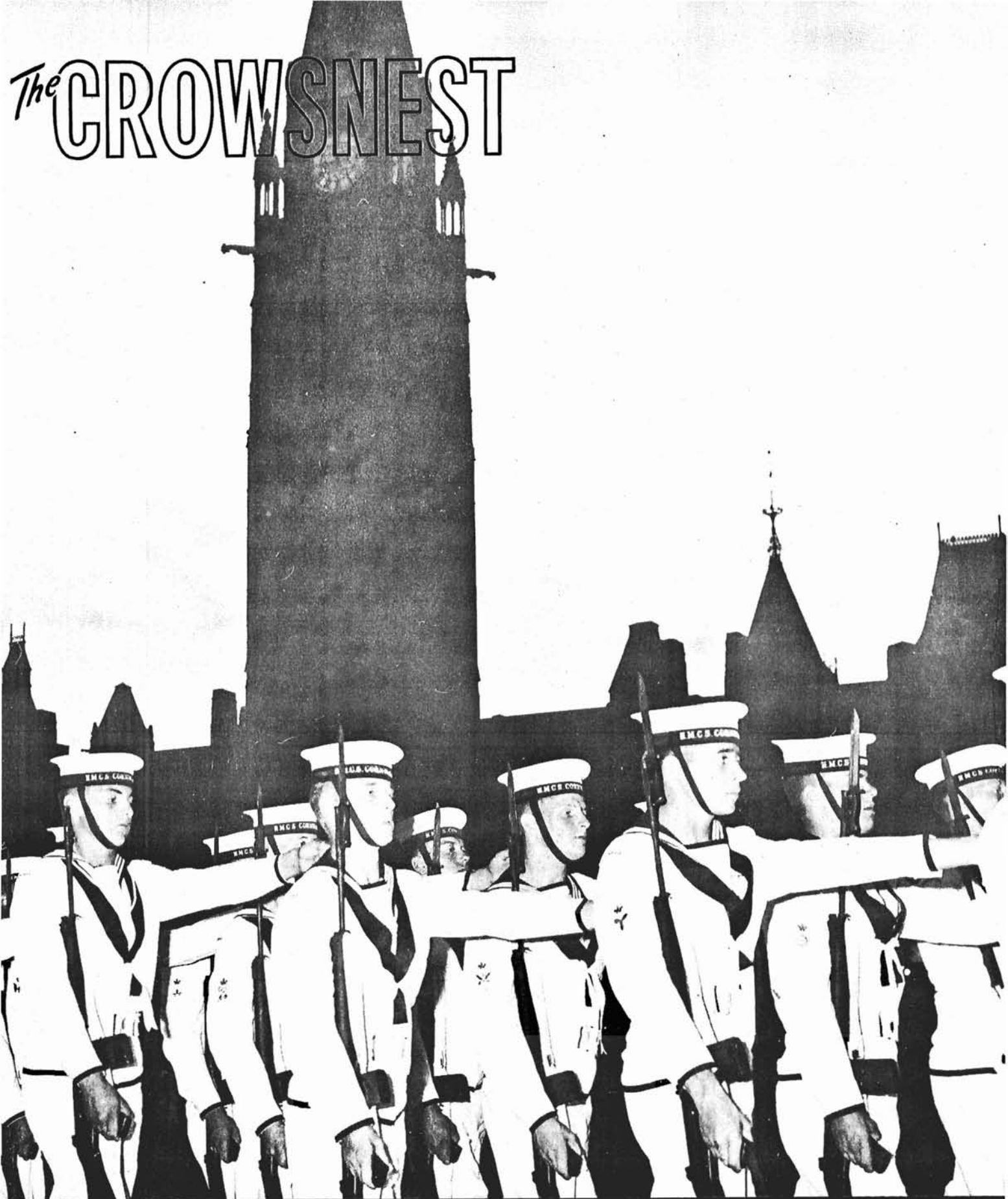
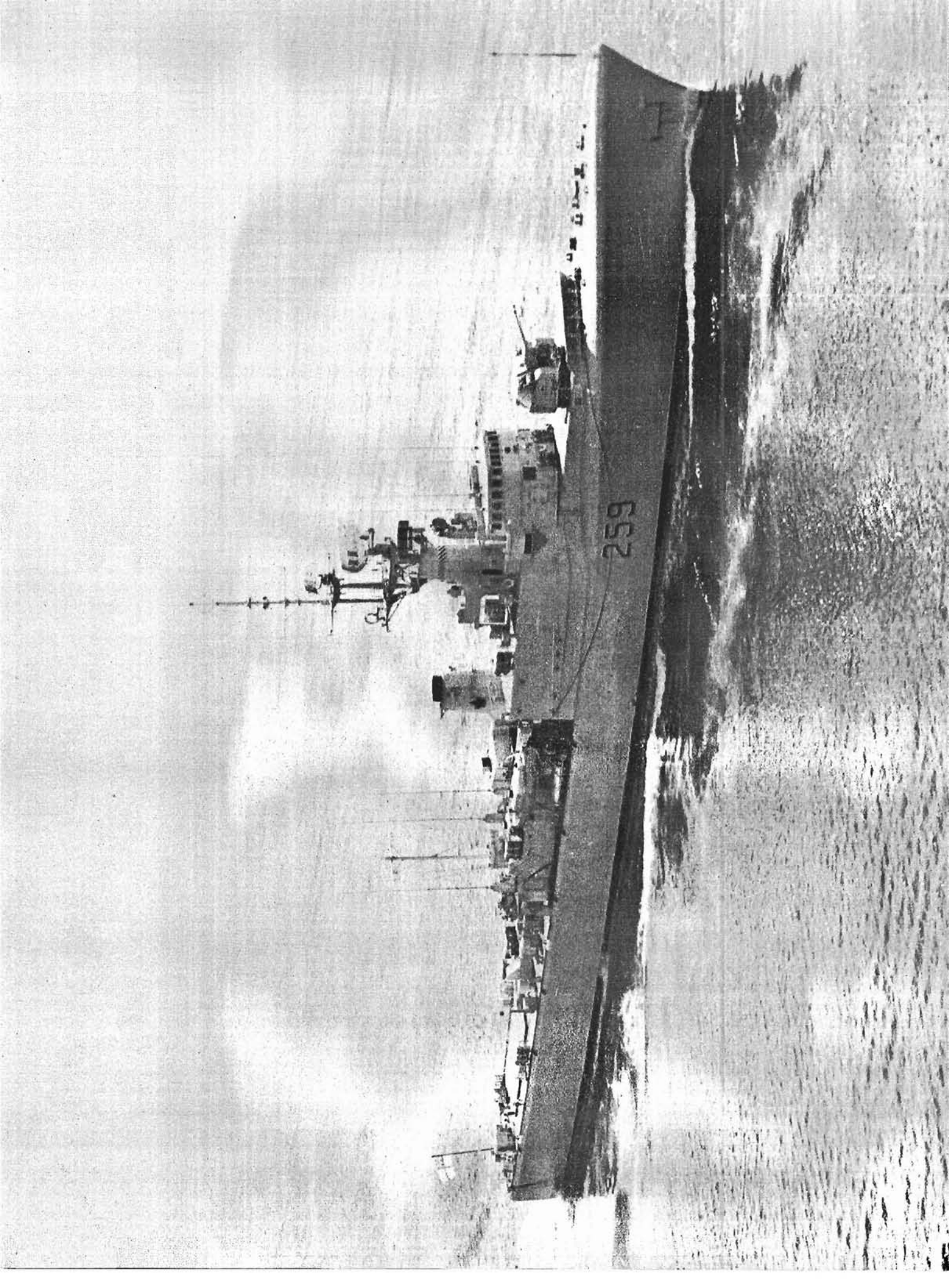


The CROWSNEST



Vol. 12 No. 9

July, 1960



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1960

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LADY OF THE MONTH

It is entirely fitting that HMCS *Terra Nova* should be present during the visit to Lisbon, Portugal, August 6 to 15, of ships of the Fifth Canadian Escort Squadron.

The purpose of the visit is to do honour to the memory of Prince Henry the Navigator, whose enthusiasm and knowledge did so much to inaugurate the Age of Discovery 500 years ago.

Although the *Terra Nova* bears the name of a Newfoundland river, that name is also redolent of voyages to distant, previously unknown lands in the days when a voyage across the ocean was as fearful an undertaking as a journey to Mars would be regarded today. (DNS-24215)

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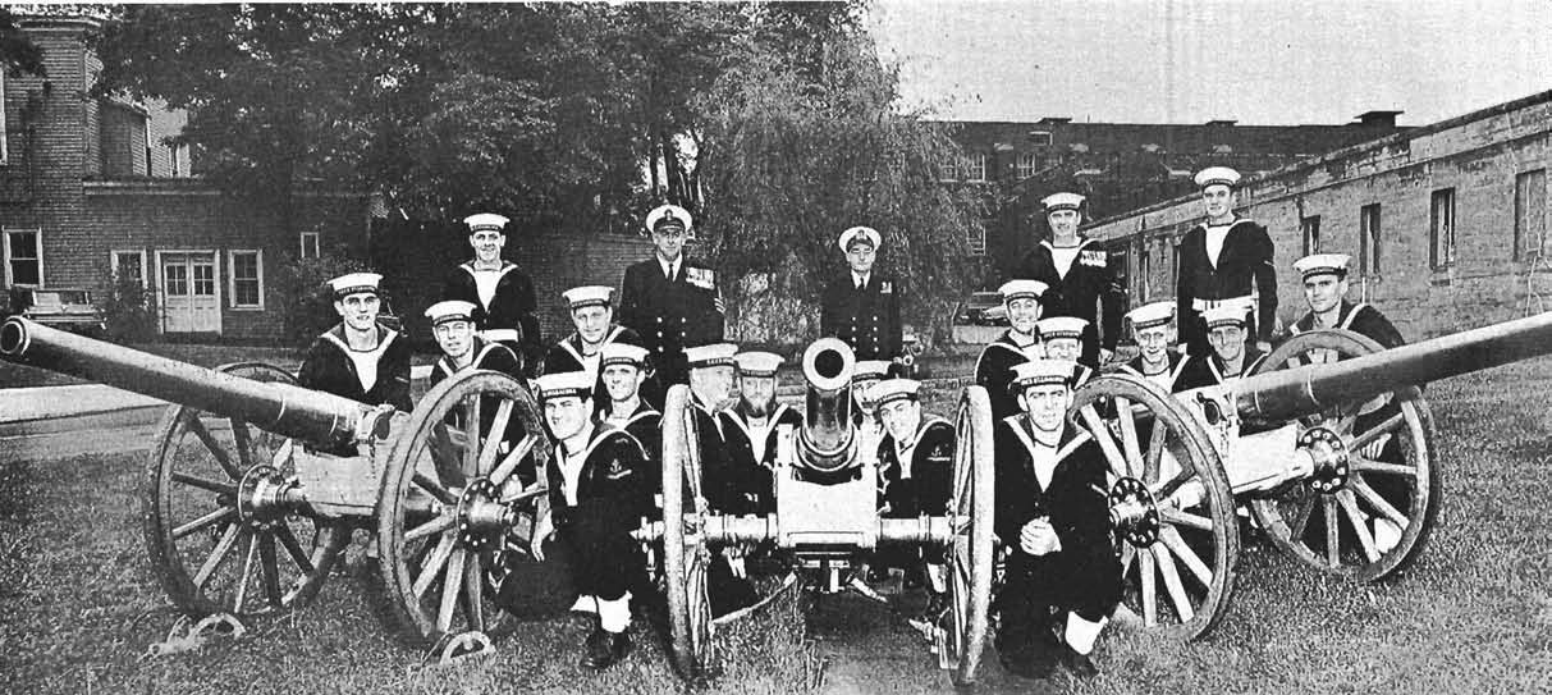
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The Cover—For three nights around the Dominion Day holiday, the Royal Canadian Navy presented the moving Sunset Ceremony on Parliament Hill, Ottawa, honouring the 93rd anniversary of Confederation and the RCN's Jubilee. The guard and gun crews, made up of men who have just completed their new entry training at *Cornwallis*, and the band, mostly from *Cornwallis*, later presented the ceremony in Toronto, Montreal and Quebec City.—(0-13008)



RCN NEWS REVIEW

On Friday, June 10, birthday of His Royal Highness the Prince Philip, ships and establishments dressed overall from colours to sunset and salutes were fired. The class of boatswains, above, under instruction at Stadacona, fired the salute under direction of Lt. David Taylor, centre rear. (HS-61427)

Governor General Cheered by Navy

His Excellency, Governor General G. P. Vanier, on board HMCS *Fraser*, received the traditional rousing three cheers from the ship's companies of 14 ships of the Pacific Command as they steamed past the Fraser in a line ahead formation May 16.

The Governor General and Mrs. Vanier, with their party, boarded the *Fraser* in Vancouver. The ship sailed for Victoria, escorted by the *Assiniboine*, *St. Laurent* and *Skeena*.

As the group approached Discovery Island, the three destroyer escorts in company with *Fraser* detached, increased speed, and took up their positions at the head of a line of seven frigates and four minesweepers in formation off Brotchie Ledge.

In conjunction with the sail-past, there was also a fly-past in which aircraft from 407 (Maritime Patrol) Squadron, Comox, participated.

Shortly after 5 p.m. the line of four-teen ships moved off on an eastward course, passing close to Beacon Hill Park and Clover Point. The *Assiniboine's* ship's company was the first to "man ship" and cheer for the Governor General, the remaining ships carrying out the ceremony in succession.

The *Fraser* proceeded into the Inner Harbour of Victoria, where His Excel-

lency disembarked and inspected a naval Royal Guard drawn up on the wharf. He was then driven to Government House where he and Mrs. Vanier and their party resided during their visit to Victoria.

On the afternoon of Wednesday, May 18, the *Fraser* again entered Victoria's Inner Harbour. The Governor General boarded the ship and she returned to Vancouver where the Vice Regal party disembarked, marking the end of Governor General Vanier's tour of Western Canada.

Wedding Gift For Princess

Members of the RCN shared with other Commonwealth navies in providing a wedding gift for Her Royal Highness the Princess Margaret. The RCN's contribution, remitted to Admiralty, totalled \$1,687.04.

The wedding gift was formally presented to Her Royal Highness by the Board of Admiralty at a ceremony in Clarence House on Thursday, May 4.

Part of the gift is a fine 18th century two-drawer chest with a moulded top of Escalette marble. The remainder of the gift was intended to be devoted by Her Royal Highness partly to the many needs which would arise when she moved into her new home and partly to naval charities to be selected by Her Royal Highness.

Princess Margaret, in accepting the gift, expressed her delight and asked that her very warm thanks be conveyed to all those who subscribed.

Ships Back from Far East Cruise

Three destroyer-escorts of the RCN Pacific Command's Second Canadian Escort Squadron returned to Esquimalt at the end of April to complete a two-and-a-half-month operational training cruise which took them across the Pacific and to several Japanese ports.

Returning to their home port by way of the Aleutian Islands were the *Ottawa*, *Saguenay* and *St. Laurent*.

In the opinion of Captain J. C. Pratt, Commander of the Second Canadian Escort Squadron, the cruise presented one of the most exacting series of exercises ever conducted by ships of that squadron. Although he was not with the destroyer-escorts, Captain Pratt visited the three ships while they were in Japan.

He said the exercises with units of the United States fleet had resulted in "hard competition and splendid training for all concerned."

The Canadian ships took part in three separate exercises with the USN, one of them lasting the best part of a week, and involving a carrier, destroyers and submarines. That was in the Okinawa area.

Just before returning to Esquimalt the homecoming ships were met by three of their "sisters" of the Second Canadian Escort Squadron—the *Fraser*, *Margaree* and *Skeena*. Together they carried out a series of manoeuvres and exercises, including night illumination and gunnery workouts.

Submarine Loan To RCN Authorized

President Eisenhower has signed a Congressional bill authorizing the United States Navy to lend a submarine to the Royal Canadian Navy for five years, with permission to extend the loan for another five years, if needed.

The submarine offered by the USN is the USS *Burrfish*, veteran of the war in the Pacific. Canada is paying the costs of activating, equipping and supporting the boat. She will be given a Canadian name and will carry out training duties in the Pacific Command similar to those performed by the Sixth Submarine Squadron of the Royal Navy operating out of Halifax.

The *Burrfish* was built by the Electric Boat Company of Groton, Connecticut, in 1943 and was originally of the "Balao" class, although she was converted to a radar picket submarine in recent years.

Her displacement is 1,526 standard and 2,425 tons submerged, according to "Jane's Fighting Ships". Her dimensions are 311½ by 27 by 17 feet. Her top surface speed is given as 20 knots and submerged, ten knots. The normal peace-time complement is 78 officers and men.

Professors Taken On 'Sea' Voyage

Presidents, deans and professors of 41 universities and colleges across Canada found their sea legs on the fresh water of Lake Ontario in early June as guests of the Royal Canadian Navy.

More than 100 leaders in Canadian education, attending the National Conference of Canadian Universities and Colleges, were taken for a two-hour cruise in the destroyer escorts *Columbia* and *Chaudiere*.

Units of the Fifth Canadian Escort Squadron, the ships visited Kingston during a training cruise through the St. Lawrence Seaway and in the Great Lakes. They were due back at Halifax June 24.

The Navy took its distinguished guests on conducted tours of the destroyer escorts and provided an opportunity for them to see at first hand how ships operate and who operates them.



For his prompt and efficient action in preventing damage on board the destroyer *Skeena* earlier this year, Chief Petty Officer Cecil H. Gillette, 2755 Fernwood Road, has been commended by the Chief of the Naval Staff. The framed commendation was presented to him May 30 by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, at a ceremony on board the *Skeena*. On January 21 CPO Gillette was on duty in the boiler room of the *Skeena* when a mechanical fault resulted in the escape of hot lubricating oil. CPO Gillette used his right hand to prevent escape of the oil and in so doing prevented serious damage to the ship's turbo blower and subsequent delays in the ship's operational program. (E-55959)

On return to Kingston, the delegates disembarked at the Royal Military College, where they were the guests of the Commandant, Commodore D. W. Piers, at a buffet dinner. The conference, which began June 1, ended Saturday, June 4.

Spanish Ship Visits Halifax

The Spanish naval training ship *Juan Sebastian de Elcano* visited Halifax May 16-24. A four-masted schooner, she is under the command of Cdr. Don Miguel Dominguez Sotelo and carries cadets.

The ship fired a national salute to Canada off Maughers Beach, with the Canadian Army returning the salute and then the Spanish vessel fired a personal salute to the Flag Officer Atlantic Coast on approaching the dockyard. Naval field guns from *Stadacona* fired the return salute from the Dockyard parade ground.

There was a full round of entertainment for the Spaniards, ranging from social events to bus tours and attendance at the various RCN Golden Jubilee celebrations taking place during their visit.

The 309-foot, 3,500-ton vessel has a normal complement of 224 officers and men and 80 cadets. She is named for the first circumnavigator of the world (1519-26) who succeeded to command of the expedition led by Magellan. Diesel auxiliary power gives her 9.5 knots.

She left Cadiz, Spain, early in January and visited ports in Africa and the U.S.A.

Oceanographers Form Joint Group

The East Coast Working Group of the Canadian Committee on Oceanography was formed at Halifax in early June with J. R. Longard, Scientific Adviser to the Maritime Commander Atlantic as chairman. Elected secretary was Dr. Neil J. Campbell, Acting Oceanographer-in-Charge of the Atlantic Oceanographic Group. Naval member of the new body is Lt.-Cdr. J. M. Steel.

The East Coast Working Group has been formed to develop liaison and co-operation among the various oceanographic interests on the East Coast. They include the Fisheries Research Board's Biological Station at St. Andrew's, N.B.; the Atlantic Oceanography

Group, newly located at Halifax; Dalhousie University's Institute of Oceanography; the Marine Services and Meteorological Branch of the Department of Transport; the Nova Scotia Research Foundation and, for the Department of National Defence, the Defence Research Board Naval Research Establishment, the Maritime Commander Atlantic, the Flag Officer Atlantic Coast and the Maritime Air Command.

Dr. W. M. Cameron, recently-appointed Director of Oceanography for the Department of Mines and Technical Surveys, addressed the new group on the background and aims of the parent Canadian Committee on Oceanography. Briefs on the programs for the coming summer were given by the members and arrangements for co-operative use of ships were proposed. The possibility of using aircraft for high speed oceanography data collection was mentioned by the RCAF representative and raised considerable interest.

Triton Circles Globe Submerged

Four hundred and forty years ago Magellan's expedition was plodding its way around the world in the first successful attempt to circumnavigate the globe. Only one ship of the five that sailed from Spain on September 20, 1519, returned three years later. Magellan had been slain in the Philippines in the spring of 1521.

On the morning of May 10 last, the world's largest nuclear submarine, the *Triton*, surfaced off the coast of Delaware after having steamed around the world without surfacing in 83½ days. Much of the route lay along Magellan's path.

Twice on the journey the *Triton* thrust her sail above water—once to pay homage to Magellan off the coast of Spain and, on an earlier occasion, off Uruguay to transfer a sick crew member. The *Triton* is commanded by Captain Edward L. Beach, who is equally famed as a submarine commander and author.

The 7,750-ton *Triton*, commissioned last November, is powered by two nuclear reactors and two separate propulsion units.

The most trying period on board the submarine was the two weeks when the psychologists carried on board banned smoking.

"The psychologists suffered more than anyone else," Captain Beach was quoted as saying. "They also like to smoke and the crew said they were a bunch of sadists."



A totem pole, erected temporarily outside the Weapons Division of RCN Barracks, in Halifax, is being presented to HMS Excellent, the Royal Navy Gunnery School, by the officers and men of the Royal Canadian Navy who have done qualifying courses there in the past. The pole was carved by Chief Mungo Martin of the Kwakiutl Tribe of British Columbia. The totem pole has been named by Chief Martin "Hosagami", meaning "a man in authority" and the bottom figure represents a "speaker" or instructor. It was to be taken to the United Kingdom in July by the Fifth Escort Squadron. (HS-61345)

Press comment was that the journey of the cruiser-sized *Triton* not only demonstrated the potency of the nuclear submarine as a weapon but also was prophetic of the day when bulk cargo carriers, nuclear-powered, would steam beneath the oceans.

Veterans Form Club at Kingston

A Naval Veterans' Association for Kingston, Ontario, and district was

formed May 30 at an organization meeting at HMCS *Cataragui*.

Officers of the new association are William Weaver, president; Harry Lloyd, first vice-president; William Scott, second vice-president; Stanley Owston, secretary, and Frederick Smith, treasurer.

The purposes of the organization were outlined by William Slatter and Milton Schmidt, members of the executive of the Belleville, Ontario, Naval Veterans' Association.

Frigates Take Cadets to Japan

Seven frigates of the Pacific Command's Fourth Canadian Escort Squadron left Esquimalt on June 20 with 180 naval officer cadets on board for a six-week training cruise to Japan and the Hawaiian Islands. They were due back at Esquimalt on August 5.

Ships making the cruise were the *Sussexvale*, *Antigonish*, *Beacon Hill*, *Ste. Therese*, *Jonquiere*, *New Glasgow*, and *Stettler*.

The naval officer cadets, all either first or second year cadets under the Regular Officer Training Plan, were apportioned evenly among the frigates.

The cruise schedule was: Adak, Alaska, June 27-28; Yokohama, Japan, July 7-11; Midway, July 18-20; and Pearl Harbor, Hawaii, July 25-27; return to Esquimalt, August 5.

The cadets' 12-week training period began in May at the Canadian Services College, Royal Roads, where they received classroom instruction in navigation.

Commencing June 4, the cadets spent two weeks in the frigates in local waters undergoing practical training in navigation, anchorage, seamanship, and related studies. They visited VU-33, utility air squadron at Patricia Bay, where they attended lectures relating to naval aviation and were taken on familiarization flights.

On the night of June 17 the naval officer cadets attended the annual ROTP ball at Royal Roads.

UBC Has Top UNTD Division

University of British Columbia's University Naval Training Division has been selected as the top UNTD for 1960.

Runners up in order of merit were: Halifax University and Colleges, University of Alberta, Edmonton, University of Western Ontario, London, and Memorial University, St. John's Nfld.

Only small point spread separated these top five UNTDs.

RN Conducting Wreck Survey

THE GIANT TANKERS now using the English Channel are making the Royal Navy take a second "look" at the seabed wrecks of ships of two World Wars. Because of the increasing draughts of these large vessels, it is necessary that possible obstructions should be pinpointed on marine charts and the safety margin of water over them re-examined. A start was made in March in the Channel between Dover and Dungeness by HMS *Scott*, a survey ship commanded by Lieutenant-Commander D. E. P. D. Scott, RN.

After the last war, naval survey ships checked wrecks around the coasts and those in important channels and likely to be a danger were afterwards depth-charged to give a clearance of at least 45 feet at low water by trawlers of the RN Wreck Dispersal Fleet, which was disbanded in 1958.

It is now considered, however, that there should be at least 60 feet over these wrecks in view of the size of the tankers built in recent years, and their whereabouts fixed accurately by the scientific equipment now available for this purpose.

There are some 50 to 60 wrecks, whose positions and depth may have changed, within the limits in which the *Scott* is being employed. Her task is likely to take some three months. The latest sonar will ensure that the wrecks are accurately fixed on future Admiralty charts, which are used by every maritime nation. By Oropesa and drift sweeping, the clearance above them will be measured and possible risks to shipping reported.

After their positions had been determined by survey vessels, hundreds of wrecks were tackled by the Wreck Dispersal Fleet after the war and effectively "buried" or broken up. Since 1958 naval responsibility for the dispersal of dangerous wrecks has been taken over in the majority of cases by Trinity House.—*Admiralty News Summary*.

Units Exercise With Pacific Fleet

Surface and air forces of the Maritime Commander Pacific took part in anti-submarine exercises with units of the United States Navy Pacific Fleet in mid-June.

HMC Ships *Assiniboine*, *Ottawa* and *Saguenay* left Esquimalt June 4 for Pearl Harbour. Five Neptune aircraft

of 407 Maritime Patrol Squadron RCAF left Comox June 8 for the flight to Hawaii.

The mid-Pacific exercises were directed by the Commander-in-Chief Pacific Fleet, Admiral H. G. Hopwood, USN.

In the course of the exercise about 50 RCAF officers and men from 407 Squadron had an opportunity to see how the other half lives. These Air Force ground support maintenance personnel embarked in the three ships for the trip to Hawaii by sea. The ships carried a supply of stores and spare parts for the RCAF aircraft.

The three destroyer escorts made brief recreational visits to Pearl Harbour and Hilo. Thirty-four naval officer cadets from the three Canadian Services Colleges and a number of Canadian universities made the cruise in the course of their summer professional training period.

The exercise established two firsts for Pacific Maritime Command; first time RCN ships and RCAF Maritime aircraft had operated in company on international exercises based on Hawaii; first time a large group of RCAF personnel had been embarked in RCN ships on a Pacific cruise.

Cadets Give to N.S. Blood Bank

Cadets of University Naval Training Divisions, on annual summer training

on the East Coast, made 56 donations in one week to the Nova Scotia Red Cross Blood Bank.

The cadets, all volunteers from those under training at *Stadacona*, attended the Red Cross clinic on three successive evenings. There might have been more donors but for the fact that a good number had already contributed to blood banks in their home towns before coming to the coast for naval training.

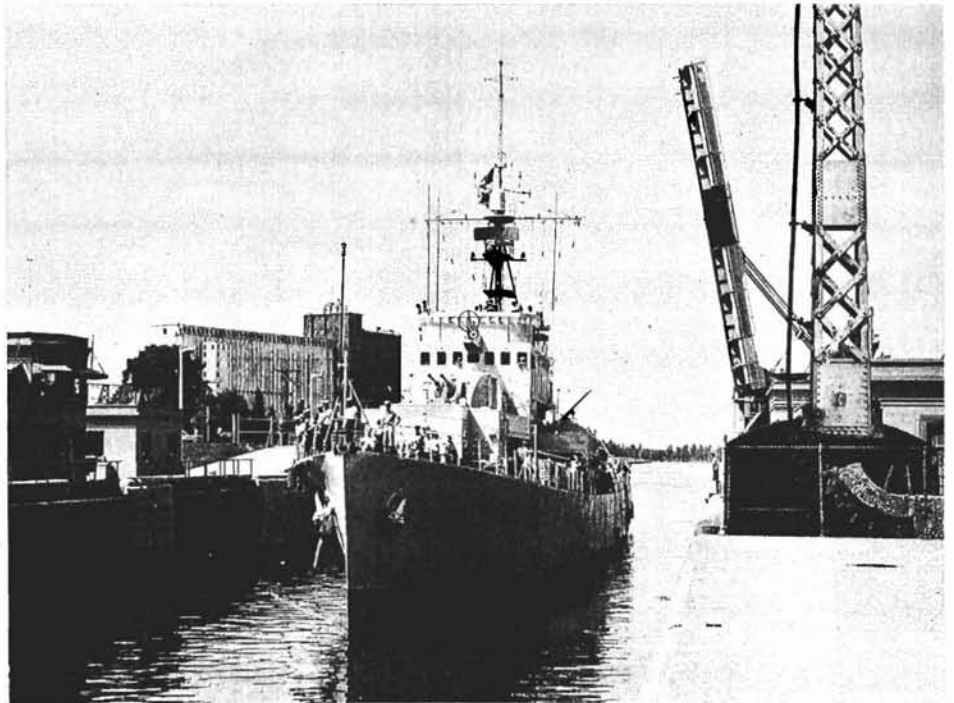
Nonsuch Double Trophy Winner

The Edmonton naval division, HMCS *Nonsuch*, is the winner of the Naval Divisions' Efficiency Trophy, presented by the Canadian Shipbuilding and Ship Repairing Association, it was announced in June by the Commanding Officer Naval Divisions, Hamilton.

Nonsuch was also selected as the naval division showing the most improvement during the preceding 12 months, thereby qualifying for the Barry German Trophy, presented by the Naval Officers' Associations of Canada. This is the first occasion on which this trophy has been awarded.

The runner-up trophy to the efficiency award, the HMCS *Malahat* Trophy, is shared by HMCS *Scotian*, the Halifax naval division, and HMCS *Hunter*, the Windsor, Ontario, division.

Last year the Naval Divisions' Efficiency Trophy was won by HMCS *York*, the Toronto naval division.



HMCS *Lanark*, one of two Atlantic Coast frigates serving on the Great Lakes this summer for naval reserve training, makes her way into a Welland Canal lock during passage from Lake Ontario to Lake Erie. (COND-5833)

HAPPY BIRTHDAY

THE ROYAL CANADIAN Navy received numerous birthday messages on the occasion of its 50th anniversary.

Addressed to Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, greetings were received from the Ambassador of France, the British Admiralty and the Chiefs of the United States, Italian and Australian navies.

His Excellency Francis Lacoste, Ambassador of France, said: "I wish to associate my country with yours in the celebration of the 50th anniversary of the glorious Royal Canadian Navy. No Frenchman can forget that our naval forces fought side by side during the two world wars, and together made heavy sacrifices for the common victory. That is one among other important factors of the closeness of the present

alliances and friendship which so happily unite Canada and France."

A message from the British Admiralty said: "The Royal Canadian Navy has always been held in warm regard and affection by the Royal Navy and the Royal Marines and they look forward with confidence to the continuance of the co-operation and comradeship which has always existed between the two navies."

Admiral Arleigh A. Burke, USN, Chief of Naval Operations, sent best wishes on behalf of the USN, stating: "The excellence of performance and professional ability of the officers and men of the Royal Canadian Navy are well known throughout the world. They have contributed many honoured chapters to maritime history. We are proud to be joined with the Canadian navy in maintaining the freedom of the seas which is so vital to the continued well-being of our free-world community."

Admiral Percori Giraldi, Chief of the Italian Naval Staff, said: "On the occasion of the 50th anniversary of the RCN, the Italian navy is glad to present the warmest felicitations and wishes the best fortunes to the friendly and allied navy."

The Australian Naval Board sent congratulations, and added: "We may not have been able to see much of one another during the first half-century but hope that we may improve the frequency of our meetings during the next 50 years."

On May 16 His Excellency The Governor-General took passage in HMCS *Fraser* from Vancouver to Victoria and units of the Pacific Fleet passed in review, as the *Fraser* neared

Vancouver Island. Following the review, His Excellency sent the following message to the Flag Officer Pacific Coast:

"It is a source of deep satisfaction for me to have seen so many officers, men and ships of the Pacific Command. I am proud of them and of the display today which does them infinite credit. I commend all concerned on this great naval occasion and offer my warmest congratulations to the RCN on the celebration of their 50th anniversary. The passage from Vancouver to Victoria in HMCS *Fraser* will be a highlight of my western tour. Splice the main-brace."

The following was received from the Rev. Dr. W. J. Gallagher, General Secretary, Canadian Council of Churches: "On behalf of the Canadian Council of Churches I extend hearty congratulations to the Royal Canadian Navy on its 50th anniversary. We pray God to guide, bless and to receive into His Almighty and Most Gracious Protection all personnel of the RCN and the fleet in which they serve."

Archbishop M. L. Roy, Vicar General, sent the following message: "Sincere congratulations are offered to the Royal Canadian Navy on its Golden Jubilee. On this Battle of the Atlantic Sunday, I ask the blessing of Divine Providence on Navy personnel ashore and at sea, with a special remembrance for those who will guide its destiny. Je suis heureux d'offrir mes félicitations et mes vœux à la marine royale du Canada à l'occasion de son jubilé d'or. En ce dimanche de la bataille de l'Atlantique, je prie la divine Providence de répandre ses bénédictions sur les chefs et sur tous les membres de notre marine."

Jubilee Noted By Parliament

Tribute was paid in the House of Commons on May 4 to the Royal Canadian Navy and to those who are serving and have served in it. The occasion was the 50th anniversary of the establishment of the naval service.

Noting the absence of the Minister of National Defence and the Associate Minister of National Defence, Edmund L. Morris, MP, Halifax, Parliamentary Secretary to the Postmaster General and a former officer in the RCN(R), asked whether the Defence Minister's Parliamentary Secretary had a message of congratulation "for the gallant men and ships of the fleet".

Replying, Egan Chambers, MP, said: "The minister is attending ceremonies on the West Coast in connection with this anniversary.

"Fifty years ago today royal assent was given to the naval service bill after one of the more memorable debates in the history of this House. This was one more step in Canada's emergence as an independent nation ready to take her share of the responsibilities that devolve upon nations. Canadian seamen and Canadian ships fought gallantly in two world wars and in Korea. Today the Royal Canadian Navy, with a strength of 20,000 men and women and 62 warships, is stronger than ever before in peace time. This strength is employed today, as it always has been, in the preservation of peace and freedom.

"Mr. Speaker, I know that hon. members would like to join me in paying tribute to the officers and men of today's Royal Canadian Navy, and to those who have gone before them".



ADMIRAL PULLEN RETIRES

"Good ships, good comrades, and bad weather."

SOME YEARS AGO these words were used by Rear-Admiral Hugh F. Pullen to sum up, during an interview, his impressions of the Navy in peace and war.

Now Admiral Pullen's naval career, which began back in 1920 at the old Royal Naval College of Canada at Esquimalt, is drawing to a close with the hauling down of his flag as Flag Officer Atlantic Coast on August 1. He was to be succeeded on that day by Rear-Admiral K. L. Dyer.

Admiral Pullen comes from a family with a seagoing tradition that goes back for more than a century and a half. From this has stemmed a keen interest in the history and traditions of the naval service. He will long be remembered as a prime force behind the establishment of both the Maritime Museum of Canada at Halifax and the Maritime Museum of B.C. at Esquimalt. He sought to preserve the time-honoured traditions of the navy and he will be remembered as an officer who believed with all his heart that a taut ship is an efficient and happy ship.

Born in Oakville, Ontario, on July 9, 1905, Admiral Pullen attended Lakefield Preparatory College, near Peterborough, before entering the Royal Naval College of Canada in 1920.

A less propitious moment for entering on a naval career could scarcely have been chosen. A waif on the doorstep of Canada's defence, the Royal Canadian Navy was almost without visible means of support. The college closed down in 1922 and Admiral Pullen spent the next two years at sea as a cadet with the Canadian Pacific Steamship Company. He returned to the RCN in 1924 and went overseas for training with the Royal Navy. On his promotion to midshipman in 1925, he was awarded the Admiralty Dirk as "best all-round cadet" in his class.

In the years that followed he served in ships and establishment of the Royal Navy and RCN, among them the battle cruiser *Hood* and the RCN destroyers *Champlain*, *Skeena* and *Saguenay*.

A memorable event during his service in the *Saguenay* was the unveiling in 1936 of the Canadian Memorial on Vimy Ridge. The *Saguenay* provided a Royal Guard for the occasion. It was the first time the RCN had paraded such



REAR-ADMIRAL H. F. PULLEN,
OBE, CD

a guard for the Sovereign. The officer in command was Lieutenant H. F. Pullen.

When the Second World War broke out, Admiral Pullen was first lieutenant in the destroyer *Ottawa*. Later he was in charge of the Gunnery School at Halifax. In 1940, six of the 50 over-age destroyers involved in the British-U.S. destroyers-for-bases deal were turned over to the RCN. Admiral Pullen was appointed in command of one of these "four-stackers", HMCS *St. Francis*, also serving as flotilla gunnery officer.

In August 1941 he became commanding officer HMCS *Ottawa*, River class destroyer, and later the same year was appointed Superintendent of the Naval Armament Depot in Halifax. He commanded the destroyer *St. Laurent* from January to March 1943.

The *Ottawa*, which he had commanded briefly in 1941, was torpedoed in the North Atlantic in September 1942. A successor was acquired in 1943, and Admiral Pullen took command of her on her commissioning in March. His destroyer duties around this time included the responsibility of senior officer of convoy escort groups.

Canada's first modern cruiser, HMCS *Uganda*, was commissioned in October 1944 at Charleston, South Carolina, with Admiral Pullen as her executive officer. The *Uganda* was the only warship of

the RCN to go into action in the Far East against Japan. She took part in a number of bombardments, including one against the island fortress of Truk.

On December 1, 1945, a month after he left the *Uganda*, Admiral Pullen was appointed to Naval Headquarters as Director of Naval Reserves, a post in which he served for nearly two years. In September 1947 he became commanding officer of the Tribal class destroyer *Nootka* and captain (D) of the Canadian Destroyer Flotilla.

During the latter part of 1948 and early 1949 he took a staff course, on completion of which he assumed command of the cruiser *Ontario* on June 21, 1949.

Promoted to the rank of commodore on January 1, 1951, he shortly thereafter commanded the *Ontario* on a major training and goodwill cruise to Australia. In October he became Commodore RCN Barracks, Halifax.

He was promoted rear-admiral on March 15, 1953, shortly before taking up the appointment of Chief of Naval Personnel at Headquarters.

Appointed Flag Officer Pacific Coast in February 1955, Admiral Pullen took up the appointment of Flag Officer Atlantic Coast in September 1957, with the additional appointments of Commander Canadian Atlantic Sub-Area, under SACLANT, and Maritime Commander Atlantic.

THE NEW CANFLAGLANT

REAR-ADMIRAL Kenneth L. Dyer, appointed Flag Officer Atlantic Coast, effective August 1, has been entrusted with the task of keeping Canada's anti-submarine defences in the North Atlantic in a state of effective readiness.

Born in Burma in 1915, Admiral Dyer came to Grand Pre, Nova Scotia, in 1928. He attended King's College School, in Windsor, Nova Scotia, and one year university at King's College, Halifax, before entering the RCN as a cadet in 1933.

He did not have to wait for the outbreak of war to learn at first-hand that the navy has its stirring moments. He witnessed a collision of the giants when the world's biggest battle cruiser, HMS

Hood, in which he was serving as a midshipman, came into contact in mid-Atlantic with the battle cruiser *HMS Renown* on January 23, 1935. The *Hood* went into dockyard hands for repairs.

He was serving in *HMS Enterprise* on the East Indie Station in 1936 when Emperor Haile Selassie, of Ethiopia, whose country had been invaded by Mussolini's troops, was evacuated by the British warship.

Numerically and in terms of personal danger this was a minor evacuation compared to two in which Admiral Dyer was to have a part in 1940—those of Dunkirk and St. Valery. He was in Plymouth blitzes and won a commendation.

A gunnery specialist, Admiral Dyer returned to Canada late in 1940 for duty in the gunnery school at *Stadacona*.

In May 1942 he took command of the River class destroyer *Skeena* in the rank of acting lieutenant-commander. On July 31, the *Skeena* teamed with the corvette *Wetaskiwin* in a U-boat hunt that brought about the destruction of *U-588* in the North Atlantic about 700 miles east of Newfoundland. Admiral Dyer was awarded the DSC.

He commanded the destroyer *Kootenay* for a year and then finished out the war at *HMCS Somers Isles*, the escort training base in Bermuda.

For the duration of her Canadian commission, he was executive officer in the aircraft carrier *Warrior*. Staff courses in the United Kingdom were followed in 1949 by his appointment to Naval Headquarters as Deputy Chief of Naval Personnel.



REAR-ADMIRAL K. L. DYER,
DSC, CD

His last sea appointment was as commanding officer of the *Magnificent*, from October 1951 to April 1953. He was then promoted to the rank of commodore and became Commodore, RCN Barracks, Esquimalt.

Before his appointment as Chief of Naval Personnel in 1957 he had seen service as Assistant Chief of the Naval Staff (Warfare) and had attended the National Defence College in Kingston.

His new appointment as Flag Officer Atlantic Coast carries with it the additional appointments of Commander Canadian Atlantic Sub-Area, and Maritime Commander Atlantic.

- - AND THE NEW CAN FLAG PAC

A NAVAL OFFICER with the "bus-man's holiday" hobby of yachting, Rear-Admiral Edward W. Finch-Noyes is the new Flag Officer Pacific Coast, having raised his flag at Esquimalt on June 30.

Admiral E. W. Finch-Noyes was born in Hamilton on June 9, 1909, and was living in Oakville, Ontario, when he entered the RCN as a cadet in September 1926.

He trained and served with the Royal Navy, then returned to Canada in June 1931 and spent two years in the destroyer *Champlain*. After a further period with the RN, he came back to Canada in January 1936 and served in the destroyers *Saguenay* and *Vancouver*, and at Naval Headquarters, Ottawa.

During the Second World War he served at Naval Headquarters, in east coast establishments, as executive officer of the auxiliary cruiser *Prince Henry* and in command of her sister-ship, the *Prince Robert*.

He also commanded the destroyer *Saskatchewan* and, from May 1944 to June 1945, was senior officer of C-4 convoy escort group, composed of Canadian frigates and corvettes, in the North Atlantic.

In the three years following the war he commanded the destroyer *Iroquois*, served as executive officer of the cruiser *Uganda* and of *Stadacona*, and attended staff and tactical courses in the United Kingdom.

He became Chief of Staff to the Flag Officer Atlantic Coast in October 1948 and a year later was appointed in command of the RCN air station, *Shearwater*. From there he went to Headquarters as Deputy Chief of Naval Personnel in August 1951.



REAR-ADMIRAL E. W. FINCH-NOYES,
CD

Admiral Finch-Noyes took command of *HMCS Quebec* on September 11, 1953, and became Commodore RCN Barracks, Halifax, in August 1955. He took up the appointment of Commanding Officer Naval Divisions with headquarters at Hamilton, Ont., on April 2, 1958.

Admiral Finch-Noyes was the first chairman of the Royal Canadian Naval Sailing Association, which was formed to foster sailing, cruising and seamanship in the RCN.

As the son of an enthusiastic yachtsman, he was taken sailing on Burlington Bay, Hamilton, at the age of two months. When he was 16, Admiral Finch-Noyes became a member of the Royal Canadian Yacht Club in Toronto and was for a time a crew member of the late Commodore N. G. Gooderham's yacht *Yolandi*.

While training and serving with the Royal Navy he sailed in European waters.

In 1949, Admiral Finch-Noyes skippered the RCN yacht *Grilse* in the Marblehead race, winning the Oland trophy for being the first Canadian yacht on corrected time.

Boy Seaman to Personnel Chief

EVERY STEP of the ladder but one is the story of the progress of Rear-Admiral P. D. Budge from boy seaman to his present rank.

The missing rung of the promotion ladder was that of "chief petty officer", but by way of doing penance in advance

for going directly from petty officer to warrant rank, Admiral Budge did a spell in the lowly rank of "acting ordinary seaman".

Rear-Admiral Budge took up the appointment of Chief of Naval Personnel and member of the Naval Board on June 30, having served since October 1959 as Deputy CNP.

Admiral Budge's first service was with the Royal Navy, which he joined as a boy seaman in 1921. By 1928 he had qualified as a leading torpedoman. That same year his parents moved to Canada and he transferred to the RCN in the rank of able seaman, rated leading seaman the day following his entry.

Training at *Stadacona* took up much of his time during the early years of the RCN, but he spent two years in the

destroyer *Saguenay* as torpedo gunner's mate.

He qualified for warrant rank at HMS *Vernon* in 1934 and was promoted to gunner (T) in December of that year. The following year he was with RN anti-submarine flotillas, but he returned to the *Saguenay* in early 1936 and was with her until the outbreak of the Second World War.

Life in the pre-war fleet was brightened considerably by the presence in it of three capable entertainers, Lt.-Cdr. Frank Houghton, who retired in the rank of rear-admiral in 1950 and is now general manager of the International Grenfell Association, Sub-Lt. Rufus Pope, RCNVR, lost when the *Margaree* was sunk in 1940, and "Mister Budge". Lt.-Cdr. Houghton was an expert ma-

gician, versifier and entertainer. Mr. Budge and Sub-Lt. Pope formed the "song-and-dance" team of "Budgy and Popy" and gained a fair slice of immortality by composing the RCNVR song "Wavy Navy."

Admiral Budge's interest in group singing was evidenced in post-war years when he formed at *Cornwallis* a sailors' choir that gained a considerable reputation in the Maritimes.

While serving in HMCS *Ottawa* in 1940, Admiral Budge was mentioned in despatches "for good services in an attack on an enemy U-boat". In 1944, while executive officer of the Tribal class destroyer *Huron*, he was awarded the Distinguished Service Cross "for good services in action with a destroyer force" just after D-Day.

His first command, in February 1945, was the destroyer *Ottawa*, second of the name, and at the war's end he commanded the destroyer *Gatineau*.

Between shore appointments, Admiral Budge spent more than three years in the cruiser *Quebec*, a year and a half of that time as executive officer and, from January 1952 to September 1953, in command.

Since coming ashore he has served as Chief of Staff to the Flag Officer Naval Divisions, Commodore RCN Barracks, Esquimalt, Chief of Staff to the Flag Officer Atlantic Coast and Deputy Chief of Naval Personnel.

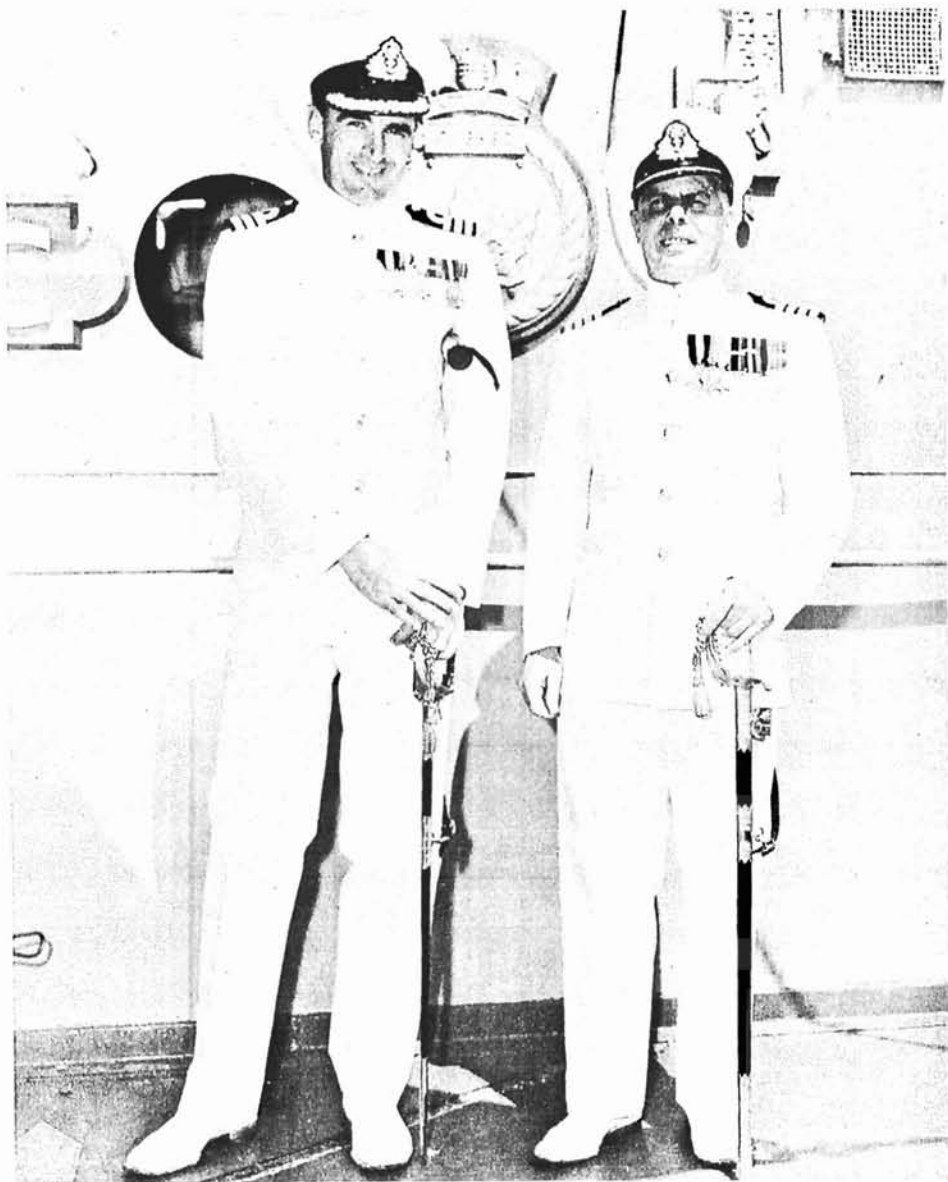
ASROC

THE UNITED STATES Navy has unveiled ASROC, its newest and deadliest submarine killer aboard the destroyer-leader *Norfolk*.

ASROC is an integrated weapon system consisting of four major parts; an underwater sonar detection device, an electronic digital fire-control computer, an eight-missile launcher, and the ASROC missiles.

In a matter of seconds after sonar detection of a submarine has been made, a computer charts course, range, and speed, of the sub and the missile launcher whirls into firing position. The ship commander can then fire either a rocket-propelled torpedo or a depth charge.

The missile, aimed with deadly accuracy by the shipboard digital fire-control system, follows a ballistic trajectory, shedding its rocket motor at a predetermined signal and its airframe shortly before water entry. When the payload is a torpedo, a parachute blossoms in flight to slow its plunge into the water in the target area.—*Army, Navy, Air Force Journal*.



Seven years later and two ranks higher, these senior officers are together again. When this picture was taken of Captain Patrick D. Budge (right) and Cdr. Ralph L. Hennessy, they were, respectively, commanding officer and executive officer of the cruiser *Quebec*. Today Rear-Admiral Budge is Chief of Naval Personnel and Commodore Hennessy is Deputy CNP. (QB-676)

OFFICERS AND MEN

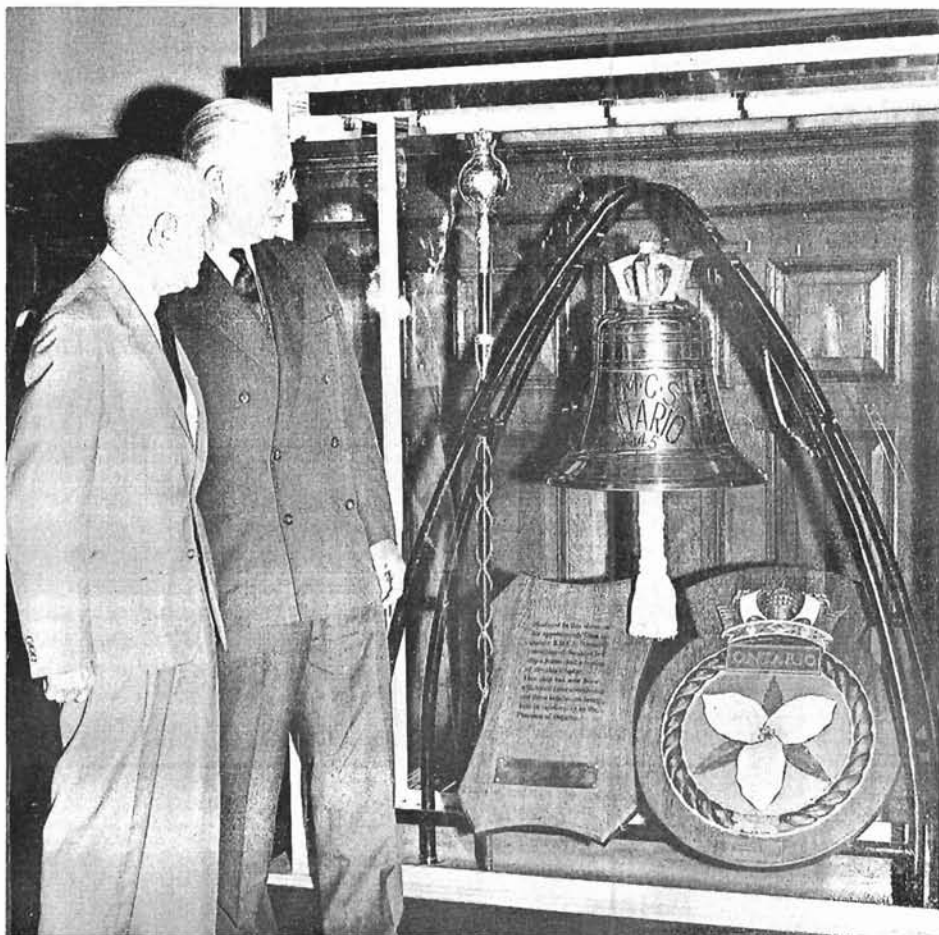
61 Graduate At Royal Roads

Sixty-one officer cadets of Canada's three armed forces participated in the graduation day program of the Canadian Services College, Royal Roads, on the afternoon of Thursday, May 19.

