonald, is a close neighbour. His mother died on her 50th wedding anniversary while her son Albert was tending the injured at Springhill.

Storesman Gains Commission

A former chief petty officer of the Royal Canadian Navy, John D. Luton, has been promoted to the rank of acting commissioned officer.

A/Cd. Stores Officer Luton was born in Moscow, Idaho, on August 19, 1928, and was living in Vancouver when he entered the Royal Canadian Navy at *Discovery*, Vancouver naval division, in January 1947 as a probationary storesman. Following his early training at *Naden*, he served on both coasts and at sea in the destroyer escorts *Cayuga*, *Athabaskan* and *Saguenay* and in the frigates *Beacon Hill* and *Antigonish*.

Ship Serving as Target Vessel

HMCS *Porte Saint Jean*, employed as a target facilities vessel, sailed from Halifax for St. George, Bermuda on January 14. The 465-ton, trawler-design ship is commanded by Lt. William A. Byatt.

She will remain in Bermuda waters until mid-April, where her air and surface underwater targets will be used by various units of the RCN Atlantic fleet undergoing exercises in that region through late winter and early spring. She carries three officers and 30 men.

Mess Gives Life Memberships

Nine members of the chiefs' and petty officers' mess at HMCS *Discovery* were given life membership certificates during the group's annual dinner meeting on March 7.

Receiving the awards were CPO J. D. "Doc" Alexander, CPO T. A. "Brad" Bradfield, PO Dave Burgess, CPO Jack Clarke, PO Louis Cousins, CPO Ted Eaton, CPO Charles Hartney, CPO Murray Laidlaw, and CPO Jack Ross.

The new president is PO Len Paget. He will be assisted by CPO J. D. Alexander, CPO Ted Eaton, CPO T. A. Bradfield, PO Fred Holland, PO A. L. Tufts, and CPO William Lindsay.

Special Award For Dockyard

Personnel of HMC Dockyard, Esquimalt, have been honoured by the British Columbia Centennial Safety Awards Committee for a year of commendable care in the prevention of accidents and other occupational mishaps. To mark the occasion the Safety Awards Committee, in a recent ceremony, presented HMC Dockyard with a special safety award certificate.

Commodore John Deane, Commodore Superintendent Pacific Coast, on behalf of all personnel within the Dockyard, accepted the award from Arthur Francis, from the Workmen's Compensation Board in Vancouver.

Banshees Fly To Key West

Fighter Squadron 870 left *Shearwater* on January 14 for Key West, Florida, for exercises with the U.S. Navy.

The eight Banshee jet aircraft, due to return to *Shearwater* around February 20, carried out ground controlled interceptions, operating by radar and mostly at night with air and other elements of the USN. Commanding officer of the squadron is Lt.-Cdr. William J. Walton, of Toronto.

About 120 officers, men and squadron equipment were airlifted at the same time by two RCAF North Stars and a C-119 (Flying Boxcar) to Key West. The squadron thus operated as a self-contained unit at the United States naval air base.

The deployment of a Royal Canadian Navy fighter squadron to Key West for interception practice has become an annual affair.

Squadron Visits Kingston, Jamaica

Frigates of the Seventh Canadian Escort Squadron left for Jamaica and subsequent fleet exercises in the Bermuda area January 7.

The ships called at Kingston, Jamaica, from January 13 to 17 and thus were present for the opening of the Cana-

dian Trade Fair held there from the 16th to the 25th.

From Jamaica, the squadron proceeded to the Bermuda area for fleet exercises, returning to Halifax February 13.

NOAC Branch Changes Name

A change of name from "Brunswick Branch" to "New Brunswick Branch" took place at the annual meeting of the Naval Officers' Association in Saint John, N.B., in late January.

Originally named after the Saint John naval division, HMCS *Brunswick*, the branch has acquired a province-wide membership.

Elected president was John A. MacKinnon, who will also represent the branch at the 14th annual meeting of the NOAC in Winnipeg in June.

Other officers are: John Davidson, vice-president; Alexander P. Gregory, secretary-treasurer, and Ralph B. Marr, Donald C. MacLeod, Donald H. Newton, John A. March, Joseph Donahue and Philip G. Emmerson, members of the executive.

Founder of 'The Crowsnest' Retires

An outstanding capacity for hard work, a loyalty to the Royal Canadian Navy so intense that he felt personally affronted if someone let the Navy down, a love of boating and the outdoors, pride in the staff he assembled about him—

These were facets of the personality of Captain (SB) William Strange, OBE, RCN, of which not everyone was aware when he went on retirement leave on February 27. He had at that time spent 17 years with Naval Information, the latter 13 as director.

If "Bill" Strange built an "empire" within the Navy (and such claims have not gone unheard), then his empire was founded on industry rather than numerical strength. At no time have naval personnel on information duties amounted to as much as one-tenth of one per cent of the RCN's total strength, with the possible exception of the immediate post-war years when the addition or retirement of one member of the staff sent the ratio into wild fluctuations.

Occasions can be recalled when Captain Strange, as the most accurate typist available, cut stencils for news releases and joined in the chore of stuffing and sealing the envelopes.

For many years the Directorate of Naval Information operated without terms of reference, with Captain Strange taking the stand that everything that promoted the interests of the RCN should be the concern of his directorate. When he finally produced a draft of the terms two years ago and submitted it he observed:

"While I have been requested to produce it, we could certainly carry on perfectly well without it from the operating point of view. However, I do think that public relations suffers within the service through not having the extent and nature of the responsibility spelled out for all to see."



CAPTAIN H. E. W. STRANGE
OBE, CD, RCN

As a matter of fact, the "extent and nature of the responsibility" undertaken by Captain Strange and his directorate was quite wide ranging and, beyond the accepted responsibilities of keeping press, radio and television informed of the Navy's activities, included the publication of *The Crowsnest*, recruiting publicity and advertising, the preparation of publications, and articles for special occasions, the establishment and supervision of the schools relations program, the organization of exhibits at the CNE and elsewhere, the encouragement and organization of naval veterans' reunions and anything else that would lead to a broader understanding of the Navy.

Captain Strange was the founder of *The Crowsnest*, although full credit must also be given to the senior officers who supported the venture. What he

sought was a magazine that would teach, but not preach, that would keep sailors at sea, in the commands and the divisions, informed of what was going on in the Navy in general, that would be acceptable on the messdeck and in the home. From that point on the editor was given a free hand.

Captain Strange entered the Navy in 1942 as an information officer. While his war-time duties were many and varied, he was chiefly concerned with the radio broadcasting phase of the Navy's public information function. In the latter part of 1945 he was confirmed in the rank of Commander (SB) and was appointed Director of Naval Information. In the years that followed he set up and directed the RCN's first peace-time public information organization.

Captain Strange was born June 10, 1902, at Corozal, British Honduras. He was the son of the then District Commissioner residing at Corozal. At the age of seven he went to England to enroll in an English boarding school. During the First World War he entered the Royal Navy as a cadet, training at Osborne and Dartmouth.

The development of an eye defect led to his discharge in 1918.

The following year he rejoined his parents, who by this time were in Trinidad. Here he found interesting employment in the oil fields doing survey work and later assisting the chief geologist of the British-controlled oil-fields.

From Trinidad and the oil-fields, Captain Strange returned to England, where he took up teaching in an English preparatory school. He later went to Cairo, Egypt, again as a teacher, but under less settled circumstances. For political reasons the students were in the habit of taking "pot shots" at their

teachers. Captain Strange recalls that he gave up this job when the students' aim improved to the extent that bullets whizzed by uncomfortably close.

In 1929 Captain Strange came to Canada and took up residence in Toronto. During the next 13 years he was engaged in sales promotion and advertising, radio production, newspaper, radio and short story writing and general public relations work. But his forte then proved to be his facility for play writing and radio production.

At one stage around 1938 he was handling 13 productions weekly. These included such commercially sponsored productions as "Who's Who in Music"; "Let's Disagree"; "Echoes from History" and the "Bijou Theatre".

During all this he wrote a book, commissioned by the Canadian Institute of International Affairs, on Canada and Far East relations. Published in 1937, it was called "Canada, the Pacific and War". A few years earlier he had written a novel, "Sunset in Ebony", a melodrama built on his own experiences in Trinidad.

In 1939 when war broke out he shed his commercial activities and turned his knowledge of documentary techniques to war effort productions. In 1940 he produced a series for the CBC entitled "They Shall Not Pass". The whole series of about 20 thirty-minute shows was afterwards re-broadcast by the Australian Broadcasting Corporation.

He then directed his talents to the program "Carry on Canada."

In 1941 he went to England as a CBC war correspondent "to look at the blitz", sending scripts back for the "Carry on Canada" series from England. He brought back with him notes and recorded effects for seven hour-long features as well as material for another book, "Into the Blitz". One of his radio features, "The Quiet Victory," was the first Canadian program to gain a first award at the Institute of Education by Radio, at Ohio State University.

After doing about 50 "Carry On Canada" shows, his application to enter the RCNVR as an information officer was accepted in January 1942 and he was appointed Assistant Director of Naval Information. While in charge of public information broadcasting for the Navy, he was author and producer of "Fighting Navy", a radio series of 105 plays based on the Battle of the Atlantic. He also produced large numbers of booklets and articles dealing with naval life and affairs.

He established a tri-service show called "Comrades in Arms" and was appointed to supervise it for all three services. It was his first combined operation in inter-service publicity and there were many more associations in this field to come.

In November 1944 he was promoted to the acting rank of Commander and, in July 1945, was confirmed in rank. Four

months later he was appointed Director of Naval Information and became responsible for all public relations and publicity activities of the Navy.

Captain Strange was awarded the OBE in January 1946 and promoted to his present rank on July 1, 1953.

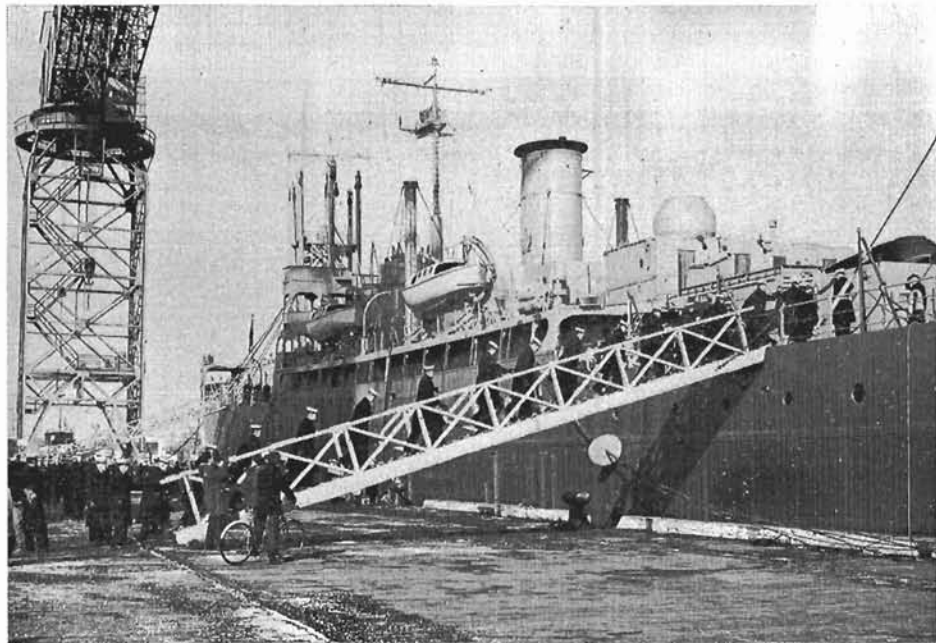
In 1948 he set up *The Crowsnest*. During his 13 years as Director of Naval Information Captain Strange served on and chaired a number of tri-service committees at headquarters, including the Inter-Service Recruiting Publicity Committee, the Inter-Service Recruiting Committee and the Armed Forces Exhibition Committee. He served under four Ministers of National Defence and five Chiefs of the Naval Staff. He established the RCN Schools Relations function and supervised the public relations training of the Navy's recruiting force.

The father of the Canadian Navy's first peace-time public information organization, Captain Strange directed all his undertakings toward the cause of public understanding of naval affairs.

He has been succeeded as Director of Naval Information by Cdr. (SB) Reginald C. Hayden, former prairie newspaperman, wartime corvette commander and first editor of *The Crowsnest*. His deputy is Lt.-Cdr. (SB) Charles T. McNair, who came to his new appointment from Hamilton, where he has been Staff Officer (Information) to the Commanding Officer Naval Divisions.



Lt.-Cdr. R. Vernon LeRoux, commanding officer of the Nelson Sea Cadets Corps in Halifax, holds the Honour Certificate of the Navy League he received February 12 in recognition of his sea cadet work. He joined the corps as an ordinary cadet in 1941. (HS.56280)



The 250 officers and men of the Cape Scott march on board the mobile repair ship after commissioning ceremonies January 28 in the dockyard at Halifax. A telegraph messenger waits on his bicycle at the foot of the gangway with messages of congratulations. (HS-56061)

Polynia Party

- - RCN Divers Kept Thule Harbour Open - -

WHAT'S a polynia?

Consult the Concise Oxford Dictionary and you will find it described as a "space of open water in midst of ice, especially in arctic seas". And it may surprise such naval etymologists as there are to learn that the word does not derive from Greek, like polyglot, polygon or polygamy, but from a modern Russian word meaning a field or open space.

For the real significance of the name, however, inquirers are directed to the seven RCN divers who spent last summer in the Arctic. They know what a polynia is. They made one.

Seven volunteers from the RCN's Operational Diving Unit, based in Dartmouth, N.S., went north with the U.S. Navy to survey and clear landing beaches for arrival of supply-laden ships replenishing radar stations and other northern installations. They also stuck around during the unloading operations as "trouble shooters".

Heading the Canadian team was Lt.-Cdr. Ross Dickinson, who has been in clearance diving four years. Two others, Petty Officers Patrick O'Neil and Brian Dillistone, had served on board the Arctic patrol ship *Labrador*, since transferred to the Transport Department. The remainder, including two replacements, were PO Kenneth Powers, Leading Seamen Leo Goneau and Stanley F. Watts and Able Seamen Bruce Downey, Charles Blancher and Glen Syne.

Operating under the direction of the Military Sea Transportation Service, the United States authority for the annual sealift, the Canadian frogmen roamed over northern Newfoundland, east Baffin and Labrador coastal areas.

The work was arduous but more or less routine. Where the Canadians really shone was on the odd jobs handed them after the supply ships had arrived in the North.

Ice concentrations on a long sand bar prevented supplies for the winter getting through to a U.S. Coast Guard loran station at Cape Christian, the northernmost of the east Baffin sites. The Canadians pushed and blasted a channel, maintaining it for the two-day operation, and using more than 3,000 pounds of explosives in the process. There were no casualties in the hazardous operation, despite the fact that all



Here the the members of the RCN diving team, UDU Bravo, which spent the summer and fall of 1958 in the Arctic aiding the USN's Military Sea Transportation Service, in front of their somewhat primitive headquarters on an Arctic beach.

this was laid by divers under shifting ice.

Another defence installation had to be linked with others via cables laid on the floor of the sea. The Canadians became consulting engineers and contractors by blasting a ten-foot deep trench hundreds of feet in length along the bottom to protect the cable from the great weight of chafing ice which would soon form over the vital communication lines. Previous engineering experience by Lt.-Cdr. Dickinson proved useful in tackling this project.

U.S. authorities were particularly pleased, since the successful laying of the cable was done at a fraction of the estimated cost and prevented costly delay in the hook-up of the defence base.

There were other missions. The season's finale was the successful installation of a "polynia" system in the harbour for mighty Thule air base in Greenland. In 28-degree water, with ice hardening on their swimming gear, the Canadians rigged a system of pipes along the bottom of the harbour which released compressed air, preventing the scheduled freeze-up. Ships were thus able to unload important, eleventh hour equipment at Thule although the long Arctic night was already stealing over the northland.

The original team left Halifax May 26 for the Arctic on board the USS *Edisto*, USN icebreaker. They shifted operational base 14 times after that with attendant discomforts and, until October 26, had only two days of rest. (There was a full gale with shifting ice masses on one day and marginal diving conditions and lack of transport on the other.) On some days, their work continued for 18 hours. They used more than 10 tons of explosives, an amount their parent unit in Dartmouth would take years to expend, and they piled up the staggering total of 2,000-plus hours of diving time.

Although they have been dubbed frogmen, the Canadians are formally known as clearance divers, with all that term means: bomb and mine disposal, offensive swimming, salvage diving, underwater inspections, survey and demolition work. Looking back on the northern operations, Lt.-Cdr. Dickinson who, with his team enjoyed a well-earned special leave, summed it up thus:

"It was a wonderful opportunity to discover more about our own Canadian Arctic, especially working as we did with the very co-operative groups involved in building and supplying the northern bases. From the professional

point of view, it was most satisfactory being able to approach our full capability in at least two aspects of our training, namely demolition and survey."

As proof of the pudding, attached are some of the congratulations originated by United States authorities ("UDU Bravo" was the code name for the team):

From Rear-Admiral D. T. Eller, Commander Task Force Six who was the overall authority for the 1958 Eastern Arctic supply operations, and also Commander, Military Sea Transportation Service, Atlantic Area:

"Congratulations to UDU Bravo's successful accomplishment of cable trench which is essential to the 1958 phase of this important project. In achieving a difficult task, Lt.-Cdr. Dickinson, RCN, and his men showed courage, determination and outstanding initiative. Well done."

In another message, to Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, he said:

"I wish to extend my sincere thanks and appreciation for the use of the RCN UDU Bravo and their outstanding contribution to MSTs Arctic Operations East 1958."

Again, Lt.-Cdr. Dickinson was sent another message from Admiral Eller:

"As the MSTs Arctic Operations East 1958 draw to a close it is with great pleasure that CTF Six conveys to UDU Bravo's officers and men, the respect and admiration of a job well done. Your thorough and efficient accomplishment in assisting the installation of polynia ice removal system has been an outstanding contribution to the success of the post-shipping to Thule during October. This was a splendid achievement. Congratulations."

From the Commander of the entire U.S. Military Sea Transportation Service, Vice-Admiral J. M. Will, USN, to the Flag Officer Atlantic Coast:

"The installation of the polynia system alongside the pier at Thule was a major factor in the extended port operations. The successful installation was attributable to the ready response of your command and the skill and determination of Lt.-Cdr. R. Dickinson and his UDU Team. Please convey to them my sincere appreciation and thanks."

The story of the problems encountered in installing the polynia system at Thule and of how the diving team solved them is related in the following article, which is reprinted here with acknowledgment

to MSTs, the magazine of the U.S. Navy's Military Sea Transportation Service:

Though it is still a relatively new and experimental system, the ice prevention gear used at Thule, Greenland, this past season proved effective well beyond the expectations of the handful of MSTs technical people who installed it, and kept the port open 40 days beyond the normal closing date.



Lt.-Cdr. Ross Dickinson, who commanded the RCN diving team that went north with the U.S. Navy last year, is shown here as he emerged from the Arctic ocean. He has just knifed the fish (species unknown) shown at the right. The fish hovers motionless in the chill waters, making darting movements to catch prey. Frogmen, as this instance, often caught them napping.

By pumping compressed air through perforated polyethylene hoses laid out at harbour bottom alongside the Delong dock at Thule, surface ice was kept from forming and the supply ships were able to moor in open water even though the ice of adjacent North Star Bay was several feet thick.

Nicknamed "Project Polynia," the technique is not new. It is, however, the first time that this method has ever been used on sea water and as far north as Thule, less than 800 miles from the North Pole.

Here's how the artificial polynia was created:

The hoses, punctured at regular intervals like a lawn soaker, are attached

to a leader hose which in turn is attached to the compressor. The bubbles, which don't melt the ice or even prevent its forming, bring warmer bottom water to the surface and keep it above freezing point.

Not only is the system simple, it is economical and the entire set-up—hoses, compressors and the technicians and divers—can be carried to the site of operations in a single cargo plane.

Total cost of the apparatus used to keep Thule open came to about the cost of replacing one ice-damaged ship's plate.

Had the supply fleet tried to bull its way through the ice, even with 'breaker assistance', the chances are inevitable that more than one plate would have been stove in, to say nothing of the damage inflicted on the pier itself.

In addition to the prevention of hull damage, Project Polynia is credited with stepping up the working schedule of each ship by at least 12 hours. The icebreakers simply escorted them through the heavy ice to the clear water, then acted as tugs, nudging them through open water to the pier side.

The bubbling system of ice prevention is not new. First tried out in Sweden, in 1953-54, in fresh water, the principle was proved sound. By the 1956-57 season, more than 15 ferry routes in Sweden were kept open by this method.

Despite the simplicity of the gear, the MSTs Polynia party did not have clear sailing by any means.

The near-zero temperatures of Thule played havoc with the polyethylene hose, making it brittle and shatterable. And the hose was too buoyant to settle to the bottom by itself. Lengths of wire rope were scrounged from one of the supply ships, but this in turn made the hose sunk into the harbor mud. Empty gas drums then had to be bent to the hose to keep it at the right depth for effective operation.

There was a possibility that the bubbler system might be kept in operation all winter as an evaluation of the gear under the most extreme conditions, even though no ships would be using the pier.

Much remains to be worked out to perfect the gear, but all people who had had direct dealings with Polynia are enthusiastic about its success, especially the fact that a full 40 days of extra time was added to the supply schedule this season.



Admiral at Bay

A few weeks ago, The Crowsnest received a letter from Lt. Stanley Geary, RNVR, chairman of the council of the Royal Naval Volunteer Reserve Association, who lives in Briar Cottage, Briar Hill, Purley, Surrey. He had sent along a story of an incident in the early days of the Royal Canadian Navy.

What could a person with an address as English as his know about the RCN? As it turned out, he knew a substantial amount, indeed. Lt. Geary (and this is confirmed in Major Frederick V. Longstaff's history of HMCS Naden) was one of the founders of the Royal Naval Canadian Volunteer Reserve (RNCVR), predecessor of the RCNVR and RCN(R).

The RNVR was formed in Great Britain in 1903 and Stanley Geary had

joined it in January 1904. Two of his associates were Russell Ponder, who enrolled in 1905, and G. H. Lifton, who joined about the same time. All three emigrated to Canada and brought with them a resolve to form a similar organization in Canada. The Lifton and Geary signatures appear on a memorial signed by six naval enthusiasts in 1913 and addressed to Prime Minister Robert Borden, asking that a reserve naval force be authorized. When the proposal was verbally presented to the minister in charge of the naval service, Hon. J. D. Hazen, the spokesman was Stanley Geary. Formation of the RNCVR was permitted, but the volunteers served without pay, except when they were engaged in actual shipboard duty.

The first public drill of the volunteers was on January 29, 1914, when they competed in a six-inch loader competition against teams from HMS Algerine and HMCS Rainbow.

The names in the following story are thinly disguised and it will be easy to identify Lt. Geary and the late Cdr. Russell Ponder. The explanation for the rather strange prank lies in the fact that while Cdr. Walter Hose gave his full support to the formation of the reserve, Admiral Sir Charles E. Kingsmill, director of the Naval Service of Canada, was something less than enthusiastic. His visit to the West Coast provided the reserves with an opportunity to show that they were "on the bit". The story tells how they did it.

A FEW MONTHS before the outbreak of the First World War, the Royal Naval Canadian Volunteer Reserve was formed, little expecting such an early call for active service.

An ex-CPO of the RNVR, London Division, was at this time employed in the government service up country as also was an ex-leading seaman of the same division. For the purpose of this story we will name them "Gregory" and "Porter" respectively. On the first rumour of war, both volunteered their services and were called up forthwith.

On reaching Esquimalt the day after the declaration of war and reporting at the Naval Dockyard, they learned that the SNO had been ordered to sea to hunt for the German cruiser *Leipzig*, believed to be in those waters. Gregory was disappointed as the SNO knew his record and he had expected to get his commission, but unfortunately the officer left in command had been taken ill and had already selected a full complement of officers.

At first then it seemed that these two keen volunteers with considerable experience were not required. However,

a solution fortunately occurred. The Dockyard had just been informed that a draft of five naval officers and 120 ratings, newly recruited, was on its way from Vancouver.

Thus came about the unprecedented situation, for CPOs Gregory and Porter were appointed CPO instructors and CPO Gregory was put in sole charge of the camp on the Canteen Ground. Together with CPO Porter he was to be responsible for the training of both officers and ratings. This was a formidable task but the two chiefs tackled it with the same keenness and enthusiasm they had displayed throughout the years of their own training in London and with the Royal Navy.

The draft duly arrived on an afternoon in the second week of August. All were fallen in on the Canteen Ground.

The first order given was: "Any cooks, two paces forward." A half dozen stepped out. The chief selected three he thought likely and got the lieutenant to agree. All turned out well. Other special duty men were dealt within the same way.

A quarterdeck and parts of the ship were marked out near the officer's quarters and each man was given his station. The officers were then put in command of divisions. All stores and equipment had to be drawn from the Dockyard. Before the middle watch all tents had been erected and sentries instructed and posted. A good start had been made and from then on every effort was made to teach officers and men of ship's routine.

A 12-pounder field gun was put at the disposal of the ship's company, as was a whaler. These stimulated enthusiasm and were a means of getting the men fighting fit.

This then was roughly the position before the event around which this story centres.

A few weeks later Admiral Keighley arrived from Ottawa to carry out an inspection of the Navy's preparedness at Esquimalt.

Every evening in the first dogwatch a password under seal was sent from headquarters to CPO Gregory who passed it on, under oath of secrecy, to each sentry as he went on duty.

So it happened that on one dark night as Chief Gregory stepped out of the POs' mess, used as an office, he heard the splash of oars. He listened for the challenge as the boat drew alongside the jetty, which was outside the grounds. When he heard nothing, he went down to investigate. There he found a whaler from HMS *Algerine*, temporary flagship of the Admiral. He therefore asked the cox'n for whom they were waiting. The reply was "Admiral Keighley".

When was he expected and was he in uniform?

They expected him at any moment and he was not in uniform.

That was good enough for the chief and he set about to stage a nice little drama, if time permitted. He returned to the Canteen Ground, summoned the master-at-arms, told him what to expect and to have the guard stand by with fixed bayonets under cover. The sentry on the gate leading to the jetty was instructed to keep a sharp look out; when he heard the sentry on the jetty challenge the Admiral (who would be unable to give the password) he was to call out the guard immediately.

The chief, then retired to a position which commanded the gate near the main road. Half-an-hour went by and then a tram stopped just outside. A tall, bearded figure stepped out. He knew this must be the Admiral although he had only seen pictures of him.

So keen was the sentry on the main gate that he shouted "Halt!" There was no response but the tall figure was seen to hasten his step to circumnavigate the ground. The chief meanwhile doubled across to the other gate, warned the sentry, ordered the master-at-arms to stand by with the guard, while he himself took cover.

The sentry on the jetty was a burly Dane with a terrific voice and the whole camp must have heard his roar of "Halt! Who goes there?"

Then an angry voice in reply: "I am Admiral Keighley. Let me pass!"

Sentry: "I don't know who the devil you are. You cannot pass here without the password."

The chief realized the Admiral's next move would obviously be to send for the Cox'n to identify him, so he timed it just right and rushed out in all innocence and the scene he beheld was a remarkable one.

There was the Admiral surrounded by six eager faces with fixed bayonets, under the light of the MAA's lantern. He promptly thrust his way through the guard, saluted and said: "Admiral Keighley, I believe sir."

The Admiral replied: "Oh, you do know me. I had no idea a password was required here."

"Oh yes, sir," said the Chief, "there have been several suspected spies round here."

The Admiral answered. "Oh yes, I suppose it was necessary. Quite right."

The chief then proceeded to escort the Admiral to his whaler while the Admiral related what is said to be an old chestnut:

"That reminds me of a case in Gibraltar when the Captain of the Barracks was returning off leave and was challenged by a newly recruited sentry when he shouted; 'Don't you know me, my man? I am Captain de Horsey'—and the sentry replied, 'I don't care if you are Captain de Donkey. You are not coming through here!'"

The chief tactfully roared with laughter at so fine a joke as the Admiral stepped aboard the whaler and hoped he had left him in good humour.

THE NEXT DAY all hands were ordered to assemble in the drill hall to be addressed by the Admiral. Whether the Admiral was feeling resentment at his hold-up the previous evening, nobody knows. The fact remains that the speech he made was quite misunderstood by the Volunteers.

CPO Gregory, having obtained special leave to go up town to attend to his private affairs, handed over to CPO Porter with instructors to see that Lt. Harrison took his proper place in command and marched the ratings to the Dockyard.

Upon the chief's return to the camp he was met by Chief Porter who re-

ported that the ratings were in a state of near mutiny and the officers siding with them.

Chief Gregory acted promptly. He ordered Porter to deal with the officers and told the quartermaster to pipe all hands to fall in at the canteen, where he would handle them.

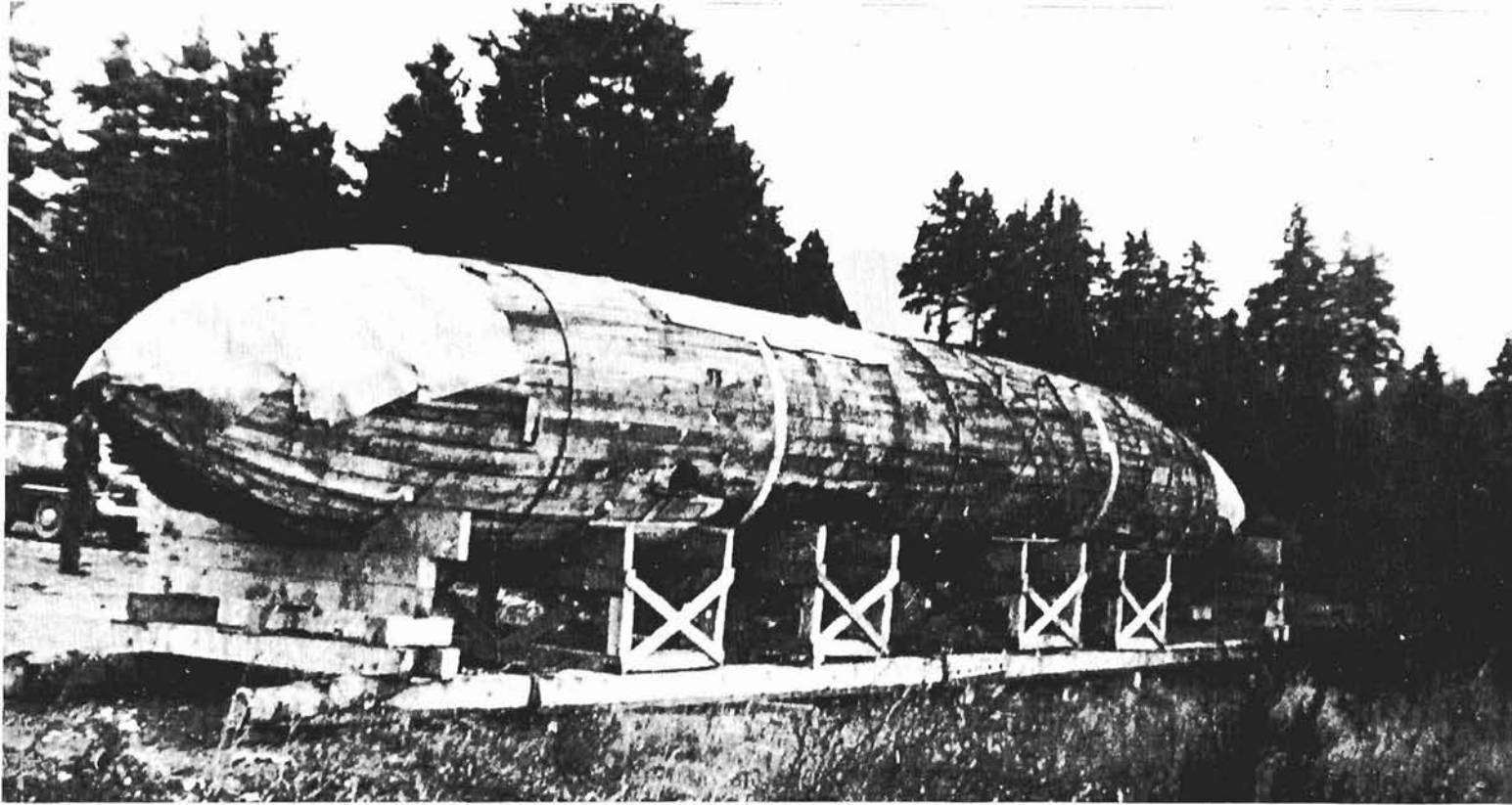
On reaching the canteen he mounted the platform and addressed them thus:

"What the hell does all this talk of refusing duty mean? First let me tell you there is a war on and you are here to serve your King and Country. Now I was not present when the Admiral addressed you this forenoon but I have been given a brief summary of his speech and I can see the import of what he intended to convey but you failed to grasp his meaning. You stupidly imagined him to say that you were all to be discharged at the end of the week, which is all d--d nonsense. What he tried to drive home was that those ratings who failed to pull their weight would be discharged and a d--d good thing, too. I stand by all you men who are anxious to serve your country loyally and we will do our best to make you efficient and fighting fit. I have nothing more to say except to order you out on to the sports ground, take a football with you and get rid of some of that hot blood."

This at once produced an outburst of cheers, and a rush to obey this last order. There was no further trouble. Peace and discipline were restored and, in fact, this incident not only served as a salutary lesson as to what naval discipline meant but also as a spur to do credit to the Senior Service which they had voluntarily joined.



Powered by three gas turbines, HMS *Brave Borderer*, first of two *Brave* class fast patrol boats ordered by the Royal Navy, attained a speed of over 50 knots during trials in January. (Fifty knots equals about 57.5 land miles per hour.) A sister boat, *Brave Swordsman*, will be ready for service later this year. The craft can do duty either as motor torpedo boats or motor gunboats. (Photo from U.K. Information Office.)



RCN SALVAGES BELL HYDROFOIL

A CHAPTER in history was reopened last fall on the shores of the Bras d'Or Lakes when the Navy undertook the removal of the hull of Alexander Graham Bell's hydrofoil *HD 4* from the shingle by the side of the Baddeck Bay where it had lain at Beinn Breagh for almost four decades. Its new resting place will be in the grounds of the Alexander Graham Bell Museum at Baddeck, Cape Breton.

The hydrofoil, or hydrodrome as Bell preferred to call it, in its original form had a torpedo-shaped hull about 60 feet long. Extending from each side forward were aero wing-like decks terminating in nacelles or pontoon floats. Above these decks supported on struts were the two Liberty aircraft engines developing a total thrust of 3,400 pounds. Beneath the decks were the ladder-like hydrofoils upon which the craft rose at speed.

The craft was the combined brain child of Dr. Bell and his associate F. W. (Casey) Baldwin, and the latter had the distinction of piloting the craft in September 1918 to a world speed record of 70.86 miles per hour. At this speed the craft was said to be supported only on the six square feet of the lowest blades of its steel hydrofoils.

The *HD 4* was able under the guidance of Casey Baldwin to execute short radius turns at speed with only a few inches of water under her. A pivoting set of hydrofoils at the stern acted as a rudder. After a run in the craft

Mrs. Bell is understood to have expressed an opinion that there was no sensation of being on water, and at 60 knots the ride was entirely smooth with undulating movement similar to that of a pullman car at speed.

The United States Navy showed interest in the experiments and in 1920 Rear-Admiral William Strothers, USN, and Sidney Bruse visited Beinn Breagh to view trials.

After the death of Dr. Bell in 1922, the craft was abandoned by the side of the lake, close by the residence of the Bell family and of Mrs. Baldwin the co-inventor's widow, and near the scenes of its triumph.

Some time after the opening of the new Alexander Graham Bell Museum, members of the Bell family expressed concern for the historic remains of the *HD 4*, and offered it as an exhibit to the curator, the late Charles M. Bowman. It was obvious that much work would have to be done to preserve and prepare the *HD 4* as an exhibit, commencing with the difficult task of its removal to the museum grounds. Singling out the Navy for this task, Mr. Bowman sought the interest and help of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, in the project and permission was immediately forthcoming.

The Base Superintendent Sydney together with technical officers from the Point Edward Naval Base, made an inspection of the hull and found it in

fair condition, considering its long exposure to the vicissitudes of the Cape Breton climate. All metal parts had long since rusted away, and the remains of the hydrofoils hung from the structure like tattered lace curtains.

It was decided that the best method of removal would be to cut the main hull into three sections of approximately 20 feet each and transport these sections by road the five or six miles from Beinn Breagh to the museum.

Carpenters on the staff of the Department of Northern Affairs at Ingonish constructed a new cradle to receive the *HD 4*, and set this up on a temporary site close beside the entrance gates to the grounds of the Alexander Graham Bell Museum and all was now in readiness for the move.

Constructor Lieut. H. Acklam, the Constructor Officer at Point Edward Naval Base, J. R. Tappenden, the general foreman of the constructive department, and two naval shipwrights then cleared away the remains of hydrofoils, struts and engine supports and cut the craft into three sections. They prepared these for transportation by inserting temporary additional transverse braces to prevent distortion during the journey.

A low-bed trailer, together with a bulldozer and mobile crane, were despatched from the naval base, under the direction of Lt.-Cdr. (SB) J. Luke-man, accompanied by riggers of the

master attendant's department. The bulldozer was used to reopen an overgrown path through Mrs. Baldwin's property, along the beach, past the old boat house, still containing other relics of the ingenuity of the two inventors and down to where the crane and low-

bed could raise the craft from its old resting place.

Section by section the HD 4 was carefully lifted clear of its rotted cradle, hauled up the tortuous pathway on the first step of a long journey back to life.

The piecing together of the sections on the new cradle was viewed with great interest by passing motorists, while some of the older local inhabitants would stop by to recall from memory some of the strange doings of the great inventor.

The sections reunited, roped and covered in the new cradle, the Navy departed, leaving the old craft to await the interesting process of reconstruction which is to be undertaken.—H.A.

PORTRAITS OF CELEBRITIES.

513



From a] AGE 22. [Painting

SIR PROVO WALLIS.

BORN 1791.



SIR PROVO WILLIAM PARRY WALLIS, R.N., G.C.B., Senior Admiral of the Fleet, was a hundred years of age on the 12th of last month. Sir Provo, now

the oldest naval officer alive, was born at Halifax, in Nova Scotia. At thirteen he fought his first engagement, at seventeen was made lieutenant, and went through several fierce encounters with the French. At twenty-two, the age at which our first portrait shows him, he was second lieutenant of the *Shannon* on the famous day when that gallant vessel was challenged by the American frigate *Chesapeake*. The ships met; a desperate fight ensued; the captain of the *Shannon* was disabled, and Lieutenant Wallis was called upon to take command, both of his own ship and of the captured enemy. For his gallantry on this occasion he was made commander. Subsequently he rose to be vice-admiral, admiral, and admiral of the fleet. It is the rule for admirals to retire from active service at the age of seventy; but Sir Provo enjoys the unique honour, which he owes entirely to his reputation as a gallant warrior, of

having been retained, by a special Order in Council, on the active list for life. Sir Provo now resides at the village of Funtington, near Chichester, where his striking face and figure, as represented in our second portrait, are familiar to every inhabitant of the place.

For the first of the above portraits we are indebted to the courtesy of Messrs. Brock, of Sydenham.



From a] AGE 100. [Photograph.

Thumbing through his mother's bound volumes of "Strand Magazine", R. H. Edwards, of Wallasey, Cheshire, England, former leading seaman in the RCN, came across this page in the May, 1891 issue, with its two portraits of Canada's grand old man of the sea, Admiral of the Fleet Sir Provo Wallis. Of special interest is the picture of him at the age of 22, by which time he had been promoted to the rank of commander for his part in the famous engagement between HMS *Shannon* and the American frigate *Chesapeake*. Sir Provo died in 1892, aged 101, on the active list of the Royal Navy to the end.

KRWSHR

There was a story current during the Second World War that every time the Americans took over a piece of real estate from the enemy some gob, leatherneck or dogface would inscribe on the handiest rock, wall or blasted tree stump the words "Kilroy was here."

That is completely untrue. What they wrote was "KRWSHR".

The penchant for brevity, which sprang from this noble inscription, has by now infected all the armed forces of the English-speaking world.

This is making things tough for foreign agents trying to crack NATO codes and cyphers. They have their hands full trying to decode plain language messages.

Reproduced here, as accurately as possible, is a message sent by AIRSUPDEP DART to CANAVHED, i.e., by the Aviation Supply Depot, at Dartmouth, N.S., to Naval Headquarters, Ottawa:

UNCLASSIFIED

FOLLOWING MESSAGE RECD FROM CMUSASIGSUPAGENCY PHILA QUOTEX UNCLASS PH 12991 FOR SUPOR FROM SIGSU—F4B12 REF RQN E89886 5079 002, ITEM NR 2, FSN 6135-295-0618 EA200. NO RECORD OF FSN THISA RQST THE FOL INFOR BE FURN CONCERNING BATTERY RQD BATTERY SIGC TYPE NR OR MFR NAME AND PART NR BATTERY USING EQUIP TYPE NR, OR MFR NAME AND PART NR BATTERY USING EQUIP TYPE NR, NOMENCLATURE, MFR NAME, ADDRESS AND QTY OF EQUIPS TO BE SUPPORTED. SUPPLY ACTION SUSPENDED PENDING REPLY TO THISA ATTN SIGSU-F4B12 X UNQUOTE X REQUEST CLARIFICATION.

That's the body of the message and it's even money that it was that word "nomenclature" that stymied the recipient. It should have read: "NCLTR."

AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS Naden

Students of practically all high schools and junior high schools of Greater Victoria, through the month of February, heard and enjoyed the music of the famed *Naden* band.

Lt.-Cdr. Stan Sunderland, officer-in-charge of the School of Music and the *Naden* band, after conferring with the Greater Victoria School Board, arranged for the band to present one-hour concerts before assembled students of the high and junior high schools of Greater Victoria.

The 47-piece band was under the direction of Cd. Off. (SB) W. Gordon. The concerts presented a wide variety of selections, ranging from classics to popular numbers. It is hoped such a school-visit program will become an annual event.

ATLANTIC COMMAND

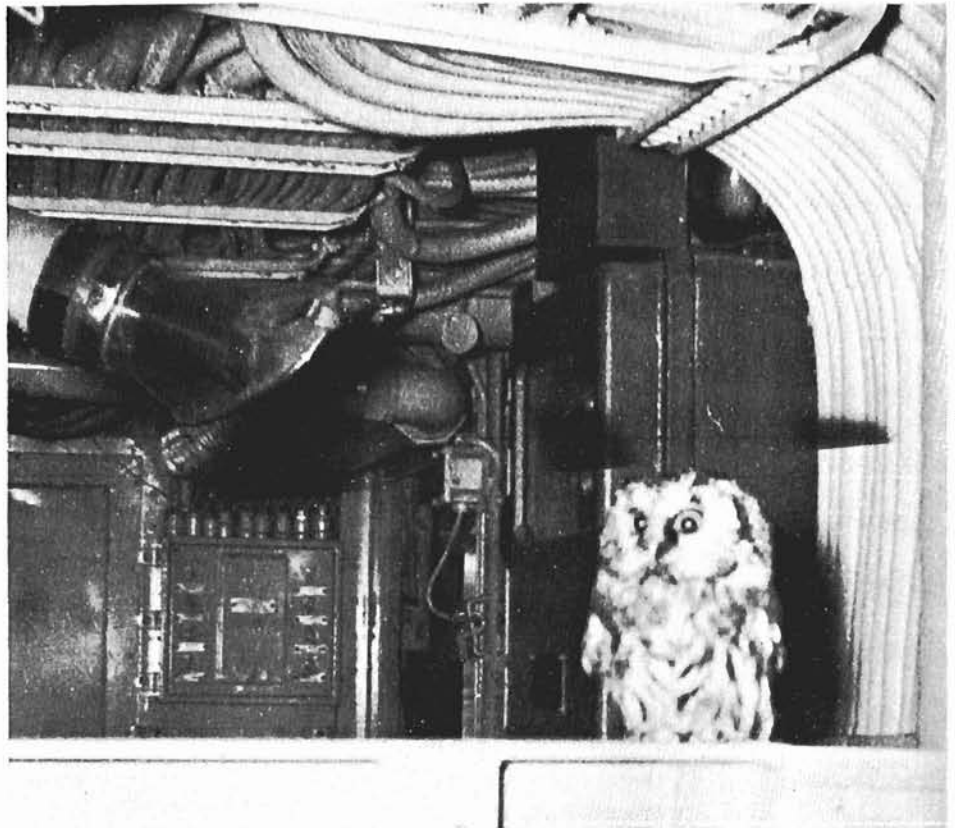
HMC Ships Restigouche and St. Croix

The ultra-modern destroyer escorts *Restigouche* and *St. Croix* proved to be as big an attraction to municipalities about Port Everglades, Florida, as that sunny locale was to the visiting Canadian sailors.

The ships were visited by 12,000 people when they were opened to the public on George Washington's birthday.

The tourist conscious Chamber of Commerce in Hollywood, a municipality in the Port Everglades area, discovered to their delight that Ldg. Sea. Philip Hollywood, was serving as a gunnery armourer in the *Restigouche*. The opportunity for promoting their community was not neglected, so Ldg. Sea. Hollywood was almost immediately whisked away, hailed in newspapers as "Mr. Hollywood", introduced to the recently-elected Miss Hollywood, and given a whirlwind round of activity with all attendant publicity.

Ldg. Sea. Hollywood, according to a message from the ship, "says he now knows what it feels like to be a short term celebrity and, although a lot of fun while it lasted, he was quite happy to be come back to the Service."



The owls that visited the aircraft carrier *HMS Eagle* in the Mediterranean a few weeks ago had their counterpart in a little Canadian owl that flew on board the destroyer escort *Algonquin* while she was manoeuvring off the East Coast. "Hooty" found the gloom (and noise and smoke) of the "ops" room entirely to his liking and downed his diet of chopped raw beef and turkey liver with gusto. The unwavering stare of Hooty's beady eyes gave the RPs an uncomfortable feeling that the little bird was absorbing a lot of classified information. Hooty remained contentedly on board for several days until the ship returned to the coastal area where he had flown aboard. Then he scented the woods of home and flitted away on downy wings. And from the ship arose the fervent wish "Happy hunting, Hooty, wherever you are!"

The *Restigouche* and *St. Croix* proceeded from Florida to Bermuda for fleet exercises. The visit to Port Everglades, February 16-23, was primarily so they could paint overall, a job that took roughly 5,000 man-hours. From 5 p.m. onwards the ships' companies were free to enjoy the excellent weather, the height of the tourist winter season and the superlative hospitality of the residents. Beach picnics and trips in private boats throughout the famous Everglades were arranged, with many sailors dashing off to Miami to see the sights. Others included in fishing parties.

Many of the fine recreational arrangements were made by Wing Cdr. Beech Matthews, a retired RCAF officer who has wintered in Florida for many years, and to whom thanks were expressed on

behalf of both ships' companies by Cdr. J. W. McDowall, commanding officer of the *Restigouche*.

Amid all this, "it is feared," reports the *Restigouche*, "that letters from home reporting heavy snowfalls and low temperatures were not given the importance they probably warranted."

HMCS Cornwallis

Great changes are taking place as *Cornwallis* undergoes a face-lifting for new entry training. Six new blocks of brick-fronted construction will soon be ready for occupancy and will be the first permanent quarters for men on the base.

On the classroom side, in keeping with new developments in terms of service, the training program for new

entries is gradually being reduced from 20 to 15 weeks to conform to the new syllabus.

The present rate of influx is one division a week of approximately 60 men.

Leadership School

The first classes to pass through the Leadership School in 1959, No. 49 Officers' Divisional Course and No. 97 Petty Officers' Leadership Course completed their six weeks of training during February, and have now dispersed to the fleet to practise the knowledge learned while on course.

One of the more important phases of instruction in both courses is parade training. Besides refreshing the memories of class members in correct parade procedure, this training enables them to practise and improve their ability to take charge. During some periods allocated to this subject individual class members conduct the remainder of the class in parade movements.

Inst. Lt.-Cdr. G. A. Tripp, relinquished his duties as senior instructor to take up duties in the Educational Training Centre, exchanging appointments with Inst. Lt.-Cdr. R. J. Cole.

NAVAL DIVISIONS

HMCS York

"We regret to report that we have lost contact with HMS *Victory*."

"Cec" Morton, son of the naval constructor who personally put in the stern windows of Nelson's flagship *Victory* on its reconstruction, has left *York*.

On December 31 last, Constructor Lt. Cec. Morton retired after almost 60 years of service which started the day of his birth.

Lt. Morton was launched right in HM Dockyard, Sheerness, and he was teething on the sound of building; the first word he said was "refit". He grew up around ships and as soon as he was old enough, went to Chivers College and became a naval shipwright. He remained in the service till 1922 when he accepted a position on the P&O Liners, then came to Canada.

In 1934 he joined the Royal Canadian Navy Volunteer Reserve at *York*, eventually becoming a shipwright second class. Two weeks before the Second World War started "Cec" was on full service taking his examinations for chief shipwright on board HMS *Revenge* in Halifax.

Lt. Morton served at sea for a time then came ashore and became a "hull surveyor" travelling from Boston to Liverpool and Saint John although based at Halifax. He became a commissioned



The 91 sailors of Naval Radio Station Albro Lake oversubscribed their quota by 97 percent to lead Atlantic Command ships and establishments in a naval drive for the United Appeal last fall. Receiving the Red Feather plaque at the station are, left to right, Ldg. Sea. Donald Bright, CPO Melvin Davis, mess presidents, and Lt.-Cdr. W. C. Wheeler, officer-in-charge, and A. R. Jackson, executive director, Halifax-Dartmouth United Appeal, who made the presentation. (HS-56082)



Her Majesty The Queen will present the Queen's Colour to the Royal Navy's submarine command at HMS Dolphin, Gosport, England, on June 8. Five men of the Sixth Submarine Squadron in Halifax, one of them a Canadian, will be included in the Royal Guard paraded on that occasion. They will leave for England April 20 to train for the ceremony and will return to Halifax June 16. Left to right are Ldg. Sea. Raymond G. Ross, Ambush, AB Glen C. Steen, RCN, Ambush, M (E) 1 Horace Harvey, Alderney, M (E) 1 Peter C. Robinson, spare crew, and Ldg. Sea. David A. B. Sullivan, Alderney. (HS-56392).

shipwright and left the service with that rank in 1946, returning to *York*. Cec became a full lieutenant in 1954.

While Lt. Morton was in charge of the shipwrights in Halifax, no fewer than 13 ships per day had to be inspected under refit and that everything

from complete bows to complete sterns were built and often midship sections too.

In January "Cec" was presented with a silver tankard in the Wardroom and at that time he said "any time, any place, call on me".

This story of a brilliant but difficult sailor who made an important contribution to industry while serving in Halifax is reprinted here from "The Imperial Oil Review" with the kind permission of its editor, Roy T. Cottier, who also supplied the illustrations.



THE TEMPESTUOUS EARL OF DUNDONALD

IN THE SPRING of 1848, the citizens of Halifax stopped in the streets many times to view the vigorous, striding figure of an aging giant wearing a British admiral's uniform. He was, they soon learned, the new commander of the British North American and West Indian fleet: Lord Thomas Cochrane, 10th Earl of Dundonald.

A big Scot with greying red hair, he was one of Britain's most controversial figures. And though he was now 73, he was yet to embark on one of his most significant accomplishments; for during the succeeding three years he spent in Halifax, he became the co-sponsor of North America's first petroleum refin-

ing operations and thus the co-developer of commercial, oil-based kerosene.

Even without such industrial achievements, Cochrane had done enough to earn a place in history. He was a naval hero at 26, was elected to the British Parliament at 31, and at 34 brought his commanding officer to court martial. Soon after that he got innocently involved in a stock swindle, was jailed for a year and expelled from Parliament and the navy. Then, as a "freelance admiral" he helped liberate three nations, often winning sea battles

against overwhelming odds. By the time he got back into the navy and went to Halifax, he was both one of the most hated and one of the most admired men in the Empire.

Lord Cochrane's interest in two seemingly unrelated activities—sailing and kerosene extraction—was aroused in his boyhood at Lanarkshire, Scotland, where he was born in 1775. There he often watched his father experiment in extracting tar and varnish from coal, for use in naval vessels. Growing up with a love of the sea, he joined the navy and soon found that in their battles with the Spanish and French fleets, the British were badly in need of a brighter

By Jim Moore

convoy light than the whale oil lamps then in use. Thus began his search for a better lamp and a better fuel for it. Part of that search was to remain unrewarded until his declining years, and even then it did not end in personal triumph.

Within a year after taking command of his first vessel at 25, Cochrane won acclaim as a public hero. With his little brig *Speedy*, he captured the big Spanish frigate, *El Gamo*, then followed up with other spectacular victories. By 1806 the people of Britain considered him one of their greatest sailors.

However, he engaged in other exploits that furrowed the brows of the British Admiralty. In the navy he found much evidence of corruption and inefficiency, and he attacked these abuses with the same fierce vigour with which he attacked the French or Spanish fleets. When he found that his rank of commander wasn't enough to help him effect naval reforms, he ran for Parliament and was elected.

In the House of Commons, over the objections of dozens of ministers of the crown, he continued hammering away for his reforms. Lord St. Vincent, First Lord of the Admiralty, tried to silence him by urging introduction of a bill barring any officer under the rank of rear-admiral from sitting in Parliament. The bill was never introduced, but by 1809 the stubborn young commander had become such a thorn in the flesh of the admiralty and the government that he was sent back to sea.

BETWEEN engagements with enemy ships, however, he continued his running battle with his superiors. One such fight arose out of the British victory over the French at the Battle in the Aix Roads, off the coast of France, in 1809. The British victory resulted largely from Cochrane's cunning and masterful strategy; but Cochrane himself was not satisfied. He claimed that many more French ships could have been sunk or captured if Lord Gambier, commander of the Channel fleet, had attacked sooner.

Cochrane filed charges against Gambier, his commanding officer, and a court martial was ordered. The result was disastrous for Cochrane. The court martial cleared Gambier and sternly reprimanded Cochrane. Cochrane later complained that all his judges were his political enemies; and most modern historians agree that Gambier was at fault in not pressing his advantage at Aix.

But whatever, the truth, Cochrane's objections were overruled, and the navy retaliated with a move calculated to embarrass him. On the eve of a debate

on one of Cochrane's naval reform bills, the admiralty ordered him to report to Southampton within 24 hours. At first it seemed like an impossible dilemma. If he refused the order he would face a court martial. And if he were absent from the House during a debate on his own bill, he would have to resign his seat. But Cochrane found a way out. Since he was determined to continue his fight for naval reform, he chose to remain an MP and resign his naval command. For a time his name remained on the navy rolls, but he did not sail another British ship for 39 years.

The biggest blow to his whole career came in the spring of 1814, when he got involved in a stock market swindle. The plot was engineered chiefly by his uncle, Cochrane Johnstone, and a swindler named Random de Berenger. De Berenger, masquerading as a courier from the battlefields of France, circulated a report that Napoleon had been slain, Paris was captured and the French army defeated. Before the War Office could squelch the report, prices soared on the London Stock Exchange and the swindlers sold their stock at tremendous profits.

Lord Cochrane's broker, who had been in on the plot, sold a large part of Cochrane's stock, thus involving him without his knowledge. The market bubble burst after three days, and Cochrane and the real swindlers were jointly charged with fraud. By then Johnstone and de Berenger had fled to Germany. Cochrane and his broker were arrested and all four were put on trial, with Johnstone and de Berenger in absentia.

Cochrane's refusal to flee might have strengthened his plea of innocence, but again he became victim of his own rash judgment. Naively confident of acquittal, he retained the same lawyer as the three culprits, thus tying his own fate to theirs. On the other hand, it was hardly his fault that the judge happened to be one of his bitterest political enemies.

He was convicted with the other three, and each man was fined 1,000 pounds and sentenced to a year in prison, including a day in the pillory. Although Cochrane had few friends in Parliament, its members were appalled at the thought of one of their number being put in the stocks. In order to skirt this part of the sentence, the government abolished the pillory, Britain's last vestige of medieval punishment.

EXCEPT for this one act of leniency, Cochrane's detractors showed him no mercy. A special act of Parliament



expelled him from the House in absentia. A mob tore his family's coat of arms from the wall of Westminster Abbey and kicked it into the street. He was stripped of the Order of the Bath which had been bestowed for naval gallantry, and navy struck his name from its rolls.

In prison Cochrane exhausted every possibility of a retrial, then set to work perfecting the design of a new oil lamp that was eventually used for street lighting in Westminster. He also worked on plans for a better convoy lamp (using whale oil or coal-based kerosene). The Admiralty had already rejected several of his earlier designs; but while he was in jail the navy finally accepted one he submitted under a friend's name.

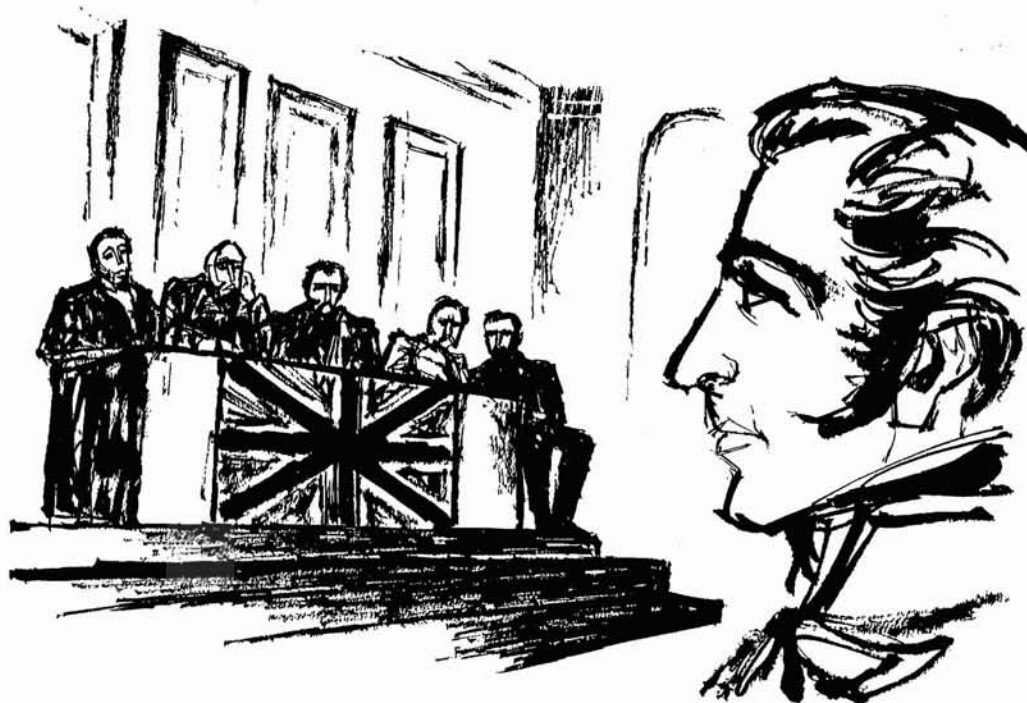
He also found another way of breaking the monotony of prison life: he escaped. He hid for two weeks, then astounded Parliament by appearing in the lobby of the House of Commons. He was hustled back to jail and fined an additional 100 pounds. For many years Cochrane chuckled over his escapade, for he had broken prison the day word reached London of Napoleon's escape from Elba.

After his release, Cochrane lived in a social wilderness, his prospects as a British sailor dim, his social status degraded. But his restless nature demanded action. In 1818 he accepted command of the Chilean navy in the war of liberation against Spain. Under Cochrane the navy was invincible. Within five years Chile had defeated Spain.

Then Brazilian patriots hired him to lead their sea fight against their Portuguese masters. Again he triumphed. In one encounter in the South Atlantic his flagship alone sank 47 Portuguese fighting ships.

But the Brazilians refused to pay him. Then he grew even more disillusioned when the new government began indulging in many of the same political practices that had caused the rebellion against Portugal. Fed up with Brazil, Cochrane sold the estate he had established there and returned to England.

By now he was middle-aged, but he had mellowed little and was itching for a new fight. He soon found one. At the invitation of the Greeks, he took command of their navy in the war of liberation against Turkey. But again the pattern was repeated: victory, followed by disillusionment. He considered the Greeks poor sailors and poorer warriors and called the Greek command "double-dealing knaves".



COCHRANE spent the next 20 years in England trying to regain his lost honours. And, although he never returned to Parliament, Queen Victoria reinstated him in Order of the Bath in 1847; the admiralty under a new regime, restored his name to the navy rolls and, in 1848, appointed him to the Halifax command.

Halifax of 1848 was a combination of bustling port and staid old garrison town. In this setting the crusty old naval crusader became the close friend of an eccentric but brilliant physician-scientist, Dr. Abraham Gesner.

Gesner himself had had a varied career. Raised in the Annapolis Valley, he spent some time at sea, studied medicine in England, charted mineral deposits in New Brunswick and Nova Scotia, established the country's first museum and found a way of refining kerosene from natural asphalt.

Since Cochrane was always interested in improving convoy lamps, he was attracted to the man already famous as the inventor of the kerosene lamp. However, Gesner had never managed to devise a commercial process for making kerosene, and soon the two men were working on the project together.

For raw material Cochrane was able to get asphalt from Trinidad, having visited there and bought up the shore surrounding the island's now-famous asphalt lake, which he called a "pitch lake." They also used asphalt from a similar deposit which Gesner had discovered in Albert County, N.B.

Gesner and Cochrane soon discovered that as well as being the source of a

better lamp fuel than whale oil (which was becoming scarce), natural asphalt could be used for paving, as a rubber solvent and for insulating telegraph cables.

Just when their process was showing definite signs of success, Cochrane's tour of duty ended and he was ordered back to England. There he applied for patents on processes for making several asphalt products, but not for the kerosene process. Apparently with Cochrane's approval, that patent was sought by Gesner and granted to him in 1854. On the strength of this success, and with encouragement from Cochrane, Gesner got backing from wealthy Americans to build an asphalt processing plant—the first refinery of its kind in North America.

Back in England, 79-year-old Cochrane got into a new fight. This time he was demanding a naval command in the Crimean War. His age disqualified him, but some historians believe the war would have been won sooner if Cochrane had been commanding the Baltic fleet.

He spent the last five years of his life writing his autobiography. All the rancour of a half century before was apparently forgotten and he was buried in Westminster Abbey.

Even after death, the tempestuous old sea warrior managed to be present, in spirit, at one of the most shocking events of the 19th century. On April 14, 1865, a play called "Our American Cousin," based on Cochrane's life, was performed at Ford's Theatre in Washington. While the performance was going on, Abraham Lincoln was shot.

THE STORY OF GERMAN ESPIONAGE

"They Spied on England" is an account of the activities of the agents of the sabotage section of the Abwehr, the German espionage organization run by Admiral Canaris. It is authoritative since it is based on the war diary of General von Lahousen, the head of the section, although the authors admit that it is a rather cryptic document.

"England" in the title must be interpreted loosely. It is used in the German sense, meaning the British Isles, but one chapter is a detailed account of an elaborate attempt to sabotage the American aluminum industry. Another chapter lists numerous attempts to use the Irish Republican Army, which all ended in fiasco or frustration and which produced only demands for arms and explosives. A third covers the exploits of Robey Leibbrandt, the would-be fuehrer of South Africa and his attempts to take over the Ossewa Brandwag, the

BOOKS for the SAILOR

Boer nationalist organization, for his own (not Germany's) ends, but using German equipment and help in reaching the country.

Most of the agents were detected and arrested fairly soon, within a few days or hours of landing, but the most startling story in the book concerns a young Dane who landed by parachute near Salisbury in 1940, got married to an English girl in 1942, and carried on reporting by radio to Hamburg until the British army closed in on that city in 1945. He reported the concentration of Canadian troops round Southampton

before the Dieppe raid and the preparations for Operation "Overlord" in 1944. He is said to be still living in England.