Guest of honour and inspecting officer was His Honour, Frank Ross, Lieutenant-Governor of British Columbia.

The graduation program included a ceremonial parade of both first and second year classes of the officer cadets, an inspection and march-past, an address by the Lieutenant-Governor, and the presentation of major awards to a number of cadets who had attained outstanding marks in leadership, academic and military studies, and sportsmanship over the past year.

During the inspection, the Lieutenant-Governor was accompanied by the Cadet Wing Commander, Officer Cadet R. C. Waller, Colonel P. S. Cooper, commandant of Royal Roads; Lt.-Col. H. E. C. Price, deputy commandant and Officer Commanding Cadet Wing; Lt.-Cdr. G. W. S. Brooks, executive officer of Royal Roads; and Captain H. P. Stickley, staff adjutant.



WEDDINGS

Sub-Lieutenant Michael P. Bowen, *Fraser*, to Maxine Edith McClure, Victoria.

Able Seaman Robert Bowles, *Cap de la Madeleine*, to Patricia Frances Doyle, Charlottetown, P.E.I.

Sub-Lieutenant George Douglas Braithwaite, *Ottawa*, to Judith Ellen Noonan, Oak Bay, B.C.

Able Seaman Douglas Coxon, *Kootenay*, to Ruth A. Evans, Dartmouth, N.S.

Sub-Lieutenant J. G. Dean, *York*, to Sandra Jean Spence, Hawkesbury, Ont.

Able Seaman Ronald Hurst, *Kootenay*, to Roberta E. Baker, Halifax.

Lieutenant E. A. Kieser, *Shearwater*, to Ann Marie Grant, Dartmouth.

Able Seaman Joseph Logan, *Kootenay*, to Willa A. Dockrill, Halifax.

Able Seaman James Proulx, *Stadacona*, to Kathleen Macdonald, Sudbury, Ont.

Ordinary Seaman Patrick Stanislaw, *Kootenay*, to Patricia H. M. Tait, Halifax.

Sub-Lieutenant Donald K. Stirling, *Shearwater*, to Susan Bryson Cooper, Montreal.

Sub-Lieutenant Lucien Voyer, *Stadacona*, to Marleen Thibodeau, Kingston.

Able Seaman Lloyd Walling, *Kootenay*, to Barbara M. Hines, Halifax.

Ordinary Seaman Donald Webster, *Stadacona*, to Elizabeth Luella Frail, Caledonia, N.S.

The bell and mace of the cruiser HMCS Ontario were recently placed with the Province of Ontario for safekeeping. The presentation was made by Commodore R. I. Hendy, Senior Naval Officer Toronto Area, and the historical objects were accepted on behalf of the provincial government by Premier Leslie Frost. Rear-Admiral Walter Hose (nearest camera), second Director of the Naval Service and first Chief of the Naval Staff, is shown here with Premier Frost. Displayed in the cabinet is a replica of the ship's badge, presented to the people of Ontario by the cruiser. (COND-5761)

Music for all graduation activities was provided by the naval band of HMCS *Naden*, under the direction of Cd. Off. William Gordon.

In the fall, members of the graduating class will continue academic studies to degree level at the Royal Military College.

Awards presented to RCN officer cadets during the graduation ceremony included:

Nixon Memorial Award, for the best all-round officer cadet of the second year class, to Officer Cadet Richard Waller, of Regina, who was also awarded the H. E. Seller's telescope as the cadet wing

commander chosen in the final slate of cadet officers;

Lieutenant - Governor of Quebec Medal, for the English-speaking officer cadet who has made the greatest progress in French during his two years

BIRTHS

To Able Seaman Guy Belanger, *Kootenay*, and Mrs. Belanger, a daughter.

To Leading Seaman Ivan Nicholls, *Kootenay*, and Mrs. Nicholls, a daughter.

To Able Seaman Robert Park, *Kootenay*, and Mrs. Park, a daughter.

To Petty Officer Albert Rowe *Kootenay*, and Mrs. Rowe, a daughter.

To Able Seaman Ronald Swan, *Kootenay*, and Mrs. Swan, a son.

at Royal Roads, to Officer Cadet Charles I. Motterhead, of Kelowna, B.C.;

Director of Studies Cup, for first year award for outstanding athletic ability and sportsmanship, to Officer Cadet John R. Pirquet, of Prince George, B.C.

Marine Mishaps Involve RCN

Atlantic Command personnel have figured prominently in three marine incidents.

Naval divers recovered four bodies from the Lunenburg, N.S., longliner *Margaret Lou* after the wreckage was found awash following a severe storm March 9-10.

The bodies were returned ashore on board HMCS *Lauzon*. The *Margaret Lou* later sank during salvage attempts.

A second derelict longliner, the *Laura Ellen*, was sunk by bombs of an RCN Banshee jet fighter after she was reported a menace to navigation by a U.S. Coast Guard ship about 100 miles south of Halifax. The aircraft was piloted by Lt. David Tate.

On April 15 five officers and men of the RCN were rescued by the West German merchant ship *Sternenfels* and transferred to U.S. Coast Guard ships and aircraft after their Tracker aircraft ran out of fuel and ditched en route to Bermuda. None was injured.

Admiral DeWolf Presents Air Awards

The presentation of two flying awards by Vice-Admiral Harry G. DeWolf, Chief of the Naval Staff highlighted ceremonial divisions May 20 at the RCN Air Station, *Shearwater*.

Sub-Lt. P. A. Hamilton was the first winner of the Gordon Mowatt Memorial Trophy for being the sub-lieutenant making the most progress in flying ability in the calendar year. The trophy was donated by Mr. and Mrs. Leslie G. Mowatt, of Montreal, in memory of their son, Sub-Lt. Gordon Mowatt, who was killed while taking off in a Tracker last December from the aircraft carrier *Bonaventure*. The parents were guests at the divisions and presentation.

The Wilkinson Trophy, which goes to the squadron making the most contributions to the efficiency and effectiveness of naval aviation in the RCN, was won for 1959 by Fighter Squadron 870. Cdr. W. J. Walton, who was in command of VF 870 during this period, received the trophy. He is now in command of VS 880. The trophy was donated several years ago by Lt.-Cdr. L. D. Wilkinson, RN (Ret'd), who commanded the first RCN fighter squadron, 803, formed at the end of the Second World War.

The squadron is equipped with Banshee all-weather fighters.



A new naval aviation award, the Gordon Mowatt Memorial Trophy, was presented for the first time during ceremonial divisions May 20 at *Shearwater*. The trophy was donated by Mr. and Mrs. Leslie G. Mowatt, of Montreal, whose son, a sub-lieutenant, was killed taking off last December from the aircraft carrier *Bonaventure*. It goes to the sub-lieutenant making the most progress in flying ability during the calendar year. Left to right are Vice-Admiral Harry G. DeWolf, Chief of the Naval Staff, who presented the award; Sub-Lt. P. A. Hamilton, the first winner, and the Mowatts, who donated the trophy.

In addition to carrying out its normal naval duties last year, VF 870 took part in numerous NORAD exercises, which, on analysis, showed the squadron to have an exceptionally high intercept record. Toward the end of the year the squadron gave a further demonstration of its skill when it destroyed five out of six Firefly drones with Side-winder missiles.

In addition to maintaining a high degree of readiness and operational efficiency, the squadron helped to promote public interest in the Royal Canadian Navy by means of air displays. The aerobatic section of the squadron, under the name "Grey Ghosts", took part in numerous air shows, including the opening of Miami's International



Cdr. W. J. Walton holds the Wilkinson Trophy awarded the squadron he formerly commanded, Fighter Squadron 870, for its 1959 contribution to the efficiency and effectiveness of naval aviation in the RCN.

Airport early in 1959, and won wide acclaim for its flying skill.

The award for 1958 was won by Helicopter Anti-Submarine Squadron 50.

Petty Officer Enters Church

A former petty officer in the Royal Canadian Navy was ordained in June as a priest in the Anglican Church of Canada.

Rev. Joseph Henry Rogers, of Alix, Alberta, and Hamilton, was ordained by Bishop Walter Bagnall, Bishop of Niagara. The ceremony was attended by Captain G. A. MacLachlan, commanding officer of HMCS *Prevost*, London, Ontario, naval division, and members of the chief and petty officers' mess of HMCS *Patriot*, Hamilton. As a petty officer, Mr. Rogers was a member of the mess.

Mr. Rogers' parish is at Wainfleet, near Welland, Ontario.

He joined the RCN in 1946 at *Tecumseh*, Calgary naval division, as a pay writer. He served on both coasts, on the staff of the Naval Member Canadian Joint Staff (Washington) and at sea in HMC Ships *Portage*, *La Hullose* and *Magnificent*.

While serving on the staff of *Patriot* in 1957-58, he attended St. Augustine's Anglican Church. The church's vicar, Rev. J. C. Fricker, learned of Mr. Roger's interest in the ministry and assisted him with private tuition in theology.

In September 1958 Mr. Rogers requested his release from the RCN and



Following his ordination as an Anglican priest, former Petty Officer Joseph Henry Rogers is given a warm welcome into the church by the Rt. Rev. Walter Bagnall, Bishop of Niagara.

enrolled at Seager Hall, Huron College, the Anglican theological college, in London, Ontario.

Mr. Rogers has transferred to the Royal Canadian Navy (Reserve) at *Prevost*.

Stamp Club Formed In Atlantic Command

Meetings held in the P&RT Centre, HMCS *Stadacona*, during May and June have resulted in the formation of an RCN Stamp Club (Halifax-Dartmouth District).

Officers elected for the balance of the year are: Lt.-Cdr. W. F. Harris, president; PO James Turner, vice president, and Cd. Off. (MT) S. R. Wallace, secretary-treasurer.

The club had its origin in a request from a number of philatelists serving in HMCS *Gatineau*.

The objects of the club, as stated in the constitution are: to encourage the collecting and study of postage stamps; to promote interest in the hobby, and to meet for the purpose of exchanging and acquiring stamps for the mutual benefit of all members.

Because sea-going members would not always be able to attend if only one meeting a month were held, it was decided the club should meet on the first and third Tuesdays of each month in the Library, Engineering Division (MTE), at *Stadacona*.

A link has been formed with the Nova Scotia Stamp Club, and it is expected this group will provide speakers from time to time. The Public Relations Officer, Post Office Department is setting up an educational syllabus for the Navy group and members are likely to profit from this program. —S.R.W.

Invention Wins \$2,911 Award

A minesweeping invention submitted by a civilian has resulted in the largest cash award so far under the Public Servants Inventions Act to a recipient working with the Navy.

Arthur Mansfield, 575 Richmond Road, Ottawa, on the staff of the Electrical Engineer in Chief at Naval Headquarters, has won a net award of \$2,911.

The invention, which is classified, has resulted in increasing the Navy's ability to deal with mines and has effected a financial saving to the Department of National Defence.

Mr. Mansfield was born in England and has lived in Canada 36 years. He was employed in Windsor and Toronto



ARTHUR MANSFIELD

before entering the RCNVR at Windsor in 1940. On his release from the Navy in 1946 Mr. Mansfield served as a naval overseer at Halifax and in 1948 was transferred to Naval Headquarters.

Mr. Mansfield's invention was processed by the Inter-Service Committee on Inventions.

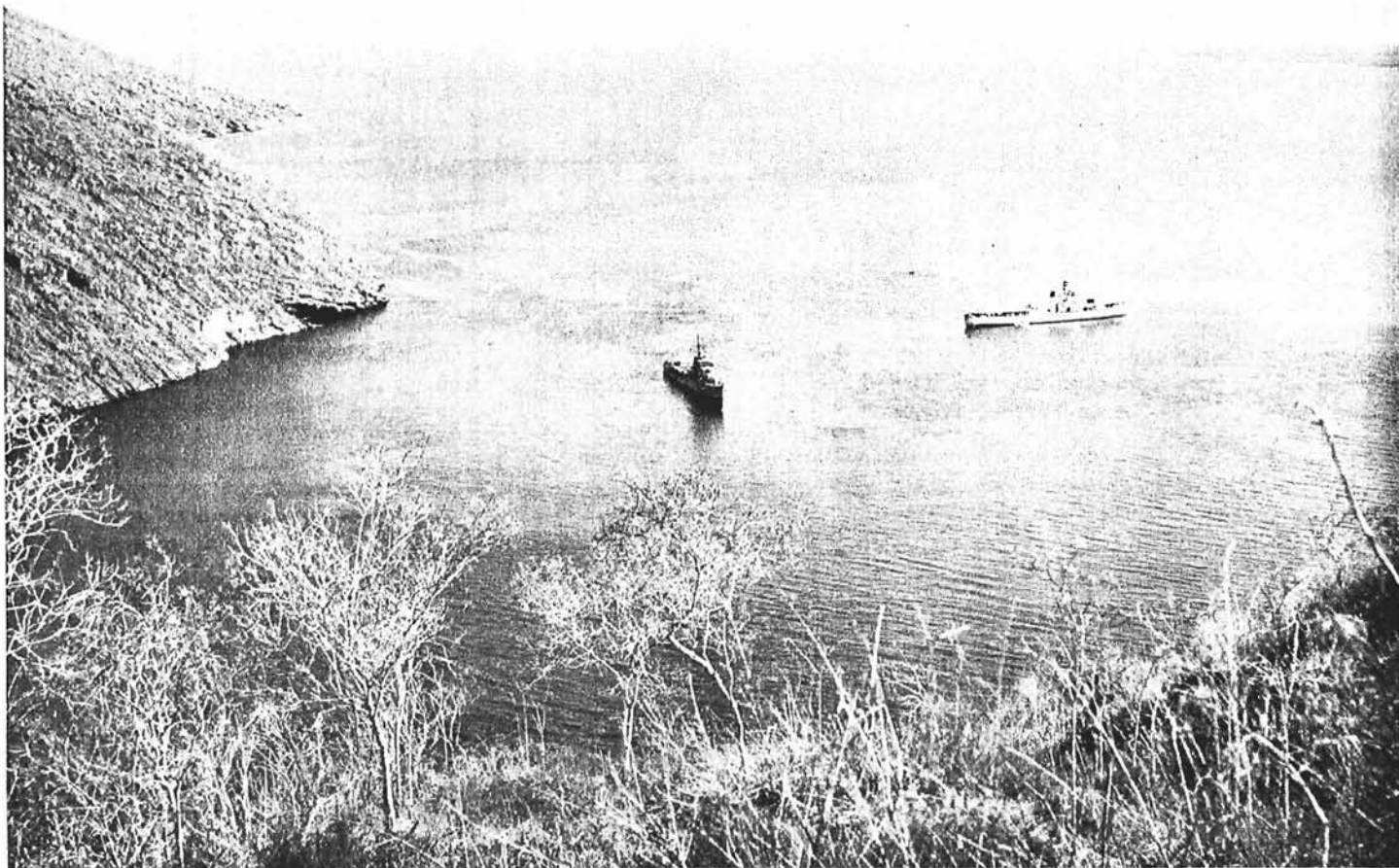
The Public Servants Inventions Act was passed by parliament to safeguard crown interests in the inventions of employees and at the same time provide for compensation to the inventor for any loss of rights. Regulations set out under this act were brought into force in May 1955.

To qualify under this act, an invention must come within the terms of the Patent Act. Ideas and suggestions which do not qualify are considered by a Suggestion Award Board for cash awards.

Youngsters Pass Swimming Tests

Final swimming tests were held at the Royal Roads swimming pool June 29 and 63 enthusiastic young students performed before the critical eyes of Red Cross examiners.

PO Alf Aylward can be justly proud of the record produced at the Royal Roads pool this year. He has been teaching the dependent children each Saturday afternoon since September of last year and his students have won 48 Royal Life Saving Society awards and medallions and 92 Red Cross awards.



The Ecuadoran destroyer Presidente Alfaro, centre, and HMCS Sussexvale at Tagus Cove, Galapagos Islands. (E-54346)

GALAPAGOS SHORE-RUN

THE GALAPAGOS Archipelago consists of 15 larger islands and numerous rocks and reefs, all volcanic, lying 'on the line' six hundred miles west of Ecuador. Total land area is about 3,000 square miles; population around 2,000.

The cold Humbolt current, teeming with marine life, sweeps northwestward from the Antarctic and tempers the climate to one of pleasantly warm days and "one-blanket" nights. But the land is bleak. So bleak and desolate is it, indeed, that Herman Melville was moved to write of it: "In no world but a fallen one could such lands exist."

Rain is almost unheard of save high on the windward slopes where passing trade wind clouds support lush tropical

vegetation. Elsewhere sparse cacti, thorn, acacia and bleached bones remind one that many a sailor shipwrecked hereabouts has died of thirst.

Into this lost world so largely responsible for Charles Darwin's theory of evolution, steamed HMC Ships *Sussexvale*, *Antigonish*, *Ste. Therese* and *Stettler* early one morning last February. We were come, with thirty-seven senior *Venture* cadets embarked, to spend a week amongst the islands. Our aims were cadet anchorage training, a squadron regatta and general recreation before tackling informal visits to South American ports.

We brought as special guest A. J. Pick, the Canadian ambassador to Peru. He had joined in Balboa for passage to

Callao, and kept us constantly entertained and informed on all things South American.

The *Sussexvale* spent the first two days anchored just outside Wreck Bay on Chatham Island. There, in a shanty town called Baquerizo Moreno, the capital and port of entry of the islands, live more than half the Galapagan population, while five steep and dusty miles inland from the bay, at a village with the unlikely name of El Progreso, several hundred more Ecuadorans eke an existence from farming and the slaughter of wild cattle which roam the heights.

A small Ecuadoran naval garrison at Wreck Bay administers to the needs of the outlying islands. The former Hunt



Twenty-two years ago the River class destroyer Fraser left her name high on the cliff above Tagus Cove in the Galapagos Islands and the paint looks as fresh today as it did then. The Fraser was sunk in a collision in the Bay of Biscay on June 25, 1940—the RCN's first loss of the Second World War. (E-54342)



Canadian sailors from ships of the Fourth Canadian Escort Squadron hold a skin-diving party at Academy Bay in the Galapagos Islands during this spring's training cruise. (E-54326)

class destroyer *President Alfaro* (ex-HMS *Quantock*) was at anchor when we arrived. Her midshipmen challenged our cadets to various sports: all save softball were resounding victories for the Mids.

The *Antigonish*, *St. Therese* and *Stettler* spent this time anchored at Academy Bay on Indefatigable Island, some 50 miles further west, where about 150 pioneers of Ecuadoran, German, Swiss, Norwegian, Italian and Czechoslovakian descent wrest a simple but contented living from the sea and the windward slopes.

The *Sussexvale's* next call was Post Office Bay on Charles Island, so named for the world-famous "Barrel Post Office" set up in a clearing by whalers over a century ago. The ship was stopped on the glassy evening sea a mile off shore, and 15 "adventurers" (armed with two dozen or more cameras and over a hundred unstamped letters), put ashore in the motor cutter. A heavy surf on the steep white shingle caused several amusing moments as floundering photographers held their cameras high—but this only heightened the spirit of adventure. How many hundred whaleboats must have landed on this same strand in days gone by?

During the war of 1812 Captain Porter, USN, learned the names and whereabouts of English ships lurking in

Galapagan waters by reading their mail in the Barrel. Through trickery, he soon had taken 12 prizes.

Since those early days it has been the custom for visiting ships and yachts to collect letters from the barrel and mail them at their next port of call. No use stamping your own letters: one never knows who will pick them up or where they'll eventually be posted. I scribbled the very first note to my young son and popped it into the barrel. I wonder will he ever read it?

Charles Island came briefly into the public eye 28 years ago when a self-styled Austrian Baroness arrived from Paris with her two male consorts and laid claim as Empress. Twenty-seven years ago she and one consort disappeared. The parched body of the other man was found soon after on a neighbouring island.

We tarried only long enough to realize that life in that place would be virtually impossible. As we returned to the beach tiny lizards scampered into the gorse, and a frigate bird plummeted into the bay after his supper.

Ships rendezvoused early the following morning and came to a formation anchorage in Elizabeth Bay which is on the West Coast of Albermarie, largest island of the group. There, ringed about by stark volcanoes whose flanks were not green, we stayed for five days of

drills and evolutions which culminated in a hotly contested pulling and sailing regatta.

Excellent swimming was to be had in a little bay behind a black lava headland (but woe betide the bather who tried to navigate the baked clinker shoreline without shoes!). A seal eyed us quizzically, then cavorted amongst us. One swimmer nearly caught a pelican that skidded to a halt in our midst, but he misjudged the underwater distance to the great bird and surfaced five or six feet short. Probably just as well!

Giant iguanas, sea-going reptiles found nowhere else on earth, could be easily caught because of their complete confidence that they had no enemy on land. Throw one into the sea, however, and watch him swim directly to shore at your feet! There were penguins, too (a cocky little breed quite at home on the equator because of the cool sea), sea lions basking on the nearby rocks, and double-sized cormorants, which long ago decided they need never fly again and whose stub wings now serve as excellent flippers.

We could not take our leave of the Enchanted Islands (such they were called by the early navigators, for they seemed to appear like magic due to the mysterious currents) without a quick



Among the evidences of evolution Charles Darwin found in the Galapagos Islands was the development of a sea-going variety of iguana. The lizards still feel safer on land, however, and, if tossed into the sea, will promptly swim ashore at the feet of their tormentor. Ldg. Sea. Alex Peden is shown with one of the "baby dinosaurs" during a visit to Academy Bay. (E-54335)

visit to Tagus Cove 25 miles further north on Albermarie. The *Sussexvale* anchored close off the entrance to the sea-breached crater and sent away all boats to investigate the place.

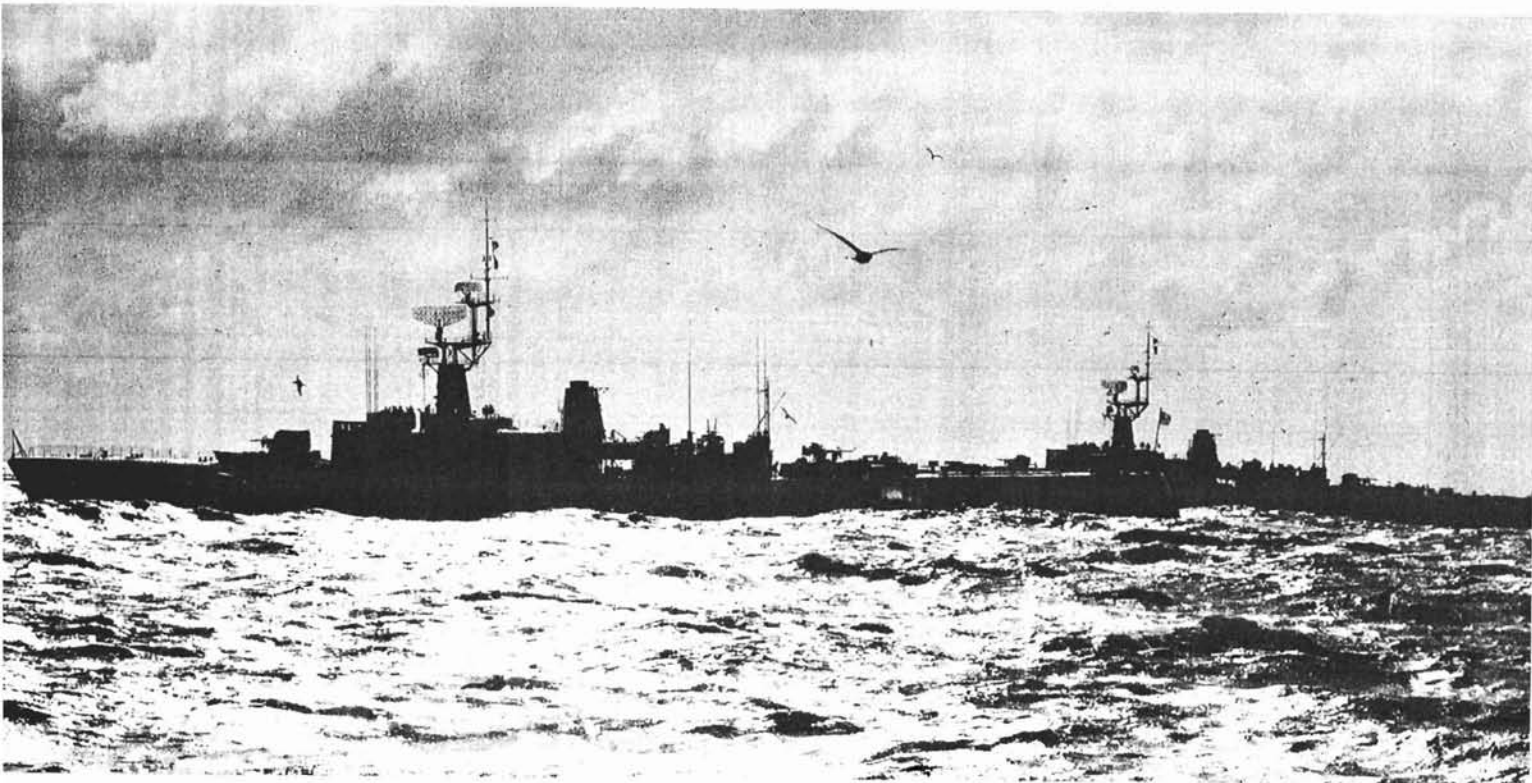
"Look up there on the cliff," someone called as we entered the cove. There,

high above us, familiar names smiled to be recognized: HMCS FRASER 1938, HMCS SKEENA, HMCS SAGUENAY. But where was ST. LAURENT? Our first lieutenant, Lt.-Cdr. Bob Dewhirst was a seaman gunner in the *Fraser* in that far off winter cruise. His "crossing the line" certificate shows that "*Sally*" was there as well. She, too, must have visited Tagus 22 years ago almost to the day. Their names might have been placed there only yesterday, so bold and white the paint; a thousand years will not erase them.

Some energetic hikers gained the landward rim from which they had a magnificent view of Tagus and of a drowned crater a mere two hundred yards inland. Others chased a million scarlet land crabs along the water's edge, or tried their skill at crayfishing with an aqua-lung.

Finally it was time to be off. After giving excited chase to a barn door-sized manta ray whose wing-tips were seen tracing lazy circles close inshore (who would swim with him around?) we returned to the ships. Boats were hoisted and secured for sea. A clean anchor came slowly from the crystal depths. We turned, gathered way, and stood towards our rendezvous out by the sunset.—R.D.S.C.

A shimmering sea, wheeling seabirds and a stormy sky frame the silhouettes of the destroyer escorts St. Laurent and Ottawa somewhere on the broad Pacific. The picture was taken from their sister ship, the *Saguenay*. (CCC2-023)



HERE AND THERE IN THE RCN



Cdr. M. W. Mayo (left) accepts the traditional piece of "parcel post" from Cdr. A. B. German, at ceremonial divisions June 24 in Stadacona. The deed to the parade square was also turned over by Cdr. German, officer-in-charge of the Weapons Division of the Fleet School, to Cdr. Mayo as OIC of the Operations Division. The latter division inherits control of ceremonial in the barracks as a result of the changes in the RCN trade structure. The parcel is six inches in diameter and weighs 112 pounds, as many a former student at the old gunnery school, caught sleeping in class, can testify. (HS-61540)



PO Leo Myers presents a cake model of HMCS Cayuga and an easier-to-eat 30-pound marble cake to children of the Halifax Protestant Orphanage. The Cayuga model has been given to Cdr. Evan Petley-Jones on his relinquishing command of the destroyer escort. He asked that it go to the orphanage. PO Myers, the cook, included a bigger cake and carried out his wishes.



As the picture was snapped, Cadet Wing Commander Richard Waller was shouting "Order ARMS" to the cadets at Royal Roads. An RCN officer cadet, he received two major awards during the graduation exercises in May. (E-55427)



CPO Jack G. Gillard, is shown with his son, Sub-Lt. Rodney Gillard. The father, an engineering artificer, serves in the engine room of the Bonaventure. The son formerly served in the destroyer escort Terra Nova, and is now on course at the Royal Naval Engineering College, Manadon, Plymouth, England. (DB-13803)

AFLOAT AND ASHORE

PACIFIC COMMAND

Second Escort Squadron

On May 16, 1960, HMCS *Fraser* escorted by HMC Ships *Assiniboine*, *St. Laurent*, and *Skeena*, of the Second Canadian Escort Squadron, proceeded from Vancouver to Victoria with His Excellency, Major General George P. Vanier, Governor General of Canada, Madame Vanier, and suite embarked. This was the occasion of His Excellency's first official visit to Vancouver Island as Governor General of Canada.

When the formation arrived off Discovery Island, the three escorting destroyers detached and proceeded towards Victoria at 25 knots. As the *Fraser* arrived off Clover Point, four Neptune Aircraft of 407 Maritime Patrol Squadron, based at Comox, flew past in salute to His Excellency. Shortly afterwards 14 ships of the Pacific Command sailed past. All participating units manned ship and three cheers rang out from each as it passed by.

On completion of the sail past, the aircraft again flew past—this time singly and at low altitude.

The names of the Governor General and HMCS *Fraser* have been linked before. In June 1940, as France was falling to the armed might of the Third Reich, General Vanier escaped from that country on board the first *Fraser*, a River class destroyer.

As the highlight of the return passage to Vancouver, Their Excellencies were entertained at a mess dinner in the Wardroom, during which the Governor General was presented with a pewter stein, on which were engraved the badges of both the old and the new *Fraser*. The date June 23, 1940, was inscribed beneath the badge of the old *Fraser* to commemorate his rescue from France by that ship, and the date May 18, 1960, beneath the badge of the present ship to commemorate his passage this year.

ATLANTIC COMMAND

HMCS *Terra Nova*

The ship's company of the *Terra Nova* ended an eventful first year in commission on June 6.

In honour of the occasion, the ship's cookery staff prepared filet mignon with



Commander W. H. Willson, commanding officer of HMCS *Terra Nova*, and Mrs. Willson cut the destroyer escort's first birthday cake at a ship's company dance. In her first year the ship was away from home port two thirds of the time and steamed a notable 37,252 miles.

all the trimmings, topped off by a birthday cake. Further appropriate festivities took place in the holding of a ship's dance. During the intermission, the captain and his wife cut the ship's first birthday cake.

During the year it is thought that the ship may have established a new yearly record by steaming 37,252 miles. The ship spent two-thirds of her time away from home port, 163 days at sea, and visited such places as San Diego, the Canal Zone, Curacao, various Caribbean ports, Boston and the St. Lawrence Seaway.

Fifth Escort Squadron

For the Fifth Escort Squadron, the peak event of an exercise period punctuated with highlights came at the end of the Atlantic Command's winter training program. On March 24, HMCS *Gatineau*, wearing the flag of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, led 16 destroyer escorts out of the narrows at Bermuda.

This was only the second time that all seven Restigouche class DDEs had sailed together, the first time being at the start of Wintex 60, in January, when once again the *Gatineau*, wearing Admiral Pullen's flag, had led the squadron into Norfolk, Virginia.

The 24th was also believed to have been the first time that all Canadian Tribals had sailed together and, as well, represented the largest number of Canadian destroyer escorts ever to manoeuvre as a single unit.

Admiral Pullen led the DDEs through a series of fleet manoeuvres including the famous "gridiron" . . . a most impressive sight, and not only for many newly-joined, on-the-job-training ordinary seamen, but for all personnel a most memorable one.

The exercises themselves were hard but satisfying work, eased or not as the case may be, by the thought of the folks shovelling snow back in Halifax. However, nice as San Juan, Trinidad and Curacao had been, the sight of Jetty 3 even on a cold March morning was a very welcome one for the squadron after a long three months away from home.

Leadership School

The summer routine in the Leadership School is under way, with both reserves and regular force personnel under instruction.

No. 109 Petty Officers' Leadership Course passed out on June 3, and the members returned to their various ships and establishments. Included in No. 109 course were seven graduates from the Apprentice Training Scheme who are going to sea as petty officers.

The first group of UNTD cadets arrived in *Cornwallis* on May 12 and immediately started on a fairly rigorous training scheme. Their day starts at 0600 with physical training under the guidance of a staff instructor from the P&RT School and finishes with organized sports from 1630 until 1730. The cadets spend six weeks in *Cornwallis*, the time being equally divided between the Leadership Communication and Seamanship Schools. On completion of the *Cornwallis* series of courses they return to Halifax where they embark in frigates of the 9th Escort Squadron for a training cruise.

The number of cadets in *Cornwallis* remains around 80 during the summer.

Five surgeon cadets in the school were joined on June 6 by eight cadets of the Royal Canadian Dental Corps. The RCDC indoctrination course was of two weeks' duration and is designed to give cadets an understanding of the Navy way of life.

In late June, 33 CMR preparatory year cadets joined the school for a ten-day course, designed to give them a basic knowledge of navigation to prepare them for the sea phase of their summer training. The course included lectures of general service interest.

HMCS Kootenay

On March 7, the *Kootenay* celebrated her first birthday. The *Kootenay* was commissioned in North Vancouver at the Burrard Dry Dock Company after being laid down in August, 1952, and launched on June 15, 1954.

In her first year of service in the RCN *Kootenay* steamed 30,000 miles. After working up on the West Coast she came to Halifax in April, 1959, via the Panama Canal. During June and July the *Kootenay* had the honour of escorting the Royal Yacht from Gaspé to Port Arthur via the St. Lawrence Seaway and the Welland Canal. The trip included visits to Montreal, Brockville, Kingston, Toronto, Windsor and Detroit, Sarnia, Penetang, Chicago and Sault Ste. Marie.

In August, the *Kootenay* was part of the NATO fleet gathered at Toronto during the Canadian National Exhibition. In October the ship visited Port Everglades and Fort Lauderdale, Florida, and Wintex '60 occupied the last few months of a busy and successful year for the ship.

The birthday celebration was held at sea off Halifax and was climaxed by the cutting of the birthday cake by the captain, Commander R. J. Pickford.

HMCS Bonaventure

Aside from taking care of her air training the *Bonaventure* attained two noteworthy objectives during a single April week while at sea:

On April 21 the miles steamed by the "*Bonnie*" passed the 100,000 mark, a distance equal to four times around the world since her commissioning in January 1957.

A Tracker anti-submarine aircraft, flown by Lt. Richard Davis, earlier in the week became the 5,000th arrested landing to occur on board Canada's only carrier.

The ship returned to Halifax from flying training that involved Trackers.

of the sea-going element of air anti-submarine Squadron 880 and Sikorskys of helicopter anti-submarine Squadron 50. The "*Bonnie*" had been away from Halifax since April 13, roving the seas south of Nova Scotia for ideal flying conditions to further the intensive program of day and night flying.

Four Canadian Army officers were embarked from Camp Gagetown, N.S., to observe the operations and an eight-man CBC crew also was on board to film events. Exercises were carried out with the *Restigouche* and *St. Croix* and the submarine *Auriga* while the *Sioux* and *Nootka* divided plane guard chores, the *Sioux* taking the first part of the program and the *Nootka* the latter portion.

With Lt. Davis in the Tracker making the 5,000th landing were Sub-Lt. Ken

Stephens, his co-pilot, and two aircrewmen, Ldg. Sea. Russell Sutherland, and AB Fred Illingworth. A mock ceremony was held on the flight deck immediately after the landing and Captain J. C. O'Brien, who commands the *Bonaventure*, bestowed appropriate honours on the Tracker personnel.

The CBC team was collecting film and sound material in the carrier and *St. Croix* for one of three TV shows in connection with the 50th Anniversary of the Royal Canadian Navy.

Bill Harper was the producer and Keith Barry handled interviews. The camera crew included Walter Wicks, Dave Carr, and Paul Murray, with technical work by George Elrick, Al Greer and Milton Isnor. All are from CBHT, Halifax.



On June 30 Rear-Admiral E. W. Finch-Noyes became Flag Officer Pacific Coast. He is shown (right) with his predecessor, Rear-Admiral H. S. Rayner, who will become Chief of the Naval Staff, with the rank of vice-admiral, on August 1. (E-56404)



Edward Kelly, president of the host Cobourg-Port Hope Naval Veterans Association, placed a wreath on behalf of his club at the Cobourg cenotaph during the naval veteran's reunion. About 2,000 persons attended the reunion. (O-12928)

REUNION AT COBOURG

THE ROYAL CANADIAN NAVY'S 50th anniversary was the theme of the 6th annual reunion of the Naval Veterans' Association held at Cobourg.

About 2,000 persons visited Cobourg June 11 and 12 to take part in the ceremonies which included a civic reception, a banquet, a grand naval ball, and a church and cenotaph parade. Guests from as far as Halifax and Winnipeg were registered.

HMCS *Lanark* anchored off Cobourg's east pier during the reunion week-end and some 1,500 persons visited the ship via shuttle service operated by the auxiliary vessel *Scatari*.

A civic reception was preceded by an inspection of a guard of honour by Commodore E. W. Finch-Noyes, then Commanding Officer Naval Divisions. The inspection took place in front of the town hall, and Commodore Finch-Noyes was accompanied by Reeve Jack



Singing around the piano had its place during the sixth annual naval veterans' reunion in June at Cobourg. George Ashby, Port Hope; Jim Basky, Port Hope, Wall Farr, Peterborough; Norman Lightfoot, Toronto; and Pat Hasson, Kingston, give their all in a rousing version of "The West Atlantic Squadron". Flying Officer Russ Taylor, RCAF, Peterborough, who was looking up some friends at the reunion, played the piano. (O-12914)



No one attending the Sixth Annual Naval Veterans Reunion at Cobourg could talk about the good old days with more authority than Fred Barrick, 71, of Toronto, and (left) Richard Adams, 78, of Port Dover. Both previously served in the Royal Navy and look forward to their meeting each year. (O-12913)

Heenan, who represented Mayor John D. Burnet, absent because of illness. The guard and an accompanying band were from HMCS *York*, Toronto naval division.

After signing the visitors' book, visiting officials were conducted on a tour of the historic town hall by members of the council. The tour included the Victorian-style opera house.

Later during the day the *York* band presented a concert in the Victoria Park band shell. Reeve and Mrs. Heenan and Councillor Lenah Fisher were members of the receiving line at a cocktail party held at the army for the official party.

A banquet was held at the arena Saturday evening, followed by a ball.

Guest speakers included Ed Kelly, president of the Cobourg-Port Hope Naval Veterans' Association, Rear-Admiral K. L. Dyer, then Chief of Naval Personnel; Commodore (now Rear-Admiral) E. W. Finch-Noyes, then Commanding Officer Naval Divisions; and Commodore R. I. Hendy, Senior Naval Officer, Toronto Area.

As guest speaker Commodore Hendy was introduced by George Clinton, Cobourg, reunion committee chairman, and was thanked by Sid Calvert, Toronto, president of the Canadian Naval Association.

Commodore Hendy reviewed the history and growth of the RCN, and during his address said:

"I do not think there could have been anyone in the navy of 1910 who in his wildest dreams could have predicted the shape of the things to come.

"Notwithstanding these tremendous changes, the basic elements of sea power remain as true today as they were 50 years ago or more than 150 years ago at the Battle of Trafalgar, and these are well-found ships and the willing men of spirit to man them."

Head table guests included: Rev and Mrs. T. B. Asbell of Grafton; Rev. and Mrs. E. S. Bull, Cobourg; Lt.-Cdr. and Mrs. W. H. MacDonald; Lt.-Cdr. W. V.

A. Lesslie, commanding officer, HMCS *Lanark*; Lt.-Cdr. R. A. V. Jenkins; Cdr. W. T. Houghton, commanding officer, HMCS *Star*, Hamilton naval division, and Mrs. Houghton; Mayor and Mrs. W. Wlaydka, Port Hope; Chaplain J. E. Whelley; Lt.-Col. and Mrs. R. S. Lucas; Rev. J. L. Pearson, Cobourg; Captain J. W. Goodchild, commanding officer, HMCS *York*, and Mrs. Goodchild; Lt.-Cdr. and Mrs. H. J. F. Hibbard, RCN (Ret'd), of Port Hope; Colonel T. F. Slater, commandant, 26 Central Ordnance Depot, and Mrs. Slater; Mr. and Mrs. George Clinton; Commodore and Mrs. E. W. Finch-Noyes; Rear-Admiral K. L. Dyer; Sid Calvert; Chaplain of the Fleet E. G. B. Foote; Reeve and Mrs. John Heenan, Cobourg; Mr. and Mrs. Cliff A. Donnaghué, Port Hope.

The *York* band played during the dinner.

Sunday morning veterans paraded to St. Peter's Anglican and St. Michael's Roman Catholic churches. In addition to the veterans, cadets from the Sea Cadet Corps *Skeena* and *Ajax*, along with naval personnel from *York* and the *Lanark*, took part.

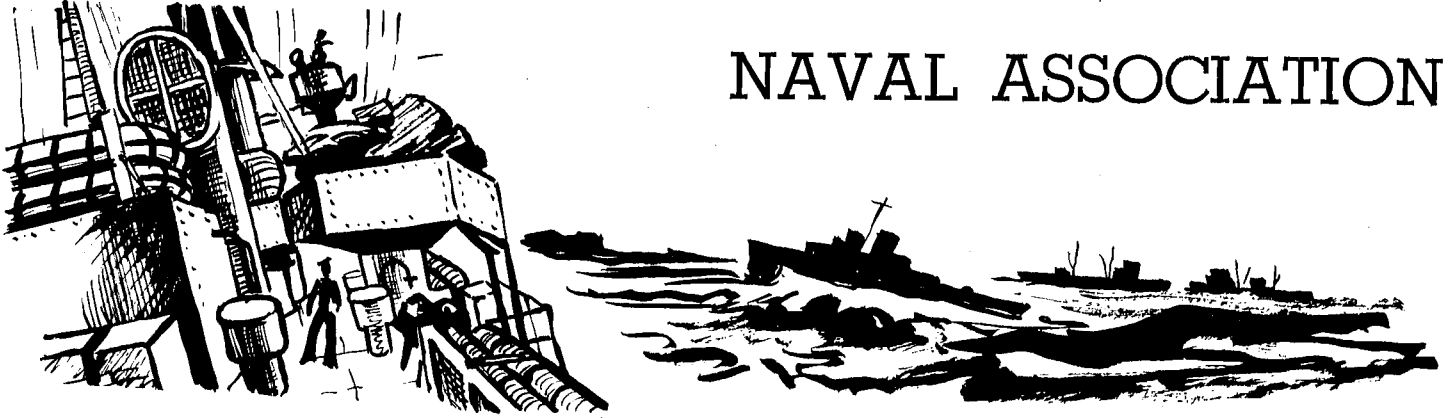
At St. Peter's, the service was conducted by Rev. E. G. B. Foote, Protestant Chaplain of the Fleet, Rear-Admiral Dyer read the lesson. At St. Michael's, mass was said by Rev. J. E. Whelley, Roman Catholic Chaplain of the Fleet. Altar boys were from RCSCC *Skeena*.

Following the church services, parties reassembled to proceed to the cenotaph at Victoria Park. Rear-Admiral K. L. Dyer took the salute, accompanied by Commodore Finch-Noyes.

At the cenotaph Rear-Admiral Dyer placed the RCN wreath; Mr. Calvert placed a wreath on behalf of the Canadian Naval Association, and Mr. Kelly placed the third wreath on behalf of the host club. Other delegates placed wreaths on behalf of associations at Toronto, Hamilton, Belleville, Peterborough, Woodstock, Brantford, Oshawa, Guelph and Sault Ste. Marie.



NAVAL ASSOCIATION



THOUSANDS of naval veterans across Canada today may be unaware that a national organization, operating under a Dominion Charter is active in the promotion and protection of the welfare and interests of naval veterans and their dependents. There is a need today to re-awaken that spirit of "camaraderie" which prevailed during their service days, and was such a potent factor in building up an enviable record by the men—and women—who served in the navy.

The following observations come from a club which takes pride in being affiliated with that national body, the Canadian Naval Association:

Let us glance for a moment at the association's inception and its growth up to the present time. A number of naval veterans' clubs exist from coast to coast and have enjoyed a measure of success in fulfilling the needs of naval veterans in their immediate area. Amalgamation of these clubs had been a live issue in Toronto for many years, but never quite reached fruition.

In May 1955 the first naval veterans' reunion to be held in Ontario since the Second World War was arranged in Peterborough by the naval veterans' club of that city. This had the effect of bringing together, for the first time, representatives of many of the other clubs in Ontario. The reunion was a huge success, showing the initiative and organizational ability of the naval veteran, and was attended by some 2,000 delegates, many accompanied by their wives. Substantial assistance was extended by the RCN, to add colour and interest, and practical help was generously forthcoming from Captain William Strange of Naval Headquarters.

At this reunion, serious discussion took place on the subject of consolidating the various naval clubs into one

By S. H. Piner

President, Hamilton Naval Veterans' Association

body, which would be devoted solely to the needs of naval veterans. As a result of contacts made during the reunion and correspondence entered into, a meeting was convened in Toronto on November 19, 1955, for the purpose of discussing arrangements for a second reunion, and to give serious consideration to the actual formation of a national body.

Up to this time, thinking had been limited to organizing on a province-wide scale, but a number of delegates stood fast in advocating action on a national basis.

The second reunion took place in Oshawa in May 1956 and was honoured by the presence of Vice-Admiral H. G. DeWolf, and again the RCN was there to add the nautical touch. During a business meeting at this reunion, the broader view was accepted and the decision reached to make the organization national in scope. Enthusiasm was the key note of that meeting, and an executive body was elected from the representatives of the various attending clubs.

Results of that first election are of interest and were as follows: President, W. O. Barr (Toronto); executive vice-president, H. A. Maynard (Oshawa); vice-president, C. McClennan (Peterborough); secretary, W. J. Slater (Belleville), and treasurer, G. O'Neil (Toronto).

That first year saw the following clubs joined in one body: Oshawa, Peterborough, Toronto Naval Club, Brantford, Woodstock, Belleville, Pre-War RCNVR Association of Toronto, Port Hope-Cobourg, and Hamilton. The

name given the newly organized body was the Association of Naval Clubs of Canada.

A constitution was drafted, discussed, and was finally adopted. The various clubs, while retaining full local autonomy, merged their interests for the benefit of all naval veterans. From then on, regular meetings were held in the various centres, problems debated, kinks ironed out and an atmosphere of mutual accord was fostered.

By some, the title of the association was considered rather unwieldy and, perhaps, not as concise as was desirable. At a meeting held in Toronto September 15, 1956, after considerable discussion, the name was changed to the "Canadian Naval Association".

The next meeting of special interest convened in Brantford on January 25, 1959, was attended by Commodore R. I. Hendy, Senior Naval Officer of the Toronto area, who presented the amended "Objects of the Canadian Naval Association".

These were given a thorough searching by the delegates, after which approval was given to apply for a national charter. Owing to diligent efforts on the part of Commodore Hendy, the national charter was finally obtained and the CNA reached national status.

Since that first reunion in Peterborough, reunions for naval veterans have been held annually in various cities in Ontario, and it was at the one held in Hamilton in June 1959 that the charter was formally handed over to the CNA president of that time, C. McClennan, of Peterborough, by Commodore Hendy, who expressed willingness to be of assistance in the future, and who had been such a tower of strength to the CNA from the start.

For some time the Main Brace Clubs of the Maritimes had been kept up to

date with information on what was transpiring in Ontario, and the suggestion was advanced that they might give serious consideration to becoming affiliated with the national organization. At the annual general meeting of the CNA in 1958, held in conjunction with the annual reunion in Belleville that year, the Main Brace Clubs, together with Montreal, had delegates sitting in as observers.

In November 1958, the CNA returned the compliment and sent delegates to Moncton, New Brunswick, for the annual meeting of the Main Brace Clubs and the annual naval veterans' reunion for the Maritimes.

We are sure that enquiries from interested naval veterans' clubs will be cordially welcomed by the secretary of

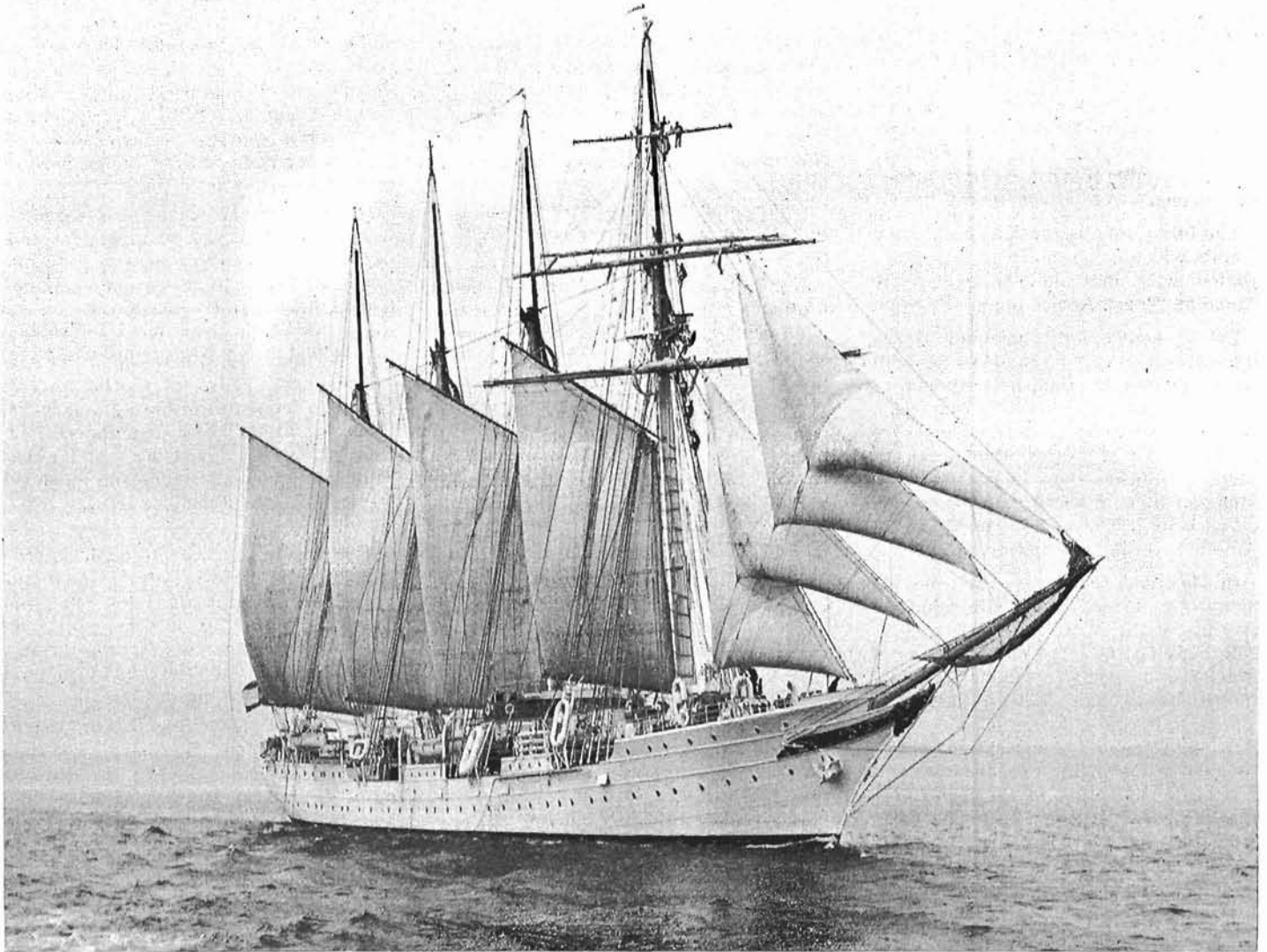
the CNA, whose address is 14 Hayden Street, Toronto, Ontario, and any group of naval veterans desirous of establishing clubs in their area can be assured of prompt advice or practical assistance from us, or any other club in the CNA.

We recently received such a request from Selkirk, Manitoba, and the necessary information went out promptly. Not only has the CNA grown, but it has given impetus to the awakening of the interest which has for too long, been lying dormant. While progress is very encouraging, much remains to be done before the CNA takes its rightful place alongside other national veterans' organizations.

We are confident that the spirit of the naval veteran, which showed to

such splendid advantage during war-time, will overcome obstacles of time and distance, and we shall have a unified voice from sea to sea. We must seek techniques to reach through the curtain of indifference which so many of naval veterans show to the naval veteran movement. Most of them show pride in having served in the Navy, but have not awakened to the opportunity of participating in activities designed to assist their war-time shipmates who may be in need of help or guidance.

We, who were privileged to come back safely, should be ever mindful that it is our responsibility to guard zealously those things for which many of our shipmates paid the supreme sacrifice.



Like a visitor from an era the Royal Canadian Navy never knew—for the Age of Sail had ended before the RCN was born—the Spanish training vessel Juan Sebastian de Elcano was a welcome guest at Halifax during the Atlantic Command's celebration of the RCN's Jubilee. The four-masted schooner is named after the man who succeeded Magellan (who died on the way) as commander of the first expedition to circumnavigate the world in 1519-26. (HS-61218)

LOGISTICS - THE THIRD ART OF WAR

THE THREE ARTS of war are strategy, tactics and logistics, the last-named simply being the art of moving and quartering troops or of supplying and maintaining a fleet.

Logistics is one of those unhappy words that is inflicted on the English language from time to time. It was bandied about so freely and pompously by news magazines during the Second World War that there is likely to be an impression abroad that it is of comparatively recent origin.

However, such is not the case. It has been around since 1879 when it was adapted by someone from the French word "logistique", which is a mathematical expression that has nothing at all to do with the subject but looks as if it may have been derived from another French word "loger", meaning "to lodge".

Despite the bar sinister on its escutcheon, logistics is a legitimate subject for earnest study by anyone with a professional interest in military matters, ashore or afloat.

The sea-going aspects of the subject are dealt with in "Naval Logistics", by Vice-Admiral George C. Dyer, USN (Ret).

The author will be no stranger to many members of the RCN, as he served during 1951 and 1952 as Commander of the United Nations Blockade and Escort Forces in the Korean War. His 40 years of active duty prior to retirement prepared him well for his task of producing a significant contribution to the study of logistics.

In a foreword, Admiral Robert B. Carney, USN (Ret) makes the following statement:

"Logistics is an essential element of the training of every military officer, and some measure of logistical competence is one of the essential qualifications at every rung of the military ladder. Without a proper competence in this field, appropriate to rank and experience, no officer can be considered fully qualified to perform all of the duties of his grade."

"Naval Logistics" makes good reading. Beginning with a review of the history, and the definition of logistics, the author develops the subject through its basic principles, the more specialized field of naval logistics and finally, the more sophisticated areas of joint,

BOOKS for the SAILOR

national, and international logistics. There is a wealth of information contained in this book and it is one which should prove most useful on the book shelf of any officer and many civil servants.

While it is made clear that supply or matériel support is only part of the logistics picture, the author devotes considerable space to this subject, with emphasis on the support organization

Coronel and After

IT SEEMS reasonable to ask why Coronel of 1914 caused such a stir throughout the world. In fact one may wonder why the label "Battle of" became so firmly fixed to an action involving but two four-ship squadrons. The answer, of course, lies in the fact that Pax Britannica, that century of peace on the high seas, following Napoleon's passage to St. Helena, had come to an end on seas largely dominated by the beneficent power of the Royal Navy.

On that November evening off the coast of Chile, the Royal Navy was not only challenged, but one of her squadrons was all but annihilated.

The author of "Coronel and Falkland" tells the story of that sea-fight, and that of its sequel, Falkland Islands, in a most graphic way. In fact, though he does not reveal his sources, it would appear that he had access to some eyewitness accounts, so detailed are some of the scenes aboard ship depicted.

But there is a new slant in this book. The author has attempted to look into the backgrounds, personalities and training of the opposing flag officers, and to come up with answers as to why they took the decisions that they did.

The reader is left wondering if there is perhaps a conflict, or at least a potential one, between formal tactical training and one particular school of tradition. Should a commander always wait until he has superior forces in the right

of the United States Navy. All data is factual and up-to-date. The reader will find a close relationship to problems in the RCN, tempered by the relative size of our services.

In the final chapter the author deals with logistical readiness and performance standards. This chapter in itself contains some sound observations on the place of logistics in the present world situation.

The book is well illustrated with photographs and charts and is recommended for all forward-thinking naval personnel.—C.H.D. and C.

NAVAL LOGISTICS, by Vice-Admiral George C. Dyer, USN (Ret); published by United States Naval Institute, Annapolis, Maryland; 45.

place at the right time, or is there a place for dash and imagination? At any rate, it is a refreshingly interesting approach.—E.C.R.

CORONEL AND FALKLAND by Barrie Pitt, London, Cassell and Co. Ltd., 1960, illustrated, 175 pages. Price \$4.25.

ANSON

MUCH has been written of the great captains of Nelson's day but it is often forgotten that almost invariably, some outstanding sea officer devoted his life at an earlier time to bringing those captains to their greatness.

Such a man was Admiral Lord Anson. It was largely owing to him during both his long service at sea and his work at the Admiralty that the great captains of the mid-eighteenth century Royal Navy contributed so much to Britain's history and even to the founding of the modern Canada. Sea officers of fine calibre loom large in this list: Boscawen, Brett, Byron, Colville, Denis, Durell, Hawke, Howe, Jervis, Keppel, Rodney, Saunders and Warren.

This volume, as the title indicates, is the life of Admiral of the Fleet Lord Anson (1696-1762), a life almost wholly devoted to a constant struggle to keep the Royal Navy battle-ready—officers, men and ships.

But, without doubt, the most fascinating part of the story is Commodore Anson's incredible voyage round the world in the early 1740's, a voyage intended to annoy the Spaniards in the vast reaches of the Pacific, yet one that proved so replete with near-disaster in so many forms that it reminds one of a modern fiction in which the writer crams in just about every product of his imagination.

Of a thousand men, only a third survived; of a squadron of five only one ship, HMS *Centurion*, made the complete voyage—truly the record of remarkable seamanship and outstanding courage in adversity.—E.C.R.

ADMIRAL LORD ANSON, by Captain S. W. C. Pack, RN, London, Cassell & Co. Ltd., 1960, illustrated, 253 pages. Price \$8.00.

OFFICER: Who was that lady I seen you with last night?

MAN: That was no lady, sir, that was your wife.

OFFICER: Hmmm. Thought I'd seen her somewhere before.

OFFICER: How long have you been in the service?

MAN: Six weeks.

OFFICER: Well, well. As a comparatively new entry, perhaps you could use a little help, a little advice. Is there anything I can do to help you, any questions I could answer?

MAN: Yes, sir, please sir. How do you get out of this chicken-pluckin' outfit?

OFFICER: You appear to be an exceptionally upstanding, outstanding, competent, well-aligned, promising serviceman.

MAN: Yes, sir.

OFFICER: I have a feeling you are going to go a long way in the service, and I'll help you all I can.

MAN: Yes, sir, thank you, sir. Can I have the car tonight, dad?

WHAT THEY SAY AT INSPECTIONS

IN THIS YEAR of march-pasts and ceremonials of all kinds in honour of the Royal Canadian Navy's Jubilee it is good to know that the answer may have been found to something that has been bothering bystanders for heaven knows how many hundred years.

Thanks for this must go to Mr. Monte Roberts, popular columnist of *The Victoria Daily Times*, who chose May 4—the birthday anniversary of the RCN—for his revelations. That he presented his story in tri-service guise should fool no one. Mr. Roberts is an old student of the naval way of life, who has even gone to sea in RCN warships. Without more ado, here is what he sees behind the ceremonial façade:

One of the great mysteries of the military way of life—be it navy, army or air force—concerns itself with the inspection of the Guard of Honor.

The mystery is this: when the inspecting officer stops in front of the fresh-faced serviceman in the front row, leans forward, and asks a question, what is the question?

It is generally believed the conversation goes like this:

OFFICER: Ah, er, what is your name?

SERVICEMAN: Um, sir, Jones, sir.

OFFICER: Very good, Jones, well answered Jones.

MAN: Thank you. Thank you, sir, that is, sir.

OFFICER: What's your home town?

MAN: Sooke, sir. Sir, that is, sir.

OFFICER: Oh, I say, well done, very well done indeed.

I like to think, however, that all parade ground conversations aren't quite so cut and dried. For instances

OFFICER: What's your home town.

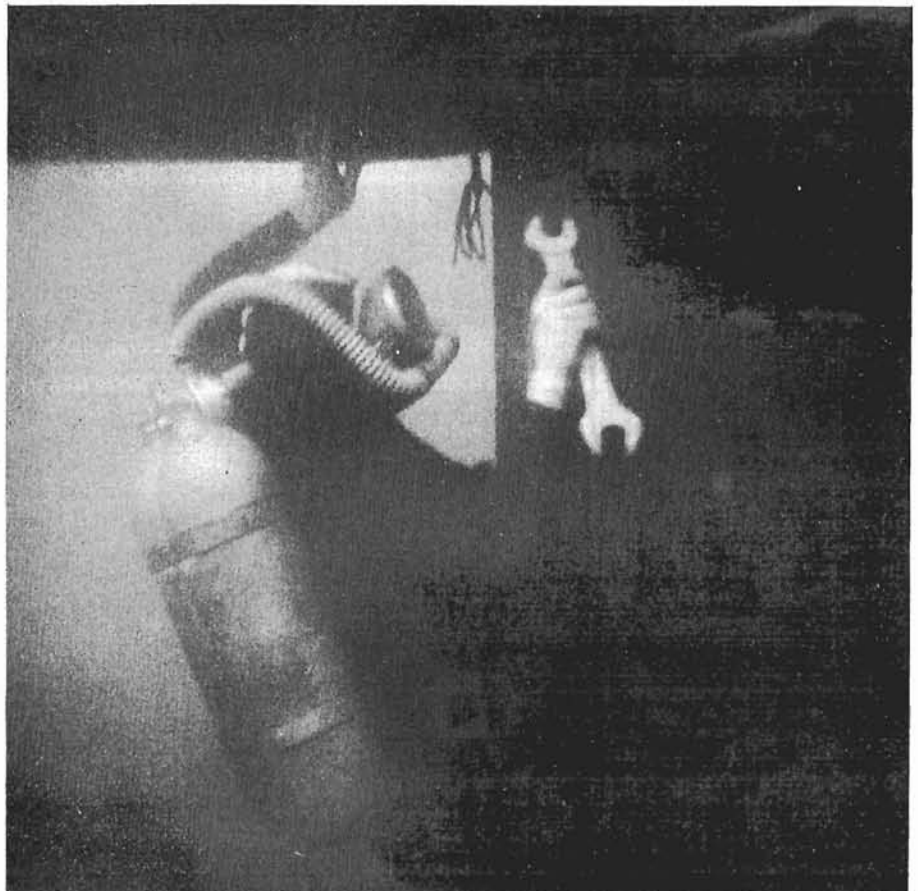
MAN: Snooserville.

OFFICER: Well, well. I have a brother who lives there. Don't suppose you happen to know him?

MAN: Certainly do, sir. Everybody knows him, sir. He's the best boot-legger in town, sir.

OFFICER: Any place around here I can get a decent hamburger for two-bits?

MAN: No, No, sir, that is, sir.



Observe the intent expression on Ldg. Sea. Arthur Giffard's face as he plies his trade of naval diver on the side of a destroyer escort in Esquimalt Harbour. (E-54047)

THE NAVY PLAYS

Iroquois Wins Cock-o'-the-Fleet

HMCS *Iroquois*, First Escort Squadron, won the Cock o' the Fleet trophy, donated by the RCN Pacific Command, by making the top score of 44 points in the RCN Jubilee Regatta, May 20, in Halifax harbour. A sister-ship from the same squadron, the *Nootka*, was runner up with 34 points.

The First Squadron also won Col. S. C. Oland's Aggregate Trophy for having the highest squadron point total, 78. It will be held in the ship of the squadron leader. The Third Squadron was runner-up with 76 points.

A total of 363 sailors in 54 teams from 15 ships competed in whaler pulling and war canoe races. A sunny, but breezy, forenoon slowed the races down over the half-mile course off the Dockyard. The chief and petty officers of the *Athabaskan*, from the Third Escort Squadron, won their event in 8 minutes, 43 seconds—the fastest time of the regatta.

Trophy winners in the whaler races were: Young Seamen trophy, *Athabaskan*; Seamen, *Iroquois*, Chief and Petty Officers, *Athabaskan*, Wardroom, *Cap de la Madeleine*; Veterans, *Micmac*.

The war canoe race was won by the frigate *Swansea*, with *Victoriaville* and *Columbia* in second and third places. There were nine entries. The award for the best costumed war canoe crew went to the repair ship, *Cape Scott*.

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, presented all awards but one. Commodore W. M. Landymore, his Chief of Staff, presented the admiral with a pewter mug whose inscription read, in part: "To the coxswain who steered the straightest course in 1960."

New Entry Breaks Back-Stroke Record

Ord. Sea. Bob Berbeck, from Canada's sunny British Columbia and a representative of *Terra Nova* division, put the June Cock-o'-the-Walk on ice for his division as he won three events in the new entry swimming meet held in the P&RT School swimming pool at *Cornwallis* on June 23.

Berbeck won the 25-metre free style, 100-metre free style and the 50-metre



AB Melvin Cooper, outstanding athlete of the Pacific Command's track and field meet last spring, receives the individual aggregate trophy from Lt.Cdr. W. N. Holmes, of Naden, who, as a boy seaman, was the first winner of the trophy back in 1930. (E-55611).

back. While swimming the 50-metre back, "Bob" smashed the pool record for that stroke with a time of 36.6 seconds.

Terra Nova division, with seven firsts, a second and a third place, compiled a total of 131 points to win the new entry meet. *Margaree* finished a strong second, while *St. Croix* wound up in third spot and *Columbia* was in the cellar position.



Apprentices Top Track Events

Although frigates fielded the outstanding athlete of the day, the track performance of the technical apprentices won the Pacific Command track and field meet for them. Apprentices amassed an aggregate of 43 points. *Naden* and frigates tied with 38 points and destroyers were in the basement with 30.

AB Melvin Cooper was a one-man team for frigates. He won the individual high aggregate by winning the hop, step and jump, the high jump, the shot put, the running broad jump and the discus throw. In the first four events he established Command records.

AB Bruce Wise was Cooper's main opposition and a standout for destroyers. He won the pole vault and javelin throw, setting a record in the latter. He was second in shot-put and running broad jump, third in the hop, step and jump and fourth in discus.

Outstanding for the apprentices was AB Harry Tulip, who won the 100-yard dash, the 220 (record) and was a member of the 440 relay team.

The apprentices dominated the track events, winning every one except for a second in one event. In the mile relay the apprentice team came in 100 yards in front but was disqualified on a take-over.

A team from the *Ste. Therese* won the tug-o'-war in straight pulls.

Cornwallis Wrens Victors

Cornwallis wrens eked out a narrow win over their guests when they met *Shelburne* wrens in a softball game at *Cornwallis* on May 28.

With the score 15-12 for *Shelburne*, the *Cornwallis* girls came through with four runs in the last inning to make the final score 16-15.

Thera Retains Wrestling Title

Naden entry in the B.C. wrestling championships at the University of British Columbia on April 9, AB Dave Thera successfully defended his B.C. senior amateur middleweight wrestling crown.

CPO Jim Goodman, who accompanied Thera as coach, also competed but was unsuccessful in his division.

Volleyball Title Won by Shearwater

A series of skirmishes in Ottawa high school gymnasiums and a nip-and-tuck battle in the capital's Clarke Memorial Centre ended in a dedicated *Shearwater* team capturing the volleyball championship of the Armed Forces of Canada.

The victory of the *Shearwater* Flyers, coming at a time when the Stanley Cup was the most important piece of silverware in the world, hardly received the public attention it deserved, but left the team with the satisfaction of disposing of the best the Army and the Air Force had to offer.

The team also has grateful memories of Dr. W. L. Atkinson, of Ottawa, who took the players under his wing and saw that they were provided with board and room during their stay in Ottawa. Those who couldn't be accommodated in the doctor's home were provided for by the neighbours.

Five teams were entered in the tournament: Fort Churchill, Manitoba, 1959 defending champions, 1960 Western Canada division champions; St. Johns, Quebec, RCAF, Regional Armed Forces champions; Ottawa Army Head-

quarters, District Armed Forces champions; Ottawa Army APLU, Ottawa-Hull Industrial League finalists, and *Shearwater* Flyers, Atlantic Command, Maritime Tri-Service, and Maritime Open champions. The Flyers were coached by Lt. R. J. Langlois.

The draw saw *Shearwater* pitted against St. Johns, RCAF, one of the stronger teams in the tournament. Nerves plagued the Flyers in the first game and it went to RCAF. The second game saw the sleeping giant begin to stir, St. Johns tried in vain to stop the Spikers from getting through. *Shearwater* standing: 1 win; 1 loss.

A long lay-off between games almost proved fatal in the second set: Flyers vs Ottawa, AHQ. In the first game, the Navy trailed 3-13 before coming to life. Bracing themselves for the long haul, they set, spiked, and blocked to take the game 15-13. The second game saw the brilliant play that made *Shearwater* champions. *Shearwater* standing: 3 wins—1 loss.

Ottawa APLU was the next to bow to the Flyers might. Teamwork and spirit were too much for them. With no organized defensive pattern, they were unable to stop the big guns. *Shearwater* standing: 5 wins—1 loss.

The crucial test for the Flyers came in the final set of the round robin; Fort Churchill vs *Shearwater*. Here were the 1959 defending champions, heavily

favoured to repeat last year's achievement.

The game started fast and furious. Both teams, realizing the stakes, were geared for this encounter and refused to give ground. The end of the set now saw each team taking one game. *Shearwater* standing: 6 wins—2 losses.

The six wins were sufficient to place the Flyers first at the end of the round robin, with Fort Churchill a close second with five wins.

In the first game of the two-out-of-three finals *Shearwater* was again slow to start, and trailed 1-9 before coming back to win 15-12. The second game was a battle of wits, *Shearwater* trying to make it a clean sweep and Fort Churchill making a come-back bid. Score 15-13 for Fort Churchill.

The third and deciding game was a do-or-die for both teams. The score seesawed up the ladder, neither team able to out-distance the other. With the score tied 12-12, the *Shearwater* server saw one of the Fort Churchill's back-courtmen getting ready for a snap return. The serve was sent far back in the corner and the gamble paid off. The opponent was caught flat-footed and his attempt to retrieve the ball sent it out of bounds. This was the turning point.

Spurred on by the play of the Setters, the Spikers broke through the defence to end the game 15-12 and win the championship.—R.J.L.



Spring had barely come to Ottawa when this picture was taken but summer was in the hearts of the members of the *Shearwater* Flyers volleyball team. They had just established themselves as the best Armed Forces volleyball team in Canada. Flanking their Ottawa host, Dr. W. L. Atkinson, are (left to right) PO Jack Cribb, Ord. Sea. Jerry Mottl, Sub.-Lt. Leslie Grimson, Ldg. Sea. Phil Lasselline, Ldg. Sea. Ivor Axford, Lt. R. J. Langlois, Ldg. Sea. Pete Davidson and PO Keith Sawyer. (CN-6056)

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.

ABRAMS, John A.P2NS2
ALPAUGH, Joseph K.LSWU1

BARKHOUSE, Sydney R.LSSN1
BEAL, Ronald E.P2RS3
BEAZLEY, Raymond G.LSEM1
BLOIS, Gerald D.LSFC1
BRAKE, Cyril R.LSWU1
BROWN, Kenneth G.P2SG2
BRUNELLE, Pierre J.LSNS2
BUDGELL, Halden E.P2RM2

CALDWELL, Philip A.LSEM1
CARTER, Lorne F.P2SG2
CHAPMAN, John R.P2PW2
CHARRON, John E.LSCK2
CHARTIER, Henry A.P2AW2
CLARK, Herbert H.LSRS2
CLARK, Kingsley W.P2EM2
COMEAU, Joseph W.P2CK2
CONNELLY, Charles F.LSRS2
COX, Charles W.LSAW2

D'ABREU, Peter K.P2RM2
DALLAS, Frederick W.LSEM1
DAYE, George R.LSLM2

DENNIS, Edward J.LSWU1
DEWLING, George W.P2EM2
DONNELLY, Douglas H.LSSW2
DUBOIS, Romeo J.P2CK2

EHLER, Vernon W.LSSN1
EISNER, Andrew N.P2CD3
EVERETT, Conrad P.P2SG2

FAITHFULL, George D.P2EM2
FAULKNER, John S.LSNS1
FITZPATRICK, Robert L.LSSN1
FLOOD, Ronald H.P2TM2
FRASER, Peter E.P2SG2
FREEMAN, Raymond A.LSAW2

GILL, Marion P.WLSA2
GUNN, Ronald W.LSNS1

HALBGEWACHS, David C.LSSN1
HAMBLY, Dwight D.LSFC1
HAMPTON, Roy S.P2AW2
HANLEY, Harold D.LSCK2
HANLON, Richard A.LSFC1
HARRISON, John C.LSRP2
HAWES, Clyde F.LSCK2
HAY, Donald E.LSCK2
HAY, Elmer J.LSSW2
HAYES, Guilford R.P2EM2
HEARD, Gorge F.P2RP2
HELDT, Karl F.LSCK1
HICKMAN, Robert A.LSSN1
HOLLAND, AnthonyLSAP2
HOOD, Walter A.P2WU3

Carrier Message Baffles Nootka

As the destroyer escort *Nootka* was entering the harbour of Norfolk, Virginia, a few months ago in company with her sister ships, the *Iroquois* and *Huron*, she was called up by light by the 76,000-ton aircraft carrier *Independence*, which sent the terse message: "F-L-Y-N."

The officers and men on the *Nootka's* bridge had been put to the test by USN abbreviations and had usually managed to come up with an answer. But this one baffled them. From captain down they cudgelled their brains and at last admitted defeat.

The explanation was simple. The duty signalman on board the giant carrier wanted to talk to his friend Able Seaman Flyn, who had been in the *Nootka*, a year before.

HUGHES, Clifford N.P2RM2
HUNTER, Glenn G.P2AW2

IRWIN, Robert C.P2AW2

JAMIESON, Sanford G.P2NS2
JEANS, Clarence G.LSSN1
JESSUP, Kenneth J.P2RM2
JOHNSON, Ivan T.P2SN3
JOHNSTON, Duncan H.LSEM1

KELLY, Robert G.P2FC3

LANGDON, Charles F.P2RS3
LEMIRE, Bruce J.LSRP2
LOWNIE, Thomas L.LSAP2
LOWRY, Lyle R.LSRP1
LYONS, Leonard G.LSWS2

MACK, Robert G.P2RM2
MANSFIELD, Lester A.LSRP1
MARGINET, Raymond E.LSSN2
MILLS, Melvyn R.LSRP1
MILTON, Lloyd J.P1RM3
MOIR, Norman R.P2RM2
MOORES, George A.LSET2
MURLEY, Charles E.LSFC1
MURPHY, Joseph F.LSSN1

MacDONALD, John O.LSBN1
MacLEAN, Fraser R.LSRP1
MacPHAIL, JohnP2LT3

McCALL, Robert J.LSFC1
McCLELLAND, James S.P2PR2
McCULLEY, Milford L.LSRP1
McCULLOUGH, Frank W.P2RM2

NEWCOMBE, Kenneth W.P2SN3
NICHEL, Andrew G.LSFC1
NICOLLE, Vincent G.P2EM2

PARENT, Bernard J.P2RP2
PLACE, Albert J.LSRP1

RICHARD, Luc J.LSRP1
RUTH, Cyril C.P2RP2

Nozzer's



"First 'mick"

SABOURIN, Elzear J.LSWU1
 ST. CYR, Real J.LSEM1
 SAUNDERS, Garfield F.LSAP2
 SCHRAM, Hubert E.LSCK1
 SEAGERS, William A.P2RM2
 SINE, Glenn H.LSCD1
 SMITH, George J.P2SG2
 SMITH, Gerald A.LSVS1
 SMITH, James A.P2SN3
 SMITH, John R.LSSN1
 SPARGO, Gordon T.LSSN1
 STRONG, Watson R.LSFC2
 SURETTE, Paul J.LSCK2
 TESSIER, Yves G.LSRP1

THOMPSON, John J.LSNS1
 TURPLE, Edsel A.P2RP3
 VERGE, Lawrence K.LSEM1
 WARD, William H.LSWU1
 WARMAN, Robert C.LSSN1
 WARREN, Reginald G.P2SW2
 WALTON, Bruce E.P2RR2
 WHITELEY, Angus R.P2FC2
 WILLIAMS, Ronald C.LSNS2
 WILSON, Donald C.LSVS1
 WINTERS, Joseph A.P2EM2
 WOODRUFF, David S.LSVS2

Trackers Given To Netherlands

Seventeen CS2F-1 Tracker aircraft of the Royal Canadian Navy will be transferred to the Netherlands under the Canadian program of Mutual Aid to member nations of the North Atlantic Treaty Organization, it was announced in June by Hon. G. R. Pearkes, VC, Minister of National Defence.

The Tracker is a twin-engine, anti-submarine aircraft built by de Havilland Aircraft of Canada Limited, Downsview, Ont., under licence from the Grumman Aircraft Engineering Corporation of the United States.

The CS2F-1 has been replaced as a front-line operational aircraft by the CS2F-2. The latter is an improved version of the Tracker and incorporates more advanced electronic gear and methods of submarine detection. The RCN's operational squadron, VS 880, has been re-equipped with the CS2F-2. The CS2F-1 will continue to be used by the Navy's training and utility squadrons.

Considered an outstanding anti-submarine aircraft, the Tracker is equipped with radar, sonobuoys and magnetic airborne detector (MAD) for locating submarines. It is armed with depth bombs and homing torpedoes for their destruction. The aircraft carries a crew of four.

RETIREMENTS

CPO JOSEPH MARCEL BOLDUC, C1ST4, of Hull, Que.; joined May 26, 1939; served in *Stadacona, Saguenay, Skeena, Venture, Niobe, Gatineau, HMS Ferret, RCNAS Dartmouth, Magnificent, Stadacona, Naden, Niobe, Bonaventure, Bytown*; awarded Long Service and Good Conduct Medal May 26, 1954; retired June 17, 1960.

CPO ELDON CAMPBELL MILLS, C1LA4, of Glenelg, Guys County, N.S.; joined RCNVR January 24, 1940, and RCN December 11, 1943; served in *Stadacona, Saguenay, Cornwallis, Peregrine, Uganda, RCNAS Dartmouth, Swansea, Shearwater, Quebec, Niagara, Bonaventure*; awarded CD January 24, 1952; retired June 22, 1960.

PO RENE ROLLINS, PICK2, of Montreal, Que.; joined RCNVR May 15, 1941 and RCN April 13, 1945; served in Montreal Division, *Stadacona, Avalon, Morden, Protector II, Hochelaga, Niobe, (HMS Seymour), HMS Puncher, Micmac, Iroquois, Haida, Naden, Nootka, Shearwater, Cornwallis, Quebec, Algonquin*; awarded CD July 9, 1953 (due date June 14, 1953); retired June 25, 1960.

CPO JAMES BROOKS PAIGE, C1OR4, of Pictou, N.S.; joined RCNVR June 20, 1940, RCN December 10, 1945; served in *Stadacona, St. Hyacinthe, Niobe, Chaudiere, Peregrine, Scotian, Nootka, Cornwallis, Quebec, Cape Breton, Resolute, Ungava, Magnificent*; awarded CD June 20, 1952; retired June 20, 1960.

CPO GORDON VINCENT RODGERS, C1EH4, of Halifax, N.S.; joined March 27, 1940; served in *Stadacona, Assiniboine, St. Laurent, Avalon, Sarnia, Hochelaga, Peregrine, Uganda, Scotian, Nootka, Cayuga, Iroquois, Magnificent, Portage, Quebec, Bytown*; awarded CD January 20, 1958; retired May 10, 1960.

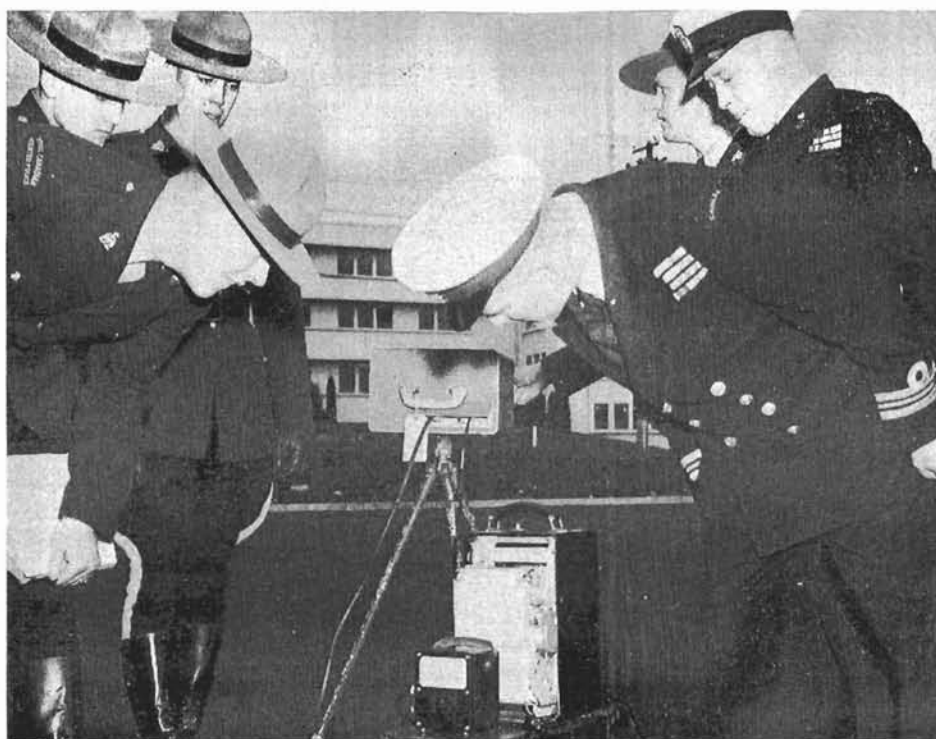
CPO WILLIAM JOHN CASTLES, C2SW3, of Donaloney, Down Ireland, joined May 6, 1940; served in *Naden, Nitinat, Royal Roads, Edmunston, Stadacona, Avalon, Protector II, Prince Rupert, New Glasgow, Givenchy, Crusader, Ontario, Sault Ste. Marie, Sioux, Venture, Ontario, Skeena*; awarded CD July 4, 1952 (due 6 May 1952); retired May 5, 1960.

CPO GILBERT WARREN HOWE, C2SG3, of London, Ont., joined April 17, 1939, served in *Stadacona, Saguenay, Niagara, Eyebright, Napanee, Avalon, Rimouski, St. Hyacinthe, Kamsack, RNO Port Arthur, Oshawa, Scotian, Haligonian, Micmac, Cayuga, RCNAS Dart-*

mouth, Athabaskan, Magnificent, Cornwallis, Huron, Shearwater, Outremont; awarded CD October 30, 1959; retired May 16, 1960.

CPO REGINALD ANDREW POTTS, C2RR4, of Kingston, Ont., joined RCNVR Feb 9, 1940, RCN Dec. 29, 1942; served in *Stadacona, St. Clair, Sherbrooke, Cornwallis, Warrior, Magnificent, Shearwater*; awarded CD May 29, 1952; retired May 12, 1960.

PO WILLIAM ERNEST TOWERS, P1ER4, of Red Deer, Alta., joined RCNVR March 10, 1939, RCN August 13, 1940; served in *Naden, Chilliwack, Stadacona, Cornwallis, Sorel, Drummondville, Niobe, Ottawa, Scotian, Sioux, Peregrine, Poundmaker, New Lisk-eard, Givenchy, Warrior, Cayuga, Rockcliffe, Beacon Hill, Antigonish, New Waterford, Ontario, Skeena, Ste. Therese*; awarded CD June 19, 1953; retired May 17, 1960.



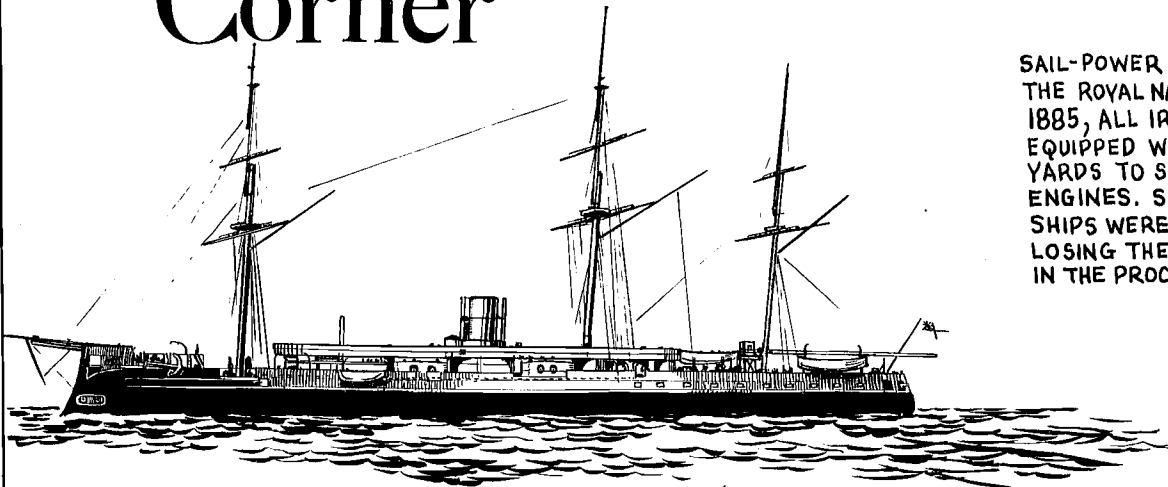
A highway traffic course, given at Naden by and for the Royal Canadian Mounted Police, was attended by three members of the RCN, who learned, among other things, that the evidence of radar is hard to dispute. Lt.-Cdr. Lawrence Chaney and CPO C. J. Henry are given information that other people pay for. Ldg. Sea. W. H. Kellerman, the other naval member of the course, is not shown.

Naval Lore Corner

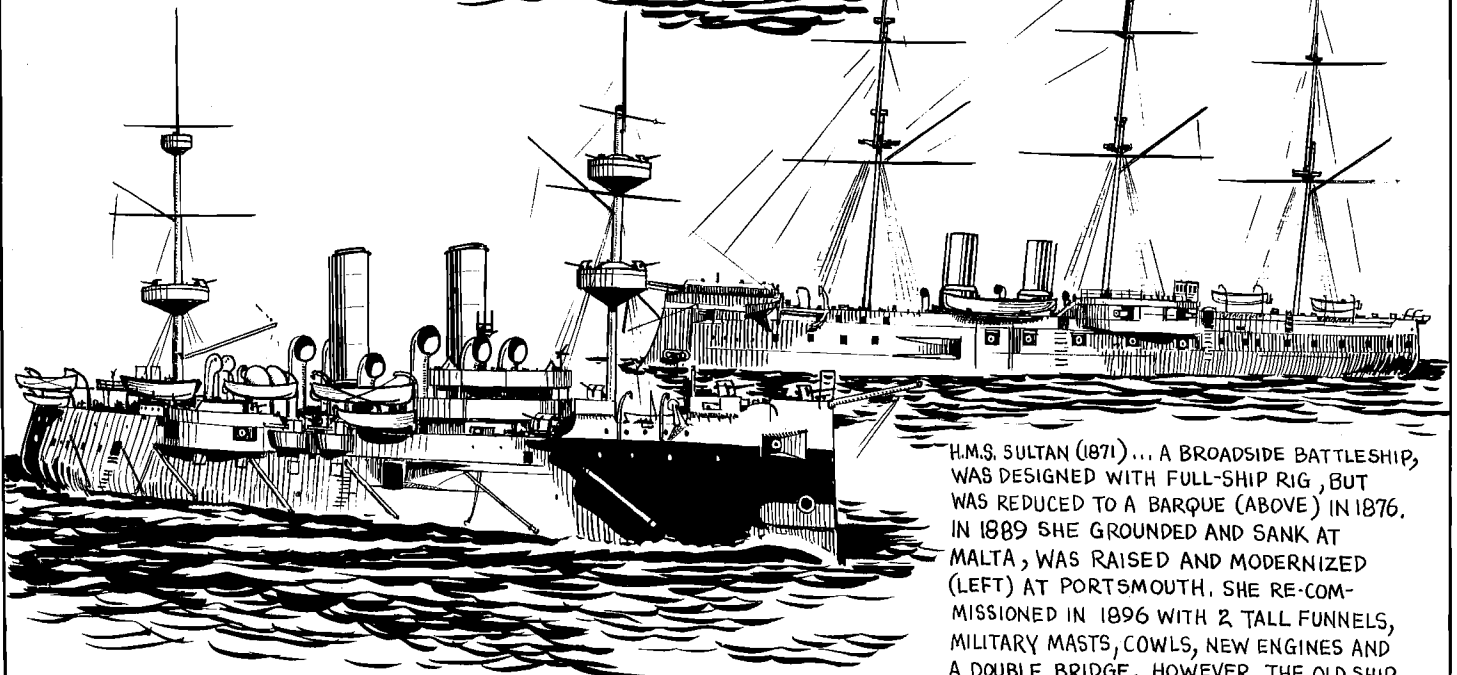
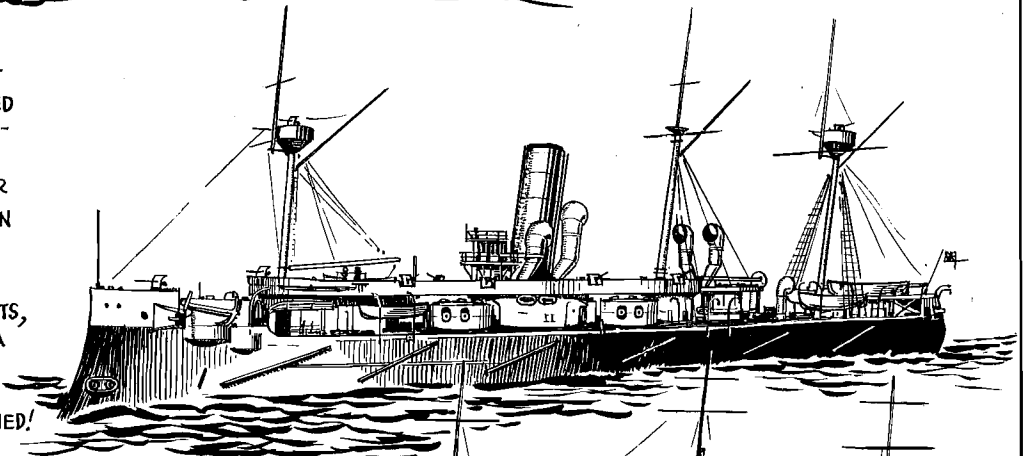
Number 83

THE END OF SAIL IN THE ROYAL NAVY...

SAIL-POWER DIED HARD IN THE ROYAL NAVY. UNTIL ABOUT 1885, ALL IRONCLADS WERE EQUIPPED WITH MASTS AND YARDS TO SUPPLEMENT THEIR ENGINES. SEVERAL OF THESE SHIPS WERE "MODERNIZED", LOSING THEIR SAILING CAPACITY IN THE PROCESS...



H.M.S. MONARCH (1869)... THE FIRST BRITISH SEA-GOING TURRET SHIP AND THE FIRST BRITISH WARSHIP TO MOUNT 12-INCH GUNS WAS ORIGINALLY DESIGNED AS A FULL-RIGGED SHIP AND LATER RE-FITTED WITH BARQUE-RIG (ABOVE). THE RIGGING SERIOUSLY HAMPERED HER GUNFIRE AND IN 1890 SHE WAS TAKEN IN HAND FOR MODERNIZATION. SEVEN YEARS LATER SHE RE-COMMISSIONED (RIGHT) EQUIPPED WITH MILITARY MASTS, A TALLER FUNNEL, VENTILATORS AND A CHART-HOUSE. SHE WAS ALSO RE-ENGINEED. ODDLY ENOUGH, HER OLD MUZZLE-LOADING GUNS WERE RETAINED!



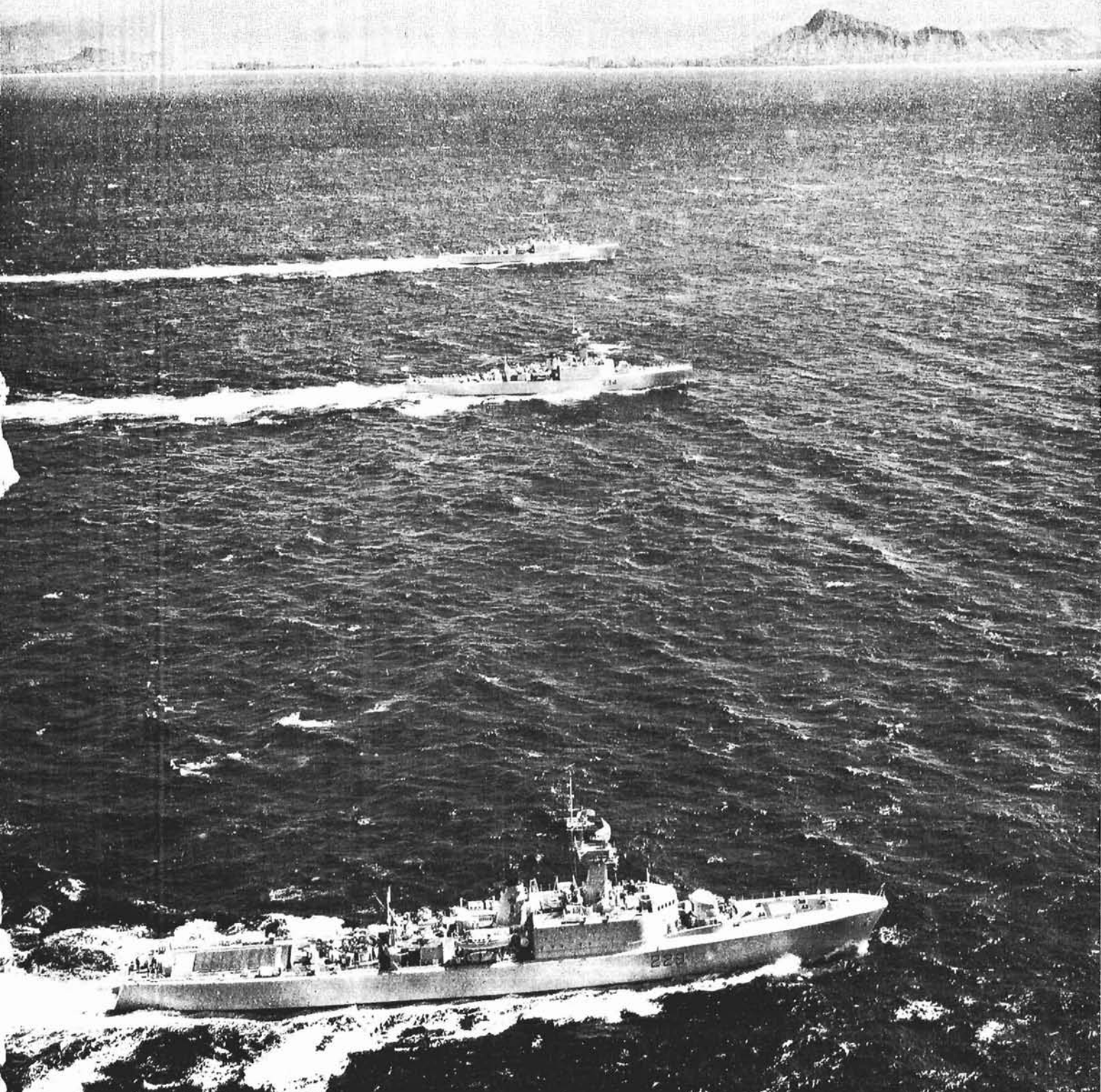
H.M.S. SULTAN (1871)... A BROADSIDE BATTLESHIP, WAS DESIGNED WITH FULL-SHIP RIG, BUT WAS REDUCED TO A BARQUE (ABOVE) IN 1876. IN 1889 SHE GROUND AND SANK AT MALTA, WAS RAISED AND MODERNIZED (LEFT) AT PORTSMOUTH. SHE RE-COMMISSIONED IN 1896 WITH 2 TALL FUNNELS, MILITARY MASTS, COWLS, NEW ENGINES AND A DOUBLE BRIDGE. HOWEVER, THE OLD SHIP WAS NOT WORTH THE "MODERNIZATION" AND PROVED OF QUESTIONABLE VALUE...

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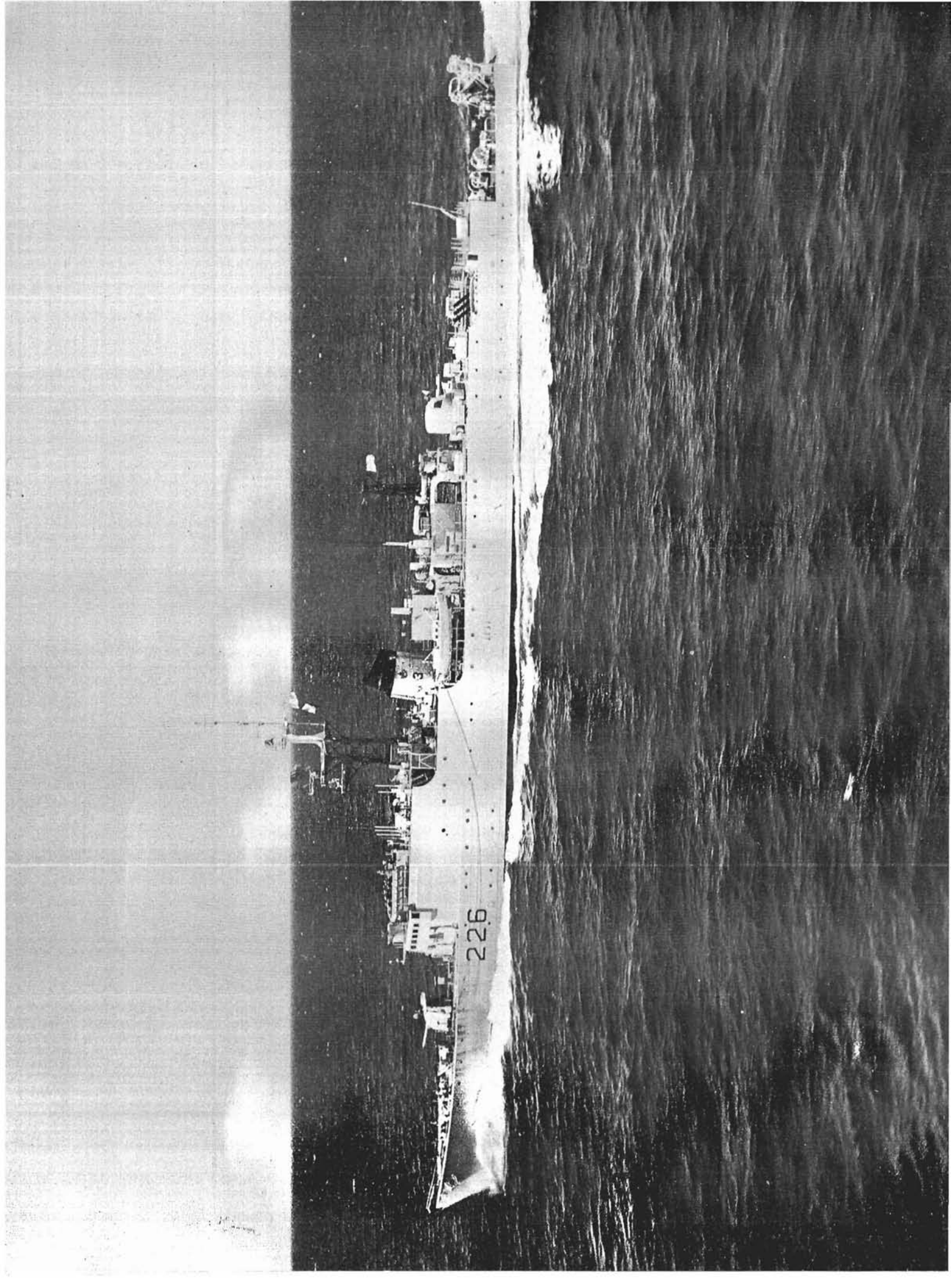


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The Cover—Famed Diamond Head looms dark at the upper right as HMC Ships *Ottawa* (foreground), *Assiniboine* and *Saguenay* steam in line abreast during exercises with the U.S. fleet off Hawaii. (E-56625)

LADY OF THE MONTH

Sailors who have known HMCS *Crescent* in the past will notice certain marked changes in her appearance following her emergence in mid-June from a refit that began in September 1959.

The most significant change is the structure at the stern—handling gear for variable depth sonar, which, it is hoped, will foil efforts of enemy submarines to escape detection by diving beneath surface thermal layers of the sea.

Her appearance has also been altered by the shield around her 3-inch-50 guns.

One set of limbo mortars has been removed to compensate for the VDS, but the remaining three-barrelled mortar and her three homing torpedo launchers leave her with plenty of anti-submarine fire power. (DNS-25836)

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.

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



This is USS Burrfish, which the RCN is borrowing from the USN for training duties in the Pacific Command. She is shown here equipped for radar picket duties, and her appearance will be radically altered before she takes up duties with the West Coast fleet. (Official USN Photo.)

Ships Present for Lisbon Ceremonies

At the invitation of the government of Portugal, four Restigouche class destroyer escorts of the Fifth Canadian Escort Squadron took part in ceremonies at Lisbon, Portugal, August 6-15, marking the 500th anniversary of the death of Prince Henry the Navigator.

Prince Henry the Navigator, a national hero of Portugal, was born in 1394 and died 1460. Among his accomplishments was an outstanding knowledge of cartography and navigation. His court was considered the centre of active and useful geographical study and the source of the best practical exploration of the time.

Canada was represented by HMC Ships *Gatineau* (Captain F. B. Caldwell), *St. Croix* (Cdr. W. S. T. McCully), *Kootenay* (Cdr. R. J. Pickford) and *Terra Nova* (Cdr. W. H. Wilson). Captain Caldwell, who holds the additional appointment of Commander Fifth Canadian Escort Squadron was in overall command.

Ships of a number of other navies were also present.

The squadron left Halifax July 20, for Portsmouth, England for logistic purposes. There they took part in the presentation of a large totem pole carved by Chief Mungo Martin, of the Kwakiutl Indian tribe of Vancouver Island, to HMS *Excellent*, the Royal Navy's gunnery school, to mark 50 years of close

association between gunners of the Royal Navy and Royal Canadian Navy.

The ships left Portsmouth August 3 and arrived in Lisbon August 6 for a ten-day visit. The squadron was to return to the United Kingdom, the *Gatineau* and *Terra Nova* to visit Glasgow and the *St. Croix* and *Kootenay* to go to Liverpool. The ships were due back in Halifax September 2.

Canada-U.S. Exercise Held

Maritime Command Pacific surface and air forces joined units of the United

States First Fleet in an anti-submarine warfare exercise off the west coast of Canada and the United States July 21 through August 3.

The exercise was conducted by Vice-Admiral Charles L. O. Melson, USN, Commander First Fleet.

Two anti-submarine warfare groups headed by the carriers USS *Kearsarge* and USS *Bennington* and six Royal Canadian Navy destroyer escorts, plus a supporting logistics group, made up of the surface forces in the exercise. Patrol and anti-submarine air squadrons located at Whidbey Island in Washington, and Alameda and North Island in California took part. Neptune aircraft of 407 Maritime Patrol Squadron, RCAF, based at Comox, B.C., comprised the air unit of Canadian Maritime Command Pacific forces.

The exercise was designed to train joint U.S. Canadian ASW forces. It was another of a series of similar international exercise held regularly to aid in the study and perfection of ASW techniques.

Divers Awarded Commendations

Rear-Admiral Kenneth L. Dyer, new Flag Officer Atlantic Coast, presented commendations from the Chief of the Naval Staff to two naval divers at the Operational Diving Establishment, on French Cable Wharf, Dartmouth, on August 8.

Civilians Give Surprise Send-Off

An unusual tribute was paid to Vice-Admiral H. S. Rayner on his departure from Admiral's House in the Dockyard at Esquimalt on June 30 at the end of his three years' service as Flag Officer Pacific Coast.

As the (then) Rear-Admiral and Mrs. Rayner drove through the Dockyard the main road was lined on both sides by civilian personnel from the administration building to the gate.

A cheer that started as he passed his former headquarters swelled to an ear-splitting roar by the time he passed HMCS *Venture* parade ground, where the cadets added their lungpower to the civilian farewell.

The demonstration had been organized without the knowledge of Admiral Rayner, who had reviewed a guard of honour that morning as Rear-Admiral E. W. Finch-Noyes raised his flag.

Lt. Alan Sagar and Ldg. Sea. Thomas Cowan were honoured for "... their calm disregard to personal safety in recovering the bodies of four crewmen from the partly-submerged derelict *Margaret Lou* on the 17th March, 1960".

Lt. Sagar has 10 years of combined Royal Navy and RCN service, and Ldg. Sea. Cowan has been in the RCN for seven and a half years.