Several books have been published by ex-members of the Abwehr and this one agrees with them in showing that while the organization was usually accurate in its reports, it was weak in some techniques, (notably in cover stories) and so its agents did not last long. Its greatest disadvantage was, however, the intense rivalry between the various Nazi organizations so that the Abwehr was eventually absorbed by the Gestapo and reduced to ineffectuality, and Admiral Canaris, whose genius was its main-spring, was hanged.—PH. Ch.

THEY SPIED ON ENGLAND: Based on the German Secret Service War Diary of General von Lahousen, by Charles Wighton and Gunter Peis. Toronto, G. J. McLeod, 1958.

THE PASSING OF DISTINCTION COLOURS

LEST THEY be forgotten with the passing of the years, the colours displayed on naval officers' sleeves or shoulder straps to distinguish their branches shall be recorded here. All will go—all but two—by December 31, 1959.

The executive branch was undisputed—that is to say, no coloured distinction cloth appeared between the stripes denoting the executive officers' rank. This was because the executive officers' antecedents were the officers who sailed and fought warships in the days of sail.

With the coming of steam, ships were at last able to blow up (courtesy the engineers) or run aground (thanks to the executive branch) under their own power. The engineers were at first admitted on board only in the status of civilians, but as time went by were grudgingly accorded officer status and wardroom privileges, along with a purple stripe that set them apart from the sailors.

Why purple—the royal colour—was chosen for the engineers in 1863 does not appear to be easy of explanation to anyone outside the branch. It may be that the engineer is conceded to be monarch of all he surveys—as long as he stays in the engineroom.

Scarlet was a natural choice when it came to assigning a branch colour to the ship's surgeons in 1864. The modern

profession of surgery can trace its beginning to the barber-surgeon of bygone centuries. The red and white striped pole of the barbershop of today recalls an era when the barber was equally skilled in amputating a limb or scraping off a beard.

This one is a puzzler: Where did the supply branch acquire its colour—the



white of the stainless Sir Galahad, of the lily maid of Astolat? Was it given to the branch in 1864 as an unattainable ideal or did some paymaster of the past write the Admiralty Fleet Order himself in a fine Italian hand?

The choice of light blue for the instructor branch was logical and commendable, when one considers the feelings of the "schoolie" after long hours and days of trying to pound academic lore in the thick heads of reluctant matelots.

Silver grey for the constructors, dark green for the electrical branch and dark blue for ordnance—the association between colour and branch is baffling. As apt a choice as any in the whole pack would appear to be the brick red assigned so recently (1955) to the civil engineers. The maroon of the nursing officer, medical administrator and medical technical officer appears to be simply a variant of the surgeon's scarlet and both shades are being retained.

One colour remains to be considered — the emerald green of the special branch — but modesty forbids any detailed discussion of the colour worn so proudly by this fine body of officers. Intelligence, information, firefighting, law—their talents are legion. And this record of the vicissitudes of the branch distinction colours might never have been written without them.

THE NAVY PLAYS

Inter-Service Teams Busy on West Coast

The RCN junior basketball team, bolstered by three Navy senior players, took the B.C. area tri-service basketball championships when they defeated the Mainland RCAF champions by a 56-36 score in the finals at *Naden* gymnasium.

The team played and won against some of the best senior teams on Vancouver Island.

Sparkplug of the RCN team was AB Jim McIntyre, a junior who knows his way around a basketball court.

In volleyball Navy reigns supreme as B.C. area tri-service champions, after coming from behind to defeat Sea Island RCAF 3 games to 1. RCAF took the first game of the match but were swamped by a fired-up Navy squad 15-1 in the second game and could not seem to recover. POs Ray Irwin and Jack Scott led the Navy attack, to keep an undefeated record for the season intact. The match was played at RCAF Station Sea Island.

The RCN bowling team met the Army

on one of the soldiers' better nights and absorbed a sound trouncing in the B.C. area tri-service bowling championships. CPOs Harry Booth and Ray Humphreys were in their usual good form for the match, but their efforts were not enough to contain the Army champions.

Nor did the RCN fare well in the B.C. area tri-service badminton championships. Playing on their home courts the Navy players were outplayed, with the exception of PO Bill Walters. Walters, who has played little this season, represented the Navy in the "A" singles bracket and made it interesting for RCAF champion LAC Jack Ramsay before dropping the match 12-15, 15-4 and 15-5.

Brunswicker Tops New Hockey League

HMCS *Brunswicker* overwhelmed Saint John Police 9-1 to win the Thorne Trophy, emblematic of the Saint John, N.B., Armed Services Hockey League supremacy.

In winning the two-game total-goal final series, *Brunswicker* tied the first

game 5-5. Final score for the series was 13-5.

Brunswicker team captain Jack McClean accepted the trophy from Brigadier P. W. Oland, officer commanding No. 6 Militia Group. Cdr. Roland Black, commanding officer of the naval division, and Police Chief W. J. VanWart were also in attendance.

This was the first year of operation for the league.

Fencing Taken Up At Stadacona

Fencing enthusiasts, who have been meeting regularly at the *Stadacona* gymnasium since October, form the *Stadacona* Fencing Club.

The instructor is Lucien Ledaire, 33-year-old architect who has fenced for more than 10 years. Before coming to Canada in May 1957, he had been selected in the three preceding years as a member of the Irish national amateur team. In 1954-55 he was secretary of the Irish Fencing Federation and in 1955-56 captain of the Irish Free State amateur team against the Northern



Here, learning to "lunge", are some of the fencing enthusiasts who train twice weekly in the *Stadacona* gymnasium. Left to right are Lucien Ledaire, instructor; Lt. (SB) Howard Wallace, Mrs. R. A. Creery, Mrs. A. C. Campbell, Mrs. Bruce Oland, Mrs. H. A. Black, Mrs. D. L. Hanington and Cdr. Hanington. Two others turn out with the group. (HS-55997)

Irish. Accomplished in the foil and epee, he has fenced with prominent European amateurs.

The naval group has ten members, all bearing AAU of C cards. Competitions with Halifax clubs, with visiting ships, and other Nova Scotian groups will be negotiated later in the year. In the meantime, the French-born, Irish-educated Ledaire is looking for more talent from naval circles to round out his teams.

Meeting Monday and Thursday evening in the naval gym, the club nucleus includes: Cdr. and Mrs. D. L. Hannington, Mrs. H. A. Black, Mrs. R. A. Creery, Mrs. A. C. Campbell, Mrs. Bruce Oland, Lt. (E) Arthur Morris and Lt. (SB) Howard Wallace, all of whom are novices. Another member, Mrs. S. C. Waters, had considerable amateur success in Alberta.

Sydney Sea Cadets International Champs

The Royal Canadian Sea Cadet Corp *Westmount*, of Sydney, N.S., for the second year in a row, has won the international small-bore Sea Cadet rifle competition.

The competition was staged in ten countries and the *Westmount* corp entered ten teams in the contest.

England placed second and New Zealand was third.

Navy-Army Build Sailing Clubhouse

Members of the Halifax Squadron of the Royal Canadian Naval Sailing Association are co-operating with the Halifax Garrison Sailing Club in the construction of a club house on the Seaward Defence Base near the Royal Nova Scotia Yacht Club anchorage.

The work of building the club house has been shared by volunteers from both the Navy and Army groups. Begun last October, the building will be ready for the 1959 sailing season.

Captain (L) J. M. Doull was elected commodore of the RCNSA at the annual meeting February 3. Other officers are: Cdr. Frederick Bradley, vice-commodore; Lt.-Cdr. William Wheeler, rear-commodore; PO S. D. Bryant, fleet captain, yachts; CPO K. T. Eisenor, fleet captain, small boats, and Miss Frances Howe, secretary-treasurer.

Stad Captures Basketball Title

Stadacona Sailors captured the Atlantic Command basketball championship on home grounds in early February, but their opposition *Shearwater*,

battled them all the way, until the game ended 43-29.

The flyboys had previously upset last year's title holders *Shelburne* RCN-USN 36-24, and then in the second game the same day downed the *Stad* squad 53-29 to force a deciding game.

In the final *Stad* slammed out front 21-13 in the first half and held that lead in the second, but the *Shearwater* men, who had proved the experts wrong by downing *Shelburne*, fought every inch of the way.

Sportsmanship Shield Awarded

CPO Sam Short, president of the *Stadacona* chief and petty officers' mess, was awarded the Vice-Admiral G. C.

Jones Shield for 1958. The shield is awarded annually for "best all round sportsmanship and outstanding conduct".

The presentation was made at divisions on February 20, by Commodore D. L. Raymond, Commodore RCN Barracks at Halifax.

Yarmouth Curlers Beat Cornwallis

Yarmouth defeated *Cornwallis* 59-49 in a recent curling match at the Yarmouth club.

Four rinks were entered. *Cornwallis* took the first 15-13 and Yarmouth scored wins in the remainder 15-10, 16-13 and 15-11.



The Sea Cadets pick up Navy traditions fast. This picture was taken at a Navy League Christmas party in Montreal at RCSCC Victory's headquarters, with youngest Sea Cadet, Robert Snow, in the role of captain for the day. Respectfully offering the "captain" some sandwiches is Lt. N. G. Kidd, RCSC. (Photo by David Bier Studios, Montreal.)

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.

ABRAM, Mervin W.LSCR1
 ADAMOWSKI, Edward J.LSEM1
 ANGRIGNON, Georges C.P2PR3
 ANTHONY, Albert R.LSEM1
 ARMITAGE, John M.C1Q14
 ARSENYCH, Myron D.C2T14
 ASCROFT, AllanP1RA4

BAKER, Richard B.LSAA1
 BALL, John H.LSAF2
 BANNISTER, Frank A.P1QR2
 BARBOUR, DouglasLSTD1
 BARNSWELL, Allen L.LSEM1
 BARRY, AllanP1QM3
 BASDEN, Charles A.LSVS2
 BELLMORE, Thomas J.LSAA1
 BEMISTER, Herbert G.LSEM1
 BISHOP, Donald R.LSEM1
 BLAND, Edward A.P2RT3
 BOOMER, Royce B.P2EG3
 BOTTARO, Jack A.P2OM2
 BRAULT, Yvon J.LSRT3
 BRECKON, Frederick L.P1LR2
 BRIARD, Kerry P.P2AO3
 BROOKS, David R.P1TD3
 BROWN, Clare L.LSEG2
 BROWNELL, Arnold H.P1EM4
 BUICK, David A.P1TD3
 BURRY, Thomas I.C2GI4

CALDER, Alfred T.C2ET4
 CALFORD, Stillman B.LSTD2
 CAMERON, David B.LSTD2
 CAMERON, John V.LSBA2
 CARLYON, Henry R.P1LR3
 CARROLL, Albert W.P1EM3
 CHANDLER, Norman A.LSTD1
 CHIASSON, Alfred J.LSEF2
 CLARK, Ronald C.LSCR1
 COLE, John G.LSRP2
 COLEMAN, John R.LSEM1
 COOKE, Leonard C.LSNS2
 COTE, Marcel J.LSPH2
 COUSINEAU, Georges P.LSAA1
 CROOKER, Kenneth J.P1RC3
 CULLIGAN, Robert J.P2EF3
 CYR, Emilien J.LSAW2

DAVIES, George A.LSEF2
 DAVIS, Arthur R.LSED2
 DESMEULES, Rogert J.P2QM2
 DOIRON, Reginald I.P2EF2
 DONNACHIE, Alexander M.P1TD3
 DORIS, John D.LSEM1
 DURNING, Willard A.LSMA2

EAGLES, William S.P1EM4
 EFFORD, Frederick V.LSTD2
 EMMONS, Robert H.LSTD1
 EMSLIE, Clifford J.LSQM2

FISSET, Ronald N.LSRP2
 FITZSIMMONS, James R.LSAM2
 FOWLER, Howard H.LSCR1
 FREEBORN, Larry K.LSRP1

FULCHER, John M.LSEM1
 GAGNE, Gerard J.LSAA1
 GAMBLE, Frank W.LSQR1
 GERVAIS, Clancy F.C1RA4
 GLIBBERY, Harvey K.LSQM1
 GOUDIE, Lorne R.P2LR3
 GRANT, Kenneth A.P1RA4

HEARNS, Arthur M.LSEM1
 HENDERSON, Harvey W.P1ER4
 HEXTER, Edgar S.LSED2
 HOGAN, Francis P.C2ET4
 HOLMES, Donald H.LSEA3
 HOLMWOOD, Robert W.LSAF2
 HOWARD, Eugene C.LSAO2
 HUGHES, George E.C1ET4

INSON, DerekLSEG3

JOHNSON, George E.P1TD3
 JOHNSTON, Charles H.LSED2

JOHNSTON, Creighton G.LSOM2
 JOHNSTON, John K.C1RT4
 JOSLIN, Robert J.LSTD1

KEIZER, Joseph F.LSEF2
 KENYON, Richard M.LSEG2
 KING, Earl J.LSED2
 KING, Stanley J.C1GI4

LAKER, David S.LSAP2
 LARKIN, Frederick W.P1QM3
 LEBLANC, Joseph G.P1PR2
 LEGUE, Robert A.C2RT4
 LESLIE, AllanP2TD2
 LINKLETTER, Carl S.LSEF2
 LONG, Robert R.LSQM1

MacDONALD, Harold W.LSSW2
 MacKINNON, Elmourne K.LSEM1
 MacKNIGHT, Donald W.LSOM2
 MacLEOD, Donald C.LSAA1
 MACE, David H.LSSE1



DEPARTMENT OF THE NAVY
 OFFICE OF INFORMATION
 WASHINGTON 25, D. C.

IN REPLY REFER TO

OI-100/EKB:tdj
 Ser: 4053
 18 December 1958

From: Chief of Information
 To: Editor, "The Crownsnest"
 Naval Headquarters,
 Ottawa, Ontario, Canada

Subj: Congratulations on attaining the ripe old age of ten years

1. Whereas the Royal Canadian Navy's Magazine "The Crownsnest" has reached its tenth year of publication; and
2. Whereas this sprightly publication of our most worthy neighbor's Naval service has attained a high level of editorial excellence; and
3. Whereas its board of editors, writers, illustrators and photographers most certainly rate a vote of high praise from all of us who go down to the sea in ships; therefore
4. Be it proclaimed: that we who have served side by side with your many subscribers throughout the world do hereby laud your first ten years of stellar publication and wish you many succeeding decades of similar service to your noble Navy.

C. G. Kirkpatrick
 C. G. KIRKPATRICK
 Rear Admiral, U.S. Navy

Thank you very much, sir.

MACKAY, Philip E.LSOM2
 MAJEAU, HenriC2RA4
 MATILA, ArboLSMA1
 MAYNARD, Paul B.LSRT2
 McAULAY, Thomas H.P2PR3
 McBRIDE, Frederick G.P1RP3
 McCAFFERY, James E.LSOM2
 McCORMICK, Benjamin B.LSRP2
 McDONALD, MacAvoy A.C2P14
 McGLADE, Francis A.P1EM4
 McINNIS, Marquis E.LSEM1
 McKAY, Robert N.P1ER4
 McKENZIE, Donald A.LSEM1
 McLEAN, Gerald D.LSTD1
 MICALLEF, JohnLSQM1
 MITCHELL, Murray N.P1AA2
 MITCHELL, William E.LSQM1
 MONK, Alfred F.P2EA3
 MORTON, Arthur F.P2OM2

NEWCOMBE, Charles G.P2PW2
 NEWMAN, Denis S.P2EA3
 NICOLL, Alfred J.LSTD1

OFFER, Harold C.C2ET4

PECK, Joseuh E.P2EF3
 PENNER, Peter O.LSEM1
 PERRON, Raymond J.P2PR3
 PICO, LyleC2Q14
 PINNELL, Alfred O.P2AA2
 POLLOCK, Robert E.C2ET4
 PREECE, Raymond G.LSEF2



PRINCE, John W.LSRP2
 PULAK, Emil T.LSED2
 RANGER, Lionel H.LSEG3
 REA, Bawne A.P1RA4

REDFORD, William F.C2ET4
 REEVES, Dale C.P2EF3
 RHEUBOTTOM, William A.C2PT4
 RICHEY, Robert J.P1QM3
 RIOUX, Andre J.LSOM2
 ROSS, Kenneth, B.P1EM4
 RUDDICK, Fred G.C1RT4

SEMPLE, David R.P2RN3
 SIMMONS, Donald C.P2RT3
 SIMMONS, Sydney J.C2ER4
 SMITH, Richard L.LSCV1
 SPENCE, Ernest R.P2QR2
 STEWART, Lea C.C1RT4
 STORES, Ernest A.LSQM1

TILLECZEK, Norbert L.LSRC2
 TIMMS, Reginald E.LSPW2
 TOWERS, Anthony A.LSRT2
 TUTTLE, Ernest J.C2GI4

VERBEKE, Romain L.LSEM1

WAITE, Llewellyn, E.LSEM1
 WATSON, Alexander G.C2ET4
 WATT, ThomasLSCR1
 WATTS, James E.LSBA2
 WELCH, EugeneP1RP3
 WHITNEY, Kenneth J.LSPR2
 WINDSOR, Harry E.LSOM2
 WISHART, Eric G.LSVS2

YOUNG, Frederick C.LSEME

ANCIENT LOYAL TOAST PRIVILEGE RESTORED

AN EXCEPTION to the ancient naval privilege of drinking the toast to the Sovereign while seated in naval messes has been removed.

The exception—a comparatively recent one—required members of the mess to stand when the National Anthem was played. This was based on a ruling given by the First Sea Lord, the Marquis of Milford Haven, in June 1914, and it would appear there had previously been some indecision as to the correct procedure.

The naval tradition of drinking the Loyal Toast while seated may go back to the days of the Restoration or it may date only to the time of William IV—less than a century and a half ago.

One story has it that when Charles II was returning to England in 1660 in the *Naseby*, which had been rechristened the *Royal Charles*, he bumped his head on the low beams of the wardroom when he rose to reply to the toast. Thereupon, it is said, he excused naval officers from ever rising again to drink the Loyal Toast.

There are certain rules which are rigorously enforced at naval mess dinners before the Sovereign is toasted. One may not smoke; one may not mention a lady's name, and one may not make a bet. According to Captain

W. N. T. Beckett, RN, in his "A Few Naval Customs, Expressions, Traditions and Superstitions", the latter two provisions were to prevent heated arguments or quarrels during the formal proceedings in the mess.

Following the Loyal Toast, a health is often drunk for the night of the week. These date back at least as long ago as Nelson's day and there is even earlier mention of some of them. They are:

Monday: Our ships at sea.

Tuesday: Our men.

Wednesday: Ourselves (as no one is likely to concern themselves with our welfare).

Thursday: A bloody war or a sickly season.

Friday: A willing foe and sea room.

Saturday: Sweethearts and wives.

Sunday: Absent friends.

The toast for Thursday, "A bloody war or a sickly season", may require a little explanation. It dates back to a time when promotion was very slow and the only hope for rapid advancement lay in the officers' numbers being thinned by violent death or sickness.

This, however, is apart from the ruling concerning the drinking of the Loyal Toast, which has been promulgated in a general message to the Fleet

(CANGEN 55/59) from Naval Headquarters, which reads:

"Her Majesty the Queen has been graciously pleased to approve the restoration of the ancient privilege of drinking Her Majesty's health seated in naval messes, even when the National Anthem is played.

"When officers of the Indian or Pakistani navies are present, the health of their president should also be drunk seated. Likewise when officers of the Royal Malayan Navy are present the health of His Majesty the Yang Di-Peruan Agong should be drunk seated. These toasts should be drunk immediately after the Queen's toast.

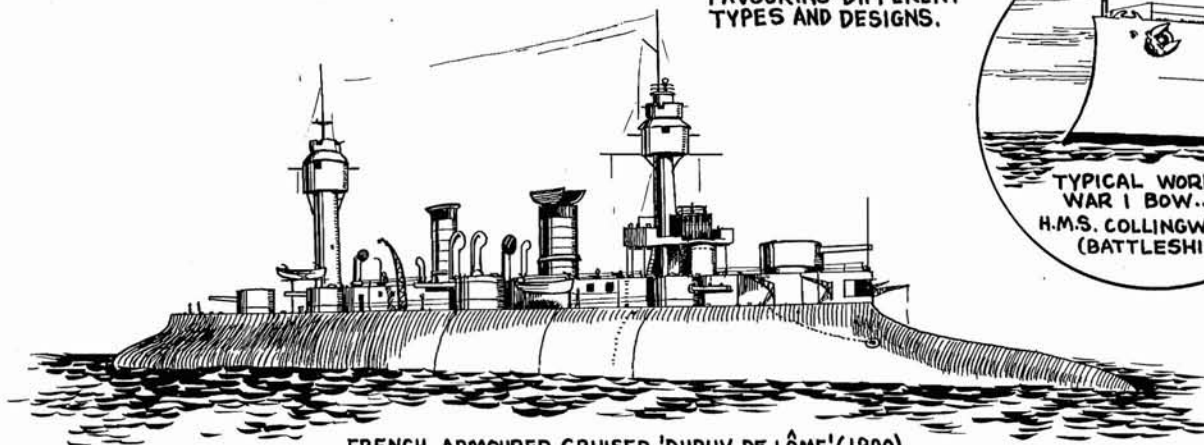
"If Her Majesty the Queen, His Royal Highness the Prince Philip, Duke of Edinburgh, or any other member of the Royal Family is present, these toasts will be honoured standing, unless Her Majesty, His Royal Highness or the other member of the Royal Family has expressed a wish that officers should remain seated and her or his pleasure is to be taken before the meal as to which procedure is to be followed.

"The Loyal Toast terminates the formal meal and any subsequent toasts which may be proposed to individuals it is desired to honour should be drunk standing."

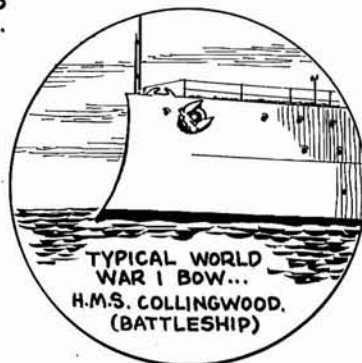
Naval Lore Corner

Number **69**
NAVAL BOWS

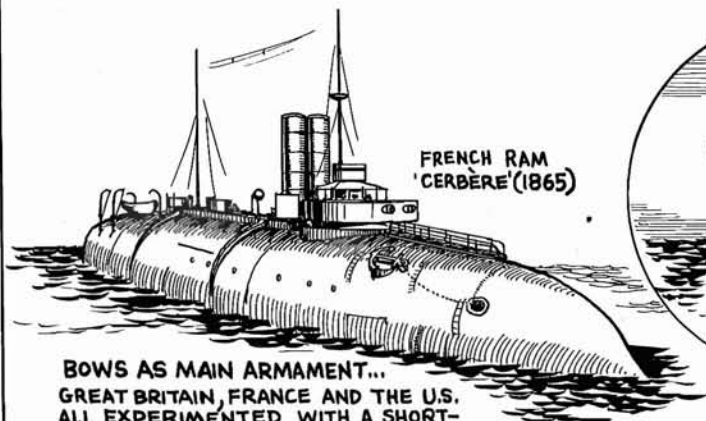
THE SHAPE OF WARSHIPS' BOWS VARIES GREATLY,.. DIFFERENT COUNTRIES FAVOURING DIFFERENT TYPES AND DESIGNS.



FRENCH ARMOURD CRUISER 'DUPUY DE LÔME' (1890), 6,300 TONS, HAD THE LONGEST RAM BOW AFLOAT... A THROW-BACK FROM THE DAYS OF SAIL WHEN ONE METHOD OF SINKING AN ENEMY WAS TO RAM IT. HOWEVER, OTHER FACTORS DETERMINED THIS SHAPE ALSO... NAMELY STABILITY AND ANTI-FLASH PRECAUTIONS FOR THE FORWARD GUN...



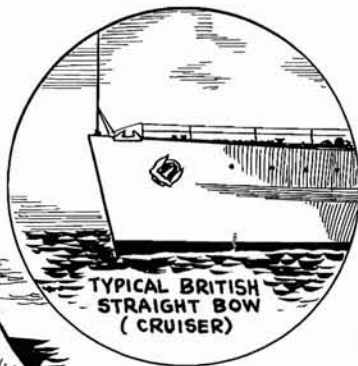
TYPICAL WORLD WAR I BOW...
H.M.S. COLLINGWOOD.
(BATTLESHIP)



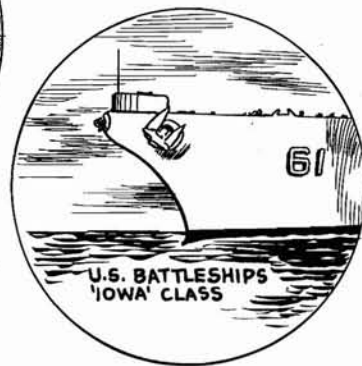
FRENCH RAM
'CERBÈRE' (1865)

BOWS AS MAIN ARMAMENT...

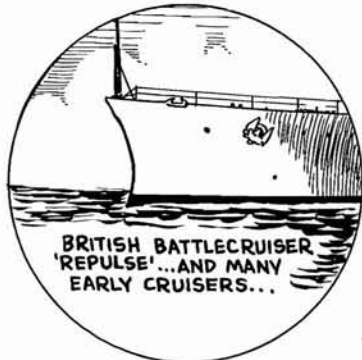
GREAT BRITAIN, FRANCE AND THE U.S. ALL EXPERIMENTED WITH A SHORT-LIVED CLASS OF VESSELS CLASSED AS 'RAMS', WHICH WERE TO BE HIGHLY MANOEUVRABLE, EMPLOYING THEIR RAM-BOWS AS THEIR MAIN WEAPON. NONE WERE SUCCESSFUL



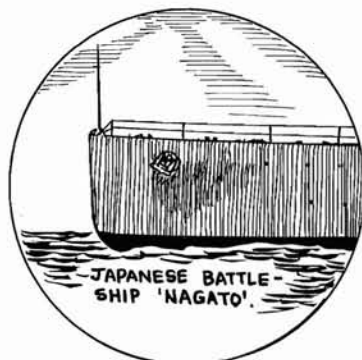
TYPICAL BRITISH STRAIGHT BOW
(CRUISER)



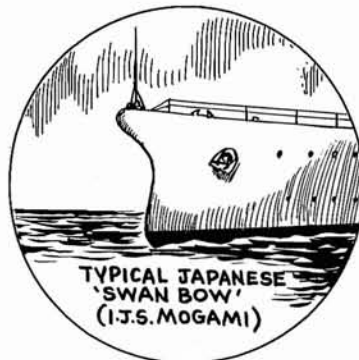
U.S. BATTLESHIPS
'IOWA' CLASS



BRITISH BATTLECRUISER
'REPULSE'... AND MANY
EARLY CRUISERS...



JAPANESE BATTLESHIP
'NAGATO'.



TYPICAL JAPANESE
'SWAN BOW'
(I.J.S. MOGAMI)

The Queen's Printer
OTTAWA

If undelivered return to:

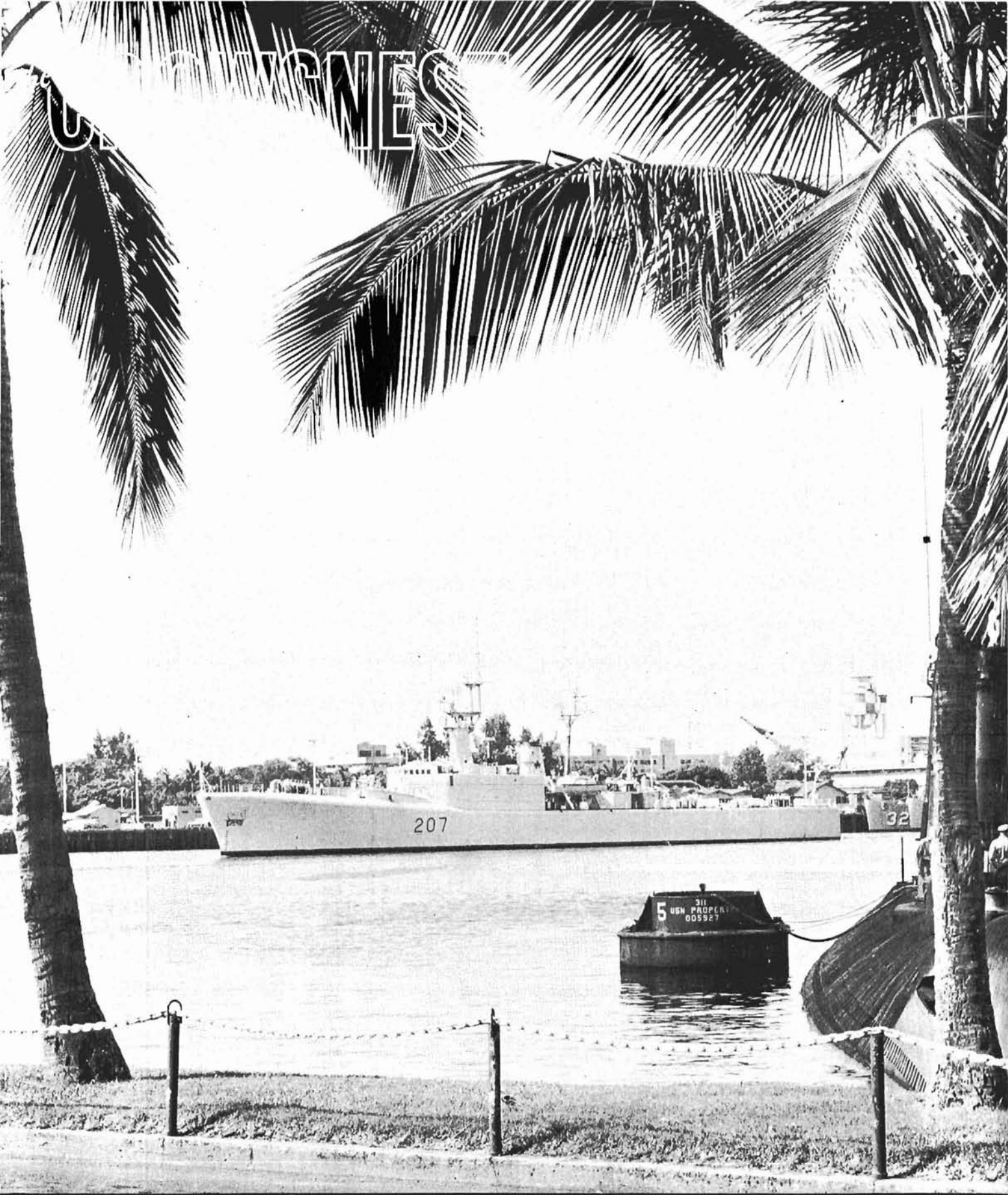
The Queen's Printer, Ottawa, Canada

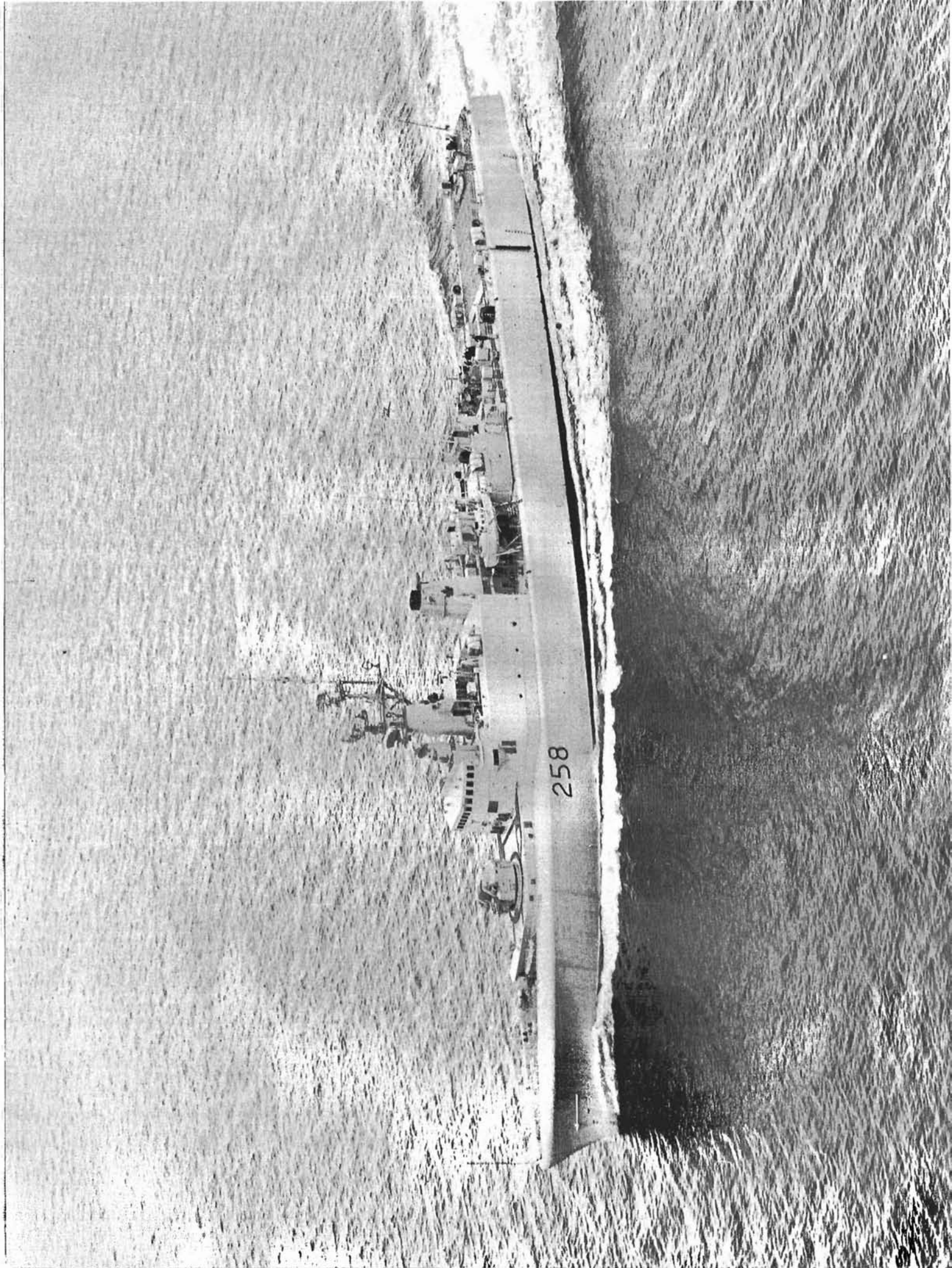
En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada



UNIFORMS





The CROWSNEST

Vol. 11 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1959

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Birth of a Legend</i>	4
<i>Kootenay Joins Fleet</i>	5
<i>NATO—The First Ten Years</i>	7
<i>Officers and Men</i>	10
<i>Weddings and Births</i>	10
<i>Two Foster Sons</i>	12
<i>The Battle of Plattsburgh</i>	13
<i>Her Majesty's Yacht</i>	17
<i>Afloat and Ashore</i>	21
<i>The Bulletin Board</i>	24
<i>Books for the Sailor</i>	25
<i>The Navy Plays</i>	26
<i>Lower Deck Promotions</i>	28
<i>Naval Lore Corner No. 70</i>	<i>Inside Back Cover</i>

LADY OF THE MONTH

A ship, whose name is derived from an Indian word of unknown meaning, HMCS *Kootenay* joined the Royal Canadian Navy at North Vancouver on March 7 for eventual service in the Atlantic Command.

Although the meaning of the new destroyer escort's name may be unknown, during the Second World War it clearly spelled trouble for U-boats. The first HMCS *Kootenay*, a River class destroyer that served for a time with the famed Barber Pole Brigade, shared in the sinking of three enemy submarines and left as a heritage the battle honours *Atlantic 1943-1945, Normandy 1944, English Channel 1944, and Biscay 1944.*

The new *Kootenay* is shown on the opposite page as she appeared during trials in West Coast waters. (E-47949)

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

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

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

SUBSCRIPTION RATE

The Crownsnest 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:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

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

EDITOR,
The Crownsnest,
Naval Headquarters,
Ottawa, Ont.

The Cover—While the northern oceans are lashed by winter storms, perpetual summer reigns in Hawaii—providing a practical reason for cruises to the tropics, where training of officer cadets, just finding their sea legs, will suffer a minimum of interruption. The ship framed by palm trees along the Pearl Harbour shoreline is HMCS *Skeena*. (CR-435)



Thirty-five ladies in khaki—members of 155 Company, RCASC, Victoria—spent three hours on board the frigate New Glasgow on March 15 and found their "cruise" of great interest, even though the ship didn't leave the jetty. (E-49084)

Ships Take Part In New Broom IX

Ships of the Atlantic Command combined with units of the United States Navy in NATO training exercises in northwestern Atlantic waters from March 30 to April 4.

The exercise, designated New Broom IX, consisted of a series of anti-submarine operations to provide protection for simulated convoys and to exercise units in independent anti-submarine operations. During the manoeuvres, ships of the combined navies were exercised in replenishment operations by USN fleet oilers, an ammunition and a refrigeration ship.

The exercise was conducted from his headquarters in Norfolk, Va., by Vice-Admiral W. G. Cooper, USN, Commander Ocean Sub-Area. The U.S. naval forces were headed by Rear-Admiral R. J. Stroh, Commander Carrier Division Fourteen from his flagship, the anti-submarine aircraft carrier USS *Wasp*. Two destroyer squadrons, a submarine unit, a replenishment group and a shore-based patrol squadron were included in the American forces.

RCN units were the *Bonaventure*, with Trackers and helicopters embarked, the destroyer escorts *Algonquin*, *Nootka*, *Athabaskan*, *Restigouche* and *St. Croix*, and HM Submarine *Ambush*, of the Sixth Submarine Squadron.

RCAF Argus aircraft of Maritime Air Command also took part in the operations.

A distinctive feature of New Broom IX was that it tested a new convoy concept of very large numbers of merchant ships. In the exercise, convoys of 200 simulated merchant ships were employed instead of the much smaller numbers which comprised the usual Second World War convoys.

Admiral Cooper pointed out that in the exercise the simulated ships were spread out over a front 16 miles wide and in considerable depth so that they covered about 260 square miles.

With modern aerial and underwater detection and ASW offensive, it is believed that fewer naval ships will be needed to provide greater protection to a larger number of cargo ships than was possible under Second World War convoy organization.

'Sweepers Sail For California

The Second Canadian Minesweeping Squadron sailed from Esquimalt in mid-April for exercises, including joint operations with USN ships, in the Long Beach - San Diego areas.

The four ships, the *Fortune*, *Miramichi*, *Cowichan* and *James Bay*, were scheduled to carry out an extensive series of exercises in southern waters.

They were not due to return to Esquimalt until early in June.

Proceeding from Esquimalt to Long Beach, California, the squadron was to remain in the Long Beach - San Diego areas until late May on exercises.

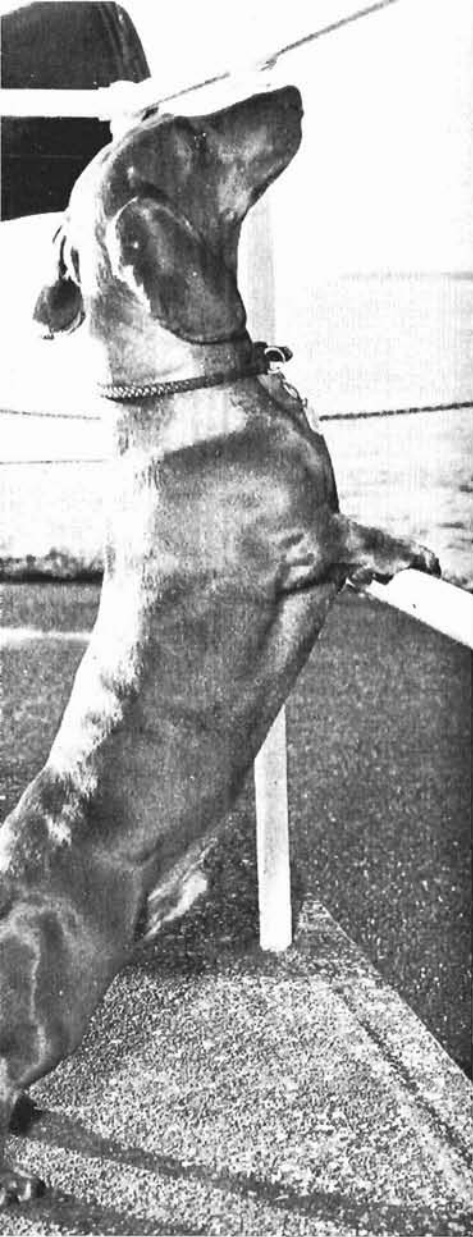
The *Miramichi* and *James Bay* are scheduled to sail from Long Beach on June 2, arriving at Esquimalt on June 6. The *Fortune* and *Cowichan* will depart Long Beach on June 3 and call at San Francisco before returning home on June 10.

Two Warships Back in Service

A destroyer and a frigate were recommissioned March 10 in HMC Dockyard, Halifax, following long refits that took them out of service last summer.

The Tribal class destroyer escort *Micmac* was commissioned at 11 a.m. The first destroyer built in Canada (at Halifax Shipyards), she entered service in September 1945 and since has served three commissions out of Halifax. Her new commanding officer is Cdr. A. B. C. German.

The frigate *Lanark's* ceremonies began at 3 p.m. First commissioned in 1944, she served on trans-Atlantic convoy duty for the balance of the Second World War, but was declared surplus in November, 1945. Returned to service in 1956 after extensive modernization and a period in reserve fleet, she



Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, was down at Duntze Head to watch one of his ships, the destroyer escort Skeena, put out to sea. With him was the family pet, Rip. Like a good, respectful sea-dog, Rip stood starchyly at attention as the Skeena sailed by. Bud Kinsman, of the Victoria Daily Colonist, was there to record the occasion.

also operated from Halifax. Her new commanding officer is Lt.-Cdr. W. V. A. Lesslie.

On hand for the *Lanark* ceremony were two special guests from Perth, county seat of Lanark County, Ontario, after which the ship is named. They were Mayor E. Scott Burchell and his town clerk, J. H. Mather. Mayor Burchell addressed the ship's company at the commissioning.

RCN Takes Part in NATO Celebration

Hundreds of Canadian sailors saw the USS *Nautilus*, the world's first atomic-powered submarine, when she visited Norfolk, Virginia, April 6 as part of

the NATO Tenth Anniversary observances.

Among U.S. ships in Norfolk for the anniversary ceremonies were: the guided missile cruiser USS *Boston*, and the aircraft carrier USS *Randolph*.

U.S. sailors, in return, saw some of the newest ships of the Royal Canadian Navy. The Canadian ships were the aircraft carrier *Bonaventure*, and the destroyer escorts *St. Croix*, *Restigouche*, and *Athabaskan*. Also present was the British submarine *Ambush*.

The USS *Randolph*, USS *Haysworth*, USS *Henley*, USS *W. Keith*, and USS *Requin* acted as host ships for the visiting non-U.S. vessels.

The public visited the British and Canadian ships and the USS *Randolph* on Sunday afternoon, April 5.

The president of the North Atlantic Council, the secretary-general, foreign and defence ministers, permanent representatives to the Council, and other military and civilian dignitaries toured the ships on Monday, April 6, from 3:30 to 5:30 p.m. There were approximately 100 visitors in all. The *Bonaventure* held a reception for the NATO dignitaries from 5:30 to 7:30 p.m. Monday.

The visitors were escorted through the ships on 20-minute tours. Tours included a missile demonstration on the USS *Boston*, a static aircraft display on the USS *Randolph*, a walk-through of the USS *Nautilus*, and a viewing of the anti-submarine warfare capabilities of the new Canadian escorts.

Later Admiral Jerauld Wright, USN, NATO's Supreme Allied Commander, sent the following message:

"The generous scale and whole-hearted nature of the Canadian participation in the Tenth NATO Anniversary celebrations at Norfolk created a profound impression here and are very much appreciated.

"The fine appearance and bearing of the RCN, RN and RCAF units and bands and their magnificent performance in the various military ceremonies were a major contribution to the success of the Council's visit and caused much favourable comment.

"It was a great privilege to be able to hold my reception in *Bonaventure* and this also added much to the day's success.

"Thank you all very much indeed. Au revoir and good luck."

DRB Scientists Study Arctic Ice

Four Defence Research Board scientists from the Pacific Naval Laboratory at Esquimalt have left for the Arctic Ocean for winter oceanographic studies



A naval guard at Naden stands straight and rigid for Admiral's inspection. Taking time out to chat with a member of the guard is the inspecting officer, Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. (E-49098)

and for investigations relative to the underwater acoustics of ice-covered waters. The six-week scientific project is called Operation PACLABAR.

Participating are A. R. Milne, scientist-in-charge; T. Hughes, J. O'Malia and C. Kelly. In charge of operations for the party is Lt.-Cdr. J. P. Croal, on loan from the Directorate of Naval Intelligence, who recently completed a three-year secondment with the Board. Prof. E. R. Pounder and E. P. Stalinski, of the McGill University Ice Research Project, who are undertaking detailed measurements of the properties of the sea ice, joined the party at Resolute Bay.

The oceanographic research will include investigations of the currents and salinity of the waters in Barrow Strait and a variety of floe-ice studies which

began in the summer of 1954 from the Arctic patrol ship HMCS *Labrador*. During April and May the ice was expected to range from six to 10 feet in thickness with air temperatures dropping to 20° below zero.

The acoustic soundings planned by the scientists will involve depths of hundreds of feet and will provide new and detailed information about Barrow Strait, an important water link south of Cornwallis Island.

The seven-man party is living on the sea ice in tractor-drawn "wanigans" from April 13 to May 27. At Repulse, it was joined for a limited period by Jackoosie, an Eskimo of the Resolute Bay group on nearby Cornwallis Island.

The RCAF airlifted the scientists, along with several tons of scientific equipment and their supplies, to Resolute Bay via Fort Churchill and RCAF Station Namao.

Operation PACLABAR is the latest of a series of PNL Arctic Ocean missions, initiated in 1949 with an oceanographic cruise to the Beaufort Sea in veteran research vessel HMCS *Cedarwood*.

Similar investigations continued in the same area with the 76-foot long DRB research ship CGS *Cancolim* which left Esquimalt in June 1951 and wintered in the ice at Tuktoyaktuk, N.W.T. The same ship spent a second busy summer on research activities in the Arctic Ocean and on the return to Esquimalt in the autumn of 1952, narrowly escaped being trapped by winter ice as it closed in on Point Barrow. During the following three years, joint Canadian-U.S. expeditions, working from the USS *Burton Island* and the *Labrador*, carried the investigations deep into the Arctic Ocean Basin.

Associated with PNL in the earlier operations were the Pacific Oceanographic Group, of the Fisheries Research Board, and the Institute of Oceanography, of the University of British Columbia.

Duke of Edinburgh Patron of NOAC

His Royal Highness the Prince Philip, Duke of Edinburgh, has been pleased to extend his patronage to the Naval Officers' Associations of Canada, according to the January issue of the *NOAC Journal*.

This is the second occasion on which His Royal Highness has granted his patronage to a Canadian organization with naval affiliations. The first was his appointment as Admiral, Royal Canadian Sea Cadets, in June 1953.

BIRTH OF A LEGEND

LEGENDS are born in times of stress and, with the passing of the years, the fading of memory and the thinning of the ranks of those who were there, it often becomes impossible to say whether a story belongs to the realm of myth or history.

Fifteen years ago the Royal Canadian Navy, grown from a pre-war miniscule fleet of 13 ships, had become a mighty force of 400 warships and was writing some of the most stirring pages of its short history.

A legend of that exciting and sometimes tragic period grew up around the loss of the Tribal class destroyer *Athabaskan* on April 29, 1944. Canadian destroyers, the *Athabaskan* among them, were taking part in sweeps of the English Channel and Bay of Biscay to rid those areas of enemy ships which might interfere with the invasion of Europe, planned for that spring.

The *Athabaskan* was something of a "hard luck" ship. She had been pierced clean through and set afire by a glider bomb while on a Biscay patrol in the summer of 1943. Five men were killed and 12 wounded. But the flames were extinguished and she limped back to Plymouth for repairs. By December she was back in service as part of the screen for the Murmansk-bound convoy that lured the German battleship *Scharnhorst* to her destruction.

The pre-invasion sweeps by the Tenth Destroyer Flotilla, of which the *Athabaskan* was a member, began on April 15, but it was ten days before contact was made with the enemy. Then, on the night of April 25-26, the Allied ships sank one German destroyer and damaged another.

Three nights later the *Athabaskan* and her sister ship the *Haida*, were in hot pursuit of two German destroyers when the *Athabaskan* took a torpedo in the stern, caught fire and blew up. The *Haida* continued the chase and drove one German destroyer ashore in flames. The other eluded her.

Floating in the chill waters of the Channel, in the oil and wreckage of the disaster which had cost them their ship, the *Athabaskan* survivors awaited rescue as the first glimmer of dawn began to appear in the east.

Here legend enters: It was said that, in those despairing moments, the captain of the *Athabaskan*, Lt.-Cdr. John H. Stubbs, cheered his men by leading them in the singing of "Wavy Navy"—

the "theme song" of the naval volunteers of the Second World War:

Roll along, Wavy Navy, roll along.
Roll along, Wavy Navy, roll along.
If you must know who we are,
We're the R-C-N-V-R.
Roll along, Wavy Navy, roll along.

Oh, we joined for the money and the fun.

Yes, we joined for the money and the fun.

But of money there is none
And the fun has just begun—
Roll along, Wavy Navy, roll along.

Lt.-Cdr. Stubbs was a permanent force officer, but that didn't matter. "Wavy Navy", which referred to the wavy stripes on the sleeves of RCNVR officers, was everybody's song.

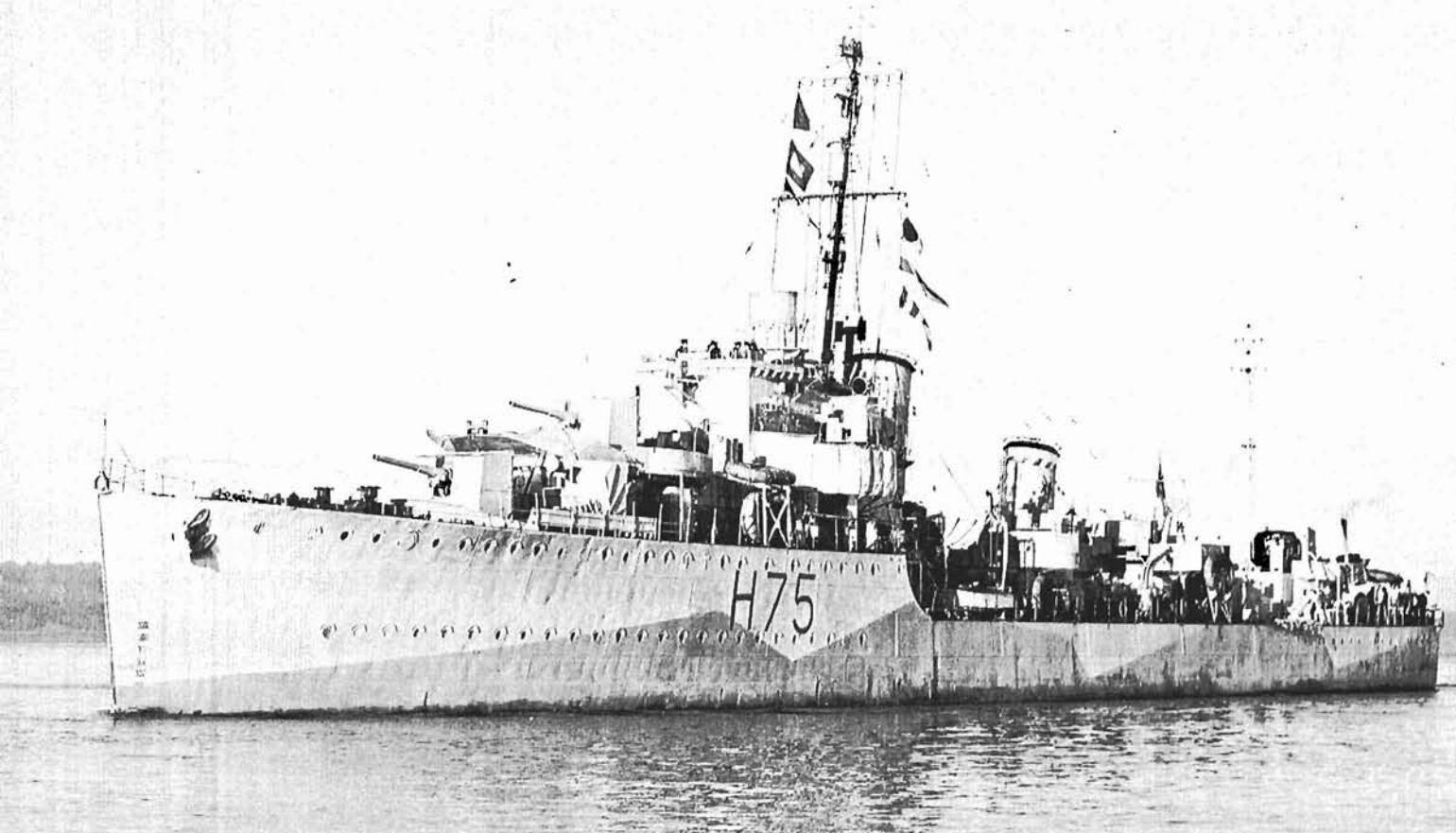
There were further embellishments to the legend. When the *Haida* gave up the chase of the second German destroyer, she sped back to look for survivors. The sky was brightening fast and enemy shore batteries were only five miles away. As the *Haida* came to a stop and hurriedly gathered survivors from the water, it was said that Lt.-Cdr. Stubbs shouted: "Get away *Haida!* Stand clear!"

If those were his words, they are the last recorded, for when the survivors were accounted for—some in Britain, some in a German prison camp—he was not among them.

There is no evidence that he sang "Wavy Navy", or that he called out a warning to the *Haida*, but the legend fits the character of John Stubbs. He had won the Distinguished Service Order for the courage, skill and initiative he had displayed under fire in a successful duel with a surfaced U-boat when he was commanding officer of the *Assiniboine*. He ran a happy ship and he earned and deserved the loyalty of his officers and men.

The *Athabaskan* was not the only Canadian warship lost in 1944. Seven others also died—*Valleyfield*, *Regina*, *Alberni*, *Skeena*, *Shawinigan*, *Clayoquot* and MTB 460.

The names of those who were lost are carved in the granite of the Halifax War Memorial; they appear on honour rolls in city halls, schools and business establishments across the land; the school at Belmont Park, the naval married establishment near Victoria, has been dedicated as a memorial to John Stubbs. But their chief memorial lies in the fact that Canada remains a free and forward-looking land, dedicated to peace and the maintenance of liberty.



The first HMCS Kootenay, which served valiantly during the Second World War. Note the "Barber Pole" markings on the after funnel. (L-4124)

HMCS KOOTENAY JOINS FLEET

THE LATEST of the Restigouche class destroyer escorts to join the fleet, HMCS *Kootenay* was commissioned at the Burrard Dry Dock Company's yard at North Vancouver on March 7.

In early April the *Kootenay* sailed from Esquimalt for the East Coast to join the Fifth Canadian Escort Squadron in the Atlantic Command.

The *Kootenay* commanded by Cdr. R. J. Pickford, was the first of the Restigouche class destroyer escorts to commission on the West Coast and was the second of the class to go into service in 1959. The first, HMCS *Gatineau*, was commissioned at Halifax on February 17.

Guest of honour at the commissioning ceremony was Hon. G. R. Pearkes, Minister of National Defence. The ship was accepted by Rear-Admiral (E)

B. R. Spencer, Chief of Naval Technical Services, and the commissioning services were conducted by Rev. Dr. E. G. B. Foote, Deputy Chaplain General (P), and Rev. J. E. Whelly, Deputy Chaplain General (RC).

First Kootenay's COs Still Serving

During the two and a half years of her service in the Royal Canadian Navy, the first HMCS *Kootenay* had two commanding officers. They were:

Acting Lt.-Cdr. K. L. Dyer (April 12, 1943, to March 28, 1944), now a rear-admiral and Chief of Naval Personnel;

Acting Lt.-Cdr. W. H. Willson (March 29, 1944, to October 26, 1945), now serving in the rank of commander as commanding officer designate, HMCS *Terra Nova*.

A colourful and historically interesting note at the commissioning ceremony was the presence of Chief Dominic Nicholas, chief of the Kootenay tribe, and Mrs. Nicholas. Wearing the full and impressive ceremonial dress of the tribe, they were extremely interested in the new ship which bears the tribe's name.

The ship takes her name from the Kootenay River, in southeastern British Columbia. The exact meaning of the word "Kootenay" is not known, except that it is an Indian word and the name of the tribe.

The Kootenay Indians were noted for the unusual type of canoe which they used to build. Constructed of birch or pine bark, this was a strange looking craft with bow and stern extending under water, not unlike the ram which became popular in the European battle

fleets of the 19th century before the invention of the torpedo.

The new destroyer escort is the second of the name in the Royal Canadian Navy. The first HMCS *Kootenay* was one of six River class destroyers transferred to the Royal Canadian Navy following an agreement between the United Kingdom and Canadian governments during the winter of 1942-43—an agreement which was designed to strengthen the RCN's escort force for what was considered to be the crucial period in the Battle of the Atlantic, the spring of 1943.

As HMS *Decoy*, she had served in the Royal Navy since 1933, and had won a total of seven battle honours for her service in the Second World War before she was transferred to Canada.

She was commissioned as HMCS *Kootenay* on April 12, 1943, at Jarrow on the River Tyne.

The *Kootenay* joined Escort Group C-5, the "Barber Pole Brigade" of the Mid-Ocean Escort Force, at the end of May 1943 and there she continued to serve for almost a year, escorting convoys between St. John's, Newfoundland, and Londonderry, Northern Ireland.

On April 25, 1944, she was transferred from Escort Group C-5 to the newly-formed EG-11, which consisted of River class destroyers—the *Ottawa* (Senior Officer), *Kootenay*, *Chaudiere*.

Gatineau and *St. Laurent*. The new group spent the following month "working up" at Londonderry in preparation for its role in the invasion of western Europe. Their task was to join other escort groups in patrolling a large area of open sea just outside the Channel.

During the latter part of that summer, the *Kootenay*, along with several other ships of EG-11, took part in the destruction of three U-boats.

The first of these sinkings took place in the Channel, about 20 miles southwest of Beachy Head, in early July. The *Ottawa* and *Kootenay* went to assist HMS *Stacicey*, which got a submarine contact on the night of July 5-6. The three ships hunted and attacked until July 8 and it was later confirmed that the submarine they had destroyed was the U-678.

On August 18, EG-11 tracked down a U-boat in the Bay of Biscay, about 70 miles off the mouth of the River Gironde. The *Ottawa*, *Kootenay* and *Chaudiere* began the attack at 1012 and by 1800 the U-boat, which later proved to be the U-621, was considered to have been definitely "killed".

Two days later, August 20, EG-11 was ordered to return to Londonderry. While passing the Finistere coast, the *Ottawa* obtained a clear asdic contact and the group again proceeded to attack. The target was hit many times both by hedgehog and with depth-



Attack and defence are symbolized in the ship's badge of HMCS *Kootenay*. The design incorporates buffalo horns and the head of an Indian fish spear. The diagonal wavy bands represent the Kootenay River, after which the new destroyer escort is named.

charges and when it was considered that the contact must be well and truly "dead", EG-11 proceeded on its way.

At the time the authorities did not consider the target had been a U-boat but it was learned later that the U-984 had been sunk on that date and in that location and Escort Group 11 was credited with the "kill".

The *Kootenay* returned to Canada in the fall of 1944 for a major refit and it was not until May 1945 that she returned to U.K. waters to rejoin EG-11 on patrol in the Channel.

With the German surrender, however, the Canadian destroyers were ordered to return home and sailed for Halifax on May 30. The *Kootenay* was assigned to transport duties, carrying returning servicemen from St. John's, Newfoundland, to Quebec City. The *Kootenay* spent the next three months on this task, completing six round trips in this time.

Having finished her last run transporting troops on October 6, 1945, the *Kootenay* was sent to Sydney, N.S., where she was paid off into the Reserve Fleet on October 26. Turned over to War Assets Corporation in March 1946, she was sold later in the year to be scrapped.

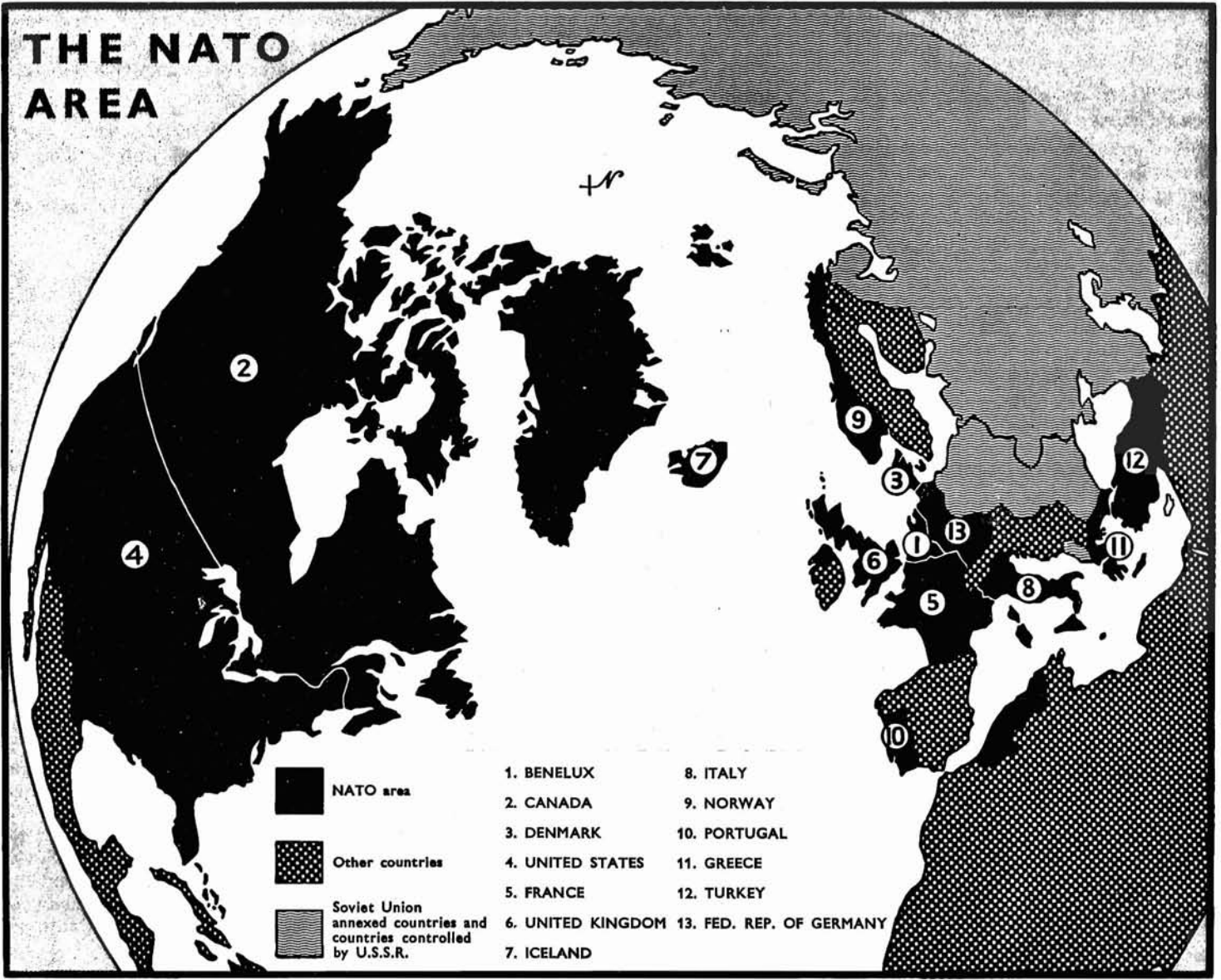
To the new *Kootenay* she left the following battle honours: *Atlantic 1943-1945*, *Normandy 1944*, *English Channel 1944*, and *Biscay 1944*.