Two other divers who assisted in the recovery operations have received the personal commendation of Rear-Admiral H. F. Pullen who retired August 1 as Flag Officer Atlantic Coast. They are Ldg. Sea. James Balmforth and AB James Onion.

The long-liner *Margaret Lou* foundered in a storm off Nova Scotia early in March. The 65-foot vessel was discovered in a widespread search following the storm about 100 miles southeast of Halifax, partly submerged. An attempt to tow the derelict to Halifax by the frigate *Lauzon* failed when the tow parted and the fishing craft sank.

The bodies were recovered before the tow was attempted. The ship, slowly settling, could well have slipped to the bottom carrying divers and victims. A constant swell added to the danger.

UBC Division Gets Top Rating

The Commanding Officer Naval Divisions has announced the selection of the top five University Naval Training Divisions for 1960.

Heading the list this year is the University of British Columbia, Vancouver, followed, in order of merit, by Halifax universities and colleges, University of Alberta, Edmonton, University of Western Ontario, London, Ont., and Memorial University of St. John's, Nfld.

The five University Naval Training Divisions were separated by only a small point spread.

Minister Lauds Guard and Band

Among the many letters of congratulations received by the Sunset guard from HMCS *Cornwallis* and the *Cornwallis* band, following their appearance in eastern Canadian cities, was one from the Minister of National Revenue, the Hon. George C. Nowlan:

"In this rapidly revolving world one always hears of criticism, but not very often of praise. Although this will not come as a surprise to you, yet I thought I would like to tell you of the great impression once more created on Parliament Hill by the *Cornwallis* detachment.

"The demeanour of the officers and men, the precision of the drill, the spirit of the occasion, all made this one of the most outstanding events which has ever been seen on Parliament Hill. Everyone on this assignment deserves the highest praise."

British Sub Pays Visit

One of the Royal Navy's most modern submarines, HMS *Cachalot*, visited Halifax July 9-18. The *Cachalot* was en route from New London, Conn., to her home base of Faslane, Scotland, at the close of an American cruise.

For the Halifax visit, her complement included seven officers, 15 chief and petty officers and 45 men. She is commanded by Lt.-Cdr. Peter Holloway.

Sailor Leaps To Fishboat's Aid

A Pacific Command sailor leapt from the quarterdeck of the destroyer escort *Margaree* on June 20 to aid a small fishboat drifting helplessly near the Swiftsure lightship at the entrance to Juan de Fuca Strait.

The story was told in the June 21 edition of *The Victoria Times*.

AB Nestor Wiwchar was on watch at about 0500 when he spotted the *Yankee Doodle* tossing about in heavy seas.

He notified the officer of the watch, and the *Margaree*, returning from training exercises, was diverted to the side of the disabled craft.

As the destroyer escort was brought alongside, AB Wiwchar waited his chance and, when the fishboat rose on a wave as the destroyer sank in the trough, he leaped to the top of the smaller craft's deck housing.

By his own estimate, he jumped about seven or eight feet.

A 25-knot wind was churning up 10 to 15-foot waves when AB Wiwchar made his daring jump.

From the quarterdeck of the destroyer a line was passed, and the sailor made it fast before taking over the wheel of the fishboat.

The owners, Mr. and Mrs. Charles E. Harris of Tacoma, said they had drifted in heavy seas for 12 hours after their engine failed. They were spotted five miles northwest of the lightship.

Farewell Message

In a farewell message to the fleet, Vice-Admiral Harry G. DeWolf, retiring Chief of Naval Staff, expressed pride in the accomplishments of the Royal Canadian Navy in which he served for 42 years.

Vice-Admiral DeWolf was succeeded as Chief of the Naval Staff by Vice-Admiral H. S. Rayner who assumed the appointment and was promoted to that rank August 1.

The text of Admiral DeWolf's message follows:

"As the Royal Canadian Navy enters its second half century of service to Canada, and my own naval career draws to a close, I should like to express my personal pride in the accomplishments of the service throughout the years, and more particularly in the devotion of all those, both service and civilian, active and reserve, who have made these accomplishments possible.

"The Navy has been my whole life, and the mere fact of retirement from active service will not prevent me from taking the same pride and pleasure in future marks of progress and achievement. Today I stand down knowing the Navy is in good hands, and confident that my successor will receive the loyal and devoted support that has been my happy lot.

"In these troubled times, Canada's armed forces are to be found in many parts of the world, serving in the interests of peace and good will. Wherever they go they bring credit to our country. Sailors, soldiers and airmen alike have reason to be proud of their service and should never hesitate to say so. Good bye and good luck."

Also aboard were a small dog and a talking mynah bird. AB Wiwchar tried to make friends with the bird, which promptly bit him.

In the quieter waters of Neah Bay, the tow was transferred to a U.S. Coast Guard cutter, and the *Margaree* returned to Esquimalt.

Governor General Presents Medals

His Excellency the Governor General presented the George Medal to two naval airmen at an investiture at Government House on Friday afternoon, July 8.

Able Seamen Jacques P. G. Bouchard and Angus K. MacLean were honoured for their bravery in rescuing the pilot from an aircraft which crashed and burned at the RCN Air Station, *Shearwater*, on August 20, 1959. The awards were published March 26 in *The Canada Gazette*.

Guests at the investiture included Mr. and Mrs. Ronald Bouchard, 49 Riverview, Nitro, Quebec, parents of AB Bouchard, and Mrs. Angus MacLean and Kenneth MacLean, 35 La Planche Street, Amherst, wife and father of AB MacLean. Both men were on leave at their homes but came to Halifax for the investiture.

Items Needed For Museum

In order to complete the display of RCN uniforms in the Maritime Museum in Halifax, the following items of Uniform Clothing are required:

Jumpers, drill and duck, negative slide fasteners;

Trousers, drill and duck, fall front.

It is requested any readers who have either or both of the above items in their possession, and are willing to donate them to the Museum, communicate with The Curator, Maritime Museum, Citadel Hill, Halifax, N.S.

USN 'Invasion' For Halifax

Close to 8,500 United States Navy personnel called at Halifax in 17 warships during the month of July. Two large forces were involved.

The first ship to arrive was USS *Sheldrake*, a survey ship with 10 officers and 75 men on board. A regular visitor, she was in Halifax July 2 to 12.

The first large concentration of American naval personnel occurred July 8-14. The aircraft carrier *Lake Champlain*, accompanied by six destroyer escorts and one submarine, called over



Lt. Robert G. Campbell won the Mackay Award for 1960, on graduating from the long communications course July 15 at the Communications School in Cornwallis. He gained the highest marks of his class in the year-long course. He will serve on exchange with the Royal Navy. (DB-14244)

that period, the force involving 310 officers, 410 midshipmen and 3,500 men.

The final visit of the month, July 22-28, involved another large force, consisting of the aircraft carrier USS *Essex* with an escort of six destroyers and one submarine. Its personnel totalled 310 officers, 410 midshipmen and 3,400 men.

Russians Ships Call at Halifax

The Soviet naval vessels *Sedov* and *Ekvator* paid an unofficial visit to the Port of Halifax over the Dominion Day holiday week-end.

The two ships, used for survey work arrived July 1 and remained in port until July 6.

The *Sedov* is a four-masted steel barque and is commanded by Commodore P. Mitrofanov, the group commander. The *Ekvator* is the former German hydrographic vessel *Meteor*.

The two ships were said to be engaged in an oceanographic study of the Gulf Stream.

Cash Awards For Suggestions

A West Coast sailor and a West Coast civilian have each won cash awards from the Suggestion Award Board of the Public Service of Canada.

CPO Stanley A. Waddington proposed a modification to minesweeping equipment used by the RCN. Details of the suggestion were forwarded to the Suggestion Award Board for assessment and trial by specialists, and the idea has been adopted.

Also adopted after trial and assessment was an idea submitted by Gerald J. Williams, a draftsman on the staff of the Superintendent, HMC Dockyard, Esquimalt. Mr. Williams has been employed at the dockyard since June 1957.

Victoria-born CPO Waddington joined the RCNVR in March 1944 and transferred to the RCN in November 1945. He has served on both coasts and at sea in the *Ontario*, *Antigonish*, *La Hullose*, *Haida*, *Sioux* and *Cowichan*.

LETTERS

Only modesty keeps the editor from framing two letters commenting on the RCN 50th Anniversary issue of *The Crowsnest*.

From H. R. Gillard, National Secretary of the Navy League of Canada, with headquarters in Toronto:

"Our Vice-President and Public Relations Commander, F. C. Aggett, and many of our other national and local leaders join me in expressing congratulations to you and your staff for the excellence of your May-June issue of *The Crowsnest*, which features the 50th Anniversary of the Royal Canadian Navy.

"Using words supplied by Commander Aggett, the publication is more packed in graphic form and prose than any previous issue of your fine publication.

"We also wish to record our thanks for the space allotted our Sea Cadet movement."

From Cdr. William M. A. Greene, USN, Secretary-Treasurer, United States Naval Institute, Annapolis, Maryland:

"On behalf of the U.S. Naval Institute I wish to offer my most sincere congratulations on the fiftieth anniversary of the Royal Canadian Navy, and on the fine edition of *Crowsnest* that we recently received.

"The Royal Canadian Navy has much to be proud of and is deserving of high recognition. All hands, I am sure, are enjoying a feeling of great accomplishment at this, their Navy's fiftieth birthday.

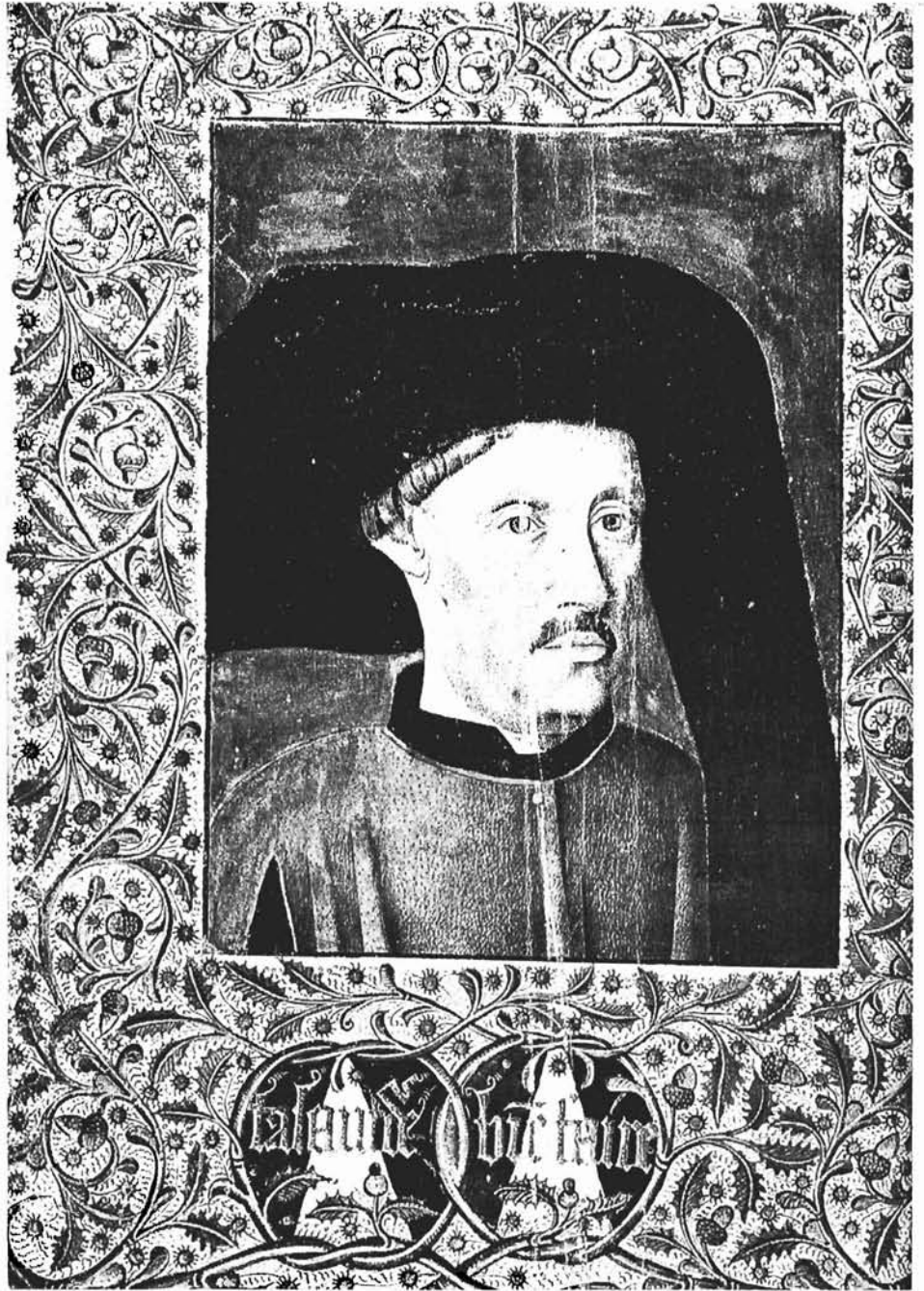
"We are always glad to receive your magazine. Your anniversary issue shows that you are keenly alive to the need for high standards of quality . . ."

PRINCE OF NAVIGATORS

NEARLY every country takes vast pride in its own favourite national hero. France has her Napoleon, the United States has George Washington, and England her beloved Nelson. There are plenty of others, such as Peter the Great and William Tell, but where shall we find a national hero who is such to the world at large as well as to his own country? The answer is to be found in that land of hardy seafarers, Portugal, which 500 years ago gave to the world Prince Henry the Navigator. Will our other great favourites continue to look so brilliant after 500 years? Fame is a capricious jade.

All seafaring nations are glad to rejoice with Portugal in the celebration of the Prince's quincentenary and at least 15 of them sent warships to join with Portuguese ships in the great naval review which was the culminating act of homage to the memory of this great man. From August 7 to 14, the ships gathered in Portuguese waters of Sagres, the "Promontorium Sacrum" where the Roman gods and goddesses used to rest from their toils and where ships used to dip their sails to salute Saint Vincent, who lies buried on the headland which bears his name. This desolate point at the southwest tip of Portugal is where Prince Henry made his home, surrounded on three sides by the wild Atlantic waves.

Portugal's hero certainly started off on the right foot. He chose his parents wisely, for his father was the much-loved King John I of Portugal and his mother a gentle English princess of Plantagenet blood. Royal families in mediaeval times seldom gave an example of brotherly love. It was generally poison in France, the dagger in Italy, and open warfare in England. But, with Henry of Portugal, family life told a very different story. He was the third of five brothers, all as close-knit in ties of affection as could be. The eldest, Duarte, who became king in 1433, tells us, "never was there any jealousy among us . . . we put up with each other's behaviour . . . we were blest in having such a Father and such a Mother". Even their sister, who was married at the then unconventional age of 30, tried to persuade brother Henry to come to the court of Burgundy with her, for she could hardly bear to be parted from him when she became Duchess of Burgundy.



A contemporary portrait of Prince Henry the Navigator, which appeared as a frontispiece to "The Discovery and Conquest of Guinea", written by his chronicler, Azurara. (Courtesy Bibliotheque National, Paris)

The three elder brothers were eager to prove their courage and manhood, and they looked around for worlds to conquer. They found one close at hand in the Moorish garrison of Ceuta on the African coast just opposite the Spanish fortress of Gibraltar. It was agreed that a war in Africa would be a holy

crusade and a Christianizing mission among the heathen. It proved to be the starting point in Henry's career. His request to his father, as recorded at the time, gives the key to his character:

"When God pleases that we arrive at Ceuta, let me be among the first to



The world as we know it, thanks to the venturesome thinking of men such as Prince Henry the Navigator, began to take shape in the latter part of the 15th century. This German map of 1492, showing Europe and the west coast of Africa, was made by Martin Behaim, who was at the court of Prince Henry's great-nephew, King John II of Portugal, as adviser to the young king in carrying on his great uncle's work. Crude though it may be, the map depicts lands unknown a half-century earlier. (Courtesy Public Archives, Ottawa)



An exact model of the type of caravel that Prince Henry perfected. The sails always carried the Crusaders' Cross. These ships were swift, stormworthy and easy to manoeuvre. (Courtesy Public Archives, Ottawa)

disembark, and when your scaling ladder is placed against the wall, may I be the first to climb up?"

There spoke the hot blood of the 21-year-old prince, but his Father made him work hard for such a privilege. First he had to collect and enlist troops, to bring them to Porto, arrange for their embarkation in the fleet of ships which it was his duty to muster and equip. Henry's popularity and fiery enthusiasm should have facilitated his tasks, but that the plague was raging in the big towns, and, a few days before the conquering host set sail, the gentle Queen died of it to the bitter dismay of all her family. She had given a sword to each of her three sons wherewith he was to receive the honour of knighthood at the hands of the King. But so great a prize was not lightly bestowed.

PRINCE HENRY now had 70 ships all ready to sail from the estuary of the great Douro River, each bearing his own banner with his motto "Talent de bien faire" and the chroniclers record that "he received great praise for this marvellous deed". Even the King's words are recorded thus: "Your fleet is very well equipped as by one who desires to serve me and increase his honour."

On July 24, 1415 the fleet set sail for the African coast that was to be Henry's lode-stone for the rest of his life. Ceuta, the stronghold of the Moslems, fell before the Christian attack, and Henry and his brothers were knighted in what had been the great mosque, but was sanctified upon capture as a Christian cathedral. Their mother's last wish for them was richly fulfilled.

During the campaign Henry gained some first-hand knowledge of Africa and the people who dwelt there. In

the city he had seen the vast riches acquired from overland trade routes across the desert. From this time he resolved that the riches of Africa should flow into Portugal by the legitimate route of sea-borne trade; that in so doing his ships should carry the Christian religion into heathen lands and that the great enigma of the African coast and the sea way to India should be finally solved.

The King and his sons returned in triumph to Lisbon, and Henry, who had led a brilliant naval attack on Ceuta, was rewarded with the Dukedom of Viseu. He started planning voyages of African discovery and later he revisited the scene of his great naval and military triumph, eager to question his Moorish prisoners and to learn what he could about Gambia and hear tales of the Guinea coast.

The Author

The accompanying story on Prince Henry the Navigator was written specially for The Crow's-nest after the author had done extensive research on the subject for an article commissioned by another publication.

Miss Sylvia Seeley, who is on the staff of the Royal Canadian Geographical Society, in Ottawa, has taken a special interest in nautical themes and last year wrote extensively on the subject of the St. Lawrence Seaway.

The illustrations for the present article were obtained through Miss Seeley's efforts. Much assistance was given her in the way of source material by the Canadian Embassy in Lisbon and the Portuguese Information Bureau in London.

When he returned home in 1418 he was made Governor of Algarves, the southern province of Portugal, where he set up a court of his own devoted to the study of seamanship and navigation. He rebuilt the old naval arsenal on the neck of Cape St. Vincent, and made his home on the desolate headland of Sagres, overlooking the Atlantic. Here he lived and studied for the rest of his life, teaching other men to carry out his will, armed with the riches of his knowledge, and guided by his moral leadership. He himself never quitted his post as director and overseer.

Just to the east of Sagres were the immense shipyards of Lagos, where his ships were built, provisioned, and manned, for a ceaseless procession of

discovery down the terrifying coast of West Africa. His own life was one of monastic severity, but he could hardly be called a recluse, for he gathered around him navigators, mathematicians, cartographers, astronomers and men of the greatest maritime learning and experience. He built the first observatory in the Kingdom and, for all that he was a Christian Crusader, his thirst for learning knew no barrier of race or creed. A contemporary historian says that the Prince "devoted great industry and thought to the matter, and at great expense procured the aid of one, Master Jacome from Majorca, a man skilled in the art of navigation and in the making of maps and instruments, and who was sent for with certain of the Jewish and Arab mathematicians to instruct the Portuguese in that science."

HENRY was determined that his expeditions should stand every possible chance of success. In his day sea voyages were dangerous affairs in any case; it was folly to increase the risks by ignorance and lack of foresight. He knew that it required well-trained captains to lead and encourage the untaught seamen to venture into what they believed was "the Sea of Darkness". Every year from 1418, onwards Henry sent out well equipped vessels from Lagos with instructions "to find the coast of Guinea." They all failed.

They did indeed discover Porto Santo and Madeira, and a few went as far south as Cape Bojador (about latitude 26 N) but beyond that point they said, lay certain destruction: monsters big enough to swallow ship and crew alike, a heat that would boil the ocean, and other horrors. Henry was determined to dispel such superstitions with the light of true knowledge, but it was a



The work of Prince Henry the Navigator was an inspiration to voyagers such as John Cabot, who crossed the North Atlantic in the Matthew (above) just 37 years after Prince Henry's death. (Courtesy Public Archives, Ottawa)

difficult task because he knew well enough that in addition to all these fanciful tales there were also very real dangers to be encountered of quite another sort.

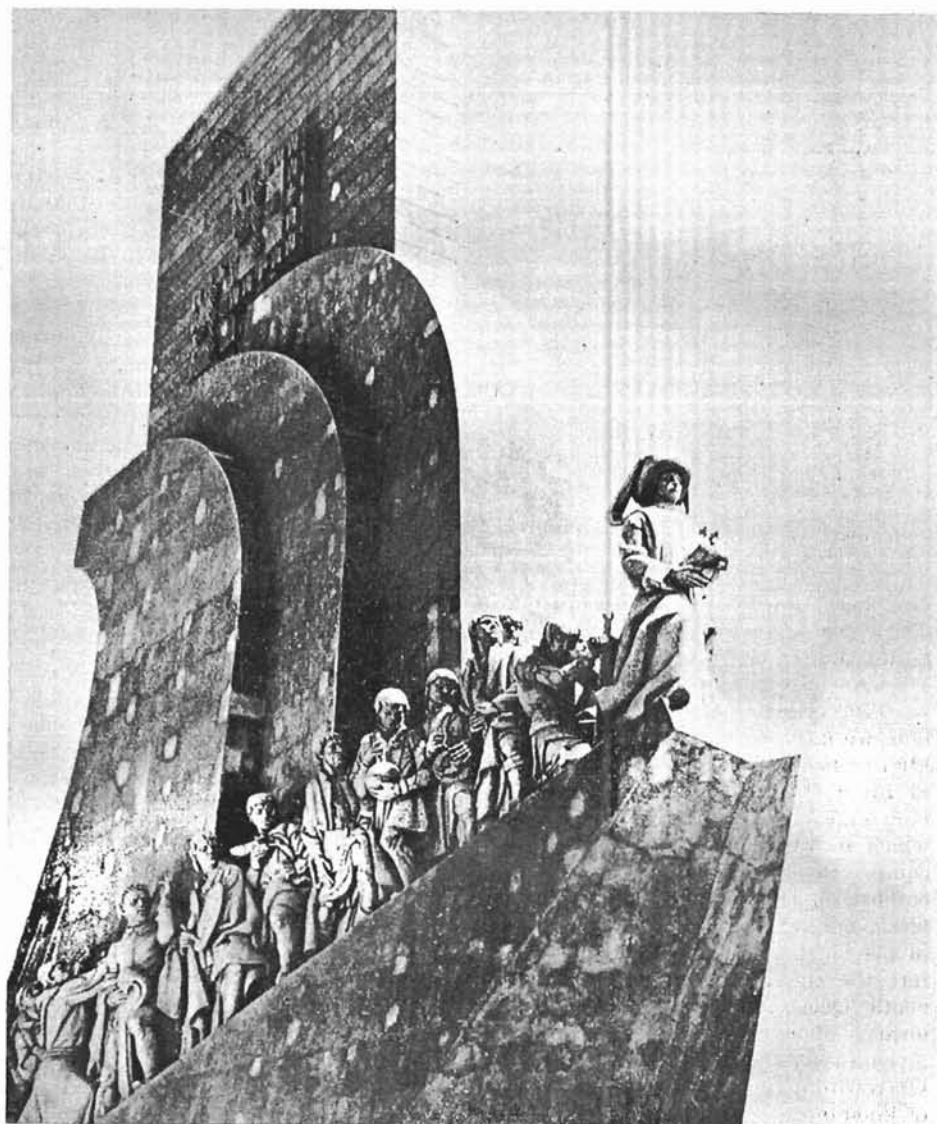
Then, in 1428, help came from his elder brother Dom Pedro, who had been travelling all over Europe and now returned home bringing maps and charts that he had collected with much care to please Henry. Among them was a precious *mappa mundi* from Venice and possibly it was from this map that the Prince learned the origin of the true dangers of Cape Bojador. The reason why this point had for so long remained the southern limit of Christian exploration was, that on reaching this latitude a very big circuit must be taken out into the open ocean. It was said that the submarine shoals of this cape stretched out a hundred miles from the coast and gave rise to furious currents which could drag small ships southwards with little hope of return, unless indeed they were prepared to risk losing themselves in mid-Atlantic.

So great was the real danger and so fierce the strength of the southerly currents that the Prince directed his captains to sail first of all due west to the Azores and then southwest to Madeira and, in thus teaching his men to avoid positive dangers, he gradually overcame their fear of all the fantastic horrors with which the Arab traders had for centuries decorated the unknown coast of Africa. Later the Prince obtained a Papal Bull granting absolution to those who died unshriven in the service of his voyages. His resolution to succeed was as constant as his patience. He rewarded his sailors generously even when their efforts did not come up to his expectations. His orders were always the same, "Next time, go further".

AT LAST, in 1433, Prince Henry found the man he wanted: Gil Eanes, whom he had brought up from childhood in his own household. Gil offered to venture south of Cape Bojador, and the Prince gave him the best ship and the best navigating instruments possible and sent him off with everything that could conduce to success:

Alas! Gil got no farther than the Canary Isles, whence he returned shamefaced, with only a few slaves.

Prince Henry had not trained up Gil for nothing. His actual words are recorded and he spoke to Gil thus: "You know that I brought you up as a small boy, and how much confidence I have in you . . . If you do nothing more than



Monument to the Discoverers, led by Prince Henry, which was unveiled at Lisbon August 9, during the naval review week which was the highlight of the 500th anniversary celebrations being held this year. Four destroyer escorts of the RCN were present. (Courtesy Portuguese Information Bureau, London)

pass Cape Bojador, I shall be satisfied . . . I am amazed that you should have got in your head such ideas about something which is so uncertain. I would not blame you if these things had been told you by any one who had the least authority. Just you go, and never mind what the others say, and make your voyage from which, by the Grace of God, you can only derive honour and profit".

Young Gil swore that his master should not see his face again till he returned from beyond Cape Bojador. He obeyed orders, kept well out into the ocean, sailed beyond the dreaded Cape, and surprisingly, did not fall off the edge of the world. There were no monsters, cannibal mermaids, nor oceans in flames—just sea and sandy coast, apparently for evermore. He

landed to try and bring some trophy back to his Prince, but he found nothing better than a few desert flowers, and when he finally returned in 1434, and placed the dried leaves in the Prince's hand, and showed his newly charted position, Henry knew that all his years of striving were not in vain. Knowledge and seamanship in the face of real danger had overcome the entire host of imaginary terrors. The gold and jewels of India were not to be the prize of his lifetime, but he had opened the way which his compatriot, Vasco de Gama, was to follow with such resounding success in 1498.

All Prince Henry's researches in navigational science went to prove that the southern route to the East was not only possible, but might become something like a Portuguese monopoly. For

the rest of his life his seamen, no longer fearing the dreaded Cape Bojador pushed ever farther and farther south, till the coastline began to bend in eastward. In 1436 Prince Henry sent his Captain Baldaia with an expedition which reached the Rio de Ouro; in 1441 Nuno Tristao got as far as Cape Blanco; and in 1442 Nuno Tristao reached the mouth of the River Senegal. And so it went on until the Equator itself was reached and passed and finally, long after Henry's time, the Cape of Storms was rounded by Bartholomew Diaz in 1487.

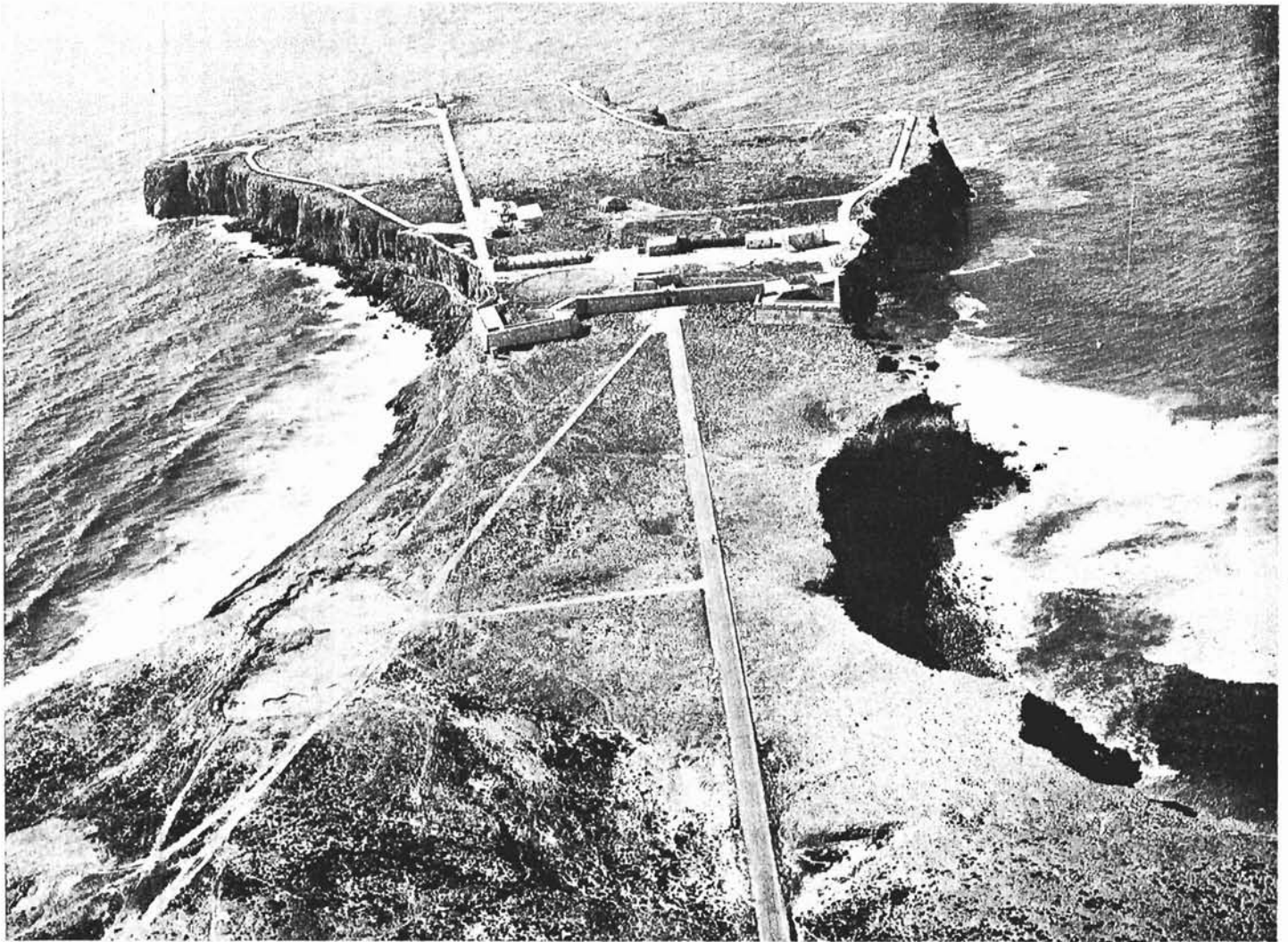
The unending expense of these expeditions in time exhausted even Henry's princely income; he had Papal permission to use the resources of the wealthy Order of Christ, of which he was Grand Master. This Order had replaced the Templars in 1318 and imposed a very

strict rule of life on its members, which Henry obeyed faithfully.

In 1433 his eldest brother Duarte became king, and he supported these explorations for the honour and glory of Portugal. His second brother, Pedro the Traveller, was ever at Henry's right hand until, on the death of Duarte in 1438, Pedro became involved in the troubles of a long regency for his little nephew, King Afonso V, which eventually cost the Regent his life, to Henry's deep sorrow. But young King Afonso, and in due course his son John, grew up imbued with their uncle Henry's spirit, and the Caravels of Christ sailed not only all around Africa but even to the furthest shores of the Indian Ocean.

There is a strange contrast between the silent student of Sagres and the

brilliant results achieved by his knowledge and direction. In spite of his quiet monastic life, his master-brain led to some of the most active and daring exploits the world has ever seen — a prophet who showed the way across the sea to future generations. Except for two brief campaigns on the Moroccan coast — a disastrous one with his beloved younger brother Fernando — in 1437 and a subsequent triumph with his nephew Afonso V in 1458, Prince Henry hardly ever left Sagres. He stayed working at his post, directing, studying and instructing till the day of his death November 13, 1460, an anniversary richly honoured by Portugal and all seafaring countries. He was a hero in intellect and spirit who taught other men to reap the abundant harvest that he had sown.



The storm-swept headland of Sagres where Prince Henry lived most of his life. It lies near Cape St. Vincent, at the extremen southwestern point of Portugal, scene during August of a naval review in honour of the memory of the Navigator. An ironical twist of history was the destruction of Prince Henry's villa, with many of his records and relics, by Sir Francis Drake, whose own career owed so much to the surge of discovery initiated by the Portuguese prince. (Courtesy Canadian Embassy in Lisbon)

OFFICERS AND MEN

Officers Named To Senior Posts

Among appointments of interest made in recent months are the following:

Commodore Desmond W. Piers, Commandant of Royal Military College for three years, took up the appointment of Assistant Chief of the Naval Staff (Plans) on July 8.

Commodore Paul D. Taylor has taken up his new appointment as Commanding Officer Naval Divisions at Hamilton. He had been Naval Member Canadian Joint Staff and Canadian Naval Member of the Military Agency for Standardization, in London, England, since May 1957.

Commodore Ralph L. Hennessy was promoted to that rank and appointed Deputy Chief of Naval Personnel on June 30. He had been Director of Naval Training.

Captain D. G. King took up the appointment of Assistant Chief of Staff (Personnel and Administration) on the



Governor-General Vanier, calling July 11 on Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, desired to meet any officer or man who served in HMCS Fraser on the occasion of His Excellency's evacuation from France in 1940. Left to right, Admiral Pullen introduces Commodore W. M. Landymore (now Chief of Staff) and Lt.-Cdr. Thomas Kellington (now engineer officer of HMCS Terra Nova). (HS-61687)

WEDDINGS

Sub-Lieutenant James MacCuish, *Micmac*, to Lois Elaine Ramsay, of Halifax.

Able Seaman J. D. Campbell, *Sioux*, to Donna Pauline Nauss, Liverpool, N.S.

Able Seaman W. R. Croshaw, *Sioux*, to Thelma Christine Lund, Charlottetown, P.E.I.

Able Seaman Paul J. E. Frenette, *Kootenay*, to Geraldine M. Smith, Tufts Cove, N.S.

Lieutenant Norman J. Haslett, *Shearwater*, to Laurel Margaret Brodie, Armdale.

Able Seaman Galord F. Horst, *Kootenay*, to Margaret M. Pearson, Fort Erie, Ont.

Able Seaman K. Irving, *Sioux*, to Gladys Margaret Louise Ryan, Halifax.

Able Seaman, C. F. King, *Sioux*, to Shirley Marie Clark, Lancaster, N.B.

Able Seaman Bernard L. Klashinsky, *Kootenay*, to Heather Gail Fraser, Halifax.

Ordinary Seaman Charles Landy, *Cornwallis*, to Dorothy Penney, Kingston, N.S.

Able Seaman C. O. Lefort, *Sioux*, to Audrey Kristine Gustafson, Fort Frances, Ont.

Able Seaman J. E. Mercer, *Sioux*, to Margaret Anne Leach, Niagara on the Lake, Ont.

Able Seaman John P. Rafferty, *Kootenay*, to Margaret D. Leudy, New Waterford, N.S.

Able Seaman Ted B. Saunders, *Kootenay*, to Joyce A. Davies, Mono Mills, Ont.

Sub-Lieutenant Roderick S. Smith, *Discovery*, to Vaughn Magdalen Barlow of Victoria.

Able Seaman Alfred Steigor, *Naden*, to Patricia Miller, of Telkwa, B.C.

Lt. Peter J. Traves, *Jonquiere*, to Lucy Bunting Whitman, Halifax.

staff of the Supreme Allied Commander Atlantic, Norfolk, Virginia, on August 17.

Captain R. P. Welland, after three years in command of HMCS *Shearwater*, has taken up the appointment of Director of Naval Operational Requirements at Naval Headquarters, effective August 1.

Captain A. B. Fraser-Harris became Director of Naval Ship Requirements at Naval Headquarters on August 1.

Captain P. E. Haddon, who had been executive staff officer to the Chairman, Canadian Joint Staff, became executive officer of HMCS *Niobe* on June 21.

Captain T. C. Pullen, formerly executive officer of HMCS *Niobe*, became Commanding Officer, HMCS *Shearwater*, July 25.

Captain E. T. G. Madgwick, formerly Chief of Staff to the Flag Officer Pacific Coast, was appointed to HMCS *Jonquiere* as Commander Fourth Canadian Escort Squadron and as Training Commander and as Senior Officer in Command, effective August 24.

Captain R. W. Timbrell, effective August 17, was appointed Assistant Director of Plans Defensive Operations on the staff of SACLANT. He had been Director of Undersea Warfare at Naval Headquarters since September 1958.

BIRTHS

To Able Seaman John Clint, *Naden*, and Mrs. Clint, a son.

To Lieutenant J. L. Creech, *Quinte*, and Mrs. Creech, a son.

To Leading Seaman Arthur Hearn, *Huron*, and Mrs. Hearn, a daughter.

To Petty Officer Arthur Hill, *Cornwallis*, and Mrs. Hill, a daughter.

To Petty Officer William Humphries, *Huron*, and Mrs. Humphries, a daughter.

To Sub-Lieutenant P. M. Mara, *Kootenay*, and Mrs. Mara, a son.

To Able Seaman John McLeod, *Huron*, and Mrs. McLeod, a daughter.

To Petty Officer J. M. Ryan, *Naden*, and Mrs. Ryan, a son.

To Petty Officer G. H. Sherwood, *Kootenay*, and Mrs. Sherwood, a daughter.

To Lieutenant Howard Wallace, *Stadacona*, and Mrs. Wallace, a daughter.

Captain Marcel J. A. T. Jette has been appointed Commandant, Collège Militaire Royal de St. Jean. He had been attending the National Defence College in Kingston, Ont.

Captain J. C. Chauvin was promoted to that rank on August 1, and appointed Senior Assistant to the Engineer-in-Chief at Naval Headquarters.

Captain R. J. Pickford was promoted to that rank and appointed Director of Naval Plans on July 27.

Captain Robert H. Chicken, on June 17, was promoted to his present rank and took up the appointment of Deputy Director General of Naval Ordnance.

Captain Donald G. Padmore, on June 13, was promoted to that rank and appointed in command of HMCS *Venture*.

Captain J. P. T. Dawson, on July 1, became Naval, Military and Air Attaché on the staff of the Canadian Ambassador to the Netherlands, concurrent with his promotion to captain.

Marine Museum Opened in Toronto

Although rain forced the cancellation of the RCN's Sunset Ceremony, which was to have accompanied the official opening of the Marine Museum in Toronto, the museum was opened as scheduled on the evening of July 4.

The Royal Canadian Navy's Jubilee formed the keynote of addresses at the opening ceremony, Lieutenant-Governor J. Keiller Mackay, who officiated, observing that the Navy had established "a rich and ennobling tradition" in its 50 years.

The museum is the repository of ship models, documents, logs and ships' gear, as well as a reconstructed captain's cabin and wheelhouse.

Veterans Hold Annual Meeting

The Canadian Naval Association in early August held its sixth annual meeting at Guelph, Ontario, and elected a new slate of officers.

President for the 1960-61 season is H. A. Maynard, of the Oshawa Naval Veterans' Club, while the executive vice-president is W. J. Slater of the Quinte Naval Veterans' Association. Immediate past president is S. Calvert, Brantford Naval Veterans' Association.

Commodore R. I. Hendy, RCN(R), of Toronto, is honorary president.

The Canadian Naval Association was formed in 1955 and the first re-union was held in Peterborough. Dominion charter was obtained in 1959, and at the present time the association is affiliated with Naval Veterans' Associa-

tions in Oshawa, Woodstock, Belleville, Brantford, Pre-War RCNVR Club Toronto, Port Hope-Cobourg, Peterborough, Hamilton, the Toronto Naval Club, Guelph, Kingston, Sarnia, and Sault Ste. Marie.

Naval veterans' clubs desiring information should direct enquiries to: The Executive Secretary Treasurer, The Canadian Naval Association, 16 Eastgate Crescent, Scarborough, Ont.

Paraplegics Use Navy Pool

The swimming pool at *Naden* has become the most popular recreation spot in Victoria for 75 children and adults who attend classes twice weekly.



Rear-Admiral Pullen's flag was hauled down from Command Headquarters in the dockyard at Halifax August 1, whereupon CPO George Smith, chief yeoman at the naval base, presented it to the Admiral during the official departure ceremony. A hand-embroidered cloth covered the memento. Chief Smith and Mrs. Joyce Downey, a clerk in the central registry, had devoted more than 30 hours of spare time to its creation.

The wording is as follows:

This is the flag of

*Rear-Admiral H. F. Pullen, OBE, CD,
which was flown over Maritime
HQ Atlantic*

*Representing three commands—
Maritime Commander Atlantic
Commander Canadian Sub-Area
of NATO*

*Flag Officer Atlantic Coast
Hauled down First August Nineteen
Sixty*

(HS 61894)

They are paraplegics, registered for their Tuesday and Friday classes by the B.C. Society for Crippled Children.

The interest shown by the children and adults has been rewarding for those involved in their instruction. For many of them it is the only form of recreation possible and they eagerly look forward to the swimming periods. Many have learned to swim.

Most members of the group require individual attention and this is given by the *Naden* P and RT staff, medical assistants, and ladies from the YMCA "Keep Fit" class. Chief instructor is PO Al Hayward.

Six Promoted From Lower Deck

Six former chief petty officers and one former petty officer have been promoted to the rank of commissioned officer in the Royal Canadian Navy.

The men promoted were: Chief Petty Officers Dennis John De Ste Croix, Norman Henry Thompson, William Emerson Rhodes, Stephen Cowell, William Craig Curry, and Michael Thomas Semenick, and PO Lorne Lambert Trask.

Before promotion to officer status, all passed professional examinations and attended an educational course in *Naden*.

Following a six-week officers' divisional course starting in July in *Cornwallis*, the officers were to take up appointments in the fleet.

Diving Course For Officers

A seven-month course—four months at *Stadacona* and three months with the USN—has been arranged for officers interested in clearance diving. The course will begin this fall.

It is intended that officers who complete the training will be employed in two clearance diving appointments, separated if possible by a general service appointment.

Only volunteers are being accepted for the course.

Squadron Sends Cheque to Chile

Officers and men of the RCN's Fourth Canadian Escort Squadron in mid-June sent a \$750 cheque to assist the relief program for victims of the Chilean earthquakes.

The money was raised by ship's companies of the frigates which make up the squadron. Contributions also came from officer cadets of HMCS *Venture*.

Captain H. A. Porter, squadron commander, suggested in a letter sent with the cheque to the Canadian Ambassador to Chile, Paul Tremblay, at Santiago, that if possible the money should be spent on relief for families of naval personnel.

He noted one of the hardest hit areas of southern Chile was around Concepcion, where the Chilean navy has its Telcua Luano base.

Ships of the squadron visited Valparaiso last February and were welcomed with warm hospitality.

Navy Assists in Finding Bodies

The Navy assisted civil authorities in finding and recovering the bodies of two fishermen who were drowned in Byron Tittle Lake about 25 miles from Dartmouth, over the weekend of June 4-5.

A helicopter of HU 21 located the overturned boat of William Gallant and Robert Scudder and divers of the Operational Diving Unit recovered their bodies from the water.

The search, co-ordinated by the RCMP began on Monday, the 6th when the victims failed to return from their expedition.

Sea Cadets in Trenton Parade

Sea cadets from eight Ontario corps paraded last May 15 at Trenton, Ontario, in honour of the 50th anniversary of the Royal Canadian Navy and to mark the opening of the new sea cadet barracks at Trenton.

Represented were the following Royal Canadian Sea Cadet Corps: *St. Lawrence*, Kingston; *Hollowell*, Picton; *Quinte*, Belleville; *Howe*, Peterborough; *Skeena*, Port Hope; *Drake*, Oshawa, and the host corps, *Trent*, of Trenton.

RCAF COLLEGE JOURNAL READY

The appearance each year of the *RCAF Staff College Journal* is an event that is looked forward to with interest by all branches of the armed forces in Canada.

The *Journal* provides a unique forum for the discussion of military problems as they relate to Canada and the rest of the world. Due to come off the presses in September, this year's journal will contain articles by such eminent writers as Captain B. H. Liddell Hart, British author and commentator on military affairs; Dr. H. A. Porter,



Here are the major award winners of the 1960 graduating class of HMCS *Venture*. The awards were presented by Rear-Admiral E. W. Finch-Noyes, Flag Officer Pacific Coast, at *Venture's* graduation ceremony held on August 4. Upon graduation the cadets became Acting Sub-Lieutenants. Front row, from left: A/Sub-Lt. Robert M. Woosnam, winner of the Hampton Gray Shield for the graduating cadet outstanding in athletic ability and sportsmanship; A/Sub-Lt. Eric Nelson (winner of three major awards)—The *Venture Trophy*, for attaining highest standing among Executive (Air) Cadets in the graduating class, the Pullen Trophy, for outstanding professional achievements, and the Officer-of-the-Watch Telescope, for the highest standing in scholastic and professional subjects and officer-like qualities; and Officer Cadet Thomas R. Byrne, winner of the *Venture Officers' Shield*, for the junior (first year) cadet with highest marks in athletic ability and sportsmanship. Back row, from left: A/Sub-Lt. John E. McGee, the *Officer's Sword*, for outstanding marks in officer-like qualities; A/Sub-Lt. Philip E. Levy, the *Naden Trophy*, for the graduating cadet with the highest standing of the executive cadets; and A/Sub-Lt. Dermot C. Hallaran, of Berks, England, the *Rowland Cup* for being judged as having the best sportsmanship qualities by his fellow cadets. (E-57060)

Dean of Engineering, University of Saskatchewan; Dr. G. R. Lindsey, director, Defence System Analysis Group, National Defence Headquarters; Air Vice-Marshal Sir Laurence Sinclair, commandant, U.K. Joint Services Staff College, and others.

The annual prize essay is a feature of the *Journal* always looked forward to with interest.

The directors of the *Journal* try to limit the press run to the number of copies which will be required. Persons desiring a copy (the cost is one dollar) should, therefore, place their subscriptions at an early date through their mess or send cheques, plus bank exchange, made payable to the *RCAF Staff College Journal*, Armour Heights, Toronto 12, Ontario.

40 YEARS AGO

*Life on the lower deck as it was lived
in the early days of the RCN*



ONE FEELS slightly disloyal to the Navy's glorious past to point it out, but the photographic evidence is that the sailor of a half-century ago, by modern standards, was a sloppy dresser. The observation applies both to officers and men.

There were a number of reasons for this: Drycleaning and laundering methods were primitive, stowage on board ship and in barracks was inadequate and sharply-creased trousers were no more the style among civilians than they were among sailors. In fact, in most pictures of those days, service or civilian, it is difficult to detect signs of trouser-crease at all, except among the dandies.

In days of yore, officers creased their trousers sideways, although references at hand do not say when this custom was discontinued. There is evidence that it could not have been much more than 50 or 60 years ago in the insistence of the late sailor-monarch, His Majesty King George V, to the end of his days, that his trousers be pressed athwartship.

At what period, then, was the term "fore-and-aft rig" invented to distinguish the dress of chief and petty officers and "idlers" from the "square rig" of men dressed as seamen?

In the paragraphs that follow, Cdr. A. R. Turnbull, RCN, (Ret.), continues his story of life in the Navy of 40 or 50 years ago.

Uniform



WHILE THE general appearance of the "men dressed as seamen" has changed little over the years, many minor changes in items of uniform have taken place.

The No. 1 dress of the early years under discussion, in addition to the serge trousers and jumper with buttoned cuffs and gold badges as now worn, together with silk, collar and lanyard, included as headgear a "white hat" made of straw sennet, with a wide brim and cap tally. As a rule the serge tape chinstay was worn under the chin when being inspected, but stowed away in the crown otherwise. The brim was always turned up. Turning down the brim was con-

sidered a sloppy habit similar to the modern wearing of a duck cap "flat aback" (on the back of the head) and would call forth the ire of any PO or leading hand observing it.

Dresses Nos. 2 and 3 were serge suits, with jumpers fitted with plain (no buttons) cuffs. Caps were worn with this. No. 4s were No. 3s without collars or lanyards, and were usually referred to as "night clothing".

The normal working rig was No. 5s, a white duck suit with silk, but without a blue collar. Only artificers and artisans were allowed to wear blue boiler-suit overalls for work, but stokers wore



The unpressed appearance that preceded the era of dry cleaning and steam irons is typified in this portrait of Rear-Admiral John Kingcome, RN, Commander-in-Chief Pacific, 1862-64. A beaten-up cap, such as the Admiral is clutching, implied arduous service at sea. A cap in no worse condition brought an offer of \$25 from a shoregoing officer in Halifax in 1943. (E-35343)

"flannels and fearnoughts" and wooden-soled clogs when on watch in the boiler rooms.

Clean duck suits had to be worn on Mondays and Thursdays. This was one of the bugbears of the sailors' life, as he held three only of these suits in his official kit. Due to the scarcity of fresh water and the compulsory drying of clothes on the forecandle gantlines, if the weather was foul, it was almost impossible to produce a clean dry suit twice a week, as there were no ships' laundries in those days; each man was responsible for his own washed clothes and normally did them himself.

No. 6 dress was the tropical equivalent of No. 1s, and consisted of a duck suit with blue collar attached, and with bands of blue jean about half an inch wide sewn round the cuffs and at the bottom of the jumper.

Nos. 7 and 8 rigs were seldom seen, being a combination of blue trousers and white jumper or vice versa.

Tropical gear consisted of white cashmere vests, fitted with a spine pad, and drill shorts, with which blue stockings, folded at the knee, were worn. For boats crews, signalmen and people similarly employed in the open sun, white helmets of a very poor design were provided and, when boats were under sail, these were often lost over the side when going about.

Winter clothing consisted of extra thick socks, long coarsely knitted woollen drawers, which felt like emery cloth when worn, and vests and an extra jersey and blanket, and, I believe, a pair of blue woollen gloves.

The flannel vests provided as part of the normal uniform were made of a pure woollen flannel, which after several washings shrank very considerably, so that it was always advisable to obtain garments several sizes too large when new to allow for this. As no pyjamas or other nightwear were provided, these "flannels" were used also as nightshirts. False flannel fronts, known as "flannel dickeys" were often worn, but one was always liable to be caught "improperly dressed" should for instance, the order "off jumpers for doubling round" be given.

Stokers' fearnought trousers were provided for use in the boiler rooms as they were made of a rough, hairy, felted woollen material which was



When the millinery trade of today refers to one of its creations (usually for the small-girl trade) as a "sailor hat", it is dipping well back into naval history. What the trade calls a "sailor hat" was known in the Navy as a "sennet hat" and the proper method of wearing it is demonstrated by these gunnery ratings on board HMCS Niobe in 1910. "Salty types" wore it with the brim turned down, if the shore patrol wasn't in the vicinity. (O-4430A)

"sparkproof", if not quite fireproof, and were necessary to the men when cleaning fires and hot embers flew. For the same reason they were supposed to wear flannel vests, but seldom did so; their torsos would normally be covered by a sleeveless cotton vest, and they would have a cap cover on their heads and a "sweat rag" around their necks, due to the high temperatures in which they worked.

For really dirty work, such as painting ship or coaling, seamen were provided with a canvas suit. This consisted of a pair of canvas trousers, usually large enough to be worn over other clothing and supported by a canvas belt, and a canvas jacket with two huge side pockets. For coaling, however, these were seldom worn—any old rig was usual, old football jerseys and similar cast-off clothing being the normal wear, even by officers, as it was such a heavy and filthy job.

The "sealed" service patterns of clothing were purely utilitarian. No personal smartness could be obtained in them and this resulted in the purchase of "tiddly suits." The Beau Brummels of the lower deck were not satisfied with trousers made from the standard 24-inch width of serge, which would result in the legs being only about 23" round at the bottoms, so they would obtain from

shore tailors' suits made of material which would allow the trouser legs to be 28 inches in circumference, which was the standard "tiddly" size. Similarly with jumpers, the "pussers" pattern was short in the body, extending only to the hip line and the sleeves were wide and reached normally well above the wrists. The "tiddly" jumper was skin tight and reached well down over the buttocks. An additional touch of "tiddliness" was often added by having the normal blue jean lining to the waist of the trousers and the cuffs of the jumper sleeves replaced by blue velvet or Scots plaid material. On occasion, suits were made of "diagonal serge" similar to that used in civilian suits, but unless a ship was "slack" it was seldom that one could pass the OOW inspection in such a suit when proceeding ashore on liberty.