Chief Dominic Nicholas, Chief of the Kootenay Tribe, and Mrs. Nicholas, provided a touch of historically interesting colour at the commissioning of HMCS *Kootenay*. Attired in their full and impressive ceremonial dress, they were among the guests attending the ceremony. They are seen here with Hon. G. R. Pearkes, Minister of National Defence, the guest of honour, and the *Kootenay*'s commanding officer, Cdr. R. J. Pickford. (E-49003)

NATO

For ten years the North Atlantic Treaty Organization has stood for the preservation of freedom, civilization, democracy, personal liberty, and the rule of law.



TEN YEARS AGO, on April 4, 1949, the North Atlantic Treaty was signed in Washington as an expression of the will of the signatories to stand together in the face of any form of aggression confronting the western world.

The nations who signed the treaty were the United States and Canada, from the western side of the Atlantic, and Belgium, Denmark, France, Iceland, Italy, Luxembourg, the Netherlands, Norway, Portugal and the United Kingdom, from across the sea. Greece and Turkey put their names to the treaty in February 1952 and the Federal Republic of Germany in May 1955.

The preamble to the North Atlantic Treaty states:

“The parties to this treaty reaffirm their faith in the purposes and principles of the Charter of the United

Nations and their desire to live in peace with all peoples and all governments.

“They are determined to safeguard the freedom, common heritage and civilization of their people, founded on the principles of democracy, individual liberty and the rule of law.

“They seek to promote stability and well-being in the North Atlantic area.

“They are resolved to reunite their efforts for collective defence and for the preservation of peace and security.”

The North Atlantic Treaty Organization (NATO) was the outgrowth of the first meeting of the North Atlantic Council in Washington on September



17, 1949. By the time the seventh meeting of the Council assembled in Ottawa in September 1951, the concepts of the original treaty had been considerably broadened. Turkey and Greece, which could hardly be considered "Atlantic" nations, were admitted to NATO and new emphasis was placed on economic co-operation. No longer could NATO be construed as a hastily-devised defensive scheme, promoted by a group of worried countries. A program of economic, financial and social co-operation was developed in accordance with article two of the North Atlantic Treaty:

"The parties will contribute toward the further development of peaceful and friendly international relations by strengthening their free institutions, by bringing about a better understanding of the principles upon which these institutions are founded, and by promoting conditions of stability and well-being. They will seek to eliminate conflict in their international economic policies and will encourage economic collaboration between any and all of them."

The treaty, in fact, tries to eliminate, as a recent issue of the *Admiralty News Summary* observes, "every kind of conflict between member states, in particular with regard to economic policy, and to encourage economic and cultural exchanges."

The *Admiralty News Summary* goes on to say that the organization of the



military command within NATO presents a special problem, in that it has to be superimposed on the working national structures. It would have been extravagant to duplicate the higher commands, so most appointments have been made dual assignments for officers already in corresponding national posts. "Possessing a NATO and a national 'hat', in the current slang, is now widely accepted and, provided it is made clear which 'hat' is being worn or addressed, no appreciable confusion ensues."

Here is how NATO is organized, in civil and military components:

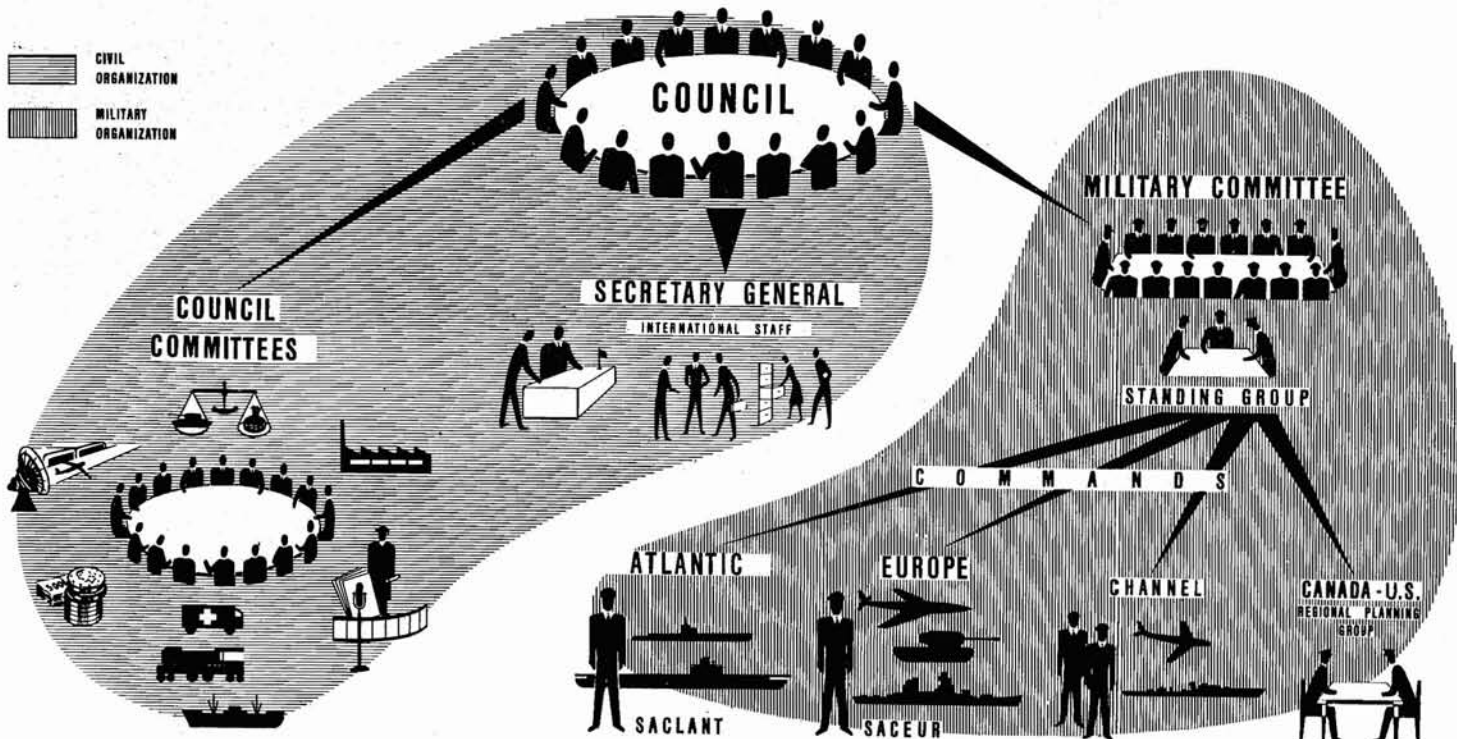
The North Atlantic Council is the supreme authority of NATO. It is composed of representatives of the 15 member countries who reside permanently in Paris where NATO has its headquarters. They have the rank of ambassador. These permanent representatives ensure the continuous functioning of the council. They meet at least once a week and often more frequently.

Two or three times a year cabinet ministers attend the council meetings.

They are the ministers for foreign affairs and, according to the agenda of the meeting, the ministers of defence and other competent ministers, especially those responsible for financial and economic affairs. In December 1957 the heads of government of the 15 NATO countries were present.

NATO is not a supra-national organization. This means that all decisions must be taken unanimously. The council's business is to consider and find solutions agreeable to all 15 partners about questions directly or indirectly affecting the Atlantic Alliance. These include not only military questions but also political, economic and several other non-military matters. The range of the council's activities can be seen from the names of the main council committees which give the council advice on specific problems. There are committees for political, economic and scientific affairs, for defence production, infrastructure, civil emergency planning, for the annual review of the defence effort, for information and cultural relations and for civil and military budgets.

The council and its committees are assisted by an international staff, headed by the Secretary General, who is also the chairman of the council. The members of this international staff are drawn from all NATO countries; they are responsible in their work to the secretary general and not to their own national government.



How NATO is organized.

On the military side, under the council, is the military committee, composed of the chiefs-of-staff of each member country or their representatives. (Iceland having no military forces is represented by a civilian.) The military committee sits in Washington. The executive agency of the military committee is the standing group composed of the representatives of the chiefs-of-staff of Britain, France and the United States. It gives strategic direction to the NATO commanders and co-ordinates NATO's defence plans.

Under the standing group are the supreme allied commanders. They are the Supreme Allied Commander Europe (SACEUR), with headquarters near Paris (known as SHAPE); the Supreme Allied Commander Atlantic (SACLANT) with headquarters at Norfolk, Virginia; the Naval and Air Channel Commanders in Chief, with headquarters at Portsmouth and Northwood, respectively.

There is also the Canada-U.S. Regional Planning Group which develops and recommends to the standing group plans for the defence of the North American Continent.

The European Command is divided into four subordinate commands (Northern, Central, Southern Europe and Mediterranean). The Atlantic Ocean Command is divided into three command areas (Western Atlantic, Eastern Atlantic and Striking Fleet Atlantic).

The NATO Supreme Commanders are responsible for the development of defence plans for their respective areas, for the determination of force requirements and for the deployment and exercise of the forces under their command. Member countries have assigned parts of their military forces in peace time to these NATO commands. Other forces are earmarked for NATO in the event of mobilization or war. (A third category remains under national command to ensure the defence of national territories.)

Three NATO countries which are not part of the European continent (the United States, Great Britain and Canada) have taken the unprecedented step of stationing forces there in time of peace. The American Sixth Fleet adds a powerful force to the allied navies of the Mediterranean.

The foregoing summary of the NATO setup was prepared by the NATO Information Service in Paris. The *Admiralty News Summary* points out some of the consequences of the NATO system:

"Below the level of sub-commander there are no permanent NATO formations in peace time, so far as the Navy is concerned.

"A naval officer may thus find himself serving in any of the NATO headquarters (other than those of army or air commanders). Staffs are fully integrated and in, say, Headquarters Allied Forces Mediterranean, he might well find himself working alongside a Greek and a Turk and together reporting to an Italian. His first lesson, therefore, is to learn to leave his national 'hat' at home and to think as a NATO man . . .

"In peace time NATO operates no naval forces at all. What it does do, however, is in the first place to receive nominations from member states of 'forces available in war' and in the second to exercise these forces as often as it is possible to bring them together under temporary NATO command. In addition—and this is the vital prerequisite to all such co-operation—it ensures that the detailed training of these forces shall at all times, whether in NATO exercises or not, follow the same agreed basic doctrine and tactical procedure.

"The lack of this last has in the past bedevilled war time alliances. It is quite impossible to produce an efficient integrated force at short notice, unless signal books, radio procedure, anti-submarine tactics and all the hundred-and-one details are based on common

ground: details one takes for granted until faced with the shattering fact that household phrases such as '70-70 sweep', 'rapid salvoes', 'blue turns', 'manoeuvring distance' are absolute nonsense unless one's allies have been, all through their training, reading from the same books as oneself.

"The answer has been the production of the Tactical, Exercise and Communication series of 'Allied Publications'. These books lay down tactics, procedure, drill, communications and every other detail for every aspect of maritime warfare; a long job not yet complete and requiring much inter-service and international consultation, but one well worth doing, for the books go a long way to closing the gaps between the 15 member states, each previously with its own ideas of how to fight a war."

When ships of the various nations assemble for a NATO exercise they find they are trained on similar lines, using the same drills and codes, the same phrases and terminology.

Adjustment is not always easy. Each navy is bound to feel that many of its long-established ways of doing things are the best. Perhaps they are, but they may not be suited to the navy of another country and compromises must be made. The difficulties are perhaps greatest for the forces of those countries where neither of the official languages, French and English, is the mother tongue.

But these adjustments are a small price to pay for the "fire insurance" that NATO offers and for the prospect that it holds out for international co-operation and goodwill extending far beyond the military sphere.

There was good reason for the Royal Canadian Navy to join with other navies of the western world in wishing NATO on its tenth anniversary "Many happy returns of the day".



OFFICERS AND MEN

Veterans to Meet In Hamilton

The fifth annual reunion of naval veterans in Canada will be held in Hamilton, June 20 to 21, under the sponsorship of the Canadian Naval Association.

Host organization for the reunion will be the Hamilton Naval Veterans' Association, which is expecting an attendance of more than 2,000 delegates.

First of these annual meetings of former naval personnel was held in Peterborough, Ontario, in 1955, when a group of independent associations met to discuss formation of a national organization. The present organization, the Canadian Naval Association, came into being at the 1956 reunion in Oshawa.

To date, the main participants have been naval veterans' associations in Ontario and the Main Brace Club of New Brunswick, but it is hoped groups from other provinces will join to make the association's representation Dominion-wide.

Delegates are expected this year from naval veterans organizations in at least

ten Ontario cities and towns and from Quebec and New Brunswick. These include associations in Port Hope, Cobourg, Toronto, Scarborough, Belleville, Oshawa, Brantford, Woodstock, Peterborough and Hamilton, in all Ontario, and from Quebec province and New Brunswick.

Among events at this year's reunion will be the annual banquet on Saturday, June 20, followed by a ball at HMCS *Star*, Hamilton's naval division.

On Sunday, June 21, the veterans will hold a church parade to church services in downtown Hamilton. Afterwards, they will reassemble to march to the cenotaph for a wreath-laying ceremony and brief memorial service. A naval guard and band will also take part in the ceremonies.

On Sunday afternoon, the anti-submarine frigate HMCS *Buckingham* will be open for tours by the delegates.

The reunion is open to all veterans of the Royal Canadian Navy, the Royal Navy or other Commonwealth navies and Allied navies, and to veterans of the merchant navies. Interested organizations or individuals may obtain detailed information from the Registration Committee Chairman, J. Senior, RR No. 1, Stoney Creek, Ontario.

seum board at the annual meeting recently.

Naval members elected to the board were Cdr. (S) P. Cossette, Lt.-Cdr. A. R. Pickels, Lt.-Cdr. M. A. (CE) Rose, Inst. Lt.-Cdr. Lawrence Farrington, Lt.-Cdr. G. R. MacFarlane, and Lt. I. C. S. Ingliss.

Civilian members elected were B. L. Johnson, Norman Hacking, E. S. McGowan, R. H. Roy, H. A. Wallace, and E. A. MacFayden.

Retired Officer in Dockyard Post

Lt.-Cdr. J. E. (Jack) Wolfenden, RCN(R) (Ret.), has taken up the position of Assistant Queen's Harbour Master and Master Attendant in HMC Dockyard at Halifax.

He assists the QHM in the operation and maintenance of 100 auxiliary vessels, movement and berthing of ships, and the location of various moorings. As the master attendant, he is chiefly responsible for the activities of the Dockyard boatswain, fire department, security, chart and chronometer depot and passive air defence in the Dockyard.

Mr. Wolfenden, a pre-war merchant mariner, served in the Navy from 1940

WEDDINGS

Sub-Lieutenant Neil A. Barrett, *Stadacona*, to Miss Elizabeth Ann O'Connell, of Halifax.
Able Seaman John Robert Carmichael, *Cayuga*, to Miss Sylvia Marie Santoro, of London, Ont.

Petty Officer William Cave, *Beacon Hill*, to Miss Ann Whitlow, of North Vancouver.
Able Seaman Alfred Coderre, *Beacon Hill*, to Miss Sherry Pappenberger, of Ganges, B.C.
Leading Seaman Frank T. Godwin, *Jonquiere*, to Miss Peggy O'Donnell, of Victoria.
Able Seaman Ronald W. Gunn, *Gloucester*, to Miss Helen Elizabeth Husk, of Richmond, P.Q.

Leading Seaman David Hall, *Beacon Hill*, to Miss Joan Marinutti, of Vancouver.

Lieutenant Thomas A. Sigurdson, *Naden*, to Sub-Lieutenant (MN) Barbara Anne Huggett, *Naden*.

Ordinary Seaman Waldemar Iltshishin, *Cornwallis*, to Miss Annemarie Comeau, of Saunierville, N.S.

Leading Seaman Austin J. Moss, *Gloucester*, to Miss Mary Koeslag, of Perth, Ont.

Sub-Lieutenant Donald B. MacLeod, *Beacon Hill*, to Miss Margaret Mooney, of Victoria.

Able Seaman Charles G. Reekie, *Jonquiere*, to Miss Wanda Schermerhorn, of Vancouver.
Sub-Lieutenant (S) Duncan Angus Shelley, *Quinte*, to Miss Norma Gay Gildner, of Halifax.

Sub-Lieutenant (MN) Frances Olive Elizabeth Sinclair, *Carleton*, to Instructor Lieutenant Bernard A. Beare, RCN(R), *Stadacona*.

Leading Seaman Roy E. Staicue, *Jonquiere*, to Miss Joan Montgomery, of Vancouver.

Able Seaman Gordon Zerr, *Beacon Hill*, to Miss Evelyn Swinton, of Merritte, B.C.

Commodore Inspects Eastern Divisions

The annual inspection of naval divisions in Eastern Canada and the Maritimes was carried out from March 16 to March 26 by Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions.

During his inspection tour, Commodore Finch-Noyes visited divisions in Quebec City, Montreal, Saint John, N.B., Halifax, Charlottetown and St. John's Nfld.

Five Thousand Visit Museum

The British Columbia Maritime Museum, Esquimalt, was visited by more than 5,000 persons during 1958, an increase of 20 per cent over the previous year, museum officials report.

Commodore H. V. W. Groos, commanding officer of HMCS *Naden* and Commodore of RCN Barracks, Esquimalt, was elected chairman of the mu-

BIRTHS

To Leading Seaman D. R. Brand, *Beacon Hill*, and Mrs. Brand, a son.

To Chief Petty Officer A. Cawley, *Beacon Hill*, and Mrs. Cawley, a daughter.

To Lieutenant (S) J. F. Cowie, *Beacon Hill*, and Mrs. Cowie, a son.

To Instructor Lieutenant H. M. Derynck, *Griffon*, and Mrs. Derynck, a son.

To Able Seaman John W. Kozier, *Jonquiere*, and Mrs. Kozier, a daughter.

To Able Seaman J. G. Lennox, *Beacon Hill*, and Mrs. Lennox, a daughter.

To Lieutenant B. A. Massie, *Jonquiere*, and Mrs. Massie, a daughter.

To Lieutenant D. N. MacGillivray, *Stadacona*, and Mrs. MacGillivray, a daughter.

To Instructor Lieutenant-Commander W. F. McGowan, *Stadacona*, and Mrs. McGowan, a daughter.

To Petty Officer E. W. Mueller, *Beacon Hill*, and Mrs. Mueller, a son.

To Able Seaman George J. Percival, *Jonquiere*, and Mrs. Percival, a son.

To Lieutenant (SB) H. C. Wallace, *Stadacona*, and Mrs. Wallace, a daughter.

To Lieutenant J. L. Watkins, *Shearwater*, and Mrs. Watkins, a son.

To Lieutenant Alexander Bajkov, *Iroquois*, and Mrs. Bajkov, a daughter.

To Leading Seaman H. A. Coones, *Niobe*, and Mrs. Coones, a son.

To Chief Petty Officer John Norris, *Niobe*, and Mrs. Norris, a daughter.

To Petty Officer Edward P. Tracy, *Iroquois*, and Mrs. Tracy, twins, a boy and a girl.

until this year. During the war he served mainly overseas, from Murmansk to Gibraltar. While on the West Coast, he commanded the research ship HMCS *Cedarwood*, for six years. The *Cedarwood* in 1949 became the first of HMC Ships to voyage to the Arctic.

He served as a lieutenant-commander at Naval Headquarters in Ottawa in the Directorate of Inter-Service Development for the three and a half years preceding his retirement. During that time important advances were made in the development of Arctic wear for servicemen.

East Coast Wrens Inspected

Lt.-Cdr. (W) Jean Crawford-Smith, Staff Officer (Wrens) at Naval Headquarters, made a tour of inspection in March of naval establishments in Nova Scotia in which wrens are serving.

Establishments visited by Lt.-Cdr. Crawford-Smith included *Cornwallis*, *Shelburne*, *Stadacona* and *Shearwater*.

Edmonton NOA Elects Officers

W. Ross Hickey was elected president of the Edmonton branch of the Naval Officers' Associations of Canada at the annual meeting in HMCS *Nonsuch*.

The vice-president for 1958 is U. E. Cameron and the new secretary-treasurer is Thomas Peters.

Members of the executive committee are Lyle Hoar, E. P. Shaver, F. D. Banwell, Ross McLean, H. Hartley, A. Baker and C. H. Rolf.

Wren Division Completes Course

The "Merit Award" has gone to Ord. Wren Beverley Robertson for obtaining the highest standing in the wren division *Conestoga XII*, which completed its training at *Cornwallis* on March 25.

Eight of the graduates are attending Communications School at *Cornwallis*. They are Ordinary Wrens M. G. Bailey, H. M. Crooks, G. Fitzgerald, T. M. Goselin, G. L. Liberty, M. D. Murray, B. A. Robertson and J. E. Vail.

Ord. Wren M. J. Cote is attending the Supply School at *Hochelaga*. Six other members of the division, who are taking branch training in the Navigation Direction School, *Stadacona*, are Ordinary Wrens S. I. Balmer, C. A. Mitchell, P. Plowright, K. M. Pratt, M. D. Reid and M. G. Rock.

The first P&RT and sports course for wrens was held in *Cornwallis* from



The winner of first prize (\$100 and an engraved plaque) in this year's naval essay contest sponsored by Canadian Shipping and Marine Engineering News was Cdr. K. E. Grant, commandant of the Joint Atomic, Biological and Chemical Warfare School at Camp Borden, Ontario. His essay "The Bird Watchers", took a science-fiction look at the RCN of the future. Second and third prizes went to Officer Cadet John M. Treddenick, of RMC, and last year's winner, Inst. Lt.-Cdr. Lawrence Farrington, of Venture. Cdr. Grant was presented with plaque and cash award by Eric Axelson, editor of Canadian Shipping, in a ceremony at the JABC School, as pictured above.

March 2 to 20. It was attended and completed by PO Wren S. M. Stretton, *Cornwallis*; Wrens B. D. Bateman, N. Chomicki, P. Fotheringham, R. M. Heisler and E. A. Kerr, all of *Stadacona*, and Wren J. McKenzie, *Shelburne*.

Chief and POs Give Scholarships

Founded in the fall of 1955, the Chief and Petty Officers' Association (Victoria) now has 185 members, some of whom are completing their last five-year hitches in the RCN.

Already a substantial contributor to charitable causes, the association has announced the establishment of two scholarships. These are for \$150 each and will go to university students whose fathers are members of the association.

Membership in the association is open to former CPOs or POs of the RCN, the former RCNR and RCNVR, and the RCN(R), as well as those completing their last five years in the service. Information is available from Clifford P. Henze, publicity chairman, 1631 Pine-wood Avenue, Victoria, B.C.

The president of the association is Joseph W. Carver.

Navy League Cadets Win Three Awards

The Navy League of Canada General Proficiency Trophy for Navy League Cadet Corps for the year 1958 was recently presented to the Weston Ontario Navy League Cadet Corps *Illustrious*. This marked the third award received for 1958 activities by the corps. Previously the Weston corps had been awarded the Metropolitan Toronto General Proficiency Trophy and the Ontario Division General Proficiency Shield.

These awards were formally presented at an open house for parents and friends following an inspection and march past of the ship's company in which the Hon. L. O. Breithaupt, honorary president of the National Council of the Navy League of Canada, was the inspecting officer. Mr. Breithaupt is the former Lieutenant Governor of Ontario and was performing his first official function on behalf of the National Council.

CPO W. R. Franklin RCN(R) presented the Metropolitan Toronto Trophy, which was being awarded for the first time, on behalf of the Chief and Petty Officers' Mess, HMCS *York*.

O. B. Mabee, president of the Ontario Division Navy League of Canada presented the Provincial award while Mr. Breithaupt made the award of the National General Proficiency Trophy to Lt.-Cdr. W. J. Hodge, NLC, commanding officer.

By the day of the actual trophy presentations the enrolment in the corps had risen to 110 cadets, all of whom were on deck.

An interesting feature of the training program, started in 1958 and still continuing, is the monthly attendance of the corps at church as a ship's company. Attendance each month at this service in various churches has steadily increased and now includes committee members, ladies auxiliary and parents as well.

This marks the first time that the National Trophy has been won by a corps in Eastern Canada.—W.J.H.

Wrens Inspected By Staff Officer

An inspection of wrens in western naval divisions was carried out in February and March by Lt. (W) L. Frances A. Tait, Staff Officer (Wrens) to the Commanding Officer Naval Divisions.

Lt. Tait's tour of inspection took her to naval divisions at Port Arthur, Winnipeg, Regina, Saskatoon, Calgary, Edmonton, Prince Rupert, Vancouver and Victoria.

Lt. Tait became Staff Officer (Wrens) at Hamilton in January, when she succeeded Lt.-Cdr. (W) Winifred Grace Lyons, who is now serving at *Cornwallis* as Training Officer (Wrens), and as Administrative Officer (Wrens) on the staff of the Flag Officer Atlantic Coast.

New Calibration Range Established

The Navy's anti-submarine weapons calibration range at Lawlor's Island in the eastern approaches to Halifax harbour has been discontinued. Instead, new facilities have been completed in Bedford Basin near the RCN Magazine and were used for the first time in mid-March by the recently-commissioned HMCS *Gatineau*.

In addition, the Department of Transport has undertaken to lay a sonar reflector buoy at sea about nine miles east of Sambro Light Ship, by means of which anti-submarine warships will be able to line up their underwater detection equipment and their anti-submarine weapons. Hitherto, it was necessary to tow targets to sea as required.

TWO SMALL BOYS NOW NAVY'S FOSTER CHILDREN

TWO SMALL BOYS, thousands of miles from Canada and living thousands of miles from each other, are finding their chances of a normal and happy childhood vastly improved because of the interest shown in their welfare by RCN personnel.

More than a year ago the wrens at that time members of the Wrens' Mess at *Stadacona* undertook the "adoption", under the Foster Parents' Plan, Inc., of little Kang In Soo, nine-year-old Korean boy, who was separated from his parents during the Korean war and lives in a Pusan orphanage.



KANG IN SOO

This year, the officers and men of the frigate *Antigonish* "adopted" (also through the Foster Parents' Plan) eight-year-old Giovanni Cecchetti, who lives with his widowed mother in a windowless, doorless, mud-floored hut in Italy.

The *Stadacona* wrens have not confined their interest to the \$15 monthly payment to the Foster Parents' Plan. On In Soo's last birthday they sent him a box of gifts and when Christmas came, there were hand-knitted socks, a sweater, a pair of jeans, candies, shoes and toys for him. From time to time, surprise treats are sent to him.

In Soo, then about three years of age, was found wandering in the streets of Pusan in 1953, with no memory of his parents or his name. He was taken into the orphanage, where he still lives under Foster Parents' Plan care, and

was given a name and a guessed-at birth date.

No one ever made inquiries concerning a child answering his description, so the Halifax wrens are the only "family" In Soo has.

In Soo has been described as a lively boy with a delightful personality, who wins friends quickly and who is both sincere and brave. He does well in his primary school studies and says he wants to be a civil engineer when he grows up.

Last fall he wrote a charming letter to his new parents:

"Our fall is lovely and it is good season for us to study. I have happy times. I hope you are all in God's love.

Your loving

Kang In Soo."

Although the *Antigonish's* little Italian boy has a mother and is one of three children, his home is in a poverty-stricken agricultural area where the ground is dry and almost barren. His widowed mother does her best but is unable to earn more than \$8 a month—hardly enough to provide bare subsistence for the family.

Since Giovanni's "adoption" by the 150 officers and men of the *Antigonish* he has been given his first toy, his first clean sheets and warm blankets and his first square meal. It has also been made possible for him to go to school like the rest of the children.

Other children have been adopted in the past by ships of the Royal Canadian Navy and it seems likely the custom has become well enough established to continue.

The Foster Parents' Plan, Inc., whose address in PO box 65, Station "b", Montreal, is a non-sectarian, non-profit relief organization that helps children in eight countries throughout Europe and Asia.

The organization has given assistance to 76,000 children and at present has 11,500 children on its food lists.



THE BATTLE OF PLATTSBURGH

For more than 100 years—from the capitulation of Montreal (1760) to Confederation (1867)—Canada was a British colony. During the same period the United States was on the march towards becoming the dominant power in the New World. It was only natural that as the young republic grew in stature her interests were often in conflict with those of the British Empire.

Because the massive power of the Royal Navy could seldom be challenged on salt water with any hope of success, it was also only natural that British territory as represented by Canada

should present itself as a worth while target when these conflicting interests came to a show-down. Show-downs did occur and Canada on several occasions was invaded. Sometimes these attacks were to some extent successful, sometimes they were complete debacles.

One side factor in these campaigns was the apparent inability of the Americans to take the full measure of the Canadian people; it was beyond their comprehension why the colonists to the north just simply did not want to be "rescued from the imperialist yoke". But that is another story.

Strategically, any American conquest of Canada required successful thrusts against Montreal and Quebec; posts on the Great Lakes would then fall for want of supply and reinforcement. Lake Champlain and the Richelieu was, therefore, the most important invasion route.

As reported in an earlier issue of *The Crownsnest*, Instructor Commander C. H. Little, CD, RCN, was the winner of the 1958 competition for the Barry German Prize in Naval History. There follows a portion of his prize-winning essay, "A Naval Study of the Richelieu-Champlain Valley".—E.C.R.

WILLIAM WOOD has said trenchantly in his volume in the *Chronicles of Canada* "All Afloat":

"In the war of 1812 it was the two annihilating American naval victories on Lakes Erie and Champlain that turned the scale far enough back to offset the preponderant British military victories along the Canadian frontier and prevent the advance of that frontier beyond Detroit and into the state of Maine."

The American victory on Lake Champlain was Plattsburgh, September 11, 1814—a victory which indeed deprived Canada of a claim, which both history and other victories would have upheld, to a boundary along the general line of the 44th parallel rather than the peculiarity which now obtains.

How did this defeat come about? Let us study the background.

In 1812 a shipyard was established at Fort Lennox. It will have been noted that the prevailing custom of the time was to build ships and boats in the area where they would be used. A small but efficient drydock was also created — when the vessel had been floated in, the gates were closed and the water pumped out by hand. During 1813-14 several warships were built, the largest of which was *La Constance*. These vessels, together with the captured sloops *Eagle* and *Growler*, which were repaired locally, enabled Captain Everard, RN, to conduct a successful sweep of the lake in 1813 and to destroy American ships, forts and supplies at Plattsburgh, Burlington, Swanton and Champlain.

(The National Park on Ile aux Noix has as its central jewel Fort Lennox which was begun in 1819 and given up

as a military post in 1870 when the U.S.A. and Canada had come to a tacit understanding that their wars were over. There are two plaques of particular naval interest in the fort itself. At the entrance, where the bridge has crossed the moat, is a bronze memorial in our two languages commemorating the nearby naval battle of June 3, 1813, at which the American sloops or corvettes *Eagle* and *Growler* were taken by sailors and soldiers under Major George Taylor, 100th Regt., Capt. Frederick Gordon, Royal Artillery; Lt. George B. Williams, 100th Regt., and Lt. William Lowe, Provincial Marine. Where the fort faces the western branch of the river is another bronze plaque noting the contribution of the various segments of the Royal Navy—including the Provincial Marine.)

By the following year, 1814, each side numbered five ships of various sizes and strengths and a few gun-boats. When they met at Plattsburgh there was little to choose between them in material strength but there was a vast difference in the way they were handled. There can be few instances in our history of a more improper waste of naval power than the Battle of Plattsburgh.

Editor's Note

It has been recognized that the high cost of manuscript typing has made it difficult for candidates to submit entries for the Barry German Prize. As a result it is now acceptable to enter a single copy, legibly written in long hand. Naval General Order 210.00/12 has been amended accordingly.

Sir George Prevost, Governor-General of Canada and Commander-in-Chief, had attained the rank of lieutenant-general in the British army before coming to Canada. In the autumn of 1814 he found himself at a decisive point in history: there had been British victories along the Canadian border, on the Maine coast and at Washington; military supremacy could be obtained in the Lake Champlain area by applying the three-to-one advantage in troops against the sole remaining American stronghold: Plattsburgh. Plattsburgh had for its defence some 3,500 soldiers of various types and the small naval force under Commodore Macdonough; Prevost had for attack 11,000 veteran troops and the small naval force under Captain Downie, RN. It seems incredible that the affair could have been so mismanaged.

Captain Downie arrived at Ile-aux-Noix on the second of September to take command. His flagship *Confiance* had been launched eight days before, she did trials on the 7th and 8th and the shipwrights had not yet completed their work when she went into action on the 11th. His crews were composed of drafts hastily gathered from various other ships and soldiers put temporarily into the naval service at the last moment. No ship was worked up, no orders had come from the Commander-in-Chief, no plans had been drawn up; all was confusion, haste and last-minute improvisation.

To add to the unpreparedness, Prevost kept goading Downie to attack the Americans and to overcome all difficulties so as "not to keep the army waiting".

The tactical position was elementary.



The battle that led to the capture of Quebec 200 years ago was a classic example of how to fight a combined operation. The Battle of Plattsburgh in 1814 was an equally classic example of how NOT to fight one. This drawing from American sources shows the general disposition of the naval forces toward the end of the battle. The name of the British ship *Confiance* is misspelled "Confidence".

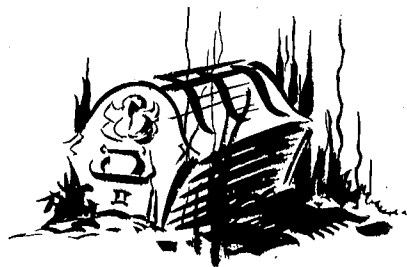
The Americans had a small fortress and close by in the bay their little navy: thus they could make the most of their slender resources by mutual support. The ships were equipped with carronades which, somewhat after the fashion of a shot-gun, fired patterns of small projectiles and were deadly anti-personnel weapons at short range. Macdonough had anchored in Plattsburgh Bay in an ideal position to defend against an attack and had even taken steps to lay out springs on the landward side so that the ships might be swung around by hand (winding ship) to bring the unused guns on the protected side into action at an opportune moment. His crews were better trained as well as being put into a position where they could make maximum use of their weapons.

The British ships, on the other hand, were armed mostly with long guns

which, like a rifle, fired one projectile for a comparatively long distance and which were most effectively employed at long range as anti-ship weapons. The ships were new, the crews make-shift and, to complete the disaster, Prevost committed a tactical blunder of the worst kind.

In the situation described it would seem axiomatic for Prevost to attack the fortress with his army at the same time that Downie was subjecting the

anchored American ships to a running fire beyond their effective range of reply. Indeed Prevost's first objective should have been the American batteries which, once taken, could have been turned with destructive power upon their own ships forcing them either to capitulate at anchor or to take to the open lake where they would meet the British force at a disadvantage. Instead he crossed the border with the army several days before his naval force could possibly be ready and filled in the interval by sending sarcastic messages to Captain Downie. When the unhappy Downie did arrive, Prevost instead of carrying out a simultaneous attack on the land batteries as he had promised in writing to do, marched and counter-marched his troops in an empty show while Downie went to death and defeat in the trap of Plattsburgh Bay.



In the words of Woods we have a clear picture of this black day:

WITH PREVOST's written promise in his pocket Downie sailed for Plattsburgh in the early morning of that fatal 11th of September. Punctually to the minute he fired his pre-concerted signal outside Cumberland Head, which separated the bay from the lake. He next waited exactly the prescribed time, during which he reconnoitred Macdonough's position from a boat. Then the hour of battle came. The hammering of the shipwrights stopped at last; and the ill-starred *Confiance*, that ship which never had a chance to "find herself", led the little squadron into Prevost's death-trap in the bay. Every soldier and sailor now realized that the storming of the works on land ought to have been the first move, and that Prevost's idea of simultaneous action was faulty, because it meant two independent fights, with the chance of a naval disaster preceding the military success. However, Prevost was the Commander-in-Chief; he had promised co-operation in his own way; and Downie was determined to show him that the Navy had stopped for "no other cause" than the head-wind of the day before.

Did no other cause than mistaken judgment affect Prevost that fatal morning? Did he intend to show Downie that a Commander-in-Chief could not suffer the "disappointment" of "holding troops in readiness" without marking his displeasure by some visible return in kind? Or was he no worse than criminally weak? His motives will never be known. But his actions throw a sinister light upon them. For when Downie sailed into the attack Prevost did nothing whatever to help him. Betrayed, traduced, and goaded to his ruin, Downie fought a losing battle with the utmost gallantry and skill. The wind flawed and failed inside the bay, so that the *Confiance* could not reach her proper station. Yet her first broadside struck down 40 men aboard the *Saratoga*. Then, the *Saratoga* fired her carronades, at point-blank range, cut up the cables aboard the *Confiance*, and did great execution among the crew. In 15 minutes Downie fell.

The battle raged two full hours longer; while the odds against the British continued to increase. Four of their little gun-boats fought as well as gun-boats could. But the other seven simply ran away, like their commander afterwards when summoned for a court-martial that would assuredly have sentenced him to death. Two of the larger

vessels failed to come into action properly; one went ashore, the other drifted through the American line and then hauled down her colours. Thus the battle was fought to its dire conclusion by the British *Confiance* and *Linnet* against the American *Saratoga*, *Eagle*, and *Ticonderoga*. The gun boats had little to do with the result; though the odds of all those actually engaged were

greatly in favour of Macdonough. The fourth American vessel of larger size drifted out of action.

Macdonough, an officer of whom any navy in the world might well be proud, then concentrated on the stricken *Confiance* with his own *Saratoga*, greatly aided by the *Eagle*, which swung round so as to rake the *Confiance* with her fresh broadside. The *Linnet* now drifted off a little and so could not help the *Confiance*, both because the American galleys at once engaged her and because her position was bad in any case.

Presently both flagships slackened fire, whereupon Macdonough took the opportunity of winding ship. His ground tackle was in perfect order on the far, or landward, side; so the *Saratoga* swung around quite easily. The *Confiance* now had both the *Eagle's* and *Saratoga's* fresh carronade broadsides deluging her battered, cannon-armed broadside with showers of deadly grape. Her one last chance of keeping up a little longer was to wind ship herself. Her tackle had all been cut; but her master got out his last spare cable and tried to bring her round, while some of his toiling men fell dead at every haul. She began to wind round very slowly; and, when exactly at right angles to Macdonough, was raked completely, fore and aft. At the same time an ominous list to port, where her side was torn in over a hundred places, showed that she would sink quickly if her guns could not be run across to starboard. But more than half her mixed scratch crew had been already killed or wounded. The most desperate efforts of her few surviving officers could not prevent the confusion that followed the fearful raking she now received from both her superior opponents; and before her fresh broadside could be brought to bear she was forced to strike her flag. Then every American carronade and gun was turned upon Pring's undaunted little *Linnet*, which kept up the hopeless fight for 15 minutes longer; so that Prevost might yet have a chance to carry out his own operations without fear of molestation from a hostile bay.

But Prevost was in no danger of molestation. He was in perfect safety. He watched the destruction of his fleet from his secure headquarters, well inland, marched and countermarched his men about, to make a show of action; and then, as the *Linnet* fired her last, despairing gun, he told all ranks to go to dinner.

That night he broke camp hurriedly, left all his badly wounded men behind him, and went back a great deal faster than he came. His shamed, disgusted

THE AUTHOR

Author of the accompanying article (extracted from his Barry German Naval History prize essay) and a regular contributor to The Crownsnest, Instructor Cdr. C. Herbert Little retired last December from the Royal Canadian Navy after 19 years' service.

Born in California, Cdr. Little was educated at Upper Canada College, University of Toronto and Oxford University, attending the last-named as a Rhodes Scholar.

Throughout the Second World War he served at Naval Headquarters as an intelligence officer and Director of Naval Intelligence. On the fall of Japan, he went to Hong Kong as Staff Officer (Intelligence). When he returned to Canada in 1946 he undertook the organization of the newly-established University Naval Training Divisions program and was associated with that work until 1952. Since then he has served on both coasts as Command Education Officer.

During his four years at Esquimalt, he took an active part in the establishment of the Maritime Museum of B.C. On his transfer to the Atlantic Command, he was similarly active in supporting the Maritime Museum of Canada in Halifax.

He is the author of an extensive series of papers on Canadian maritime and naval history. He has turned the manuscripts of many of these over to The Crownsnest for publication in future issues. One tells the story of Spanish explorations of the coast of what is now British Columbia, much new material being gathered for this in Spanish museums and libraries during a post-retirement European tour.

Cdr. Little recently took up a position with the Department of Citizenship and Immigration in Ottawa.

veterans deserted in unprecedented numbers. And Macomb's astounded army found themselves the victors of an unfought field.

Conclusion

LOCAL RAIDS excepted, there were four attempts by the English colonies in America to invade Canada. The expeditions of Sir William Phips in 1690, of Sir Hoveden Walker in 1711, of Generals Arnold and Montgomery in 1775 and finally the war of 1812-14.

In the summer of 1690 the English colonists of Boston and New York decided to invade Canada, then under the able governorship of Frontenac. The plan envisaged a pincer movement: a fleet from Boston under Phips against Quebec and a militia group from New York under Col. John Schuyler against Montreal by way of the Champlain-Richelieu Valley. The latter deteriorated into a raid which ended at La-Prairie after a few men had been killed and the crops had been destroyed. Phips with 34 ships and over 2,000 men besieged Quebec from October 16 to 23 before admitting that French resistance and the weather were too much for him.

In 1711 an expedition, supported by England as well as by New England, set out for Quebec under Admiral Sir Hoveden Walker. There is no tale of siege and battle to relate. The ships went astray en route because their navigational knowledge was lacking, several went aground in the vicinity of Egg Island and the survivors returned without commencing any warlike action.

In 1775 and in 1812-14 the Champlain-Richelieu Valley was the scene of some of the most important actions in our history and the results of Valcour Island and Plattsburgh are with us yet.

The war of 1812 came to a close in 1814. Despite the successes of Lake Erie and Plattsburgh the government of the new United States of America could see that British sea power would be a decisive factor in the long run and they chose to compromise while they had bargaining power. Britain, heavily involved in Europe, was glad to be free of this North American drain on her resources. It is also true that many on both sides favoured a cessation of what they felt was fratricidal strife. Peace was welcomed by both antagonists.

The close of the war of 1812 marked the end of wars between Canada and the United States. The museums of Fort Ticonderoga, Fort Lennox and Fort Chambly and the College Militaire Royal de Saint Jean preserve the story of the valley's past. New weapons and

the friendship of Canadians and Americans ensure that this happy and beautiful area will remain in peace through the years to come.

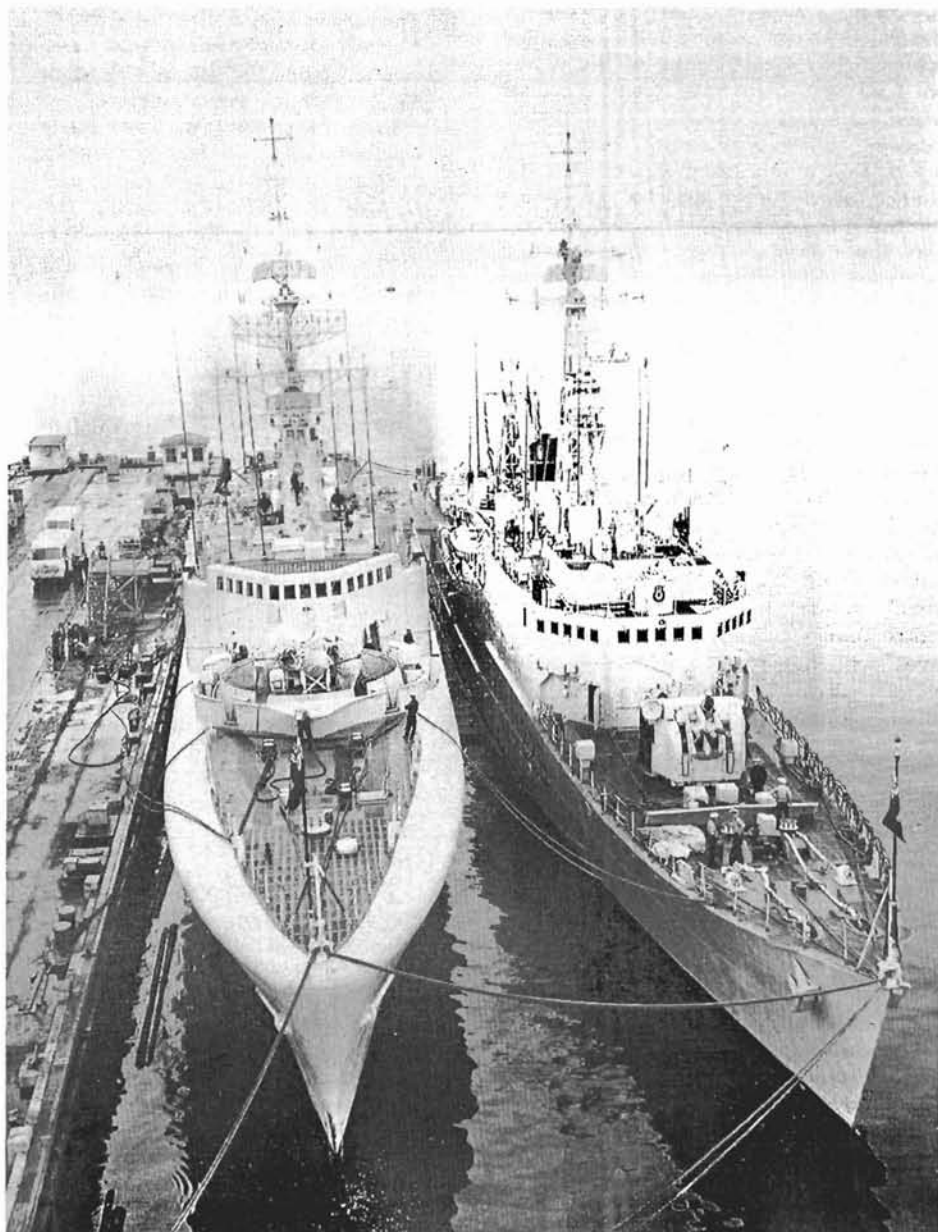
Statement of the English Naval Force on Lake Champlain in August 1814

Names of Ships	Guns
<i>Confiance</i>	28
<i>Chub</i> (sloop)	16
<i>Finch</i> (sloop)	11
<i>Icicle</i> (sloop)	4
Gun-Boats	
<i>Sir James Yeo</i>	2
<i>Sir George Prevost</i>	2
<i>Lord Wellington</i>	2
<i>General Simcoe</i>	2
<i>Marshal Beresford</i>	1

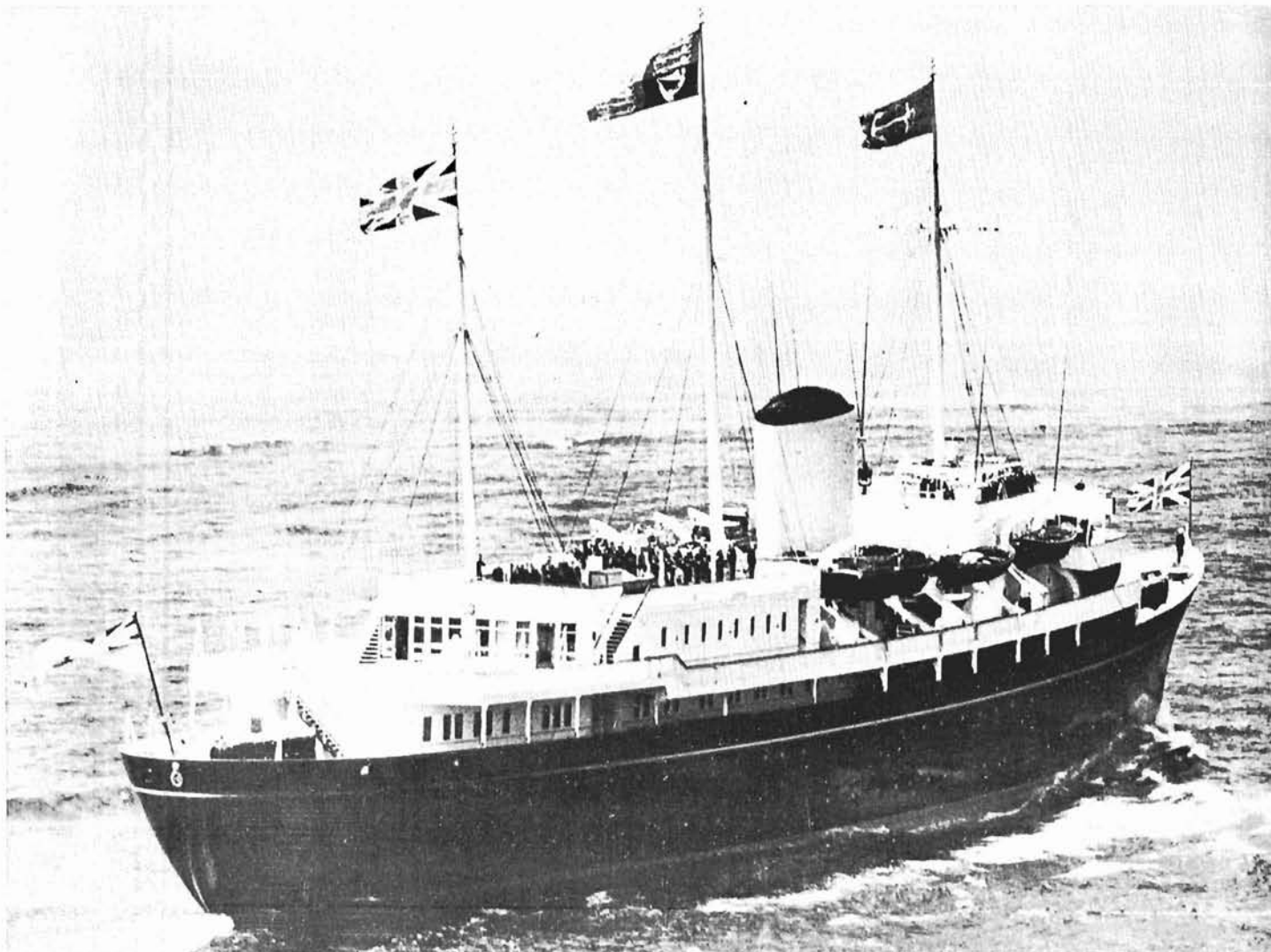
<i>Sir Homer Popham</i>	1
<i>General Brock</i>	1
<i>Tecumseh</i>	1
<i>Lord Cochrane</i>	1
<i>Canada</i>	3
<i>Blucher</i>	2
<i>Sir Sydney Beckwith</i>	1
	<hr/>
	91

Statement of the American Force on Lake Champlain in August 1814

Names of Ships	Guns
<i>Saratoga</i>	28
A brig	26
<i>Ticonderoga</i>	22
<i>Commodore Preble</i>	11
Ten gun-boats	20
	<hr/>
	116



There's an old proverb about swapping horses in mid-stream, but none, apparently about crews swapping ships in mid-voyage. This picture was taken in San Diego, California, as the Assiniboine (left) and the Crescent exchanged ships' companies. The Assiniboine then sailed for her new home at Esquimalt and the Crescent departed for her new duties in the Atlantic Command. The exchange took place early this year. (CR-384)



The suit of colours worn by Her Majesty's Yacht Britannia when Her Majesty the Queen is on board can be clearly seen in this picture. From bow to stern they are the Union flag at the jackstaff (whence the name "Union Jack"), the Admiralty flag at the fore, the Royal Standard at the main, the Union flag at the mizzen and the White Ensign on the ensign staff. (CN-3750)

HER MAJESTY'S YACHT

BECAUSE the Royal Yacht will shortly be seen in Canada, the many unique features of HMY *Britannia* and her operation are bound to arouse interest among those concerned with the sea and ships.

Designed by the Admiralty for use as a Royal Yacht in peace time, she is readily convertible into a naval hospital ship in time of war. In the latter role the air-conditioning and stabilizers, with which she is equipped, and the space released from the Royal apartments, offer ideal hospital accommodation and facilities for 200 patients.

Her builders were John Brown and Company, of Clydebank, Scotland, where she was launched by Her Majesty the Queen in April 1953. Many

other fine ships from this well-known Scottish yard are familiar sights in our ocean ports, the Royal Mail ships *Invernia*, *Sylvania*, *Saxonia* and *Carinthia* being only a few of them.

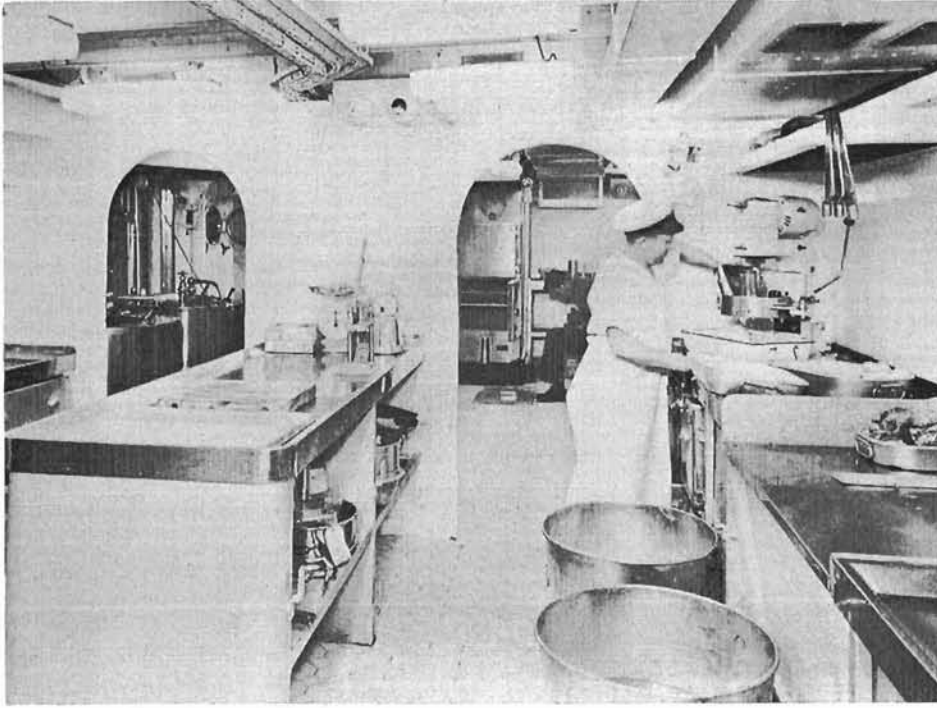
The Royal Yacht was completed and commissioned in January 1954. Her principal dimensions and characteristics are:

Length overall	413 feet
Length at waterline	380 feet
Beam	55 feet
Maximum draught	17 feet
Displacement tonnage	4,961 tons
Gross tonnage	5,769 tons

Twin sets of turbines develop 12,000 hp, giving an economical cruising speed of 18 knots and a top speed of 22.75 knots. Refuelling can be done at sea, using her standard naval jackstay rig, but even without this device, the vessel's cruising range is more than 3,000 miles at 15 knots relying on her auxiliary fuel tanks, which bring her oil capacity up to 490 tons from the usual load of 330 tons.

Fully loaded she also carries 20 tons of diesel oil for the 40-foot Royal Barge and the seven other small motor boats, plus 195 tons of fresh water.

She is fitted with many modern aids to navigation, such as radar and loran, is equipped with sonar for submarine detection and a degaussing belt for pro-



A glimpse into the Britannia's galley. (CN-3760) (Admiralty photo)

tection against mines. No armament is carried. Two three-pound saluting guns were originally fitted but were later removed. The saluting now is the duty of her escorting vessels by which the ship is accompanied whenever royalty is embarked.

On state occasions such as the opening of the Seaway, the host nation provides escorts for the Royal Yacht, and the RCN will assume escort duties accordingly.

The hull is royal blue with red boot topping at the waterline and a band of gold leaf at the upper deck level. Upper works are white and the single funnel is buff. An unusual feature is the absence of the ship's name anywhere on the hull—the Royal Coat of Arms being on the bow, and the Royal Cypher on her counter.

Three raked masts, foremast, main and mizzen, readily identify her as a yacht while the usual jackstaff at the bow and ensign staff at the stern are each capped with the Royal Crown in gold leaf.

When Her Majesty the Queen is embarked in the Royal Yacht the Royal Standard, which is the personal standard of Her Majesty, is worn at the mainmast. In addition, the Lord High Admiral's Flag and the Union Flag are worn at the foremast and mizzen mast respectively.

The passage of the Royal Yacht through the Seaway presented the problem of getting a ship with a mast of 139 feet high above the waterline under bridges built 120 feet above the water-

line. This problem has been overcome by hinging the upper portion of the mainmast so that it may be tilted back when passing under the Seaway bridges.

The commanding officer of the Royal Yacht is a vice-admiral of the Royal Navy. When members of the Royal Family are not embarked he flies his personal flag from the foremast. The flag of vice-admiral is a white rectangular flag with a red St. George's

Cross and a red ball in the upper left-hand canton. It is interesting to note that the Royal Yacht is the only ship of the Royal Navy personally commanded by a Flag Officer.

When HRH Prince Philip is embarked without Her Majesty his standard is worn at the mainmast, the Union Flag at the foremast and the Trinity House Flag at the mizzen mast.

During the stay of the president of the United States on board HMY *Britannia*, the Presidential Flag will be worn.

As a unit of the Royal Navy HMY *Britannia* flies the White Ensign from her ensign staff and the Union Flag from the jack staff.

On certain ceremonial occasions the Royal Yacht is dressed overall with signal flags.

Arrivals mean smart work for all hands. At the instant the anchor is let go, signal flags are broken out overhead. The Royal barge is put over the side and the Royal companionway with its white canvas hood lowered into position.

The ship's complement normally consists of about 20 officers and 250 men. For the Seaway journey, two officers and fifteen men of the Royal Canadian Navy will serve in the *Britannia*. A Royal Marine band is embarked when required, the provision of which is a privilege accorded to the Portsmouth Division, Royal Marines, from Eastney Barracks.



The Royal dining room set for a state dinner. (CN-3748) (Admiralty photo)

Men dressed as seamen wear a special No. 1 uniform and rubber-soled canvas shoes, with their jumpers tucked inside the tops of their trousers, which are finished at the back with a black silk bow. On blue uniforms all ratings wear white badges of rank and proficiency, instead of the usual red. Cap ribbons are inscribed "Royal Yacht".

At sea, when on and off duty, the men do not wear their caps and are therefore technically out of uniform and not required to salute. The Queen is thus free to walk around the vessel without formal recognition.

Although the yacht is fitted with a broadcast system, orders are not piped but are given directly and quietly. The only nautical sounds are the ship's bells for watchkeeping and the fog horn in bad weather.

By long tradition, the customary naval mark of respect of piping the side is paid only to Her Majesty, and visiting heads of state.

Although the size of the Royal Yacht makes her about as much like an ordinary yacht as Buckingham Palace is like an ordinary home her interior arrangements are essentially functional and at the same time comfortable.

Her after-third is given over to the Royal Family's private quarters, cabins for their guests and staff and entertainment rooms. The drawing room and the ante-room which opens into it become one large salon when the inter-connecting doors are folded back. This double room is close-carpeted in



Because the Britannia carries no weapons of war, the bridge has a relatively uncluttered appearance. (CN-3770) (Admiralty photo)

pale grey and painted a soft shade of turquoise.

The furniture is the kind of mixture that turns up in any family which has handed pieces down from one generation to the next. Modern (but not "contemporary") couches and easy chairs covered in pink flowered chintzes, stand side by side with small Chippendale tables.

The fireplace is electric—not wood burning. There is also a grand piano.

The dining salon which is forward of the drawing room and separated from it by a spacious central lobby is the largest room in the ship. Down its centre stretches a long darkly gleaming D-ended table, surrounded by shield-back Hepplewhite chairs. The table can, with the addition of removable wings, accommodate about 60 persons when necessary.

This is the deck for serious work as well as for entertainment. Just abaft the dining salon are two offices, one portside for the Queen, one starboard for Prince Philip.

Long and narrow, they are structurally identical. But where the Prince's is masculine and modern, the Queen's is feminine, with an ormolu mirror and silk-shaded wall sconces. An alcove in the Queen's study is filled with books, its counterpart in Prince Philip's is a well-stocked bar.

Both have built-in desks, concave-curved at the front. Prince Philip's is surfaced with polished wood, the Queen's with gold-embossed leather. Each has a microphone jack, and a pair of telephones, one for open conversation, a green "scrambler" for private talks.

From her desk the Queen conducts state business and keeps in touch with the Royal children.

Sleeping quarters for the Royal Family are topside, on what is called the



The anteroom and drawing room of the Britannia. Note the stairway—in this case NOT referred to as a "ladder", (CN-3776) (Admiralty photo)

shelter deck. They are reached by both a lift and stairs and are grounded to form a sort of bungalow with its own verandah and sundeck. Its inner floors are raised two feet higher than the outside deck, to raise the ports above the heads of passers-by.

Opening off a broad corridor, port are staterooms for the Queen and Prince Philip. Starboard are two more, for Prince Charles and Princess Anne or other members of the Royal Family.

The only non-Royal travellers who sleep on the shelter deck are the Queen's personal maid, Prince Philip's valet and their assistants. Adjoining their cabins are the two royal wardrobe rooms.

The sundeck is the family's private playground. When it is hot a canvas swimming pool is rigged.

On the shelter deck amidships is a garage which, on State occasions, houses the Queen's big maroon Rolls-Royce. During holiday cruises it takes two Land Rovers instead.

Sitting rooms and 42 cabins for guests, household staff and servants are all on the two decks (main and lower) below the entertainment rooms. The most important visitor gets a suite.

On the main deck are offices for the two Royal private secretaries and a telephone exchange. In port a telephone landline is hooked up, and at sea the Royal Yacht uses radio-telephone. There are four transmitters and encoding and decoding equipment.

The Royal third of *Britannia*, completely air-conditioned, contains its own galleys, sculleries, china and silver pan-

tries, linen, baggage, and strong rooms. The kitchens, run by the Buckingham Palace chef, have tiled floors, gleaming steel surfaces and electric cookers.

Back-to-back with the Royal galleys are equally streamlined galleys for the officers and ship's company.

The *Britannia's* crew is unusually comfortable. The chief petty officers are berthed in six separate four-berth cabins. The seamen's recreation room has a piano and built-in leather settees. The wardroom is furnished with light modern furniture and flowered curtains, with traditional deep leather chairs in the ante-room.

Officers and men find it both a pleasure and an honour to serve on board the *Britannia*. There is a long waiting list.—Contributed by Cdr. (S) R. N. Kirby, ex-RINVR.



Returning from exercises along the east coast of Vancouver Island, minesweepers of the Pacific Command's Second Canadian Minesweeping Squadron presented this precise formation as they entered their home port of Esquimalt. From the foreground are HMC Ships James Bay, Miramichi, Cowichan and Fortune. The squadron is commanded by Lt.-Cdr. D. M. Waters. (E-49225)

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMC Electrical School

HMC Electrical School, *Stadacona*, has been operating since January 1959 under a new internal organization. This involved a re-arrangement of the sections as they existed in 1958 and before.

The Electronics Sections has been changed to the Theory Section and as such, teaches all the basic theory that a trainee receives in preparing him for training in his specialized trade.

The Power Section has been changed to the Ships' Equipment Section, which is the largest section in the school. It is made up of fire control, sonar, radio, radar, power generation and distribution, miscellaneous power equipment and workshop.