A survival of 19th century uniform was retained in the Royal Yachts until well after the First War. Instead of jumpers they had serge "frocks", worn inside the trousers, which were of cloth instead of serge. The lacing at the back of these trousers was of black silk, instead of the normal serge tape worn by the rest of the Navy.

As only two pockets were provided in the suits, one each in trousers and jumpers, it was difficult to carry much

bulky material about with one. Pipe smokers were at a special disadvantage and normally carried their smoking materials tucked into the top of the trousers.

Two other articles of uniform not, I believe, now issued to men dressed as seamen were the "blue" shirt and the cholera belt.

The blue shirt was made of a material similar to bed ticking in blue and white narrow stripes. It was shaped similarly to the modern civilian shirt without an attached collar. Of course, this could not be worn buttoned up and the front had to be tucked away to leave only the flannel visible, so that the majority of people cut away the "tuck in" portion and bound the edges with blue jean about half an inch wide, on which they worked designs in coloured silks or cottons, such as feather stitching or similar fancy work. Often they would fit a pocket on the side opposite to that fitted in the jumper to provide extra carrying capacity.

The cholera belt was of a heavy rough woollen material, somewhat similar to "fearnought" and was supposed to be worn next to the skin as a protection to the kidneys and lumbar region. It had a small linen pocket fitted to it and was secured by tapes. It was almost impossible to wear this article in the tropics in any comfort, as it resulted usually in a band of prickly heat, a horribly itchy skin complaint, around one's waist. However, it was worn as much as possible, as it was the only way one could carry valuables. It was the practice among the older hands to always carry, if possible, sufficient cash, in golden sovereigns, in this belt to pay their passage back to England from the station on which they were serving, in case of any family emergency. There were no, or very few, compassionate services passages home. If one obtained leave on compassionate grounds, one had to pay one's own way home and back.

Word having got around about the hidden gold, sailors were often "rolled" by the natives abroad, especially if they were "under the influence" during a run ashore.

To maintain uniforms to the standard required by the inspecting officers, there was always installed in the ship's routine one half-day a week to "make and mend clothes". Boys, during their training in the shore establishments or the training ships received instruction in the use of the needle and were shown how to sew on a patch and to darn socks etc., so that they were fairly capable of maintaining their kit by the time they were drafted to sea.

Laundry work was a fairly difficult business in most ships. Fresh water was strictly rationed. At the pipe "serve out washing water" the cooks of messes would muster at the pump and the captain of the hold (Tanky) would supply about half a mess tub full to each mess. As cooks of messes changed each day, this water was generally used for laundry purposes during the dog watches. Gantlines were rigged on the forecandle for clothes drying and at about 1930 each evening, except Sundays, "Up all washed clothes on the Foc'sle lines" would be piped. All uniform pieces of clothing were fitted with small worked eyelets and another part of the kit was 24 clothes stops. These were pieces of thin cord, about the size of "snooting" and 15 inches in length, whipped at each end. To secure the washed articles to the lines for drying, these clothes stops were rove through the eyelets and the articles "stopped" to the clothes line by clove hitches. In order to provide a uniform appearance to the ship from outboard, all articles had to be interlocked so that no spaces or "holidays" were apparent on the lines. At about 2000, the "duty part" of foc'smen would trice the line up taut and they would so remain all night until the pipe the following morning "Down all washed clothes", when the lines had to be cleared. It is obvious that should it rain during the night the effort was completely wasted, so it became the practice to try and get friendly with a stoker, whose branch was allowed to dry laundry in funnel uptakes and in boiler rooms not in use, in most ships, as there were seldom any spaces provided as drying rooms.

Punishment



ERVICE "CRIME" was, I suppose, much more severely punished in the first quarter of this century, than it is today.

Absence without leave became desertion after seven days' absence, or if the offender was found in plain clothes without leave. Leave breaking was punished by a "scale", laid down in KR&AI and consisted of one day's pay and one day's leave stopped for every three hours or part thereof.

This seemed rather heavy punishment for being five minutes adrift, probably due to a bus or train being held up by traffic, but no sympathy was ever extended by any CO on that account, to my knowledge; their remarks were almost invariably "You should make allowances for this". It was however, a

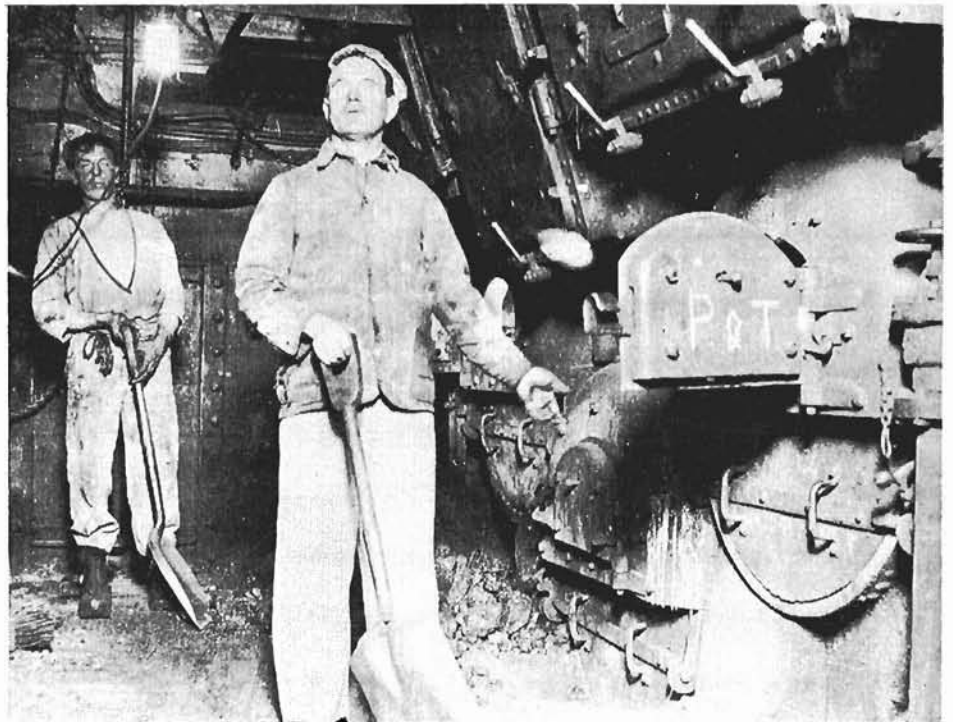
real deterrent to habitual "nibblers", who, for instance, lived on North Street in Halifax and just rushed in through the Dockyard "Middle" gate as the ship's bells were striking for 0700 —the time leave usually expired.

Duty POs would be at the gangway with the "short leave" book, ticking libertymen's names off as they returned on board, and occasionally searching them for liquor or other contraband not allowed on board. At the last stroke of the bell they would slam the book closed, and all men not ticked off were then "adrift", even if at the foot of the gangway, with the resultant investigation by the OOW. Of course, such offenders were often "dismissed", if a reasonable excuse was given or if the time absent over leave was of very short duration, but it was not long before the OOWs became familiar with the persistent "nibblers" who were one or two minutes adrift once or twice a week, with the usual "First Lieutenant's report", followed by "Captain's report", as the CO was the only officer authorized to stop pay.

The crime considered the most contemptible by the lower deck was stealing from a shipmate. When such cases occurred the offender was completely ostracized by his mess or topmates. This was an offence punishable by "warrant" if the punishment, as it

usually did, included a period of "cells" or detention, or the loss of a GC badge. The warrant was always read before the whole ship's company, lower deck being cleared for the reading, generally immediately after Evening Quarters. If the punishment included detention or imprisonment for such serious crimes as "striking a superior officer", refusal of duty or theft, the prisoner was marched in by a guard of two sentries, with sidearms, and a petty officer, generally a ship's corporal. The prisoner was dressed usually in night clothing, but without a silk or lanyard, and with no cap tally. This was presumably because he had disgraced the ship.

The captain or senior officer present, would then proceed to read the warrant which was a "pro forma" document, the preamble of which always commenced "Whereas it has been represented to me, that — Joe Blow — Able Seaman — Official No. . . . did on the . . . day of . . . 19 . . ." etc., etc. When the man's name was read out there would be a pause, and the ship's corporal would order him to take a pace forward and snatch off the culprit's cap, so that all the assembled ship's company could see who was being punished. The remainder of the warrant would be read, at the conclusion of which the prisoner would be ordered to "on cap"; take a pace back, placing himself between the two



What the well-dressed stoker wore 40 or 50 years ago is illustrated in this picture of two men in the stokehold of HMCS Niobe. The men are wearing fear-nought trousers, made of heavy wool to render them spark-proof, one pair recently laundered. The man in the foreground is wearing a canvas jacket and cap cover. The other is wearing clogs and flannel blue shirt, with the collar cut away and bound. (E-41064)

sentries once more. He was then marched off to serve his term and the ship's company was dismissed. This was always to me a very impressive ceremony.

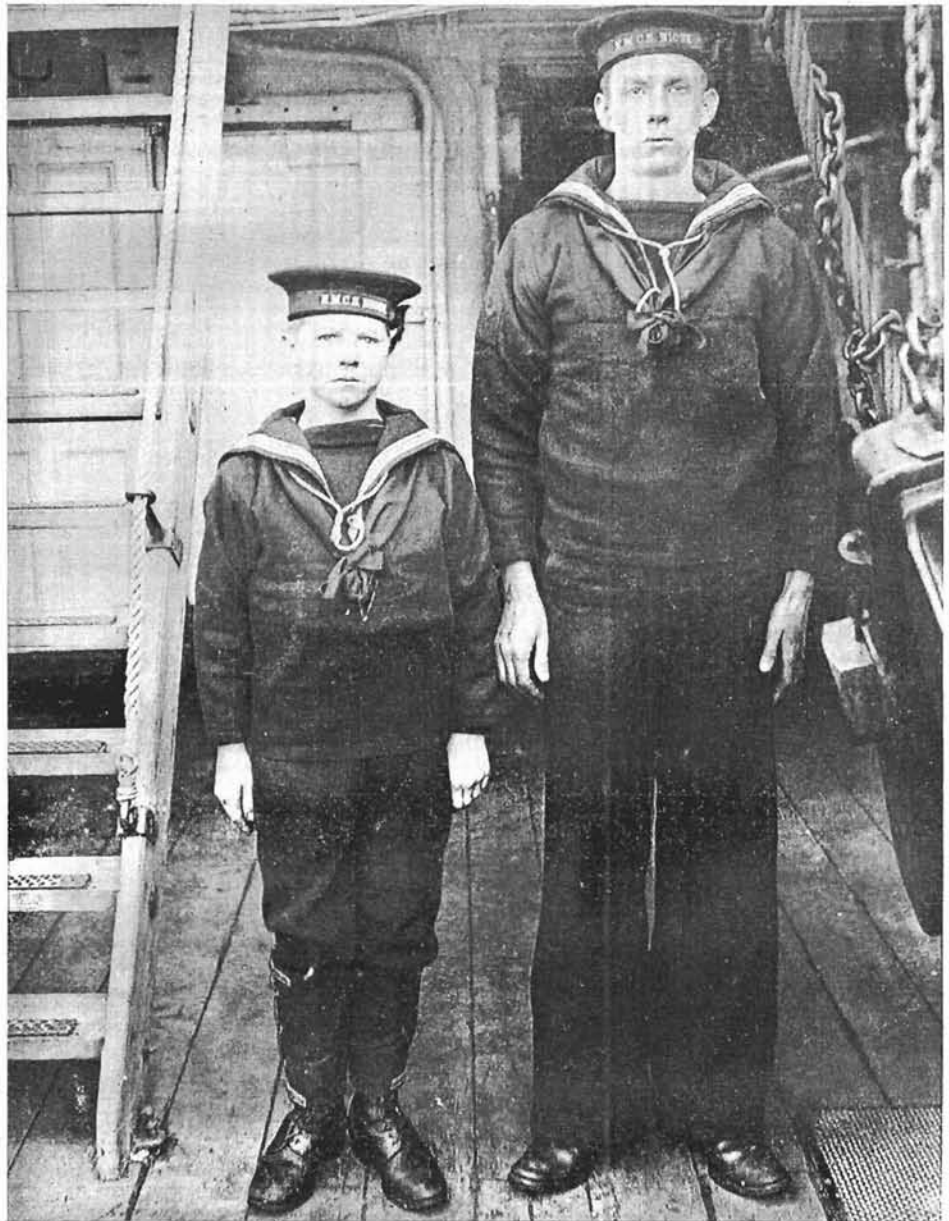
For petty crime, such as being slack in turning out during working hours, punishment was generally awarded by the executive officer, usually a commander in larger ships, or the first lieutenant in smaller craft. This punishment ranged from extra work (No. 10A) or extra drill (No. 15) to the undignified No. 10, which consisted of "facing the paintwork" where a man stood and faced a bulkhead, close up, at attention, in silence, for half an hour or so during his dinner hour, and again in the dog watches. As this approximated the standing of a small boy in a corner, it was regarded as a degrading punishment for a man.

In the early days it was also usual for ship's corporals and captains of tops to carry a "stonicky", a short length of rope, generally knotted at the end, which was applied to the rear end of any laggards. Thus, at the bugle or pipe, "Both watches for exercises fall in", these POs would stand at the bottom of the ladders leading from the mess decks to the upper deck, and the last man up always got one with the "stonicky".

Boys were not liable to the above punishments, but were caned for their misdemeanours. Smoking by boys was prohibited and the punishment was, if caught, usually six "of the best". For this punishment, the culprit either had to bend down, or, if one was available, was stretched over a vaulting horse, and a ship's corporal laid the cane in the presence of an officer and all the other boys in the ship.

As the rig to be worn for this punishment, was a pair of duck trousers, and no underwear, the effect can be imagined. The ship's corporals did not as a rule, temper the breeze to the shorn lamb.

The usual occupation of cell prisoners, when punishment was carried out on board a ship sufficiently large to be fitted with cells, was the picking of oakum. This consisted of fraying out by hand a piece of old tarred hemp rope, which due to weathering and use had the consistency of iron. The daily "task" was, I believe, two pounds weight of this material, which had to be stranded down to rope yarns and then each yarn picked to a fibrous mass of the consistency of cotton waste. This kept newcomers busy a full day from about 0600 to 2000, but the "old timers" who had various methods of speeding up



The skin-tight jumper favoured by the sailor of today does not appear to have been in vogue when this picture of a boy seaman and an ordinary stoker was taken on board HMCS Niobe about 1911. (R-614)

the process would generally have completed the job by about 1600.

Generally, cell punishment included "first three days on low diet", and this was really low; just bread, soup and tea. Also, unless otherwise ordered by the medical officer, the cell prisoner had no blankets at night for the first three days of the punishment.

An annoying punishment doled out as a rule for personal "dirtiness", e.g. not dearing a clean duck suit on Monday or Thursday morning, was to "muster bag" in the dog watches for two or three successive days. This meant laying out one's kit on the upper deck in accordance with the diagram in the Seaman-

ship Manual, with all items properly rolled and "stopped" and one's name showing.

Any punishment whatever entailed stoppage of leave for the period of the punishment, and all offenders had to muster at the pipe "Blacklistmen to muster" just before rounds at 2100 each night.

Disrating or deprivation of GC badges were also awarded for serious crime.

However, no rating could be disrated to below that of AB or equivalent in the other branches.

It appeared to be common practice that the loss of a GC badge was considered equivalent punishment to seven days cells

For persistently repeated or serious offences, men were reduced to the second class for conduct or second class for leave.

Second class for conduct resulted in a "fair" or "poor" character assessment for the year, whilst second class for leave, resulted in leave being stopped altogether except when "general leave" was piped or, occasionally, "special leave". Men thus punished were required to muster with the other defaulters nightly at "Rounds" at 2100.

Discharge for bad conduct or "with disgrace" was awarded for incorrigible bad conduct or serious crime. This entailed the mutilation of the man's service certificate, by having the top right hand corner of the front page snipped off. However, this did not affect his getting a job in civilian life very much, as the significance of the corner being cut off was not generally known by potential employers.

Miscellaneous



HERE ARE several practices which come to mind which do not fall into any of the preceding categories, but which, it is felt, are worthy of mention, and will thus appear under separate headings in this section.

Church services:

In accordance with the Articles of War, prayers were read or a service was held every day.

Normally on week days, the ship's company was closed aft for the reading of prayers immediately after morning divisions. These prayers, an extract from the Church of England prayer book, were read by the commander, but occasionally the captain would undertake this duty if no chaplain was carried. Of course, it was "Fall out the Roman Catholics" prior to closing aft.

On Sundays, a proper service was held. Immediately after divisions, the duty party of the watch would be piped to "rig church". This consisted of collecting all the wooden buckets from the various parts of ship and placing them at intervals. On these buckets, as fore and aft bearers, the capstan bars were placed and across them mess stools to provide better seating accommodation.

At the pipe "Hands lay aft for prayers", the ship's company (less the RCs) would muster on the quarterdeck, and seat themselves anywhere as in a normal church. Hymn cards would be handed to them as they passed onto the

quarterdeck. A normal morning prayer service would be held, with the band playing for the hymns (or a volunteer pianist or organist) and the chaplain would preach, with the captain reading the lessons. If no chaplain was borne the captain would take the service and often give a very fine sermon, not always of a religious character, but it was his opportunity to speak, more or less unofficially, to the ship's company.

Dead men's effects:

Should such a tragedy as the death of one of the ship's company occur, his personal effects were sent to his widow or next-of-kin, but his uniform and similar possessions were sold at auction. It was a matter of pride in all ships that a large sum should be so realized for the benefit of his dependents, and at such auctions his shipmates would bid very generously. I have seen lanyards sold for five shillings (half the average man's weekly pay) and other items proportionately, and then thrown back in for resale.

Run men's effects:

In the case of deserters (run men), a similar sale of their effects would be held, but, as the proceeds from such sales went to the Receiver-General at the Admiralty, an exactly opposite emotion would be felt by the ship's company. Bidding would probably not exceed 1/ — or 1/6d. for an almost new No. 1 suit. These sales of run men's effects were very sparsely attended and usually only by bargain hunters who were somewhat deficient in their own kit.

Smoking:

As stated previously, smoking was only allowed on the upper deck and, in wartime, the striking of matches at night was prohibited as the illumination was visible over long distances in clear weather. On exposed parts of the upper deck which could not be screened by canvas or hessian, lengths of burning slowmatch were suspended in suitable places for the lighting of pipes and cigarettes, the dull red glow from which was much less visible.

Police lights:

After "pipe down" at 2200, it was "lights out" at 2230, when all main lighting in the mess decks was switched off. However, to allow for returning libertymen in harbour, and watchkeepers going on or off watch during the dark hours, "police lights" were left switched on. These were supposed to have blue shades on them to subdue the lighting, but often the supply ran out due to them being broken by bad weather, gunfire, etc., and a normal clear glass shade would replace the broken one. To have a police light, just over one's hammock was unfortunate, if one could not sleep with a light shining in one's face, but was an advantage to those addicted to "reading in bed". To dim this light it was the practice to pull a sock over the shade. This had unfortunate consequences at times as the lamps used, being of a carbon filament type, produced almost as much heat as light and burnt socks often resulted.

(The fourth and final instalment of these recollections will appear in an early issue.)



AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Crescent*

After a lengthy period in Dockyard hands, undergoing an extensive refit and installing VDS, the *Crescent* is once again at sea.

During the refit period the complement was considerably reduced but was gradually built up again during the months of March, April and May.

The ship's company has been active in sports. An interpart softball schedule saw a team of Technical petty officers fighting for the lead with the weapons team.

The ship's company team has also been active, playing against Shannon Park, USS *Prevail* and HMCS *Iroquois*, winning all its games.

The *Crescent* acted as host ship for the *Prevail* (AGS 20). Informal calls were exchanged. A reception was held for the ship's officers on June 13. Softball games were arranged, and other recreational facilities were made available.

After a trial period lasting the greater part of three weeks, the *Crescent* departed on July 8 for work-ups in the Bermuda area.

First Minesweeping Squadron

During the cruise of units of the First Minesweeping Squadron to the Gulf of St. Lawrence area, HMC Ships *Fundy*, *Quinte*, *Thunder* and *Chaleur* visited Seven Islands.

C. E. McManus, manager of The Iron Ore Company of Canada, arranged a visit to the iron mines at Schefferville in a company aircraft for 12 officers from the ships. After a most interesting two-hour flight over the Quebec Labrador and North Shore Railway line to the mine, the group was given a conducted tour of the mine-workings and shops and entertained at lunch by Val Gregoire, the mine manager. On completion, the party was returned to Seven Islands by air.

The hospitality and kindness of the mine manager and his staff and the most informative and interesting tour were greatly appreciated. It was noticed that the people of Schefferville were



Officers of First Minesweeping Squadron ships visiting Seven Islands, Que., were flown to Schefferville in the northern part of the province as guests of the Iron Ore Company of Canada. Left to right are, front row: Cd. Bos'n D. E. Hall (Chaleur); Lt.-Cdr. N. S. Jackson (commanding Thunder); Lt.-Cdr. K. D. Lewis (commanding Chaleur); Lt.-Cdr. James Butterfield (commanding Fundy); Lt.-Cdr. R. J. Paul (commanding Quinte); Sub-Lt. Burns (Chaleur), and Mike Morin, public relations officer of the host company. Rear row: Lt. J. L. Creech (Quinte); Sub-Lt. D. C. Briggs (Thunder); Sub-Lt. J. M. Chouinard (Chaleur); Lt. Homer Matheson (Thunder); Sub-Lt. R. J. Deluca (Quinte) and Sub-Lt. Mike Graham (Fundy).



Reserve seamen from HMCS Nonsuch, the Edmonton naval division, were among the hundreds of naval reserve new entries from across Canada learning basic seamanship at the Great Lakes Training Centre, Hamilton, Ontario. Most of their time was spent aboard one of the two Atlantic Command frigates serving on the Great Lakes for the summer. Here on board the *Outremont*, three Edmonton seamen learn about rigging from PO J. Smith, a member of the regular ship's company. The "students" are Ordinary Seamen David Parliament, Max Melnyk and Grant Falkenburg, all of Edmonton. (COND-5856)

most amazed at the sight of 12 uniformed officers in their midst, some 300 miles from navigable water.

However, the Navy had been to Schefferville a few years before to assist the RCAF in the helicopter lift of men and material being used in construction of the Mid-Canada warning line. HS 50, and later, HU 21, then operated from nearby Knob Lake, and also from Great Whale River on the east coast of Hudson Bay.

The visitors included Cd. Bos'n D. E. Hall, *Chaleur*, Lt.-Cdr. N. S. Jackson, commanding officer, *Thunder*; Lt.-Cdr. K. D. Lewis, commanding officer, *Chaleur*; Lt.-Cdr. James Butterfield, commanding officer, *Fundy*; Lt.-Cdr. R. J. Paul, commanding officer, *Quinte*; Sub-Lt. R. S. Burns, *Chaleur*; Lt. J. L. Creech, *Quinte*; Sub-Lt. D. C. Briggs, *Thunder*; Sub-Lt. J. M. Chouinard and Lt. Homer Matheson, *Thunder*; Sub-Lt. R. J. Deluca, *Quinte*, and Sub-Lt. Michael Graham, *Fundy*.

PACIFIC COMMAND

Naden Band

By contrast with the ceremonial round of May the month of June was a flat calm for the *Naden* band.

However two events stood out from the normal routine. First was the Portland Rose Festival June 8 to 14, and the other the occasion on which a guard and band was paraded to receive Rear-

Admiral Finch-Noyes, the new Flag Officer Pacific Coast, June 30.

The band's participation in the Rose Festival consisted of taking part in the mammoth parade, which is about nine miles in length and already well known to band members. Also there were two concerts, a marching display at the Multnomah Stadium, and finally on Sunday, June 11, a church service.

For the Festival the band was embarked in HMCS *Skeena*, and the hospitality extended to the bandsmen by the officers and ship's company proved to be a highlight of the engagement.—S.S.

NAVAL DIVISIONS

HMCS Montcalm

For the second consecutive year and the only two occasions on which the award has been made, Ldg. Sea. A. F. O'Connor has been chosen "best all round man" at *Montcalm*, the Quebec City naval division.

Also announced during ceremonies at the close of the training year was the selection of Wren Nicole Norman as "wren of the year" and Ord. Sea. Gerry Harvey as "best new entry of the year".

Ldg. Sea. O'Connor has been serving in the supply branch at *Montcalm* since 1950, and has served on both coasts and in a number of ships, and has been active in the organization of social events at the naval division. In civilian

life, he is employed by Anglo-Canadian Pulp and Paper Mills, Limited.

Montcalm feels that it may have a special claim to fame in that three sisters, Ghislaine, Huguette and Yolande Bureau, are serving in the wrens at the division.—P.M.

HMCS York

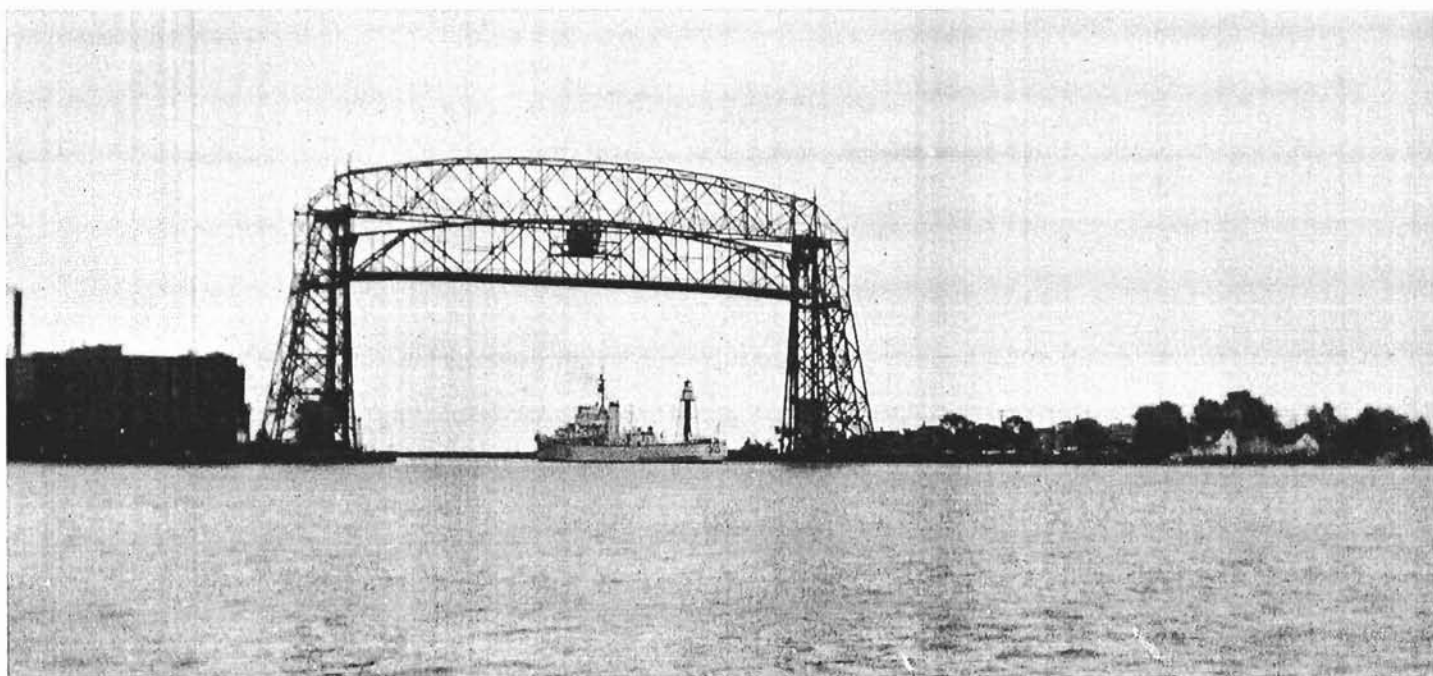
Toronto and its naval division *York*, were honoured by a visit from HMC Ships *Columbia* and *Chaudiere* on the occasion of their "flag showing" cruise through the Great Lakes. The ships were in Toronto Harbour from Sunday, June 12, to Thursday, June 16, but it was not a period of relaxation.

On Sunday almost 300 school teachers, senior high school students, members of the press radio and TV, and other invited guests were embarked.

For four hours the visitors swarmed over the ships and saw them in a simulated manoeuvre with the mortars fired for the "kill". The ships were also attacked by aircraft from VC 920.

On Monday, Tuesday and Wednesday the ships swarmed with visitors, who lined up along the jetty for their chance to board. On Thursday a group of NOAC members, their wives and other guests were embarked for a brief trip on Lake Ontario.

From a *York* point of view the highlight of the visit was an opportunity for the ship's company to pay an official visit to the ships and to see the actual operation of their departments.



In the course of her Great Lakes training duties this past summer, HMCS *Outremont* travelled as far from salt water as it is possible for a warship of her size to go. She is seen outward bound from Duluth, Minnesota, at the western tip of Lake Superior. The picture is from a snap taken by Mrs. K. M. Vass, of Port Arthur, Ontario, whose son serves in the *Outremont*.

HERE AND THERE IN THE RCN



AB Gordon Smith is the barber during off-duty hours at sea in HMCS Gatineau. (CCC5-110).



"Say 'Ah-h-hi!'" Surgeon Rear-Admiral T. B. McLean, Surgeon General of the Canadian Forces, inspects a Stadacona guard during his call in early July on Rear-Admiral H. F. Pullen, then Flag Officer Atlantic Coast. It was the first visit to the East Coast of the first admiral in the medical branch of the RCN. (HS-61683)



HMCS Outremont eases up to the jetty at HMCS Patriot, Hamilton, in the course of summer training duties with the Great Lakes Training Centre. (COND-5825)



Rear-Admiral H. F. Pullen, who retired August 1 as Flag Officer Atlantic Coast, speaks at the Dockyard ceremony in which he laid the cornerstone for the new boiler shop extension July 5. This was the first cornerstone ceremony the RCN has seen since the Halifax yard was transferred from the Royal Navy half a century ago. The Dockyard authorities thus honoured the admiral for his 38 years of service to the RCN, and his historical and contemporary interest in the dockyard. (HS-61589)



Dr. F. O. Read and family, Ottawa, whose camping trips in an old converted bus were publicized in a Canadian rotogravure magazine in recent years, toured HMCS Kootenay at Halifax during a swing "down East". Flanked by naval guides, the family poses by its cherished "Ottawa Clipper" and the Kootenay. In front are, left to right: Tommy, 15 months; Keith, 11 years; Mary, 8; Shirley, 5, and Jimmie, 7. Back row: CPO Harry Torrents, Gordon, 13; Douglas, 14; Dr. Read, Louise, 16; Mrs. Reid, and Lt.-Cdr. Vern Margetts, supply officer of the Kootenay. The oldest son, Donald, 17, had a summer job which prevented him from making the trip. (HS-61724)



A month-long search for Montreal radio station CJAD's new Hi Teen Queen ended June 4 when Miss Heather Gaynor, of St. John Fisher High School in Valois, was chosen for the honour from among 35 of Montreal's loveliest teenagers. RCN personnel in the Montreal area were particularly pleased by the choice because Heather is the daughter of Cdr. B. E. Gaynor, Officer-in-Charge Naval Supply Depot, Montreal, and Mrs. Gaynor. As Hi Teen Queen, Heather became official hostess of the radio station's Hi Fi Club on its regular Saturday afternoon broadcasts. (Gratz Bros. Ltd. Photo)



Sea Cadets John Wall, of Pentiction, B.C., and James Loch, of Winnipeg, were among hundreds of Royal Canadian Sea Cadets who spent two weeks at HMCS Quadra, sea cadet camp near Comox on Vancouver Island this summer. The camp program includes boatwork, swimming, rifle practice, seamanship training and other activities. (E-56795)



C. A. Payne, left, is presented with a cheque and certificate from the Suggestion Awards Committee by Cdr. K. M. Roy, Officer-in-Charge, Naval Supply Depot, Halifax, for his award-winning suggestion that a portable chute be used in conjunction with a hatchway for moving scrap material from the second to the first floor of the Surplus Store at the Naval Supply Depot. This method assists in the loading of trucks and eliminates a safety hazard. (HS-61034)



This picture of survivors of the U-877 was taken by Lt. Stan Dery, RCNVR, then first lieutenant of the Castle class corvette *St. Thomas*, which destroyed the German submarine. (HN-1998)

SURRENDER TO FRIENDSHIP

"Mrs. Stanislas Dery and Mrs. Conrad Camaraire flew over this week to spend five weeks in England, Germany, Italy, Switzerland and France. In Munich they will be guests of Dr. and Mrs. Peter Heisig."—From a social item in the *Montreal Gazette*, May 14.

THERE WAS MORE to the item than is printed above. In its entirety, it went on to explain that Mrs. Dery is the wife of Stanislas Dery, lawyer in St. Johns, Quebec, who was once first lieutenant of the Castle class corvette *St. Thomas*, with the rank of lieutenant, RCNVR. (Currently he's a lieutenant-commander, RCN(R) (Ret).

Dr. Heisig, on his first meeting with Lt. Stan Dery had just ceased to be first lieutenant of the German submarine

U-877. At that time he was known as Oberleutenant zur See Peter Josef Heisig—one of a crew of 55 officers and men whose U-boat had been rendered unserviceable by what was then a secret weapon, code-named "Squid".

The U-877 came to her end on December 27, 1944, in mid-Atlantic. After the corvette *Edmunston* had picked up the submarine on her sonar (or asdic, as it was then called), the Castle class corvette *St. Thomas* moved in and made two attacks with squid from her single mounting. Each attack resulted in a terrific explosion.

The Canadian warships, which also included the frigate *Sea Cliff*, lost sonar contact with the enemy and, after vainly searching the area, were about to depart when the fatally damaged U-boat bobbed to the surface two and a half miles away and the crew swarmed

overboard and clung to one-man dinghies. The *St. Thomas* picked up four officers and 30 men. The remainder were taken into the *Sea Cliff*.

On board the *St. Thomas*, Lt. Heisig proved to be an amiable prisoner, who spoke French fluently and had relatives in Quebec province—factors which put him on speaking terms with Lt. Dery. Now the enforced "hospitality", which Lt. Heisig received on board the *St. Thomas* has been voluntarily returned.

The crowning touch came when Mrs. Dery, about to depart after a most pleasant visit with the Heisigs, was asked by Dr. Heisig to take a gift home to her husband.

It was a special gift, indeed—the former German naval lieutenant's sword—not surrendered to a victorious enemy but given freely as an act of friendship.

THE NAVY PLAYS

'Subs' Retain Soccer Title

The Sixth Submarine Squadron retained the Atlantic Command Soccer championship in a tournament at Cornwallis. The championship final was played between Cornwallis and the Sixth Submarine Squadron. The play see-sawed back and forth throughout the match, but the Submariners proved to have the stronger squad and defeated the Cornwallis club by a 4-1 score.

Before the final match three semi-final games were played, all of which kept the spectators on edge. The first game between Cornwallis and Ships proved to be a free-scoring match, with Cornwallis coming out on top 7-3.

In the second round, the Sixth Submarine Squadron met Stadacona. This was a very tightly-played game and at the end of regulation time the score was tied at 2-2. Two ten-minute overtime periods were played and, at the nine-minute mark of the second period, the Submariners scored a fast goal to win the match 3-2.

The third and final match of the semi-finals, between Cornwallis and Shearwater, was a hard-fought game until the latter part of the second half when Cornwallis scored two goals to defeat their opponents 5-3.

Two consolation games were played, with Stadacona being the victor in both. In the first game, they defeated Shearwater 5-1, while in the second they defeated Ships 5-0.

Outlook Good For Pee Wees

When the Pee Wee hockey teams of Shannon Park strap on their pads and skates this coming winter they will be hard pressed to better their last season.

Last year the Pee Wees had four teams in the Shannon Park League, and one bantam and one midget in the Dartmouth Minor Hockey Association.

After playing a 12-game schedule, semi-finals and finals, the playoffs finally resolved to Bruins versus Blackhawks and Red Wings versus Maple Leafs. Final victors were the Maple Leafs after a two-game total.

The Bantams and Midgets also played good hockey, according to Mr. C.



A signal honour was accorded Petty Officer Gerry LeBlanc, of Victoria and Ottawa, when he was selected to officiate at the Olympic track and field trials held in Saskatoon in July. He is on the staff of the P and RT Centre at HMCS Naden. (E-56656)

Bowles, president of the Dartmouth Minor Hockey Association.

A Pee Wee all-star team lost out later to Cornwallis for the G. B. Murphy Trophy, but it was a good game.

Cdr. W. H. Fowler, Command Education Officer, guest speaker at the annual hockey dinner, presented the Maple Leafs with the Shannon Park Town Council Trophy.

Wrens Softball Champions

Late July saw the wind-up of the ladies' softball league at Cornwallis when Wrens outscored Chief and Petty Officers' wives in a sudden death tilt 18-17.

Previously in the semi-finals the Wrens downed the Officers' Wives 21-2, and the Chief and Petty Officers' Wives held the bye.

At month's end a representative team drawn from Wrens, Officers' Wives and Chief and Petty Officers' Wives teams participated in a ladies' softball tournament at RCAF Station Greenwood. In their first game they lost out to RCAF

Beaverbank 18-7, and their second game, also a loss, was at the hands of Greenwood in a close 12-11 game.

Halifax Sailing Squadron Grows

Since it was founded in 1948, the Halifax Squadron of the Royal Canadian Naval Sailing Association has gradually increased its membership, and the facilities which the member can enjoy. It had no permanent home until 1958, and until then races were sailed from Shearwater and Stadacona.

In 1958, however, the squadron combined its resources with the Halifax Garrison Sailing Club and work was commenced on a club house on a site next to the Seaward Defence Base. Funds were obtained from the two clubs, from the ships and establishments of the fleet and from the Army and the club house was practically complete by June 1959. Since then, minor improvements and additions have been made by the members and the club now possesses the usual facilities that yachtsmen require.

The backbone of the sailing fleet has always been service whalers and dinghies, and there is keen competition for the weekly prize in Saturday's races. Winners so far this year include L. O. Bell, M. N. Gilles, C. J. Benoit, and S. D. Bryant.

The yachts *Tuna* and *Grilse* are raced on Saturdays against other yachts from local clubs, and they are used on Sundays and during the week for pleasure cruises. In addition, the growing membership includes general boat owners.

Whalers and dinghies from ships of the fleet are always welcome at the club. Club moorings and stowage space may be used during the time the ships are in harbour.

Crews from visiting U.S. and British warships have been invited to join in races from the clubs and this summer several visitors took advantage of its facilities.

Membership is open to all service personnel, and civilians connected with the services. Wives and children may also sail and attend the social functions.

Navy Successful In Softball Tilt

In late July a strong Navy softball team came through with three wins in the Tri-Service Softball Tournament at RCAF Station Comox, and brought home the "O" Peterson Trophy.

After losing their first game to RCAF, 4-3, they never looked back and the following day clobbered Army 18-3,

followed this up with a 6-5 win against their RCAF tormentors of the previous day and, in the last and deciding game, Navy vs Army, came through with a clinching 8-7 win to take the trophy.

New Entry Field Meet Held

Ottawa division, with a total of 49 points, won top honours in the New Entry Track and Field Meet at Cornwallis. Six firsts were taken by the Ottawa team, including the 100-yard dash, 220- and 800-yard races, the shot put, one-mile run and one-mile relay.

Four divisions, *Ottawa*, *Columbia*, *St. Croix* and *Saguenay*, took part in the meet. *Columbia* took second place honours with a total of 41 points while *St. Croix* held third spot with 35 and *Saguenay* was fourth with 32.

Naval Golfers Defeat Cowichan

With the Hirsch Trophy at stake, the RCN Golf Association successfully fought it out against the Cowichan Golf Club, in the last week of July, in their annual tournament.

The first round of 18 holes was played on the Gorge Vale course with Navy taking the first round 27-24. On the Cowichan course for the second round the Navy increased their win margin 29-19 to bring the trophy back by a total score of 56 to 43. Cowichan held it last year.

Bonspiel Awards Presented

On completion of the RCN Curling Club's season at Lachine Curling Club, Montreal, the presentation of trophies was made last spring.

The RCN Curling Club (Montreal) Bonspiel trophy was presented to Lt. R. J. Edwards, skip, whose team was composed of Sub-Lt. R. Swidinsky, Lt. G. A. Beament and Lt. P. C. H. Fortier.

Lt.-Cdr. A. K. Cameron received the runners-up trophy and with the concurrence of team members, Lt.-Cdr. J. R. Graham and Lt. T. H. Evans, subsequently presented it to Lt. (SC) J. P. Adair, USN, as the player who contributed the greatest effort and spirit to the team.

The Grand Aggregate trophy was also won by Lt.-Cdr. Cameron's rink.

laid on an elaborate program of entertainment for Bermudians which included parades; an "At Home" during which about 2,000 toured the ships lying alongside in Hamilton, with other crowds visiting ships in St. George's and at Ireland Island; an evening reception for 350 invited guests; static naval displays on the jetty such as homing torpedoes, anti-submarine mortar bombs, inflatable liferafts, walkie-talkies, diving gear, radar aerial targets and ship-borne "factory" displays.

There were also live displays off Albuoy's Point which included drone target demonstrations, diving by frogmen, firing of anti-submarine projectiles, and landings by helicopters armed with homing torpedoes.

On the morning of March 19 hundreds of children in organized parties were conducted over the ships, and in the afternoon all RCN warships here held "open house" to visitors.

Next morning some 600 bluejackets from the four destroyer escorts moored in Hamilton marched past the reviewing stand on Front Street on the way to church services. His Excellency the Governor, Major-Gen Sir Julian Alvery Gascoigne, took the salute. On the reviewing stand with His Excellency were Vice-Admiral Harry G. DeWolf, Chief of Naval Staff; Rear-Admiral Hugh F. Pullen, Flag Officer Atlantic Coast; Rear-Admiral B. R. Spencer, Chief of Naval Technical Services; and Commodore James Plomer, Senior Officer Afloat, Atlantic. About 300 sailors from RCN ships moored in St. George's took part in another church parade in the ancient capital, with the Wor. Harry Roberts, Mayor of St. George's, taking the salute.

BERMUDA MAGAZINE TELLS RCN's STORY

A picture story of the RCN's Jubilee celebrations in Bermuda during winter exercises in that area appears in the May issue of *The Bermudian*, a magazine which recently celebrated its 30th anniversary and which presents a bright and interesting picture of life in the mid-ocean colony.

The article on the RCN is illustrated by no fewer than ten pictures, the one heading the article showing HMC Ships *Gatineau*, *Terra Nova*, *Kootenay* and *Columbia*, dressed overall, alongside in Hamilton, capital of Bermuda.

Of historic interest is a picture of the Governor, Major-General Sir Julian Avery Gascoigne on board ship with Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, and Commodore James Plomer, Senior Canadian Officer Afloat.

Also pictured is something that will be long remembered in Bermuda—the presentation by AB Alan Morrell, on

behalf of RCN personnel engaged in exercises at Bermuda, of a cheque for £600 to the Bermuda Sailors' Home.

Reprinted here is the first portion of the article in *The Bermudian*. The latter part was a brief history of the RCN, with special reference to the RCN's associations with the islands in war and peace.

FROM MID-JANUARY to the end of March the bulk of the Royal Canadian Navy's Atlantic Fleet took part in an intensive program of training exercises in these waters. In all about 5,000 personnel, 30 warships, a squadron of helicopters and a detachment of utility aircraft were involved in the operations, as well as British and American submarines.

To celebrate the Golden Jubilee of Canada's navy, RCN ships in Bermuda

WELL PLAYED, SIR

KIPLING's "flannelled fool" is not often seen in Canada, outside the larger cities, but there are nevertheless quite a number of far from foolish devotees of the willow and the leather scattered throughout the Dominion, and a goodly proportion of these are residents of Vancouver's lovely isle.

During the languorous days of the British Columbian summer a thriving league of teams plays a short schedule of games, and this year a team from the RCN's Pacific Command has entered the fray. The team, captained by Chaplain J. A. Nickels, has so far one resounding success to its credit, for on June 21, in Beacon Hill Park, battle was joined with the Albion Cricket Club of Victoria.

The RCN team batted first, and the first seven wickets fell for just 15 runs, but then Lt.-Cdr. A. Karagianis and PO

Bill Lewis came together to stop the rot, and took the score to 71 for eight wickets, closing the innings at the 20-over limit set by previous agreement.

When the Albion team took over the willow clubs, the RCN's attack was sustained by Ldg. Sea. Hannaford and Lt. Bernard McNally-Dawes, who bowled throughout the 20 overs with admirable persistence and accuracy.

Behind the sticks, Ord. Sea. Gordon performed in typical Godfrey Evans style, allowing not a single "bye" throughout the game, while in the field the sailors were on their toes to scoop up anything loose. In this endeavour, a noteworthy effort was that of Lt.-Cdr. Jim Dockree, who brought off an amazing catch in the covers, latching on to a ball travelling with the speed of sputnik.

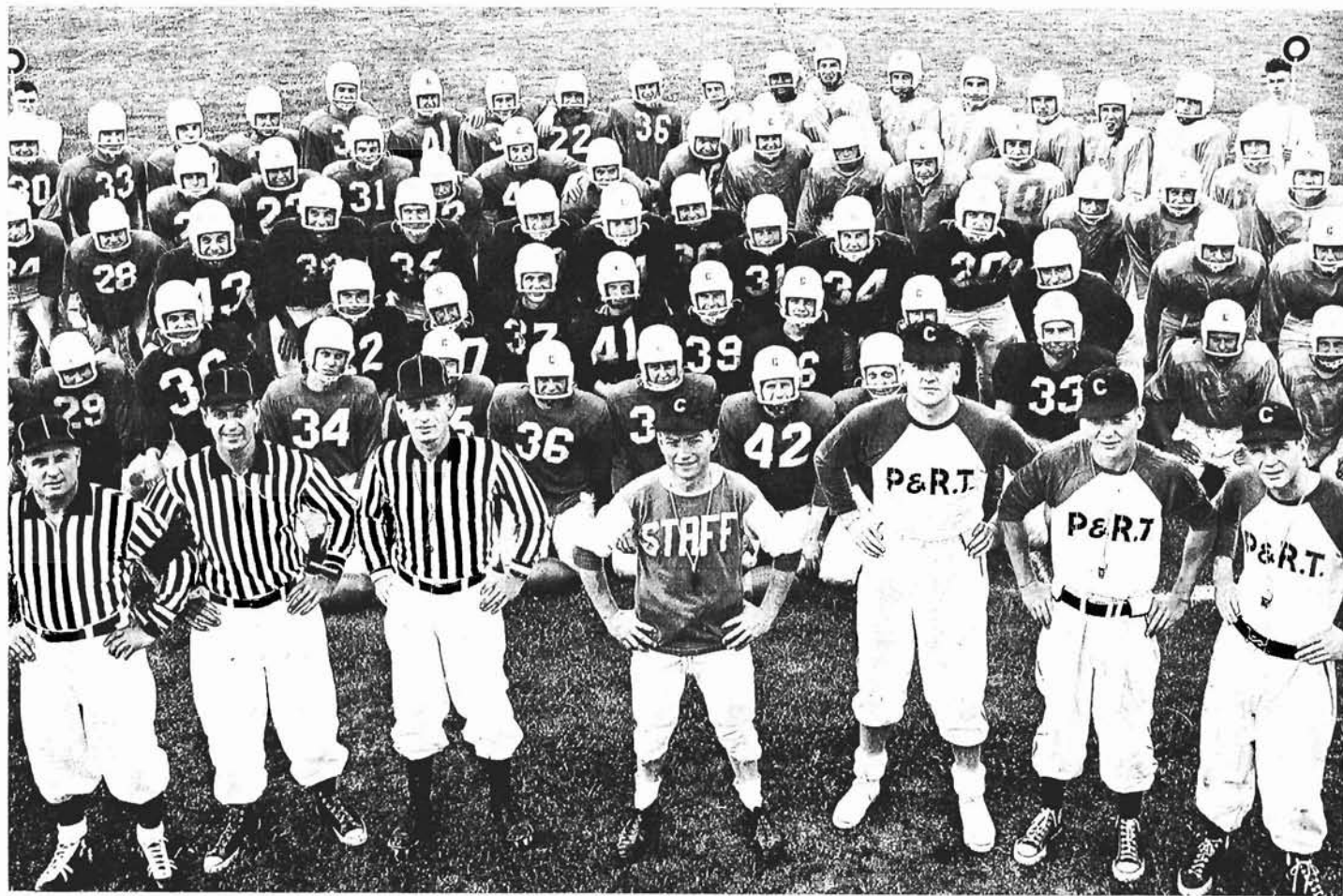
Excitement mounted as the wickets fell and the score crept up. Leading

Sea. Hannaford took five wickets for 27 runs and Lt. McNally-Dawes dismissed three batsmen, so that the Albion's score stood at 69 runs for seven wickets when the last ball of the match was due to be delivered. Needing three runs to win the game, a do-or-die stroke was made, but the ball was smartly fielded and only one run allowed, giving the RCN the team the victory by one run on the last ball of the match.—G.A.D.

Cornwallis Rink Curling Champions

Winner of the championship curling event in the Atlantic Command Bonspiel in late April at Cornwallis was the rink skipped by Lt. Roy Evans.

His rink included Ldg. Sea. Ed Franklin, mate; Captain F. S. Frewer, commanding officer, Cornwallis, second, and Lt.-Cdr. Chan Gillis, lead.



Three hundred new entries took part in Canadian football spring training session at Cornwallis. About a fifth of the number are seen here with officials and coaching staff. The officials, at the left, are CPO John Rowland, PO Paul Potvin and PO Maurice Ridgway. The coaching staff, centre and right, is made up of CPO Lawrence O'Brien, PO Roy McNeiley, AB Morrison Hedden and PO Raymouth Shanks.

RETIREMENTS

CPO JEAN FRANCIS BROWN, C1ET4, of Wilcox, Sask., joined May 6 1940; served in Naden, Stadacona, Assiniboine, Cornwallis, Cobalt, Port Arthur, CN-366, Border Cities, Peregrine, Niobe, Ontario, Magnificent, Micmac, Wallaceburg, Montcalm, D'Iberville, St. Laurent; awarded the CD August 18, 1952, retired July 3, 1960.

CPO WALTER HENRY DALLIN, C1BN4, of Frobisher Bay, Sask., joined August 6, 1939; served in Naden, Stadacona, St. Laurent, Hochelaga, Nipigon, Sudbury, Beaconhill, Sioux, Crescent; awarded RCN Long Service and Good Conduct Medal August 3, 1954; retired August 5, 1960.

CPO CANDIDO DE CANDIDO, C2SN4, of Drumheller, Alta; joined July 31, 1939; served in Naden, Stadacona, Ottawa, Q061, Skeena, Cornwallis, Chaleur, Dunver, Cougar, Crescent, Givenchy, Rockcliffe, Ontario, Beacon Hill, Wallaceburg, Portage, Haida, Huron; awarded RCN Long Service and Good Conduct Medal July 31, 1954; retired August 10, 1960.

CPO HIBBERT MEDLEY DOWNING, C2ER4, of Oxford, N.S.; joined July 31, 1939; served in Stadacona, Fundy, Assiniboine, Medicine Hat, Cornwallis, Stonetown, Peregrine, Kincardine, Scotian, Lloyd George, Nootka, La Hullose, Haida, Wallaceburg, Micmac, Quebec; awarded Long Service and Good Conduct Medal July 31, 1954; retired August 2, 1960.

CPO LEONARD ERINGTON EBBELING, C1BN4, of Regina, Sask., joined July 31, 1939; served in Naden, Stadacona, St. Laurent, Lawlors Isld., Restigouche, Columbia, Niobe, Prince Henry, Niobe, Givenchy, Warrior, Ontario; awarded the Long Service and Good Conduct Medal, retired July 30, 1960.

CPO CLARENCE HARRY FAULKNER, C2ER4, of Halifax, N.S.; joined April 4, 1938; served in Stadacona, Venture, Skeena, Moose Jaw, Niobe, HMS Victory, HMS Berwick, Athabaskan, Avalon, Peregrine, Hochelaga, Chaleur II, Victoriaville, Micmac, Scotian, Haida, Iroquois, Magnificent, Bonaventure; awarded CD 29 May, 1951; retired August 9, 1960.

CPO VICTOR CHARLES GOODRIDGE, C1BD4, of St. Catherines, Ont., joined the RCNVR February 5, 1941, transferred to RCN June 19, 1946, served in Stadacona, Cornwallis, Naden, Magnificent, Star, Shearwater; awarded the Long Service and Good Conduct Medal March 8, 1946, retired July 28, 1960.

PO WILLIAM JOHN HERBERT, P1ER4, of Dundee, Scotland; joined May 6, 1940; served in Naden, Alberni, Stadacona, Barrie, Cornwallis, Chicoutimi, Scotian, Hochelaga, Avalon, Peregrine, Stonetown, Avalon, Uganda, Crescent, Rockcliffe, Ontario, ML 124, Cayuga, New Waterford; awarded CD September 19, 1952; retired August 25, 1960.

CPO LEONARD FREDERICK LAMBERT, C2WV4, of Acton, Ont., joined July 15, 1940, served in Naden, Nitinat, Q-069, Stadacona, Niobe, J-1531, Forest Hill, MV-889, V-190, Iroquois, Magnificent, Swansea, Micmac,

Haida, Nootka, Portage, Crescent, Algonquin, Shearwater, Prestonian, St. Laurent; awarded the CD September 4, 1952, retired July 31, 1960.

CPO DONALD DOUGLAS McCULLOCH, C2BN3, of Edmonton, Alta, joined July 31, 1939, served in Naden, HMS Malaya, Stadacona, Skeena, Lady Rodney, Chaleur II, Pt. Pelee Park, DEMS Halifax, Lethbridge, Cornwallis, Prince Rupert, Givenchy (CN 560), Strathadam, Peregrine, Givenchy (J-847), Prince Robert, Unicorn, York, Athabaskan, Ontario, Antigonish, Niobe, HMS Excellent; awarded the CD August 23, 1951; retired July 30, 1960.

CPO HOWARD DANIEL McLAUGHLIN, C2ER4, of Regina, Sask., joined July 15, 1940, served in Naden, Prince Robert, Dawson, Burrard (J-868), Stadacona, Fort Ramsay, Peregrine, Ingonish, Niobe, Cornwallis, Springhill, HMS Puncher, Portage, Givenchy, Diving Tender #2, Ontario, Prestonian, Lanark, Crescent, Assiniboine; awarded the CD August 1, 1952; retired July 14, 1960.

CPO ALBERT NORMAN O'CONNELL, C2ER4, of Port Elgin, N.B., joined July 31, 1939; served in Stadacona, Saguenay, Hepatica, Cornwallis, Niobe, Forest Hill, Peregrine, Strathadam, St. Stephen, Iroquois,

Crescent, Donnacona, Haida, Huron, Quebec, Buckingham, Wallaceburg; awarded the CD October 25, 1951, retired July 30, 1960.

CPO JAMES HEWITT OLIVER, C2SW3, of Vancouver, B.C.; joined RCNVR April 25, 1939, transferred to RCN September 28, 1945; served in Naden, Prince Robert, Royal Roads, Caraque, RCN College, Stadacona, St. Catherines, Captor II, Discovery, Niobe, Warrior, Ontario, Beacon Hill, Cayuga, Athabaskan, Saguenay; awarded CD September 20, 1952; retired August 25, 1960.

CPO ELWYN JAMES HAROLD PERKINS, C1LT4, of Victoria, B.C., joined July 31, 1939; served in Naden, Stadacona, St. Laurent, Hochelaga, Drumheller, Cornwallis, Star, Catarqui, Scotian, New Liskeard, Middlesex, Givenchy, Ontario, Discovery, Skeena; awarded the DSM August 15, 1944, Long Service and Good Conduct Medal, retired July 30, 1960.

CPO CARL JOHAN PETERSON, C1ST4, of Kingston, Ont., joined July 15, 1940; served in Naden, Stadacona, Annapolis, Nootka, Acadia, Chaleur II, Givenchy, Cornwallis, Micmac, Scotian, Warrior, Magnificent, Cayuga, Haida, Shearwater, St. Laurent, Hochelaga; awarded CD July 15, 1952; retired August 2, 1960.

CPO CLARENCE AUBREY REDDEN, C1LT4, of Windsor Forks, N.S., joined June 30, 1937; served in Stadacona, Saguenay, HMS Victory, Assiniboine, St. Laurent, Restigouche, HMS Osprey, Columbia, Naden, Cornwallis, Scotian, Swansea, Magnificent, Nootka; awarded the Long Service and Good Conduct Medal July 18, 1952; retired July 16, 1960.

CPO ROBERT WILLIAM REEDMAN, C2ER4, of Lytton, B.C., joined July 15, 1940, served in Naden, Nanaimo, Stadacona, Frederickton, Hunter, Peregrine, Cornwallis, Sioux, Givenchy, Ontario, Athabaskan, Ontario, Queen, Crescent; awarded the CD August 28, 1952; retired July 14, 1960.

CPO ANGUS RUSSELL, C1ET4, of Hamilton, Lanarkshire, Scotland, joined the RCNVR October 15, 1940, transferred to RCN June 19, 1944, served in Div. Str. Toronto, Stadacona, Suderoy VI, Cornwallis, Niobe, Haida, Huron, Qu'Appelle, Magnificent, Shearwater, Naden, Cayuga, Discovery, Bonaventure, Donnacona, Hochelaga, Bytown; awarded the CD October 16, 1952; retired July 27, 1960.

CPO JOHN SIDNEY SPELMAN, C1ST4, of Victoria, B.C., joined July 24, 1939, served in Naden, MacDonald, Prince Robert, Stadacona, Venture, Fundy, Charny, Givenchy, Burrard (J-847), Peregrine, Protector, Iroquois, Huron, Qu'Appelle, Warrior, Niobe, Chippawa, Naden Supply School, Ontario, Athabaskan, Crusader, Cayuga, Discovery (NSD Lynn Creek); awarded the Long Service and Good Conduct Medal; retired July 23, 1960.

CPO EARL ALEXANDER STONG, C1SG4, of Toronto, Ont., joined RCNVR April 29, 1940, transferred RCN November 15, 1940, served in Stadacona, Annapolis, Stadacona (Signal School), Ottawa, Avalon, St. Hyacinthe, Minas, Baddeck, Peregrine, York, Catarqui, Carleton, Magnificent, Swansea, Cornwallis, Quebec, Haida, Bytown; awarded the CD, July 11, 1952; retired July 7, 1960.

Landlubbers Define 'Ship'

By dictionary definition, a ship is:

- (a) any large sea-going vessel;
- (b) a vessel with a bowsprit and three, four or five square-rigged masts;
- (c) specifically, a vessel having a bowsprit and three masts, each of which consists of a lower, top and topgallant mast, i.e., a ship-rigged vessel;
- (d) in the sport of rowing, a racing eight-oar boat;
- (e) a naval shore establishment, commissioned as a ship — hence the term "stone frigate".

To this list (having taken a deep breath) one may add a "ship" definition to be found in Article 4.0 of the Department of Defence Production's "Master Vocabulary of Principal Ship and Cost Components" — short title "SHIPCAB" — issued June 10, 1959.

"A ship is, in brief, a self-contained body of interrelated members, components, spaces and areas and can, therefore, be defined as being a system of spatial relationships correlated to a common purpose, and enclosed by physical boundaries of which the form and extent are determined by practical considerations of sea-going efficiency."

And that, without knowing it, is what the Royal Canadian Navy has been furrowing the oceans with for the past 50 years.

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, John T.LSAR1
 AITKEN, JosephP2EM2
 ALEXANDER, Hamilton V.P2BD3
 ALLEN, Bryee R.LSNA2
 ALLEN, David T.LSEM1
 ALLEN, Ronald E.P2AT2
 AMOS, Edward F.LSWU2
 APELDOORN, Arnold J.LSAP2
 ARCHER, William J.LSVS2
 ARSENAULT, Windsor M.LSBA2
 ARTHUR, Clifford W.P2EM2
 AUSTIN, Harry F.LSAP2

BADGER, Lawrence R.LSRS2
 BAIRD, Grant R.LSAR1
 BAKER, Reginald H.LSSN1
 BALD, Douglas L.LSRM1
 BALDWIN, William G.LSRS2
 BALFOUR, James R.LSWS2
 BALL, Bernard I.LSFC2
 BANNISTER, Robin J.LSBA2
 BARBIN, Rodrigue J.LSSW1
 BARBOUR, Ralph C.LSAW2
 BARTLETT, Donald J.LSFC2
 BASKETTE, Gerald M.LSAT2
 BAXTER, Bruce H.LSAP2
 BEARDSLEY, John T.P2RS3
 BECKETT, Brian H.P2SG2
 BERUBE, Auguste, U.P2SW2

BONES, Gordon G.LSNS2
 BONNER, Douglas G.P2BD3
 BONTER, George M.P2EM2
 BOYLE, Philip G.LSEM1
 BOYLE, Ronald C.LSEM1
 BRADLEY, Eugene F.LSNS2
 BROCKLEY, RobertP2AW2
 BROOMHEAD, AlanLSRM1
 BROWN, Robert D.P2WA2
 BROWNRIIGG, John A.P2MO2
 BRUNER, Garvin R.P2BD3
 BUCIOR, Chester J.LSPW1
 BUJOLD, Gaston J.LSRP1
 BUNTING, Kenneth G.LSFC2
 BURKE, Clyde C.LSEM1

CALLAGHAN, Ronald F.P2BD3
 CAMERON, Richard C.LSNA2
 CAMPBELL, Roderick J.LSRP1
 CANFIELD, Kenneth W.P2WU2
 CARA, Lloyd P.LSRS2
 CARDIFF, William E.LSPH2
 CASHMAN, William A.LSRP1
 CHAMBERS, Thomas H.LSCK2
 CHILIBECK, William B.P2MA2
 CLACKSON, Gerald N.LSWU1
 CLARK, Charles B.LSEA2
 CLARK, Lawrence H.LSNS2
 CLARK, Robert D.LSLT3
 CLARKE, Keith A.P2RS3
 CLARKE, Warren C.P2RM2
 CLYDE, David C.LSRM1
 COCHRANE, Reginald T.P2AT2
 COLDWELL, James H.LSAP2

COLES, Clayton H.LSEM1
 COOPER, RalphP2NS2
 COOTE, Glendon H.LSBA2
 CORMIER, Claude V.LSWU2
 COTE, Patrice D.LSNS1
 COWAN, William E.LSAT2
 COX, Dan C.LSWU2
 CRAIG, Edward O.LSWA2
 CRAIG, Robert L.LSEM1
 CROTEAU, Claude J.P2EM2
 CROXEN, Lester F.LSPW2
 CUFFE, Henry J.LSAT2
 CULL, Harold G.LSET2

DALBY, Robert V.LSRP1
 DEGIRO, LamoLSBA2
 DEMONE, Elder L.P2RS3
 DENBY, William M.LSEM1
 DESCHENES, Roland J.LSAM2
 DICKSON, James F.P2LT3
 DIXON, Lance G.LSMA2
 DOCKSTADER, Clarence H.P2WU2
 DODD, David S.P2SN3
 DOHERTY, Robert M.LSWA2
 DONOVAN, David K.P2FC2
 DOUGLAS, John S.P2EM2
 DRAKE, John P.P2RP2
 DRINKWALTER, James H.LSNS1
 DUFFY, Ronald W.LSFC1
 DUGUID, William H.LSSN1
 DUNCAN, Lawrence W.P2MA2
 DUPUIS, Robert A.LSWA2
 DYSON, George L.P2EM2

EASTICK, Leslie T.LSRM1
 EASTMAN, Martin A.LSWU1
 EVANS, Peter J.P2MA3
 EVELEIGH, Robert P.LSSN1

FALCONER, WilliamP2BN2
 FENNERTY, Gordon A.LSEM1
 FERRISS, Donald M.P2EM2
 FINLAYSON, Duncan T.LSEM1
 FOLSTAD, Harold L.LSET2
 FORD, Clifford B.P2EM2
 FOREST, Roger J.LSRM1
 FOSTER, James W.LSSN2
 FOX, Brian F.LSRM1



On the eve of his departure from Hamilton to become Flag Officer Pacific Coast, Esquimalt, Rear-Admiral E. W. Finch-Noyes was made a life member of the joint Chief and Petty Officers' Mess at HMCS Star and HMCS Patriot. The presentation was made by PO Edward Dunfield, RCN(R), president of the mess. (COND-5797)

FOX, Clifford A.P2AW2
 FOX, Steven C.LSEM1
 FOY, Paul E.P2NS3
 FRASER, Norman L.P2VS2
 FRASER, Robert N.P2RP3
 FRIER, Richard H.LSAR1

GALLAGHER, Brenton A.P2EM2
 GALLANT, Jacques H.LSRS2
 GALLO, David A.LSVS1
 GARLAND, Kenneth G.LSBA2
 GAUDET, Nelson J.LSCK2
 GAUTHIER, Ronald A.LSLT3
 GEDDES, Donald R.P2FC2
 GELINAS, Jacques J.LSEM1
 GLEDHILL, Allan S.LSRP1
 GLOVER, Donald E.LSRM1
 GORE, Andrew E.P2RM2
 GORSLINE, Rodney A.LSRP1
 GOUGH, David S.LSAP2
 GOULET, Robert A.LSWS1
 GRANDMAISON, Lloyd F.LSCK2
 GRANGER, Thomas G.LSAT2
 GRASS, George E.LSSW1
 GREEN, Eldred A.LSWU1
 GREENAWAY, Ronald H.LSAT2
 GRILLS, Grant M.LSMA2

HADDOW, Glen A.LSAT2
 HALL, William H.P2RM2
 HALL, Eric R.LSAW1
 HANCOCK, William J.P2SG2
 HATFIELD, Sinclair C.LSEM1
 HENDERSON, Densmore B.LSNA2
 HENDERSON, Gordon W.LSRP1
 HENDSBEE, David W.LSFC2
 HENRY, AlexanderLSRM1
 HILL, James P.LSEM1
 HIPGRAVE, Dennis A.P2WS3
 HOBBS, WilsonLSEM1
 HOGBEN, Robert K.LSRM1
 HOLLIER, Gordon P.LSRP2
 HULL, Gerald M.P2PW2
 HULLEY, Gordon O.LSEM1

JACKSON, Harlan E.LSEA2
 JACKSON, Ronald C.LSSN1
 JAMIESON, Keith D.LSSN1
 JENKINS, Gordon A.LSFC2
 JOHNSTON, John A.LSRP1
 JOHNSON, Kenneth D.P2RP2
 JONES, Charles E.P2EM2
 JORDAN, Victor W.LSNA2

KARPIUK, William G.P2VS3
 KELLY, Bernard D.LSRM1
 KELLY, Ernest W.LSEM1
 KENNY, Paul R.LSEM1
 KING, Robert H.P2VS2
 KING, RonaldLSEM1
 KOHLRUSS, Delmar F.LSWU1
 KOZAK, NicholasLSMA2

LABELLE, Jean H.LSSW1
 LACHANCE, Claude J.LSBA2
 LACHANCE, Paul H.LSCK2
 LAING, Glen A.LSEA3
 LALONDE, KennethLSRS2
 LAMB, Robert G.LSWU1
 LANE, Donald A.P2RS3
 LANE, Thomas A.P2AM2
 LANNAN, Marvin B.P2EM2

RCN (R) PROMOTIONS

LARIVIERE, Jean-Guy J.LSSW2
LARSEN, RobertP2CD3
LAVIOLETTE, Donald R.LSSN2
LAW, Norman C.LSSN1
LEHTOLA, George J.LSRA2
LEMOINE, Richard J.LSSW2
LEVASSEUR, Hector J.P2AW3
LEWIS, Nelson R.P2CK2
LUCAS, Thomas A.P2RA3

MADISON, John F.LSCK2
MAGNUSSON, Alen H.LSBA2
MAIN, Jan P.LSNA2
MANDER, Douglas N.P2NA2
MATHESON, Francis G.LSSN2
MAY, James C.LSEM1
MELCHIOR, Leo K.P2SN3
MILES, William M.LSAP2
MILLER, Floyd C.LSWS1
MONTGOMERY, Norman E.LSSW2
MOORE, John A.LSRP1
MOORE, Ronald J.P2SG2
MOQUIN, Roderigue J.LSET2
MORGAN, James C.LSAT2
MORGAN, Thomas R.LSCK2
MOULTON, Robert S.LSVS2
MURCKLEN, Roy W.LSRS2
MUSTER, EdwardP2SN2
McCABE, Robert A.P2EM2
McCANN, James T.LSRM1
McCARTHY, Frederick J.LSAR1
McCRACKEN, John L.LSEM1
McDERMID, Clarence A.LSEM1
McDONALD, John R.LSNS1
McFADDEN, Frederick S.LSVS1
McGEE, GeraldLSRS2
McGLONE, Ronald J.LSLT2
McGRAW, JosephLSEM1
McGREGOR, Ronald H.P2WU3
McHATTIE, David L.LSRM1
McINNIS, Sterling E.LSAF1
McKENNA, Owen D.P2SN3
McKENZIE, Joan A.WLS2
McLACHLAN, Andrew A.P2AT2
McMULLIN, William I.P2EM2
McPHERSON, John D.LSSW2
MacDONALD, Archibald J.P2SN3
MacFARLANE, John S.LSRS2
MacINTOSH, Francis T.LSEM1
MacKENZIE, Gerald B.LSSW2
MacLEAN, Ralph A.LSSN2
MacLEOD, Donald C.LSRP2
MacLEOD, John T.LSAT2
MacLEOD, Marshall E.P2EM2

NEWELL, Norman F.LSSG1
NORMAN, Gerald M.P2RM2

OATWAY, Edward G.P2EM2
OIVANEN, Gary L.LSAM2
O'QUINN, Andrew S.LSCK2
ORGAR, William J.P2EM2
OZORIO, Raymond M.P2MA2

PALMER, James A.P2FC3
PARSONS, Donald F.P2RM2
PATTERSON, Donald R.LSEM1
PEACOCK, Ross, H.LSSW2
PEARSON, Keith R.LSET2
PELLLETIER, Ronald H.LSET2
PICCO, George R.P2AM2
PIHOWICH, Allan J.LSRM1
PIKE, Leonard F.LSAM1
PILGRIM, James A.LSNA2
PITMAN, Donald M.LSWU1
PLEWA, Adolf G.LSRP1

ARMSTRONG, Victoria J. ..WASS(X)1

CAME, Frank T.ABMA(X)1

DAVIES, June M.WASS(X)1

DICKSON, Douglas B.P1CR(X)5

FILLMORE, Margaret E. ...WASA(X)1

FORD, Larry R.P2MA(X)4

GARRECK, HarleyP2QM(X)4

GAWTHORPE, ErnestP1QM(X)4

GIMPEL, John C.LSBD(X)3

GURIEL, CyrilP1BD(X)6

GOUGH, Francis W.C2SH(X)8

HRANKA, Cyril F.C2ER(X)8

JOHNSTON, William A. R. ..LSBD(X)3

KERLEY, Kenneth F. S.LSBD(X)3

KNEZEVICH, Rose M. A. ..WAME(X)1

LAWSON, Anne M.WACO(X)1

METIER, Wilma J.WAME(X)1

MORRIS, Burrel D.P2QM(X)4

OWEN, Sandra F.WASN(X)1

PENNOCK, Allen J.ABBD(X)1

ROSZMAN, Frederick C.LSTD(X)2

SMALE, Helen L.WP2CO(X)4

SMITH, Phillip J.LSAM(X)2

SPEED, Harry E.C1CR(X)6

TAYLOR, Harold R.ABLM(X)1

WADE, Charles H.P1CV(X)5

WALBERG, Walter E.LSBD(X)3

PLUMB, Duncan A.LSAF1

PORTER, Robert E.LSEM1

PROCTOR, Alan F.P2RM2

RADFORD, Hilliard W.LSRM1

RANDLE, Rose J.LSEM1

REES, Dennis A.LSRS2

REGAN, Richard T.LSEM1

RICHARD, Alain O.LSCK1

RICHTER, Warren F.LSLT2

ROBINSON, Bradley A.LSSW2

ROBB, Ian S.P2FC3

ROBINSON, Harry W.LSMA2

ROCHELEAU, ReynoldLSEM1

CANADIAN PUBLISHER

The Canadian publisher of two books reviewed in the July issue of *The Crownsnest—Coronel and Falkland and Admiral Lord Anson*—is British Book Service (Canada) Limited, Kingswood House, 1068 Broadview Avenue, Toronto. This information was not available when the July issue went to press.

ROSE, Archie E.LSRP1
ROSS, Norman E.LSEM1
RUTHERFORD, Gerald D.LSSN1
RUTHERFORD, Theodore J. ...P2EM2
RYAN, James F.P2WA2

SANDERS, Robert E.P2WU3

SANDULIAK, MauriceP2RA3

SCALES, Derrell J.P2CK2

SCHIJNS, Ferdinand A.LSRS2

SCHOFIELD, Lorne A.LSRP2

SCHULTZ, Karl F.LSFC2

SCOTT, John R.LSRM1

SELLARS, Joseph E.LSFC2

SENGER, Robert L.LSPW1

SHEA, Robert F.LSEM1

SHERWOOD, Wilfred S.P2SW2

SLANEY, Kevin J.LSBD2

SMALE, Joseph B.LSVS1

SMITH, John A.LSRS2

SMITH, Martin J.P2RM2

SORENSEN, EricLSEM1

SPRING, Robert G.LSEM1

STANSFIELD, DouglasLSRS2

STEVENSON, Brian J.LSNS2

STEWART, George A.LSRS2

STEWART, Raymond E.LSSW2

St. JOHN, Vincent H.LSRP1

STRAITON, JamesLSWU1

STRONG, Lawrence R.LSRP2

SUTTON, Donald K.P2AW2

SYNEK, Roland J.LSFC2

TARABAS, Donald F.LSRS2

TEATHER, Charles A.LSSN1

THOMAS, Leonard L.LSAT2

THOMAS, Phillip G.LSSN2

THOMSON, William G.LSNS2

THORNE, Norman W.LSEM1

TINNION, John S.P2RM2

TOWNSEND, Peter G.LSSG1

TRIPP, James C.LSEM1

TUELE, Ronald V.P2RM2

TULK, Walter S.P2FC3

TURNER, Edward P.LSRP1

TURNER, Henry M.P2SN3

UBDEGROVE, Stanley E.LSAM2

VANDENBURG, William J.LSRS2

VANDUZEE, Michael F.LSRP1

VINCENT, Dennis M.P2RM2

WADDELL, James G.LSMA2

WALSH, John A.LSBA2

WALTERS, John A.LSRP1

WATTERS, Doniel A.LSNA2

WATTS, James E.P2BD3

WAY, Gordon W.LSNA2

WEBB, ThomasLSRS2

WELLS, John D.LSAM2

WELLS, John R.LSRM2

WHITE, JosephLSRP1

WHITE, Thomas C.P2AT2

WILLIAMS, Robert J.P2WU2

WILSON, Robert R.P2SN2

WOOD, Lorne R.LSAF1

WOYCHUK, Wilfred F.LSVS2

WRIGHT, John P.LSBD2

WULOWKA, Olie E.P2RM2

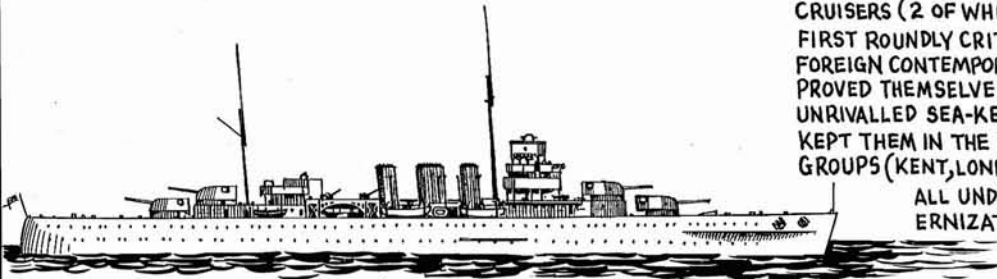
YOUNG, Fabian J.P2SW2

ZOBATAR, John A.P2SN3

Naval Lore Corner

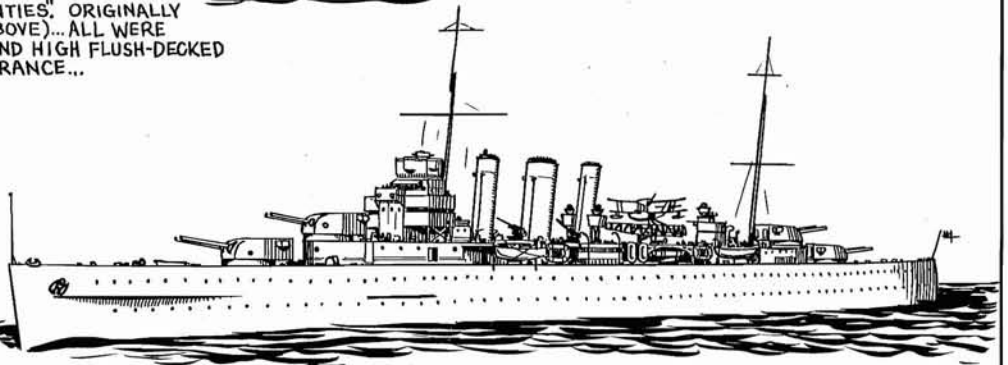
Number **84**
THE FAMOUS "COUNTIES"

BUILT BETWEEN 1927 AND 1930, AFTER THE WASHINGTON NAVAL TREATY, THE 13 "COUNTY" CLASS 8-INCH GUN CRUISERS (2 OF WHICH SERVED IN THE R.A.N.) WERE AT FIRST ROUNDLY CRITICIZED AS BEING INFERIOR TO THEIR FOREIGN CONTEMPORARIES. HOWEVER, THEY MORE THAN PROVED THEMSELVES DURING THE WAR WHEN THEIR UNRIVALLED SEA-KEEPING QUALITIES AND HABITABILITY KEPT THEM IN THE FORE-FRONT OF ACTION. OF THREE GROUPS (KENT, LONDON AND DORSETSHIRE CLASSES), THEY ALL UNDERWENT VARIOUS REFITS AND MODERNIZATION...

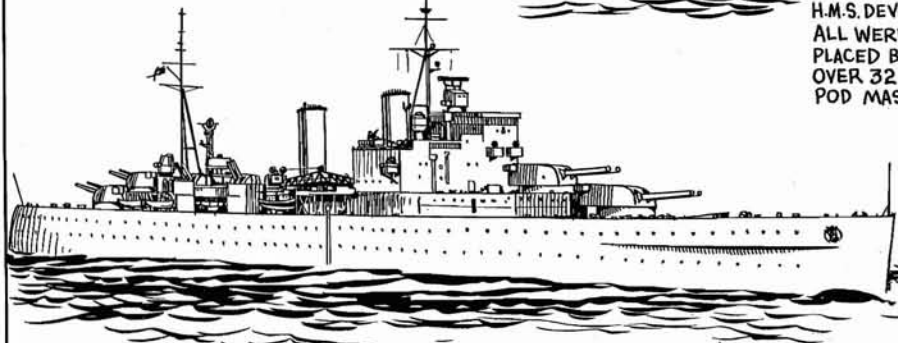


HMS BERWICK—THE FIRST OF THE "COUNTIES", ORIGINALLY THE "COUNTIES" HAD SHORT FUNNELS (ABOVE)... ALL WERE LATER LENGTHENED. THEIR 3 FUNNELS AND HIGH FLUSH-DECKED HULLS GAVE THEM A DISTINCTIVE APPEARANCE...

THREE OF THE "COUNTIES" WERE SUNK DURING THE WAR... ALL BY THE JAPANESE. H.M.A.S. CANBERRA HAD TO BE DESTROYED AFTER HEAVY DAMAGE OFF SAVO IN THE SOLOMONS IN 1942. H.M.S. CORNWALL AND H.M.S. DORSETSHIRE WERE SUNK IN THE INDIAN OCEAN IN 1942...

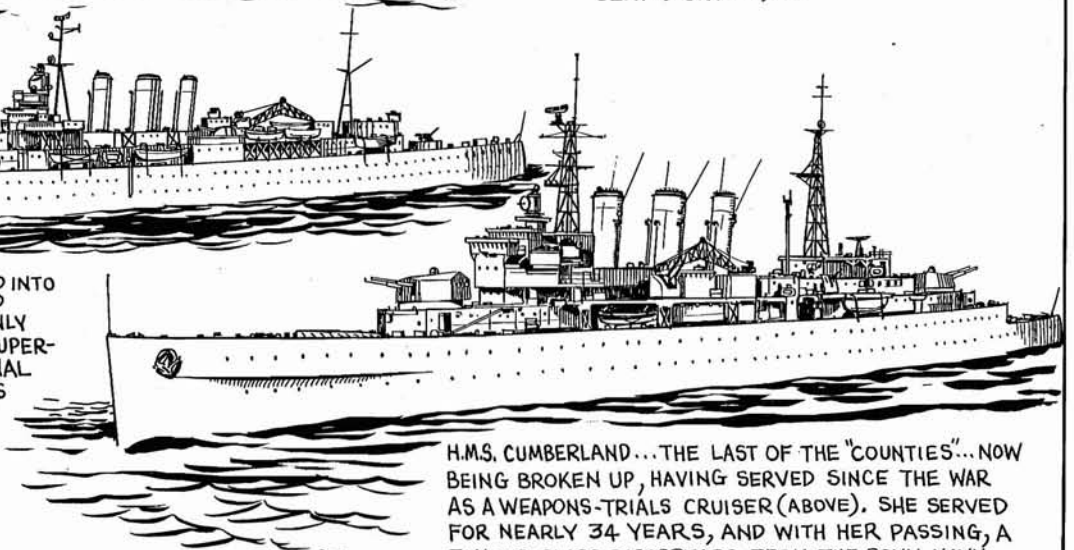


H.M.S. DEVONSHIRE—TYPICAL OF THE "COUNTIES" IN THE 1930'S. ALL WERE ARMED WITH EIGHT 8-INCH GUNS AND DISPLACED BETWEEN 9,830 AND 10,000 TONS. SPEED WAS OVER 32 KNOTS. DURING THE WAR THEY RECEIVED TRIPOD MASTS AND LOST THEIR CATAPULTS...



H.M.S. LONDON (LEFT), THE ONLY "COUNTY" THAT WAS COMPLETELY RECONSTRUCTED. ORIGINALLY SHE APPEARED AS THE DEVONSHIRE (ABOVE). MODERNIZATION REDUCED THE NUMBER OF FUNNELS TO TWO. SHE SERVED UNTIL 1950.

H.M.S. DEVONSHIRE WAS CONVERTED INTO A TRAINING SHIP IN 1946-7 AND OF HER MAIN ARMAMENT SHE ONLY RETAINED 'A' TURRET. ADDED SUPERSTRUCTURE PROVIDED ADDITIONAL INSTRUCTIONAL AREAS. SHE HAS SINCE BEEN SCRAPPED.



H.M.S. CUMBERLAND... THE LAST OF THE "COUNTIES"... NOW BEING BROKEN UP, HAVING SERVED SINCE THE WAR AS A WEAPONS-TRIALS CRUISER (ABOVE). SHE SERVED FOR NEARLY 34 YEARS, AND WITH HER PASSING, A FAMOUS CLASS DISAPPEARS FROM THE ROYAL NAVY...

Roger Duhamel

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September, 1960



The CROWNEST

Vol. 12 No. 11

THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1960

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LADY OF THE MONTH

In this issue we present two "Ladies of the Month": (a) HMCS *Lanark*, steaming up the Saginaw River for a week-end stay in Bay City, Michigan, and (b) Miss Ondra Gansser, Bay City's Armed Forces Day queen. Information accompanying the picture did not say whether the third man from the left was about to throw a heaving line or a lariat.

The *Lanark* visited Bay City in the course of a cruise of the Upper Lakes as part of the Great Lakes Training Centre's summer reserve training program. The picture appears here through the courtesy of the editor of *The Bay City Times*.

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.

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

The Cover—Second-generation sailors are becoming increasingly numerous in RCN families. CPO R. R. Curtis and son, Officer Cadet Terry Curtis, were shipmates in the *Terra Nova* during the past summer's cruise to England, Scotland and Portugal. (CCC5-414)



RCN News Review

Commodore Paul D. Taylor meets his staff on taking up his appointment August 22 as Commanding Officer Naval Divisions with headquarters at Hamilton. At the far left is a guard made up of new entries from divisions across Canada who were training at the Great Lakes Training Centre and, in the background, is the Lanark, one of two frigates which served on the Great Lakes during the summer, training new entries. (COND-5985)

Retired First Sea Lord Dies

Obliged by ill health to give up the post of First Sea Lord last May, Admiral of the Fleet Sir Charles Lambe died at his home in Fifeshire on August 29 at the age of 59.

Admiral Lambe, who succeeded Earl Mountbatten as First Sea Lord in May 1959, visited Canada and the United States, accompanied by Lady Lambe, last fall. He was guest of the RCN at a mess dinner in HMCS Carleton.

The post of First Sea Lord was assumed by Admiral Sir Caspar John on Admiral Lambe's retirement.

Air, Sea Transport For Governor General

His Excellency, Governor General George P. Vanier, and Mrs. Vanier made history for themselves and the RCN during their tour of the Atlantic provinces last summer.

In Halifax on July 7, A Royal Guard was paraded for His Excellency and he toured HMCS Stadacona and the Dockyard.

Leaving Halifax the vice-regal couple visited Truro and Sydney, N.S., and rested briefly at Keltic Lodge, Ingonish, N.S. From there, on July 17, they were flown by helicopter to the aircraft carrier *Bonaventure*, anchored in the bay.

A Royal Guard was awaiting His Excellency as the helicopter touched down on the flight deck. Captain John C. O'Brien, commanding officer, welcomed the Vaniers on board.

In the afternoon His Excellency and Mme. Vanier witnessed a display of flying by helicopters, Banshee all-weather jet fighters and Tracker anti-submarine aircraft.

For the Governor General and Madame Vanier it was a day of firsts. It was their first helicopter ride and their first visit to Prince Edward Island. They also witnessed, during the cruise, their first display of carrier-borne aircraft.

There were also some firsts for the carrier. She was carrying her first Governor General and she was passing through Northumberland Strait for the first time.

Following His Excellency's visit to Charlottetown, where he arrived by helicopter, the *Bonaventure* sailed for St. John's, Nfld., arriving on July 21. Here the Governor General and Mme. Vanier said goodbye and were flown ashore by helicopter. Then the *Bonaventure* turned for home.

While on board the *Bonaventure* Madame Vanier had dinner with a cross-section of the carrier's personnel, ranging from ordinary seamen to commanders, while His Excellency attended a mess dinner.

She also presented her picture to the petty officers' mess, of which a cousin, PO John DeSalaberry, was a member. The 12 petty officers of the mess presented her with a table cloth and a barometer.

On another occasion Cdr. Joseph M. Paul, executive officer of the carrier, escorted Mme. Vanier on an hour-long tour of the ship.

Aircraft, Men on Forest Fire Front

More than 200 naval personnel, five helicopters and large quantities of miscellaneous fire-fighting and communications equipment were sent by the Royal Canadian Navy's Atlantic Command to battle forest fires in Nova Scotia and Prince Edward Island during August and early September.

In addition, helicopter maintenance personnel at *Shearwater*, worked around the clock to keep all available helicopters in the air to meet commitments.

Early in September two Sikorsky and a Bell were working in the Indian Field area of Shelburne County; one Sikorsky was at the Collingwood district and a second Bell was at Summerside, Prince Edward Island.

"The helicopters and their crews," said officials, "did excellent work." The "choppers" airlifted firefighters out of

danger when they became trapped by spreading flames, carried out reconnaissance flights over fire areas, deployed men and equipment and operated as communications links between many firefighting operations.

The Navy also formed a pool of personnel and equipment from which new requests for assistance were met. Standing by were 100 men from *Stadacona*, 75 men from *Shearwater* and 235 men from ships in harbour. Transportation and firefighting hand tools also were provided.

Cruisers Bought By Japanese Firm

The last two cruisers to serve with the Royal Canadian Navy, the *Ontario* and *Quebec* have been sold for scrap to a Japanese firm, Mitsui and Company.

The *Ontario*, first to go, was paid off on October 15, 1958, and sold to a West Coast firm, which began, but did not complete, the task of dismantling her in Vancouver.

The *Quebec*, paid off on June 13, 1956, has been berthed at Sydney, Nova Scotia, awaiting disposal by the Crown Assets Disposal Corporation.

Air Squadron Commended

Composite squadron VC 922 stationed at Patricia Bay, B.C., was commended early this summer by the Commanding Officer Naval Divisions for its three years of accident-free operations.

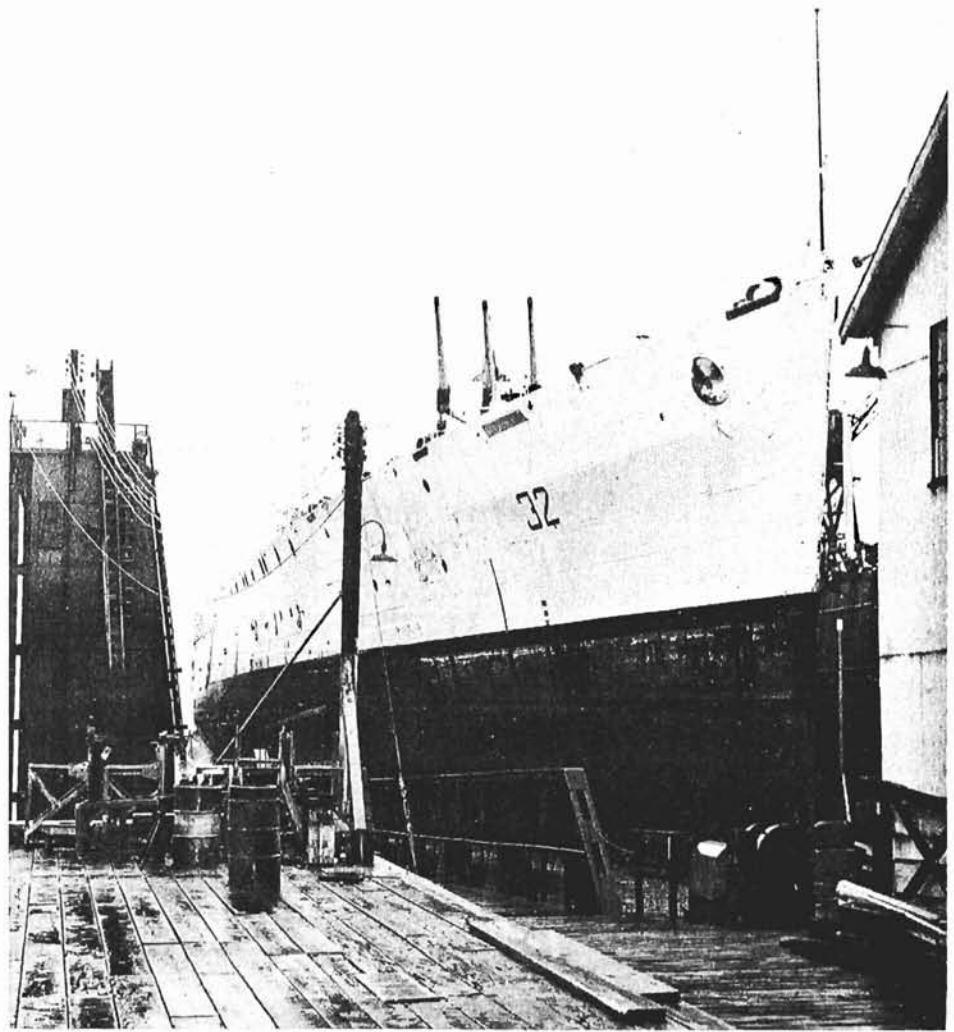
In his message CANCOND said, "Please extend my congratulations to all the officers and men of the squadron for their efforts that have brought about this fine achievement."

He concluded by saying, "It is hoped that continued application of the rules of flight safety will further enhance this most enviable record."

Naval Exhibit at War Museum

The Canadian War Museum in Ottawa is observing the 50th anniversary of the Royal Canadian Navy with a special naval exhibit. The exhibit was opened on August 29 by Rear-Admiral P. D. Budge, Chief of Naval Personnel.

Others attending the opening were: Air Commodore W. E. Bennett, Deputy Air Member for Technical Services, representing the RCAF; Lt.-Col. C. C. Kruger representing the Canadian Army; Captain A. O. Solomon, Naval Secretary; E. C. Russell, Naval Historian, and Clifford Wilson, Assistant Director of the National Museum.



The former cruiser *Ontario* went into drydock in North Vancouver in August to be prepared for her last, long journey. Plans were to take her under tow at the end of September for the voyage to Japan, where she will be scrapped. Down by the head, her propellers and rudder removed and towed stern first, the *Ontario* was to present a far different sight from her appearance in the days when she ranged the Pacific on goodwill and training cruises. (E-57421)

Among the naval weapons on display are the Sidewinder air-to-air missile, the primary weapon of the RCN's jet fighters, and the homing anti-submarine torpedo.

Uniforms of naval officers, nurses and seamen, badges of the various branches of the RCN, models of ships, aircraft and the boiler and engine rooms of naval vessels, and old and new life rafts are displayed along the central aisle of the museum.

It is expected the naval exhibits will remain on display until the end of the year.

RCN Officer Goes To Pole by Sub

Commodore O. C. S. Robertson, Naval Member Canadian Joint Staff, Washington, and Naval Attaché, Washington, this summer became the first Canadian

to traverse the most direct route through the Arctic's Northwest Passage, to witness a ball game played at the North Pole, and to see the ice over the North Pole from below.

Commodore Robertson was the technical adviser to the United States Navy on board the nuclear submarine *Seadragon* when she made her historic transit of Parry Channel through the Canadian Archipelago and thus opened a new direct-route Northwest Passage.

Commodore Robertson commanded HMCS *Labrador* on her maiden voyage in the Arctic in 1954 when she became the first large ship to negotiate the Northwest Passage from west to east. The following year he took the *Labrador* back to the Arctic to head a 14-ship task group carrying supplies to the DEW Line sites. On both voyages the *Labrador* conducted extensive hydrographic and scientific surveys.

The *Seadragon*, commanded by Cdr. George P. Steele, USN, left New Hampshire on August 1, and went up the Greenland-Labrador slot through Davis Strait and Baffin Bay. She entered Parry Channel on August 15 at Lancaster Sound and proceeded through Melville Sound and McClure Strait to complete the channel passage August 21. From there she proceeded up the Beaufort Sea to the North Pole.

After completing the Polar transit the *Seadragon* entered the Pacific by way of Chukchi and the Bering Seas, and then set course for Pearl Harbour where she joined the Pacific Fleet Submarine Force.

During the Polar transit the *Seadragon* investigated a number of huge icebergs, among them one 74 feet high and 108 feet deep. Another was 879 feet wide, 1,470 feet long, and more than 300 feet deep. By the use of sonar and underwater television the scientists were able to study the bottoms of bergs and other ice.

In addition to Commodore Robertson and the crew of 75 men and eight officers, the *Seadragon* carried a group of scientists and technicians including Dr. Waldo K. Lyon, of the Naval Electronics Laboratory, San Diego, California, senior scientist in the submarine. Dr. Lyon also sailed in the *Labrador* during her northern explorations.

Three Ships in NATO Exercises

Three destroyer escorts of the Royal Canadian Navy were taking part in fall sea exercises which began in early September as part of a regular cycle of NATO training.

These were HMC Ships *Nootka*, *Iroquois* and *Haida*, units of the First Canadian Escort Squadron based at Halifax. Ships and aircraft of six NATO nations were also participating.

The exercises were held to train Atlantic Command forces and headquarters in co-ordination with national commands and forces of the Allied Command Channel and the Allied Command Europe, and were within the broad framework of NATO-wide exercises previously scheduled for 1960.

The RCN ships, due to return to Halifax October 15, were to take part in Exercise First Watch/Second Watch, a small scale control and protection of shipping exercise, slated for the North Sea and English Channel area.

A second exercise, named Pipe Down Two—a small scale fleet exercise—was to be held between October 11 and 15 by RCN and USN fleet units returning to their home ports.

Ships at Sydney Celebration

The destroyer escorts *Columbia* and *Chaudiere* visited Sydney, N.S., during the summer for the city's 175th anniversary celebrations.

Two other ships, the frigates *Fort Erie* and *New Waterford*, also visited the port for three days.

While in Sydney personnel from the destroyer escorts participated in whaler races, in the Warrior Day parade, a golf tournament and softball games, and were hosts at a party in the *Chaudiere* for children from the local orphanages.

Nearly 20,000 people visited the ships on visitors days. Among them were several members of the Montreal Canadiens hockey team.



Vice-Admiral H. G. DeWolf was the guest of honour when the Air Council of the RCAF dined the Naval Board on August 10. Air Marshal Hugh Campbell, Chief of the Air Staff, presented a testimonial to Admiral DeWolf on behalf of the Air Council and himself in recognition of the contribution made by the admiral toward furthering friendship and mutual understanding between the RCN and RCAF.

Columbia Sails For Nigeria

HMCS *Columbia*, destroyer escort of the Fifth Canadian Escort Squadron, based at Halifax, was to visit Lagos, Nigeria, from September 28 to October 4, to take part in ceremonies marking Nigeria's Independence Day October 1.

This is the date of Nigeria's attaining independent status within the British Commonwealth.

Commanded by Cdr. W. P. Hayes, the *Columbia* was to represent the Canadian Armed Forces during the Nigerian Independence Day observations.

The *Columbia's* visit to Nigeria is part of a cruise that will take the ship to other African seaports during the months of September and October.

The ship left Halifax September 9, and is scheduled to return October 25.



Rear-Admiral D. E. Kjeholt, Royal Norwegian Navy, called on Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, September 6, in conjunction with the Halifax visit of the Norwegian training ship *King Haakon VII*. The guard of honour, under Lt. C. D. Maginley, was drawn from the Academic Division of the Fleet School in Stadacona. (HS-62354)

SEVEN SUBMARINES

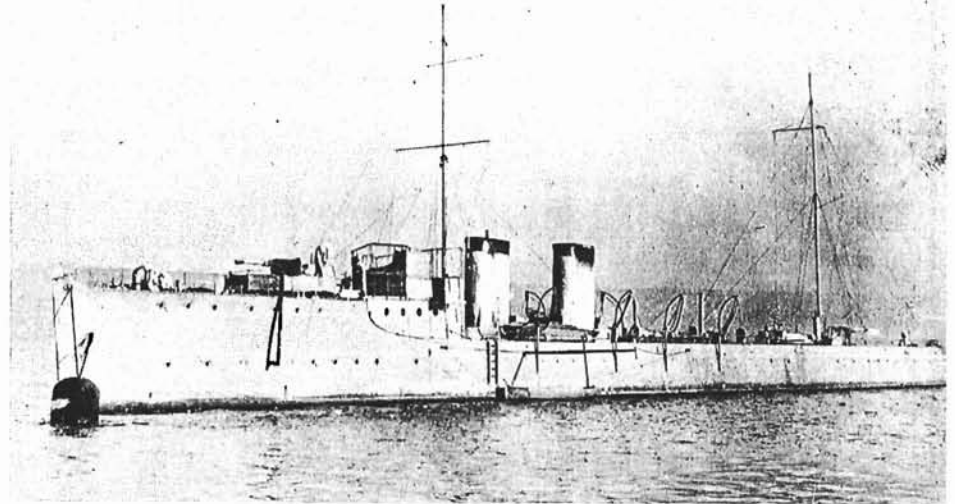
EARLY NEXT YEAR, when the former U.S. submarine, the USS *Burrfish*, is commissioned in the Royal Canadian Navy as HMCS *Grilse*, there may be those who will say: "The RCN now has its first submarine."

In this they will be wrong by six submarines and 46 years.

Submarines in the Royal Canadian Navy actually go back to 1914 and through the intervening years the Navy has owned and operated six of them. The services of many have been loaned by other navies for the anti-submarine training of HMC Ships. In addition a total of 24 submarines were built in a Canadian shipyard for the Royal Navy, Italy and Russia during the First World War.

The RCN's first submarines were the CC 1 and CC 2, which were purchased on the dubious authority of the Premier of British Columbia when his province, at the outset of the First World War, was in a state of alarm.

The two boats were built in Seattle for the Chilean Navy. They had been ordered by the Chilean government from the Electric Boat Company of New Jersey, which had arranged for the Seattle Construction and Drydock Company to build them. A price of \$818,000 had been agreed upon and \$714,000 had



The first HMCS *Grilse* was a torpedo boat—a converted yacht that spent the First World War patrolling along the coast of Nova Scotia and around Bermuda. She gained fame when she survived a vicious storm after the news had gone out that she had been lost with all hands. (CN-6022)

actually been paid by Chile but the remainder of the payments was in arrears.

At this stage the builders were anxious and willing to sell the submarines to Canada. They asked \$1,

150,000, which was \$332,000 more than their price to Chile.

The company undertook to deliver the submarines on August 5, 1914, to a rendezvous five miles south of Trial Island, just outside Canadian territorial

The Wedding That Wasn't

A merry wedding dinner and a somewhat less than merry wedding breakfast were attended by the crews of Canada's first two submarines during the First World War. There was just one thing missing—a wedding.

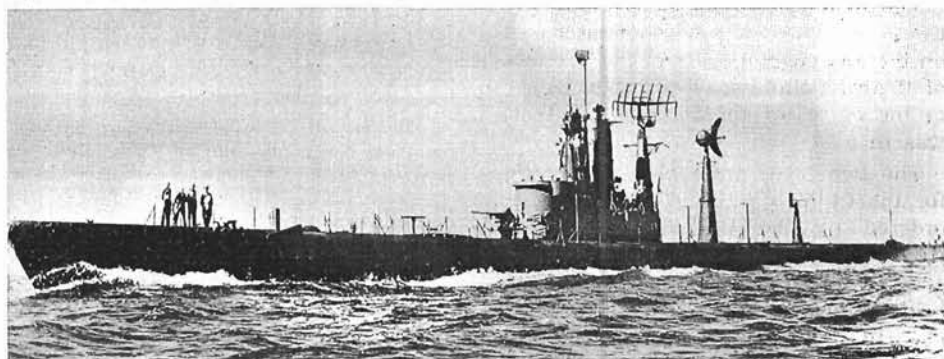
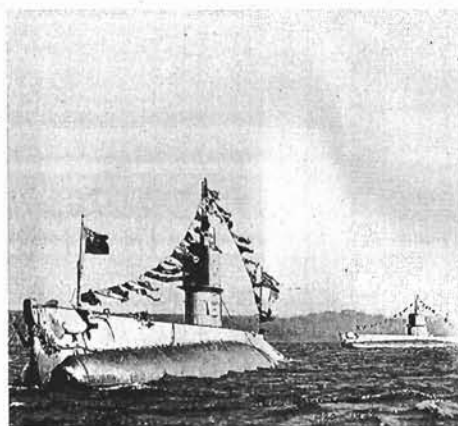
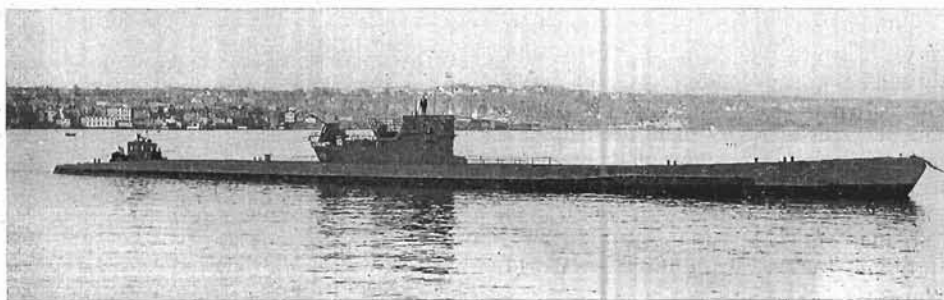
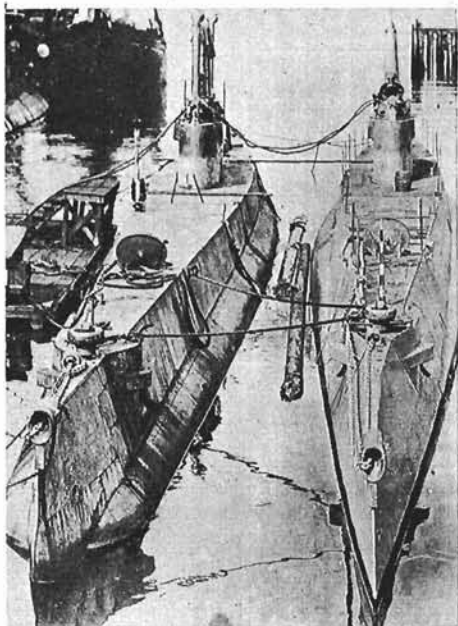
The story, as told by one of the early members of the RNCVR, F. W. Crickard, who served in the submarine, appears in the late Dr. Gilbert Tucker's "The Naval Service of Canada" in the following words:

"Leave was practically unobtainable in the months which succeeded the opening of the war and one afternoon both boats happened to be in harbour, having returned from patrol that morning. The crew desired leave and after a 'council of war' it was decided that we would have a wedding, to which officers could hardly refuse to grant leave for the afternoon and evening. This was consequently applied for in the service manner to attend the wedding of a petty officer whose name I will not record. This was readily

granted and one of our officers even kindly thought that a wedding present would not be inappropriate and proceeded accordingly.

"As many men from both boats as could be spared went ashore, and the first problem was to procure a bride and bridesmaids. This was not a difficult matter in Victoria and a most glorious party resulted. This took the form of a dinner party in the famous Westholm Grill, attended, of course, by the bride and her maids.

"It was felt that the suspicions of the officers might be aroused and this actually proved to be the case, as several of the officers attended the Westholm Grill and witnessed the wedding supper. They were then apparently satisfied, or at least they could not deny the existence of the wedding. Leave expired at 1 a.m. and our Commanding Officer, being still somewhat suspicious, to use his own words, decided 'to give the beggars a wedding breakfast' and took both boats to sea at 4 a.m. in very heavy weather".