Finally, the Air Section has been changed to the Air Equipment Section.

HMCS *Iroquois*

Following her commissioning last November 17, the *Iroquois* carried out the usual sea trials, then proceeded south to Bermuda for a work-up period.

Beehive-like activity prevailed. Officers and men showed a keen interest and enthusiasm for evolutions to bring the ship to a high standard of fighting efficiency. The progress made was certainly evident, so that when the ship joined the First Escort Squadron, she was, in fact, ready in all respects to participate in all squadron activities.

Before returning to Halifax, the *Iroquois*, in company with the *Algonquin* and *Nootka*, paid a courtesy visit to New London, Conn., for four days. The numerous facilities of the naval base were extended to all officers and men of the squadron, and the Canadians were made most welcome by their American hosts.

The ship's activities ebbed somewhat during December and January. Repairs had to be carried out to both shafts and the ship spent most of her time on the Dartmouth slip. It did not however, diminish the good spirit of her crew and inter-squadron sports were quickly organized, the hockey team and its manager deserving special mention.

On February 12, the *Iroquois* left Halifax with its cold weather and snow storms and steamed again to Bermuda for a climate more appropriate for

exercises. Before starting WINTEX exercises with the remainder of the Task Group, however, it was necessary for the *Iroquois* to recover her elegance. She badly needed some make-up and "Operation Paint Ship" was ordered. Enthusiasm and pride prevailed, so that the operation was completed in a short time. Although adverse weather was the cause of many delays to departures and amendments to the plans, the gunnery shoots and anti-submarine exercises proved to be a success.

Regattas were held on March 4, with the *Iroquois* supply division and open whaler crew coming first. In overall results, the *Iroquois* placed second to the *Nootka* for the fleet championship.

The ship returned to Halifax March 8. —J.P.

HMS Gunnery School

January 1959 brought something new to "Cannonball College". Commencing that month, twice-monthly guided missiles familiarization courses were instituted for officers and senior men of all branches of the Navy's Atlantic Command. These courses, of five days' duration, impart a general interest knowledge of missile theory and existing and proposed naval guided missiles. They are intended to stimulate thinking in modern methods of warfare.

Dogs Owe Lives to Helicopter

Man's best friend is the dog and there are a couple of Dartmouth, N.S., dogs which will tell you (if they have recovered their speech after an immersion in the icy waters of a Dartmouth lake) that the dog's best friend is the sailor.

The dog chums—a boxer and a German shepherd—went sliding on the early April ice of Lake MicMac and broke through. Someone put through a call to Shearwater and a machine from Helicopter Utility Squadron 21, with pilots Lt. John D. Clarkson and Lt. Robin A. Watt, and AB Pete Staley on board, came to the rescue.

AB Staley, clad in a waterproof suit, was lowered into the water, scooped up the two dogs and was hauled back into the helicopter.

The chilled and exhausted dogs were taken to the Dartmouth Veterinarian Hospital to rest up from their experience.

The courses are conducted in the Guided Missiles Section by Lt. (G) Tony Scott, CPO Tom Burry and PO Roger Campbell, all of whom have received training in this subject. The section, established in 1957, has progressed considerably and includes a model and display room.

The school is gradually making the transition from the old to the new naval organization. Gunnery tradesmen are being qualified as either QR or RC in preparation for the new trades titles of "weaponman" and "firecontrolman". The bookwriting section, (Instr. Lt.-Cdr. John Williams and Inst. Lt. Stuart Morse) is hard at work on the manuals for these new trades.

Osborne Head Gunnery Range continues to thrive and has squirted many "bullets" already this year. Among personnel trained in practical operation and firing of equipment since the new year have been members of JOTLC (Q), ninth of GR 3's, and gunnery teams from HMC Ships *Iroquois*, *Huron*, *Gatineau* and *Outremont*. Lt. Phil Bisell arrived from sea in January to assume duties as officer-in-charge of the range.

The introduction of the new FN(C1) rifle this year posed a few problems for CPO Bill Roberts and his parade training staff in the North Drill Shed. Daily divisions now sees the guard paraded with these weapons at the "shoulder". So far, no guard officer has attempted to "slope arms"!

The new rifle will also be used by the Royal Guards and armed battalion parading this summer for the presentation of a new Colour by Her Majesty the Queen. McNab rifle range is also teaching the new weapon in the small arms and musketry courses. Men may qualify as marksmen with this rifle in the same manner as with the old Number 4.

HMCS *Algonquin*

On January 15 the *Algonquin* and other ships sailed from Halifax for the warmer climes of Bermuda to carry out a three-phase program.

The first phase stressed individual ship exercises and every conceivable drill was run through. The zeal of the gunners was rewarded with the complete destruction of one drone and two

sleeve targets, while the sonar teams ran up a record high of pinging hours on a live target.

CPO Reg Winters organized two rifle shoots against the United States Marines stationed at Bermuda, with *Algonquin* nimrods going down to defeat by a narrow margin. On the playing fields, the ship took a soccer win from the *Nootka* and from Somerset High School and, at softball, a win was taken from the *Buckingham*, a loss from the *Nootka*.

Phase two called for good weather and the *Algonquin* proceeded to St. Thomas, Virgin Islands, to paint ship and later to San Juan, Puerto Rico, for recreation. The former provided ideal painting and tanning (some burning) conditions with a fine beach for swimming and a ship's company picnic. At an impromptu boxing and wrestling card staged by a USN submarine tender AB George Moss boxed smartly to a first round TKO over his opponent and AB Fernand St. Laurent pinned his man within two minutes.

During a four-day stop at San Juan the ship's company attended a tea dance given by Her Worship the Mayor and a USO dance on the USN base. Secured alongside the same jetty as the *Algonquin* was the Spanish naval training schooner *Juan Sebastian de Elcano*, which gave an insight into the old days as the *Elcano* duty watch did nightly exercises in the rigging.

Back in Bermuda for phase three, multi-ship exercises were in vogue, culminating in a day of ABCD drills complete with two simulated nuclear explosions. *Algonquin* took part in the Force regatta and softball tournament and, while not carrying off the laurels, nonetheless acquitted herself well.

The *Algonquin* returned to Halifax March 8 with her company fighting fit and ready for a busy round of fleet exercises.

PACIFIC COMMAND

HMCS *Jonquiere*

The *Jonquiere* left Esquimalt bright and early on the first Monday in March for a three-week cruise in British Columbia waters. For the third time this year she was off to the land of rocks, Christmas trees, and snow. The first part of the cruise took her into the inlets and sounds on the west coast of Vancouver Island. Next she crossed

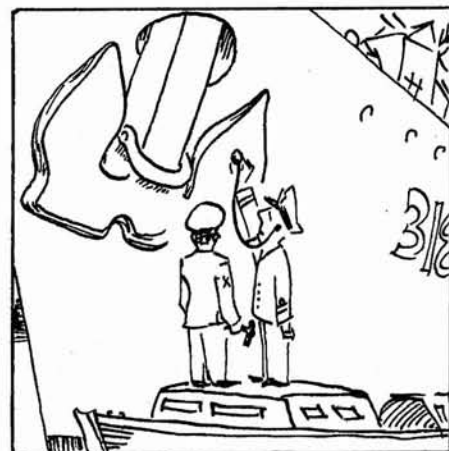


Queen Charlotte Sound to Safety Cove, and later proceeded up Surf and Rivers Inlets. The fishing was most disappointing, the fish having apparently gone south for the winter. The *Jonquiere* continued north to Prince Rupert, where everyone was hospitably entertained.

After Prince Rupert she called at Port Simpson, a little Indian village, where the ship's team played and was beaten by the local basketball team.

Proceeding to Stewart, B.C., via the Portland Canal, the ship experienced a strange mishap off Wales Island where she anchored one day. On weighing, only a few feet of the anchor shank were recovered; the flukes and the rest of the shank were gone. What caused the anchor to part is still a mystery.

The engineroom department had a theory the anchor might have expired from metal fatigue. So as soon as the ship arrived in Stewart, shipwright CPO William Raines and the engineer officer went round with stethoscope and small hammer testing the port anchor to see if it, too, might be fatigued. Fortunately, it was quite sound.



The cruise ended with a few days in the Queen Charlotte Islands, and then the *Jonquiere* returned to Esquimalt.

Shortly after the New Year it was discovered that there exists in the



Six RCN (R) officers from VC 922, HMCS *Malahat*, Victoria naval division, carried out a concentrated, two-week CS2F conversion course with VU 32 at HMCS *Shearwater* on the East Coast early in November. Another *Malahat* group "converted" in July. Left to right are Sub-Lt. A. L. Morgan, Lt. D. J. Slader, Lt. S. A. Burns, Lt. B. J. Marett, Lt. G. C. Foster and Lt. R. Love. (DNS-22079)

Queen Charlotte Islands a species of small, black bear, known to the zoological profession as *Euarctos Americana Carlotta*. The ship's frequent visits to those islands inspired a design for an emblem to be used by ships of Division 42 of the Fourth Escort Squadron. The emblem, a black bear rampant on a white field, was produced as a flag. During the March cruise it was flown at the masthead on entering the northern harbours to herald the return to these familiar places.—B.H.

NAVAL DIVISIONS

HMCS Malahat

Early April was inspection time for HMCS *Malahat*, Victoria's naval division. The division was visited by Cdr. H. R. Back, commanding officer of HMCS *Patriot* and training commander to the Commanding Officer Naval Divisions. With him were Lt. J. M. Reid, Staff Officer (Records) to COND, and Lt.-Cdr. Adrian Phillips, Staff Officer (Engineering) to COND.

On April 13, *Malahat* was visited by Captain A. F. Pickard, Chief of Staff to the Commanding Officer Naval Divisions, from Hamilton. With him were Lt.-Cdr. (S) C. E. Chapple, deputy command supply officer for COND. Captain Pickard was inspecting officer at ceremonial divisions held by personnel of *Malahat* in the Army, Navy & Air Force Association building, Wharf Street.

HMCS Unicorn

Some 200 members of HMCS *Unicorn* and University Naval Training Division cadets paraded to see Petty Officer Lester Smith presented with the coveted Proficiency Trophy at the Saskatoon naval divisions' annual award night March 23.

PO Smith was presented his trophy by Captain O. K. McClocklin, RCN(R) (Ret.), who originated the award when he commanded *Unicorn*. The award was for general excellence through the past year.

Other awards presented included the Rowney Trophy for small-bore rifle competition to Wren Martha Neudorf; best new seaman entry to Ord. Sea. D. McLean; best new wren entry to Ord. Wren Jennifer Fusedale. A new award instigated by Lt.-Cdr. C. L. McLeod, commanding officer, for the highest achievement during the year, went to Ldg. Wren G. Hellstrom.

General attendance prizes went to CPO Lloyd Reid, PO Nicholas Kryway, Ldg. Sea. George Humphries, Ldg. Sea. Frederick Morrison, Ord. Sea. Graham

Agent, Ord. Sea. Glen Roszell and Ord. Wren Jennifer Fusedale.

In awards to the UNTD officer cadets, Cadet Marshall Pollock was outstanding cadet for the graduating year; Cadet Julian Michayluk outstanding cadet for the third year; Cadet Duncan MacRae, best cadet in the second year, and Cadet Keith Johnson best first-year cadet.

A special award was presented to Cadet Sheldon Scholtz, training under the Regular Officers Training Plan for the permanent force.

The award night was highlighted by a competition in the rigging of a large whaler and a sailing dinghy.

The chief petty officer and a crew of petty officers, proving proficiency over beauty, defeated a crew of Wrens on the dinghy while a new entry seaman crew showed the efforts of their early training in a win on the whaler.

HMCS Prevost

The London naval division was the scene of much activity this past winter. It saw the appointment of a new commanding officer and a new executive officer; it was honoured by the visit of the Lieutenant-Governor of Ontario; the ship raised a sizeable sum of money in aid of the Springhill Disaster Benefit Fund; and finally, yet of the foremost importance, the winter's training progressed at a satisfactory rate.

Cdr. E. G. Gilbride, after serving as the commanding officer of *Prevost* for over six years, left because of the pressure of business. At a colourful ceremony on December 2, Cdr. Gilbride officially turned over his command to his successor Captain (S) G. A. MacLachlan. After inspecting the ship's company, Cdr. Gilbride was presented with



Down the hatch: Wren Roslyne M. Fawcett clammers down the forward hatch into the British submarine Alderney, during a familiarization tour made by wrens training in seaward defence duties at Halifax (HS-55886)

a sword and scroll in recognition of his services. He then took the salute at a march past the ship's company. The following Saturday, the wardroom held a successful "dining-in-the-mess" in Cdr. Gilbride's honour. Commodore Finch-Noyes Commanding Officer, Naval Division and Captain (S) Pickard Chief of Staff to COND were among the special guests.

Prevost suffered another loss when, two months later, Lt. R. J. Ball, the executive officer, likewise had to leave as the result of a business transfer. Cdr. Gilbride and Lt. Ball did a great deal to make possible the building of the new *Prevost* and both had guided successfully its initial progress.

Captain (S) MacLachlan, the new commanding officer, has been associated with *Prevost* for many years. He first joined *Prevost* in 1940 as an acting sub-lieutenant and was on active service in the RCNVR for five and a half years during the war. In 1944 and 1945 he was deputy secretary to the Naval Board. At the end of the war, he went on the retired list, but joined the active reserve in 1955.

Lt.-Cdr. G. J. Brighton has been appointed the new executive officer. He joined *Prevost* in 1940 and spent six years in the RCNVR. He transferred to the RCN (Reserve) when it was formed in 1946 and was the executive officer at *Prevost* from 1946-1950. From 1952-1959 Lt.-Cdr. Brighton was in the regular force and for the last four years has been the RCN recruiting officer at *Prevost*. He returned to the RCN(R) this spring. Sub-Lt. R. G. Logan has been appointed to fill the new position of first lieutenant.

His Honour the Lieutenant-Governor of Ontario, J. Keiller MacKay, and Mrs. MacKay were the guests of honour at a ball sponsored by the wardroom on February 9. The ball, in aid of the National Ballet of Canada, was a sparkling success and was attended by more than 300 couples. During the intermission, the officers and their ladies were presented to the Lieutenant-Governor and Mrs. McKay. From a monetary point of view, the ball was also a huge success; over \$7,000 was raised for the ballet fund.

The ship's company sponsored a dance at the time of the Springhill coal mine disaster last November and \$1,400 was raised for the Springhill Disaster Relief Fund.

Training progressed at a steady rate all through the winter. Emphasis on the recruiting and training of men for the communications branch.—R.G.T.

THE BULLETIN BOARD

Attention Drawn To JM Course

Attention has been drawn to the opportunity that exists for young sailors who lack the proper educational qualifications but are otherwise suitable, to advance to officer candidate status by means of the RCN's junior matriculation course. The next course begins at *Naden* in January 1960.

Applicants must be recommended by the captain, be under 24 years of age on January 1 of the year of the course, be medically fit for the executive branch, and must be recommended by the Command Education Officer on the basis of interview and scores obtained in achievements tests as capable of passing the junior matriculation course in seven months. They must also be recommended by the personnel selection officer on the basis of an interview and scores obtained in intelligence and aptitude tests.

The minimum academic requirement for admission is civilian credit one year below junior matriculation or lower, if the candidate has passed the Canadian Intermediate Educational Tests in mathematics and physics.

Candidates will be selected by a selection board in Naval Headquarters, Ottawa. On successful completion of the junior matriculation course, the candidate is qualified for appearance before a fleet selection board for the next College Training Plan or *Venture* course commencing in September.

Candidates who need CIET subjects to qualify them have been advised to obtain their educational qualifications before November 15 to allow time for selection for the junior matriculation course.

\$250 Prize in Essay Contest

The RCAF Staff College *Journal* essay contest for 1959 offers an award of \$250 to the member or former member of the Canadian Armed Forces or Civil Service who submits the best unsolicited essay, not exceeding 5,000 words, likely to stimulate thought on military matters.

In addition to the prize money, the writer of the winning essay will be paid at the rate of three cents a word

on publication. All entries will be considered for publication and those selected will be paid for at the same basic rate.

The essays may deal with any military subject (strategy, operations, training, logistics, personnel administration, technical, research, production, etc.) but must not contain classified information.

Deadline for receipt of manuscripts is June 30. Entries must be addressed to The Editor, RCAF Staff College *Journal*, Armour Heights, Toronto, 12, Ontario.

The board of directors of the *Journal* will appoint the judges, whose decision will be final. If no essay meets the standard of excellence set by the judges, no award will be made.

Last year's contest was won by Flight Lt. C. L. Rippon, legal officer with 1 Air Division at Metz. His subject was "Jurisdiction in Space".

Maritime Museum Seeking Director

A director is being sought for the Maritime Museum of Canada, Halifax, according to Cdr. P. G. Chance, secretary.

The Museum is looking for someone with a wide knowledge of maritime history and with experience as a sailor, professional or amateur. The salary offered is \$6,000 a year.

Applications are being received by The Secretary, The Maritime Museum of Canada, The Citadel, Halifax, N.S.

RESEARCH VITAL TO NAVY

THE VITAL importance of scientific research in enabling the Royal Canadian Navy to fulfil its anti-submarine role was underlined by Major-General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia, guest of honour at the commissioning of HMCS *Gatineau* at Halifax on February 17.

"On behalf of the many citizens of Nova Scotia who are interested in the Royal Canadian Navy I would like to say that we are delighted that our new destroyer, HMCS *Gatineau*, is to become part of the RCN fleet based on the port of Halifax," Major-General Plow said.

MESS RECORDS LOST IN STADACONA FIRE

Chief and petty officers of the Atlantic Command are making a nationwide appeal for assistance in restoring records lost in the fire that destroyed their mess at *Stadacona* on February 27.

Among the records lost was an illuminated scroll listing the names of about 100 life members of the mess. About 40 of those whose names are given on the scroll live in the Halifax area, but the other 60 or so are scattered across Canada.

It is hoped that life members will forward to the mess president at *Stadacona* their dates of enrolment and membership numbers.

"This is a Canadian ship, and recognized by all experts as one of the finest of her type built in any country in the world.

"As you all know this particular class of warship was developed in Canada by Canadian planners and naval constructors in the Department of National Defence—an achievement of which we, as Canadians, should be very proud. In every way they are wonderful ships.

"Incorporated in this new destroyer we have a tremendous number of improvements in various types of equipment. It is most interesting to know that these modern advances are due, in large measure, to the excellent work that has been carried out in the Naval Research Establishment in Dartmouth. Today research is the keynote of scientific progress.

"The role of the Royal Canadian Navy within the frame-work of the North Atlantic Treaty Organization is anti-submarine operations. This role can only be properly fulfilled if we have warships which embody the best in design and equipment. In HMCS *Gatineau* we have the very latest and best.

"I am confident that the ship will uphold the great traditions of the Royal Canadian Navy and will be a source of pride to all Canadians who have had a part in her creation. May I wish all who serve in her now and in the future all the best of good fortune."

THE VANISHED AGE OF TALL SHIPS

FOR THE SAILOR who hankers for the days of wind-driven ships and the landlubber who warms to yarns of stately masts and billowing sails, "The Call of High Canvas" by A. A. Hurst is a must.

Within the pages of this book, in words possessing the rich texture of a fine oil painting, the author portrays the spirit and heart of the almost vanished age of sail. The book is both a lament and a tribute to the ships of recent times which spread their sails to the winds and the hardy sailors who swarmed aloft in fair weather and foul.

Indeed, Mr. Hurst is quick to define the word "sailor". In his estimation, the men of modern days, who go to sea in the steamy atmosphere of machinery propulsion, are not sailors, but seamen. Men of the sea they may be, but the swift clippers and powerful windjammers knew the sailors' breed and that race of professionals—nearly non-existent now—is only found in the few sailing training ships run by European countries or in the disappearing fore-and-aft schooners.

A veteran of the famous grain races held during the years between the two world wars, the author captures the sea's many moods and sets them down on paper. He also records, with philosophical insight, the true spirit of the officers and men who devoted their lives to sail and the management of those splendid ships. He gets behind the squalor and roughness of the foc'sle, shows the character of the men who dwelt there and with humour or passion describes their associations with mates and masters.

The reader may find mild frustration in the author's deliberate refusal to name the ships in which he describes actual experiences, while on the other hand he chronicles "as afar" the performances of such ocean queens as the *Pamir*, *Herzogin Cecilie*, *Archibald Russell* and *Parma*. But this frustration is swept away in his vivid accounts of wild gales with desperate men fighting for their ship and their lives as they claw the demonic canvas high above the angry waves. Then, in gentler mood, you live with him through tropic calms or race with exhilarating speed through the Roaring Forties.

Always you are aware of the ship as a live being beneath the sailors' feet while main courses and royals arch

BOOKS for the SAILOR

white to the winds power. The force of his descriptive prose awoke a memory in this reviewer who once (and only once), as an apprentice in a merchant ship, steaming up the English Channel, black smoke belching, had the experience of witnessing a four-masted barque, inbound for Falmouth with all sails braced to a strong quartering wind, overtake and pass his freighter . . . a magnificent sight.

Matching the text, Mr. Hurst has illustrated his book with a selection of excellent photographs of ships and a sailor's life below and aloft. For the landlubber, or today's seaman who may know little of those hardier times, he has included, at the back of the book, a glossary of sailors' terms and the sail plan of a four-masted barque.

The author provides variety in his menu and his chapters are not all devoted to square-rig sailing. There is an amusing sequence relating an abortive voyage in a large sailing yacht and in another place he describes his adventures and misadventures aboard a four-masted schooner. In one hilarious passage he takes the reader aboard a steam ferry plying the Irish Sea in a gale with a full load of passengers suffering, acutely, the ravages of sea sickness.

But it is to the great square riggers that A. A. Hurst turns his heart and his pen. Though his cry that this is the life in which the young mariner can really grasp the elements of seamanship will probably go unheeded in the whine of modern turbines or the silent science of nuclear propulsion, his book is stimulating reading for all seamen or lovers of the sea.—C.T.

THE CALL OF HIGH CANVAS by A. A. Hurst, 272 pages including 52 photographs, glossary of terms and sail plan of four-masted barque, British Book Service (Canada) Ltd., \$6.50.



We don't know what the joke was, but something about the big bombardon (bass) of the Naden band must have tickled the humour of Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Services, during his March 3 inspection of the band in HMC Dockyard, Esquimalt. And obviously trying—in true service manner—not to laugh, is PO Herbert Bootsman, of the Naden band. Rear-Admiral Spencer made a four-day tour of the Pacific Command, which ended with his participation in commissioning ceremonies of the new destroyer-escort Kootenay. (E-48929)

THE NAVY PLAYS

Beacon Hill First In Fiji Regatta

The voices of Canadian sailors echoed around the harbour of Suva, Fiji, as straining competitors sought to win the regatta for their ship. It was the Cadet Training Squadron regatta held on March 26. Many of the local residents enjoyed the spectacle as the Fourth Escort Squadron went all out in the whaler pulling competitions.

The *Beacon Hill* again showed her prowess by winning six of the 11 pulling events and three of the four sailing events to win the regatta with 66 points. The *Sussexvale* was a close second with 62 points and the *Ste. Therese* and *Antigonish* followed with 46 points and 44 points respectively.

In the squadron tug-o'-war, the *Ste. Therese* won over the other three ships.

Among the other highlights of the squadron's cruise to the South Pacific was the Navy vs. Suva Wanderers cricket match in which the Navy lost by a small margin to a superior local crew.

RCN Competes in Bermuda Rugby

In its first start in the annual Bermuda Rugby Week competitions the RCN shut out Harvard University 3-0 in an exhibition game. In competition play, however, Bermuda won the finals, defeating the RCN team 8-3 in the international match.

This was the first time a team from the Canadian Navy had been entered in the 26 years of play. Seventeen rugger players from ships and establishments in the Atlantic Command sailed in the *Crescent* but missed the opening ceremonies on Easter Sunday due to bad weather.

Rugby week in Bermuda is held in the Easter period and draws teams from Bermuda, United States universities, and the West Indies. The program was intensified this year for Bermuda's 350th anniversary.

Team captain was Lt. R. H. Kirby, *Fort Erie*. Other team members included: Lt. R. J. Luke, *Sioux*; Lt. David Moilliet, Lt. M. D. Wilson, and Ldg. Sea. Ken Batchelor, all of *Cornwallis*; Sub-Lt. Charles Robinson, Sub-Lt. Bill Wallace and Sub-Lt. Steve Quale, of



Commodore D. W. Piers, Commandant of Royal Military College, drops the first puck to start the game between eager cadets from two colleges. With Commodore Piers on the ice is Lt.-Gen. Garrison H. Davidson, Superintendent at West Point. RMC defeated West Point 6-1. (CC-10791)

Shearwater; Sub-Lt. Edmund Verheyen, Royal Belgian Navy, *Stadacona*; and Midshipmen James E. Bell, John E. Newell, A. Bennett and Ed Sparking, *Stadacona*; Ldg. Sea. Alan J. Heywood, *Granby*; PO Vic Woolley, RO2 Barry Rowbotham, and ME1 Alan Stafford, all of the Sixth Submarine Squadron.

HQ Curling Season Ends

The late completion of the RCN Curling Club's rink in Ottawa made for a short curling season and the Luther and President Trophy events were played off by sectional round robins. Competing rinks were divided into three sections for each section.

Lt. E. Y. Porter's rink captured the President's Trophy and Captain (S) S. A. Clemens took the Luther Trophy.

During the final two weeks of the season the Morgan Trophy event was contested on a double knock-out draw. A rink under W. P. Kingston took the series and trophy from finalist Major J. A. Wiens.

Shannon Park Keen on Hockey

For the sixth consecutive year in Shannon Park, hockey has been an outstanding activity for boys from 9 to 16. This year the naval married quarters iced four pee wee, one bantam and one midget teams, with approximately 120 participating.

The Shannon Park Town Council Trophy was won by the Maple Leaf pee wee team, coached by CPO Robert Watson. An all-star team was chosen from the four pee wee teams to vie with the *Cornwallis* boys in the Atlantic Command playoffs for the G. B. Murphy trophy. The Leafs were not quite sharp enough for the boys from *Cornwallis*, and they went down to defeat in a 1-0 overtime game.

The bantam and midget teams, playing in the Dartmouth Minor League, also lost out in the finals. CPO Harry Swanson, president of the club, said that the boys played good hockey but, like the Boston Bruins in the NHL, they were not quite good enough.

On April 11, the season ended with a dinner in the Shannon school for the

120 boys, their coaches, club members and guests. The boys were addressed by the school principal, John W. Girdwood, secretary-treasurer of the team, and Chaplain (P) W. W. Levatte. Thus ended another good hockey season.

Plans are now being made for baseball, so the little leaguers have put away their skates and brought out their spikes.—Mrs. H.E.S.

Electricians Best .22 Shots

The final results of the interpart .22 competition at *Stadacona* reveal that Electrical "A" team led the competition with 3,689 points. The closest competitor, Shipwrights, gained 3,649 points.

As well as producing the winning team, the Electrical School also had another team, Electrical Officers, in the top four. A third Electrical Team, Sub-Lieutenants (L), placed well within the top half of the competing teams.

Stadacona Takes Basketball Title

The 1959 Tri-Service Basketball Championships held in *Cornwallis* saw a double knockout tournament between eight teams with *Stadacona* picking up the trophy after a hard fought final against *Shearwater*.

The *Cornwallis* team played four games during the tournament losing to *Shearwater* and *Shelburne* and gaining victories over *St. Croix* and *Coverdale*.

In the Tri-Service Hockey Championships also at *Cornwallis*, RCAF Green-



This is the rink which took top curling honours in 1959 to win the K. F. Adams Trophy, presented annually to the winning rink in the Hamilton Division of the Royal Canadian Navy Curling Club. Left to right: Ord. Cdr. William Onysko (skip), Mrs. Eileen Eldridge, wife of PO R. G. Eldridge; Lt.-Cdr. J. R. Burns, and PO R. M. Stevens. (COND-5080)

wood skated to the top with a well balanced team. In the final game they used finesse rather than brawn to defeat a rough, tough team from *Stadacona* 8-4. A *Cornwallis* representative team unable to get untracked in the first game also lost to *Greenwood* 8-4. In the consolation final *Cornwallis* defeated *Shearwater* 7-4.

In the inter-part league C&POs defeated all teams during league play but

in the finals ran into a roused-up team from the wardroom officers and, in a best of three playoff, lost out 2-1. In volleyball *Cornwallis* lacked some players but managed to earn the runner-up position in the Atlantic Command and tri-service championships.

Stadacona Rink Wins Top Trophy

Thirty rinks from eight RCN curling clubs competed for the top hardware in the third annual RCN Bonspiel held this year at the Dartmouth, N.S., Curling Club. The joint hosts were the *Shearwater* and *Stadacona* clubs and the program included a banquet at *Stadacona* and a reception and prize-giving at *Shearwater*.

The Canadian Westinghouse Trophy was won by Ord. Sub-Lt. K. J. Barkley's rink, *Stadacona*, 13-9, against CPO R. Sabourin of *Shearwater*. Sabourin took the Ross Trophy, while Lt.-Cdr. W. H. Frayn, skipping a *Shearwater* rink, captured the Association Prize and Lt. J. C. Persson from the Hamilton club, walked off with the President's Prize. The Canadian Westinghouse runners-up prize was taken by AB R. E. Argue's rink, from *Coverdale*.

The competitors were divided into five sections of six rinks each. Rinks in each section played a round robin and the section winners entered the play-offs for the prizes.

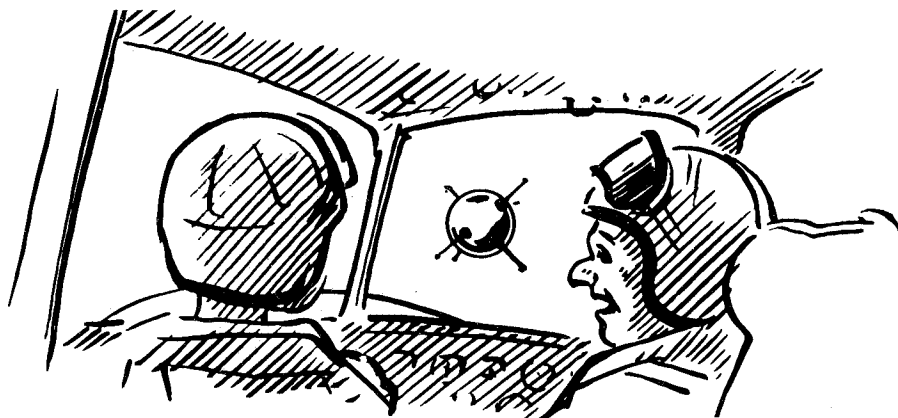


Leading Seamen of *Shearwater* presented an unsolicited cheque to the air station's bantam hockey league as a gesture of support. Ldg. Sea. G. B. (Spook) MacLeod, first vice-president of the Leading Seamen's Mess, turns the cheque over to Lt. (S) Eldon A. Darrach, president and manager of the bantam club. Tommy Malone, centre, represented the players at the presentation. (DNS-22611)

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.

AMES, Robert K.P2MA3
 ANTHONY, Alan H.LSEM1
 ARNOLD, LilyA/WP2WP1
 AYLIFFE, Frederick C.C2EM4
 BAKER, William J.LSAA1
 BERNARD, Gilles J.LSAM2
 BLAKE, Robert A.P2VS2
 BOOTH, James E.LSEM1
 BORLAND, Ronald J.P1EM4
 BOS, JohanP1RA4
 BRASSARD, Louis F.LSAP2
 BRETT, Richard B.P1RT4
 BROOKS, Douglas J.P2RA3
 BROTZEL, Eugene C.LSEM1
 BROWNELL, Eugene D.LSEM1
 BRYCE, Graydon S.LSMA2
 BUCHANAN, Lawrence K.P1SH4
 BUIKEMA, WiertLSEM1
 BYERS, Neil J.LSAP2
 CAMPBELL, Cyprian C.P1ER4
 CAMPBELL, Douglas L.C2OT4
 CAMPBELL, John D.P2VS2
 CARE, Alfred J.C1EM4
 CURRAN, Benson C.P2RA3
 DARBISON, Robert R.LSEM1
 DAVIS, Laurence W.LSAP2
 DEKKER, Floyd T.C2EM4
 DENUKE, Carl E.P1EM4
 FEHR, EdwardLSAP2
 GABEL, William J.P1EM4
 GILLETTE, Cecil H.C2EM4
 GRANT, William G.P1RA4
 GREEN, John H.LSVS2



"I told you that altimeter was off"

HALL, Charles L.C2EM4
 HOLMES, Alfred T.P1ER4
 HUNTLEY, Robert H.LSNS2
 KANIS, PeterC2EM4
 KEATS, William E.LSMA2
 KEEN, Charles J.C1ER4
 KENNEDY, Robert E.LSAP2
 KERR, DennisLSAP2
 KLASSEN, David G.C2ER4
 LALONDE, Dorian E.LSEM1
 LAMPSHIRE, Gordon W.P1ER4
 LANE, William T.LSEM1
 LEMAY, John F.LSEM1
 LOGIE, Dale C.LSEM1
 LOWDEN, RonaldC2EM4
 MANEGRE, Ernest J.LSAM2
 MILLAR, David J.P2TA3
 MILLER, Edward D.LSEM2
 MILLER, Roy E.LSMA2
 MOORE, Stewart L.LSRA2

MUNROE, Gordon H.LSAP2
 MURRAY, Lloyd C.LSMA2
 McLEOD, Malcolm A.C1EM4
 McLEOD, Robert W.LSEM1
 McNEIL, Gregory J.LSEM1
 MacRAE, Stewart E.C2EM4
 MacVITTIE, Roy A.P1EM4
 NOWLE, AnthonyP1RT4
 OGGELSBY, Raymond R.LSCR1
 OUELLET, Albert J.LSPW1
 PARKER, Willard M.LSAP2
 PATTERSON, Corry W.LSMA2
 POSTLEWAITE, Robert D.LSEM1
 PROKOPOWICH, Alexandra M. LSMA2
 REDWOOD, Elwyn L.LSAO2
 REMY, James P.LSEM1
 SAUNDERS, Oliver M.LSEM1
 SHAFFNER, William R.LSAP2
 SHANNING, Robert E.LSMA2
 SHIRREFFS, Gary S.LSEM1
 SPENCER, Robert W.LSEM1
 STACEY, Grant K.LSAP2
 STEPHENS, Robert L.LSRT2
 STEVENS, Vernon L.P1SH4
 STEWART, Carl R.P1RA4
 STUART, James K.LSEM1
 STYLES, Harold J.LSMA1
 TAYLOR, Lyndon S.LSCV1
 TINLINE, Franklin A.C2EM4
 TOFIN, John P.C2EM4
 TRACEY, Darragh B.C2EM4
 TRAHAN, Donald L.LSEM1
 VALLIER, David H.LSSW2
 VIKSE, John E.LSRA2
 WAGNER, Jerome G.LSPW1
 WAGNER, John L.C2EM4
 WAKUNICK, GeraldP1EM4
 WANKE, Frank S.P1ER4
 WARD, Norman J.C2ER4
 WATSON, Frederick M.C2EM4
 WHITE, Russell E.C2OT4
 WHITEFIELD, William S.P2RN3
 WOOLFORD, Donald L.LSCR1
 ZELAZNY, Ronald M.LSEM1

RETIREMENTS

CPO ALEXANDER BORTHWICK STEVENSON, 42, CILR3, of Moose Jaw, Sask., joined March 12, 1934; served in *Naden, Skeena, HMS Excellent, Ottawa, Restigouche, Stadacona, Niobe, Chaudiere, Peregrine, Chippawa, Athabaskan, Sioux, Cornwallis*; awarded Long Service and Good Conduct Medal February 25, 1949; retired March 11, 1959.

CPO GEORGE FOWLES BOWDITCH, 42, CIT14, of Victoria, B.C., joined March 12, 1934; served in *Naden, Skeena, HMS Osprey, HMS Victory, Fraser, St. Laurent, Assiniboine, Stadacona, Ottawa, Drake, Niobe, Pictou, Avalon, Cornwallis, Peregrine, Ontario, Cedarwood, Beacon Hill, Antigonish, Sioux, Malahat*; awarded Long Service and Good Conduct Medal July 14, 1949; retired March 11, 1959.

CPO JAMES VICTOR DOVEY, 42, C2Q14, of Newcastle-on-Tyne, Durham, England; joined January 5, 1935; served in *Naden, Skeena, Fraser, St. Laurent, HMS Victory, Stadacona, DEMS Kina II, DEMS Liverpool, DEMS Rockabell, DEMS Europa, Prince David, Prince Robert, Niobe, Huron, Ugan-*

da, HMS Ferret, Ontario, Beacon Hill, Sioux, Tecumseh, Discovery; awarded Long Service and Good Conduct Medal January 24, 1950; retired March 23, 1959.

CPO ROY ALFRED JOHN HORNETT, 39, CIET4, of Alsask, Sask., joined October 3, 1938; served in *Naden, Fraser, Stadacona, Saguenay, HMS Osprey, HMS Dominion, Niobe, Trillium, Cornwallis, Saguenay, St. Laurent, Avalon, Morden, Arnprior, HMS Ferret, Peregrine, Sans Peur, Nootka, La Hullose, Micmac, Labrador, Assiniboine*; awarded Long Service and Good Conduct Medal, May 7, 1954; retired March 7, 1959.

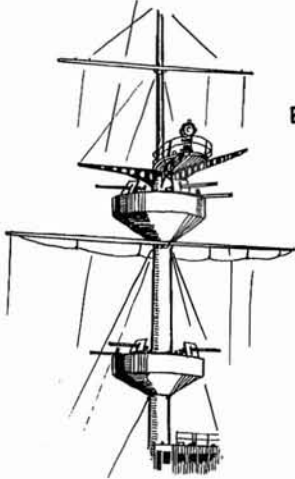
CPO THOMAS ALFRED HENRY DICKS, 48, CIQ14, of Ottawa, Ont., joined March 6, 1938; served in *Stadacona* (for duty at Montreal), Hamilton Naval Division, *Stadacona, Hamilton, Niobe, HMS Foxhound, Peregrine, Grou, J1608, Crusader, Naden, Micmac, Cayuga, Stadacona, (C6391), Nootka, Cornwallis, Loon*; was awarded Long Service and Good Conduct Medal December 1952; retired March 5, 1959.

Naval Lore Corner

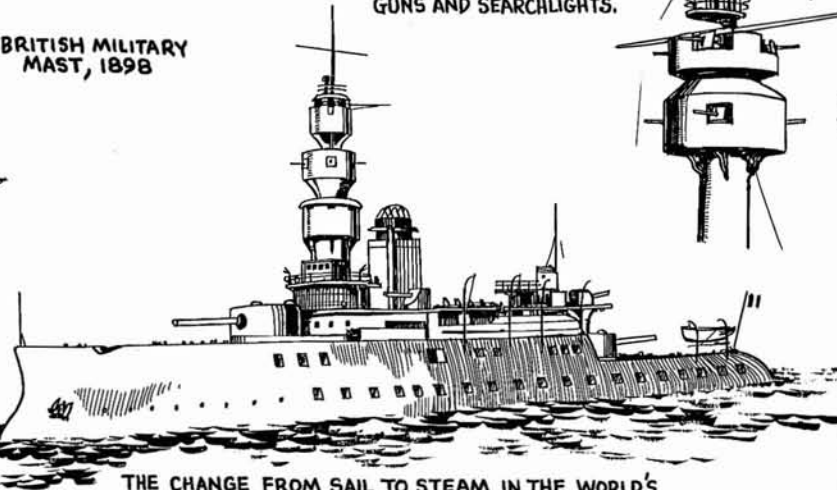
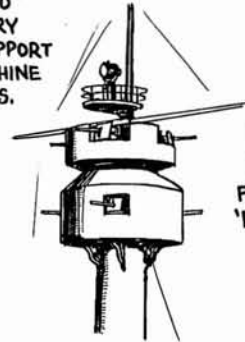
Number 70
FIGHTING MASTS

NAVAL MASTS FROM 1880 INTO THE 20TH CENTURY WERE DESIGNED TO SUPPORT 3 AND 6 POUNDERS, MACHINE GUNS AND SEARCHLIGHTS.

BRITISH MILITARY MAST, 1898



FRENCH CRUISER 'DUPUY de LOME' (1890)

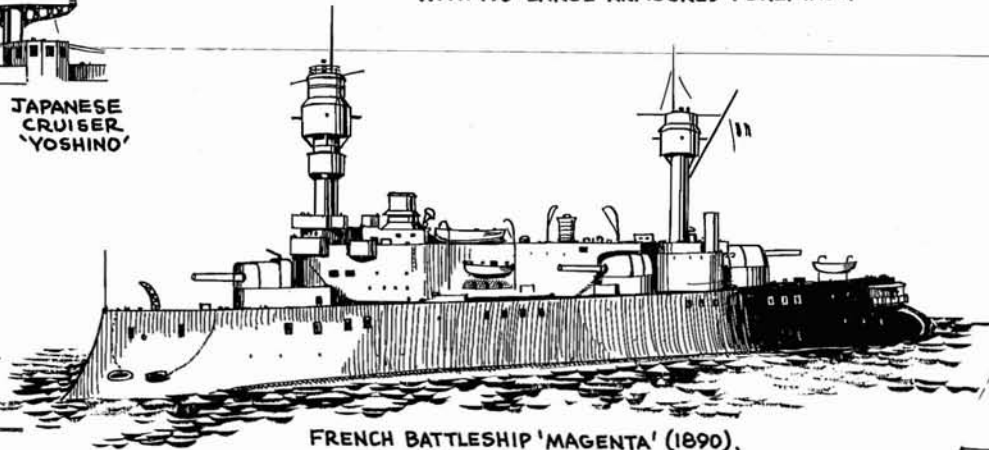
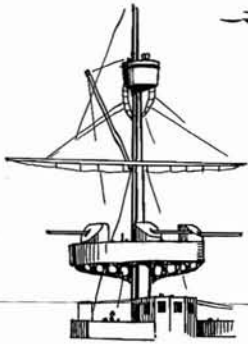


THE CHANGE FROM SAIL TO STEAM IN THE WORLD'S NAVIES REVOLUTIONIZED NAVAL CONSTRUCTION, YET, FOR MANY YEARS WARSHIPS 'IN CONCEPT' WERE JUST MODERNIZED VERSIONS OF THE OLD LINE-OF-BATTLESHIP. ONE SUCH HARD-DYING INSTITUTION WAS THE ARMoured 'MILITARY' MAST, FESTOONED WITH LIGHT GUNS DESIGNED TO RAKE AN ENEMY'S DECK...SUCH AS THE FIGHTING TOPS IN THE DAYS OF SAIL. THE FRENCH WERE IN THE FOREFRONT OF THIS FEATURE. ABOVE IS THE FRENCH BATTLESHIP 'AMIRAL TREHOUART' (1893) WITH ITS 'LARGE ARMoured FOREMAST.

AUSTRIAN CRUISER 'MARIA THERESA'

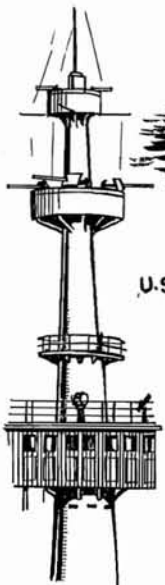


JAPANESE CRUISER 'YOSHINO'



FRENCH BATTLESHIP 'MAGENTA' (1890), 10,900 TONS, WITH TWO HEAVY 'FIGHTING MASTS'. SPIRAL STAIRCASES AND AMMUNITION HOISTS RAN UP THE INSIDES TO THE TOPS. SHE WAS ARMED WITH FOUR 13.4 IN. 30 CAL. GUNS, SEVENTEEN 5.5 INCH GUNS, SIXTEEN 3 PDRS. (SOME OF WHICH WERE IN THE MASTS), AND FIVE 17.7 INCH TORPEDO TUBES. SPEED WAS 16 KNOTS.

U.S. BATTLESHIP 'INDIANA' (1893)



AUSTRIAN BATTLESHIP 'WIEN' (1895)



IN SOME CASES THESE HEAVILY ARMoured TOWERS SERIOUSLY IMPAIRED STABILITY AND HAD TO BE REMOVED...

The Queen's Printer

OTTAWA

If undelivered return to:

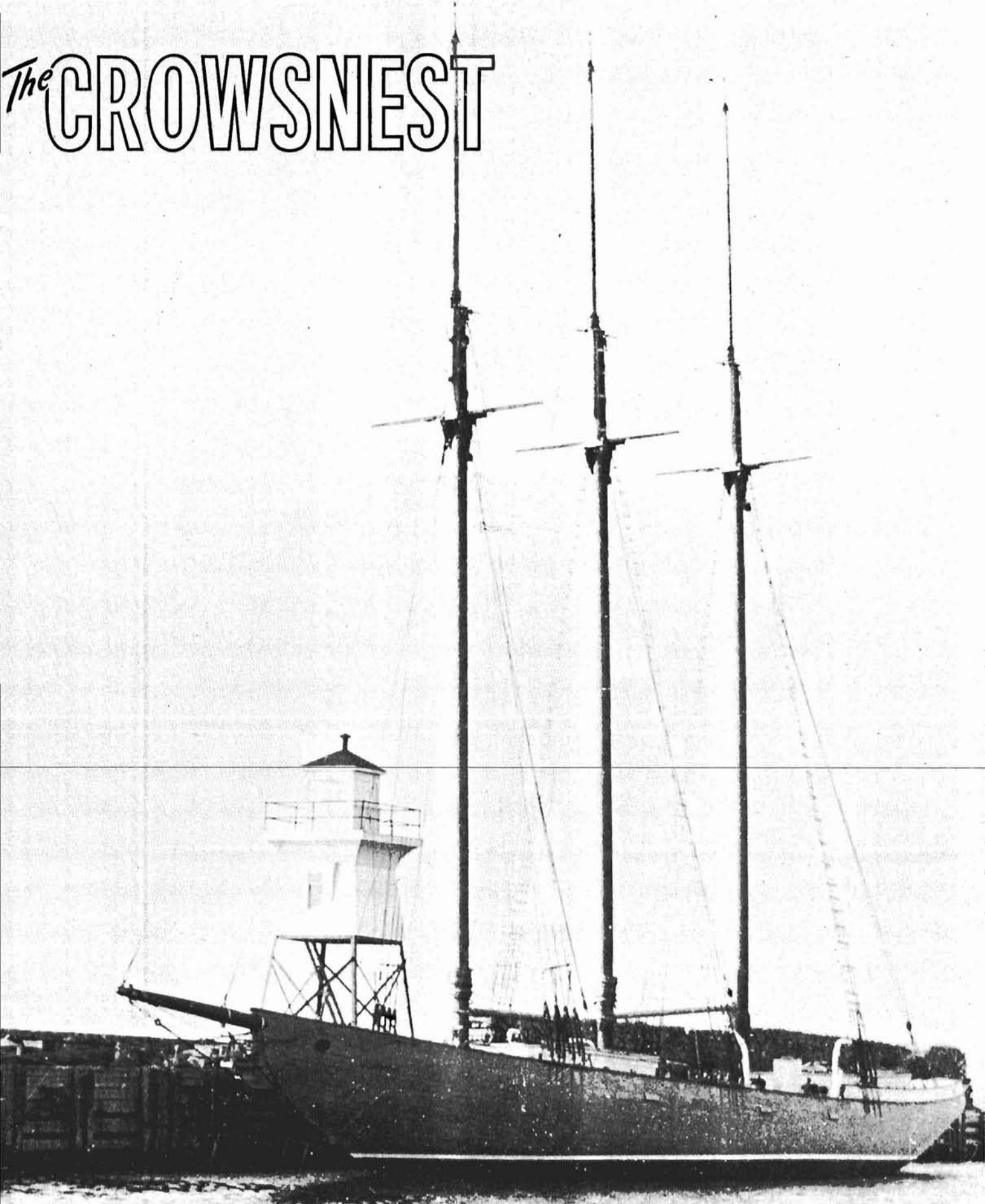
The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada

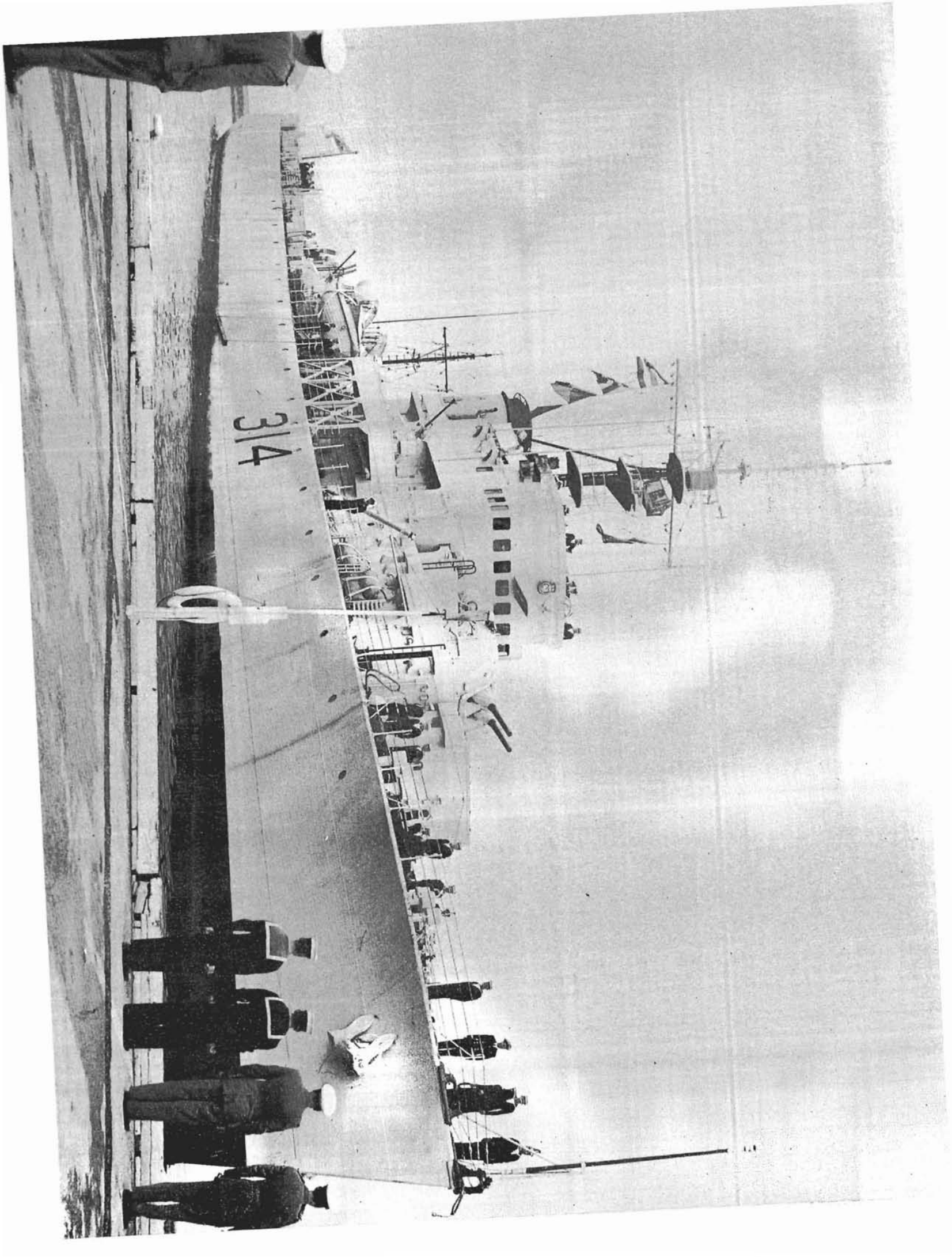


The CROWSNEST



Vol. 11 No. 7

May, 1959



The CROWSNEST

Vol. 11 No. 7

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY, 1959

CONTENTS

	Page
<i>RCN News Review</i>	2
<i>Report on the Picture Search</i>	5
<i>Officers and Men</i>	10
<i>Weddings and Births</i>	10
<i>Retirements</i>	13
<i>Halifax Sailor's Wife</i>	14
<i>The RCN Benevolent Fund</i>	17
<i>Afloat and Ashore</i>	19
<i>Here and There</i>	22
<i>Books for the Sailor</i>	24
<i>The Navy Plays</i>	25
<i>Lower Deck Promotions</i>	27
<i>Naval Lore Corner No. 71</i>	<i>Inside Back Cover</i>

LADY OF THE MONTH

The largest Canadian warship ever to sail the Great Lakes, the frigate *Buckingham* arrived in Hamilton in May to take up her training duties with the Great Lakes Training Centre. She is shown as she came alongside the jetty at the headquarters of the Commanding Officer Naval Divisions, HMCS *Patriot*.

Neither "firsts" nor training duties are new to the *Buckingham*. She was the first Canadian anti-submarine vessel to be equipped with a helicopter platform in experiments to determine the practicability of operating A/S helicopters from ships of her size, and for several years she was assigned to HMCS *Cornwallis* as training ship for new entries.

Up to this spring Algerines have been the largest RCN warships to use the St. Lawrence seaway. (COND-5122)

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 Directorate of Naval Photography, quoting the negative number of the photograph, giving the size and finish required, and enclosing a money order for the full amount, payable to the Receiver General of Canada.

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50
11 x 14 matte finish only	1.00
16 x 20 " " "	3.00
20 x 24 " " "	4.00
30 x 40 " " "	8.00

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:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

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

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

The Cover—One of the more interesting pictures to come to light during the ship picture search, which began last August, was this one of HMCS *Venture* outfitting at Meteghan, Nova Scotia in 1937. The name of this former RCN training schooner, built to the lines of the famous *Bluenose*, is now borne by the Junior Officers' Training Establishment in Esquimalt. (CN-3689)



RCN NEWS REVIEW

HMCS Cap de la Madeleine, which recommissioned at Sydney on May 20, is shown on her arrival in Halifax, her new base. The Cap de la Madeleine served in the closing phase of the Second World War on the Atlantic, operating sometimes from Halifax. Modernized in 1954, she has been brought out of reserve for service in the Atlantic Command. (HS-57520)

Wreath Laid by Defence Minister

Hon. G. R. Pearkes, VC, Minister of National Defence, laid a wreath at the National War Memorial Sunday, May 3, in memory of those who lost their lives in war at sea.

The Battle of Atlantic Sunday ceremony at the Memorial began at 10 a.m., with the arrival of naval units and the bands of *Carleton*, the Ottawa naval division, and RCSCC *Falkland*, the Ottawa Sea Cadet Corps. Marching in the parade were personnel from Naval Headquarters, from *Gloucester*, *Carleton* and RCSCC *Falkland*.

Mr. Pearkes was met at the Memorial by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff. The minister laid the first wreath. A second wreath was laid by Engineer Rear-Admiral G. L. Stephens, RCN (Ret.), on behalf of the Naval Officers' Associations of Canada and veterans of the Canadian naval service.

After the ceremony, the parade moved off and, at National Defence Headquarters, the salute was taken by Mr. Pearkes, who later read the lesson at Chalmers United Church. The Roman Catholic service was held at St. Patrick's Church.

Nearly 200 on Training Cruise

Nearly 200 junior officers and naval cadets of the Regular Officer Training Plan, and from the three Canadian Services Colleges and universities, will go

to sea this summer for training in ships of the Royal Canadian Navy.

In the Pacific Command, 124 RCN cadets will embark in five frigates of the Fourth Canadian Escort Squadron for a period of 12 weeks. The frigates are HMC Ships *Sussexvale*, *St. Therese*, *Beacon Hill*, *Stettler* and *New Glasgow*.

This squadron was formed last year for the training of naval cadets of the ROTP and from HMCS *Venture*, junior officer training establishment at Esquimalt, B.C. When not engaged in cadet training, the squadron carries out general operational duties.

The cadets' long cruise will commence June 22 when the frigates leave Esquimalt for Southern waters. Between then and August 10 the squadron will visit Manzanillo, Mexico, Balboa in the Panama Canal Zone and San Diego.

In addition, 23 RCN cadet midshipmen, in their last ROTP year, will be embarked for training in destroyer escorts of the Second Canadian Escort Squadron, based at Esquimalt.

In the Atlantic Command, 33 sub-lieutenants who have graduated under the ROTP will embark for the summer training periods in four destroyer escorts of the Fifth Canadian Escort Squadron, HMC Ships *Gatineau*, *Restigouche*, *St. Croix* and *Kootenay*.

Another 29 RCN cadets of the preparatory year at College Militaire Royal de Saint-Jean will train in frigates of the Halifax-based Seventh Canadian Escort Squadron.

Six ROTP cadets who intend to specialize in naval aviation will take their summer training at RCAF Station, Centralia.

In addition to the ROTP program, summer training with the Navy has already started for the first of 540 university and college students belonging to the University Naval Training Divisions of the RCN (Reserve). This will involve training afloat and ashore on both the Pacific and Atlantic coasts.

The ROTP and UNTD cadet training program will be carried out between now and mid-September, with the cadets completing a 14-week course.

Algerines Going To Belgian Navy

Two Algerine class coastal escorts, the *Wallaceburg* and *Winnipeg*, now in reserve, will be transferred to Belgium under the Canadian program of Mutual Aid to member nations of the North Atlantic Treaty Organization, it was announced by Hon. G. R. Pearkes, VC, Minister of National Defence.

The *Wallaceburg* and *Winnipeg*, completing refit at Sydney, N.S. and Esquimalt, respectively, are being equipped and stored for transfer to the Belgian Navy.

The *Wallaceburg* is scheduled to be turned over at Sydney on July 31 and the *Winnipeg* at Esquimalt on August 7.

The *Wallaceburg* was built at the Port Arthur Shipbuilding Co. Ltd., Port Arthur, and was commissioned into the

Royal Canadian Navy on November 18, 1943. She served on convoy escort duties in the western Atlantic during the war, and afterwards was employed in the training of naval reserves on the Great Lakes during the summer months and on training and operational duties in the Atlantic Command. She was paid off into the Reserve Fleet at Sydney in September 1957.

The *Winnipeg*, also built by the Port Arthur Shipbuilding Company, was commissioned on July 29, 1943. Like the *Wallaceburg*, she was employed on convoy escort duty during the war. After the war she sailed from Halifax to Esquimalt, where she was placed in reserve in January 1946.

RMC Degree for Prime Minister

As president of Royal Military College, Hon. George R. Pearkes, Minister of National Defence, conferred the honorary degree of Doctor of Laws on the Prime Minister, the Rt. Hon. John G. Diefenbaker, PC, QC, during the college's annual graduation day ceremonies at Kingston, Ont., on May 15.

It was the first honorary degree granted by RMC, which was recently granted a charter by the Ontario government recognizing the college as a full-fledged university.

During his visit to RMC, Prime Minister Diefenbaker also inspected the officer cadets on their ceremonial parade, and laid the corner stone of a new college library.

The two-day graduation ceremonies began May 14 with a sports program featuring a physical training display and the presentation of athletic awards to the cadets. The Royal Military College Pipe Band and the Royal Canadian Corps of Signals Band performed on the athletic field.

York Captures Efficiency Trophy

HMCS *York*, Toronto's naval division, has won top honours in the annual reserve division efficiency competition.

This was announced by Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, in May.

The Toronto division was inspected by Commodore Finch-Noyes April 15, who said after the inspection that it had been a "treat" to inspect the ship. An inspection team preceded Commodore Finch-Noyes by one week, and according to Lt.-Cdr. Lloyd Davies, went through the ship with a fine tooth comb.

This is the first time that *York* has won the award by herself. In the first

year that the award was presented, however, *York* shared the honours with HMCS *Chippawa*, Winnipeg.

The 400-member ship's company is commanded by Captain (S) John Goodchild. Captain Goodchild, in announcing the award to the ship's company, thanked all members and said that much credit was due to the officers who preceded him as captain and who had always kept *York* a taut, happy ship.

Captain Goodchild took over command of *York* in July, 1958. The previous commanding officer was Captain L. D. Stupart.

Donated by the Canadian Shipbuilding and Ship Repairing Association, the trophy, a sterling silver model of the destroyer-escort HMCS *St. Laurent*, is presented annually to the best all-round Naval Reserve division in Canada.

Prevost, London, Ont., is winner of the runner-up trophy, a mounted silver anchor donated by *Malahat*, Victoria. In the very close contest for this award, *Chippawa*, Winnipeg and *Cabot*, St. John's Newfoundland, were commended for their excellent performance.

The awards are made after a study of the results of the annual inspection of the 21 Naval Reserve establishments from Newfoundland to British Columbia. Judging is based on an analysis of each division's standard of efficiency.

First Sea Lord Bids Farewell

The close relationship between the Royal Canadian Navy and the Royal Navy was referred to in warm terms in a message received by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, from Admiral of the Fleet the Earl

Award Comes on Memorable Date

The announcement that HMCS *York* had won this year's Efficiency Award couldn't have come at a happier time for Lt.-Cdr. Lloyd Davies, Staff Officer Administration at *York*.

He received the announcement at 3:30 p.m. May 6. This was 14 years to the day and to the hour that he was released from a German Prisoner of War camp.

Lt.-Cdr. Davies was captured in March 1942 while in command of a motor torpedo boat attacking the U-boat pens at St. Nazaire. During the next three years he made two unsuccessful attempts to escape, and was finally placed in a camp for "difficult prisoners". Early in 1945 he and 2,000 others were forced to march hundreds of kilometres. He was finally liberated by an armoured division.

Lt.-Cdr. Davies has been *York's* staff officer for the past three years.

Mountbatten of Burma, on the occasion of the latter's departure from the post of First Sea Lord of the British Admiralty, May 1.

Lord Mountbatten becomes Chief of the Defence Staff of the United Kingdom in July. His successor as First Sea Lord is Admiral Sir Charles Lambe.

Lord Mountbatten's message to Vice-Admiral DeWolf said:

"... I would like to take this opportunity of thanking you for the personal friendship and support which I have received from you throughout my time at the Admiralty. I hope and feel we have succeeded between us in maintaining and where possible strengthening, the bonds of friendship and co-operation which have always been such a feature of the relationship between the navies of the Commonwealth.

"May I send you my very best wishes for the future of the Royal Canadian Navy."

Marine Museum Started in Toronto

Canada is to have an inland nautical museum with the opening of the Marine Museum at Toronto in June. Already well-established and thriving are the Maritime Museums of Canada and British Columbia, in Halifax and Esquimalt respectively. The new museum will seek to preserve mementoes of the long and lively history of Canada's inland seas, the Great Lakes and Hudson Bay.

The Marine Museum proposes to gather relics of life on the water from Trois Rivieres in the east to the Lake of the Woods, or beyond, in the west, and from south of Lake Erie to mid-Hudson Bay. The exhibits will date back to before the coming of Europeans to North America.

The subjects will cover native travel by water; exploration; trade and commerce; naval battles, military expeditions and marine defence; paddling, pulling, sail, steam and motor vessels, for business or pleasure; and even float planes, flying boats and iceboats. Other displays will deal with canal systems, light-houses and markers, and vessels and gear used in fishing and logging operations.

The museum hopes to build up a comprehensive collection of maps, pictures and actual relics (within the limitations of space) and is appealing for donations of these or information on their location. The directors realize that much desirable material has already been acquired by other museums and institutions but feel it should nevertheless be possible to build up an interesting and informative collection.

The new museum is located in the last remaining structure of Stanley Barracks in Toronto. This is the handsome stone building built in 1841 as officers' quarters by the Royal Engineers. The museum occupies one floor of this historic structure, just inside the eastern limit of the Canadian National Exhibition grounds. Fort York, as it has been reconstructed from its original design, stands nearby.

The director of the Marine Museum is Lt.-Col. J. A. McGinnis. Vice-Admiral E. R. Mainguy, former Chief of the Naval Staff, is actively associated with the new institution.

Crowsnest readers who feel they can be of assistance, should write the Director, Marine Museum, Stanley Barracks, Toronto, 2B, Ontario.