At top right Canada's first two submarines, the CC 1 and the CC 2, are shown alongside at Esquimalt during the First World War. Lower left, the submarines CH 14 and CH 15, shown moored in Halifax Harbour, were given to Canada by Great Britain in 1919. The fifth submarine to be commissioned into the Royal Canadian Navy was the U-889, the first German submarine to surrender to Allied Forces in the Western Atlantic (top right). She was kept only from May 12, 1945, until January 1946, when she was turned over to the United States Navy. The U-190 surrendered to the RCN off Newfoundland on May 14, 1945, and for the next two years, under the White Ensign and manned by RCN personnel, she toured East Coast ports and was tested and evaluated. She was responsible for the sinking, almost on the eve of armistice, of the minesweeper Esquimalt in the approaches to Halifax. The U-190 was destroyed by bombing and shelling on Trafalgar Day, 1947. The Royal Canadian Navy's seventh submarine in 50 years will be the former USS Burrfish, shown bottom right. She will bear the historic name of HMCS Grilse. (CN-609; HS-22593; HS-1377; HS-3148, and O-13015).

waters. Precautions were taken to prevent news of the event leaking out to others, including American officials, the local Germans, and certain Chileans in Seattle waiting for the release of the submarines to them.

Without clearance papers and manned by company crews, the boats cast off by night on August 4. In darkness and fog, and running on electric motors, they came safely to the harbour entrance where, in spite of the exhaust noise, they started the diesels and worked the boats up to full speed.

Meanwhile the Canadian officials arranged to receive the two vessels. Lt.-Cdr. Bertram Jones, RN (Ret), had reported to the Navy when war seemed imminent, and his services were ac-

cepted. He was ordered to meet the submarines and inspect them as carefully as possible. If they appeared satisfactory he was to pay for them with a cheque for \$1,150,000 drawn by the Province of British Columbia on the Canadian Bank of Commerce. Accompanied by Lt. R. H. Wood, Chief Engineer at Esquimalt, Jones met the submarines and spent four hours inspecting them. The huge cheque was then given to the impatient builders, British colours were hoisted, and no time was lost in making for Esquimalt.

Here, however, the first real hitch developed and, had things not been straightened out quickly, Canada might well have lost her first submarines almost before she really had them.

In maintaining the secrecy of the transaction a good job had been done—even the Army shore batteries had not been notified. A tug, spotting two submarines churning toward Esquimalt in the early morning dawn, raced for harbour with her siren cord lashed to the rail to give the alarm. The shore batteries trained their guns on the two but fortunately held fire while they checked with the Dockyard by telephone to see whether any known submarines were in the vicinity. The Dockyard gave an affirmative and the panic was over, but it had been close.

With no torpedoes available in Esquimalt, some from HMCS *Niobe*, cruiser at Halifax, were sent by rail. Before

long the submarines had successfully completed their first dives.

They patrolled the West Coast for three years. Their well-advertised presence may have deterred the Germans from conducting raids in British Columbia waters where there was little to prevent them from shelling the seaports of Vancouver and Victoria.

Early in the First World War, Canadian Vickers, Ltd., of Montreal, under contract from the Electric Boat Company of Groton, Conn., commenced building ten submarines for the Royal Navy.

Some of the fitting of the boats was done at Quebec City, where they had been moved to avoid the freeze-up, and after work-ups at Murray Bay they sailed for Halifax. Allocated to the "H" class in the Admiralty classification system, six were sailed for Britain on July 22, 1915, and were the first submarines to cross the Atlantic under their own power. The remaining four sailed later for the Dardanelles.

Subsequently, 14 more boats were ordered, eight for the Italian government and six for the Russians. The last six were built as hulls only and were shipped in a "knockdown" condition. In all 24 boats were constructed in Canada. All machinery had been supplied by the Electric Boat Company and installed at Montreal.

An additional ten submarines were ordered by Britain from the United States and were built there. Of these, two were given to Canada after the war and became CH 14 and 15.

Actually the CH 14 and CH 15—then H 14 and H 15—were on their way to England when hostilities ceased and they were ordered to Bermuda where they remained for a year.

In January 1919 Sir Robert Borden, in Paris at the time, was asked if Canada would accept a gift of two submarines. They were accepted and commissioned into the RCN.

However, following their acquisition, the Royal Canadian Navy began a period of retrenchment and in 1922 both submarines were disposed of, along with the cruiser, HMCS *Aurora*.

The RCN did not again have a submarine until after the fall of Germany in 1945 when two enemy submarines, the *U 889* and *U 190* surrendered to Canadian ships at sea.

The *U 889* became the first U-boat in the Western Atlantic to surrender when she gave herself up off Shelburne, N.S., on May 10, 1945, to HMC Ships *Oshawa* and *Rockcliffe* (Algerines) and *Dun-*

vegan and *Saskatoon* (corvettes). In January 1946 she was turned over to the United States Navy.

The *U 190* surrendered to the frigate *Victoriaville* and the corvette *Thorlock* on May 12, 1945, and was brought into Bay Bulls, Nfld., and later taken to Halifax. She was kept for over two years and, along with the *U 889*, visited Montreal and other East Coast ports.

One of the *U 190*'s victims had been the Bangor class minesweeper *Esquimalt*, which she torpedoed in April 1945 almost on the eve of Armistice.

In July 1947, having been checked over, tested, evaluated, and tried out, the *U 190* was taken out into the North Western Atlantic, scene of some of her depredations during wartime, ignominiously shelled by HMCS *Haida*, *Nootka* and *New Liskeard*, and bombed by Seafires and Fireflies of 883 Squadron and 826 Squadron. She wasn't long in going, in fact, after the aircraft dropped their bombs, the *Nootka* and *Haida* scarcely had time to get away their first salvos before she upended and sank.

The USS *Burrfish*, taking the historic RCN name of HMCS *Grilse*, is the first submarine since the *U 190* to become part of the RCN fleet.

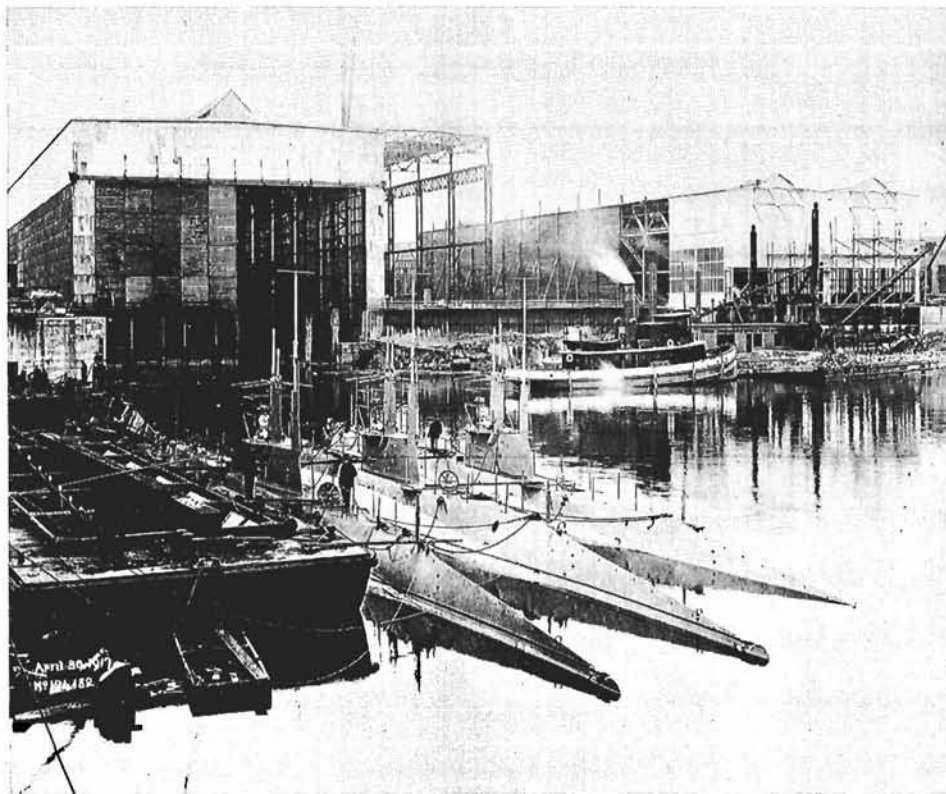
Although the *Grilse* will be the first submarine since 1947, the Sixth Submarine Squadron of the Royal Navy

partly manned by Canadians, has been based on Halifax since 1954 with two or three boats operational at all times. These boats became necessary for the training of RCN ships and aircraft in anti-submarine procedures. But the acquisition of the *Grilse* will not affect the Sixth Submarine Squadron, since the *Grilse* will be based on the West Coast for the use of the Pacific Command's squadrons and aircraft.

During the Second World War many Canadian sailors trained and served in submarines of the Royal Navy. In 1954, when the Sixth Submarine Squadron was to be based on Halifax, the training of Canadians in RN submarines was re-instituted in order to provide the squadron with a partly Canadian complement. It was intended, too, that these submarines would form a nucleus for the RCN's own submarines when she acquired them.

The first HMCS *Grilse* was a 225-ton torpedo boat converted from a yacht during the First World War. A freak of fate, which had its beginnings on December 11, 1916, brought her to world-wide notice.

The *Grilse* slipped from Halifax on December 11, 1916, and headed for the wintery North Atlantic en route to Bermuda. Early the following day she reported a moderate southeast wind. At



Canadian shipyards during the First World War built for England, Russia and Italy a total of 24 submarines. Three of them are shown fitting out at Vickers' shipyard in Montreal. (CN-6078)

1500 she radioed that the weather was worsening and she was heading for Shelburne, N.S.

Three hours later listeners heard her SOS. She radioed that she was in danger and required immediate assistance and passed her position. Two minutes later another message was received, "Now sinking . . ." Then silence.

All ships in the area headed for her last reported position and a wide search was carried out. Not a trace of the *Grilse* could be found.

Authorities gave up hope and, on December 14, Ottawa issued a bulletin: "The Minister of the Naval Service regrets to report that it is feared that HM Torpedo Boat *Grilse* (Lieut. Walter Wingate, RNCVR) has been lost at sea with all hands. . . ." There was little doubt in anyone's mind that the RCN had lost its first ship along with her 56 officers and men.

A few hours after this message, just before midnight on December 14, a battered hulk crept into Shelburne harbour. She was obviously in trouble, down by the head, leaking, with a severe list, running lights out and rigging, mast, boats and deckhouse gone.

Battered and beaten as she was, there was little doubt that this was HMCS *Grilse*. A terrible marine disaster had turned into cause for rejoicing, and when word of her miraculous survival had been flashed to the world she became the RCN's best known ship.

In her struggle for survival, the *Grilse* had indeed tried to find shelter at Shelburne, but heavy seas had pounded her until she started to settle by the head. Huge waves smashed over her, opening

hatches and flooding the engine room. Stokers worked up to their necks in water at times to keep the ship going.

An unfortunate error in reporting her position had sent would-be rescue ships searching fruitlessly in the wrong area. During the second day of the storm the *Grilse* wallowed helplessly with the seas even pouring down her funnels.

But the plucky little ship fought her way, taking a battering every mile of the 150 miles, to a haven at Shelburne. Six of her crew had been washed overboard.

Repaired, the *Grilse* went back into service and, along with more than 100 other small Canadian ships, patrolled the Atlantic coastal area. It was partly due to their efforts that only one major vessel was lost in the area during the First World War.

Taking command of the new *Grilse* will be Lt.-Cdr. Edmund Gilbert Gigg, a veteran of submarine service. With him, as executive officer, will be Lt. John Rodocanachi, former RN submariner, who transferred to the RCN three and a half years ago.

Lt.-Cdr. Gigg was born in North Bay, Ontario on September 15, 1924, and entered the RCNVR in April 1942. He was promoted to sub-lieutenant in May 1943 and trained and served with the Royal Navy in the submarine service.

He later took flying training and was awarded his wings in February 1947. He served with naval air squadrons flying from the naval air station, *Shearwater*, and from the aircraft carrier *Magnificent* until September 1950, when

he returned to submarine training and service with the Royal Navy.

In the next five years he served briefly as executive officer of HM Submarine *Alderney* and commanded HM Submarine *Selene*, followed by *Tally Ho*.

He returned to Canada in March 1955 for duty at Naval Headquarters where he served with the Director of Personnel (Officers).

Lt.-Cdr. Gigg was to begin further submarine courses at the United States Navy's Submarine School, New London, Connecticut, in November.

Lt. Rodocanachi was born on June 10, 1930, in Suffolk, England. He took his naval training at the Royal Naval College, and afloat in a cruiser in the West Indies and the Baltic. He then served in a variety of ships, including a submarine depot ship, with the Mediterranean Fleet. From 1952 to 1954 he served as torpedo officer and navigator of the submarine *Aeneas*, and then came to Canada as first lieutenant of the Sixth Submarine Squadron which he helped organize, and then served briefly in HMS *Astute*. He then became first lieutenant of HMS *Sleuth*, a submarine in Home Waters.

In May 1957 Lt. Rodocanachi transferred to the Royal Canadian Navy, and served for the next three years in the aircraft carrier *Bonaventure*. While in the "*Bonnie*" he qualified as a clearance diving officer, ships.

Before his appointment to the *Grilse*, Lt. Rodocanachi had been submarine officer on the staff of the Joint RCN-RCAF Maritime Warfare School at Halifax.



OFFICERS AND MEN

Columbia Saves Two Flyers

The *Columbia* in August rescued two crew members of a Tracker aircraft which crashed in the sea approximately 180 miles southeast of Halifax. The aircraft had been carrying out night anti-submarine exercises with the *Columbia* and *Chaudiere* and the submarine *Aurochs*.

When communication with the aircraft was lost and red flares were sighted, at about 2205, the ships proceeded at full speed to the area, using searchlight and extra lookouts. At 2252 two men were sighted in an aircraft dinghy and a short time later Sub-Lt. John A. Rowland and Ldg. Sea. Charles E. Wilkins were taken on board the *Columbia*.

A further search of the area by the *Columbia*, *Chaudiere*, *Haida*, *Nootka*, *Iroquois*, HM Submarine *Aurochs* and aircraft from *Shearwater* was carried out, but there was no trace of the other members of the crew, Lt. L. J. Verroneau, the pilot, and AB William D. Taylor.

New Captains East and West

New commanding officers were appointed to ships in both Atlantic and Pacific Commands in August.

Lt.-Cdr. Glen M. de Rosenroll took command of the frigate *Antigonish*. An RCN cadet entry in 1943, Lt.-Cdr. de Rosenroll has served on both coasts and at Naval Headquarters. More recently he was executive officer of the destroyer



Commendations from the Chief of the Naval Staff are awarded to Ldg. Sea. Thomas Cowan, left, and Lt. Alan Sagar by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. The two clearance divers in March recovered four bodies from a dangerous derelict fishing vessel off Nova Scotia, the commendation observed, with "calm disregard to personal safety". (HS-62041)

escort *Skeena*, and since January 1960 had been cadet training officer of the destroyer escort *Assiniboine*.

Lt.-Cdr. Arthur G. Murray commands the frigate *Ste. Therese*. Lt.-Cdr. Murray served during the Second World War with the Royal Naval Reserve. He entered the RCN(R) in 1950, transferred to the regular force in May 1952 and has since been executive officer of the frigate *Lauzon* and has served at *Stadacona* and Naval Headquarters. He recently completed a course at the RCAF Staff College, Toronto.

Cdr. John Harris MacLean is the new captain of the destroyer escort *Margaree*. Cdr. MacLean entered the Navy in 1941 and during the war served in mine-sweepers, corvettes and the destroyer *Restigouche*. Following navigation specialist courses he served at Naval Headquarters, with the United States Navy in Arctic waters, as navigating officer of the cruiser *Ontario*, in command of the frigate *Portage*, navigating officer of the Arctic patrol ship *Labrador*, and on the staff of the Commander Military Sea Transport Service of the United States Navy in New York City. Since then

he has been Director of Action Information and Navigation at Naval Headquarters.

Cdr. Arthur H. McDonald, who has been appointed in command of the destroyer escort *Cayuga*, was a cadet entry in 1940 and served with the RN until 1943. He became navigator and later executive officer of the destroyer *Kootenay*. Since the war he has been with the reserve fleet at Halifax, staff

WEDDINGS

Able Seaman Edward R. Fullaway, *Naden*, to Kathleen Annie Stevens, of Victoria.

Lieutenant Frederick J. Hallas, VS-880, to Marie Anne Jenkins, of Dartmouth, N.S.

Sub-Lieutenant Edward R. S. Murray, *Stadacona*, to Gail Lillian Stickley, of Kingston, Ont.

Able Seaman Patrick McCluskey, *Huron*, to Mary Cornier, of Saint John, N.B.

Able Seaman Roger Rayner, *Bonaventure*, to Winnifred Shirley Graves, of Charlottetown, P.E.I.

Commander Peter H. Sinclair, Naval Headquarters, to Mary E. Stephens, of Ottawa.

Sub-Lieutenant Roderick C. Smith, *Stadacona*, to Vaughn Magdalen Barlow, of Victoria.

Leading Seaman Erik Sorenson, *Crescent*, to Marie Alma Hannah, of Kingston, Ont.

BIRTHS

To Lieutenant B. A. Beare, *Stadacona*, and Mrs. Beare, a daughter.

To Lieutenant-Commander W. J. Bryan, *Nootka*, and Mrs. Bryan, a daughter.

To Lieutenant-Commander J. H. M. Cocks, Naval Headquarters, and Mrs. Cocks, a son.

To Chief Petty Officer J. K. Johnson, *Nootka*, and Mrs. Johnson, a son.

To Lieutenant-Commander J. L. MacLean, *Nootka*, and Mrs. MacLean, a daughter.

To Lieutenant D. N. MacGillivray, *Nootka*, and Mrs. MacGillivray, a daughter.

To Lieutenant-Commander J. R. Sutherland, *Naden*, and Mrs. Sutherland, a daughter.

To Lieutenant-Commander John Williams, *Stadacona*, and Mrs. Williams, a son.

To Commissioned Engineer E. G. Whitehouse, *Nootka*, and Mrs. Whitehouse, a daughter.

officer at HMCS *Star*, Hamilton, in command of the frigate *La Hulloise*, and at Naval Headquarters. More recently he has commanded the frigate *Toronto* and served as Staff Officer (Operations) to the Flag Officer Atlantic Coast.

Cdr. Angus H. Rankin commands the mobile repair ship *Cape Scott*. Cdr. Rankin entered the former RCNVR in 1936, and, among other ships, commanded the corvette *Sackville* during the Second World War, winning the OBE while in this ship. He transferred to the regular force in 1945. Cdr. Rankin has commanded minesweepers, corvettes and a destroyer. He has also held senior staff appointments at Halifax and Ottawa.

Cdr. Leslie J. Hutchins is in command of the destroyer escort *Sioux*. Cdr. Hutchins served 13 years in the Royal Navy, transferring to the RCN in 1952. His appointments since have included those of executive officer of the destroyer escort *Athabaskan*, and on the staff of the Director of Naval Intelligence at Naval Headquarters. He also held various appointments in the Atlantic Command.

Training Idea Wins \$341 Cash

A suggestion by CPO D. H. Mann has earned him a cash award of \$341 from the Suggestion Award Board of the Public Service of Canada.

CPO Mann suggested an inexpensive piece of practice equipment for training personnel in the use of the bathythermograph used in oceanographic research. The cheque was presented by Cdr. D. L. MacKnight, commanding officer of the *Fraser*. CPO Mann until recently served in the *Fraser* and is now an instructor in the Fleet School at Naden.

RCN Ships Have 20,000 Visitors

Four ships of the Fifth Escort Squadron visited Portsmouth, England before sailing for Portugal to arrive August 6. During the one-week stay in Portsmouth HMC Ships *Gatineau*, *Kootenay*, *St. Croix* and *Terra Nova* were visited by some 20,000 people during three days of "open house" held at the Royal Navy dockyard where the ships were berthed.

Canada's new *Restigouche* class destroyer escorts were seen by capacity crowds who stood in long lines waiting their turn to board the ships. The Canadian ships also caused considerable interest and comment among Royal Navy personnel.

Royal Navy ships also reported good attendance and officials say 59,659 people

swarmed over the aircraft carriers, destroyers, submarines and other fleet units at the dockyard.

The ships were inspected by Sir Alfred J. Sims, Director General Ships for the Royal Navy, and other high ranking officers.

The ships, while in Portuguese waters, took part in celebrations marking the 500th anniversary of the death of the Portuguese national hero, Prince Henry The Navigator.

RCN Takes Part In Natal Parade

The RCN contingent in the parade August 15 celebrating the 211th anniversary of the founding of Halifax consisted of the band, 100 UNTD cadets and 100 sailors from *Stadacona*. In addition, 100 Sea Cadets paraded.

Floats were entered by the RCN Air Station, *Shearwater*, the Naval Armament Depot and the naval married quarters, Shannon Park. Cdr. Mark W. Mayo, was Natal Day parade commander. The parade lieutenant was Lt. D. S. Taylor. Both are from *Stadacona*.

Navy League Cadet Corps Christened

Canada's largest Navy League Cadet Corps, in Winnipeg, was recently christened NLCC *Millen* at a ceremony conducted by the national president of

the Navy League of Canada, R. J. Bicknell, of Vancouver.

The corps was named in honour of J. R. K. Millen, of Winnipeg, who was co-ordinator of Sea Cadets under the Commanding Officer Naval Divisions during the Second World War. Mr. Millen was presented with a silver tray bearing the engraved facsimiles of the signatures of 75 of his Navy League associates across Canada.

Mr. Bicknell said the growth of the Navy League Cadets, formed five years ago for boys 12 and 13 years of age, had been such that they now had as many corps as the Sea Cadets had formed in the first 50 years of their existence.

Ship's Badge for USN Captain

Captain C. E. Briner, USN, was presented recently with a copy of the badge of the minesweeper HMCS *Resolute*. The badge was presented in recognition of Captain Briner's assistance to the First Canadian Minesweeping Squadron during its visit to Washington in 1958. He is the Superintendent, Naval Weapons Plant, Washington, D.C.

The presentation was made by Captain R. V. Henning, Assistant Canadian Naval Attache, Washington, and Cdr. Richard Carle, on the staff of the Naval Attaché.



Commodore H. G. Burchell, Commodore Superintendent Atlantic Coast and Superintendent, HMC Dockyard, Halifax, presents a cheque for \$1,612 to Brigadier J. Smith, of the Salvation Army, on behalf of civil servants who contributed to the Dockyard Charitable Campaign which raised money for the Salvation Army and other worthy organizations. Looking on is J. V. Criddle, general chairman of the Red Shield Appeal for 1960. A cheque for \$4,040 went to the Halifax-Dartmouth United Appeal from funds raised in the campaign, and another for \$1,085 to the Canadian Cancer Society. (HS-60315)



This cluster of buildings, nestling in a valley near Greenock, Scotland, was commissioned during the Second World War as a ship of the Royal Canadian Navy—HMCS Niobe. Although the scene may bring to mind King Arthur's "many-towered Camelot", the establishment was manned by hard-working sailors and wrens, rather than knights in shining armour. (WD-832)

NIOBE IN THE VALLEY

Greenock, Scotland, has not forgotten the sailors and wrens from Canada who served there at HMCS Niobe during the Second World War and, if one may judge from the reminiscences of "R.M.S." in the June 1 issue of the Greenock Telegraph, the memories are pleasant.

Greenock's continued interest in the RCN was shown in an earlier issue of the Telegraph, which published an historical article during May in observance of the RCN's Jubilee.

The more recent article, which appeared under the heading "Canadian Naval Jubilee Recalls Old "Niobe" and which is reprinted here, ascribes the transfer of HMCS Niobe from Plymouth to Greenock to the savage bombing to

which the south coast city was subjected. This was probably the explanation current at the time and, on the face of it, a logical one. However, the official explanation is that the change was solely for operational reasons.

With Canadian warships operating in increasing numbers in United Kingdom waters an accountant officer was attached to the Royal Naval Barracks, Devonport, in July 1940. This was a prelude to the commissioning of HMCS Dominion at Plymouth on October 1 of that year. Because the cable address of the RCN establishment was often confused with that of the Canadian High Commissioner in London, the name was changed to HMCS Niobe on March 1, 1941. The establishment at Plymouth

was short-lived under its new name. In June, the Newfoundland Escort Force, based on St. John's, was established, with a consequent shift in the area of operations of HMC Ships. Niobe was paid off on June 30, 1941.

But the tempo of war increased—more Canadian warships were entering United Kingdom waters, more Canadian naval personnel were being drafted to the British Isles for duty or training. On December 15, 1941, HMCS Niobe was again commissioned — this time at Greenock, Scotland—to act as parent ship to Canadian warships and also as an accounting base, manning pool and hospitalization centre.

The rest of the story is told in warm, human terms by "R.M.S."

NIOBE, as every schoolboy knows, was a mythological Theban mother of twelve who became the personification of maternal grief when she was slain by Apollo. It was perhaps only natural for classically-minded Greenockians to read into the name of that Canadian "stonewall frigate", HMCS *Niobe*, some allusion to sorrowing war-time mothers.

A sentimental touch—but all wrong. Greenock's Canadian naval base was named after an old four-funneled cruiser, first ship of the Canadian Navy.

Whatever it means to Canada, *Niobe* to Greenock means the Canadian Naval Base which came into being at Smithston in 1942.

I well remember, just prior to the closing of *Niobe* after the war, a Canadian rhyming off to me his views of the Greenock base:—

Here's to grand old *Niobe*

May her name forever stand,

In the history of the Navy

Her name spread o'er the land.

She's muddy when it's raining,

She's dirty when it's hot;

But it's no use complaining . . .

It's the only home we've got!

This Canadian was one of thousands from the Dominion who found a temporary haven at our one-time Poor Law Infirmary, known once as Smithston Asylum, and now as Ravenscraig Hospital.

For five years in the Second World War, Smithston was under the flag of the Royal Canadian Navy. It was the only establishment of its kind in Britain taken over by the Canadians, and from the visitors Greenock learned much about the land of the Maple Leaf.

It was only by accident that the Canadians ever came to this district at all!

At the beginning of the European war they were stationed at Plymouth. When the English port was blitzed the Canadian Navy was shipped to Greenock. Here they found a home, moored out at the Inverkip Road, in a building meant for a very different purpose.

At one time, *Niobe* was the base for 3,000 Canadian sailors, and 300 Canadian wrens—of whom about 100 were on loan to the Royal Navy.

Greenock learned to love these men and women from the Canadian towns and prairies.

On numerous occasions wrens and sailors told me that, while they were longing to get back to Canada, they would always have a warm spot in their hearts for Greenock.

Indeed many of the Canadians who spent some of the war years at Ravenscraig have re-visited the district in

peace time. I have spoken to a number of them on trans-Atlantic liners at the Tail of the Bank. Many found sweethearts in Greenock, and while some took their brides to their Canadian homes, others married in Greenock and are still here.

The war-time activities at *Niobe* were covered by a blanket of censorship, of course.

As a member of the *Telegraph* staff, however, I had certain privileges which I treasured. Many a social gathering I attended, and I was always struck with the warmth of Canadian hospitality.

At the front of the main entrance to *Niobe* were 52 temporary huts which housed personnel and offices. At the top of the steps was the quarterdeck, neatly roped off. From there the main entrance was reached, and the first thing the visitor saw was a lifebuoy with HMCS *Niobe* painted on it.

Somehow the old building had the air of a real ship.

Everything was always spic and span. Everybody darted smartly around in typical "pusser" fashion. In spite of this, I must admit I felt more at home at *Niobe* than in any Royal Navy establishment.

The red tape was not quite so much in evidence, and the atmosphere was noticeably friendlier.

Smithston did not undergo much in the way of structural alterations to be-

come a naval base. About all I can remember is that a former waiting room was transformed into an officers' mess. And what a transformation! It had the most modern cocktail bar I had seen until that time.

On the walls were the murals in Walt Disneyish style of Hollywood stars and famous band leaders. The women celebrities had a mermaid look that would have done honour to Davy Jones' locker.

This was the exception rather than the rule. On the top floor of the building were the officers' cabins—which had not undergone any real change from pre-war Smithston times.

The confidence shown by the Canadians in the press was such that I was shown, on occasions, places definitely "out of bounds" to the ordinary individual. I recollect a visit to the communications room where I was impressed by their 120-line private telephone exchange.

It was all very business-like. All the offices and departments were wired up. In the torpedo room there was a broadcasting apparatus from which a daily "*Niobe* News Bulletin"—some of it in humorous vein—was broadcast to all parts of the building—even the galley.

Niobe had concert talent, too. It had its own variety party, a military band, and a dance band. The military band gave more than 100 broadcasts, including a number from London.



Time out for a brisk game of volleyball at HMCS *Niobe* on a sunny summer day during the Second World War. (HN-1317)

There were football, baseball, hockey, softball and ice-hockey teams.

I remember many a lively visit to Paisley Ice Rink, and the fun and frolics which followed the games.

But these Canadians did not only provide entertainment for themselves. I recollect several occasions when the matelots "put round the hat" at *Niobe* to bring joy into the lives of young people.

They gave many a treat to local children. They purchased perambulators and presented them to the matron of the orphanage at Smithston for her young charges.

There was an inconspicuous group of "old salts" at *Niobe* I well remember. They were nursing sisters who had served in hospitals in different parts of Canada and were brought over to restore health to sick men, and the wounded from ships. They did a grand job.

Niobe had many a distinguished visitor. Among those I recollect were Cardinal Villeneuve, the Hon. W. C. Woodward, Lieutenant-Governor of British Columbia; the Rt. Hon. Vincent Massey, Canadian High Commissioner to the United Kingdom; Naval Minister Angus L. Macdonald, and the Chief of the Naval Staff, Vice-Admiral Jones.

There were a number of officers of outstanding personality in charge at *Niobe*, including Captain J. R. Hunter and Cdr. E. M. Detchon.

Eventually the reins of office at the base were in the hands of Cdr. C. E. M. Donaldson, now Member of Parliament for Roxburgh, Selkirk and Peebles.

In the Autumn of 1945 the Canadian flag was struck at Smithston and the building turned gradually back to its normal function as a hospital.

The name HMCS *Niobe*, however, has not been erased from the naval lists. It is at present borne by the Royal Canadian Navy depot in London.—R.M.S.

The War's Largest Trade Convoy

SIXTEEN YEARS AGO this summer, the largest trade convoy ever to sail the Atlantic Ocean arrived safely at its destination. The same day the convoy's close-escort, composed of the Canadian frigate *Dunver* and corvettes *Hespeler*, *Dauphin*, *New Westminster*, *Wetaskiwin*, *Algoma* and *Longbranch* lay at Londonderry, Northern Ireland, refuelling and taking on provisions. They had just completed what to them was a routine wartime escort job.

The delivery of convoy HXS-300 and its 1,019,829 tons of cargo was not a story of flaming guns and exploding depth charges and torpedoes, but rather one of quiet efficiency and teamwork.

HXS-300 originated from New York on July 17, 1944, when 109 ships were escorted to the first ocean meeting place by four Royal Canadian Navy and two U.S. Navy escort ships. There, 31 merchant ships from Halifax joined in a heavy fog.

They were still enveloped in fog the following day when 24 ships from Sydney, N.S., joined. Next came three ships from St. John's Newfoundland. Two days later, at the Western Ocean Meeting Place (WESTOMP), the ocean escort force, consisting of HMCS *Dunver* and the six corvettes, took over from local escort force.

The fullgrown convoy was deployed in 19 columns covering more than 30 square miles of ocean.

When HXS-300 reached the eastern tip of Newfoundland it had been fog-bound for 800 miles. It was to face another 300 miles of fog-shrouded waters, with additional hazard of icebergs and U-boats.

On July 26 the convoy emerged from the fog. In clear weather the ships began to exercise emergency turns. The

preparations were timely, for the next day an aircraft from one of the convoy's four merchant aircraft carriers sighted a submarine 50 miles to the north.

The convoy lumbered on its ponderous way in worsening weather. In the holds of the merchant ships lay the vital cargoes bound for Iceland, North Russia, Loch Ewe, Oban, Belfast, Liverpool and Bristol. On July 28, in conditions of squally weather and poor visibility, the escort began reorganizing the huge convoy to facilitate the splitting for their final destination.

Early the next day, 28 ships, of which nine were Russia-bound, detached from the main convoy. On July 30, 14 fast ships left, and still later the final re-grouping took place. On August 3, 1944, safely in port, the merchant ships began to discharge their cargoes while

the escorts refuelled and provisioned at Londonderry awaiting orders for convoy back across the Atlantic.

More than a million tons of cargo was carried in the 167-ship convoy. This figure pales in comparison to the 181 million tons carried in 25,000 ships which were safely escorted by the RCN throughout the Second World War.

From a force of six men-of-war in September 1939 the Royal Canadian Navy grew to a formidable array of almost 400 fighting ships ranging from cruisers to destroyers, frigates, corvettes and smaller patrol craft. In mid-summer of 1944, the RCN was responsible for the close escort of all convoys sailing the North Atlantic. The safe delivery of convoy HXS-300 epitomized Canada's naval achievement.

VOICE FROM THE PAST

The following letter addressed to "The CO, Royal Canadian Navy", was received at Naval Headquarters in June:

Sir:

I have read in the press recently that the RCN is celebrating its fiftieth year, when the cruisers *Niobe* and *Rainbow* commissioned.

I was an able seaman then, and one of a party of about a dozen lent from the old battleship *Revenge* (later renamed *Retribution*), that fitted boat's falls and various odds and ends in the *Rainbow* in Portsmouth. We were to receive the sum of a shilling per day for 17½ days for the work, but, being drafted soon afterwards, I heard nothing more about it, and of course don't expect to after all this time.

My last connection with the RCN was taking a class in rangefinding at Whale Island on being recalled to the RN in 1939.

I am,

Yours truly,

(sgd) L. R. Tilly,
Ex-CPO RN

56 Gloucester St.,
London SW 1,
England.

P/235846

International Sea Cadet Cruise

Twenty-five Royal Canadian Sea Cadets sailed from New York on July 22 on a three-week U.S. Sea Cadet training cruise to the Panama Canal Zone and return on board the USN transport ship *Randall*.

THE MANY LIVES OF WEST YORK

THE POST-WAR CAREERS of many former RCN ships have been varied and interesting. This is particularly true of the corvettes and frigates; many still keep the seas under a variety of flags and with diverse occupations.

Such a ship was His Majesty's Canadian Ship *West York*, which now lies several fathoms deep off Laurier Pier in Montreal Harbour, a port which she had left almost 16 years before as a spanking new corvette. In the course of those years she has had several names.

Launched at Midland on January 25, 1944, HMCS *West York* was commissioned there on October 6 the same year. By mid-November she was at Halifax and, after working up at Bermuda, the corvette arrived at St. John's to join the Mid-Ocean Escort Group, C-5. In the remaining months of the war, the *West York* escorted convoys between St. John's and the River Foyle, her team-mates being the frigates *Runnymede* and *St. Stephen*, and the corvettes *Hespeler*, *Huntsville*, and *Lachute*. (The *Runnymede* has been scrapped; the *St. Stephen* is a Canadian weather weather ship; the *Hespeler* is a cruise ship in the St. Lawrence under the name *Stella Maris*; the *Huntsville* is the Canadian cargo ship *Belle Isle II* and the *Lachute* is the *Cristobal Colon* of the Dominican Navy).

HMCS *West York* (named for Weston, Ontario), was paid off at Sorel, Quebec, on July 9, 1945.

The ship next came into view in something of a dramatic role. Under her new owners, the SS *West York* was sighted on November 7, 1945, by the light-keeper of East Point Light, Prince Edward Island, having considerable difficulty towing her yawing charge, a destroyer. In strong northwesterly winds, the towing line parted and the old flotilla leader *Assiniboine* piled up on the shore, where she may be seen to this day.

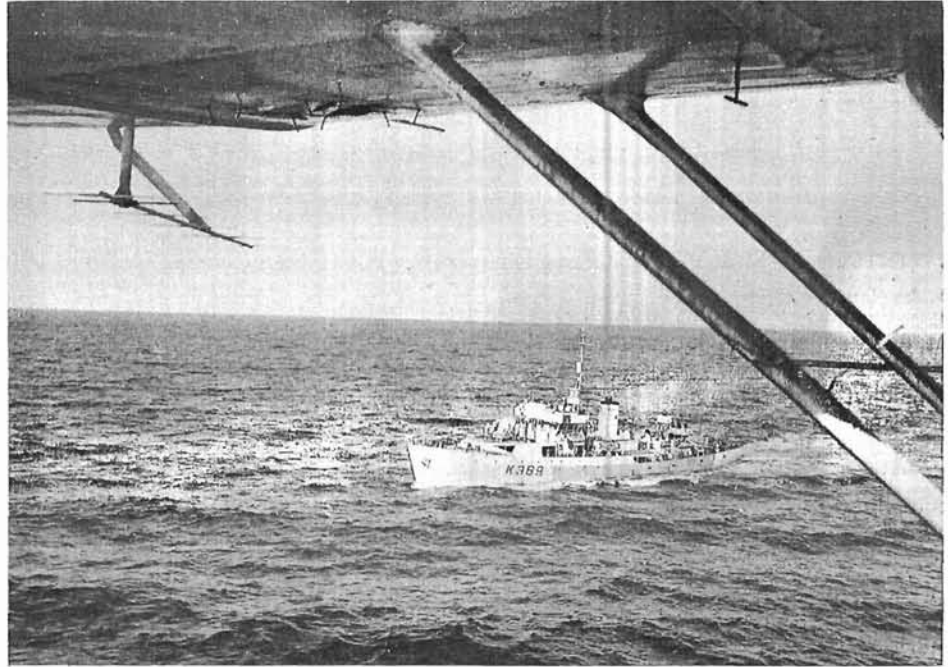
At this point the *West York* seems to have disappeared from these shores. In any event, by 1947 she had had her steam reciprocating engine replaced by diesel power. Under Moroccan registry she sailed as the *Moulay Bouchaib* and as late as 1950 was the Italian *Espresso*. In the spring of that year she was in process of being registered as the *Commercial Express* of London, England. At the time of her loss she was the Canadian-owned *Federal Express*, employed

carrying building materials and heavy equipment to Port Cartier on the Quebec North Shore.

Her sinking in Montreal Harbour has produced a complex marine salvage problem. In the evening of May 5, 1960, as she lay at her berth, she was struck by the Swedish *Polaris*. Holed and with her mooring lines carried away, the

Federal Express careened into the Danish *Hilda Maersk* and sank in 30 minutes.

Because of the six-knot *St. Mary's* current, an elaborate deflector wall has been sunk to permit divers to salvage cargo and fittings. Then explosives will be used to break up what was once HMCS *West York*.—E.C.R.



The corvette *West York*, on duty in the North Atlantic, as seen from an RCAF Canso on coastal patrol. (Z-1200)



The last metamorphosis of the corvette *West York* was into the MV *Federal Express*, St. Lawrence River freighter, shown here in Montreal Harbour. She has since been accidentally rammed and sunk and lies at the bottom of the harbour. A menace to navigation, she will be blown up. The picture is from the collection of Ivan S. Brooks, of Hamilton.



Here are some of the gloomy rugged Greenland mountains over which Canadian sailors clambered this summer. Reproduced from a 35 mm colour slide taken by Lt. R. A. Butler, supply officer of HMCS Lauzon, the picture shows the head of Arsuik Fjord on which the Danish naval base of Gronnedal is situated. - Across the water is the Ivigtut-cryolite mine.

GREENLAND ADVENTURE

IN THE RUGGED mountain peaks between the Arsuik and Ika Fjords of Greenland, there is country of such stunning magnitude it snatches one's breath. Here, on a late August camp-

ing trip, I plodded behind a Danish guide whose love for the barren hills was unique in its honest sincerity.

Shortly after lunch on Saturday some 50 men gathered on the jetty beside the

two frigates *Cap de la Madeleine* and *Lauzon*, nested at Gronnedal, Greenland. A week-end camping trip, arranged by our Danish hosts was in the offing, and 30 Canadians and the 20 Danes who were to be our guides talked quietly together.

During the Ninth Escort Squadron's UNTD training cruise to the far North in August, the frigates Cap de la Madeleine and Lauzon were detached and spent the week-end of August 18 to 22 as guests of the Royal Danish Navy at Gronnedal in southern Greenland. The offer of the Danish hosts to arrange an overnight hike into the mountains was accepted with alacrity by 30 Canadian sailors, who had little idea of the rugged trek that lay ahead of them. However, the hike was to bring them experiences they will long remember.

A personalized account of the adventurous outing was written by PO William H. Kerr, yeoman in the Lauzon, who here shares with Crowsnest readers the excitement and wonder of that week-end in Greenland.

Eventually we split up in about eight groups of six men, my own party consisting of six men and two guides. Introductions all around produced "Hooper" as the name of one guide and "Ole" (O-lah) as the name of the other. Both men were of the Danish Navy. Hooper, it appears was of Eskimo descent and had spent eight years of his childhood in the hills which stood before us. He was dressed in faded blue working clothes. On his feet he wore a

pair of army boots with reinforced toes. Heavy canvas gaiters pegged in the bottom of his trouser legs. He had worn the boots less than six days in the mountains and they bore signs of the ruggedness of the terrain. They were gouged and battered beyond belief; this was their last trip. His gaiters, less than two months old were shredded and torn.

Our other guide, Ole, while having been less than a year in Greenland, had acquired the name "Old Man of the Mountains", despite his youthful 21 years. Something about those two loose-limbed individuals told us to prepare for an arduous trek.

We strapped on our packs and found them light and comfortable. We stood for a few moments in silence facing the hills, each man with his own thoughts. Some were sizing up the first mountain, some took a quick new appraisal of themselves and their stamina as they gazed upon the gargantuan slopes in their path. Each man, I'm sure, spoke to himself of perseverance and steeled himself for the climb. None of us, I think, had ever before stood at the foot of a mountain harbouring intentions of tramping over it.

Somebody waved a hand and we were off. For about the first half hour we stuck together chatting amiably. Then the chatting stopped. We were using our breath to supply energy to tiring muscles. Shortly thereafter the intervals between us began to lengthen, the mountain was getting steep. One of the guides, Ole, showed an inclination to step out and our party tended to split into two groups. Three of us moved up ahead with him. It took us well over an hour to reach the crest of the first huge rise, some 1,000 to 1,100 feet up. The packs were not as light now, nor were they as comfortable. We sank weak-kneed onto the rock cliff top to await the second half of our party. Ole strode over to the edge of the cliff and waited patiently, looking down. From where we sat, back from the edge only the sky and distant peaks were visible. Clearly it must be a 1,000 feet down the cliff. Looking back, the Arsuk Fjord dotted with chunks of glacial ice spread before us and the buildings of the Danish naval base were but tiny spots at the waters edge.

WE WERE WATCHING the second half of our party toiling up the hill and our attention was divided, when the guide did a shocking thing. He hunched down slightly, braced himself, and leaped wildly out into space. There was a hushed delay of disbelief and incomprehension before we rushed to the cliff's edge to the sound of a horrible crashing and the ominous rumble of

sliding rock. The whole face of the cliff seemed to be moving and it was difficult to focus on anything, but there was Ole, some 200 feet down the rock slide which sloped away from the cliff, his feet turned sideways and pressed closely together, always just one bound ahead of his self-created avalanche, dropping down the mountain in great jerking 25 foot leaps like a mountain goat in full flight. When the action stilled, when the dust settled and the mountain returned to normal he stood a full 500 feet below, hands on hips, looking up at us.

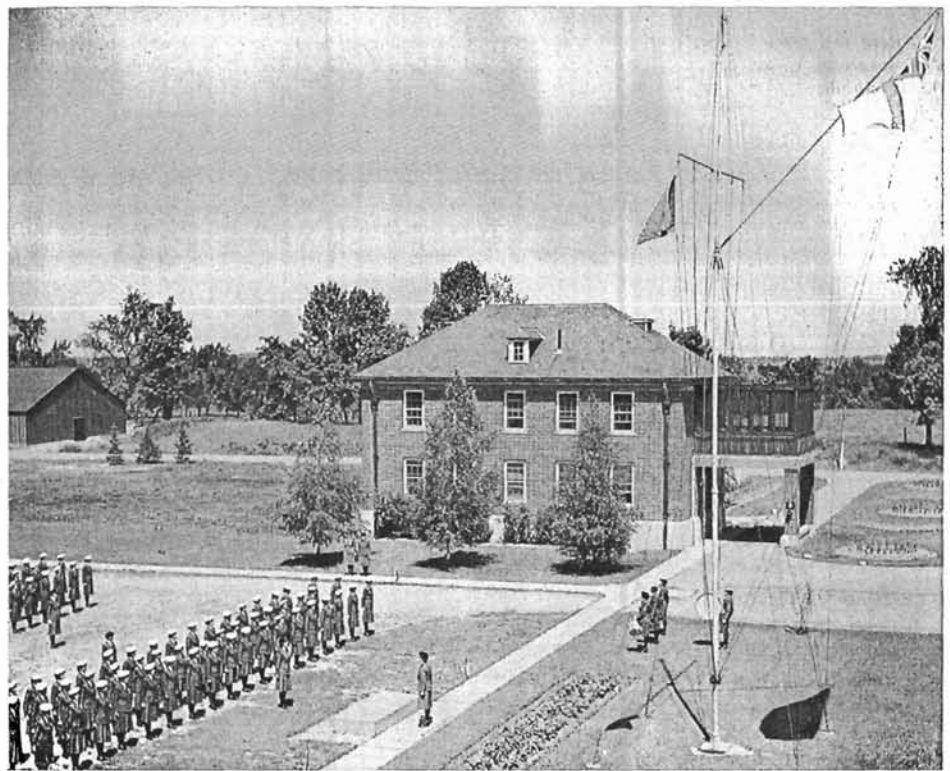
It was at this point that our party divided into two distinct groups. Those who were willing to emulate this feat, and those who definitely were not. I don't know how the second bunch made their way down the hill. I pinched my nostrils between my thumb and forefinger, closed my eyes, and jumped into space after Ole. When my feet hit the shale 30 feet down, the impact numbed me right up to my ears. I kicked my feet back out into the air as I had seen Ole do, and bounced down another 20 feet. The experience changed from frightful to exhilarating in the twinkling of an eye. I was flooded with con-

fidence and, as I careened down ahead of my own little avalanche, I drove my feet saucily into the shale a little more heavily each time, starting larger and larger slides, and getting more distance with each leap. I was disappointed when I ran out of mountain.

We stood in a very narrow green valley which sloped gently down some 600 feet to the headwaters of the Ika Fjord. Ole pointed to the water's edge and indicated that we would camp there. Down the valley we headed with renewed vigour. It looked close. The eye is easily deceived in the mountains, for not until two hours later, driven to a point of madness by the hundreds of millions of flies which made their home in the high-walled windless valley, did we arrive, swatting, swearing, sweating, hungry and tired at the site where we pitched our tents.

One could have no conception of the devastating persistence of the flies. Because of their intensity we were obliged, despite a smokey shrub fire, to warm our food and rush into the tent, where we squatted around the walls and ate, dirty-faced and grinning, resembling, somewhat, triumphant jackals which had made off with a lion's kill.

Yesterday's Navy



Divisions at HMCS Conestoga, Second World War training establishments for wrens at Galt, Ontario. Note the wren drummers. (M-943)

There were flies inside our shirts, there were flies in our ears, they were in the meat and in the tea and later on I discovered their gritty little bodies in my socks and underwear. The situation was almost untenable, when, with four hours of daylight remaining, the sun disappeared from our canyon, and with it . . . mercifully . . . the flies.

OLE, for reasons unknown, selected me as the man of the group to whom he would show some of the secrets of his dearly beloved Greenland. He did so with characteristic simplicity. He touched me on the elbow and walked out of camp. It was evening and I was tired and I would gladly have folded up in a heap and expired but I took a hitch in my belt and went after him.

He experienced some difficulty in finding his first objective and as he cast back and forth in long ground-eating strides on the bottom slope of an immense mountain he rumbled with deep throaty growls of impatience at himself. When he discovered it, he did not immediately point it out. He stood instead for a long moment looking me straight in the eyes. He wanted very badly to be sure I was a kindred spirit before he showed me his prize. When he made his decision he placed a hand on my shoulder and turned me around. I faced a low structure of neatly piled rocks. For a moment I stood puzzled. Then he breathed a word, which in the immense stillness of the mountains seemed to hammer into me.

"Viking!" It echoed again and again in my ears-until I chilled.

The rocky rubble was the ruins of a Viking home. Imagine his delight when I became excited and crawled all over the place as though I were going to buy it. He was so pleased with the whole situation he smiled. Ole spoke little English but, by actions and with the aid of a pencil and some paper which I produced, he explained how the Vikings had settled the valley at the head of the fjord to fish and farm. He told how the Eskimo became annoyed at these strangers taking up some of the best farmland in Greenland and massed together from as far away as Labrador, and slew the Vikings when the ships of war had moved on.

The structure still stands, five feet high but alarmingly small in inside dimensions. I thought surely it must be a fortress or look-out station, although its location proved this to be unlikely.

Due to the absence of trees or other workable material the house could only be made of rocks. It is located conveniently in, and is part of, the base of



A new lightweight diving suit to replace the cumbersome equipment now used by deep-sea divers is being tested by the Royal Navy. The new suit, shown under test near Portsmouth, embodies many of the features of the frogman type suit and eliminates the heavy metal helmet and lead-weighted boots. (Photo from U.K. Information Office.)

an expansive rockslide, from which it is almost indistinguishable even when quite close.

It takes the form of an elongated figure eight, with one end slightly larger than the other. The larger was a living and eating room, while the smaller of the two was for sleeping. The walls are three to five feet thick, with deliberate "peep" or ventilation holes. I was unable to discover, nor could I imagine what material was used to roof the structure. Entrance had been gained through the roof, for there were no doors in the walls.

I SAT on a large flat, chair-sized rock in front of the house where almost certainly the head of the Viking house had sat to look down the Fjord. A rare moment of indescribable feelings, spanning a thousand years.

Ole had come upon the place the preceding winter while skiing. He pointed to the steep incline down which he had come swooshing at breakneck speed, only to have his skis drop into the house suddenly and leave him spinning in the air.

We were joined at the site by two of the lads from camp who noticed us

tarrying on the hill. I had selected as a souvenir a small stone used as fill between the larger rocks, and was holding it in my hand. One of the lads moved a couple of rocks and I sensed Ole's changing attitude. When the lad picked up yet another stone he was set upon by Ole, who growled at him to put it back. He definitely objected to this priceless structure being disturbed. I replaced the two rocks which had been moved and quietly slipped mine back where it belonged. Who was I to deface a building a thousand years old?

Our guide was somewhat hostile as he led us away. He took us back to camp, and I assumed I would learn no more secrets from him that night. This was not the case, however, for when the two lads fell into conversation with other hikers, he touched me on the arm and we were away again. Ole fell back beside me as we cleared camp and slipped something heavy into my pocket. It was my souvenir.

Until long after dark I followed him from lake to river, from waterfalls to fishing holes where fish could be snatched from the water by hand, we went. We topped the evening off by finding ourselves separated from camp by a wide shallow river and having to wade through its icy breadth.

THE MORNING sun brought the flies in miserable abundance. It brought Ole with it too. He shook me. "Climb mountain," he said, "see ice, no flies". With those words he began a day I shall probably never forget. Before we cleared camp I was joined by the two lads who comprised our half of the team. All of us were fresh, all ready to climb and all in eager anticipation of viewing the ice cap.

Today we carried no packs. We had no encumbrances. The world was our oyster as we fanned out to approach a formidable looking mountain to the north. The flies were upon us with a vengeance. Moving across the lichen covered flats we made hoods of our working jackets by draping them over our caps, leaving only a tiny space open in front. So many flies zoomed in and out of even this tiny hole that we cut leafy switches from the scruffy undergrowth and wig-wagged them rapidly in front. This kept the flies out nicely. Of course, I couldn't breathe. I couldn't see where I was going either. So, each time I fell cart-wheeling down into one of the crags, I reminded myself I was keeping the flies out, provided I waved the branch fast enough. We should have had proper cheesecloth headpieces with clear plastic eyepieces made purposely for protection from flies. We were given

them before leaving the base but, alas, someone had discovered the night before that they made excellent tea strainers, and with gay abandon we had rendered them quite useless.

The climb began. The first 1,200 feet were pure agony. We were tired out in the first 50. The walls were steep and the rocks were loose. There was no air to breathe; just flies. As we climbed up the patches of loose shale which dotted the mountain we were in danger, not only of falling, but of starting a slide or dislodging a boulder on the next man astern.

These sections had to be scampered over spider fashion with hands and feet, elbows and knees, all moving as fast as they could go, all doing their part in holding you onto the cliff. Once you lit out, there was no stopping and no turning back. We learned to traverse these patches one at a time and to disregard the frightening havoc we turned loose down the mount.