Joint USN-RCN Exercise Held

The Second Canadian Escort Squadron took part in hunter-killer exercises with units of the USN off San Diego during March. The units consisted of the aircraft carrier USS *Hornet*, two USN destroyer divisions, the Second Canadian Escort Squadron, submarines and replenishment vessels.

The completion of this exercise ended the last phase of the spring cruise which

took the squadron to Alaska, Midway, Hawaii and San Diego, California.

The squadron arrived in Esquimalt on March 19. During April all units of the squadron were placed under the command of Captain J. C. Pratt. The squadron now consists of the *Assiniboine*, *Fraser*, *Margaree*, *Skeena*, *Ottawa*, *Saguenay* and *St. Laurent*.

Glowing Letter Follows Visit

A glowing letter from Howard E. Campbell, Canadian Government Trade Commissioner in Kingston, Jamaica, to the Department of Trade and Commerce in Ottawa, points up the value of courtesy visits by Canadian warships.

"The 7th Canadian Escort Squadron lent so much colour and prestige to the opening ceremonies of the Canadian Trade Fair held in Kingston in January that a lot of credit for the Fair's success must go to the squadron's officers and men.

"The visiting ships provided a guard of honour for the Hon. J. Angus MacLean, Canadian Minister of Fisheries, and the Hon. Sir Grantley Adams, Prime Minister of the West Indies, who opened the fair. The bearing of the officers and men was a credit to their

training. Their white uniforms and precise cordons created a dignified and colourful atmosphere for the opening ceremony.

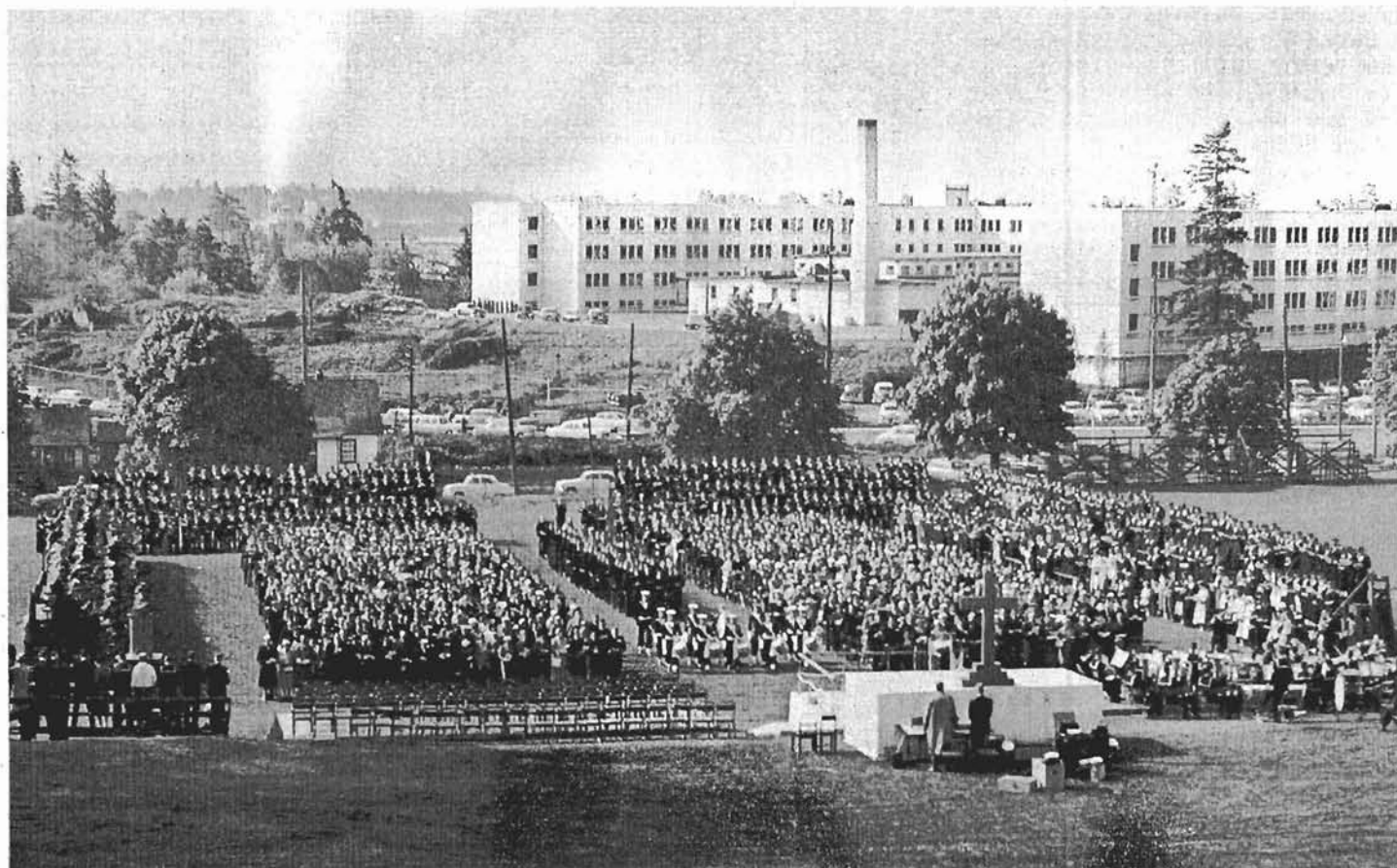
"During her visit, HMCS *Swansea* endeared herself to the community and earned front-page publicity for the Canadian Navy by giving a children's party aboard. It was the first time a visiting warship had given a large party for local children. You will see from the enclosed newspaper clipping that it was very well received by the youngsters here.

"I am very grateful for the squadron's great contribution to the fair's success and would appreciate it if you will convey my thanks to all concerned."

Safe Flying Trophy Presented

Lt.-Cdr. J. C. Sloan, commanding officer of Air Experimental Squadron 10 at *Shearwater*, was presented with the Safe Flying Trophy for 1958 by Commodore (S) C. J. Dillon, Supply Officer-in-Chief, during the latter's visit to the Command early in February.

VX 10 won the trophy, donated by the Supply Branch, in 1957 as well.



Battle of the Atlantic Sunday observance at HMCS Naden. (E-49971)



The only picture of HMCS Monnow received by the Naval Historian was this one, showing a fragment of her bow as she fuelled from a tanker in convoy during the spring or summer of 1944. A MAC ship can be seen ahead of the oiler. The photograph was welcomed for its historical interest but hardly qualified as a ship's portrait. (CN-318)

Report on the Ship Picture Search

LAST AUGUST *The Crowsnest* launched, on behalf of the Naval Historical Section, a search for missing pictures of Second World War ships of the Royal Canadian Navy.

At that time there were no satisfactory pictures on file of nearly 100 RCN warships. The story was carried in the press. Then came the deluge.

Hundreds of pictures poured into the Naval Historian's office. Many of them duplicated pictures already held at Naval Headquarters, some were taken under adverse conditions and left much to be desired as to quality, but the net result was that satisfactory pictures were found of all but 11 ships and in only three cases was no picture at all found.

Another interesting sidelight of the search (which brought replies from the United Kingdom, Australia and the United States, as well as all parts of Canada) was that pictures of HMC Ships, whose names did not appear in



The most recent ship picture to turn up in the search begun last year is this one of HMCS Cranbrook, wooden minesweeper. It was among a batch of RCAF photographs turned over to the Naval Historian. (CN-3985)

Acknowledgement

In the introduction to a book there is usually a list of people who have helped the author. This invariably ends with a phrase like "and others too numerous to mention". In this case no names are listed—the people who helped by sending photographs far outnumbered the list of missing ships, and it would be unfair to name only a few.

That so few ships remain missing is an indication of the extent of the response, and 90 per cent success is really more than could have been expected.

It seemed that everyone wanted to help. There are collectors who make ship photographs a serious hobby or even a business — several of these, in Canada, Australia and England, lent prints. At the other end of the scale were those who received pictures in the mail from relatives or acquaintances in the service during the war, who really had

no idea what ship they represented and sent them along on "spec". Sometimes even the man who sent the picture in the first place did not know. A picture postcard of a German pocket battleship came to light (not in response to the appeal) with a note on the back from a Canadian seaman, saying: "Dear Unc: What do you think of this baby? Well, anyway she didn't come from home. This is one of the Navy's battle wagons and how I'd love to be aboard her . . ."

However, friend or foe, all was grist to the historian's mill and, with the aid of "Jane's Fighting Ships" and the photographs already in the files, most could be properly labelled and assigned to their niches.

The most numerous class of correspondents were those who who served during the war, whether permanent force or reserves still serving or on the

beach. In many cases they could not only identify the ship but could also give time, place, weather, what the ship was doing and, in one case, a full log entry for the incident: course, speed, ships in company, wind force, sea, latitude, longitude and all.

By no means all of those who responded had read the appeal in The Crowsnest, but in their newspapers. The daily and weekly press in many parts of the country, and even in Britain passed the word so that it reached many more than will see this note of thanks, but the editors who saw the appeal will read this and accept their share of the credit.

The most impressive aspect of the response, at least to the man who read all the mail, was the good will of all concerned to the service as shown by the way that they seized the opportunity to help.—Naval Historian.

the files of the Historical Section, also turned up, so that the final list of named ships contained 342 names. No effort was made to compile a list of photographs of numbered craft, including the Fairmiles (some of which were given names after the war), landing craft, motor torpedo boats or harbour patrol craft, etc., which would have added 275 to the list. Nor are the hundreds of auxiliary vessels included.

The 11 ships whose pictures are missing or of too poor quality to warrant

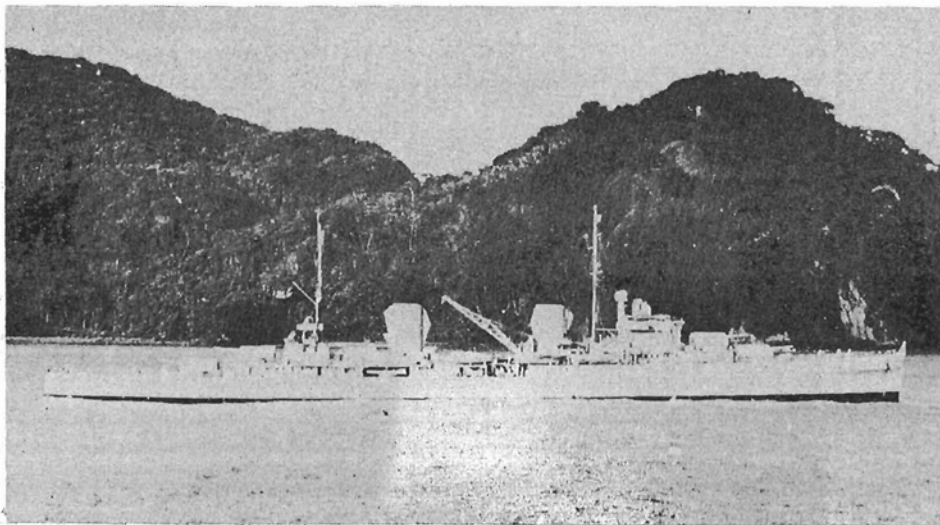
reproduction were: *Coquitlam*, *Kalamalka*, *La Hullose* (wartime), *Lavalee*, *Levis* (corvette), *Mimico*, *Monnow*, *Rossland*, *Thorlock*, *Transcona* and *Westmount*. Some of them played important roles in the Second World War and the Naval Historian will welcome word of where any of them may be found.

The list below contains the names of the ships whose portraits are available, with negative numbers against them. Where two numbers are given, the ship

has been refitted and appears in different forms. In the case of Flower class corvettes, "sf" indicates "short forecastle" and "lf" "long forecastle". Where only one of these appears, no picture is available in the other form—some ships were lost before they could be remodelled.

In the case of frigates and destroyers, which have been converted to Prestonian class and destroyer escorts, respectively, "wt" indicates the "wartime" form and "pw" the "postwar".

Instructions for ordering pictures are given on the contents page.



The search for pictures brought to light this one of HMAS Perth at Cocos Island for her rendezvous with HMC Ships Ottawa and Restigouche to supply them with fuel on November 25, 1939. (CN-3879)

HMC SHIPS	NEGATIVE NOS.
<i>Acadia</i>	H-558
<i>Adversus</i>	H-592
<i>Agassiz</i>	E-205A(sf) S-425(lf)
<i>Alachasse</i>	HS-0050-51
<i>Alberni</i>	I-6140(sf)
<i>Algoma</i>	CN-3595(sf)
<i>Algonquin</i>	HN-1747(wt) E-22189(pw)
<i>Ambler</i>	H-2649
<i>Amherst</i>	O-5578(sf)
<i>Annan</i>	HS-0343-119
<i>Annapolis</i>	DB-0430-1
<i>Anticosti</i>	H-3087
<i>Antigonish</i>	F-3205(wt) E-43108(pw)
<i>Arleux</i>	HS-0899-1
<i>Armentieres</i>	E-35293
<i>Arnprior</i>	CN-3285

Arras	H-549
Arrowhead	NP-1009 (lf)
Arvida	CN-3114 (sf)
	CN-3113 (lf)
Asbestos	CN-3955
Assiniboine	H-747
Athabaskan	R-1039
Atholl	CN-3539
Baddeck	A-824 (lf)
Barrie	H-6672 (sf)
	Z-1425 (lf)
Battleford	O-1682 (sf)
	SY-71-2 (lf)
Bayfield	E-3325
Beacon Hill	F-3151 (wt)
	E-44007 (pw)
Beauharnois	QS-0011-4
Beaver	H-1443
Bellechasse	E-4443
Belleville	A-1023
Bittersweet	R-243 (lf)
Blairmore	L-5264
Border Cities	S-1327
Bowmanville	NF-3848-3
Brandon	H-6615 (sf)
	CN-3801 (lf)
Brantford	DB-0491 (sf)
Brockville	CN-3508
Buckingham	CN-3510 (wt)
	DNS-17257-96 (pw)
Buctouche	O-741-31 (lf)
Burlington	CN-3601
Calgary	S-424
Camrose	GM-1159 (lf)
Canso	L-5268
Cap de la Madeleine	CN-3304
Cape Breton	CN-3504
Capilano	F-3290
Caraquet	O-2677
Caribou	DB-0247
Carlplace	CN-3511
Cayuga	E-23647
Chambly	K-423 (lf)
Charlottetown (corvette)	CN-3636
Charlottetown (frigate)	F-4909
Charny	S-70
Chaudiere	A-1003
Chebogue	F-304
Chedabucto	E-1484
Chicoutimi	DB-0419 (sf)
Chignecto	E-1564
Chilliwack	E-328 (sf)
	L-3701 (lf)
Clayoquot	E-1198
Coaticook	S-2871
Cobalt	H-1473 (sf)
	CN-3540 (lf)
Cobourg	M-879
Collingwood	JT-186 (sf)
Columbia	NF-3562
Comox	H-586
Copper Cliff	A-1703
Cougar	E-11
Courtenay	O-5135

Cowichan	CN-3513
Cranbrook	CN-3985
Crescent	OC-184-7
	E-33772
Daerwood	E-6044
Dauphin	CN-2334 (sf)
	CN-3514 (lf)
Dawson	E-1494 (sf)
	O-741-19 (lf)
Digby	O-1332-4 (wt)
	E-36858 (pw)



Interesting but almost-forgotten incidents were recalled by some of the pictures. Here are shown troops landing from HMCS Ottawa to investigate rumours that a German submarine base had been established at Pistolet Bay at the northern tip of Newfoundland in July 1940. (CN-3917)

Drumheller	A-1702 (lf)
Drummondville	JT-115
Dundas	E-2682 (sf)
Dunvegan	CN-3479 (sf)
Dunver	GM-1166
Eastview	M-880
Edmundston	E-3297 (sf)
Ehkoli	E-13058
Elk	S-36
Esquimalt	S-426
Ettrick	S-2875
Eyebright	CN-3478 (sf)
	CN-3483 (lf)
Fennel	CN-3515 (lf)
Fergus	CN-3812
Fleur de Lis	H-583
Forest Hill	CN-3657

Fort Erie	CN-3516
	HS-43856
Fort Frances	CN-3543
	HS-8168
Fort William	HS-0343-25
Fraser	E-2294
Fredericton	GM-1442
French	H-543
Fundy	DB-0617-17
Galt	S-1799 (lf)
Gananoque	HS-0343-132
Gaspé	H-568
Gatineau	S-3310
Giffard	CN-3284
Glace Bay	QS-0008-1
Goderich	NF-1816
Granby	GM-0355 (wt)
	HS-42797 (pw)
Grandmere	H-2641
Grizzly	E-4379
Grou	CN-3544
Guelph	CN-3484
Guysborough	L-5281
Haida	GM-2298 (wt)
	CU-445 (pw)
Halifax	CN-3638
Hallowell	CN-3499
Hamilton	NP-253
Hawkesbury	QS-0002-2
Hepatica	CN-3468 (sf)
	CN-4006 (lf)
Hespeler	A-389
Humberstone	Z-1577
Huntsville	R-1945
Huron	GM-2972 (wt)
	DNS-3242 (pw)
Husky	S-1
Inch Arran	M-1749 (wt)
	HS-32486 (pw)
Ingonish	E-2762
Iroquois	R-462
	NK-1344
James Bay	E-36162
Joliette	CN-3485
Jonquiere	CN-3115 (wt)
	E-36127 (pw)
Kamloops	E-316 (sf)
Kamsack	S-422 (lf)
Kapuskasing	M-1265
Kelowna	E-4389
Kenogami	NF-380 (sf)
Kenora	LS-284
Kentville	HS-1445-1A
Kincardine	CN-3545
Kirkland Lake	CN-3609
Kitchener	GM-1108
Kokanee	F-3200
Kootenay	L-4124
Lachine	M-229
Lachute	QS-0022-1
La Hulloise	DNS-21979 (pw)
La Malbaie	R-158

Lanark	CN-3089	New Waterford	F-3030 (wt)	Renard	H-1250
	HS-43026		E-44531 (pw)	Regina	CN-3408
Lasalle	S-2879	New Westminster	E-2097 (sf)	Reindeer	S-14
Lauzon	HS-0343-131 (wt)	Niagara	HS-0591-1	Restigouche	H-540
	HS-40866 (pw)	Nipigon	CN-3523	Revelstoke	NFD-2126
Leaside	Z-1576	Nootka	H-545	Ribble	CN-3806
Lethbridge	SY-54-23 (lf)	Noranda	NP-1067	Rimouski	CN-3827 (sf)
Levis	QS-0001-1A	Norsyd	CN-3474	Riviere du Loup	L-5887
(frigate)		North Bay	CN-3552	Rockcliffe	S-3403
Lindsay	O-727-1			Ross Norman	H-1362
Llewellyn	E-3387 (wt)	Oakville	S-3397 (lf)	Rosthern	CN-3623 (sf)
	HS-11749 (pw)	Ontario	0024-1 (wt)	Royal Mount	CN-3282
Lloyd George	CN-3612		E-24260 (pw)	Runnymede	K-434
Loch Achanalt	CN-3816	Orangeville	CN-3500		
Loch Alvie	CN-3663	Orillia	H-1401 (sf)	Sackville	O-53-1 (sf)
Loch Morlich	HN-1765		SY-175-5 (lf)		HS-18732 (pw)
Longbranch	K-453	Orkney	F-3132	Saguenay	CN-3067
Longueil	E-46992	Oshawa	S-3396	St. Boniface	CN-3530
Loos	CN-3035		E-36862	St. Catharines	GM-1146 (wt)
Louisburg	CN-3956 (sf)	Ottawa I	H-205 (pennants- H-60)	St. Clair	H-733
(Flower corvette)				St. Croix	H-766
Louisburg	R-1999	Ottawa II	R-166 (pennants- H-31)	Ste. Therese	HS-753-4
(I.E. corvette)					E-36118
Lunenburg	CN-3833 (sf)	Otter	O-915-1	St. Francis	
	CN-3714 (lf)	Outarde	E-1939	(4 funnels)	H-2638
Lynx	O-125	Outremont	SY-161-13 (wt)	(3 funnels)	DB-0319-5
			HS-40277 (pw)	Saint John	S-429
Macdonald	E-556	Owen Sound	O-14-10	St. Joseph	F-2601
Macsin	QS-0006-4			St. Lambert	O-524-1
Magog	CN-3819	Parry Sound	CN-3620	St. Laurent	H-1855
Mahone	SY-161-8	Penetang	S-3400 (wt)	St. Pierre	CN-3625
Malaspina	E-63		DNS-13021 (pw)	St. Stephen	F-3232 (wt)
Malpeque	L-5286	Peterborough	CN-3621		E-12134 (pw)
Margaree	Copyright	Petrolia	NF-3848-2	St. Thomas	HN-1997
Marvita	NF-2560	Pictou	H-2330-A (sf)	Sans Peur	DB-0235-1
Matane	GM-1485		SY-1660-10 (lf)	Sarnia	M-287
Matapedia	O-741-49 (sf)	Portage	CN-3695 (wt)	Saskatchewan	SY-161-14
	CN-3664 (lf)		QB-645 (pw)	Saskatoon	CN-3626 (sf)
Mayflower	R-238 (lf)	Port Arthur	CN-3569		S-3406 (lf)
Medicine Hat	M-286	Port Colborne	E-5515	Sault Ste. Marie	R-281 (wt)
Menville	CN-3653	Port Hope	O-3463		E-11826 (pw)
Meon	S-423		(Copyright S. J.	Sea Cliff	O-660-1
Merrittonia	CN-3617	Poundmaker	Hayward, 627	Shawinigan	O-6642 (sf)
Micmac	A-11607 (wt)		Dorchester St.,	Shediac	O-78-106 (lf)
	DNS-11150 (pw)		W., Montreal,	Sherbrooke	GM-0331 (sf)
Middlesex	CN-3497		Que.)		HS-0343-112 (lf)
Midland	GM-4047 (sf)	Prescott	O-894 (sf)	Shulamite	NF-2167
Milltown	HS-0343-29	Preserver	O-2981	Sioux	GM-1630 (wt)
Minas	L-5294	Prestonian	QS-0009-2 (wt)		CA-342 (pw)
Miramichi	E-1832		O-5622 (pw)	Skeena	N-485
Moncton	GM-1161 (sf)	Prince David	E-36177 (AMC)	Skidegate	E-48
	CN-4009 (lf)		PD-653 (LSI)	Smith Falls	S-3210
Mont Joli	NP-648	Prince Henry	E-1001 (AMC)	Snowberry	NP-604 (lf)
Montreal	CN-3957		F-1901 (LSI)	Sorel	O-741-23 (lf)
Moose	H-580	Prince Robert	E-338 (AMC)	Spikenard	NP-348 (sf)
Moose Jaw	H-2693 (sf)		HN-406 (AA)	Springhill	F-3081
Morden	CN-3958 (lf)	Prince Rupert	CN-3480	Standard Coaster	HS-0050-56
Mulgrave	L-5297	Provider	H-5870	Stellarton	QS-0013-1
		Puncher (HMS)	F-2645	Stettler	E-47283 (wt)
Nabob (HMS)	F-2080				E-27041 (pw)
Nanaimo	E-6501-2 (sf)	Qu'Appelle	CN-3556	Stonetown	Z-1578 (wt)
Nanoose	H-545	Quebec		Stormont	HS-0343-130
Napanee	O-6635 (sf)	(see Uganda)		Stratford	CN-3808
	CN-3522 (lf)	Quesnel	E-544 (sf)	Strathadam	F-3368
Nene	CN-3570	Quinte	DB-0420	Strathroy	CN-3648
New Glasgow	F-2499			Sudbury	F-3365 (lf)
	HS-29176	Raccoon	H-1445		
New Liskeard	NK-101 (wt)	Rayon d'Or	S-40		
	DNS-9126 (pw)	Red Deer	NF-3747-1		

OFFICERS AND MEN

Instructors Take Refresher Course

The teachers have gone back to school for the Instructional Technique Refresher Course initiated by the Instructor Training Section, *Stadacona*, and available to IT graduates of at least one year standing. This one-week course was first conducted April 27 to May 1.

Further professional improvement is the keynote of the course, and active class participation a salient feature. Each class member gives a practice teaching lesson on teaching principles and procedures, which provides the theme for class discussions. Staff members present more extensive teaching theory than that given during the IT Course, bring the class's knowledge of training aids and examinations up-to-date, and help class members improve their grasp of various other aspects of training.

Through guided discussions, the visiting instructors exchange views on training, discuss specific problems and consider ways of approaching the ideal training situation.

A demonstrative lesson, given by a staff instructor and evaluated by the class members, provides added value and interest to the course.

The reaction of the first class indicates that the course is stimulating, refreshing and well worthwhile. It is the hope of the IT staff, that as a result of revisions based on suggestions by this group, future classes will find the course even more valuable.

USN Supply Chief Visits Canada

Rear-Admiral James W. Boundy, SC, USN, Chief of the Bureau of Supplies and Accounts and Paymaster General

WEDDINGS

Sub-Lieutenant (S) R. S. Jennings, Assiniboine, to Miss Odette Violette Cote, of Brownsburg, Que.

Lieutenant-Commander Victor Johnston, Naval Headquarters, to Miss Marilyn Storie, of Loch Winnoch, Glasgow Station, Ont.

Petty Officer Harry Madden, Gloucester, to Miss Elizabeth Barber, of Ottawa and Mildren, Sask.

Sub-Lieutenant John W. McIntosh, Saguenay, to Miss Maureen Clara McKenna, of Halifax.



Shown above are the men and civilians from Naval Air Maintenance School, RCN Air Station, who attended the first Instructional Technique Refresher Course, at *Stadacona* this spring. They are (left to right) front row: E. A. Deeble, Lt. P. H. Watson (course officer), Lt. A. H. Gibson (Deputy OIC), Lt. J. K. Lowry (course officer), and E. F. MacDonald. Back row: PO A. Newall, PO T. Gray, D. C. Moss, PO J. B. Adam, Ldg. Sea. M. M. Mayhew, PO E. F. Vandahl. (HS-57228)

of the Navy, Navy Department, Washington, visited Naval Headquarters, Ottawa, May 19.

During his visit to Canada, Rear-Admiral Boundy toured the Naval Supply Depot and Supply School at Ville LaSalle, Que., *Shearwater*, HMC Dockyard, Halifax; *Stadacona* and *Cornwallis*.

He was accompanied by Commodore C. J. Dillon, the RCN's Supply Officer-in-Chief.

Nine More Sailors Join Royal Yacht

Nine men of the Royal Canadian Navy were to leave for the United Kingdom late in May to join Her Majesty's Yacht *Britannia* for the Royal visit to Canada.

Altogether, two officers and 15 men of the RCN will be serving in the Royal Yacht when the ship comes to Canada in June. Six men joined the *Britannia* late last year in time for the world cruise that began in January and ended with the arrival of the yacht in Portsmouth in early May.

The officers, Lt. Robert D. C. Sweeney and Lt. (E) Stanley L. Foreman, joined the *Britannia* on May 11.

The nine men are:

Ldg. Sea. Nelson R. Lewis, a cook serving in *Stadacona*; Ldg. Sea. Roy J. Premack, of the communications branch, HMC Dockyard, Esquimalt; AB Felix J. A. Roy, of the gunnery branch, *Stadacona*; AB Mervyn W. Goheen, electrician's mate, Naval Technical School, Esquimalt; AB Beverley K. Hickey, engineering mechanic, *Stadacona*; AB Raymond S. Bootland, of the physical and

BIRTHS

To Leading Seaman John Biddle, Gloucester, and Mrs. Biddle, a daughter.

To Lieutenant-Commander (S) J. H. M. Cocks, *St. Croix*, and Mrs. Cocks, a daughter.

To Able Seaman Eric E. Erickson, Gloucester, and Mrs. Erickson, a son.

To Leading Seaman William T. Fergusson, Gloucester, and Mrs. Fergusson, a son.

To Lieutenant-Commander M. K. Kelly, *Patriot*, and Mrs. Kelly, a daughter.

To Leading Seaman B. B. MacCormac, Gloucester, and Mrs. MacCormac, a son.

To Chief Petty Officer J. H. Nichols, *Cornwallis*, and Mrs. Nichols, a daughter.

To Leading Seaman James H. Oakes, *Stadacona*, and Mrs. Oakes, a daughter.

To Lieutenant-Commander J. W. Swiniarski, Gloucester, and Mrs. Swiniarski, a son.

recreation training branch, *Antigonish*; AB Ralph C. Boyle, of the gunnery branch, *Stadacona*; AB William N. Aller, quartermaster, *New Glasgow*, and AB Martin J. E. Marcotte, quartermaster, *Stadacona*, Halifax.

The six RCN men already serving in the *Britannia* are: PO Robert W. Hinds, Ldg. Sea. Donald B. Richardson, Ldg. Sea. Ronald S. Eldridge, AB James W. Parker, AB Lester M. McConachy, and AB Harry Podwysocki.

The 17 Canadians will remain on board for the Royal Visit to Canada in June and July, during which Her Majesty, Queen Elizabeth II, will officially open the St. Lawrence Seaway.

Three CGIs Leave Gunnery School

During April, three venerable Chief Gunnery Instructors took off their "pusher's" boots for the last time and proceeded on retirement. With a combined total of almost 75 years' service to the Royal Canadian Navy. Chief Petty Officers First Class Sam Short, Doug Clarke and Bill Roberts went to pension, but with them into retirement went only two well-worn pairs of boots. One pair remained behind to remind officers and men passing through HMC Gunnery School and particularly the instructional staff of their owner and his two old comrades in arms.

Each of the three men is renowned in his own particular field of endeavour within the branch and the service. Sam Short this year won the Admiral Jones Trophy for the man contributing the most in sports, welfare and efficiency while serving in *Stadacona*. His untiring efforts and devotion to duty as an administrator, whether coxswain of a ship or as the president of the Chief and Petty Officers' Mess will long be remembered.

Doug Clarke is one of the very few members of the Royal Canadian Navy ever to shoot in the world renowned Bisley competitions and must indeed deserve the title of "The Rifleman". As instructor in charge of the Gunnery School Small Arms Range on McNab Island, Doug has guided many budding marksmen and trained hundreds of officers and men during annual small arms musketry courses.

Bill Roberts is known to probably thousands of officers and men who have served or are serving in the Royal Canadian Navy and Reserve for his bull voice, wit and wisdom as "Chief of the Parade". Many an OD has trembled in his baleful glare or jumped right smartly at his growl.

On Friday, April 17, 1959, the trio was feted at a Command Gunnery



Well worn but well polished symbols of the parade square, CPO Bill Roberts' boots were presented by him to HMC Gunnery School, Halifax, on his retirement in April. Cdr. Joseph G. Paul, officer-in-charge of the school, is shown accepting the trophies from the retiring Chief GI. (HS-57104)



Nearly three-quarters of a century of service to the Royal Canadian Navy came to a close in Halifax in April when three chief gunnery instructors retired. Shown with their wives on the occasion of a farewell party at *Stadacona* are Chief Petty Officers William Roberts, Douglas Clarke and Sam Short. (HS-57103)

"mixed social" in the *Stadacona* gymnasium. One of the best gunnery parties in recent years, it saw a new departure, in that besides being mixed company, all entertainment and other arrangements were entirely handled within the branch by instructors on the staff of HMC Gunnery School. Some highly amusing comedy was rendered under the able direction of MC, CPO John Hall. The presence of ladies provided an opportunity for gunnery wives

and sweethearts to join in the festivities and permitted suitable appreciation and farewells to be paid also to the wives of the three honoured guests.

During the presentations Chief Roberts indicated that he personally wished to offer a gift to the gunnery branch. Not content with merely taking off his boots, he wanted to present these prized possessions to the Gunnery School. Neatly laced, highly polished and fitted with port and starboard shoe trees with

a gunnery whistle secured to each, the boots were mounted on wooden stands for presentation to Cdr. Joseph M. Paul who received them on behalf of the school.

Now standing in the place of honour in the trophy case at the entrance to HMC Gunnery School, Halifax are the Chief GI's boots. In these modern days of new ideas, new weapons and new naval organization, they provide a stern reminder of older times when the gunnery branch held sway in matters of discipline and leadership—days when an offending young seaman would sooner face the commander with his cap off than risk incurring the wrath of the gunner's mate or contact with the toe of his boot.

The three Chief Gunnery Instructors have now left the service they knew and loved so well. Sam Short is going to dabble more seriously in a field long his hobby, that of photography. Doug Clarke is entering automobile salesmanship, where, no doubt, many customers will surrender to his surefire delivery. Bill Roberts is going to Northern Ireland to run a "pub".

Wherever fortune may take the three on their separate roads, the gunnery branch and the Navy as a whole wish them and their families the very best for a full and happy life "on the outside".—P.A.S.

Legion Honours Cornwallis Couple

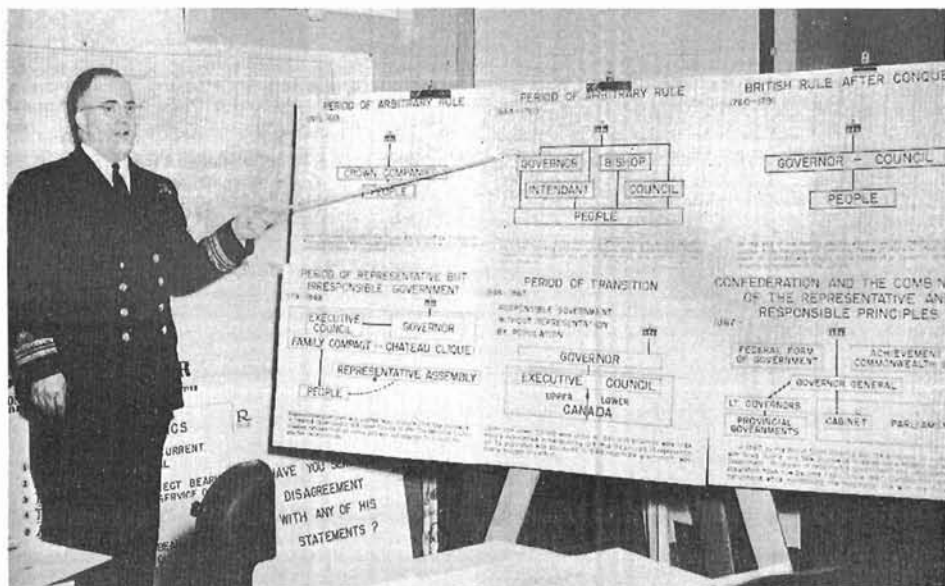
Operators of the "Hospitality Corner" at Cornwallis for the past four years, Mr. and Mrs. Willard B. Havilland were honoured at a banquet held by the Canadian Legion in the Legion Hall, Clementsport, in May.

Fred Fox, past Nova Scotia president of the Legion, of Lunenburg, presented Mr. and Mrs. Havilland with life membership certificates, observing that it was the first occasion on which he had ever thus honoured a husband and wife team.

Mr. Havilland, who served in the Navy during the First and Second World Wars, part of the time at Cornwallis, has been convener of the Legion's Poppy Fund campaign for 11 years, assisted by his wife, and has also served as a Legion welfare officer.

O'Meara Heads Island NOA

This year's president of the P.E.I. branch of the Naval Officers' Associations of Canada is B. J. O'Meara, who was elected at the recent annual meeting in the wardroom of Queen Charlotte, the Charlottetown naval division.



Canadian Affairs Seminars continue unabated at the Command Library, Stadacona. Twenty-eight such discussions have now been held with a total enrolment of 385. The purpose of the seminars is to convey to officers and senior men some understanding of the pros and cons of the cold war, and to illustrate the importance of the RCN's role. Pictured above is Instr. Lt.-Cdr. L. B. Sellick covering briefly the growth of our government, with the aid of enlarged diagrams from the Encyclopedia Canadiana. Also pictured is Lt.-Cdr. Thomas Connors reviewing "The Mechanics of Taking Over Indo-China", in conjunction with Lt.-Cdr. Henry Leidle and Lt. Robert Wales. All three officers served on the International Truce Commission in that area. (HS-56912; HS-57320)

L. E. Prowse is vice-president and L. B. Doiron secretary-treasurer.

The annual meeting was told that the P.E.I. branch would be host to the national convention of the NOAC in Charlottetown in June 1960. Committees have been formed to draw up plans for the convention program.

Minister Visits Ships on Exercise

Hon. George R. Pearkes, Minister of National Defence, visited two ships of the Atlantic Command in April to study operations in each as they carried out anti-submarine exercises at sea off Halifax.

He was accompanied by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, Air Marshal Hugh Campbell, Chief of the Air Staff, and R. H. N. Roberts, executive assistant to the minister.

They flew to the East Coast in a RCAF Argus, a type of aircraft recently put into squadron service on the East Coast with the Maritime Air Command for maritime patrol duties. The flight gave the Defence Minister an opportunity to appraise the operational capabilities of the aircraft. The 74-ton Argus is the largest aircraft ever built in Canada for the RCAF and is regarded as the world's finest anti-submarine aircraft.

The two ships visited by Mr. Pearkes and his party were the *Bonaventure* and the Restigouche class destroyer escort *Gatineau*, senior ship of the Fifth Canadian Escort Squadron. In addition to anti-submarine exercises, Mr. Pearkes observed day and night flying operations on board the *Bonaventure*. Embarked in the two ships during the minister's visit were officers attending the RCAF Staff College course.

Helicopters were used as transport for the party from ship to ship during the exercises.

Nixon Memorial Award to Cadet

Winners of major awards for the past year at the Canadian Services College Royal Roads were announced in mid-May by Col. P. S. Cooper, Commandant of the military college.

Presentation of the prizes was made by the Hon. George Pearkes, Minister of National Defence, at Royal Roads graduation ceremonies Tuesday, May 19.

The major award to a naval officer cadet was the Nixon Memorial Award, won by RCN officer Cadet Squadron Leader R. L. Sykes. This is awarded to the naval officer cadet of the graduating class with the highest mark in officer-like qualities.

York Entertains Big Brothers

HMCS *York* recently provided an evening's entertainment at the annual banquet of the Big Brothers Association in Toronto. The occasion is one on which all the "big brothers" in the city meet with their "little brothers" for an evening of fun.

The function took place in University of Toronto buildings — supper in the Great Hall of Hart House, the rest of the evening in the gymnasium and in the swimming pool.

Following supper Lt. (SB) Charles C. Holman spoke briefly on sportsmanship and the need of the boys to complete their education. The value of the Navy as a career was also emphasized. Following the talk Lt. Holman led the boys in a sing-song.

York's band, under the direction of Lt. R. H. Plunkett, gave a half-hour concert in the gym and then the audience moved to the swimming pool area where a "frog-man" demonstration was given by a team directed by Lt.-Cdr. (SB) T. C. Turner. The various types of equipment were explained and their use demonstrated. The boys particularly enjoyed the "ditching" procedure where the breathing tanks were left on

the bottom of the pool and later retrieved. Another demonstration of considerable interest was two divers using one set of tanks.

The evening was climaxed by a "crossing the line" ceremony by Lt. L. Gould and his six-man team. Their high-jinks brought the evening to a merry close.

Captain J. S. Goodchild, of *York*, subsequently received many telephone calls expressing delight in the entire evening.

Reservists See Rescue Made

Reservists from *Malahat*, the Victoria naval division, had their day's sea-training on board the frigate *New Waterford* on April 25 interrupted by a rescue mission.

The frigate was steaming 25 miles west of Swiftsure Light at the entrance to Juan de Fuca Strait when a fishing vessel out of Port Angeles radioed a distress call to the U.S. Coast Guard. No Coast Guard cutter was near enough to give immediate assistance so the *New Waterford*—only three miles away—went to the craft's assistance and towed her to the vicinity of Cape Flattery, where the Coast Guard took over.

Engine trouble was the cause of the fishing vessel's predicament.

Reserve Pilot Awarded Wings

VC 920, HMCS *York's* air squadron, has graduated another pilot.

Pilot's wings were presented to A/Sub-Lt. J. J. B. Belley by Commodore E. W. Finch-Noyes on April 15, at *York's* annual inspection.

VC 920, the first reserve squadron to be formed in Canada, has held three other wings parades since formation in 1953.

USN Ships Tour Great Lakes

Five U.S. Navy Reserve training ships, with more than 525 officers and men embarked, scheduled visits to Canadian ports on the Great Lakes during May and early June.

Largest of the warships was the 306-foot, 2,230-ton destroyer escort *Daniel A. Joy*. The other four are the 180-foot, 903-ton escort vessels *Worland*, *Ely*, *Farmington* and *Portage*. All five operate from the Great Lakes Training Centre, Great Lakes, Ill.

The first visit was made by the *Daniel A. Joy*. With 18 officers and 180 men embarked, she visited Windsor May 1-4. HMCS *Hunter*, the Windsor naval division was the U.S. warship's service host during this time.

The other four USN ships were to make their visits from May 29 to June 1 with the *Worland* and *Ely* visiting Toronto and the *Farmington* Oshawa during this period. HMCS *York*, the Toronto naval division, was to be host to all three.

The fourth escort vessel, USS *Portage*, was to visit Hamilton during the May 29 - June 1 period, her host being HMCS *Star*, the Hamilton naval division.

RETIREMENTS

CPO KEITH MASON ROBERTS, 38, C2MR4, of Vancouver B.C., joined April 4, 1938; served in *Naden*, *St. Laurent*, *Stadacona*, *Ottawa*, QO 69, *Vencedor*, *Niobe* (*Iroquois*), *Cornwallis*, *Annapolis*, *Donnacona*, *Gloucester*, *Quebec*; awarded Long Service and Good Conduct Medal; retired April 4, 1959.

CPO CLARENCE GUSTAF LUNDGREN, 44, CIER4, of Fenn, Alberta, joined April 4, 1938; served in *Naden*, *Ottawa*, *Venture*, *Stadacona*, *St. Laurent*, *Bayfield*, *Nonsuch*, *Niobe*, *HMS Marlborough*, *HMS Sheffield*, *Uganda*, *Givenchy*, *Rockcliffe*, *Cayuga*, *Beacon Hill*, *Athabaska*, *Bytown*, *Stoux*; awarded Long Service and Good Conduct Medal; retired April 3, 1959.

CPO GEORGE FRANCIS JOHN BUCKINGHAM, 38, C2V14, of Halifax, N.S., joined April 17, 1939; served in *Naden*, *Prince Robert*, *Miramichi*, *Givenchy* (*Sherringham Pt.*), *Royal Roads* (RCN College), *St. Hyacinthe*, *Stadacona*, *Dundas*, *Truro*, *Vancouver*, *Qu'Appelle*, *Scotian*, *Givenchy*, *Nonsuch*, *Ontario*, *Griffon*, *Shearwater*, *Cornwallis*; retired April 16, 1959.

CPO JOSEPH ERNEST LEARY, 38, C1Q14, of Abbotsford, B.C., joined April 27, 1939; served in *Naden*, *Restigouche*, *Stadacona*,

RNB *Devonport*, *HMS Dominion*, *Niobe*, *Huron*, *Iroquois*, *Portage*, *Haida*, *Cornwallis*, *Nootka*, *HMS Dolphin*, *Lanark*, *Discovery*; awarded Long Service and Good Conduct Medal; retired April 26, 1959.

CPO GEORGE EDWARD RITCHIE, 39, C1ST4, of Edmonton, Alberta, joined April 17, 1939; served in *Naden*, *Stadacona*, *Assiniboine*, *Prince David*, *Givenchy*, *Chatham*, *Burrard*, *Niobe*, *Warrior*, *Scotian*, *Magnificent*, *Iroquois*; awarded Long Service and Good Conduct Medal; retired April 16, 1959.

CPO JOHN GOODRICH INGHAM, 45, CIER4, of Kamloops, B.C.; joined April 20, 1939; served in *Naden*, *Ottawa*, *Stadacona*, *Prince Robert*, *Niagara*, *Newfoundland*, *Niobe*, *Uganda*, *Crescent*, *Givenchy*, *Rockcliffe*, *Cayuga*, *Ontario*, *Churchill*, *Naden*, (*Porte Quebec*); awarded Long Service and Good Conduct Medal; retired April 20, 1959.

CPO HECTOR HOWARD COOPER, 41, C1ST4, of Kelsey, Alberta; joined April 9, 1938; served in *Naden*, *Fraser*, *Stadacona*, *St. Hyacinthe*, *Niobe*, *Can. Pay Office—London-derry*; *HMS Ferret III*, *Athabaskan*, *Bytown*, *Peregrine*, *Scotian*, *Warrior*, *New Liskeard*, *Magnificent*, *Shearwater*; awarded Long Service and Good Conduct Medal; retired April 8, 1959.

This wholesome, heart-warming story of life in Shannon Park—the naval married quarters on the Dartmouth side of Halifax Harbour—is reprinted from the March issue of Canada's young family magazine, Liberty, with the kind permission of the editors.



Halifax Sailor's Wife

By Doris McCoy

ON A DESOLATE, rainy day in Halifax, in 1951, I stood on a jetty with other Navy wives, and wept. The Navy band was playing "Auld Lang Syne", as HMCS *Nootka*, with my husband Don aboard, began her long voyage to Korea.

When she disappeared behind St. George's Island, I headed for our apartment, feeling very sorry for myself. Don would not be back for a full year. I was hundreds of miles from home, with two children. We were to move into Shannon Park married quarters, a naval housing unit, shortly, and I dreaded the idea of so many strangers.

Though we'd been living in expensive apartments until Shannon Park was ready for us, I was uneasy about moving into a community of 521 Navy families, living in such close quarters. I'd heard so much about their being

rank-conscious, dress-conscious, liquor-conscious and worse, that I was self-conscious. I decided to keep to myself, and never to speak to a neighbour.

The first night I put the children to bed, and was sewing. Suddenly, there was a loud rap on the door. When I opened it, there stood my neighbours, with buckets, mops and polisher.

"We have come," they said, "to do your apartment." And they did. When they finished, we all had coffee and got acquainted. I haven't been lonely since.

Unlike many naval families who travel from base to base, we have now been in the Halifax area nine years.

Don and I, both 33, knew each other as children, back in Toronto. During the Second World War, Don served in the Merchant Navy, and was away sev-

eral years. One day, my married sister invited me to spend a week-end at their cabin, in Churchville, Ont. When I arrived, I discovered she'd invited Don too. A year later we visited her again, complete with "Mr." and "Mrs." towels. Now we have five children, Peggy, 12; Mary, seven; Earle, five; Patricia, three, and Ronald, born last May.

When we were first married, Don tried to take an interest in his \$29-a-week civilian job as a Loblaw's packing clerk. But King Neptune kept calling and Don returned to sea.

I used to think of sailors as boys in bell bottoms, merrily dancing the hornpipe while swabbing the deck. Actually, to operate a modern ship, the Royal Canadian Navy man is a highly trained technician. Don is an instructor in anti-submarine detection. At sea, he sails in a destroyer escort.

We wives visit back and forth frequently when our husbands are at sea. But it's an unwritten law that, when our men are home, we call by invitation only. Because we have so little time with our husbands, our privacy is precious.

When Don is based ashore, in HMCS *Stadacona*, our life in Shannon Park is much the same as that of an office-worker's family, except Don wears a uniform.

It's not quite like civilian life, though. One morning Don woke up too sick to get up.

"I'll phone that you can't go to work," I said. So I did.

"Petty Officer McCoy can't possibly leave the house," I reported firmly.

In 15 minutes he was leaving the house in an ambulance. A Navy wife doesn't nurse her sick husband. She can just visit her Navy man in their Navy hospital.

As a Petty Officer 1st class, Don earns over \$400 a month. Our baby bonus is \$32 monthly. We pay about \$130 monthly on food and milk. In Shannon Park, our rent, deducted from our pay, is only \$71 a month, including electricity, heat, hot water and janitor service.

We've two churches in Shannon Park, one Roman Catholic, the other Protestant. Both padres are chaplains of the Royal Canadian Navy.

Two years ago, one church put on an indoor fair. There was a booth to serve coffee and corn on the cob. To boil the corn, an obsolete coffee urn was pressed into service.

My friend, Joan, who had been making coffee all morning, came home for lunch, dragging her electric kettle after. Audrey, who'd taken over for the lunch hour, was all agog.

"You missed the Admiral and his wife," she said.

Joan took a quick Admiral's-eye view of the booth. "What did they have?"

"Coffee", said Audrey. "My hand was shaking so, I could hardly pour the water."

"Well," said Joan, "I certainly hope your kettle was shiny."

"Kettle?" said Audrey. Joan and I turned horrified eyes toward the murky urn.

"That's the water we boiled the corn in," Joan chocked out.

After a long silence, Audrey said, "Well, if they noticed, they didn't say anything."

Another day, the Padre's wife threw us into panic by inviting a few of us to tea, in honour of Mrs. Admiral.

For this important moment, we spent hours at the hairdresser's and worrying

about our clothes. On D-Day, we all sat in a self-conscious circle, beneath stiff hairdos and unbecoming hats, trying to act as if we'd never seen a diaper.

When Mrs. Admiral arrived, she was full of amusing stories about their two dachshunds, "Too Long" and "Too Low".

We forgot all our rehearsed little niceties and were soon telling her how hard it was to dry diapers indoors. There was a rule against outside clotheslines; we had to use the hot air blowers in the basements. I'm sure Mrs. Admiral would never interfere with Navy discipline; but shortly after



Two youths from Shannon Park have attained the stature of Queen's Scouts. They are Tony Murray, left, and Ralph Roberts. Shannon Park and RCAF Station Greenwood share honours as the largest Scout groups in Nova Scotia with five cub packs and a scout troop apiece. (HS-56784)

that tea party, the ruling about outside clotheslines was suddenly changed.

We wives go through quite a ritual when "our ship" is expected. Two days before, we start to launder, scrub and polish. We change the linen, shampoo our hair, scrub the poor kids and the outraged dog.

When our men left home everything probably was reasonably messy and normal. But they've been living for weeks in an RCN ship—where everything is painted, polished, scrubbed or stowed. When the men first come home, their eyes are still dazzled from all that glare. We have to let them get accustomed to normal dinginess gradually.

Sometimes the ship comes in a day early. If our husbands expect to catch us with our housework down, they reckon without the Ship Spotter's Brigade. Those of us with a view of the harbour report any ship that looks

suspiciously early. Word flashes around before you can say "Jack Tar".

Shannon Park is a seven-year-old community on the shore of Bedford Basin. Its 81 concrete buildings each contain five or seven modern apartments. Buildings are arranged in groups. Some apartments have two bedrooms, other three. We have our own post office, school, churches, fire hall and maintenance buildings. The property is guarded by seven men of the Canadian Corps of Commissionaires.

Shannon Park attracts so many dry cleaning agents and salesmen that, in desperation we put a sign on the door: *Please—no salesmen or dry cleaning agents. We have everything we need, and it's all clean.* A neighbouring sign says: *Positively no salesmen. My wife is feeble-minded and will buy anything.*

One day a girl friend of mine phoned me: "I'd like to come and see you, but I'm a nervous driver, and Shannon Park must have a million kids."

"I know," I told her wryly. "About half of them are mine."

Of course, we were exaggerating, but not much. We have about 1,500 young fry in the Park.

Every year, Halifax and Dartmouth celebrate their birthdays with huge parades. Shannon Park, usually enters a float, and wins a prize. One of our floats depicted the "Old Woman Who Lived in a Shoe". It was typical of Shannon Park, with children spilling out from everywhere. And we had enough kids left over to line the parade route.

Our children are well cared for. There is a free child clinic every Thursday afternoon. Speed limit in the Park is 10 mph, and if a child happens to be busy in the middle of the road, the car waits. As my four-year-old son said, when I yanked him to the curb, "It's all right, Mommy, cars know they're not supposed to run over boys and girls."

Naval men are extremely fire-conscious, probably because fire can be such a calamity at sea. Though our buildings are fire-proof, we have a very efficient fire department, with the latest well-polished equipment.

My frying pan caught fire once. I used the kitchen extinguisher and opened the windows. Then I sent my daughter to tell the fire department my extinguisher needed refilling.

Two fire engines and the chief's car came howling to our curb. They unwound the great hose and manned the nearest hydrant. A veritable army (if you'll pardon the expression) of firemen burst through my front and back

doors. One raced through the apartment, presumably looking for victims. One picked up the frying pan. One weighed the extinguisher. While the rest of them stood ready to cope with any emergency the fire chief examined me as if I were a pyromaniac.

"You had a fire here," he accused.

"Yes," I admitted.

By the time he had finished interviewing me, very courteously mind you, I felt I had jeopardized the safety of the nation.

They finally took their dour leave, only after being assured I could handle an extinguisher; knew where the nearest alarm box was; and could dial a telephone number, namely theirs. I haven't had a fire since.

Life in Shannon Park certainly isn't one big round of coffee sessions and laughs, however.

A Navy wife has all the troubles and responsibilities of a civilian wife, and must handle them alone much of the time. She must keep rigid control over her children when father is away, then step back gracefully into placid motherhood when he returns.

She must make all future plans with the inevitable "unless he sails or gets drafted" condition. Childbirth often must be faced alone.

Decisions must be made without her husband's knowledge or consent. She isn't always sure that she acted wisely. She suffers from agonizing loneliness,

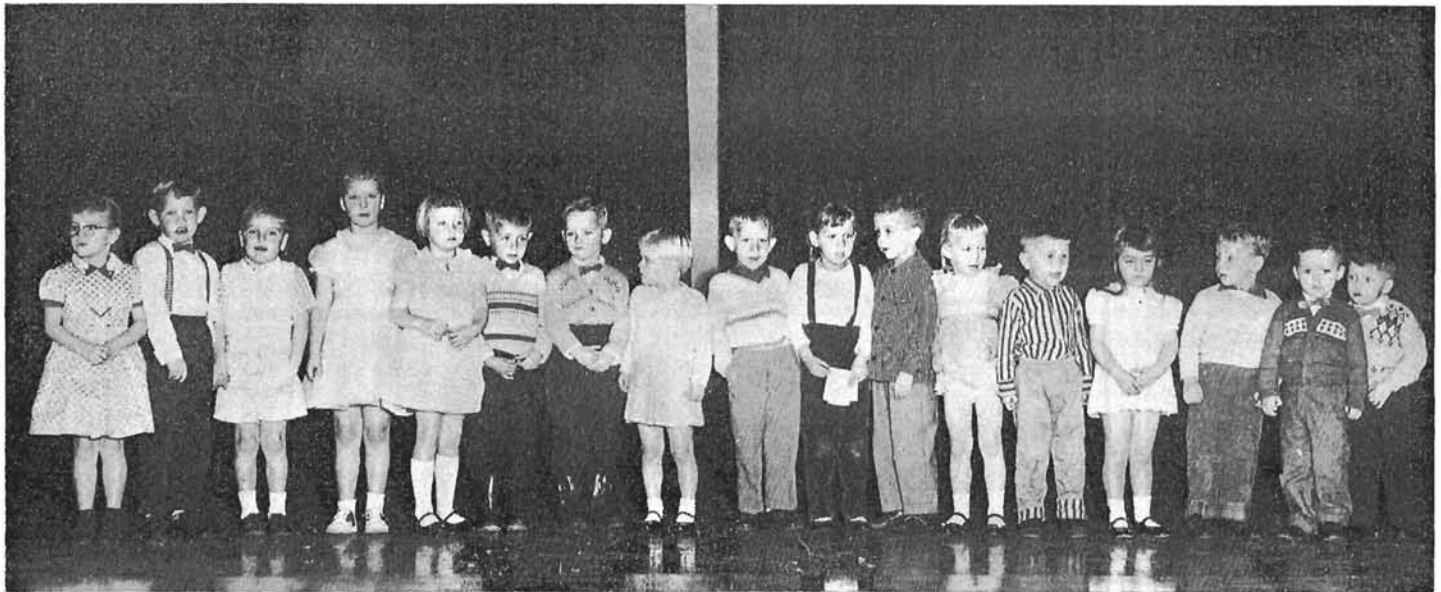
and wonders if her husband is being faithful.

Sometimes she becomes depressed and withdrawn. When a girl friend knocks on her door, she may not answer.

The only antidotes are nerve pills, vitamins, alcohol or belly-laughs. Most of us choose belly-laughs. They are the cheapest, and the most fun.

"Never mind," we tell each other. "Just think of the strength of character we are building."

We say it lightly, and with tongue in cheek. But I think it's really true that courage and self-discipline are moulding into us a maturity we otherwise might not have. And, we do have fun, too.—*Liberty*.



Children of the Shannon Park Sunday School present their annual Christmas concert. Chaplain W. W. Levatte, Protestant padre at the naval married quarters, says they had one of the highest attendance records in the Maritimes. The concert, for children aged three to fourteen, took place in the gymnasium of Shannon School. (HS-55652-55654)



THE RCN BENEVOLENT FUND

VICE-ADMIRAL H. T. W. Grant, RCN (Ret.), of Ottawa, was re-elected president of the Royal Canadian Naval Benevolent Fund at the 14th annual general meeting at Naval Headquarters in April. It is his fourth term in office.

During 1958, financial assistance totalling \$193,989 was provided to serving and former Canadian naval personnel and dependents by the Naval Benevolent Fund, Admiral Grant disclosed in his presidential report.

The 1958 figure represented an increase in excess of \$30,000 over the amount of money approved by the Fund in grant and interest-free loans in 1957.

The total number of applications approved during the year was 659. Of these, 435 were from former personnel, representing financial assistance amounting to \$108,127 while 167 were from serving personnel, to the amount of \$68,581, and 57 from dependents, who received \$17,189.

The following is the list of officers of the Fund who were elected at the meeting:

Vice-president elected for two years are Chaplain (P) I. R. Edwards, Victoria, and A. B. Campbell, Halifax. Re-elected for one year terms are Captain E. A. Thompson, RCN (Ret.), Halifax, and Lt.-Cdr. (S) W. Woodward, of Victoria.

Lt.-Cdr. (S) Harry McClymont, was re-appointed general secretary and G. Arthur Ball, treasurer.

Members of the Board of Directors are: Chaplain Edwards; CPO F. R. Henderson, Dartmouth, N.S.; CPO M. H. Keeler, Halifax; Rear-Admiral W. B. Creery, RCN (Ret.), Ottawa; Cdr. (L) T. R. Durley, RCN(R) (Ret.), Montreal; Captain F. Barry German, RCN (Ret.), Ottawa; Vice-Admiral Grant; Lt. (W) A. I. McPhee, RCN(R), (Ret.), Ottawa; CPO D. M. Nelson, Hamilton; Captain R. P. White, RCN(R), (Ret.), Ottawa; Captain Thompson; Griffith Jones, Victoria; Captain (S) Joseph Jeffrey, RCN(R), (Ret.), London, Ont.; Captain (SB) A. W. Baker, RCN(R) (Ret.), Beaverton, Ont.; A. B. Campbell, Halifax; Rear-Admiral K. L. Dyer, Ottawa.

A total of 53 delegates attended the meeting, representing ships and establishments from coast to coast or as interested citizens in various naval centres.

The delegates were welcomed by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

Following are excerpts from Admiral Grant's presidential address:

FROM ITS EARLY DAYS to this, the Fund has made available grants and interest-free loans in excess of one and a half million dollars and has carried out fairly, your directors believe, its charter to relieve distress and promote the well-being of members, former members and dependents of our naval forces.

Obviously there are many in and out of the service who doubt the necessity



Vice-Admiral H. T. W. Grant, delivering his presidential report at the annual meeting of the Royal Canadian Navy Benevolent Trust Fund. (O-11801)

of a Fund, which condones the frailty of human nature so apparent in the above figure, but they should reflect that this very freedom to approve or condemn is the legacy of those who served before them.

Reference was made in last year's annual report to the desirability of encouraging some form of budgeting amongst the younger sailors. Accordingly and with the help and full co-operation of the Navy an educational pamphlet entitled, "Personal Financial Management" was prepared and introduced, initially on the West Coast. I am happy to report that it is the Navy's intention to adopt this educational program through the medium of the divisional system.

During the year bonds to the par value of \$1,850,000 were exchanged

through the government's conversion loan for a like quantity of bonds bearing a higher rate of interest and with a longer maturity date.

This transaction resulted in a profit of \$34,919.49 which has been added to capital account. In addition further bonds to the par value of \$50,000 were purchased at a cost of \$47,237.50 from funds available last summer.

Income from investments during 1958 amounted to \$95,641.15, an increase of \$10,468.58 over that of the previous year.

Income to the nearest dollar from donated sources was as follows with a comparison of the previous year:

	1958	1957
RCN personnel . . .	\$30,610	\$32,012
RCN Ships and Establishments	13,845	21,760
Reserve Divisions . . .	1,510	865
Other Sources	785	1,828
	<u>\$46,750</u>	<u>\$56,465</u>

It is very much to the credit of the Royal Canadian Navy that voluntary contributions through an assignment of pay should account for nearly two-thirds of this revenue, and there are a great many ex-naval men who have good reason to be grateful for this juxtaposition of the all too common attitude "I'm in the boat, Jack, shove off!"

At the close of the year 4,188 officers and men, or about 21 per cent of active strength, were contributing this way.

During the year your Fund was pleased to accept in trust the sum of \$6,500 made over from HMCS Ontario after paying off. Five thousand dollars of this came from the Ship's Fund and \$1,500 from the wardroom mess. Under the deed of transfer, this principal sum is refundable should a second Ontario be commissioned within ten years.

You may remember that a most welcome contribution was received two years ago from HMCS Quebec under somewhat similar terms. Both these generous gifts of intent are recorded in the financial statement, but are not included as capital assets.

It will be noted that assistance approved by way of both grants and loans was greater than last year, due in part to an increase in the number of applications, but more particularly to the upward spiral in the cost of living. Unemployment has had a noticeable impact on the number of applications dealt with.

Of the 799 applications received 64 per cent originated from discharged personnel, 28 per cent from those still serving and 8 per cent from dependents.

The number of wartime veterans requesting assistance is steadily declining but still accounts for two-thirds of all the claims classified as discharged personnel.

It may be of interest to record here that in the current year 222 naval veterans benefited by government legislation increasing certain service pensions awarded prior to December 1949.

Your Fund has enjoyed the close co-operation of the Department of Veterans' Affairs as well as other government and civilian agencies connected with welfare work, which includes, of course, the benevolent funds of our sister services. To all those we are most grateful and I express as well our thanks to the Auditor General's Depart-

ANALYSIS OF CLAIMS DEALT WITH AND ASSISTANCE APPROVED

January 1 to December 31, 1958

	DISCHGD	SERVING	DEPEND- ENTS	TOTALS
Applications dealt with	515	222	62	799
Applications approved	435	167	57	659
Applications not appvd	80	55	5	140
ASSISTANCE APPROVED				
Grants	\$ 85,978.00	\$ 12,939.18	\$ 11,609.83	\$110,527.01
Loans	\$ 22,149.96	\$ 55,642.42	\$ 5,579.56	\$ 83,371.94
TOTALS	\$108,127.96	\$ 68,581.60	\$ 17,189.39	\$193,898.95

ment and to Messrs. Lee and Martin, of Halifax, for auditing the Funds account without fee.

It is fitting that special thanks should go to the chairman and members of our eastern and western claims committee whose unremitting and unpaid efforts

constitute the backbone of the Fund's endeavours.

Finally I extend the appreciation of myself and all directors to our general secretary and others members of the staff at Ottawa and both coasts for their loyal assistance.

LAST YEAR'S GIFTS TO THE BENEVOLENT FUND

RCN Ships and Establishments:

Aklavik	Ship's Fund	\$ 45.00
Albro Lake	{ Ship's Fund	90.00
	{ Chief and POs' Mess	110.00
Aldergrove	Ship's Fund	40.00
Algonquin	Ship's Fund	103.70
Assiniboine	Ship's Fund	423.82
Athabaskan	Ship's Fund	200.00
Avalon	Nfld. Area (AF)	
	Reg. Fund	95.79
Bonaventure	Ship's Fund	725.00
Bytown	Officers' Mess	300.00
Cape Breton	{ Wardroom Mess	26.24
	{ Chapel (P)	12.45
Cayuga	Ship's Fund	30.00
Churchill	Ship's Fund	100.00
Cornwallis	{ Ship's Fund	4,600.00
	{ Wardroom Mess	150.00
Gloucester	Ship's Fund	100.00
Granby	Ship's Fund	60.00
James Bay	Ship's Fund	50.00
Lauzon	Ship's Fund	120.00
Magnificent	Ship's Fund	125.30
Micmac	Ship's Fund	259.80
Naden	{ Ship's Fund	1,327.46
	{ Chief POs' Mess	200.00
	{ Wardroom Mess	375.00
New Liskeard	{ Ship's Fund	169.27
	{ Wardroom Mess	37.47
Niobe	Men Serving U.K.	100.00
Ontario	Ship's Fund	1,200.00
Oshawa	Ship's Fund	22.94
Ottawa	Ship's Fund	150.15
Outremont	Ship's Fund	120.00
Resolute	Ship's Fund	40.00
St. Laurent	Ship's Fund	100.00
Shearwater	Ship's Fund	464.87
Stadacona	{ Ship's Fund	1,039.01
	{ Wardroom Mess	1,000.00
	{ Scran Locker	31.40
Serving Naval Personnel—by monthly assignments		30,610.25
Naval Divisions:		
Brunswick	Ship's Fund	20.00
Cataraqui	Ship's Fund	50.00
Chippawa	Ship's Fund	50.00
Discovery	Ship's Fund	150.00
Donnacona	Wren's Mess	20.00
	{ Ship's Fund	181.27
Griffon	{ Wardroom Mess	17.52
	{ Chief and POs' Mess	68.33
	{ Seamen's Canteen	27.75
Hunter	Ship's Fund	25.00
Nonsuch	Seamen's Canteen	50.00
Star	{ Ship's Fund	100.00
	{ Chief and POs' Mess	100.00

Star and Patriot	Wardroom Mess	100.00
Tecumseh	Wardroom Mess	150.50
Unicorn	{ Ship's Fund	30.00
	{ Wardroom Mess	55.00
	{ Chief and POs' Mess	15.00
Other Sources:		
Adams, K.F., RADM, RCN (Ret'd)		10.00
Anonymous		35.00
Campbell, Aubrey B.		24.00
Edwards, Rev. R.		10.00
George, W. S. G.		24.20
Grant, H. T. W., VADM, RCN (Ret'd)		20.00

Lalonde, Adrian	10.00
MacLachlan, K.S.	450.00
Miscellaneous Contributions	1.05
Naval Officers Ass'n Ottawa	25.00
Naval Service Headquarters Canteen	30.98
Nova Scotia Technical College	50.00
Stephens, G.L., ENG. RADM, RCN (Ret'd)	20.00
Wilson, R. A., CMD., OFF. (SB) RCN	50.00
Wrens Assn', Vancouver, B.C.	25.00
Total Donations	\$46,750.53



During a hunter-killer exercise with units of the United States Navy in March, commanding officers of ships of the Second Canadian Escort Squadron, based at Esquimalt, visited Rear-Admiral L. J. Kirn, USN, Commander Carrier Division 19, on board the carrier Hornet at sea. From left to right are: Cdr. W. M. Kidd, Skeena; Cdr. D. L. Macknight, Fraser; Captain J. C. Pratt, Commander Second Canadian Escort Squadron, Assiniboine; Rear-Admiral Kirn; Cdr. J. E. Korning, Margaree; Captain M. W. White, USS Hornet, and Captain R. J. Ovron, chief of staff to Commander Carrier Division 19. (Official USN Photo.)

AFLOAT AND ASHORE

PACIFIC COMMAND

Naval Technical School

The Naval Technical School has had a series of visits by senior officers from Naval Headquarters and the Pacific Command. Visitors have included Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Service, Commodore (S) R. A. Wright, Naval Comptroller, and Commodore (S) C. J. Dillon, Supply Officer in Chief. Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, also carried out his annual inspection of the school.

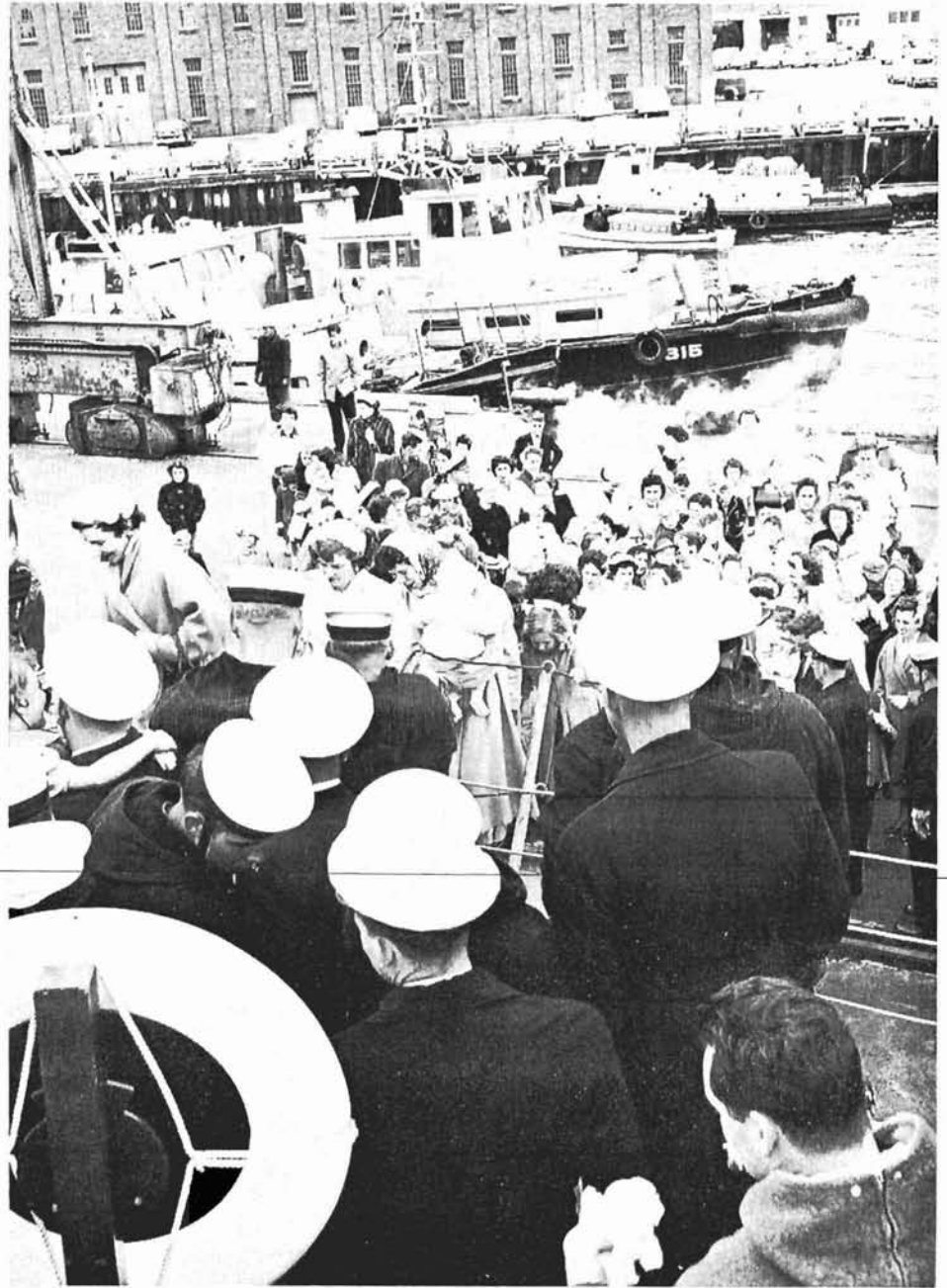
All sections of the school are busy revising course notes and outlines to include the armament and machinery fitted in the new destroyer escorts.

Recent changes in the staff of the school include: Cdr. (E) W. C. Patterson, from Staff Officer Technical Training to London, England, for a short course before returning to Halifax to assume the duties of Command Work Study Officer (Atlantic), Lt.-Cdr. (E) A. Karagianis, from the *Fraser* to Staff Officer Administration, replacing Lt.-Cdr. (E) A. M. Chandler, who is appointed to Sydney, N. S. as Engineer Officer on the Staff of the Base Superintendent; Lt.-Cdr. (L) J. F. Taylor, to *Naden* as Technical Officer, with his duties of Staff Officer Electrical Training assumed by Lt. (L) J. C. Knox, and Lt. (E) C. E. Huestis from the Plans Department to the *Victoriaville* in Sydney, N.S.

Classes are in full swing with each level having at least two groups under shop or classroom instruction at all times. Much conjecture and a little supposition are under way in all levels with respect to the new personnel and trade structure.

The painter training section and sundry artistic assistants received some hearty thanks for their efforts in refurbishing the "Canada" crest for the Naval Maritime Museum which was officially reopened recently.

Nine apprentices recently completed their final term examinations and were presented with diplomas at Friday divisions by Commodore H. V. W. Groos. These apprentices who have been promoted to petty officer, then proceeded on a two-week familiarization course at



"Welcome Home" said the message from Atlantic Command Headquarters to the *Kootenay*, newest destroyer escort to join the Atlantic Command of the RCN. Although the ship was brand new and built on the West Coast, the welcome home still applied because the ship's company of the *Kootenay* formerly belonged to the *Ottawa*, which they sailed from Halifax earlier this year to the Pacific Command. Here come the relatives and friends, boarding the *Kootenay* to greet their menfolk. (HS-57218)

various civilian firms in Eastern Canada. On completion, a leadership course at *Cornwallis* was to be undertaken.

An apprentice pipe band under the capable directorship of Lt. (E) J. C. C. McLaughlan has recently been formed.

Its predecessor was originally started in HMCS *Cape Breton*. At the present time the band consists of eight pipes and 12 drums. Instruction is given by Sergeant Knight of the Canadian Scottish Regiment (Princess Mary's).

ATLANTIC COMMAND

HMCS Cornwallis

On May 1 the old 20-week syllabus at *Cornwallis* became a thing of the past. Considerable study and work went into producing a new compact 15-week program more in line with the demands of the modern navy.

Joining divisions now move straight into their permanent quarters and the old sea and part-ship weeks are out as are the famous seven-mile route march and the assault course.

Six divisions have moved into new blocks which are of a permanent nature, being brick-faced and tile-decked, and renovation is going ahead on three more.—D.M.

Leadership School

Two classes completed training in the Leadership School during April — No. 98 Chief Petty Officers and Petty Officers First Class, and No. 99 Petty Officers Courses.

With the two classes running concurrently, considerable rivalry (friendly, of course) developed between them.

Parade training turned out to be one of the more significant fields of competition. Class 98 was at a disadvantage here, having been absent relatively longer from the field of ceremonial. It had been several years since some of the senior members of the class had stepped on to a parade ground and in fact one venerable member admitted to 18 years absence from ceremonial divisions.



Wren Patricia Grant is serving in the Atlantic Command. She is shown operating a photographic enlarger. (HS-56264)

Page twenty

With considerable effort, both classes showed marked improvement in drill over the six weeks, and on completion of the course the competition was declared a draw.

With the influx of UNTD Cadets beginning on May 7, the addition of Lt. B. A. O. Oxholm to the staff was most welcome. He is acting as Staff Officer (Cadets) throughout the summer months.

Shannon Park

This year, for the first time, the annual Festival of Music for Halifax County was competitive. This gave the Shannon School the opportunity to bear out Prof. Harold Hamer's prediction of five years ago. At that time Prof. Hamer said that if he were to begin with a primary class, and train them for five years, he was confident they would outdo all competitors in the same age group. As if to prove his point, his Grade IV chorus earned the highest number of points of any choral group in the festival, with the song, "Jack of the Ink Pot".

Shannon School had 21 entries, 12 of which won first place; second place was captured by six groups, and of the remaining three, two groups tied with Hampton Grey Memorial School, of *Shearwater*, and one placed last. The adjudicator was Leonard Mayoh, conductor of the Halifax Symphony Orchestra.

Mr. Mayoh said of Janette Wallace and Patricia Perry, who sang a duet, that it was rare that one found two voices which blended as well as these. He thought it would be unfortunate if, in later years, these voices would be separated. He also commented on the feeling that Jacqueline Armitage put into her piano selection, "The Bosun".

The residents of Shannon Park and the staff of the school wish to congratulate the pupils and Prof. Hamer for their fine performances.—Mrs. H.E.S.

HMCS Iroquois

The *Iroquois*, in company with the *Algonquin*, left Halifax for Boston, April 20.

The visit there coincided with the Canadian Trade Fair, held at the Sheraton Plaza Hotel. In fact, it was Canada Week from the 19th to the 25th for the Bostonians. There is no doubt whatsoever that American friends did everything possible to make the visit most enjoyable. Official receptions were held in both the *Algonquin* and the *Iroquois*, a dance was organized by the YMCA at the USO Club and visits to ships such as the newly-built anti-submarine de-



Wren Margaret A. Waugh peeks through the periscope of the British submarine *Alderney*, during a familiarization tour made by Canadian wrens training in seaward defence duties. Helping her is AB Allan Stafford, Oldham, Lancashire, England. (HS-55885)

stroyer USS *Somers*, the guided-missile cruiser USS *Boston* and the carrier USS *Wasp*, were organized. The Canadians were impressed by the neatness and cleanliness of the American ships and their modern fighting equipment.

Thursday evening, April 23, the Sunset Ceremony, with music provided by HMCS *Shearwater's* band, was performed on the square in front of the Sheraton Plaza Hotel. A large number of spectators watched the performance with curiosity and interest. From the comments heard from the audience, American friends were greatly impressed by the smartness of Canadian sailors as well as by the traditions revived in the ceremony.

In sports, the *Iroquois* softball team won 23-2 against a U.S. Navy team.

However, the four-day visit was soon over and hard work remained to be done.

The *Algonquin* and *Iroquois* slipped from Boston April 25, the *Iroquois* steaming towards Bermuda to exercise with other ships of the RCN.—J.P.

NAVAL DIVISIONS

HMCS Star

Decorations in a naval theme formed an appropriate background for the 1959 Admiralty Ball held at *Star*, Hamilton's naval division, on May 29 and attended by several hundred guests.

Among the major attractions of the decorations on *Star's* drill deck was the dummy forepart of a warship, complete with bridge, forward superstructure, a gun deck equipped with naval guns, and a forecastle.

Suspended over the dance floor as the central decoration was a huge naval crown. Naval flags and pennants added to the colour of the scene.

The Admiralty Ball, an annual event in Hamilton, was held under the joint auspices of the Command Headquarters of the RNC(R), the joint *Star-Patriot* wardroom and the Hamilton branch of the Naval Officers' Association of Canada.

Planning for the event was carried out by a special ball committee headed by Cdr. H. R. Beck, commanding officer of *Patriot*. Committee members included regular and reserve naval officers and members of the NOAC.

HMCS Donnacona

An innovation in the winter training program at *Donnacona* was the series of lectures by the commanding officer, Cdr. R. G. Bell. The captain presented the first of these talks on the role of the RCN in peace and war and the part it plays in NATO. The talk was

illustrated with the film, "NATO, Sea Power for Peace".

Third-year cadets of the UNTD in conjunction with the John Howard Society and under the direction of Lt.-Cdr. (S) W. S. Aaron, presented a series of lectures to the inmates of St. Vincent-de-Paul Training Centre. The film-illustrated lectures covered such subjects as "The Role of the RCN", "The Soviet Union and Its People", "The Threat of Communism", and "NATO".

The talks were designed to provide the cadets with experience in participating in leadership and lecture organization, and as a supplement to the educational program of the Centre.



Both these ends were realized and the lectures were enthusiastically received. "Horizon", the official publication of the Centre, reviewed the series as "interesting, stimulating, and highly appreciated".

The Gunroom Mess held its annual mess dinner, presided over by President

Cadet (S) J. E. McLaughlin. The guest of honour, Commodore P. W. Earl, Senior Naval Officer Montreal Area, recalled the inception of the UNTD and traced its history to the present day.

The Chief and Petty Officers' Mess held its annual Valentine Dance on the drill deck, appropriately decorated for the occasion. Among the guests of honour were PO and Mrs. C. Muncey, who were celebrating their 15th wedding anniversary.

Members of the Wrens' Mess enjoyed an outing in the eastern townships in the fresh air and bright snow of Quebec wintertime. After a day of skiing, skating, and sleighing, activities were climaxed by a dance. The invigorating stimulus of this excursion proved of great value when on the following week the ladies won a hard-fought game of wheelchair basketball with the Montreal Paraplegics Association.

Former Lt. (S) W. S. Aaron was congratulated on his promotion to lieutenant commander, and Lt. (C) D. H. Wood on his award of the CD. The departure of Lt. S. A. McKay, who has been transferred by his firm to Ottawa, was highly regretted. Welcomed aboard was PO H. Moir, who came from service in the *New Waterford*.

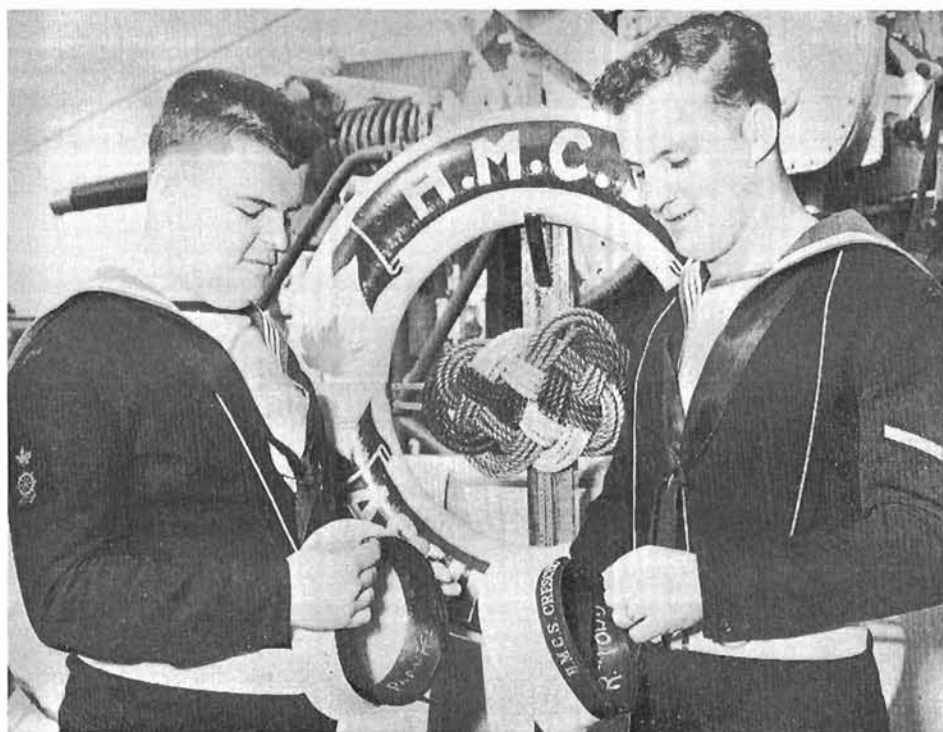
FAMILY PORTRAIT: A sunny day in March is something to be treasured, so officers and men of the Pacific Command destroyer escort *Skeena* got into their Sunday best, donned their medals and happiest smiles and had their picture taken.



HERE AND THERE IN THE RCN



Wren Gloria Pippenger, shown here busy at the off-duty hobby of model ship building, is serving on seaward defence duties in the Atlantic Command. (HS-56519)



Nineteen fifty-nine is seeing East-West exchanges involving 14 Canadian warships. This also involves the exchange of ship's companies—and cap tallies. AB Norman Levesque (left) is removing an Assiniboine tally to exchange for AB Richard Todd's Crescent ribbon. (CR-386)



AB Frederick Illingworth receives his observer's mate wings from Captain R. P. Welland, commanding officer of Shearwater. He was one of the recent graduates of the 24-week course at the Observer School at the RCN air station. Others were Able Seamen Wayne Rudy, Charles-Richard Cameron and Peter Shaw. They have joined VS 881 for service in anti-submarine Tracker aircraft. (DNS-23301)



The Minister of National Defence, Hon. G. R. Pearkes, VC, during a visit to the Atlantic Command, witnessed naval demonstrations off Halifax from the aircraft carrier Bonaventure and destroyer escort Gatineau. The minister's party is shown in the Bonaventure's ABCD headquarters. Left to right are Mr. Pearkes, Vice-Admiral H. G. DeWolf, Chief of the Naval Staff; Air Marshal Hugh Campbell, Chief of the Air Staff, and Commodore M. A. Medland, Senior Canadian Officer Afloat, Atlantic. (HS-57065)



Lt.-Cdr. (S) A. C. Tassie, Royal Canadian Navy, (centre) receives a trophy and congratulations from Anton Collins (left) for his speech on "Shopping With the Mrs." given recently at the Toastmasters' Area-One Speech Contest in Antioch, Illinois. Mr. Collins is Area Governor of Toastmasters and Bruce Howe, (right) chairman of the contest, was toastmaster for the evening. Lt.-Cdr. Tassie is serving with the U.S. Navy in Great Lakes, Illinois, under an exchange plan. (USN Photo)



With the eyes of "heavy brass" upon him, 12-year-old Navy League Cadet John Greig was faced with a problem during this inspection of his cadet corps. Head erect, eyes straight ahead . . . that's what the rule book said. The inspecting officer, Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, eased the situation by leaning over slightly while talking to the young cadet. Cadet Greig belongs to the Admiral Rayner Navy League Cadet Corps of Victoria. (E-49900)



It was very much the gathering of the clan—in this case three Navy generations of the Howe family—when Ord. Sea. Robert Gordon Howe, aged 17, was attested May 25 by Lt.-Cdr. A. T. Love, RCN Area Recruiting Officer, at his Halifax headquarters. Left to right are CPO Laurie Howe, an uncle, retiring in June after 25 years' service; CPO William Howe, the grandfather, 67-year-old pensioner; CPO Gordon R. A. Howe, proud father, 20 years' service so far; Ord. Sea. Howe, on the threshold of his career; Lt.-Cdr. Love, attesting him, and Mrs. Howe. Two other uncles, CPOs Arthur and Garfield Howe, were in Sydney at the time, the former standing by the frigate Victoriaville, the latter in the newly-commissioned frigate Cap de la Madeleine. All three generations are engineroom branch. Arthur is an ERA, the others EM. (HS-57505)



Wren Rosalie A. Bailey is serving on seaward defence duties in the Atlantic Command. She strums a guitar for off-duty amusement. (HS-56516)

THE FINE POINTS OF YACHTING

(The following review of an important book on the 1958 America's Cup Series has been contributed by A. N. Huddleston, an ardent yachtsman and member of the Britannia Yacht Club, Ottawa. Col. Huddleston is Director of Engineering Standards and Naval Specifications at Naval Headquarters. —Ed.)

PERHAPS NO man has done more to modernize ocean racing in British waters than Captain John H. Illingworth. His influence on measurement and rating rules has been very considerable, but perhaps his greatest influence has been in the field of encouraging light displacement ocean racing. Certainly, few men are better qualified to analyze the tactics of the 1958 America's Cup Series than Captain Illingworth.

His book "Where Seconds Count" is not in the ordinary sense a history of the Cup Races, although they are fully described race by race and there is a description of the Defender Trials leading up to the series. Historical material in the book, however, is largely coincidental to the main purpose of carefully analyzing the lessons to be learned from each race. In spite of the fact that seldom in our lifetime will we see more able helmsmanship, boats in better condition or better trained crews, Captain Illingworth is able to draw from each race lessons which apply equally well to folk of our own calibre.

The book commences with a distillation of the author's own tactics, divided into the start, the windward leg strategy and tactics, downwind tactics, an extremely valuable chapter on spinnaker handling and an interesting chapter on 12-metre sail trim, layout and equipment. With this as a background, Captain Illingworth, in beautiful Churchillian simplicity, draws from each of the trial races, and finally the match races, lessons to verify his tactics.

Admittedly, strategy and tactics are expressed in the atmosphere of very large yachts and, in particular, match racing. He points out, however, that in every yacht race, whether inshore or offshore, or in handicap classes, matches invariably develop between individual yachts. The subject of match racing, therefore, is the fundamental building stone on which all mixed racing is superimposed.

Some of the lessons obviously cannot be applied directly to Dragons. For

BOOKS for the SAILOR

example, lesson four (extract from a trial race between *Weatherley* and *Vim*, August 22) states "63-foot spinnaker would not set well in a 7-knot breeze, although it would have done in a 12-knot breeze". Subsequent note on a match between *Weatherley* and *Columbia*: "size was by no means everything in the set of the spinnaker".

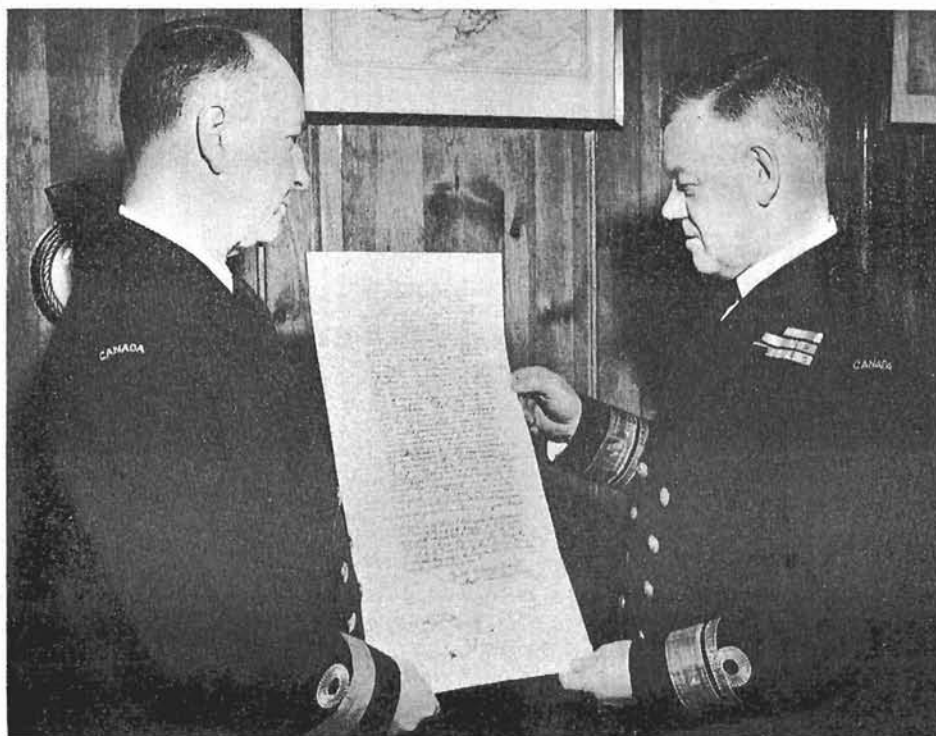
Observing, that the *Columbia* appears to have had available to her at least a dozen spinnakers and the *Sceptre* an almost equal quantity, these remarks leave the owner of a small five-tonner feeling distinctly outclassed. Only in regard, however, to the prolific use and availability of head sails did the book seem to depart from complete pertinency to my own sailing experience. The endless drilling of crew,

helmsman, and boat to win championships shows up in fractions of minutes saved on each manoeuvre.

Over the years, many races which I have won have been on the basis of not more than 10 seconds in an actively contested handicap class. Although my opponents will note that my amiable disposition and amply quartered sloop combine to give 18 to 25 per cent handicap on elapsed time and that, therefore, these fractional-minute wins in many cases gave me time to open a beer round the weather buoy, it is still true that seconds count in every race.

Captain Illingworth has gone far to show in a practical way how they can be saved. Furthermore, his division of strategy into active and passive sailing gives even a tail-ender relief from frustration. This psychological crutch alone would be worth the price of the book.

WHERE SECONDS COUNT, by Captain J. H. Illingworth, RN (Ret.); published in Canada by Clarke, Irwin and Company Limited, 791 St. Clair Avenue West, Toronto 10; illustrated; \$3.25.



Commodore (L) H. G. Burchell, left, Commodore Superintendent Atlantic Coast and Superintendent, HMC Dockyard, Halifax, and Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, examine the replica of the grant handed over to naval authorities 200 years ago February 7 by Governor Lawrence to officially establish the naval dockyard. A re-enactment of that ceremony took place in the dockyard on the anniversary morning as Major General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia handed over the replica of the original grant in ceremonies beginning the Dockyard Bicentenary Year. (HS-56067)

THE NAVY PLAYS

Bergstrom Top Pacific Golfer

Ldg. Sea. Con Bergstrom dethroned PO Frank Barron as top man in the Pacific Command Royal Canadian Navy Gold Association during its open tournament at Gorge Vale Golf Club.

Bergstrom shot a 78 on the first 18 holes, drew even with four successive pars and won the title on the first extra hole.

Other winners were: CPO Dave Naysmith over CPO Orville Fox; PO Cy Mann over CPO Bert Wynn; CPO Jack Shea over PO Frank Vessey; Ldg. Sea. Al Weden over BA Bill Chedd, and CPO Gordie Dark over PO Jack Sutherland.

Hanko Takes Title a Day

AB Gary Hanko, physical training instructor at *Stadacona* slugged his way to the Atlantic Command amateur lightweight championship and the following day took the senior Maritime gymnastic title.

The boxing trophy was especially hard-earned. He scored a knockout over the Quebec provincial featherweight champion in the preliminary, and survived a knockdown in the finals to take the decision.

For the gymnastic award, Hanko went through the gamut of rings, parallel bars, high bar, tumbling and vaulting to emerge the best senior.

AB Hanko held the Maritime Golden Gloves bantam title in 1954, then laid off boxing for three years. His comeback this spring involved two knockouts and a decision in three starts. So far, he has had only two losses in 22 fights.

Stad Wins Over French Frigate

A *Stadacona* soccer squad posted a 2-1 decision in early May over a team from the French frigate *L'Aventure*. The game was played on the Commons.

Hawkins was outstanding for *Stad* scoring both goals in the second half after Lerolland had given *L'Aventure* the lead in the first-half.

First scoring by Hawkins came when he headed the ball into the net after

a rebound off the cross bar. He out-footed the *L'Aventure* backfielders to score his second goal on a hard shot.

RCN Threatens In Hoop Semi-Finals

The annual Lauraine Cup Challenge basketball tournament saw an RCAF team from Sea Island emerge as the



Trophies by the armload have been collected by AB Gary Hanko, physical training instructor at *Stadacona*. One of his recent triumphs was the RCN Amateur lightweight boxing championship. He also excels in gymnastics. (HS-57408)

1959 winners of the trophy. An RCN representative team came from behind in the closing stages of the first game to edge RCAF 54-51 with AB Bruce Baxter sparking the win.

In the semi-finals, with ten minutes to go, the RCN team staged a magnificent rally to lose by only seven points, 61-54, after being behind by 27 points. Ldg. Sea. Lloyd Henderson led the attack.

In the finals Sea Island defeated Blaine USAF Base to capture the trophy. The games were played at RCAF Station Comox.

Track and Field Group Formed

Sparking a new interest in track and field, an interested group, including the RCN, the Canadian Legion in Cape Breton, the Glace Bay Police Athletic

Club and a number of Cape Breton citizens, has formed the Cape Breton Track and Field Association.

Instr. Lt. Peter Watson, president of the Nova Scotia Track and Field Association, conducted a clinic for coaches and athletes and was the chief speaker at the new organization's meeting.

He said the long range program, backed by the Canadian Legion, brought new hope that track and field will return to the role of a major sport in the area and urged concentration on the young groups, the hopefuls of the future. He added that Enos Peterson, of Glace Bay, who trained the famous Joey Mullins, now a track standout with the University of Nebraska and a member of the last Canadian Empire Games, would be chief scout for Cape Breton and will attend clinics in other parts of Canada.

Angus B. MacDonald, chairman of the Legion's provincial sports committee, said a series of meetings would be held to assure an immediate start on the summer program.

Hospital Team Wins in Bowling

Stadacona Interpart Bowling League concluded the regular season with RCNH "A" winning the championship following a closely contested fight with MTE "A". Both teams ended the regular season in first position, then RCNH "A" went on in the playoffs to win by defeating the top five teams in a Single Round Robin.

Standings are as follows:

1st, RCNH "A"—10 points; 2nd, Supply "E"—10 points; 3rd, ND "A"—9 points; 4th, MTE "A"—8 points; 5th, Elect. "B"—4 points; 6th, Main Gate—nil.

Cornwallis Takes Command Title

A *Cornwallis* team boxed its way to the Atlantic Command boxing championship at the *Stadacona* gym in early May with the score of 23. They were closely followed by the Ships with 22. *Stad* held 12 points and *Shearwater* and *Coverdale* tied for fourth place with 6 each.

The feature battle was between Hanko of *Stad* and Beaupre of *Shearwater* in the lightweight division. Hanko

survived two knockdowns to take the decision in a real slugfest.

In the other matches light-welter Jim Forster of *Cornwallis* battered out a decision over Ted Young of *Coverdale*; Claude Paquette, *Stad*, KO'd Wayne Wilson, *Cornwallis*, for the featherweight title; flyweight Walt Carey, *Ships*, TKO'd Gerald Cormier, *Cornwallis*; Stan Merritt, *Cornwallis*, in a heavyweight bout won by TKO over Armand Dennis, *Cornwallis*; Gord Smale, *Cornwallis*, decided middleweight Gord White, *Ships*; Bob Olson, *Cornwallis*, split decision over Brian Eastwood, *Cornwallis*, in the light-heavy; Bob MacNeil, *Ships*, won close decision over Vic Moore, *Cornwallis*, for the welterweight title; and veteran Darby Matthews, *Ships*, in a light-middle decision over Pete Dube, of *Cornwallis*.

Scotian Reserve Hockey Champ

HMCS *Scotian*, Halifax naval division, won the Reserve Forces Hockey League championship of the Halifax area by downing the Princess Louise Fusiliers 8-3 and 8-2 in the two-game, total goal finals.

Members of the league included, besides *Scotian* and the PLF, the Halifax Rifles, and No. 4 Militia Group Headquarters. It was revived in November after an absence of six years. PLF and *Scotian* were in a dead heat for first place in the league schedule until the decisive finals.

Navy's youth and speed told in the renewed competition for the Oland Trophy. AB Bill Hilton was top scorer with 16 goals and assists for 25 points. Hilton, a member of the aggressive *Scotian* squad, ended the league eight points ahead of the second place scorer, Gene Mayo of the PLF.

Lady Curlers Name Officers

Mrs. H. A. McCandless was elected president of the new Royal Canadian Navy Ladies' Curling Club for the 1959-60 curling campaign. The meeting was held in the club rooms of the RCN Curling Club's new rink.

Mrs. P. R. Hurcomb was named vice-president and Mrs. S. A. Clemens treasurer. Miss H. E. McKeown will handle secretarial chores.

The following committee chairmen and members were elected to office:

Match committee—Mrs. Neil Smith (chairman), Mrs. W. G. Ross, Mrs. S. R. Hanright and Mrs. G. W. Chapman.

House Committee—Mrs. R. H. Chicken (chairman), Mrs. John Roper, Mrs. S. E. Paddon and Miss Dorothy Cook.



Happy smiles crease their freckles as the top boys of the Cornwallis Gun Club receive their trophies from Captain M. J. A. T. Jette. Left to right are Ross MacIntyre, Michael Bucci and Grant Rowland. (DB-12062)

Entertainment committee — Mrs. Gordon Spergel (chairman), Mrs. V. H. Skinner, Mrs. A. H. Goffin, Mrs. Y. B. Maynard and Mrs. E. Y. Porter.

Gun Club Makes Fresh Start

The *Cornwallis* Gun Club practically started out afresh this season due to heavy drafting. In the new slate of officers elected were CPO J. E. Schumacher, president, and CPO T. S. MacIntyre, secretary.

Three groups were enrolled for shooting—boys, ladies and men.

The boys were instructed within their age groups and shot regulation cadet targets. The six-to-eight-year age group was instructed by CPO James Layton and CPO Thomas MacIntyre. Its top shot was Ross MacIntyre, son of Chief MacIntyre, with an average of 96.7.

The nine-to-eleven group was instructed by CPO Sheppard and PO Frank Hindle. Top boy was Michael Bucci son of Chief Joseph Bucci with an average of 97.5.

PO John Crozier Smith and PO Alex Muise instructed the 12 - to - 15 group and its top boy was Grant Rowland, son of CPO John Rowland with an average of 90.3.

In addition, 33 other boys qualified for crests.

The ladies were keen shots and some good scores were turned in, many averaging in the 90s, shooting regulation DCRA targets.

The men's high was CPO John Mason, who early in January shot a perfect 100-10X target and then followed it up immediately with another one.

LETTER TO EDITOR

Dear Sir:

In the March edition of *The Crow's-nest*, RCN News Review section, it states *Micmac* and *Lanark* commissioned March 10, this being the first occasion since the end of the war in which two ships commissioned the same day.

On April 1, 1958, *Sault Ste. Marie* and *Portage* commissioned at Sydney, N.S. at 1100 and 1600 respectively, forming *Cancortron Eleven Escort Group*.

Incidentally Lt.-Cdr. W. V. A. Lesslie was commanding officer, *Sault Ste. Marie*, on that occasion as well.

Yours truly,

W. T. Cloggie
Lieutenant (E), RCN
Ex-E.O. *Sault Ste. Marie*.

Naval Technical School,
HMCS *Naden*.

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.

ADAMS Glenn L.LSTD1
 AHERN, Thomas H.LSQM1
 AMIRALTY, Bradford J.LSRP2

BENTLEY, Robert A.LSMO2
 BERGUM, Keith L.LSRT2
 BLYTHE, Charles W.LSRC2
 BOOKER, Robert E.LSRA2
 BOTTENFIELD, Basil G.LSLR1
 BOYDEN, Richard G.LSEM1

BRACONNIER, Joseph C.LSRT2
 BRAMWELL, Paul G.LSTD2
 BROUSE, Walter H.LSEM1
 BROWN, Harry E.C1ET4
 BRYANT, Sidney D.C2ET4
 BURSEY, Gerald F.P1CS3
 BYE, ReginaldLSEM1

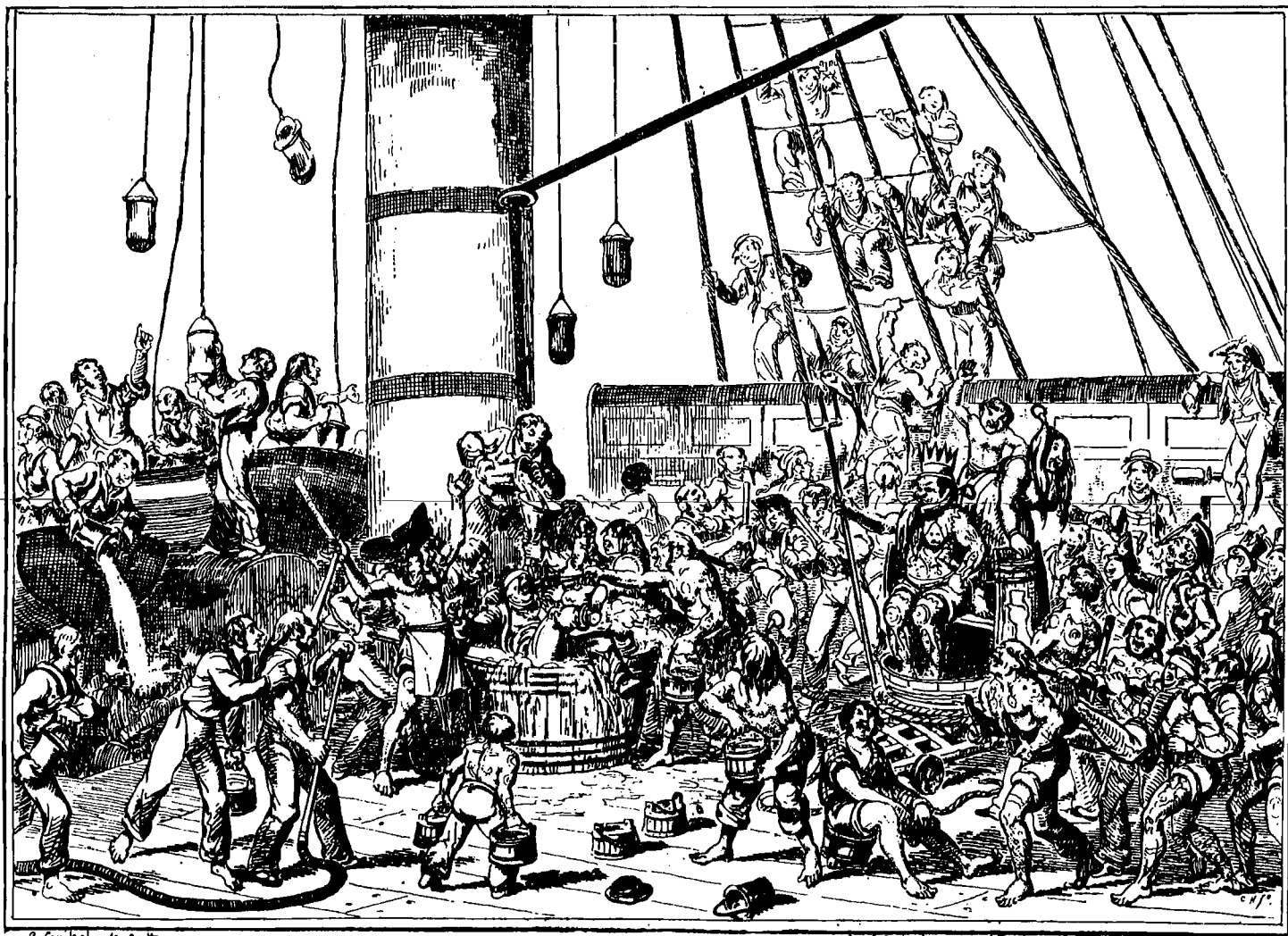
CAMPBELL, Eugene E.P2CS3
 CHANIN, Archibald B.LSRT2
 COLEGRAVE, Bruce E.C1G14
 COLLINS, Harry E.LSRP1
 COLWELL, Ernest W.P1ED4
 CONWAY, Percy A.LSNS1
 COONS, GeorgeLSQR1
 COSBY, Walter B.P1ED4
 CREVIER, Donald A.LSQM2

DEAN, James W.P1RP3

FORREST, William A.LSAR2

GIBBARD, Douglas H.P1ED4
 GILMORE, Thomas R.P2RW3
 GODWIN, Frank T.LSEM1
 GOUCHIE, Kenneth J.P2CS3
 GRANT, Leith J.P2EG3
 GRAVES, Hugh T.LSAA1
 GUILBAULT, Gerald P.LSLR1

HALEY, TerrenceLSRP1
 HALL, Stewart M.P1ED4
 HARPER, JerryLSSW2
 HICKS, Weldon J.LSRC2
 HOLMES, James W.LSTD1



CROSSING THE LINE.

Deck of "The Bedford" man of war, the seamen holding Neptune's Revels, and sousing those new-comers who are unwilling to pay the Court their fines. The ceremony of lathering and shaving novices by the Court Barber and his deputies.

A picture in the January issue of The Crowsnest showed Crossing the Line ceremonies as they were enacted on board HMS Ontario. Some of the same traditional pranks can be seen in this cartoon, penned by the famous caricaturist, Cruikshank, in 1825. It is reproduced here from a book with the typically cumbersome Victorian title, "Humorous Art, the Social Aspects of Life in the Royal Navy," published in 1891 by Sampson Low, Marston, Searle and Rivington, Limited, London, the present day publishers of "Jane's Fighting Ships".

HOLOHAN, Thomas C.LSMO1
 JARY, Walter L.P1EF4
 JESSOP, Mervyn R.LSEM1
 KAISER, Clarence J.LSQM1
 KING, Kenneth R.LSEM1
 LARONE, Robert S.LSAA1
 LERETTE, Harold C.LSTD1
 MacDONALD, Duane L.P2EG3
 MacKAY, Kenneth J.P1TD3
 MacLELLAN, Ronald J.P1CS3
 MacLEOD, Corliss H.LSEF2
 McALLAN, JohnLSRP1
 McALLISTER, Morley P.P1CS3
 McISAAC, NeilLSEM1
 McLEOD, Kent R.LSRT2
 McNEIL, Ralph E.P1RP3
 MARKLINGER, Carman F.C2RT4
 MARSAW, Norman R.C2CS4

MILTON, Donald E.LSEG2
 MORRISON, Duncan R.P1ED4
 MURRAY, DouglasLSRT2
 NEMETH, Kelly J.C1ET4
 NICKERSON, Robert A.LSRP1
 NIXON, Alan W.P2TD3
 O'NEIL, Frank F.LSEG2
 PAQUETTE, Raymond F.P2RN3
 PARIS, Lawrence J.P2QM3
 PERRY, John R.P1ER4
 POWELL, Vincent E.LSRT3
 PRATT, Ronald W.P2EF3
 PROKOPOW, Lionel J.LSED2
 QUINLAN, Lloyd A.LSRP2
 REIMER, Raymond C.LSRT2
 RINNEARD, George A.P2HA2
 RIVA, John E.C2RT4

ROBERTS, Bertram A.LSRT2
 ROPER, WilliamLSTD2
 SACKFIELD, Clifford S.P1GA4
 SIGGERS, John G.LSQM2
 SLADDEN, Albert J.LSSW2
 SMITH, Peter W.LSAA1
 SPRINGER, David N.LSRA2
 STENNER, Gordon C.LSAP2
 TRAINA, MichaelLSRT2
 VINCENT, John J.P1RT4
 WALSH, Michael F.LSAO1
 WATSON, Kenneth C.LSMA2
 WEBB, Boyd C.P1CS3
 WESTMAN, Larry D.LSAA1
 WHITE, Raymond P.P2CS3
 WILLIAMS, Donald M.LSRC2
 WINDIBANK, Thomas W.LSRP1
 WISMER, Jacob D.LSAW2

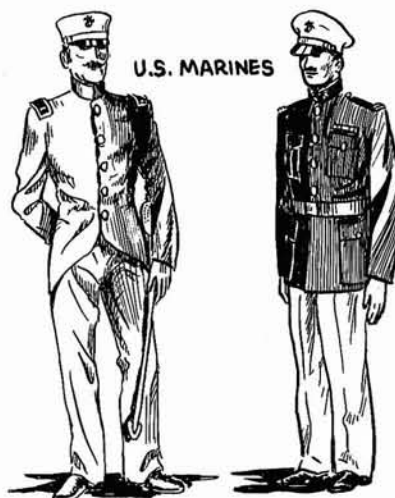
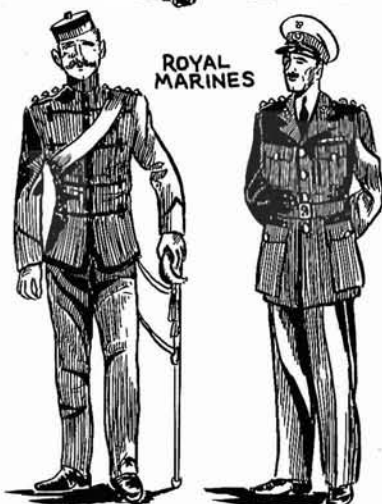
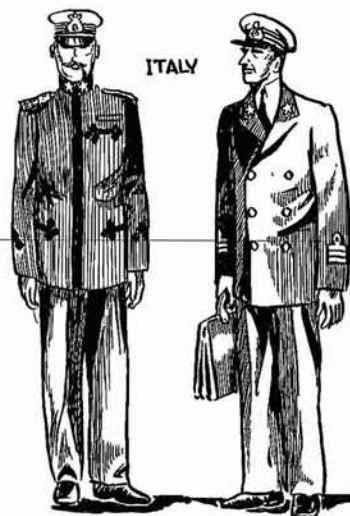
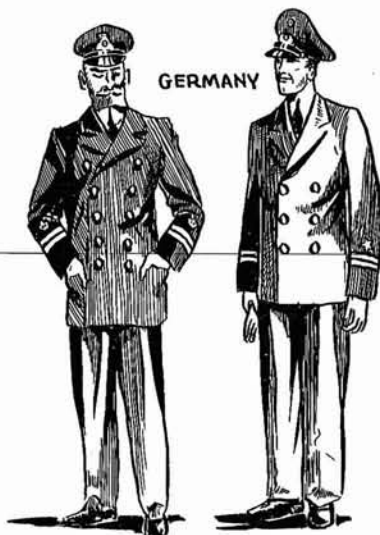
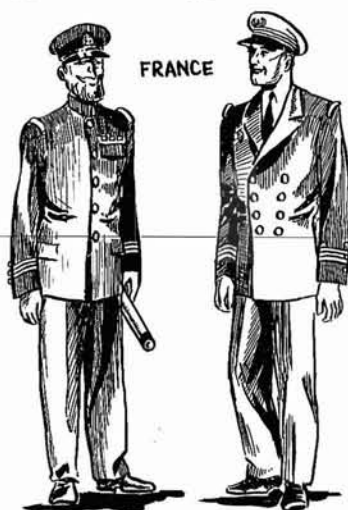
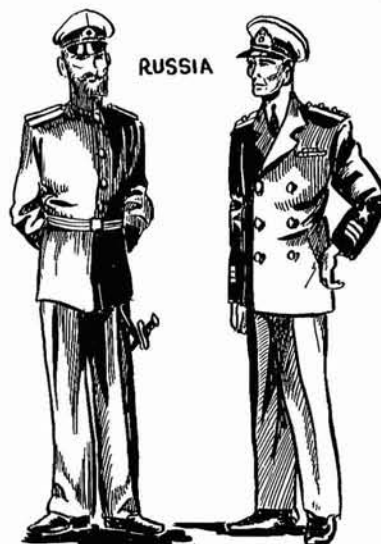
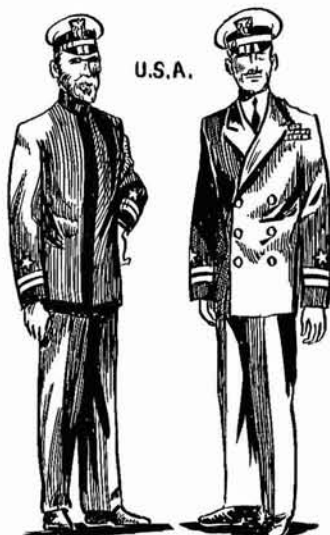
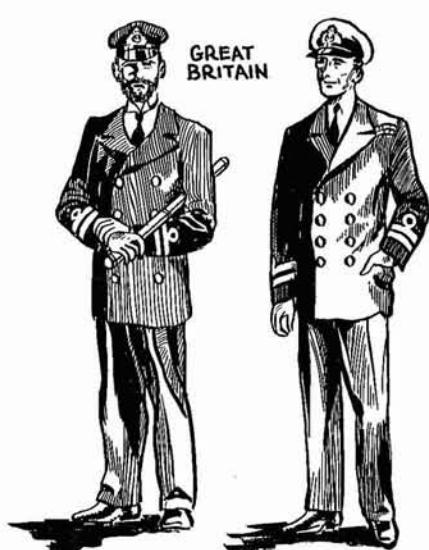


Some day these lips may blow that most cheerful of bugle calls, sounded on the least cheerful of occasions—"Wakey, wakey!" These potential members of the Stadacona band belong to the Navy League Cadet Corps of Rosemount and their names are Gerald Dunn, Hugh Adams and Brian Cave. Last September when Charles Calladine became Navy League chairman for the Kinsmen's Club of Montreal, he told the cadets that when more than 75 boys were enrolled the corps would get a band. The bargain was kept all round. By mid-April the corps had 92 members—and ten band instruments donated by the Kinsmen. (Photo courtesy Gazette Photo Service, Montreal)

Naval Lore Corner

Number 71
Naval Uniforms, 1900...1959

THE SETS OF SKETCHES BELOW DEPICT THE UNIFORMS OF NAVAL OFFICERS OF ABOUT 60 YEARS AGO WITH THE UNIFORMS OF TODAY. THE SMALLEST CHANGE OCCURRED IN THE ROYAL NAVY, WHICH PROVIDED THE PATTERN FOR THE REST OF THE WORLD.



The Queen's Printer
OTTAWA

If undelivered return to:

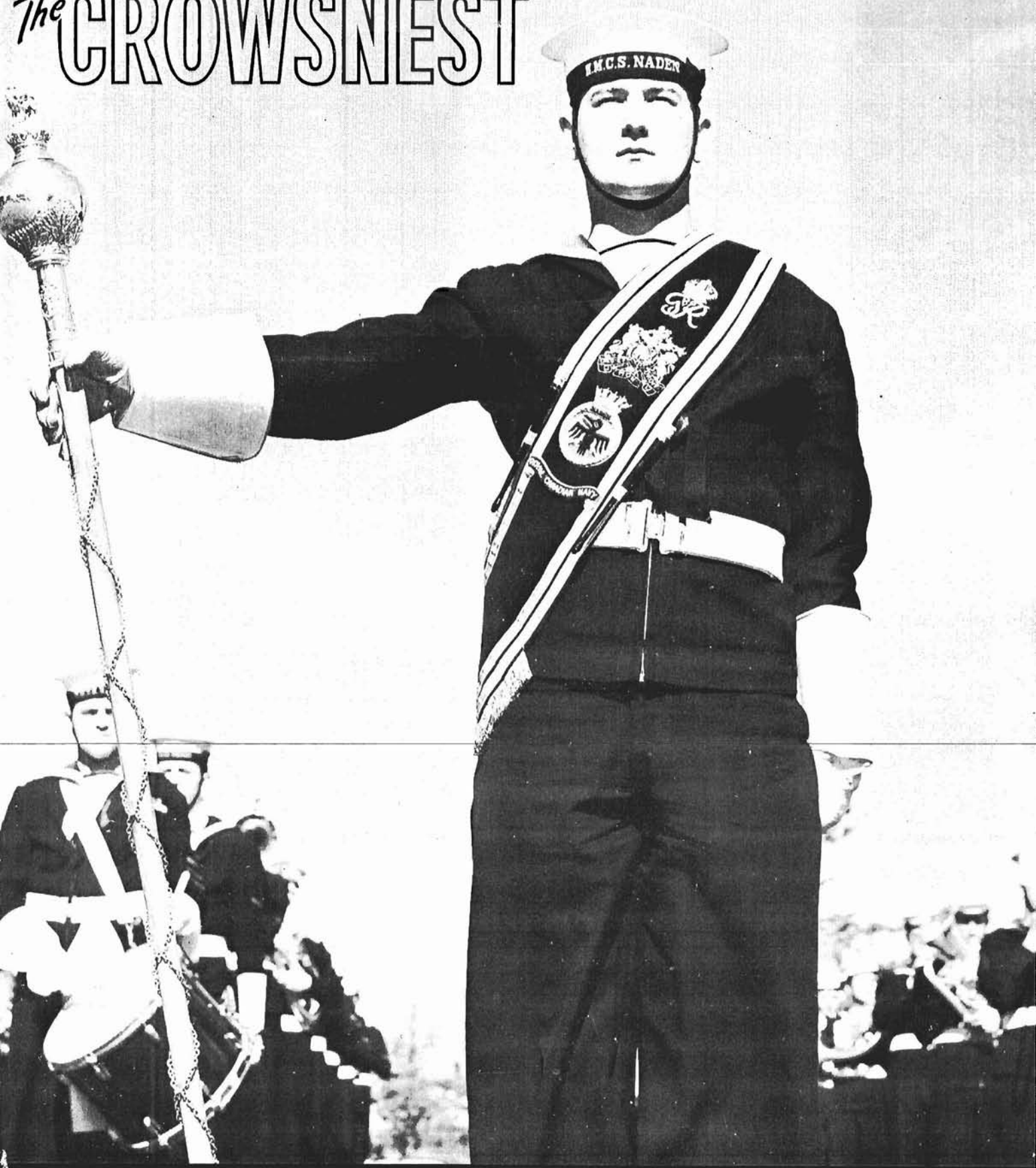
The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada



The CROWSNEST



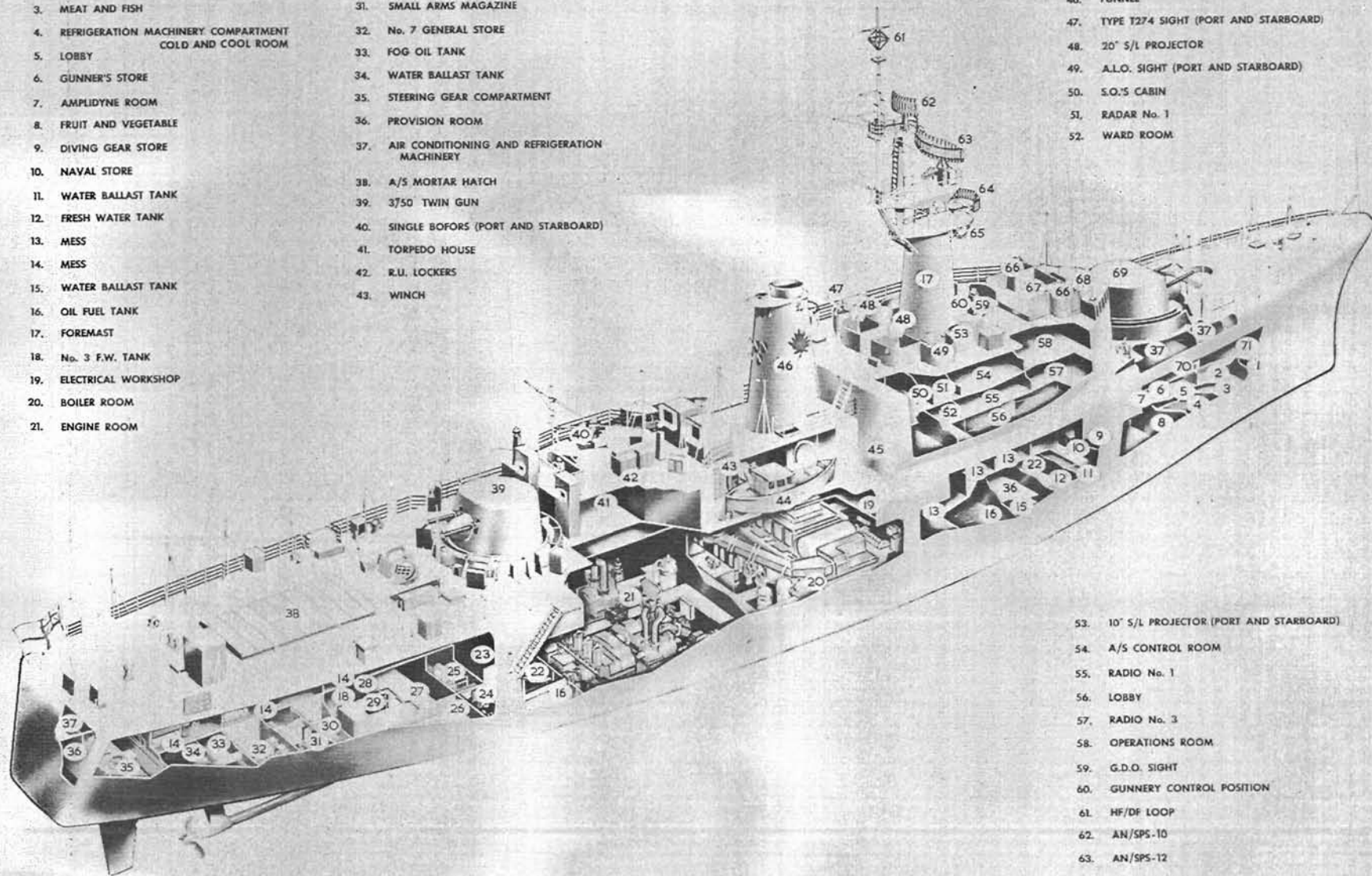
Vol. 11 No. 8

Special
"OUR NAVY"
Issue

June, 1959

1. FLOUR STORE
2. POTATO STORE
3. MEAT AND FISH
4. REFRIGERATION MACHINERY COMPARTMENT
COLD AND COOL ROOM
5. LOBBY
6. GUNNER'S STORE
7. AMPLIDYNE ROOM
8. FRUIT AND VEGETABLE
9. DIVING GEAR STORE
10. NAVAL STORE
11. WATER BALLAST TANK
12. FRESH WATER TANK
13. MESS
14. MESS
15. WATER BALLAST TANK
16. OIL FUEL TANK
17. FOREMAST
18. No. 3 F.W. TANK
19. ELECTRICAL WORKSHOP
20. BOILER ROOM
21. ENGINE ROOM
22. 3750 MAGAZINE
23. PLUMMER BLOCK COMPARTMENT
24. PUMP COMPARTMENT
25. LOBBY
26. No. 9 OIL FUEL TANK
27. No. 2 DIESEL OIL TANK
28. COFFER DAM
29. GLAND COMPARTMENT
30. WEBBING GEAR STORE
31. SMALL ARMS MAGAZINE
32. No. 7 GENERAL STORE
33. FOG OIL TANK
34. WATER BALLAST TANK
35. STEERING GEAR COMPARTMENT
36. PROVISION ROOM
37. AIR CONDITIONING AND REFRIGERATION
MACHINERY
38. A/S MORTAR HATCH
39. 3750 TWIN GUN
40. SINGLE BOFORS (PORT AND STARBOARD)
41. TORPEDO HOUSE
42. R.U. LOCKERS
43. WINCH

44. 27 FOOT MOTOR SEABOAT
45. DOOR
46. FUNNEL
47. TYPE T274 SIGHT (PORT AND STARBOARD)
48. 20" S/L PROJECTOR
49. A.L.O. SIGHT (PORT AND STARBOARD)
50. S.O.'S CABIN
51. RADAR No. 1
52. WARD ROOM



53. 10" S/L PROJECTOR (PORT AND STARBOARD)
54. A/S CONTROL ROOM
55. RADIO No. 1
56. LOBBY
57. RADIO No. 3
58. OPERATIONS ROOM
59. G.D.O. SIGHT
60. GUNNERY CONTROL POSITION
61. HF/DF LOOP
62. AN/SPS-10
63. AN/SPS-12
64. SPERRY RADAR
65. MF/DF LOOP
66. A.L.O. SIGHT
67. PILOTAGE POSITION
68. COMMAND POSITION
69. 3750 GUN
70. GUNNAR ROOM
71. WASH ROOM

SECTIONAL VIEW OF SHIP ST. LAURENT CLASS

The CROWSNEST

Vol. 11 No. 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

JUNE, 1959

CONTENTS

	Page
<i>The RCN Today</i>	2
<i>Education in a Modern Navy</i>	4
<i>The Sailor's Well-Charted Career</i>	5
<i>The Navy's Place in the Community</i>	8
<i>General List Officer</i>	11
<i>Royal Roads</i>	14
<i>The RCN(R) Looks Ahead</i>	18
<i>Threat from Below</i>	20
<i>New Navy—New Careers</i>	24
<i>Venture in the South Seas</i>	26
<i>Fifteen Years Ago</i>	28
<i>Naval Lore Corner No. 72</i>	<i>Inside Back Cover</i>

"OUR NAVY"

Every year since 1952, *Canadian Shipping and Marine Engineering News*, Toronto, has published a special Royal Canadian Navy issue, reporting on the progress of the Navy. Each year (with the exception of 1953) the RCN has republished the material from the special naval issue in booklet form, under the title 'Our Navy', for general distribution.

This year, because it is considered many of the articles hold as much interest for those in the Navy as for persons outside, *Our Navy* is being printed as a special issue of *The Crownsnest*.

It is regretted that it has not been possible to include all the regular *Crownsnest* features in this issue, but there is satisfaction in knowing that *Our Navy* will reach a much wider audience than in previous years—and at a considerable saving to the taxpayer.—*The editor*.

On the Opposite Page: A cutaway drawing giving some idea of the complexity of Canada's modern anti-submarine escorts of the St. Laurent class.

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

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

Sizes, finish and the National Defence standardized prices, follow:

4 x 5 (or smaller) glossy finish only ..	\$.10
6½ x 8½ glossy finish only .....	.40
8 x 10 glossy or matte finish .....	.50

SUBSCRIPTION RATE

The Crownsnest 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:

THE QUEEN'S PRINTER,
Department of Public Printing
and Stationery,
Ottawa, Ont.

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

EDITOR,
The Crownsnest,
Naval Headquarters,
Ottawa, Ont.

The Cover — The RCN began training early for the many colourful naval ceremonies planned in conjunction with the Royal Tour and the opening of the St. Lawrence Seaway. Here Drum Major PO Gordon Brown leads the *Naden* band through a rehearsal of the Sunset Ceremony at Victoria. (E-50349)



THE RCN TODAY

Frigates of the Fourth Canadian Escort Squadron sail under grey skies for the South Pacific on a training cruise for officer cadets from HMCS Venture. (CCC4-6)

IF THERE CAN be such a thing as good fortune in the development of weapons of war, then it was good fortune that attended the Royal Canadian Navy when the decision was made, 11-odd years ago, to produce a peace-time force that would be primarily anti-submarine in its composition and capability.

There were several reasons for the decision. For one thing, the RCN possessed a solid foundation of anti-submarine experience, tested and proven in the crucible of the Battle of the Atlantic. Money and manpower were other factors, inasmuch as strict limitations on both prohibited the creation of a large fleet composed of many classes of ships. Finally, there was the absolutely firm conviction that the sub-

marine, which had nearly tipped the scales in two world wars, was well on its way to becoming an even more formidable beast, and there could be no sounder naval policy than to concentrate on anti-submarine warfare.

Concurrent with this decision was another—to design an exclusively anti-submarine warship and build it in Canada.

So it was that, when Canada became a member nation of NATO in April, 1949, it was in a good position to commit the RCN to an anti-submarine role within the NATO military structure.

In the intervening years, the RCN has developed a highly efficient fleet, modest in size but possessing some of the finest anti-submarine ships and aircraft in the world today.

It was in this development that the RCN's good fortune lay—for the submarine, during the same period, has grown into a world-encompassing threat with the development of nuclear power for its propulsion and guided missiles for its weapons.

What constitutes this specialized, compact naval force that Canada has created?

At the end of 1958, the Navy had 47 warships in commission, two Royal Navy submarines under its operational control and a further six warships in refit. To man its ships, aircraft and shore facilities, it had a regular force of nearly 20,000 officers, men and wrens. In addition, it had under training 361 officer cadets and 185 technical apprentices.

Largest unit of the anti-submarine fleet is HMCS *Bonaventure*, a modern light fleet carrier commissioned in January, 1957. Of the anti-submarine ships conceived in 1948, nine were in commission at the end of last year. Seven belonged to the St. Laurent class and two to the newer Restigouche class. Five more of the latter are scheduled to enter service during 1959. In exercises with submarines and in general performance, these Canadian-designed and built ships have more than lived up to expectations.

In addition, the RCN has 11 other destroyer escorts and 18 frigates which have been extensively modernized and fitted with the latest anti-submarine weapons and detection equipment.

Other units of the fleet include coastal escorts, coastal minesweepers, gate vessels and patrol craft.



The Naval Technical School, opened at Esquimalt only a few months ago, offers naval apprentices extensive training in technical trades. (E-46952)

To increase the mobility of the fleet and its independence of shore repair facilities, the RCN during 1959 is bringing two escort repair ships into service. The main function of these ships will be to provide repair maintenance facilities for escort vessels away from their home base. They will be capable of meeting all maintenance requirements apart from those of a major refit. In addition, they will provide limited logistic support for the fleet.

Naval aircraft operating from the *Bonaventure* are Canadian-built anti-submarine Trackers, all-weather Banshee jet fighters and helicopters. With these, the carrier is an integral part of the RCN's anti-submarine team, whose operations in the first phase of any future war would be devoted to submarine search and destruction.

Like other modern carriers, the *Bonaventure* is equipped with the angled flight deck, steam catapult and stabilized deck-landing mirror aids. Her radar facilities provide for the fullest coverage of fighting requirements as well as those of navigation.

Main task of the carrier's fighters is to provide air protection for the fleet, either against direct attack or hostile reconnaissance. Especially designed for carrier operations, the Banshee carries radar equipment which permits taking off under minimum weather conditions, making an interception and returning to the carrier without ever having actually sighted the enemy.

This aircraft's already heavy firepower was increased during 1958 by the addition of the Sidewinder, first guided missile to be put into operational service in the Canadian armed forces. The missile is guided by an infra-red or heat-seeking device and seeks the target by homing on the heat emitted by the enemy aircraft. Measuring nine feet in length and weighing about 155 lbs., Sidewinder is designed to destroy high-performance enemy fighters and bombers from sea level to altitudes over 50,000 feet.

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.

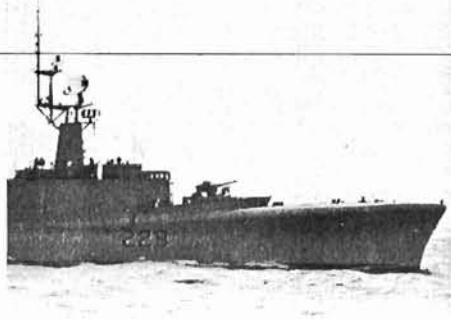
The RCN's anti-submarine aircraft—the Trackers and helicopters—extend the fleet's search and strike capability by hundreds of miles.

The Tracker, originally of U.S. design, is being produced in Canada in a modified version especially for the RCN. Forty-three of 100 aircraft on order have been delivered and a further

modified version will enter service this year with improved anti-submarine capabilities.

The Tracker is both hunter and killer, designed and equipped to find, attack and destroy enemy submarines, on the surface or submerged. It has extensive equipment for the detection of submarines and carries homing torpedoes and depth charges for their destruction.

Although its anti-submarine potential has long been recognized, the helicopter only lately has begun to establish its effectiveness in this role.



Surface ships and aircraft working together spell trouble for the enemy submarine. This is HMCS Ottawa and a sonar-equipped helicopter during Mediterranean exercises in the autumn of 1958. (BN-2553)

Anti-submarine helicopters have been operated successfully from the *Bonaventure* and encouraging experiments have been carried out in operating them from destroyer escorts and frigates. Previously limited to detection, they joined the hunter-killer class in 1958 when they were fitted to carry homing torpedoes.

Proudest RCN achievement of all is the new destroyer escort, conceived on

the drawing boards of Canadian naval architects and brought into being in Canadian shipyards.

Recognized as among the finest of their kind in the world today, these ships have consistently proven their worth in anti-submarine exercises since coming into operational service.

Their principal armament consists of anti-submarine weapons, including electronically-controlled mortars, which fire high explosive projectiles with great accuracy in any direction, and modern homing torpedoes which pursue and destroy an enemy target on or below the surface of the sea.

Although these ships are Canadian-designed and Canadian-built they owe much to the United Kingdom and the United States. They are, in fact, a fine and fortunate blending of experience and development in all three countries. Their anti-submarine mortars, for example, were originated in Britain. The type of homing torpedo they carry was developed in the U.S. Their three-inch 50 calibre anti-aircraft guns are manufactured in Canada from U.S. Navy blueprints, while the British designed their three-inch 70 calibre guns.

The vast array of electronic equipment which finds and holds its quarry is the best that Canada, the United Kingdom and the U.S. can offer. Much of it has been developed and adapted to RCN use by skilled Canadian electronic scientists and technicians.

Similarly, the modernizing and re-equipping of the RCN's older anti-submarine destroyer escorts and frigates has been the result of the ready accessibility of experience and equipment from the U.S. and Britain, combined with those of Canada.

In fact, while representing a true Canadian force, brought into being and manned by Canadians, the RCN is an outstanding example of the NATO aim for combat readiness which requires that:

“To be efficient, the forces of NATO which may be called upon to stop aggression cannot be a mere collection of national units. They must be welded into a smoothly working, co-ordinated fighting unit.”

This the Royal Canadian Navy has achieved—within its own framework through the postwar years of careful and capable development—and within the framework of the NATO military organization of which it is a vital part.

EDUCATION IN A MODERN NAVY

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. 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 Saint-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.

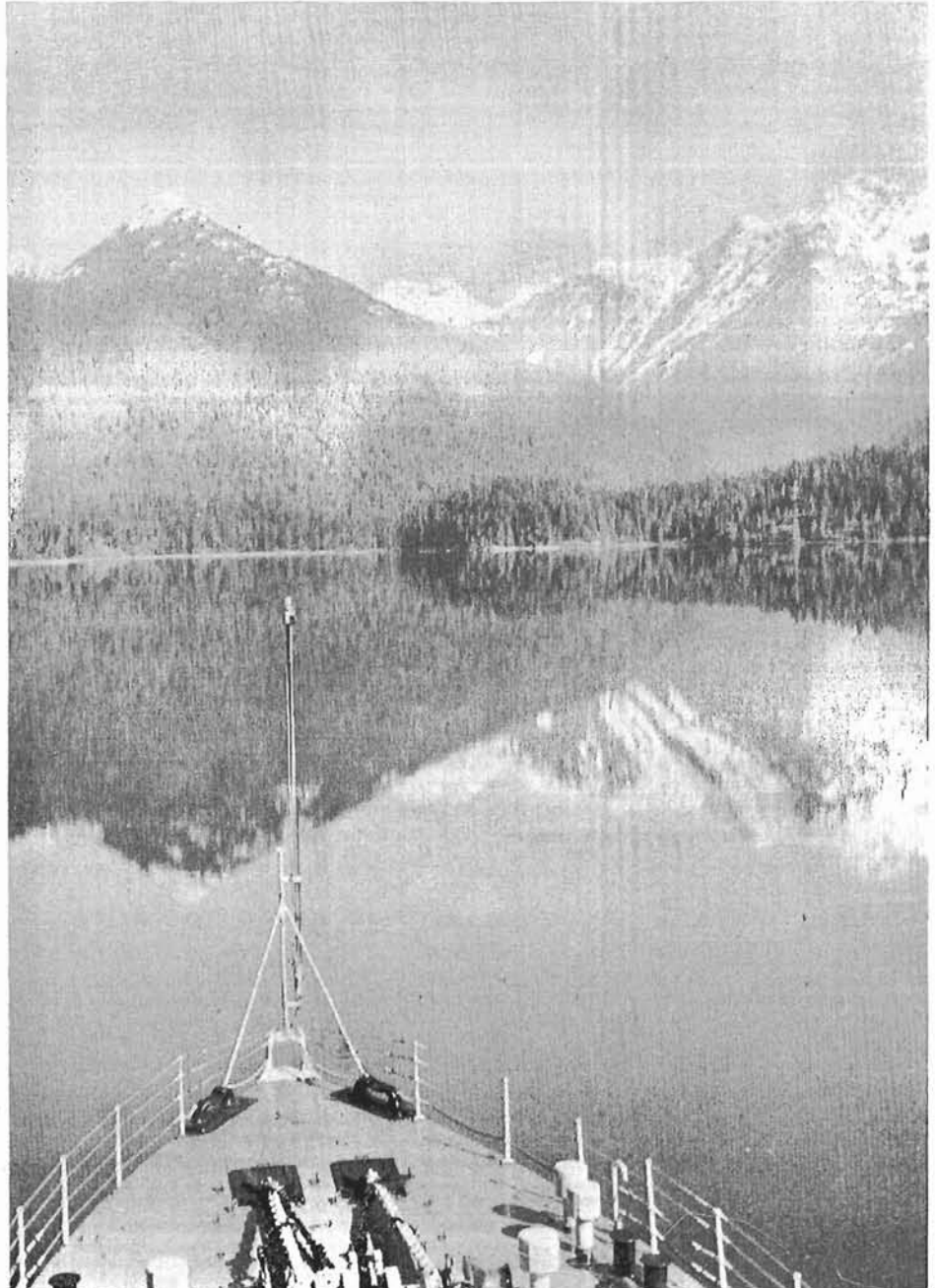
With the co-operation of provincial departments of education and universities, a Naval Adult Education Program will offer correspondence and evening courses in a wide variety of

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.

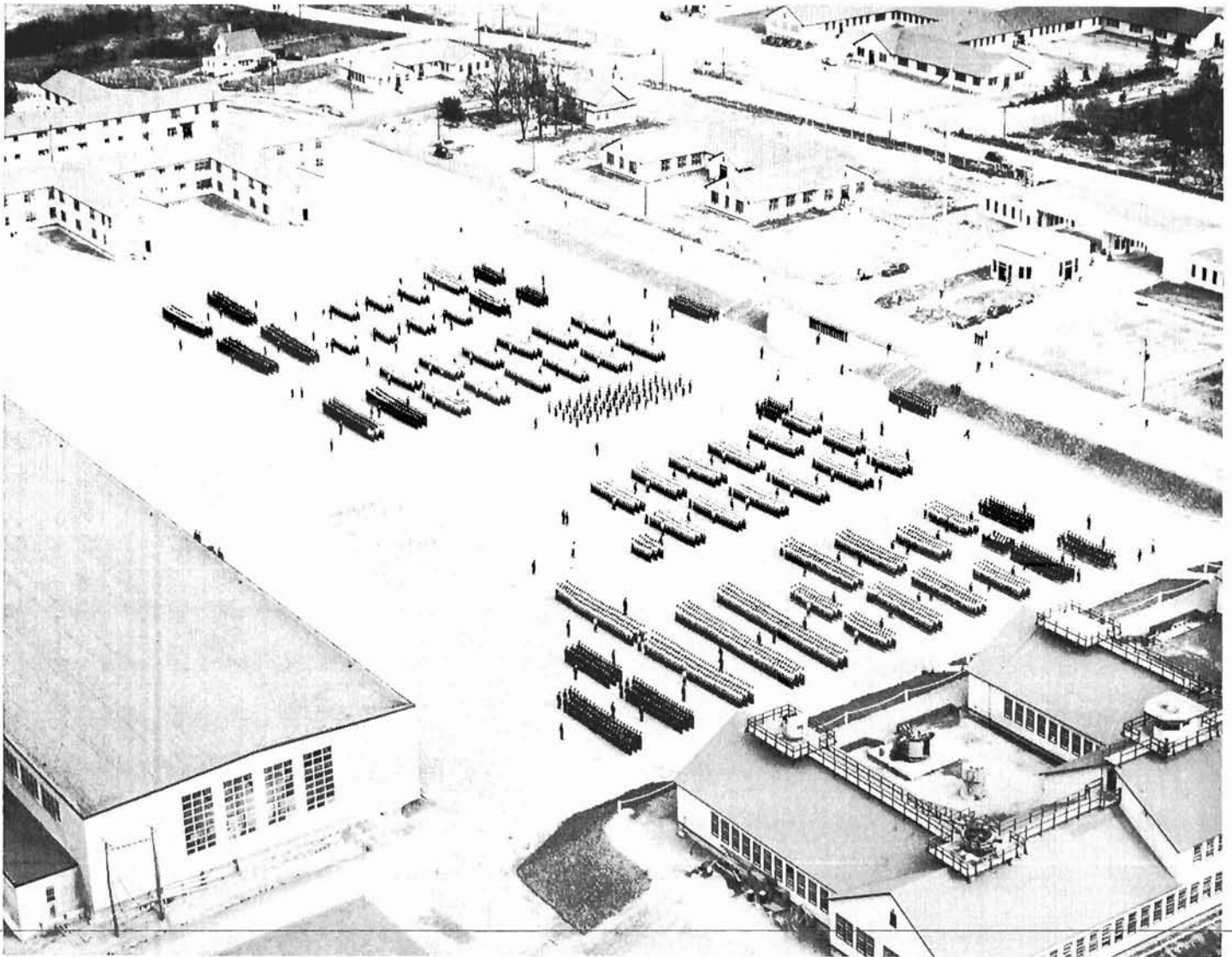
Individuals will be required to pay the nominal fees charged for the adult

education courses, but the Navy will set up the machinery to handle enrolments, publish a catalogue listing the courses available, and provide assistance 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.



Because of their inaccessibility, except by air or from the sea, the western shores of Vancouver Island are little known to most Canadians. West Coast sailors are an exception. Here the ship's company of the frigate *New Glasgow* saw the mountains and forests mirrored in the tranquil waters of Tlupana Inlet, off Nootka Sound. (E-50169)



HMCS Cornwallis, the new entry training establishment near Digby, N.S., where naval recruits receive their first taste of service life. (DE-0162-28)

THE SAILOR'S WELL-CHARTED CAREER

TO WHAT SORT of a career might a young man now look forward if he were to enrol on the "lower deck" of the Royal Canadian Navy?

It is hardly necessary to say that all men are different, and what happens to one does not, perforce, happen to another. Further beclouding the crystal ball is the fact that the sections comprising the Navy's new personnel structure are being fitted into place in progressive stages, and it will be a while yet before the "new look" is fully effective.

However, enough has been done already, and the pattern of future action is sufficiently clear, to enable a young man, joining in 1959 and thereafter, fully to gauge the prospects and possibilities of a naval career.

Let us select a hypothetical sailor-to-be. This young man has had a reasonable amount of education (grade 10-11) and has done reasonably well. He is of good character, he is physically sound—and he wants to join the Navy.

First come the recruiting processes—information and advice; application and processing; acceptance, and, finally, enlistment as an ordinary seaman.

His term of engagement is three years—and this is a change. Before, it was five, but the view now is that it need not take that long to determine whether service and sailor are compatible. Better a quick separation, if they are not; for even for those with the very best of intentions, the Navy is not always the life, and it is to the advantage of both sides if the association is not prolonged.

Economy is also a factor. Not only will there be a two-year saving in pay, clothing, food, accommodation and medical and dental care, in cases where separation occurs at the end of the first engagement, but there will also be an appreciable economy in training costs and benefits. Expensive trades training formerly given during the first engagement will now not be given until a man signs for a second five-year term of service.

Anyhow, once he is enrolled, our young sailor goes to HMCS Cornwallis for his new entry training course. It lasts about 15 weeks, and gives him a basic grounding in naval knowledge and terminology, discipline and seamanship. He is also taught the responsibilities of citizenship and esprit de corps.

At the recruiting office, when he first enquired about the Navy, he read and was told about the various naval trades. At *Cornwallis*, he is made much more familiar with these and, at a stage in his course, is interviewed and given tests to determine his desires and capabilities.

Our ordinary seaman has a flair for electronics and is also intrigued by sonar—submarine detection. His aptitude tests point favourably in this direction, so he is classified as a sonarman.

On graduating from *Cornwallis*, he probably will be drafted straight to a ship, and in her he will remain for the rest of his term of engagement (approximately 2½ years).

For him, as for his shipmates, there will be general daily duties to perform; but most of his time will be spent in the sonar department, taking "on-the-job" training in his chosen specialty. It will be an apprenticeship, really, for he will carry out various elementary tasks under the supervision and instruction of skilled senior sonarmen. This practical training will be supplemented by further instruction and study; and, if he chooses, he may further his knowledge by taking correspondence courses in his spare time.

As he gains in experience, so does he gain in responsibility. Before long he is taking his turn as a sonar operator and carrying out minor maintenance routines on the equipment.

Tangible evidence of the progress he has made comes somewhere toward the end of his first year at sea, when, having qualified on the job, he is granted trade group I classification and then promoted to Able Seaman. This means both higher rank and more pay.

His ship, meanwhile, has not been standing still. A destroyer escort, she and the rest of her squadron have been spending long stretches at sea, mostly on exercises, interspersed with visits to ports on both sides of the Atlantic. Already our young man has put foot ashore in St. John's, Newfoundland; Plymouth, England; Gibraltar, and Key West, Florida, and he will see many more ports of call before his first commission ends.

Three years pass quickly, and soon comes the time for decision. Our able seaman doesn't hesitate: It's the Navy for him, and he signs on for another engagement for five years.

Now begins the serious business of fashioning his career. The first step is to learn more about his trade. To do this, he goes ashore for a Trade



Today's sailor must be able to deal with intricate technical problems. (DNS-15189)



Plotting the positions of "enemy" aircraft in the operations room of a modern destroyer escort calls for intelligence and alertness. (O-9600)



Teamwork, as exemplified in this picture of the launching of a Tracker anti-submarine aircraft, is ever increasingly important in the Navy. (BN-1191)

Group 2 sonarman's course. This is an extensive course designed to give a firm understanding of the theory and practice associated with both the operation and maintenance of the equipment of his trade.

Our sailor is also ambitious to hoist his "hook", so he writes, and passes, the rank examination for leading seaman.

Next it's back to sea, to put into practice his newly acquired knowledge and to assume the responsibilities of his new rank.

His duties are going to take all his attention for a while but as he becomes more accustomed to them, he will gradually find more spare time on his hands. No man can be expected to work all the time, but the one who sets aside a portion of his idle hours for self-improvement, through voluntary studies, enhances his chances of promotion, in addition to increasing his knowledge and capabilities.

Our leading seaman puts his name down for correspondence courses in mathematics and electronics — two of many available under the Naval Adult Education Program lately introduced in the RCN. This program, arranged with the co-operation of provincial departments of education, universities and vocational schools, provides adult courses similar to those conducted ashore.

At the same time, our man pursues his studies of naval subjects, and their practical application, to prepare himself for future responsibility.

On successful completion of his correspondence courses, the achievement is duly noted on his record and he becomes eligible to write examinations for

a higher trade group, without having to take a formal course ashore.

Later, after having satisfactorily completed a specified period as a leading seaman, he sits for an examination that will qualify him for petty officer second class.

So there he is, at about 24 years of age, already well established in his career. And so he continues, steadily acquiring more knowledge and skill, assuming greater responsibility and improving his position both as to trade group and rank. His career will last 25 years, and when he retires—around the age of 43—he will be a Petty Officer or Chief Petty Officer, possessing a high degree of professional training and executive ability.

It may be that our man, soon after entering the Navy, showed qualities that marked him as officer material. In that case, he would be encouraged and assisted in working toward a commission. Most likely he would be enrolled in the Naval Junior Matriculation Course. This is a new course, introduced in 1959, whose purpose is to enable young men who are prospective officer candidates, but who have less than junior matriculation station, to clear that academic hurdle.

Once they have done so, they may become eligible for HMCS *Venture*, College Militaire Royal de Saint-Jean, or the Naval Senior Matriculation Course. Through the senior matriculation course, officer candidates may qualify for the College Training Plan, which provides a fully subsidized education at a Canadian Services College or university on the same basis as the Regular Officer Training Plan.

Perhaps our man doesn't become an officer candidate until later in his career. By then he is too old for the College Training or *Venture* plans, but there is still an academic course that will enable men in his category to obtain commissions.

With these various academic training schemes, the RCN is determined to realize the full officer potential among its men, early or later in their careers. Standards, if anything, will be higher, but the red tape and road-blocks, real or imaginary, that existed before have been removed.

This intensified search for strength from within itself is but one of a number of features to the Royal Canadian Navy's personnel planning. Others have been mentioned, others indicated. They include:

1. *Initial three-year engagement.*
2. *Common entry as a seaman recruit. In other words, there is no trade selection on entry. This comes when a man has become better acquainted with the Navy, and its trades, and is given thorough classification tests.*
3. *On-the-job training at lower trade levels. This means trade training at sea, with practical observation and experience combined with formal instruction.*
4. *Revision of the trade structure to fuse operational and maintenance duties; the weapon-man of the future, for example, will be equally capable of operating and maintaining the weapon for which he is responsible.*
5. *Most reward for the most deserving.*

First of the four St. Laurent class destroyer escorts transferred to the West Coast, the *Ottawa* is shown at the moment she first steamed through the entrance of Esquimalt harbour, her future home. She was to be joined by the *Assiniboine*, *St. Laurent* and *Saguenay* to bring the number of her class in the Pacific Command to seven. (E-48839)



THE NAVY'S PLACE IN THE COMMUNITY

Sailors Afloat and Ashore Happy to Lend Helping Hand

APPROXIMATELY four-fifths of the Royal Canadian Navy's 20,000 officers and men are stationed in two of Canada's ten provinces: Nova Scotia and British Columbia—a logical distribution of manpower considering the Navy is charged with the defence of Canada from attack by sea.

This necessary distribution of manpower means that while most Canadians seldom have personal associations with the Navy, Nova Scotians and British

Columbians have the sailor with them always.

In many ways, the Navy and its personnel are taken for granted by the people of these two provinces—a fact not surprising at all when one considers that the Navy, in one form or another, has been at Halifax for 200 years and at Esquimalt for 100 years.

And yet, while the RCN would not want to be taken for granted *entirely*, its sailors are quite happy to be accepted as part of these communities.

The Navy forms a healthy segment of two Nova Scotian areas in particular. There are approximately 10,000 officers and men, not including the families of most, located in the Halifax-Dartmouth area. Another 2,000 are stationed at HMCS *Cornwallis*, the new entry training establishment in the Annapolis Valley. In British Columbia, about 5,000 live in ships, homes, or barracks in the Victoria-Esquimalt area.

The Navy "way of life", on the face of it, tends to set the sailor apart from his civilian neighbour. Most sailors live in barracks, on board a ship or in Service housing set apart from the rest of the community, and their work is in no way similar to that of civilians.

Yet, individually, the sailor at Esquimalt and at Halifax is much like his civilian neighbour, with the same pastimes and habits.

How much do the Navy and its individual officers and men contribute to the life of these communities?

Many of the contributions are insignificant by themselves, but added up they form a sizeable picture of service to fellow citizens.

In the offices of the personnel staff of HMC Dockyard, Esquimalt, there stands a toy China bull. Around its neck hangs a sign reading "cerebral palsy".

On the day after each pay day, one of the young ladies of the typing pool carries "Ferdinand" to the naval and civilian personnel in the building, who are happy to donate all the pennies that they have on hand at the time. Since the collection began, a short time ago, the China bull has produced about \$75 to help crippled children of the Cerebral Palsy Association of Lower Vancouver Island.

This is one of the small projects. There are many of them.

There are also many big ones of a fund-raising nature. Each year naval personnel contribute to such worthwhile money-raising drives as those of the Red Cross, Cancer Fund, Salvation Army and Community Chest.

The Atlantic Command during the fall of 1958 conducted its own campaign on behalf of the Halifax-Dartmouth United Appeal and raised approximately \$23,000. HMC Dockyard's major charitable campaign in 1958 realized



Underprivileged children can always count on the friendship of Canadian sailors. Here two men from the destroyer escort *Micmac* chat with three tots in a Halifax orphanage following presentation of a television set and \$300 from the ship's company. (HS-53187)

about \$10,000, most of it collected from the Navy's civilian employees.

The RCN Air Station at *Shearwater*, N.S., has been operating its own central charities fund for the past two years, during which time approximately \$15,000 has been collected from both naval and civilian personnel at the station and distributed to various charities.

The RCN Halifax Central Charities Fund, which has been established for about 20 years, has distributed nearly \$100,000 to charitable agencies and worthy institutions.

In addition to these combined campaigns, HMC ships paying off make generous charitable donations from accumulated canteen funds. These take the form of gifts of money and equipment to hospitals and other institutions.

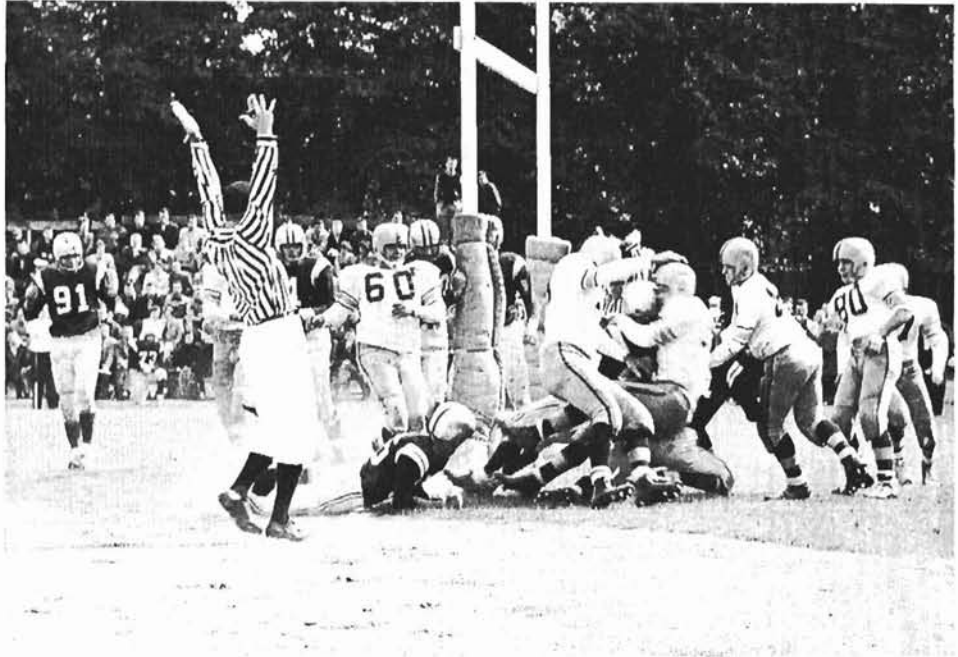
When the aircraft carrier *Magnificent* paid off early in 1957 and returned to the Royal Navy, the ship's officers and men contributed \$5,000 to ten charities in the Halifax-Dartmouth area. During her nine years on loan to the RCN, the carrier donated \$16,000 from her welfare fund to institutions and charities in the area.

Throughout her time in the RCN's Pacific Command, the cruiser *Ontario*, which paid off in October 1958 for the last time, established an enviable record as a benevolent ship. Her gifts to charity in Victoria alone amounted to over \$25,000. Over the years, her officers and men conducted a continuing program of community service, and they literally adopted the Queen Alexandra Solarium for crippled children, near Victoria. Money from the ship's fund provided the Solarium with a number of much needed items, including a completely equipped ambulance.

Such donations are not confined to the larger ships and establishments. All participate. HMCS *Micmac*, when she paid off in July, 1958, disbursed \$2,500 to charities in the Halifax-Dartmouth district.

All of these contributions by ships are profits from the operation of ship canteens, and are "nonpublic funds".

The most spontaneous response in 1958 by naval and civilian personnel of the Atlantic Command was directed to the Springhill Disaster Relief Fund. The Command raised the sum of \$13,000. This included \$1,000 from the 247 officers and men of the destroyer escort *Ottawa*, engaged at the time in exercises in the Mediterranean. HMCS *Cornwallis* gave \$2,400 and the RCN Air Station *Shearwater* \$1,000, in addition to 500 Christmas gifts to bereaved children at Springhill.



The RCN helped to introduce and popularize Canadian football in the Maritimes. The team from the naval air station, *Shearwater*, won the Canadian intermediate championship in 1957. (HS-45214)

The role played by the Navy in community projects is not confined to the donation of monies.

Naval divers are much in demand by civilian authorities. Most of their work for the public is done at the request of police and government agencies, although there are exceptions and many of the jobs undertaken are not pleasant. The Operational Diving Unit at Dartmouth is called upon to recover several drowning victims each year, and to search for missing weapons. On the West Coast last year naval divers spent a great deal of their off-duty time in clearing underwater obstructions from lakes in the Victoria area which are popular recreational spots for citizens.

The diving decompression facilities on both coasts are available at all times to civilian divers suffering from the "bends". Last year two Quebec divers were treated successfully at Dartmouth and a third was aided by telephone advice to a firm which had a decompression chamber but was uncertain how best to use it. One of the most interesting jobs undertaken last year by the East Coast divers was a study of the habits of lobsters for the Department of Fisheries.

The mercy missions and rescue operations undertaken by naval helicopters of HU 21 Squadron at *Shearwater* are known to many Maritimers. Search and rescue operations in that area are co-ordinated by the RCAF and helicopters are useful workhorses in this field.

During 1958 the helicopters of HU 21 flew more than 90 hours on non-naval operations. These included the evacuation of lighthousekeepers, transport of forest fire fighters, stocking of lakes for the Department of Fisheries, flying injured persons to hospitals, aiding police in searching for suspected criminals and tracking down lost fishermen and hunters. A naval helicopter flew Santa Claus to the Nova Scotia school for retarded children at Truro for a special pre-Christmas visit.

Buildings and boats, ships and forests and towns and hamlets on both the Atlantic and Pacific Coasts have the active protection of naval firemen. Naval fire tugs at Halifax and St. John's are the only water-borne fire apparatus at either port. Ashore, particularly in the smaller communities near naval establishments, extensive assistance is given to civilian firemen.

Each year, the RCN is asked to provide ships, aircraft and personnel for a variety of celebrations by communities of the Atlantic provinces and British Columbia. Whenever possible, these requests are met, sometimes with elaborate preparations, by the Atlantic and Pacific Commands.

When Halifax celebrated its bicentennial in 1959, the Navy co-operated with a week of demonstrations, displays and a stage spectacular atop Citadel Hill each night, and last year, the service played a big part in the B.C. Centennial celebrations.

There are ten celebrations throughout the Maritimes in which the Navy is regularly involved. During the past eight years HMCS *Cornwallis* has provided bands, guards and bunting for the big Annapolis Valley Apple Blossom Festival and ships and air displays for the Lunenburg Fisheries Exhibition and the Summerside Lobster Festival.

The Navy also helps to enliven the proceedings at the Bridgewater Water Carnival, the Pugwash Gathering of the Clans, the Shediac Lobster Festival, the Antigonish Highland Games and other events.

Naval personnel in both commands are big contributors to the Red Cross blood donor clinics. In Nova Scotia last year, well over five thousand officers and men donated as many pints of blood to the Red Cross at special clinics set up in naval ships and establishments. Blood donors from the Pacific Command numbered well over a thousand and in addition hundreds of sailors responded to emergency blood donor calls during the past year.

In Halifax, one of the most worthwhile community services provided by the Navy is the facilities of the huge gymnasium at HMCS *Stadacona*, the RCN Barracks. Applications for its use by civilian organizations this year already have taxed its facilities until September.

After the needs of the service are met, consideration is given to the needs of various community service clubs, institutions for underprivileged children and naval and civil service children. Each week, facilities are programmed for various civilian groups, with emphasis on the swimming pool. On occasion it is used for hydrotherapy of paraplegics, but chiefly for teaching children how to swim. Both naval and Red Cross swimming instructors conduct the classes. Other civilian regulars who use the *Stadacona* gym are patients from the DVA hospital, sea scouts and Halifax school children.

At *Shearwater*, the new gymnasium serves a naval community of about 6,500 including civilian employees and their children. Most live in the area of the station, which is comparatively distant from Dartmouth's recreational facilities, and so the gym staff has its work cut out to meet the resultant demand on facilities. Time has been made available, however, to the Dartmouth YMCA and YWCA and the town's RCMP detachment.

Naval teams are active in all levels of baseball, basketball and hockey, having entered senior competition in the

latter game this year for the first time. In curling, on the other hand, the civilians have a commanding lead and help to nurture the game among the sailors. Naval teams are made to feel



at home in civilian rinks, where they play until the day they will be able to have their own ice surfaces.

But of all of their associations with the community life of Nova Scotia and British Columbia, the sailors' happiest is with children, particularly those who are handicapped physically or socially.

Last Christmas, HMCS *Shearwater* did not have its usual Christmas parties because the gifts for this occasion were sent instead to the children of Springhill. There were, however, parties for retarded children and for those at the Nova Scotia Home for Coloured Children. Sailors at *Stadacona* were hosts to 150 orphans and crippled children at a mammoth Christmas party in the gymnasium, and Santa, with his bag of gifts, visited those children who could not attend.

Many ships play Santa Claus to needy families at Christmas. Last Christmas, for instance, the petty officers on board the frigate *Antigonish* sent two men to the Victoria welfare offices. They asked for, and obtained, the name of a needy Victoria family—a family not already on any assistance list.

It was a happy Christmas for that family, especially the children. The sailors of *Antigonish*, with purchases from their mess fund totalling about \$80, delivered groceries, clothes and gifts to the family on Christmas Eve.

It was hard to tell who was the happier group—the family or the sailors.

The association between the Navy and the people of Nova Scotia and British Columbia has been a long and for the most part, happy one. As he has been accepted into the community, the sailor also has shown that he is a responsible citizen, with just the same ideals as his civilian neighbour.



Mercy missions by RCN helicopters are a familiar story on the East Coast. Medical supplies and mail are loaded into a Sikorsky helicopter for residents of isolated Pictou Island. (DNS-15305)



The growing importance of science and technology in modern warfare is reflected in the academic training of today's officer cadet. (E-29321)

THE GENERAL LIST OFFICER

Personnel structure revisions presage profound changes in naval careers

UNUSUAL ATTENTION and interest are focussed on 30 young graduates of the Royal Military College and other Canadian universities.

For these 30 are, in effect, the pioneers of a system of education and training designed to produce naval officers equally proficient in the operation, maintenance and administration of ships, and possessing the broad knowledge and experience considered essential in those who will command and administer the Navy of the future.

On graduation, these pioneers received their commissions as sub-lieutenants and, coincidentally, became the first of-

ficers listed under a new classification, known as the "General List". And however unexciting the term itself may sound, the establishment of the General List presages the most significant and profound of all the changes that are to be made in the Navy's personnel structure in the coming years.

At the present time, almost all officers of the RCN belong to branches — Executive, Engineering, Electrical, Constructor, Supply, Ordnance, and so on — and pursue their careers, within those branches.

Under the new structure, the branches in time will disappear. In place of

them will be three lists—the General List, the Special List and the Limited Duty List.

The Limited Duty List will be composed of officers promoted from the lower deck, other than through *Venture*, Services College or university training plans.

The Special List will consist of doctors, chaplains, instructors and others with special skills.

The great majority of officers—about 70 per cent—will be borne on the General List. It will be some years before transition to the General List is complete, but the first step in this direction

has been taken with the designation as General List officers of all cadets and junior officers who have entered the RCN since 1955.

Where most of his predecessors trained and stayed in their specialties, tomorrow's officer, at a fairly early stage in his career, will become equally capable of standing a watch on the bridge and in the engine room; of supervising maintenance of the hull and fittings of his ship, and of commanding armed parties ashore; of controlling the ship's weapons and handling accounts. He will know how to navigate and deal with correspondence. His training will embrace communications, damage control and still other subjects. In short, he will know his ship, and what makes her tick, from truck to keel and from stem to gudgeon.

He will be trained, too, to lead; and in this respect, at least, tomorrow's officer will be on common ground with today's and yesterday's. Whatever changes they may have caused elsewhere, science and technology have not altered the requirements of leadership, and the development of those qualities of spirit and character, and sense of responsibility, that are among the prerequisites of the naval officer.

It has been calculated that the training of a General List officer to where he possesses the qualifications listed above will take about six-and-a-half years. How he will spend those six-and-a-half years is laid down in a junior officer training program which became effective at the same time as the "pioneers" referred to earlier became General List officer candidates.

It now starts the moment a young man enters the RCN as a cadet.

Apart from the short service entry through HMCS *Venture*, officer candidates are enrolled in the RCN under two related plans, the Regular Officer Training Plan (ROTP) and the College Training Plan (CTP). The latter applies only to men selected from the lower deck for officer training and is essentially the same as ROTP, the only difference being in the terms of service.

The general science course at the Royal Military College is the minimum standard for ROTP and CTP cadets. University courses have been equated to the RMC standard on the basis that any degree course is acceptable, providing it includes two years' physics and mathematics, and is approved by Naval Headquarters. The emphasis is on science and engineering, but there is insistence, too, on a firm grasp of the humanities.

The province of Ontario has given a degree-granting charter to RMC, which

means that eventually all cadets completing the Services College course will obtain a degree without having to spend a further year at university.

While he is at college, the cadet is made familiar with and trained in the ways of the Navy. During the academic year, he spends a small number of periods in integrated and single service studies, and for 12 weeks of the summer he trains full-time with the Navy afloat and ashore.

To improve the standard of sea training, a cadet training squadron, composed of frigates, has been formed, replacing in function the cruiser *Ontario*. Where the *Ontario* was restricted to a training role, the frigates are capable of shifting immediately to operational anti-submarine duties, if required. They possess the further advantage of being much more comparable in size and equipment to the destroyer escorts that form the bulk of the fleet and in which the cadets will serve on obtaining their commissions.

All first- and second-year cadets will receive their summer sea training in the squadron. The number of cadets in each frigate will be kept low and this, combined with first-class instructors, will ensure a high level of training.

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 of "cadet midshipman", will wear midshipman's patches and will be messed with the ship's officers in the wardroom.

On completion of his college course, the graduate will attend a "pre-fleet" course of about six months' duration. He will then go to sea for two years as a sub-lieutenant.

The pre-fleet course will include instruction in operational, divisional, weapons, electronics, air, engineering, damage control and supply duties. This will complete the professional background needed to obtain full advantage from the sea training period to follow.

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, such as weapons, supply, etc.

The following table shows the duties it is expected an officer will be able to carry out in a destroyer escort at the end of the first sea phase:

- (a) *Watchkeeping Duties*
 - (1) Officer of the Watch at Sea (Bridge and Operations Room) and in harbour.
 - (2) Engineer Officer of the Watch (including supervision of electrical power generation and distribution).
- (b) *Divisional Duties*
 - (1) Divisional Officer of any division in the ship.



Officer cadets are introduced to seamanship early in their training. (E-47563)

(c) *General Duties*

- (1) Supervise normal routine work and evolutions,
- (2) Supervise maintenance of hull and fittings as required in self-maintenance,
- (3) Command armed parties for ceremonial and operational purposes.

(d) *Administration and Supply*

- (1) Administer the Supply department.
- (2) Assume responsibility for cash.
- (3) Act as correspondence officer.
- (4) Act as Explosives Account Officer.

(e) *Weapons Duties*

- (1) Weapon Control Officer (all systems).
- (2) Officer of the Quarters (all systems).
- (3) Gun Direction Officer.

(f) *Navigation Duties*

- (1) Navigating Officer.

(g) *Communication Duties*

- (1) Administer the communication department.
- (2) Supervise maintenance of communication equipment.
- (3) Act as custodian of crypto and confidential publications.

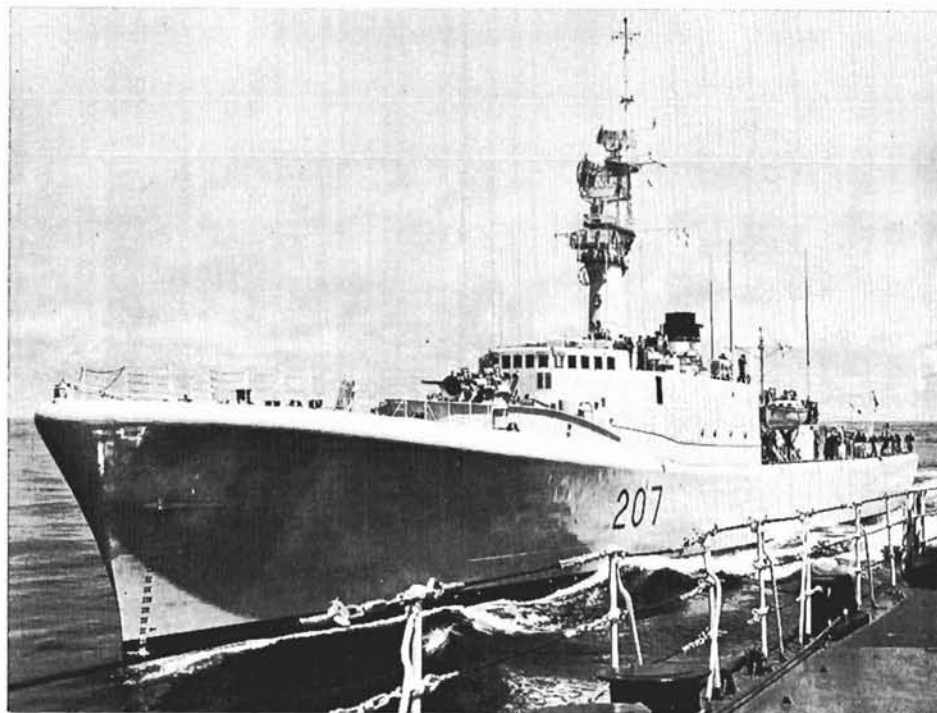
(h) *Damage Control Duties*

- (1) Section Officer.
- (2) Ship's Monitoring Officer.

After the first sea-time phase comes promotion to lieutenant and a second tour at sea, also of two years. During this period, the officer will serve as part complement in a destroyer escort and will be given added responsibilities. As a general rule, he will spend the two years in *two* main areas of the ship and begin to sub-specialize in an area to which his talents are most suited.

On completion of this second sea-time phase, a small number of officers will be diverted each year to the restricted duty section of the general list. These will be officers with a particular aptitude and interest in certain specialties. They will be given further education up to and even beyond the Masters level and will specialize in highly technical or administrative fields for the balance of their careers.

Officers remaining in the general duty section spend the next three years ashore. For about one year of this period they will attend a Junior Staff and Technical Course and take sub-specialist courses qualifying them to serve as heads of particular departments in destroyer escorts, e.g., engineer officer, weapons officer, etc. The re-



The RCN's new personnel structure is intended to ensure that Canada's modern ships will have officers and men with the highest attainable levels of training, efficiency and enthusiasm. Pictured is HMCS Skeena. (OT-3358)

maining time (about two years) will be spent in shore appointments.

Then it is back to sea, either in command of a frigate or as head of a department in a destroyer escort.

It is at and after this stage that individual ability will begin more fully to demonstrate itself, and be recognized in the promotion and appointment lists. To predict how officers will progress hereafter is impossible, but, generally speaking, they will receive appointments and training that will fit them for middle and top command.

Taking 23 as the average age of graduation from RMC or university, an officer will be the following ages if promoted from one rank to the next in the *minimum* time.

To Lieutenant	25
Lieutenant-Commander ...	30
Commander	34
Captain	38
Commodore	42
Rear Admiral	46

To the General List concept there are three main parts:

1. In the ranks of cadet and sub-lieutenant, common training for all, ashore and afloat, based on a technical education to the degree level;
2. In the ranks of lieutenant, lieutenant-commander and commander, sub-specialized training and employment;
3. In the ranks of captain and above, employment of a more general

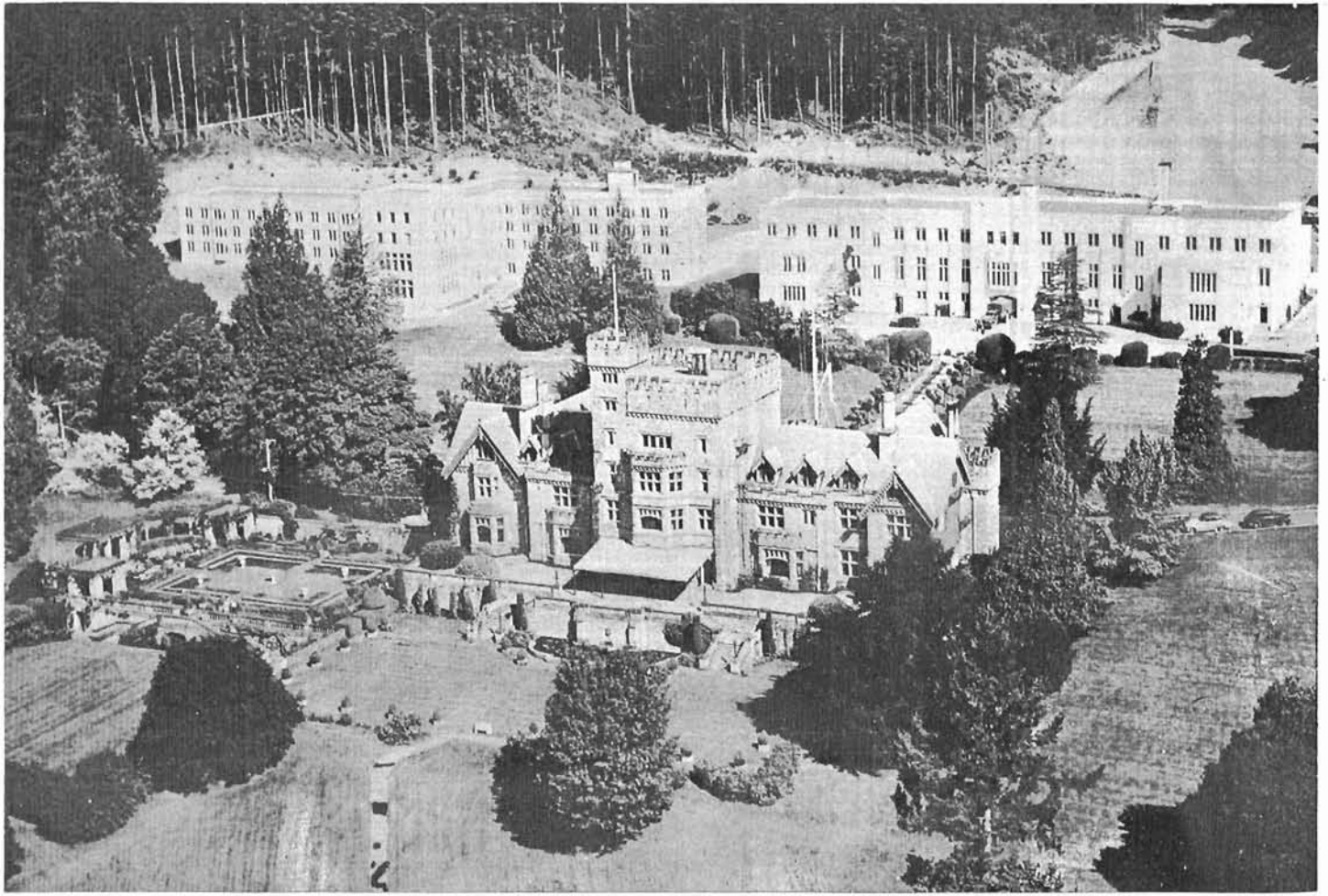
nature consistent with each officer's capabilities and background.

A significant feature of the new officer structure will be its provision of specialists, in fields such as engineering, electronics and supply, without restricting officers in wholesale numbers to specialization for their entire careers.

There will be a small core of super-experts, given the very best training obtainable and the opportunity to achieve high rank. But otherwise the need will be met, efficiently and economically, by the sub-specialization of General List officers to where they are completely capable of serving as heads of departments in ships and in key staff, technical and training appointments ashore. By virtue of their broad training and experience, however, these officers will continue to be candidates for command and for senior appointments of a general nature, in the ranks of captain and above.

There are a number of evident advantages, both to the individual and to the Navy, in the new officer structure. With the raising of over-all professional standards, officers will acquire a broader capability and the Navy will enjoy much greater flexibility in the employment of officer personnel.

The Navy will have, too, a much larger field from which to select its senior officers of the future and, conversely, positions of high command will become open to a much larger group of officers.



The Canadian Services College, Royal Roads, near Victoria. (E-45653)

Royal Roads

By

COLONEL P. S. COOPER
Commandant, Royal Roads

IF YOU WERE to attend a graduation ceremony at the Royal Military College of Canada in Kingston, Ontario, you would see among the officer cadets about to take up their duties as officers of the RCN, the Canadian Army or the RCAF, a number who began their training four years previously at the Canadian Services College, Royal Roads.

Royal Roads, formerly HMCS *Royal Roads*, and named for the anchorage which lies just off shore from the college, began its service career in 1941 as a RCNVR officer training establishment and then as the home of the Royal Canadian Naval College, which was re-established on Trafalgar Day, 1942. The Royal Naval College of Canada had formerly operated at Halifax from 1911 until the great explosion of 1917 deprived the college of its home. It was

moved, temporarily to Royal Military College, Kingston, and then to HMC Dockyard, Esquimalt, where it remained until closed in 1922.

Like the Royal Military College and College Militaire Royal Saint-Jean, Royal Roads trains officer cadets for the three services, under the Canadian Services Colleges program. This program entails four years' education from senior matriculation standing and in the case of College Militaire Royal de Saint-Jean, five years from junior matriculation. In those four years the officer cadet receives the education and service training necessary to fit him to become an officer in the service he has chosen to enter. Education and service training in that period will equip the officer cadet to take his place as a junior officer in his service (sub-lieutenant in the

case of the RCN) and begin the process of professional development and training which will continue throughout one of the best careers open to young men of spirit in Canada today.

The program at Royal Roads covers only two years, and all graduates go to Royal Military College to complete their third and fourth years' training. I shall deal with the two years' training at Royal Roads and describe the training from the standpoint of an officer cadet of the RCN.

Royal Roads inherits from its naval origins something of the Nelson spirit and one of the sayings of that great trainer and leader of men is permanently fixed above the main entrance of the Grant Block which is the main building of the college. There we are

reminded that "duty is the great business of a sea officer; all private considerations must give way to it, however painful it is". As one of the Canadian Services Colleges, we have also inherited the traditions and motto of the original Royal Military College of Canada, and every officer cadet wears a perpetual reminder of this in the college badge which carries the words "Truth, Duty, Valour". In the training undertaken we are mindful of the advice given to his midshipmen by Lord Nelson that they should "recollect that you must be a seaman, to be an officer; and also that you cannot be a good officer without being a gentleman".

The candidate for Royal Roads must have senior matriculation standing of his province in mathematics, physics, and chemistry, as well as English, and French or history. The two years' academic course includes all these subjects, as well as engineering drawing and descriptive geometry. The naval officer cadet will continue in his third and fourth years either in an engineering course, or in a general science course leading to B.Sc. The emphasis in the academic training at Royal Roads is upon the sciences, for which, including mathematics, a total of 22 hours of lecture and laboratory time is provided in the week, while eight hours are taken for English, French and history.

During the academic year, which begins in the first week of September and ends on the 21st of May, two hours a week are devoted to military studies. This represents theoretical training in the organization, functions, history, traditions and customs of each service and a more detailed knowledge by each officer cadet of his own service. Thus the naval cadet learns about the parts of a ship and the fundamentals of navigation and chartwork, in preparation for his practical training at sea during the summer.

The business of a naval cadet is chiefly learned during the practical phase training periods each summer. The naval officer cadets of the three colleges and those attending universities under the Regular Officer Training Plan are brought together each summer for this practical training, which includes a period of "school work" ashore, but consists, in the first two years, principally of training and experience at sea. Thus from early September to May 20 the officer cadet is preoccupied with a university academic program and from May 21 to mid-August with learning to be a "seaman".

While the officer cadet is preoccupied during the fall and winter with an academic program, he also receives dur-



Col. P. S. Cooper, commandant of Royal Roads at the wheel of HMCS Oriole during a training exercise for officer cadets from the college. (E-50140)

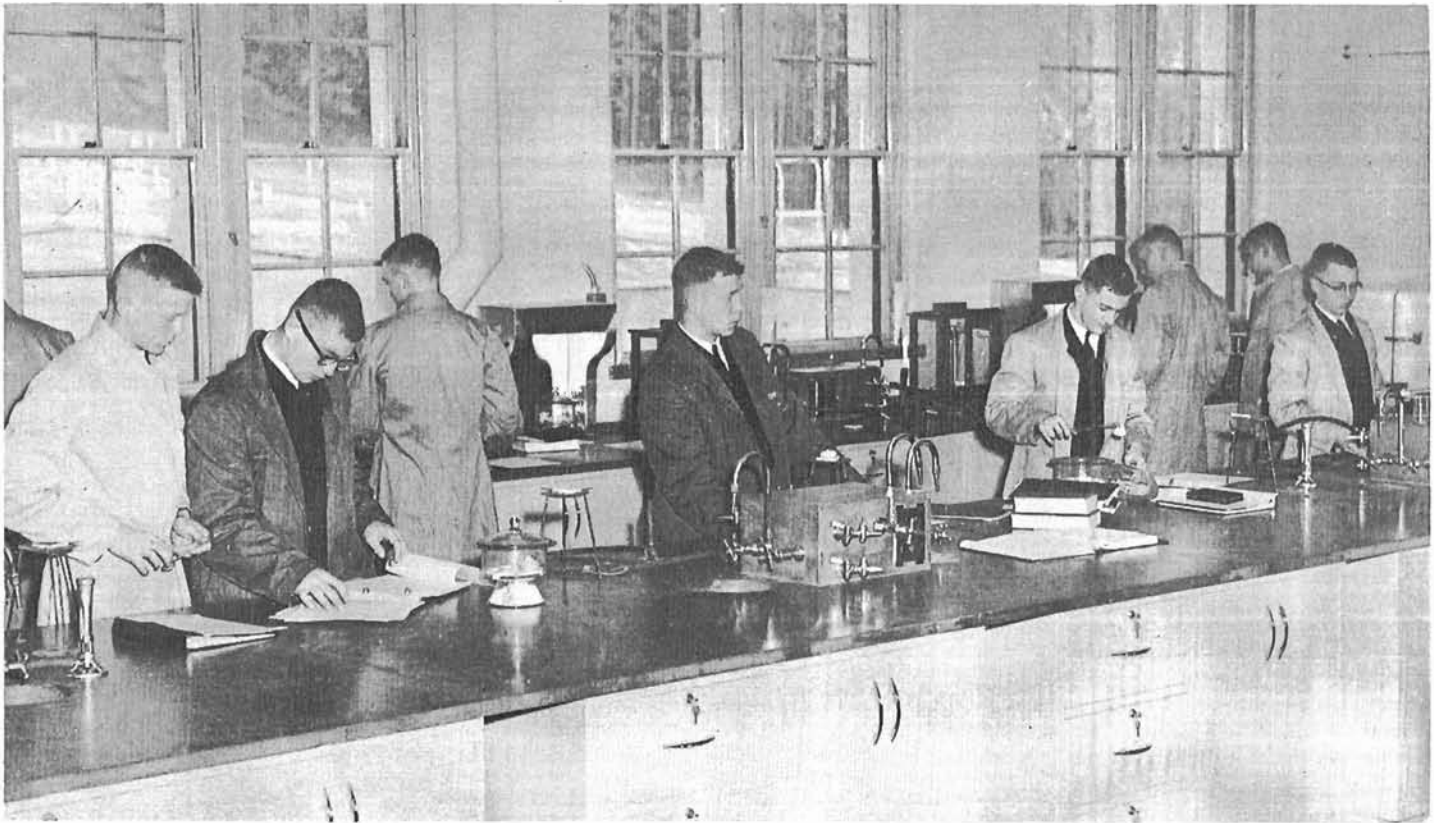
ing this period some of the most important training of his life in physical and character development. Physical training consists of gymnastics, taught as part of a graduated four-year course, and games. All officer cadets play soccer and rugby, as well as basketball and volleyball; and all take part in cross country running and track and field events. Swimming is compulsory, as is boxing. In addition, other activities such as hockey, badminton, squash, tennis and dinghy sailing are encouraged and well supported.

Drill forms a part of the college program and is the principal means of developing good erect carriage and smart appearance in keeping with the proud traditions of the college and its uniform. In this matter of drill, the naval officer cadet becomes "bilingual". That is to say, he drills as he dresses, in army fashion, during the academic year, but as soon as the graduation parade is over he switches without any apparent difficulty to drilling and saluting in proper naval fashion—and *never* stamping feet for reasons which, no doubt, have a practical as well as a traditional basis!

During the academic year, the officer cadets are organized without regard to the service in which they have been enrolled, in flights of about 20 cadets each. Two or more of these flights make up a squadron and two or more squadrons, according to the total strength enrolled, form the cadet wing. The officer cadets are distinguished, according to their year, as Senior and Junior Cadets. Cadet officers are appointed from the Senior term to lead the flights and squadrons and a cadet wing commander is also appointed, with some additional cadet officers, to assist in administrative duties. Each cadet squadron is commanded by a regular officer of the rank of lieutenant (RCN) or the equivalent in the Army and RCAF, and the cadet wing is under the command of an "Officer Commanding the Cadet Wing", who is of the rank of Commander. This officer is responsible to the Commandant for the discipline and training, other than academic training, of the officer cadets. Responsibility for the academic training rests, under the Commandant, upon the Director of Studies, who, himself a Professor, directs a carefully selected and well qualified academic staff.

Successful candidates for training at Royal Roads, having been selected by the Services they sought to enter, are despatched from their homes so as to arrive in Vancouver on an appointed day in the first week of September. They are met at the railway station and transported to the jetty at which one of the HMC ships is waiting to receive them on board and transport them to Esquimalt. Thus they embark upon two years' work and play under the White Ensign (which is still flown at Royal Roads).

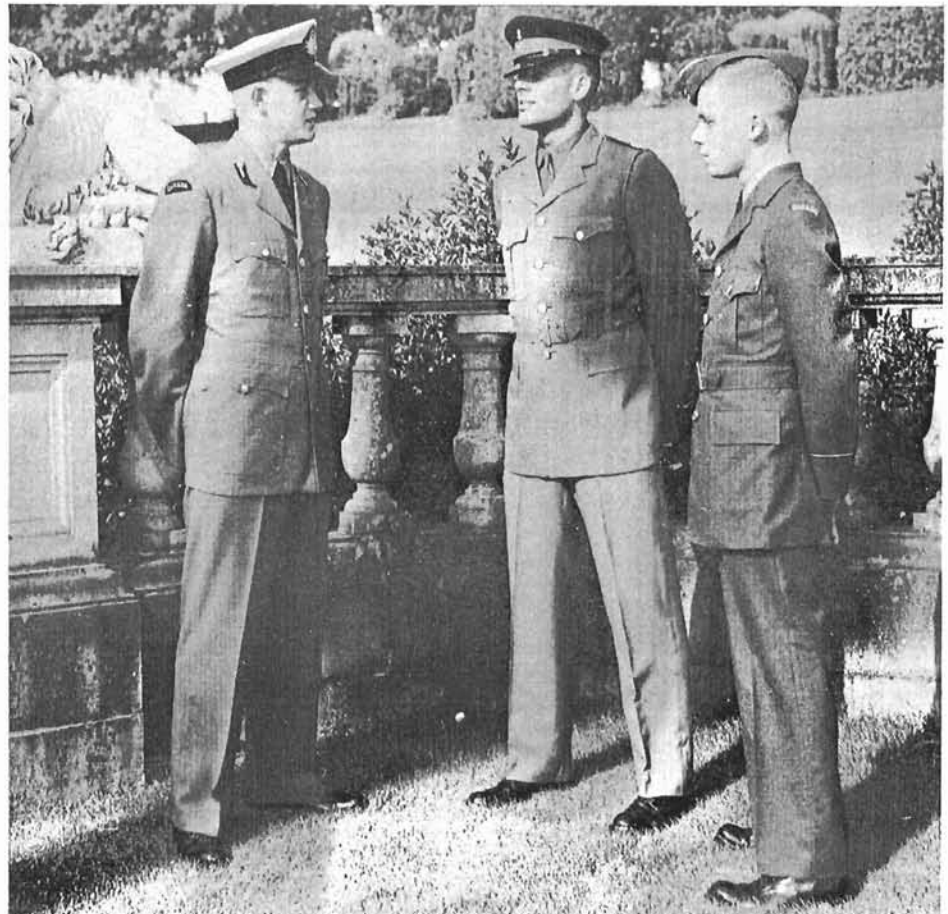
For the first six weeks after his arrival, the new cadet is known as "Recruit". He is met, on arrival at the college, by the cadet officers and embarks at once upon a busy program of drawing equipment, being assigned to a "cabin" and being attested in his own service. Then begins a three-week period of concentrated physical conditioning and drill, with some preliminary academic instruction in English and mathematics. At the end of this period, the senior term officer cadets arrive and begin their studies, while the recruits spend one more week working up to the full academic program which they then continue, the drill and physical training being scaled down to the level at which it is to remain for the rest of the year. By this time the recruit is ready to be "passed off the square" for his standard of drill, deportment and dress and he is then



Much emphasis is put on the sciences in academic training at Royal Roads. The "chem lab" is a busy place. (E-47671)

equipped with his walking-out uniform and allowed "liberty" for the first time since his arrival. This great occasion follows the running of the obstacle course from which he emerges wet, muddy, tired, but triumphant, and no longer "Recruit", but "Junior Cadet".

The daily routine begins each morning from Monday to Saturday, inclusive, with reveille at 6.20 a.m. and breakfast at 7 o'clock. Each morning except Saturday sees the cadet wing drawn up for Colours and Prayers at 7.45 a.m. after which rifles are returned to lockers, and the sword having been laid aside for the pen, cadets collect their books and go to lectures. The first lecture is at 8.05 a.m. and the program continues for 7 periods, with a break of an hour for lunch and 15 minutes stand easy in the morning, until 3.15 p.m. Cadets have a short break for tea and change into games kit. Games continue until 5 p.m. when the cadets shower and change for supper at 5.30 p.m. Compulsory study begins at 7 p.m. and ends at 9.30 p.m. when coffee or cocoa is available. Cadets may study from then until "lights out" at midnight if they wish to, but silence must be maintained for those who wish to sleep. On Saturday mornings from 8 o'clock to 10 o'clock, as well as during the evening study periods, members of the academic staff are available to assist cadets in their studies,

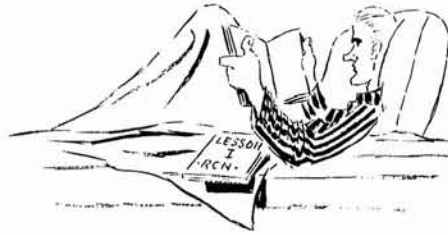


Canada's three armed forces are represented at Royal Roads. Officer cadets take their first two years here and then go on to the Royal Military College at Kingston for their final years. (E47455)

tutorial classes being held on Saturdays for those in need of extra coaching. From 10 a.m. to 12 noon cadets have time to make use of various hobbies facilities, or to swim, or play games, as they may be inclined. On Friday nights and after lunch on Saturday, leave "ashore" is granted until midnight for Junior cadets. Senior cadets are given additional leave privileges on a monthly basis. Each Sunday morning the cadet wing parades for the commandant's inspection which is followed by church service on the "Quarterdeck", a very fine hall in the Grant Block, the design of which is suggestive of a ship of war in the days of wooden ships and sail. Sunday afternoons are free, but "liberty" ends at 6 p.m. and compulsory study routine applies from 7 p.m. Thus a new week is begun. The recurring routine is saved from monotony by the sport fixtures and tour-

naments, which mark off the all too quickly passing year; and formal occasions such as the Christmas dance add to the variety.

In May of each year, in a setting of great natural beauty and usually blessed



by good weather, the graduation ceremonies for the Senior term take place. The cadet wing in full dress, and trained to the greatest degree of steadiness and

smartness that the tireless drill staff can impart, presents an inspiring sight as it performs the ceremonial of the graduation parade on a square bordered on three sides by sloping lawns and fine trees and on the fourth showing a magnificent backdrop of snow-covered mountain peaks rising high in the sky above the blue of the Strait of Juan de Fuca, in which will be seen at least one of HMC ships "showing the flag" in honour of the occasion. Thus ends two years of a young man's training toward commissioned rank, and so he goes to finish his studies at Royal Military College and finally to begin his career, equipped with the education and service training necessary for him to make a beginning in an honourable profession and a career in which he will find wide experience, loyal friends and the satisfaction of work well worth his best efforts.



Hon. G. R. Pearkes, VC, Minister of National Defence and president of Canadian Services Colleges, takes the salute during the march past of officer cadets at Royal Roads graduation exercises on May 19, 1959. With Mr. Pearkes is Col. P. S. Cooper, commandant of Royal Roads. (E-50219)

THE RCN(R) LOOKS AHEAD

A NEW AND interesting year is being experienced by the men and women who serve in the 21 naval divisions of the Royal Canadian Navy (Reserve).

The year holds promise of being one in which a plan to re-align the structure of the naval reserve will start to bear fruit . . . and to carry the metaphor a step further, the quality of the apples should be better for the pruning of the tree.

The naval reserve has long been part of Canada's naval tradition. Through the lean years between the two world wars the reserves struggled with slim budgets and little public support, but always holding their heads high and maintaining their purely naval atmosphere in places far from the sea.

In the Second World War the RCNVR and RCNR came into their own, and their magnificent achievements are the fabric of much of Canada's naval contribution during the years of conflict.

After the Second World War, the Royal Canadian Navy (Reserve)—as they were renamed—found itself becoming increasingly out of phase with the changing needs of the regular Navy. The hard facts of the atomic age were directing the RCN toward new tactics and new weapons, all governed by an umbrella of fresh and imaginative thinking. It became essential that the RCN (R) re-examine its position, and re-shape its plans, if it was to continue to remain an integral component of our naval strength.

In 1958 a decision was taken to decrease the over-all complement of the reserve — particularly in the officer structure — and to streamline and concentrate its activities to specific RCN requirements in the event of an emergency. This balancing of forces meant a six per cent reduction in personnel, which, in translation, resulted in the officer complement being reduced from 1,500 to just under 1,000, and the number of men being increased from 3,000 to approximately 3,300.

To meet the foreseeable requirements of the RCN in the event of national



Two members of the RCN(R) from HMCS Cabot, the naval division in St. John's Nfld., receive instruction in anchor and cable work on board the Sault Ste. Marie during their summer training period on the Great Lakes. (COND-4831)

need, selected branches are being chosen for reserve employment and the training program is being redesigned to provide a reservoir of men trained for specific jobs. Emphasis is being placed on torpedo anti-submarine, radar plot and gunnery, and recruiting within the reserve is directed to those branches. Similarly, the recruiting and training of reserve wrens is being allied to actual jobs the girls will do if full mobilization of our fighting strength is needed.

Change can be unsettling before its wisdom and worth becomes apparent, and to the civilian-sailors who populate the RCN(R) there were feelings of unrest when the new plans were announced. However, the successful completion of the 1958 summer Great Lakes training program, and the resumption of the annual commanding officers' conference with the Commanding Officer Naval Divisions and his staff in Hamilton, after a lapse of a year, did much to allay such feelings. Over the conference table the commanding officers of the naval divisions were able to thoroughly appraise the reorganization plans for the RCN(R). As one commanding officer put it . . . "the conference came as a fresh wind to blow the dust from old corners".

With the 21 naval divisions located in major cities from St. John's, Nfld., to Victoria, B.C., the administration and operation of the RCN(R) embraces,

geographically every province in Canada. Controlling this large "family" is Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, and his staff of permanent force officers and civil servants.

At COND, training syllabi for the various branches, are prepared for use at the divisions and arrangements are made for reserves to take more advanced courses in the Navy's training schools at Halifax, Esquimalt or Cornwallis. During the summer, the Great Lakes Training Centre in Hamilton is put into operation for training new entries in the reserve and other courses are given to more experienced personnel. At the Great Lakes Training Centre the new entries spend two weeks afloat in RCN ships which are brought into the lakes for the summer months.

Sea cadet training for the Royal Canadian Sea Cadet Corps across the country is also organized, and close liaison is kept with the Navy League of Canada, parent organization to the Corps.

The Mobile Anti-Submarine Training Unit (MASTU) is based at Hamilton. This unit, which consists of two motor-trailers fitted out with sonar equipment and plotting tables linked electronically so that "attacks" may be simulated, travels from city to city giving instruction in anti-submarine tactics to local personnel at the divisions. Last year, for instance, MASTU visited naval

divisions in Ontario, Manitoba, Saskatchewan and Alberta, and early in the new year the unit toured naval divisions in the eastern provinces.

At the divisions, training of reserves is done one night each week throughout the year. In divisions with larger ships' companies, more than one training night is held each week, with instruction of new entries one night, the main body of reserves another and a separate evening for University Naval Training Divisions cadets. In many instances local sea cadet corps use the facilities of the division for their training nights, and a special evening is allotted to them.

Divisional training is chiefly devoted to theoretical and practical branch instruction using actual naval equipment and weapons installed in the "dry land ships". Many of the divisions border on lakes or rivers, and there the local sailors get practical boatwork and sailing in naval whalers and dinghies.

The naval reserves are also active in community events, and to the citizens of inland areas the officers, men and wrens of the RCN(R) are the only "live" navy they know. Civic ceremonies, local parades, fairs and exhibitions usually see the naval reserves



Summer training for wrens of the RCN(R) is provided at the Great Lakes Training Centre, Hamilton; Wren Marjorie Dodge operates communications equipment. (CON-4841)

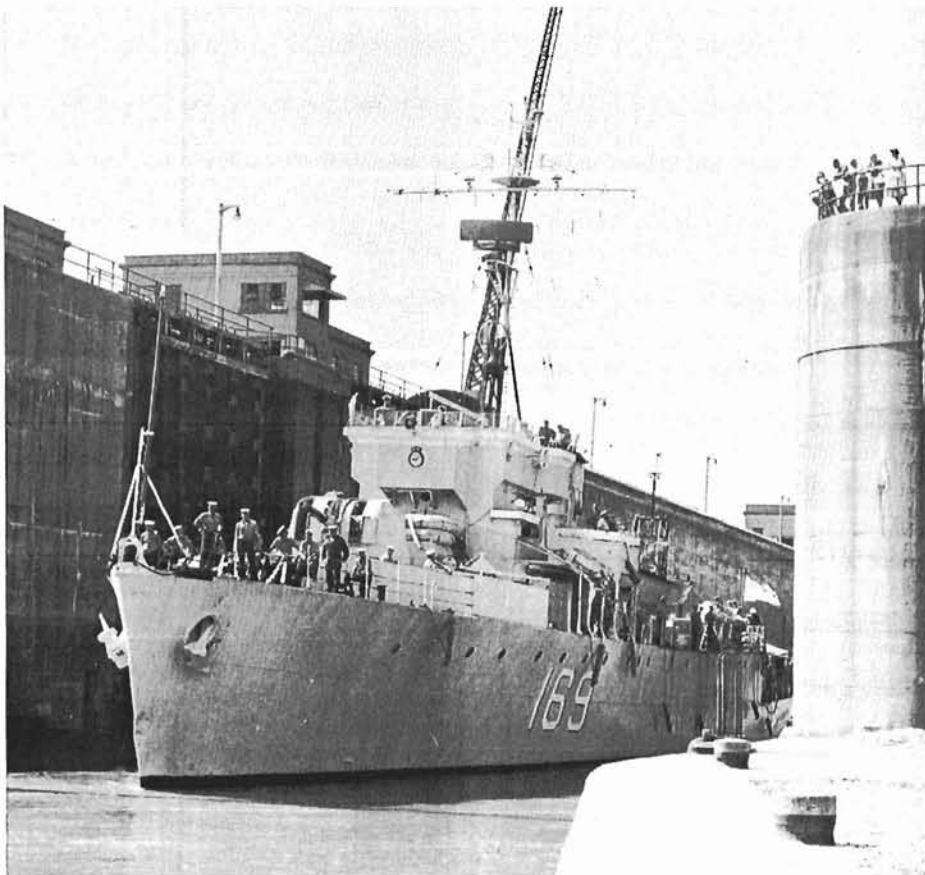
out in force putting the usual "pepper" into the event.

Summer training, divisional training and extra-curricular activities require sacrifice of the reservist's spare time, but in return he finds the dividends of comradeship, travel and interesting and vigorous training along with naval rates of pay for the time he spends in uniform.

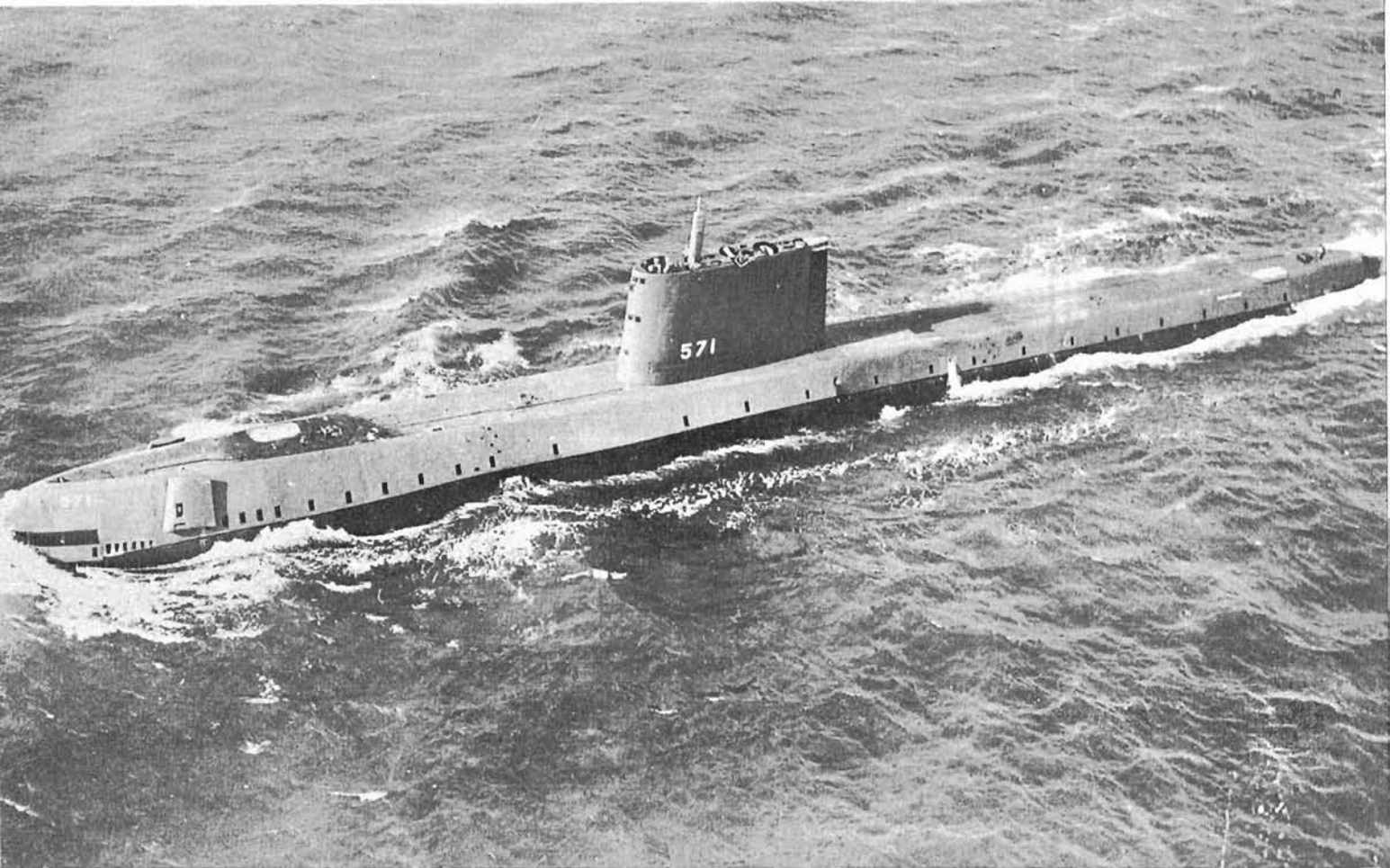
This year's opening of the St. Lawrence Seaway is providing further opportunity for the reserves who travel to Hamilton's Great Lakes Training Centre in the summer. In previous years, the largest type of naval vessel able to steam through the St. Lawrence waterways were small coastal escorts—ships originally built for fleet mine-sweeping duty in the Second World War. While these coastal escorts were suitable for training new entries in seamanship and life on board, they lacked modern equipment and weapons. Now new entry summer training is taking place aboard larger, modernized frigates which are able to steam into the Lakes through the new seaway.

Aboard ships of this calibre, the reserve sailors will receive their initial sea training in up-to-date naval surroundings.

Streamlined and harder hitting, the Royal Canadian Navy (Reserve) looks ahead, and when its men and women report to the naval bases for their annual two-week summer training, they will feel, more than ever, that they are part of the fleet in which they serve.



Until 1959, Algerine class coastal escorts, such as HMCS Portage, shown here, passing through the Welland Ship Canal, were the largest warships available for training on the Great Lakes. This year the frigate Buckingham, with twice the tonnage of an Algerine, is providing sea training for reservists. (COND-4851)



USS Nautilus, the world's first nuclear-powered submarine proved in the summer of 1958 that the Arctic Ocean could no longer be regarded as an impassable barrier between the Old World and the New. (Official U.S. Navy photo.)

THREAT FROM BELOW

The nuclear submarine makes finding the undersea enemy immeasurably more difficult

IMAGINE YOURSELF the captain of a modern anti-submarine destroyer escort. A merchant vessel has just radioed the position of a submarine, which has dived on sighting. The submarine's position is an hour's steaming distance away from your destroyer escort. Your job is to find him. But where?

If the submarine is atomic-powered, with an underwater cruising speed of 20 knots (and that is a speed well within the capabilities of the A-powered boats in service today), you will have to assume that the submarine can be anywhere within an area of 1,250 square miles. If, as is likely, the submarine has not been located by the end of two hours, the search area will have grown to 5,000 square miles, in three hours to 11,300 square miles.

And how deep will he be? The submarine, limited only by the surface of

the ocean and the depth which his pressure hull will withstand, operates in three dimensions. How far a submarine can dive with safety is a secret not lightly divulged, ever since leakage of such information brought disastrous results during the Second World War. However, with the introduction of new high high tensile steels and streamlined construction, it may be guessed that the modern submarine can operate at depths of hundreds of feet in mid-ocean.

There, in brief, is the one big problem of anti-submarine warfare—finding your enemy. This is precisely the reason submarines were built in the first place, to hide beneath the grey cloak of the seas. The problem, only solved with the development of the nuclear and hydrogen peroxide submarines, was how to stay underwater long enough to avoid detection by a determined hunter. Their coming ac-

tually solved two important problems—how to remain underwater for long periods and how to operate at high speed during submersion. Submarines, until the snorkel was developed, could not operate their main engines unless they were surfaced. Their progress on battery power was limited and slow.

Until very recent years, the submarine was essentially a surface vessel, capable of submerging for a limited length of time. The boat's lines were designed for surface travel, with high bows and commodious conning tower. Disregarding the problems of power, it was possible to make better speed on the surface than below.

All this has been changed of late. The hull has been given a whale-like shape, the conning tower has been reduced to a fin-like structure. The result is a submarine which can travel much faster beneath the sea than on it.

Some startling examples of the capabilities of the modern submarine have been brought to the attention of the world within the past few months. The nuclear submarines *Nautilus* and *Skate* both submerged beneath the Arctic ice pack and visited the North Pole; the *Seawolf* stayed beneath the surface of the ocean for 60 days, without emerging during that period for one whiff of fresh air.

These were accomplishments on a grand scale. They dramatized the potentialities of the nuclear submarine in peace or war. The polar excursions of the two submarines suddenly cut the distance between the western coast of North America and northeastern Europe by nearly three thousand miles. Schemes for transporting oil, grain and other bulk cargoes beneath the seas in gigantic submarines can no longer be called "visionary". Similarly, coastlines once regarded as immune from attack have come within relatively easy range of the missile-carrying submarine.

One of the more frightening accomplishments of recent months was the successful test-firing to a distance of 800 miles by the United States Navy of the *Polaris* missile. It is intended that it will ultimately have a range of from 1,500 to 1,600 miles, will carry a nuclear war-head and will be capable of being fired from beneath the surface of the ocean by submarines. Five nuclear submarines capable of launching the *Polaris* are under construction. The first of them is expected to be in operation in 1960 as a member of the world's second largest submarine fleet.

A submarine armed with 1,500-mile-range missiles could attack any industrial centre or capital city in the world—including the capital of Outer Mongolia or Sinkiang—and would often have the choice of attacking from any of two or three oceans or seas. Washington, D.C., or Vancouver, B.C., would be within the hitting range of a submarine in Hudson Bay, and Kansas

City, New Orleans or Miami could be bombarded by submarines operating hundreds of miles from shore in the Pacific Ocean.

This fantastic weapon of terror has arisen from the marriage of the rocket and the submarine. The origins of the rocket are so ancient that they are lost in the mists of time. Chinese, Persians and Greeks long before the Christian era possessed "fire"-propelled arrows and signal rockets. The high-trajectory rocket was introduced to warfare by the Chinese more than 700 years ago.

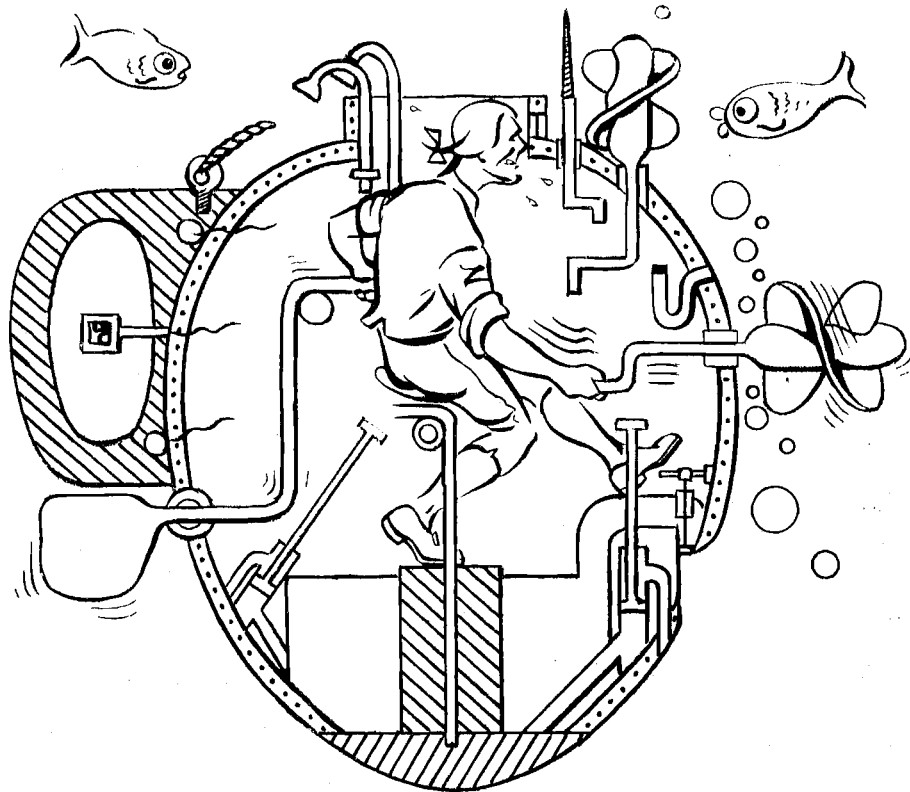
The development of the submarine progressed at a slower pace, although curious minds had been seeking for more than two thousand years for some

means of living beneath the water. It is related that Alexander the Great descended beneath the waves in a diving bell in the fourth century B.C. The wide-ranging intellect of Leonardo da Vinci studied the problem of submerged existence, but it is not until the 17th century that we find a submarine that actually worked.

This was the "Ark", built in England by the Dutch physician Cornelius van Drebel in the early 1600s. There appears to be considerable myth in the account of the "Ark" and its activities left to us by John Wilkins, brother-in-law of Oliver Cromwell, but it is probably true that van Drebel did construct a craft of wood and leather, propelled by oars sticking out through leather-surrounded holes, and capable of navigating under water for several hours at a time. Perhaps it is even true that King James I cruised in it under the Thames but it is unlikely, as was claimed, that van Drebel was able to restore the purity of the air by sprinkling about a liquid he called "quintessence of air".

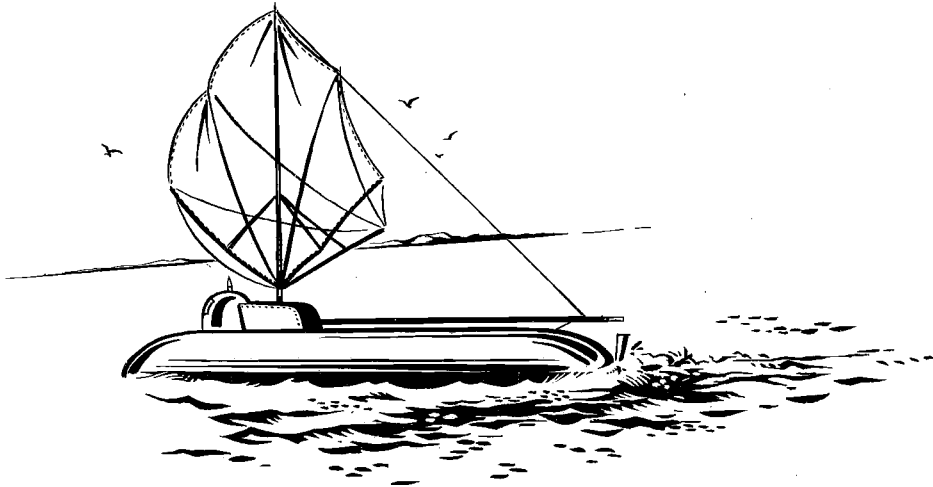
Van Drebel's ballast tanks were unique—goatskins nailed to the inside of the boat, which acted as an inner hull. They filled with water to allow the boat to submerge and when pressed against the sides of the craft, expelled the water-ballast and allowed the little submarine to surface. Van Drebel is also credited with attaching tubes to the boat to admit fresh air while it was submerged—the first snorkel. He built three such submarines in all and it may be that King James cruised in the largest of them.

This Dutch physician was undoubtedly a man of rare ingenuity, but no matter how clever he was, he could not have created a truly successful submarine in his day and age. He needed tough metals for the hull and these were simply not available; he needed a compact source of power not dependent on air, and the invention of the electric motor was still more than 200 years in the future. Above all he needed to know the difference between "good" air and "bad". Oxygen was not known to exist until Joseph Priestly performed his famous experiments in 1774.



The first attack—an unsuccessful one—by a submarine on an enemy warship was made by David Bushnell's one-man undersea craft, the *Turtle*, during the American Revolution.

These were handicaps under which submarine inventors were to labour for many years. The situation had improved little, in fact, by the time of the American Revolution, when an ingenious Connecticut Yankee, named David Bushnell, built a one-man undersea craft, which he called the *Turtle*. His purpose was to navigate under the British warships which were blockading New York harbour and blow them up



Fulton's Nautilus, built in 1800, was propelled by manpower when submerged and by sail on the surface. He found no buyers.

one by one with power charges fixed to their hulls.

On board this little, odd-shaped craft the operator was busier than a one-man band. The boat had two propellers, one for forward movement, worked with the right hand, one for vertical movement, worked with the left hand, a tiller, tucked under the left armpit. The ballast tanks were filled and emptied by a hand pump or by foot, if no hand was free at the moment. There were certain other little details to attend to, also, such as the main flooding valve and the mechanism by which the "torpedo"—an oak keg containing 150 pounds of gunpowder and equipped with a time fuse—was to be attached to the target ship.

The only attack attempted with Bushnell's submarine failed when the operator, Sergeant Ezra Lee, was unable to drive the torpedo's screw into the copper-sheathed hull of the chosen British warship. He did, however, cause considerable consternation, and evaded capture by turning the torpedo loose and letting it explode under water.

The next attempt to produce a submarine capable of waging war at sea was also directed against the British. The inventor was Robert Fulton, of steamboat fame, who was living in France in 1800 and who built a submarine, the *Nautilus* (the first to bear that famous name) to aid the cause of Napoleon. His two-man craft destroyed a sloop during a demonstration attack. The French rejected the submarine on grounds of inhumanity and Fulton then tried, with equal lack of success, to sell it to the British and the United States. His fame rests on the steamboat, which he designed about a decade later.

Fulton's submarine was powered, like Bushnell's, by a hand-operated propel-

ler, but it showed considerable advance over earlier efforts in its steel construction and streamlined shape. It may well have been the only submarine ever equipped with sails for surface navigation.

Hand propulsion was still the only means of navigating under water when the Confederate submersible *Hunley* sank a warship for the first time in history that a submarine had accomplished such a feat. The victim was the Federal corvette *Housatonic*. The *Hunley* rammed her with an explosive charge suspended ahead of the submarine's bows.

In the years that followed, various methods of propelling submarines were tried. Steam was the first, in 1880, and a short-range all-electric submarine was built by two Englishmen in 1886. By 1895, J. P. Holland, New Jersey inventor, who had been experimenting with submarines since 1875, produced the *Plunger*, propelled by steam on the surface and electricity while submerged. By 1900, with an internal combustion engine replacing steam, Holland had produced a submarine design that was to be drastically unchanged until the coming of nuclear power. He introduced the principles of submerging by varying the water ballast and diving by means of horizontal rudders.

An oddity among submarines was the *Argonaut*, built by Simon Lake in 1897. It had retractable wheels, which could be lowered to permit the craft to run along the sea bottom.

Until the coming of nuclear power, the submarine was almost invariably driven by internal combustion engines (the early gasoline engines were soon replaced by diesels, for reasons of safety) on the surface and by electric motors when submerged. The batteries

which supplied the power to the motors had to be frequently recharged, the submarine thus being required to spend a considerable part of her time on the surface. For this reason, it was usual to construct the submarine with a high forecabin, commodious conning tower and flat upper deck. Deck guns were mounted to fight surface actions.

A relatively simple invention, the snorkel, was introduced during the Second World War. This permitted the submarine to cruise just below the surface and to charge the batteries for deep diving. The snorkel lessened the danger of detection to a great extent, but not completely. Sometimes a wisp of smoke could be seen or the wake detected, radar became sensitive enough to spot the protruding portion of the snorkel and, in one recorded instance, the sound of the submarine's motor exhaust was heard. That particular U-boat did not survive discovery.

The high-speed, hydrogen peroxide submarine came on the scene after the Second World War. Its engines, like those of the nuclear submarine, are independent of atmospheric oxygen. Two, the *Explorer* and the *Excalibur*, have been constructed for the Royal Navy but, despite their fantastic underwater speed of more than 25 knots, it has been intimated there will be no additions to the class.

The power of the atom offered the "breakthrough" in submarine design that the navies of the world had long sought. At last the "true" submarine, independent of outside air for long periods was possible.

This independence of the atmosphere was demonstrated last summer by USS *Seawolf*, the second and largest of the U.S. Navy's atomic submarines in commission at the time.

On August 7, 1958, the *Seawolf*, with a crew of 106 officers and men, submerged in the North Atlantic and did not surface again for two months. During that 60 days beneath the surface of the ocean the crew used over and over again the same air that was in the hull when they submerged, replenished from time to time from high-pressure oxygen cylinders. The carbon dioxide, breathed into the air by the men and poisonous in high concentrations, was removed chemically. An atmosphere analyzer, based on the principle that different gases absorb and are heated by different wavelengths of infra-red rays, gave assurance that the atmosphere was remaining pure.

The *Seawolf's* experiment was significant in two other respects—it removed the fear of death by gas poisoning in the event of the submarine meeting

disaster and it had space age significance in that it showed it would be possible to maintain air in breathable condition during flights of weeks or months through outer space. From the military viewpoint, the experiment made it clear that the old tactic of hunting a submarine to exhaustion is obsolete and that it will take more than a surface inspection of the oceans to determine the presence of submarines.

It has also meant that naval architects can design submarines with hulls that are truly suited to underwater operations. In surface ships much of the loss of power is due to the formation of the bow wave. Now designers have come forward with a whale-shaped hull and fin-like conning tower, both of which permit the smooth flow of water around the submarine and make possible much higher speeds below water than on the surface.

It is a toss-up which of the great submarine exploits of 1958 has the greater significance—the submergence of the *Seawolf* for 60 days or the voyages of the *Nautilus* and the *Skate* under the North Pole.

While the Arctic exploits might well arouse concern due to the sudden shortening of distances between northern Europe and Asia and the west coast of North America, they also produced a powerful argument for the future construction of huge nuclear-powered tankers and bulk cargo vessels, capable of moving under the seas, undeterred by ice or storms.

The distance from Honolulu to London, England, by way of the Panama Canal is 9,500 miles; by polar route, it is 6,700 miles—a saving of 2,800 miles in the sea journey. From Vancouver, B.C., to Oslo, Norway, the present sea route is 12,200 miles; under the polar ice the route is 2,900 miles shorter.

It has also been claimed that the sea routes from the eastern seaboard are considerably shortened by the new polar route, Quebec City being 2,000 miles closer to Tokyo (10,700 miles the old way; 8,700 the new), according to one estimate. The undersea routes around and through the Canadian Archipelago must be explored much more thoroughly than they have been up to now before safe submarine routes can be charted.

The successful voyage of the *Nautilus* was the result of long years of preparation in which both United States and Canadian scientists shared. The preparatory work began as long ago as 1931 when the late Sir Hubert Wilkins probed the edges of the ice pack near Spitzbergen with a First World War submarine.

Two ships of the Royal Canadian Navy, HMCS *Cedarwood* and HMCS

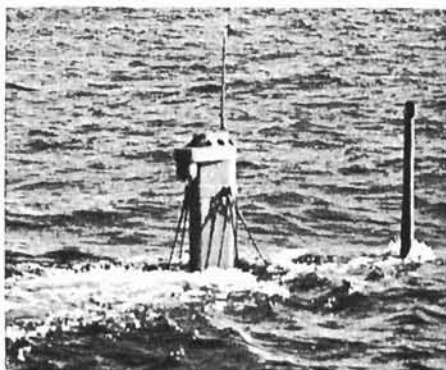
Labrador, made important contributions to the Arctic research in the years preceding the voyage of the *Nautilus*. The chief scientist of the *Nautilus* cruise, Dr. Waldo K. Lyon, served for a time on board the *Labrador*.

Late in 1958, Dr. Lyon visited Ottawa and told of the close co-operation between scientists of the United States and Canada which had preceded the journey. U.S. scientists had served in Canadian ships and Canadian scientists in Canadian ships, with the single purpose of unlocking the secrets of the north.

So thorough was the advance work that when the voyage was actually made, it met with no surprises and was completed without any emergency, unexpected or otherwise, arising.

What they did find was that, because of the uniform temperature and salinity, sonar operated with greater efficiency than in other oceans of the world. Serious navigational problems must still be met in an area where both magnetic and gyro compasses are unreliable, where fixes cannot be obtained from sun, moon or stars and where no landmarks exist. However, the success of the voyages of the *Nautilus* and the *Skate* was adequate proof that the navigation problem is not insurmountable.

There remains the question of the efficiency of the submarine as a weapon of war. Even in terms of "conventional" warfare, i.e., as an instrument for attacking merchant shipping, it is much more elusive, much more threatening, with its guided missiles and homing torpedoes, than its counterpart in the Second World War. A single atomic warhead, whether mounted in torpedo or missile, could wipe out most of a convoy sailing in the close formation of Second World War days. The use of missile-carrying submarines against targets on shore and more than a thousand miles inland is something with which defence forces have never before been faced. It is a threat which could be even more serious than that from inter-continental ballistic missiles,



The snorkel — Second World War menace. (DB-O369-33)

fired from fixed bases on land, which, presumably could be pinpointed by the enemy and destroyed.

Nothing has yet been disclosed to indicate that any nation at the present moment is capable of launching an attack from the sea of the magnitude described above. The United States Navy, however, has embarked on a program of construction of Polaris-firing nuclear-powered submarines. The prototype, to cost \$105,000,000, has already been launched and funds have been authorized for three more. This, it seems likely, is just a beginning. The missile-carrying submarine belongs to the future — but not very distant future.

Most of the submarines in existence today are of a kind that could be most effectively employed in attacks against seaborne commerce. A very few of them are specifically designed as "killers" or anti-submarine submarines. Such submarines can hunt the enemy in their own element but must operate under the handicap of having only the probing sound waves of sonar to guide them to their prey. Another duty which has been assigned to a small number of modern submarines is that of radar picket, chiefly of value in areas where surface ships might be subject to frequent air attack.

The magnitude of the defence problem, regardless of to what use submarines are put during war, might be expressed in terms of the areas of ocean which would have to be kept under surveillance. The area of the Pacific Ocean is about 64,000,000 square miles, of the Atlantic 31,500,000 square miles, of the Arctic Ocean plus Hudson Bay 6,000,000 square miles. Even assuming that the operational area is only one third of the total, more than 30,000,000 square miles would have to be guarded.

Most greatly to be feared would be a "Pearl Harbour" attack, with missile-firing submarines taking up position off the coasts outside of territorial waters and loosing their nuclear weapons before war was declared. Retaliation would be the only answer to that kind of situation. It took more than moral disapproval to win the war against Japan.

The submarine has indeed come a long way since van Drebel's voyages under the Thames. It has reached the stage when it can become an important vehicle of trade, bearing cargoes swiftly through the silent depths of the ocean. It has also reached the point where it can be employed as what is often called the "ultimate weapon"—a threat which must be combatted with the utmost vigilance and ingenuity.



Packed with electronic equipment and armed with powerful weapons, the destroyer escorts of the RCN are among the finest anti-submarine vessels afloat. One of the most recent additions to the fleet, HMCS Kootenay is pictured here. (E147945)

NEW NAVY - - NEW CAREERS

IN THE ROYAL Canadian Navy, the fleet of the future is fast taking shape.

It is a fleet fashioned to find and destroy submarines—in particular submarines armed with guided missiles and capable of attacking targets far from the sea.

Since 1955, the Royal Canadian Navy has commissioned eleven anti-submarine destroyer escorts, rated among the most advanced ships of their type in the world, and an aircraft carrier whose planes, also new, provide the aerial element essential in anti-submarine warfare.

More ships are being built, more aircraft are on the production line, and naval planners, designers and scientists are constantly seeking ways to sharpen still further the Navy's fighting efficiency. On the basis of what has been achieved in the past ten years, there seems little doubt but that they will succeed.

To future planning there are two main facets: One has to do with the material side—ships, aircraft, weapons and equipment; the other with personnel—the procurement and training of officers and men who will make the very best use of the material entrusted to their hands.

Thus, in planning the fleet of the future, the RCN not only concerns itself with how best to build and equip its ships, but also with how best to man them.

At the present time, there is under way in the Royal Canadian Navy a program to provide a personnel structure that will fit, as closely as it is possible to conceive, the foreseeable future requirements of the fleet.

The program involves a considerable number of changes and innovations. These will not be put into effect all at once, but will be introduced progressively over a period of years. It has been estimated that the full effect is unlikely to be felt for about five years in the case of men, and possibly not for 10 years or more in the case of officers.

Many of the changes would have occurred in the normal course of events. As new ships, weapons and equipment replaced the old, so would there be alterations in the duties and responsibilities of personnel. Three years ago, however, the Naval Board of Canada took a long, hard look at the situation. Technical changes were coming at an ever-increasing rate, and it might well be that the evolutionary processes that were acceptable in the past would serve so longer.

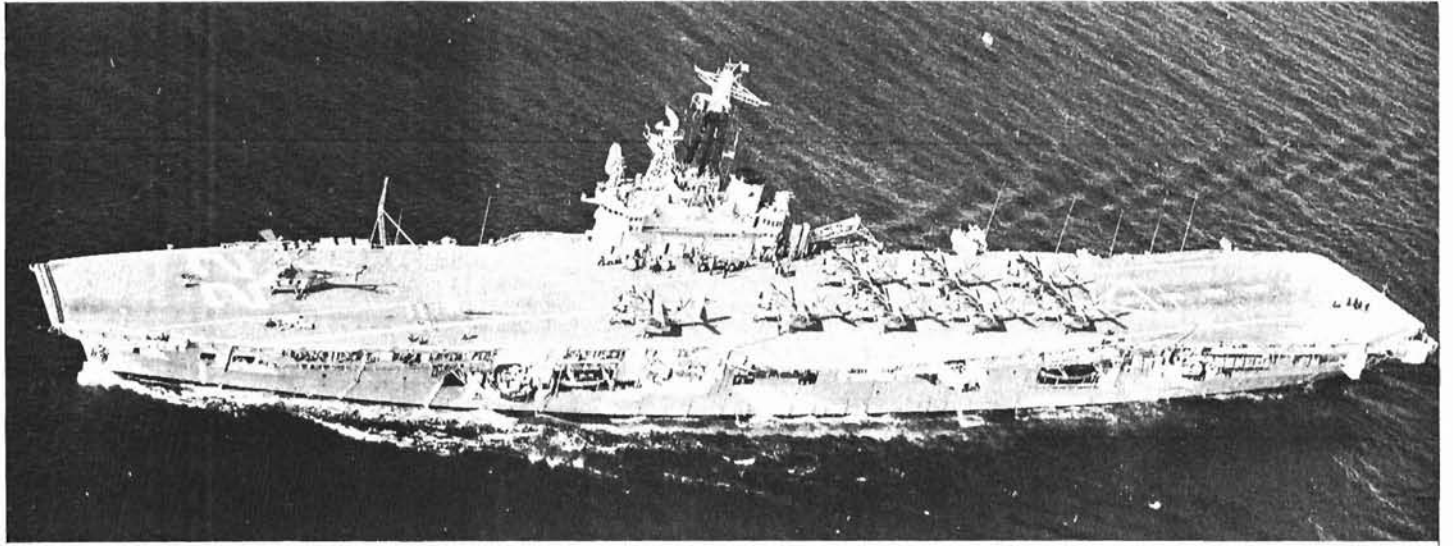
The time had come to look into the future, from the personnel point of view; to anticipate requirements, and to plan and act accordingly.

To this end, a committee was established "to examine the present personnel structure of the RCN, and to make recommendations as to the most suitable officer and man structure which would be in the best interest of the service and the nation, with emphasis on economy, efficiency and simplicity".

Officers and men were invited to place their wives before the committee, and the invitation brought a response from personnel ranging from able seamen to admirals. The committee also studied the personnel structures of the Canadian Army and RCAF, the Royal Navy, the U.S. Navy and U.S. Coast Guard.

In the fall of 1957, the committee compiled its report and, in the form of a document nearly an inch thick, presented it to the Naval Board. On November 5, in a message to the fleet, the Chief of the Naval Staff announced that the report had been reviewed by the board, and that nearly all of the changes recommended had been approved or accepted in principle.

At the very outset the committee had established certain principles which



Naval aviation is an integral part of the RCN's anti-submarine capability. More than 1,000 officers and men, including those who fly and service her aircraft, serve in HMCS Bonaventure. (DNS-21954)

were to guide its discussions and deliberations. These principles, or conditions, laid down that a personnel structure must:

1. Permit the maximum number of ships and aircraft to be manned and kept in the highest degree of readiness;
2. Be economical;
3. Be flexible;
4. Make the best use of all the talents available;
5. Build upon factors that all officers and men have in common;
6. Provide the best opportunity for the most deserving.

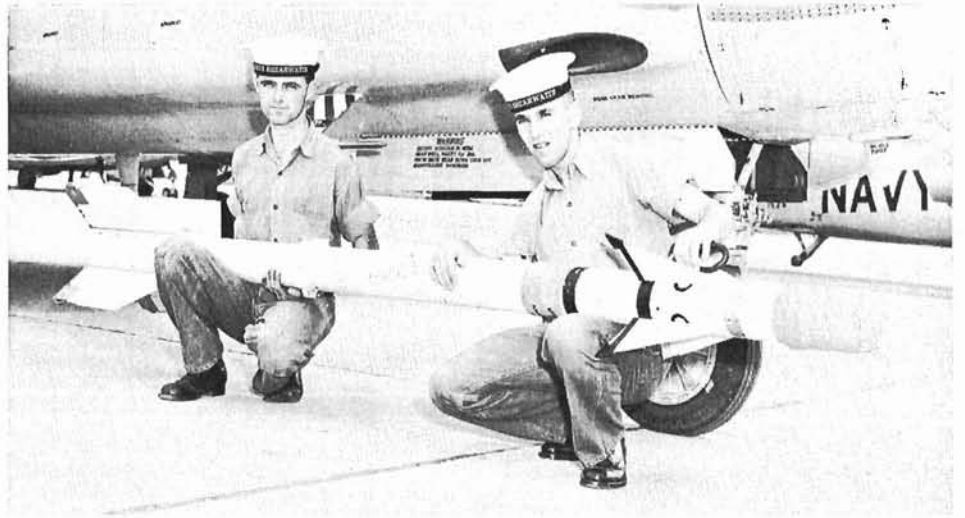
That the committee kept these principles clearly in view is evident throughout the report, and especially in the recommendations.

To go overboard for a plan that has yet to be put to the test would be unwise. Only after it has undergone the stresses and strains of practical application over a considerable period of time—and time in this case means quite a few years—will it be possible properly to measure its success.

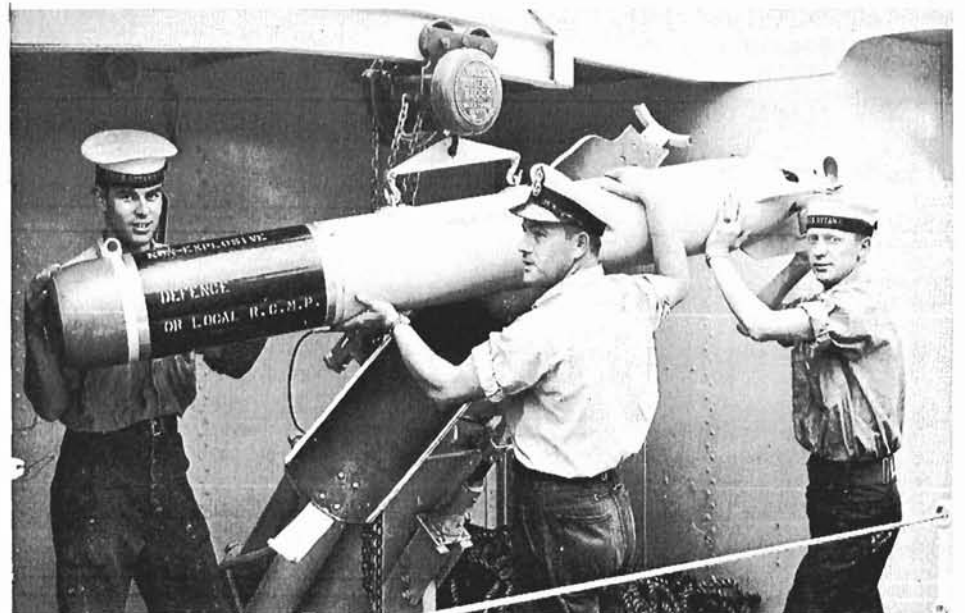
However, there most definitely is a wealth of promise to the personnel structure envisaged for the Royal Canadian Navy; and many are those now serving who, while by no means dissatisfied with their lot, might be tempted to say they were "born 20 years too soon".

There is the promise of providing the Navy (and the country) with a personnel component possessing the highest attainable levels of training, efficiency and morale.

There is the promise to the officer and man of career opportunities as rewarding as they are challenging.



The Sidewinder guided air-to-air missile is carried by RCN Banshee jet fighter aircraft. (DNS-21041)



The homing torpedo, which seeks out its target beneath the sea. (HS-54287)



Polynesian dancers entertain officer cadets and sailors from Canadian frigates during the second Venture cruise to the South Seas this spring. (CCC-4285)

VENTURE IN THE SOUTH SEAS

THIS SPRING a group of 46 sun-tanned officer cadets returned to HMCS *Venture*, the Junior Officers' Training Establishment in Esquimalt after a busy ten-week cruise in ships of the Fourth Canadian Escort Squadron, the *Sussexvale*, *Beacon Hill*, *St. Therese* and *Antigonish*.

On leaving Esquimalt February 23, the cruise took the ships to Pearl Harbour and the pleasant shores of Hawaii, and from there to the tropical paradise of Samoa, where the ships split into two groups to visit Pago Pago in American Samoa and Apia in Western Samoa. After leaving this lotus land, the ships visited the busy port of Suva in the tropical islands of Fiji. The journey home included another visit to Pearl Harbour, a voyage across the empty expanse of the Pacific Ocean to North

America and a visit to the bustling naval port of San Diego.

A total of 12,500 miles was steamed during the cruise, which was packed with training exercises designed to teach the officer cadets navigation, engineering, seamanship, weapons, communications, action information organization and, in fact, the details of every department of a frigate; and, at the same time, to maintain the operational efficiency of the ships themselves. Of a total of 67 days away, only 18 were spent in harbour and seven of these were at Suva where boilers were cleaned and the hull and machinery maintained during a five-day self-maintenance period.

The eight-day passage from Esquimalt to Pearl Harbour from February 23 to March 3 was used to settle the

cadets into the ships and begin instruction in astronomical navigation, engineering and, in fact, all phases of the syllabus they would take during the cruise.

The period in Pearl Harbour in early March was used mainly to refuel the ships and stock up with fresh provisions for the long haul across the Equator which was to follow. However, the cadets were taken on a conducted tour of the island of Oahu on which they saw sugar cane and pineapple plantations and the famous Dole pineapple factory. The cadets also were the guests of the U.S. Navy on a tour of the U.S. Naval Air Station at Barber's Point.

The passage from Pearl Harbour to Samoa did not begin auspiciously. The weather was not entirely co-operative

and the ships were very uncomfortable as they rolled to the swell stirred up by brisk northwest trade winds on the port quarter. However, the sky was usually clear enough for morning and evening stars and for sun sights during the day. On March 9 the ships passed through the tropical convergence zone where the air masses from south of the Equator collide with those from the north, an area of low cloud and torrential rain, into light winds, calm seas and tropical heat—the doldrums.

On March 10, each ship was honoured by the presence of King Neptune, his daughter, and his court who miraculously managed to be in four ships at once. The resulting traditional nautical ceremony of "crossing the line" was greatly enjoyed by all.

Now that the ships were in calm tropical waters training went ahead very quickly. The ships towed one another, jackstay transfers, competitive boatwork with ships competing against each other, plotting and communication exercises between the operations rooms of the ships, and cadet-of-the-watch manoeuvres all took place.

Early on Saturday, March 14, the *Beacon Hill* and *Antigonish* detached to proceed to Apia in Western Samoa and the other two, the *Sussexvale* and *St. Therese*, stood on enter Pago Pago (pronounced Pango Pango) in American Samoa. The ships spent three days in these relatively unspoiled tropical paradises. The Samoans are Polynesians and, as such, are a gentle, easy-going, friendly and hospitable people.

On St. Patrick's Day the training exercises were continued and the next day a convoy defence exercise with the Royal New Zealand Air Force began. The RNZAF squadron of Sunderland flying boats, with whom the ships exercised, is stationed at Lauthala Bay just outside the city of Suva on the island of Viti Levu, Fiji. The exercise was a good one, and demonstrated the fact that Commonwealth Maritime forces can co-operate with one another successfully at short notice.

The visit to Suva from March 21 to March 28 was the longest of the cruise.

On March 18 the force crossed the International Date Line. This effectively eliminated March 19 for the year 1959 and so, although the ships entered harbour on March 21, it was still March 20 at home.

The hospitality of Suva was overwhelming and on leaving this friendly tropical city all were loud in their praise of the virtues of Suva as a leave port.

In addition, the opportunity was taken to hold a cruise regatta. This consisted of a number of sailing races and a pulling regatta. The regatta was hotly contested and the competition fierce. The *Beacon Hill* was the victor in the combined regatta events by a narrow margin.

It took ten days to steam from Suva to Pearl. The ships again cross the International Date Line, this time the day after leaving Suva, and gave them two Easter Sundays.



The time at Pearl Harbour from April 6 to 9 was spent in refuelling and provisioning.

On sailing from Pearl Harbour an interesting and very valuable six hours was spent exercising with a USN submarine. This was the first time the cadets had seen a submarine at sea surfacing and diving and they heard for the first time the ping of sonar echoes bouncing from the hull of an undersea vessel.

Since leaving Suva, the *Antigonish* had been having difficulty with the brickwork in one boiler. Reluctantly, she transferred her cadets to the other ships and bade goodbye, as she shaped course for Esquimalt instead of San Diego.

The visit to San Diego from April 17 to 20, was an interesting one for the cadets—particularly the air cadets. A tour was arranged through an aircraft carrier, around the large and busy naval



air station at North Island, and a demonstration of jet aircraft taking off was carried out.

After leaving San Diego one of the most interesting periods of the cruise from the point of view of the cadets took place. The ships operated in the vicinity of the islands which lie about 30 miles from Santa Barbara. Each cadet had the responsibility of navigating his ship for about 20 miles along the coast and anchoring in a pre-selected anchorage on completion. After three days of this, the ships anchored in Becher Bay, Santa Rosa Island, an isolated but very pleasant anchorage. A three-day period at anchor was used to complete the cadets' syllabus of harbour evolutions and give them experience in handling power boats. In addition a period of organized chaos known in the Navy as general drills was carried out.

On Sunday April 26 the ships joyfully began the last leg of the cruise, the journey home to Esquimalt. Again a busy period of exercises was scheduled. Inevitably, too, the cadets had examinations to write.

After the last session of competitive boatwork, the *Sussexvale* had won the cruise award and was declared "Cock of the Fleet" and became entitled to the emblem of the crowing rooster.

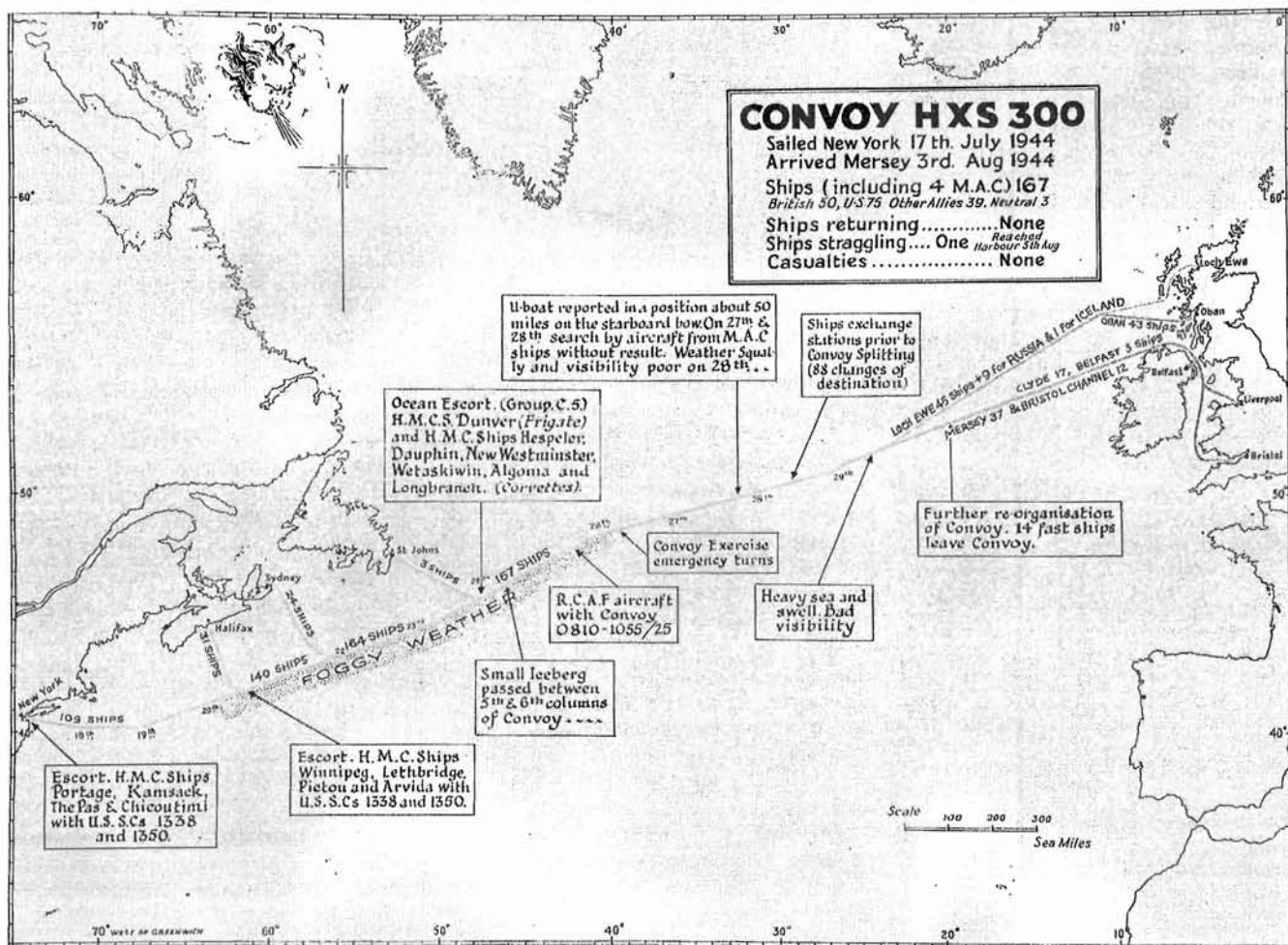
On May 1, the three ships arrived alongside in Esquimalt, reluctantly said goodbye to the cadets who returned to HMCS *Venture* and who during their 10 weeks at sea had become very much a part of the team in each of the ships.

It was a successful cruise. The weather on the whole was co-operative and this is important in small ships because it is difficult to teach when the ship is uncomfortable and lively. The cadets were enthusiastic, were eager to learn, and worked hard. The ships' companies liked the cadets from the start, and enjoyed teaching them and helping them to learn all about the complicated machinery and equipment that is found in a warship of today. The liberty ports were pleasant and the ships' companies enjoyed themselves and, in doing so, impressed the local people by their fine behaviour.



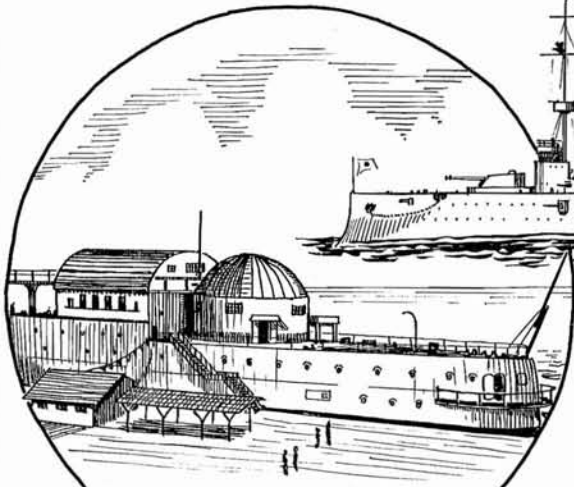
15 YEARS AGO

The RCN, which entered the Second World War with six fighting ships, by the summer of 1944 had grown to a force able to undertake the entire task of providing close escort for North Atlantic mid-ocean convoys and at the same time throw 110 ships and 10,000 officers and men into the invasion of Normandy. The upper picture shows part of the RCN invasion fleet bound for France, the lower, the largest convoy of the war, escorted by Canadian ships.

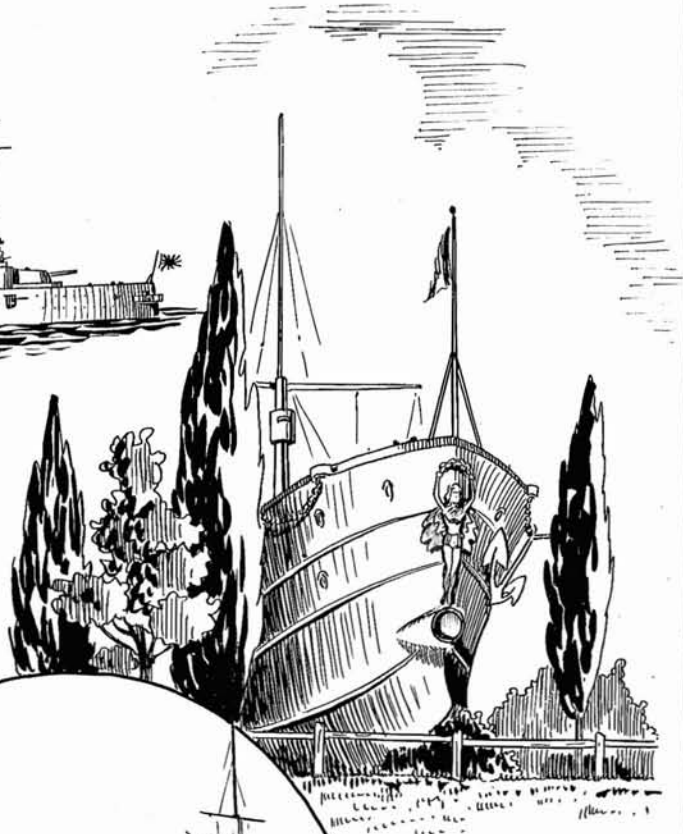


Naval Lore Corner

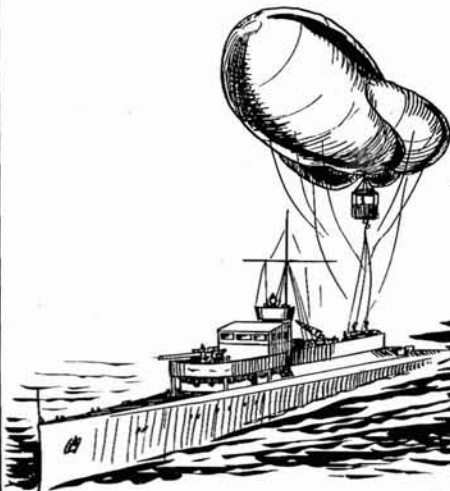
Number 72
Odds and Ends...



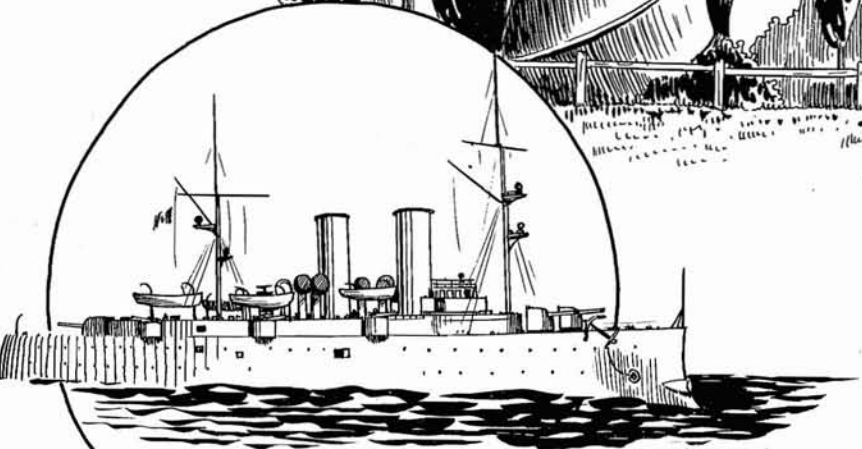
ADMIRAL TOGO'S FAMOUS FLAGSHIP IN THE VICTORY OVER RUSSIA IN 1905 IS STILL AFLOAT. THE BATTLESHIP 'MIKASA' (BUILT IN ENGLAND), ONCE A NATIONAL JAPANESE MEMORIAL, HAS SINCE 1949 BEEN PART OF AN AMUSEMENT CENTRE NEAR THE YOKOSUKA NAVAL BASE IN JAPAN. A MOVEMENT IS NOW AFOOT TO RESTORE HER AS A NATIONAL SHRINE.



THE FORE PART OF THE ITALIAN CRUISER 'PUGLIA' (1898) WAS PRESENTED BY THE ITALIAN GOVERNMENT TO SIGNOR GABRIELE D'ANNUNZIO IN RECOGNITION OF HIS 'SERVICES' TO ITALY. IT WAS INSTALLED IN THE GARDEN OF HIS VILLA AND PRESENTED A STARTLING SIGHT THROUGH THE TREES.



FORE-RUNNER OF THE ANTI-SUBMARINE HELICOPTER: BRITISH WORLD WAR I PATROL BOAT WITH KITE BALLOON.



HALF TANK, HALF SHIP IS THIS FRENCH NAVY MONITOR-BARGE EMPLOYED ON THE RHINE FLOTILLA. A SHERMAN TANK BODY, MOUNTED AMIDSHIPS, SUPPLIES THE FIRE-POWER AS WELL AS THE PROPULSION-POWER...

The Queen's Printer
OTTAWA

If undelivered return to:

The Queen's Printer, Ottawa, Canada

En cas de non-livraison, retourner à:

L'Imprimeur de la Reine, Ottawa, Canada