Time and again we struggled over what surely must be the last rise and lay gasping and wheezing and sucking in flies through tightly clenched teeth, only to open our eyes to find another, sometimes taller one, looming overhead. At times a man was hard done by to control panic. Sometimes when muscles and lungs shrieked for air, and it seemed that surely life would leave if oxygen wasn't consumed in great gasping gulps, a man could forget himself. He could unclench his teeth and breathe in all the flies which had piled up there. Yes, at times a man's mettle was severely tested.

ALWAYS there was Ole, the untirable, waiting patiently, standing on the next ledge up. Each time I saw him he was waiting for us. He didn't climb, he simply materialized on the next ledge up. Waiting. Always waiting. At the 1200-foot level we struck wind. Blessed, cooling wind, to dry the burning sweat from our eyes. There were no flies. Those little citizens of Greenland preferred the shelter of the valley and stayed below.

The next 800 feet to the summit were comparatively easy. I could breathe deep and it was not flies which filled my lungs, but fresh mountain air. The last 50 feet were steep and tricky and required close attention, so that when we finally stepped onto the crest the whole panoramic view seemed to burst into being all at once. Mountains. Mountains to the left, mountains to the right, mountains to our backs, and there ahead stretched millions of square miles of snow and ice, measuring in some places 10,000 feet deep . . . the greyish-white snow cap of the world, an un-

broken blanket of velvet and satin covering five sixths of all Greenland.

The scenic splendour conjured up its own music. The wind, the distant water falls, the barking of mountain fox, heavy panting breaths, the sense of personal accomplishment, the presence of God, all pressing home in an adventurer's brain to produce a symphony to a land which stands unchanged in all its burnt, discoloured, broken, cold and barren splendour from the day it boiled up out of the earth's core to harden in the air.

I sensed our guide's feelings of personal satisfaction. He studied us while we studied the new world into which we had nurtured us. Any peak we cared to point out, he had climbed, but not like this. This time he had three men with him to share his feelings.

Arasuk Fjord lay 2,000 feet down in the valley to the left, Ika Fjord to the right. Long Lake and numerous smaller bodies of water filled the concave contours of the mountain slopes, and stretching ahead for thousands of miles was a veritable desert of ice. At the head of the Ika Fjord one could make out four indistinct dots—our tents.

We had still to climb down this mountain and still to climb out of the valley with all our packs. We were tired then and would be a sight more tired before we finished. We knew it, but for the moment none of that seemed to matter.

"You glad?" Ole asked.

I took a long slow look around. Of course I was glad, if it must be put into terms as simple as that. What was the matter with him? Surely he knew me well enough by now to know how I had come to feel about his mountains. I turned to growl at him, but he wasn't there. He was about a hundred and fifty feet down the other side of the mountain. His hands were on his hips and he was smiling. He was waiting for us.

Ole still had a lot to do to make our week-end complete. We had land-slides to start, canyons to yodel down, streams to drink from, cliffs to scale and, of course, we would have to out-hike the other half of our party by at least an hour on the return trip. He couldn't have us wasting too much time just resting—not with so much of his world left to show us.

For the moment, however, I kept him waiting. With all respects to home and friends, I have never worked so hard to attain, nor moved away with more reluctance from, anything as fascinatingly captivating as that windy, rain-washed granite, smooth peak, commanding a view of what surely must be one of nature's most fascinating handiworks.

—W. H. K.

PROMOTION

How the RCN's New System Works - and Why

FOR THE PAST year and a half, men of the Royal Canadian Navy have been receiving their promotions under a new system.

All naval personnel are bound to be directly concerned with how the new promotion system is working out. Not only does it control the careers of individuals but, in its choice of the senior men, it determines the efficiency of the whole service.

Any such system should not only select the best men for promotion, it should also show each man the areas in which he should strive for improvement, both for his own good and that of the Navy. It, therefore, becomes the personal responsibility of everyone in the service, officers as well as men, to make sure that the promotion system operates efficiently and fairly.

The promotion system determines which men are to be promoted each year. How many will be promoted rests principally on the complement and the release rate. In other words, the promotion system decides *which*, not *how many* men are to be promoted. Its objective is to make certain that the best men are promoted and, on the other side of the coin, to prevent the promotion of men whose performance is so low in their rank that their promotion cannot be justified, no matter how many vacancies may exist in their particular trades.

It is worth emphasizing that, although all trades are now considered for promotion at the same time, selection for promotion is made within each trade for the vacancies existing in that trade. Where trades are recruited and administered separately by Port Division (at present all but Radiomen Special and the air trades), each Port Division trade is treated as separate. "Any trade" positions in complement are shared and assigned to particular trades to improve each trade sea/shore ratio and career structure.

Wrens of various trades are borne against the complement of the related men's trade. They are, therefore, promoted in direct competition with the men of that trade.

Does It Work?

THE SYSTEM is being continually studied and analyzed both in Naval Headquarters and in the RCN depots. These studies are intended to

answer two things: "Is the design of the system such that the man we want gets to the top of the list?" and "Is the fleet using or able to use the system correctly?"

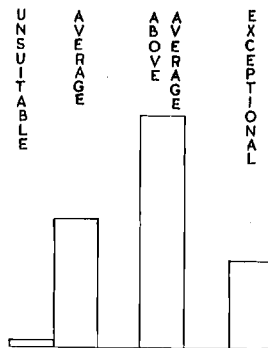
In each case the answer has been a qualified "yes". Unfortunately, the perfect promotion system has yet to be invented. Before the RCN's new system was chosen, a detailed study was made of the methods used in industry and by other services, together with an ex-

amination of the research being carried out in this field. What was believed to be the best system for the RCN was then produced.

The first results of this system confirm that it is basically sound. We know, too, that it has been better than the system it replaced, and it is believed to be better than the systems other people are using to do the same job.

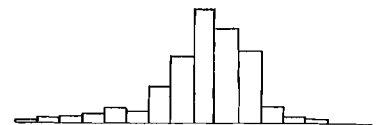
When the new system was introduced it was appreciated that changing cir-

CNS 507
1951-1957

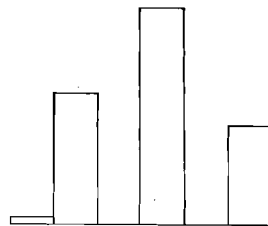


C2

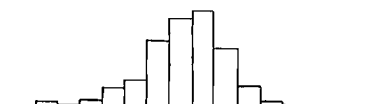
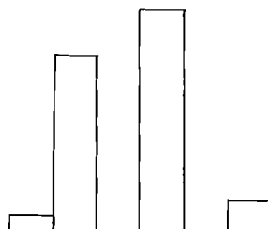
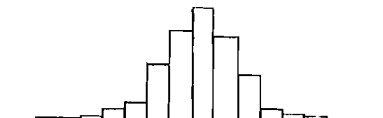
CNS 4001
1959



P1



P2



The old system of scoring the performance of men for promotion resulted in the mathematically absurd situation of far more men being scored as above average than as average or below. This is shown in the graphs at the left. The columns of the graphs at the right represent groups of percentage scores in performance evaluations, ranging from low at the left to high at the right.

cumstances and conditions must be expected and, in consequence, if the system was to remain valid, modifications must be effected as required. Hence modifications to parts of it may come along as they are needed. One obvious necessary improvement is that everyone should understand the system better than is generally the case today.

Two Steps

THERE ARE two steps each man goes through as part of the promotion process—his entry into the promotion zone and his selection for promotion.

Entry into the promotion zone is largely mechanical. The man must meet the minimum professional requirements laid down in the Manual of Advancement and Promotion (MAP). As soon as he satisfies all these requirements he enters the promotion zone. These requirements have been designed to ensure that a man has received the necessary training and experience to fit him for promotion. They therefore include time in rank, seetime or squadron time, level of trade skill, and passing rank examinations.

The requirement for a period of exemplary conduct is also included to ensure that only men of known stability are allowed to compete for promotion. Once a man enters the promotion zone he is removed only if he breaks exemplary conduct or changes his rank.

Handicapped Taken to Circus

Twenty-one handicapped persons of the Halifax area, most of them from the Sir Charles Tupper School handicapped class, had their annual morning at the circus, compliments of the Bill Lynch Shows, June 21.

The handicapped were taken to the circus in buses of the Callow Veterans and Invalids Welfare League and personnel of the Navy, Army and Air Force rallied round as guides and helpers.

The circus performers held special side show events and acrobatic demonstrations and the various rides were open to all comers able to ride them. There were clowns, flossy candy, peanuts, hotdogs and traditional carnival atmosphere for the special guests, mostly children.

The Armed Forces personnel trundled the visitors about in the wheel chairs and lifted them onto the merry-go-round and other rides. Army and RCAF types spread the rumour that one sailor was going to be seasick after his small charge insisted he be taken on one particularly loopy ride five times in quick succession.

Qualification cards are issued every six months to each man not yet in a promotion zone, telling him the exact qualifications he has been credited with. It is each man's responsibility to be aware of what he needs to enter the zone, to know what he has earned and to report any inaccuracies in his card.

Selected for a given rank of a given trade are those in the promotion zone with the highest composite score. It is the design of this score to take all the men in the zone and bring forward those with the best combination of knowledge, performance, experience, dedication and aptitude.

The components of this score are listed in MAP, Article 2.13 and include performance reports averaged over the previous two to three years, time in the promotion zone, continuous unbroken full time RCN service, and education.

Status Card

EACH MAN in a promotion zone receives a status card every six months. This card tells him all the points awarded to him for each factor except Average Performance Evaluation. The man is further assisted by being told in which quarter, in comparison with all those in his trade and in the zone, his average performance evaluation falls—if there are enough men in that particular promotion zone. This restriction is made to prevent direct comparison of the performance evaluations of individuals. As with the qualification cards, these cards are issued to keep each man informed of his progress, and to allow him to exercise his responsibility of reporting any apparent discrepancies in records.

A matter of major concern is the performance evaluation. If this factor is to achieve its intended importance in selecting individuals for promotion, there must be a reasonable point spread in the scores of men. If everyone in a promotion zone receives the same, or nearly the same performance evaluation score, it becomes meaningless and promotion is determined by the other composite score factors.

It is therefore of continuing importance that the whole scale of this form be used in order to measure the difference in performance of individuals. As the fleet will be aware, the promotion monitors on each coast are largely concerned with ensuring that this requirement is met. They do this by ensuring that the highest and lowest scores are properly substantiated, in other words, scored for those men who have proven by their actions they deserve an exceptional mark at the time of the report. The skill of the com-

manding officers and their evaluators is required to correctly grade all other men between these extremes.

The graphs accompanying this article are produced to show the points spread achieved last year in the service as a whole, for C2, P1 and P2. In some cases, the spread in individual trades was not that good, tending to make selection for promotion difficult.

The old CNS 507 scores are shown also for comparison. It can be seen that with the old form, the proportion of men described as "above average" and "exceptional" was unrealistically high, with large numbers grouped together with the same assessment. This did little to ensure that the best men were promoted. The new form is producing scores which correspond to observed levels of performance. It is therefore easier to identify the best men for selection for promotion.

Not a Mystery

THE PROMOTION process is not meant to be a mystery. The only information which is kept confidential is the performance evaluation mark and also, therefore, the average performance evaluation of each man. This will continue, as it is the business of no one except the man concerned. He sees each of his evaluations before they leave the ship and he has an accurate knowledge of how he is progressing.

Another piece of information not readily available is the number of men to be promoted to each rank of each trade each year. This is not published primarily because the numbers can change rapidly for a number of good reasons. It is felt that publishing a forecast which is liable to such change is undesirable. (The same policy, by the way, is followed with officer promotions.) All other information is, or should be, available through regulations, reports or status and qualification cards.

With data and experience both being accumulated, more thorough and corrective research is now possible. Although this is being done, a large responsibility rests with the fleet. A promotion system must have the full confidence of its users if it is going to work. If that confidence is lacking in any area, the cause must be investigated and corrected. Only when mistakes, oversights or misinterpretations are promptly reported, and only when early corrective action is taken, can a really satisfactory system be maintained. Do your part to maintain confidence in the system and you will help the *service* and *yourself*.

AFLOAT AND ASHORE

PACIFIC COMMAND

Fourth Escort Squadron

The frigates of the Fourth Canadian Escort Squadron, *Sussexvale*, *Antigonish*, *St. Therese*, *Beacon Hill*, *Jonquiere*, *New Glasgow* and *Stettler*, returned in early August from a 46-day, 11,000-mile trans-Pacific training cruise.

Each ship had carried for training eight senior and 16 junior Regular Officer Training Plan Cadets, from Royal Roads, Royal Military College, College Militaire Royale and from universities across the country.

A strenuous training program was carried out during the 37 days spent at sea. The cadets received classroom instruction and practical experience in seamanship, engineering, navigation, weapons and communications. Operational training for the ship's companies was carried out at the same time; regular anti-submarine and gunnery exercises were scheduled, while action drills, damage control problems and seamanship evolutions were the order of the day.

The cruise began on Monday, June 20, when the seven ships left Esquimalt and headed northwest toward the Aleutian Islands. The weather was sunny and warm but a stiff breeze was blowing and the ships began rolling to the Pacific swell on passing Swiftsure Light Vessel, much to the discomfort of some of the cadets.

As the squadron progressed northward the weather turned colder with fog and mist. Such were the conditions in Adak, bleak wind-swept island in the Aleutian chain, where the ships took on fuel at the U.S. naval base.

On leaving Adak the squadron turned southwards for Japan. Off the Kurile Islands the ships threaded their way, still in fog, through a large Japanese fleet one busy and memorable night.

Early on the morning of Thursday, July 7, the squadron entered busy Tokyo Bay and steamed past myriads of craft of all kinds from small fishing boats under oars to mammoth tankers. At 8 a.m. the squadron arrived in Yokohama for a wonderful four-day visit.

Principal hosts to the Canadians were the Japanese Maritime Self-Defence Force, members of the Canadian Nisei Society and the Canadian Embassy staff in Tokyo, who together ensured that the stay was most pleasant and memorable. A highlight for the cadets was their tour of the Japan Defence Academy. They were taken on a tour of the Academy, played games of volleyball and basketball against the Japanese cadets, which they lost, and had lunch Japanese style.

It was with some reluctance that the ships left this intriguing and charming country on July 11 and turned towards home.

The first stop was the tiny island of Midway on July 18 where the squadron regatta was held. This pleasant little island will be remembered for three things: firstly, the warm hospitality of the American naval personnel and their families who live there; secondly, the

beautiful white coral sand beaches where everyone swam in the warm crystal clear sea, and, finally, for the gooney birds, the Laysan albatross. This species breeds on Midway and the ungainly young birds were everywhere, on the roads, the runways of the airfield and on front lawns. The birds, already the size of farmyard ducks, were exercising their large wings and getting ready to fly away to the open ocean where they spend most of their lives.

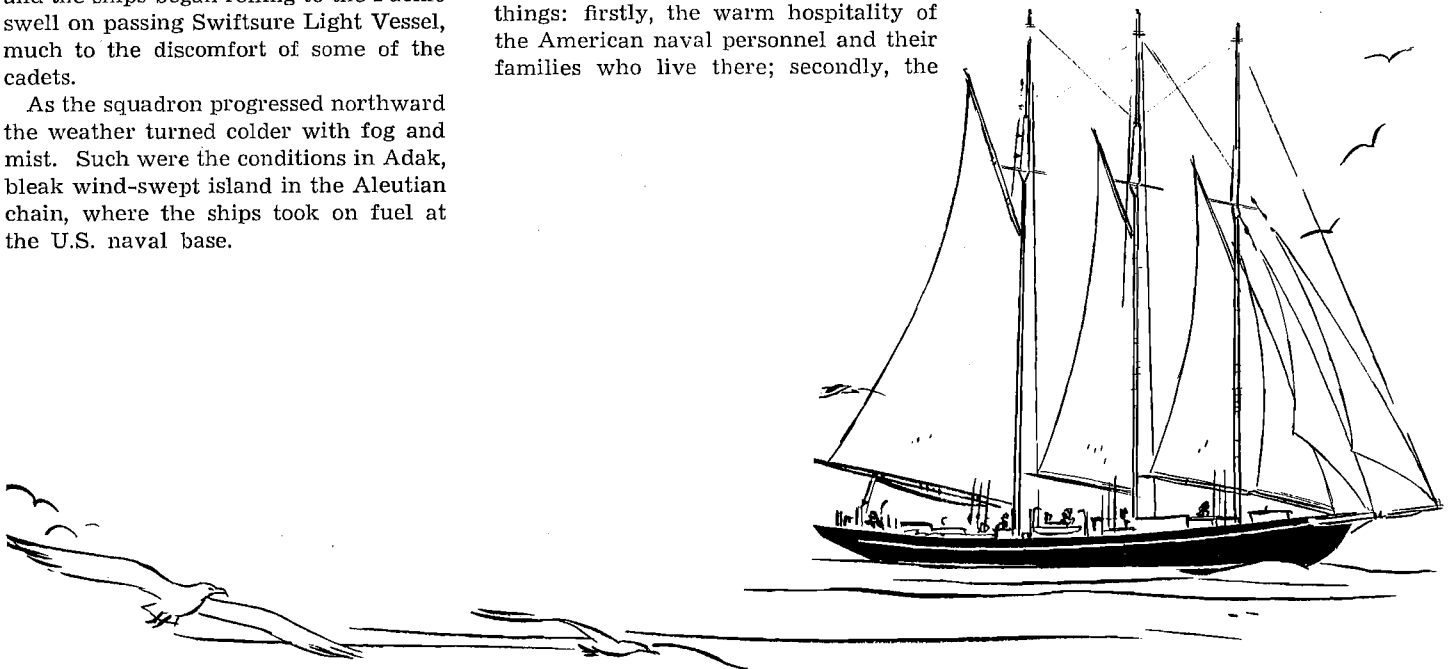
The next port of call, on July 25, was Pearl Harbour, Hawaii, always popular with the Royal Canadian Navy. After two busy days the Squadron sailed for home.

High on the *Sussexvale's* foremast was a large, gaily painted rooster, signifying that she had won the coveted "cock o' the walk" trophy. Boat pulling, softball, volleyball, a gunnery shoot and general drills all counted for points. The *Sussexvale* edged out the *Antigonish* only by winning the final softball game 13-12 in semi-darkness.

ATLANTIC COMMAND

HMCS Kootenay

On one of the four days during which the *Kootenay* was open to visitors in Portsmouth, England, this summer, a



Mr. T. W. Aplin, after touring the ship, identified himself as a member of HMS *Decoy's* ships company from May 1941 to November 1942.

HMS *Decoy*, a River class destroyer, became the original HMCS *Kootenay* on transfer to the RCN in early 1943 after ten years service in the RN. Her first RCN commanding officer was Acting Lt.-Cdr. K. L. Dyer, now rear-admiral and Flag Officer Atlantic Coast.

Mr. Aplin joined the *Decoy* as a leading telegraphist in May 1941. During his 18 months in the ship he participated in 21 convoys to Tobruk while it was under siege, five convoys from Alexandria to Malta, a six-month period in the Far East, and in the evacuation of the King of Greece and others from Crete to Alexandria in May 1941. For this last act the ship was presented a trophy depicting the King of Greece spanking Mussolini. This trophy is now in the present *Kootenay*.

After the *Decoy* was transferred to the RCN Mr. Aplin received his commission. He retired in 1946 and is at present the manager of Lloyds Bank in Havant, near Portsmouth.

HMCS Huron

The *Huron* went into refit in April, and therefore saw many changes in personnel throughout the summer. The refit was carried out by Davie Shipbuilding Co., Lauzon, P.Q., and the ship's company took full advantage of the local attractions, such as fishing and golfing, in off-duty hours.

The men were also made very welcome by members of Branch 12, Canadian Legion, at Levis, and recently presented to them a replica of the ship's badge as a grateful memento of the Legion's hospitality.

On the more serious side, a plea for blood from the Levis General Hospital (Hotel Dieu) on behalf of the wife of an unemployed blind man of Levis, was answered by four members of the crew. The four, PO Armand Turgeon, and Able Seamen Thomas Mahoney, George Slade and Patrick McCluskey, were pleased to learn later that, by their generous act, the life of the patient, Mme. Lionel Belanger, was probably saved.
—R.G.L.

HMCS Outremont

From June to September, the *Outremont* was in the Great Lakes training RCN(R) ordinary seamen. In the course of the summer the ship visited the following ports: Outremont (Montreal), Hamilton, Windsor, Midland, Milwaukee, Duluth, Collingwood, Rochester and Toronto, while brief stops were

made at Mackinaw City, Goderich, Grand Bend, Port Stanley and Hope Island.

In addition, the ship's motor cutter, "*The African Queen*", saw repeated use, including a 65-mile trip in Georgian Bay.

At the halfway point in the summer, while the ship was in Duluth, an article in daily orders said:

"In order to arrive here, a point 2,150 miles from Halifax, we have steamed 3,896 miles, passed through 16 locks, been lifted 602 feet . . . We are 115 miles west of Fort William, west of the Manitoba border, west of New Orleans, 600 miles west of the Panama Canal and 600 miles west of the most westerly point in South America. We have steamed as far north as St. John's or Paris, France (Lake Superior) and as far south as New York City or Naples, Italy (Lake Erie). We are now as far west of Halifax as Ireland is east."

Some additional facts about the summer were that almost 25,000 people were shown over the ship and an additional 650 attended receptions on the quarter-deck and 4" gun deck. In addition 90 scouts, cubs and sea cadets were taken for one-day cruises.

HMCS Cape Scott

On August 24 a rather unusual call was made on Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast in that the Admiral was visited by two consecutive captains of the same ship. This came about because Cdr. F. J. Jones was handing over the *Cape Scott* to Cdr. A. H. Rankin, and both officers were making their first official calls.

Later in the day Admiral Dyer returned the calls and walked around the *Cape Scott*. A guard of UNTD cadets was paraded under Lt. M. J. Fitzgerald. The cadets were undergoing engineering and power phases of their training in the repair ship.

Cdr. Jones was the first commanding officer of the first escort repair ship to be commissioned in the RCN. He left the coast to take up an appointment at Headquarters in Ottawa as Staff Officer (Shipping Control) to the Director of Naval Operations.

Before assuming command of the *Cape Scott*, Commander Rankin was Assistant Director of Naval Program Control (Manpower Requirements) at Naval Headquarters.

HMCS Victoriaville

Twenty-six first-year College Militaire Royal cadets embarked at Halifax in the *Victoriaville* July 2 for a four-week cruise and training period.

Ports of call included Shelburne, N.S., Saint John, N.B., Baltimore, Maryland, and New London, Conn.

At Grand Manan five cadets and two officers rigged the whaler and sailed all night, arriving in Saint John the following afternoon. While visiting Saint John the cadets watched units of the Canadian Army on manoeuvres at Camp Gagetown. In Baltimore the British consulate, the English Speaking Union and USN officers gave the ship a splendid welcome. A half-day was spent on a conducted tour of the U.S. Naval Academy at Annapolis, Maryland.

A week was spent in Long Island Sound where the officer cadets exercised their newly learned skill in pilotage work.

A visit to the U.S. naval submarine base at New London was the highlight of the cruise. Cadets were welcomed by Captain E. P. Huey, USN, officer-in-charge of the Submarine School. They spent two days under instruction and a most comprehensive course was provided for them.

On the last day at sea the cadets put all their acquired knowledge together and took over positions in the ship from commanding officer down. Needless to say, confusion arose where decisions dependent upon experience had to be made, but there was no lack of enthusiasm in carrying out their duties.

The cadet "cooks" produced a sumptuous meal, which played havoc with the supply officer's rations, the cadet ERA was at the throttles during man overboard practice and the cadet XO did a seaman-like job of manoeuvring the ship alongside a float.

P & RT School Cornwallis

The Atlantic Command P & RT instructors gave a farewell party to Lt.-Cdr. and Mrs. J. A. Arnott in the *Cornwallis* C & PO's mess on August 20.

Mrs. Arnott received a bouquet of red roses, presented by Mrs. W. A. Rheubottom on behalf of the P & RT instructors of the Atlantic Command.

An engraved pewter stein was presented to Lt.-Cdr. Arnott on behalf of the *Cornwallis* P & RT staff and a matching set of luggage was presented to him by CPO A. E. Cole on behalf of the P & RT instructors.

Third Escort Squadron

A blood donor clinic for ships of the Third Escort Squadron was held in the Command Gymnasium on August 18.

There was a registration of 314 and the breakdown by ships was as follows: *Crescent* 53; *Micmac* 40; *Cayuga* 113; and *Sioux* 50.

THE RCN TODAY

THE ROYAL CANADIAN NAVY in 1960 has 62 warships in commission. This is the largest peace-time fleet in the history of the RCN.

It includes an aircraft carrier, seven Restigouche and seven St. Laurent class destroyer escorts, 11 other destroyer escorts, 18 frigates, ten minesweepers, two mobile repair ships and six smaller craft.

There are also two Royal Navy submarines under the operational control of the RCN.

Three naval vessels were on loan to other Federal Government departments.

Atlantic Command

SHIPS IN COMMISSION BASED AT HALIFAX:

Type	Number	Class
Aircraft Carrier	1	Light Fleet
Destroyer Escorts	7	Restigouche
Destroyer Escorts	7	Tribal
Destroyer Escorts	2	Algonquin
Destroyer Escorts	2	Other classes
Frigates	11	Prestonian
Minesweepers	6	Bay
Mobile Repair	1	Cape
Diving Depot Ship	1	Bangor
Gate Vessel	1	Porte
Patrol Craft	3	Bird
Submarines	2	"A" (Royal Navy)*
Total	44	

General: Destroyer escorts, frigates, minesweepers and submarines are assigned to squadrons. In the Atlantic Command there are three destroyer escort squadrons, two escort squadrons composed of frigates, one minesweeping squadron, and one submarine squadron.

* These submarines are under RCN operational control.

Pacific Command

SHIPS IN COMMISSION BASED AT ESQUIMALT:

Type	Number	Class
Destroyer Escorts	7	St. Laurent
Frigates	7	Prestonian
Minesweepers	4	Bay
Mobile Repair	1	Cape
Yacht	1	Ketch*
Total	20	

General: Destroyer escorts, frigates and minesweepers are assigned to squadrons. In the Pacific Command there is one destroyer escort squadron, one escort/training squadron composed of frigates, and one minesweeping squadron.

* For officer-cadet training.

There are three first-line air squadrons, one operating Tracker anti-submarine aircraft, one composed of anti-submarine helicopters and one armed with Banshee jet fighters. Four other squadrons are engaged in training, evaluation and other duties.

The fleet is to be augmented in the future by six destroyer escorts similar to the Restigouche class. Work has begun on all of these.

The order has already been placed for the construction in Canada of a 22,000-ton tanker-supply ship for the Navy.

The following list shows the composition of the fleet:

Atlantic Command

AIR SQUADRONS OF THE ROYAL CANADIAN NAVY

Squadron Designation	Types of Aircraft	Function of Squadron
VS 880	CS2F-2 Trackers	Anti-Submarine
VF 870	F2HS Banshees	Fleet air defence
HS 50	HO4S3 Helicopters	Anti-Submarine
VU 32	Trackers T-33 Silver Stars C-45 Expeditors	Aircrew training, general duties, fleet requirements
HU 21	HO4S3 Helicopters HTL Helicopters	Aircrew training, fleet requirements, search and rescue
VX 10	Various	Evaluation of aircraft and equipment

Pacific Command

VU 33	AS3 Avengers HUP Helicopters C-45 Expeditors	Aircrew training, fleet requirements
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Commanding Officer Naval Divisions

AIR SQUADRONS OF THE ROYAL CANADIAN NAVY (RESERVE)

VC 920	C-45 Expeditors	Training
VC 922	Harvards C-45 Expeditors	Training

General: Aircraft in the Atlantic Command operate from the aircraft carrier **Bonaventure** and from HMCS **Shearwater**, the Naval Air Station near Dartmouth, N.S.

Aircraft in the Pacific Command are stationed at Patricia Bay, B.C.

Of the reserve squadrons, VC 920 is based at RCAF Station Downsview, Toronto, and VC 922 at Patricia Bay, B.C.



HERE AND THERE IN THE RCN



The Naval Supply Depot at Montreal has donated a two-foot efficiency trophy to the Fifth Escort Squadron. The trophy was accepted with thanks by Captain F. B. Caldwell, commander of the squadron. The squadron is made up of HMC Ships Gatineau, St. Croix, Kootenay, Terra Nova, Columbia and Chaudiere. The trophy will be presented to the ship attaining the highest standard of efficiency during the annual inspections.



CPO Les Walker of HMCS Chippawa, Winnipeg naval division, receives the Greater Winnipeg Senior NCO's Humanitarian Award from Flt. Sgt. W. J. Hunt, association president. CPO Walker, by prompt application of a tourniquet following an accident saved a priest from bleeding to death.

Page twenty-four



Cdr. J. R. Coulter, left, Commander of the Seventh Escort Squadron and commanding officer of the Fort Erie, accepts the new Atlantic Command Frigate Firing Trophy from Rear-Admiral H. F. Pullen, then Flag Officer Atlantic Coast. The Fort Erie had the best over all percentage for surface gunnery in 1959 to qualify for the trophy, for which ships of two squadrons of frigates compete individually. (HS-61754)



Rear-Admiral B. R. Spencer, right, Chief of Naval Technical Services, calls on the new Flag Officer Atlantic Coast, Rear-Admiral K. L. Dyer. (HS-62123).



Ceremonials until recently carried out by gunnery people are the responsibility of the Operations Division of the Fleet School in HMCS Stadacona. In charge of the guns roaring out a salute on the occasion of the Queen Mother's Birthday, August 4, in Stadacona is Lt.-Cdr. (N) Michael Tudor-Craig, RN, formerly of Portsmouth, Eng., who is serving on exchange with the RCN. (HS-61997)



Cdr. Stephen Jenner, RN, new Commander Sixth Submarine Squadron at Halifax, served previously as operations officer of the squadron 1955-57. The British squadron provides the RCN and RCAF with the means for anti-submarine warfare training. Cdr. Jenner first joined the RN submarine service in 1942. (HS-61672)



On September 1, HMC Communication School at Cornwallis ceased to exist, having been transformed into the Communication Division of the Fleet School, Atlantic Command. The change was occasioned by the new trade structure, introduced last January, which places emphasis on on-the-job training.



During his spare time over the past three years, 64-year-old Eric Hagen, of Victoria, has been building this six-foot, nine-inch, scale model of the RCN's training yacht Oriole. In a special ceremony held June 8, Mr. Hagen officially presented the model to Venture. It was accepted on behalf of the officers' training establishment by the then commanding officer, Captain D. W. Groos. A veteran of the Royal Navy and British merchant marine during the First World War, Mr. Hagen has been employed at HMC Dockyard, Esquimalt, for nearly 13 years. His son, Sub-Lt. Barry Hagen, a Venture graduate, was present for the ceremony.

THE NAVY PLAYS

Stadacona Wins Football Opener

Stadacona Sailors beat *Shearwater* Flyers 24-20 in the opener of the new Atlantic Football Conference in mid-September at Dartmouth's Little Brooklyn. Close to 4,000 fans were there as the Sailors kept the fumbling Flyers scoreless in the first half and then held them off in the exciting final frame to earn an upset.

The conference was formed this year from former Nova Scotia and New Brunswick leagues. It has a heavy preponderance of college teams. One of the conference's ancestors, the N.S. League, made Canadian football the leading autumn sport, thanks to naval impetus in the Halifax-Dartmouth area. The old NSFL won a Canadian title, earned by the *Shearwater* Flyers in 1957.

The AFC roster includes the two Navy teams in the "A" division, plus St. Francis Xavier University in Antigonish, Dalhousie University in Halifax, Mount Allison University in Sackville, N.B., and St. Mary's University in Halifax.

The "B" Division includes another *Shearwater* team, St. Dunstan's University in Charlottetown, St. F-X, Dalhousie and Acadia University in Wolfville. The New Brunswick section of this division had not been fully organized when "A" Division play began.

The AFC has taken over activities of the former Maritime Football Union, Nova Scotia Football League, N. S. Junior Football League, the New Brunswick Football League and the Maritime Intercollegiate Football Union.

Seventy Compete In Golf Tourney

Seventy competitors, including nine teams from ships and establishments of the Atlantic Command, played it out on the Digby Pines golf course in early August.

Cornwallis "A" team took top honours, winning both the team low gross and low net.

This competition was followed later in August by the Tri-Service Championships also held at the Pines.

There was a record turnout of 105 competitors to watch the RCAF take top honours with 657 points.



AB Harry Squirrell, naval photographer, is prominent in the revival of sculling in the Halifax-Dartmouth district. He won the junior single event on Lake Banook on Dartmouth Natal Day, and was in a four-man shell that placed in another race that day. He drew in the junior single in the North Star Regatta next day and won the re-race in early September. A sculler for three years, he rows for Dartmouth's Mic Mac Club. (HS-62183)

Team honours and the Lynch Trophy went to the RCAF. The runner-up for service team low gross was an RCN team.

Unit team low gross was won by RCAF Greenwood team, while the HMC Ships took the unit team low net.

Cock o' Barracks To Medical Branch

The Medical Branch at *Naden* won the Cock-o'-the-Barracks trophy for interdepartmental sports in August.

Admiral Sails to Regatta Victory

The Flag Officer Pacific Coast, Rear-Admiral E. W. Finch-Noyes, proved himself a sailor among Sailorettes in August when he sailed his 29-foot racer across the line first in the RCN Pacific Command Annual Sailing Regatta.

A member of the Admiral's staff, Lt.-Cdr. Fred Henshaw, was the cox'n of the whaler that took first place in the whaler race. There were 17 entries.

In the 14-foot dinghy event the frigate *New Glasgow* took first place. Cox'n was Lt. G. B. Stanford.

Despite poor weather, which included drizzle and wind, 150 sailors took part in the two-hour regatta.

Sailors Qualify As Life Guards

Six sailors from *Naden* are now qualified to serve as life guards anywhere in Canada. Early in September they completed an extensive course in life saving and were each awarded the Bronze Medallion of the Royal Life Saving Society.

Their instructor at *Naden* was PO Alf Aylward, one of two persons in the Greater Victoria area holding the Society's highest honour, the Distinction Award.

The graduates were PO Jim McClelland, Ldg. Sea. Norman Collins, AB Ray Bootland, AB Joe Kitson, Ord. Sea. John McClelland and Ord. Sea. Clarence Trach.

Officer Cadet Breaks Record

UNTD Cadet Mike Noble, running for Navy in the Halifax metropolitan track and field championships, set a new record of 4.22 for the mile. The old record, the longest standing on the Maritime record books, was 4.24:3 set by the late Lt.-Cdr. Charlie MacDonald in 1927.

In the meet, the Navy controlled the senior events, winning 12 of the 16 but lacked enough entries in the younger categories and wound up fourth with 88 points.

Swim Record Cut By Eight Seconds

An inter-part swimming meet at Cornwallis in late August saw UNTD "A" team take first place with 66 points. They were trailed by Comm School with 41, New Entry "B" with 30, UNTD "B" 18 and, in the cellar, New Entry "A", with 11 points.

During the meet a new record was established in the 50-metre butterfly event when UNTD Cadet B. Warburton knocked eight seconds off the existing record. Warburton was UNTD "A" team captain.

LETTERS

Sir,

I note in the article "Galapagos Shore Run", contained in the July 1960 issue of *The Crownsnest*, the statement: "Our first lieutenant, Lt.-Cdr. Bob Dewhirst, was a seaman gunner in the *Fraser* in that far off winter cruise. His 'crossing the line' certificate shows that 'Sally' was there as well. She, too, must have visited Tagus 22 years ago almost to the day."

I was First Lieutenant of the *Fraser* at the time.

For many years the few ships that ever visited Tagus Cove painted their ship's name on the cliffs.

The reason for the *St. Laurent's* name not being recorded on the cliff is that she had been quarantined in Kingston, Jamaica, I think, and therefore was late for the intended rendezvous at Balboa and did not join us until after we had left the Galapagos Island.

Yours truly,
E. P. TISDALL,
Rear-Admiral, RCN.

Naval Headquarters,
Ottawa.

The question "where was the *St. Laurent*?" is also answered in a letter from Lt.-Cdr. L. J. Parry, of HMCS *Star*, Hamilton, who writes:

"If I remember correctly, we were still lying at anchor in Kingston, Jamaica, in the middle of a quarantine for a communicable disease. We did not join the remainder of the flotilla or half flotilla until they had left the Galapagos and were steaming to either Talara or Callao. The crossing-the-line certificate does show us as having been in Galapagos, but we missed it."—Ed.

Most Miles?

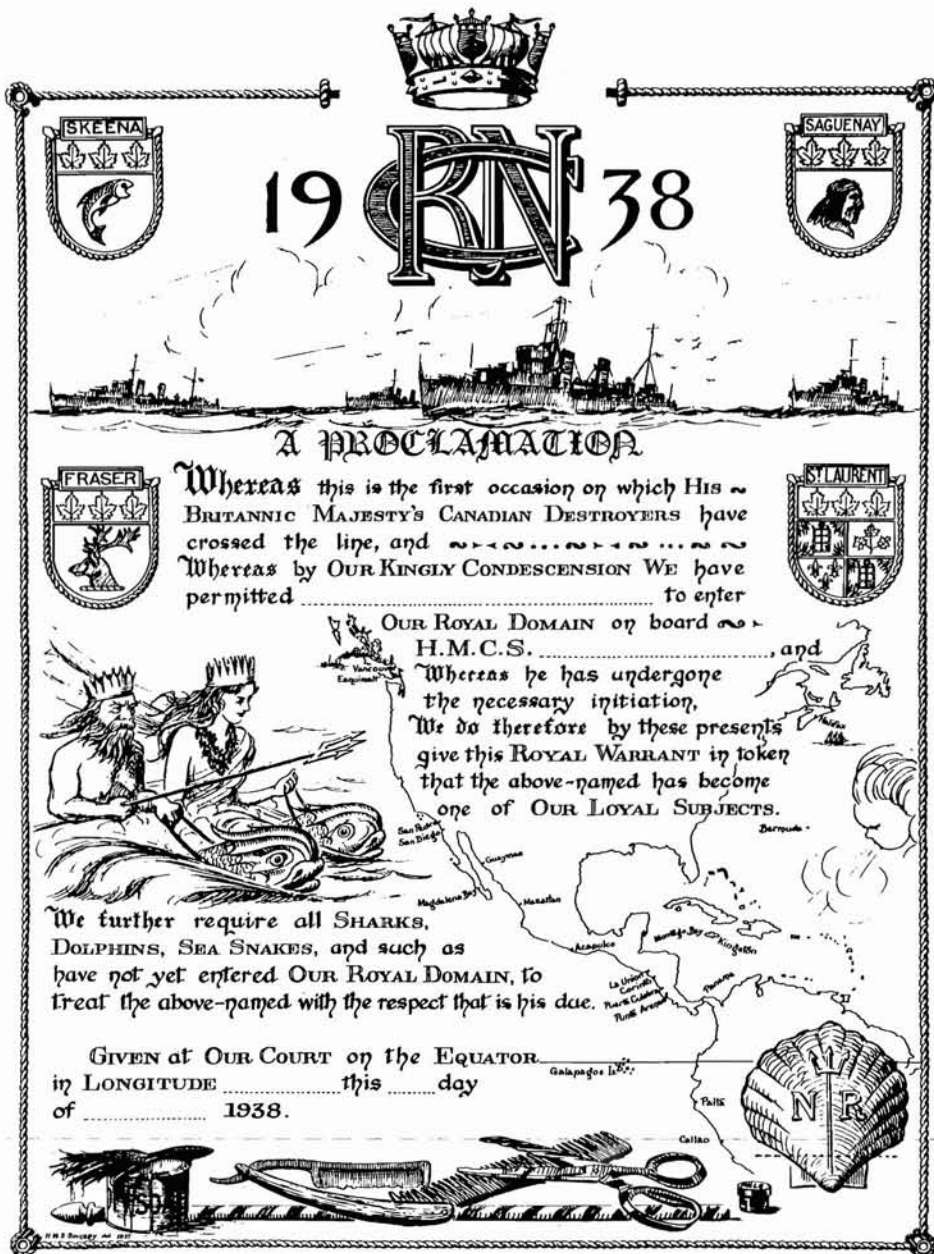
Sir,

I feel the *Terra Nova's* claim to a possible record for seetime cannot go unchallenged (page 17 of July 1960 *Crownsnest*).

Although we in the *Sussexvale* bow to her miles steamed (we had but 36,745 miles for 12 months ending August 1960) our days at sea totalled 179 days. I am confident that other frigates of the Fourth Escort Squadron will top her record for miles steamed, which honour has been denied us for the moment, as we have just begun an extensive refit.

Yours truly,
J. J. BROOKS,
Lt.-Cdr. RCN.

HMCS *Sussexvale*,
Esquimalt, B.C.



The July "Crownsnest" story on the visit of Canadian frigates to the Galapagos Islands asked why the name of the *St. Laurent* did not appear with those of other destroyers of her day on the cliff above Tagus Cove. The reason was that the *St. Laurent* missed her rendezvous, having been quarantined in both Bermuda and Jamaica because of severe outbreaks of measles on board. This is the "Crossing the Line" certificate which led to the question: "Where was the *St. Laurent*?" It was drawn by Lt.-Cdr. H. W. S. Soulsby, now a Commander, RCN(Ret), who has drawn many a cruise certificate since that day.

From Birds To Flowers

What does a lieutenant-commander-at-arms, before whom thousands of sailors have shivered in their boots, do on retirement?

One answer is given in an item in the *Victoria Colonist*, which relates that Lt.-Cdr. Wilfred Pember took top honours at the fall show of the View Royal Garden Club.

He was awarded a silver bowl for the highest aggregate in the show and also won a prize for the highest number of points for flower exhibits.

Officer Completes Hospital Course

Lt. (MAd) Harry J. Clark, after ten months of intensive instruction in hospital administration, graduated from the U.S. Naval School of Hospital Administration, National Naval Medical Centre, Bethesda, Maryland, in mid-June.

He was among 41 graduates which included 38 U.S. Navy Medical Corps Officers, one RCAF officer and one Republic of South Korea naval officer.

LOWER DECK PROMOTIONS

Commencing with this issue, promotion lists of men will be published as they are announced by Naval Headquarters. Although some of the men listed may not be promoted immediately due to non-availability or commanding officers' recommendations, this revised method will allow a much earlier announcement of the approved promotions than was possible under the old method.

For promotion to C1

C2ST4	D. W. Addison	40640-H
C2ER4	H. Blair	9520-H
C2EA4	G. R. Brushett	50962-H
C2RS4	D. A. Cameron	667-H
C2ER4	H. J. Cannon	22062-H
C2WS4	D. K. Cram	4337-H
C2FC4	C. R. Cruikshank	10144-H
C2AM4	K. A. Day	4938-H
C2LT4	G. K. Dodsworth	3934-H
C2CI4	C. A. Drew	4804-E
C2ET4	J. N. Gibb	3660-H
C2AT4	R. P. Houstoun	23289-H
C2FC4	R. E. James	3881-E
C2RP4	G. A. Jenson	3947-H
C2ER4	G. A. Jordan	23466-H
C2WS4	P. G. Lecuyer	3970-H
C2WU4	E. J. MacDonald	3543-E
C2ER4	R. C. MacPherson	22132-E
C2SN4	D. H. Mann	4047-E
C2RM4	W. F. Moulard	3858-H
C2LT4	K. J. Munro	51750-E
C2MA4	C. A. Napier	50744-H
C2RA4	W. C. Parsons	50460-H
C2BN4	W. A. Ramsdale	3586-H
C2WR4	G. H. Richdale	40826-E
C2WS4	F. J. Roach	3685-E
C2CM4	J. M. Vanasse	50931-H
C2WR4	J. White	40900-H
C2ER4	A. L. Wright	25497-H

For promotion to C2

P1FC3	D. M. Adair	5299-E
P1MA4	J. H. Arrowsmith	51131-E
P1ER4	D. M. Bath	18348-E
P1BD4	D. R. Bittorf	50496-H
P1BN3	R. H. Bowack	4465-E
P1RP4	R. S. Bridges	4137-E
P1PH4	C. S. Brown	4943-H
P1CK4	C. B. Burrill	50067-H
P1RA4	L. K. Cairns	6977-H
P1FC4	R. E. Campbell	6321-H
P1EA4	C. A. Cann	5374-H
P1CM4	G. I. Canning	50092-E
P1RS4	E. E. Carey	5457-E
P1RP4	J. L. Caygill	25550-H
P1RP4	H. I. Chapman	6047-H
P1AT4	R. E. Clitheroe	5190-H
P1RP3	G. F. Cook	25534-H
P1RP3	R. E. Cooke	5399-E
P1RS3	G. O. Cooper	5722-E
P1MA4	M. Corbeil	50521-H
P1ET4	M. J. Crowley	11510-H
P1RS3	W. G. Cummings	6560-H
P1RM3	E. G. Duncan	5886-H
P1SN4	W. J. Fall	11319-H
P1SN4	H. A. Fox	6744-H
P1SN4	S. R. Graham	6403-H
P1AM4	R. Higgin	5023-H
P1VS3	O. M. Holland	22630-H
P1PR3	J. H. Jack	9654-E
P1CM4	E. H. Keil	51351-E
P1ET4	W. A. Lowe	50180-H
P1ER4	J. M. Lysne	22572-E

P1ER4	J. A. McCullough	10888-H
P1RP4	F. L. McKay	4879-E
P1SN4	D. R. McKee	50486-E
P1ER4	H. D. Mercer	13649-H
P1CI4	N. H. Mitts	4844-H
P1BD4	J. R. Mundy	50840-E
P1ET4	F. S. Myers	6150-E
P1WA4	A. Newall	50474-E
P1RM3	H. J. Oja	6195-H
P1LT4	R. F. Passmore	11910-H
P1SN4	E. F. Paulsen	6909-E
P1RP4	J. F. Rochon	6293-H
P1NA4	J. E. Saunders	6906-H
P1SN4	T. W. Scratch	6777-H
P1SN4	T. Shields	6625-E
P1MA4	J. D. Sim	18615-H
P1SN4	S. A. Skiba	5971-H
P1ER4	L. J. Thomson	22497-H
P1NA4	R. H. Tuckwood	9989-E
P1VS3	D. D. Vail	51261-E
P1NS4	G. T. Wallace	25569-H



P1NS3	V. H. West	51501-H
P1RP3	R. Whatman	4165-E
P1NS3	C. W. Wheatley	4873-E
P1BN4	R. O. Williams	8226-H
P1LT4	W. H. Young	51683-H

For promotion to P1

P2SN3	W. A. Abbott	12047-H
P2RP3	D. W. Almen	11276-E
P2LT4	R. C. Appleyard	25434-H
P2BD3	J. Armitage	25485-H
P2MA3	R. A. Bisson	26170-H
P2NA4	J. L. Bonneau	11360-H
P2BD3	H. A. Bootsman	9745-E
P2AT3	K. S. Brooks	51837-H
P2AT3	D. A. Bruce	51326-H
P2NA3	D. W. Byer	16593-H
P2SG3	J. W. Carnahan	14653-H
P2ER4	B. J. Cassidy	11693-H
P2SG3	G. A. Ching	11525-H
P2PW3	A. W. Chisholm	7282-H
P2RA3	A. D. Clayton	23337-H
P2RS3	C. C. Cope	9038-H
P2RS3	F. E. Cormier	14523-H
P2RM3	A. M. Crayden	11500-H
P2SN3	E. V. Dalton	9297-E
P2RP3	R. D. Dewar	11078-E
P2ER3	D. H. Dillman	36444-H

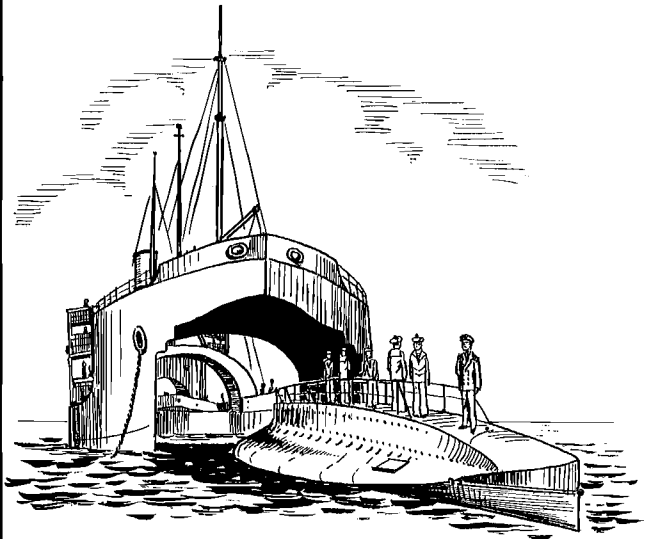
P2ER4	J. H. Donald	7798-H
P2BN2	J. H. Draibye	12176-H
P2RP3	R. J. Dunbar	9532-H
P2RM3	H. W. Dyck	10771-H
P2ET3	G. H. Einarson	16152-H
P2SG3	C. D. Fitch	14712-E
P2ER4	D. G. Francis	24101-H
P2RM3	G. V. Gallagher	9944-E
P2MA4	M. E. Gamble	8525-E
P2RM3	H. R. Gaudet	10443-H
P2ET4	H. R. Gibson	17596-H
P2ET3	J. J. Hall	8640-H
P2RS3	W. G. Hartley	34223-H
P2SN3	R. J. Harvie	15722-H
P2SN3	B. Howles	18161-H
P2ER4	D. E. Hutchinson	8024-H
P2ET4	E. H. Irwin	14433-H
P2NS3	R. A. Johnson	8258-E
P2PW3	J. E. Kaufman	10882-H
P2RP3	R. M. Kelly	7137-H
P2ET3	D. M. de Kergommeaux	24051-E
P2NS3	R. E. Kerr	11169-E
P2ER4	G. W. Knight	34246-H
P2AT3	F. H. Kuhn	12009-H
P2LT3	J. T. Lawson	5708-E
P2FC3	M. M. Longmuir	6387-E
P2AT3	W. G. Lowes	51320-H
P2PH4	D. D. Lyngard	6361-H
P2WU4	D. A. MacKay	24932-H
P2AT4	D. I. MacMillan	23886-H
P2WA3	D. P. McDougall	51175-E
P2NS3	G. M. McKearney	51393-H
P2CK3	D. M. McLean	50405-E
P2RM3	F. J. Micallef	2669-H6
P2AW3	D. G. Moulton	7327-H
P2SN3	W. A. Munroe	12114-H
P2RP3	R. A. Nagel	5484-E
P2SW3	J. G. Paquette	9903-H
P2RM3	H. N. Pare	9459-H
P2SN3	A. I. Parry	30670-H
P2RM3	W. Pitul	10875-H
P2RP3	B. E. Potvin	13052-H
P2RM3	E. G. Pritchard	11325-E
P2PW3	N. E. Richardson	10285-E
P2CD3	B. W. Robinson	13201-H
P2RM3	J. Rusnak	7496-H
P2WU3	R. D. Ruttan	11790-H
P2AW3	P. G. Ryan	11593-E
P2ET4	J. E. Samson	9217-H
P2WU3	H. M. Saunders	7110-H
P2SG3	F. H. Sherwin	15719-H
P2CK3	J. R. Skinner	12003-H
P2SW3	R. K. Smart	50574-H
P2ER4	P. J. Souka	7714-E
P2ER4	C. W. Sterling	22687-E
P2AW3	J. C. Stewart	10200-H
P2AT3	A. W. Swan	8346-E
P2MA3	J. K. Takaoka	17341-H
P2VS3	J. P. Vanthaaf	11167-E
P2RM3	L. E. Webber	10521-H
P2SW3	C. K. Whillans	8328-E
P2MA3	K. L. White	12413-H
P2RM3	G. E. Whitehead	8169-E
P2SG3	D. C. Williams	34936-H

Previously Promoted

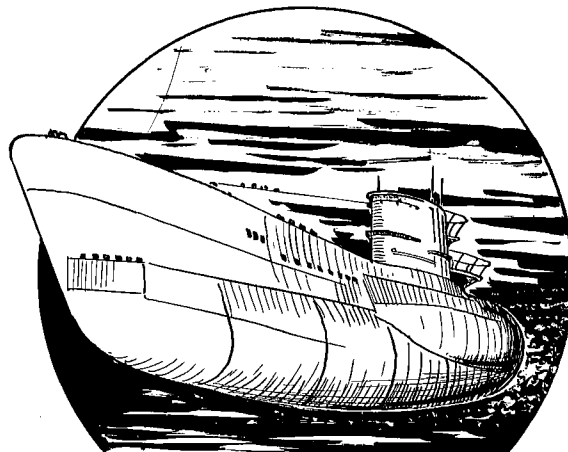
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LSCD1	L. E. Doyle	35603-H
LSBD2	K. G. Erskine	33592-H
LSBA2	G. V. Hendrickson	28174-H
LSRP2	W. S. Howatson	27340-E
LSSG2	D. G. Hunt	35119-E
LSRP2	P. G. Kelly	24717-E
LSBD2	T. R. Maddigan	13000-H
LSBA2	L. S. Mitton	15497-H
LSAP2	R. B. Moore	37565-H
LSMA2	R. G. Wamboldt	29899-H
LSBA2	J. C. Way	26566-H

Naval Lore Corner

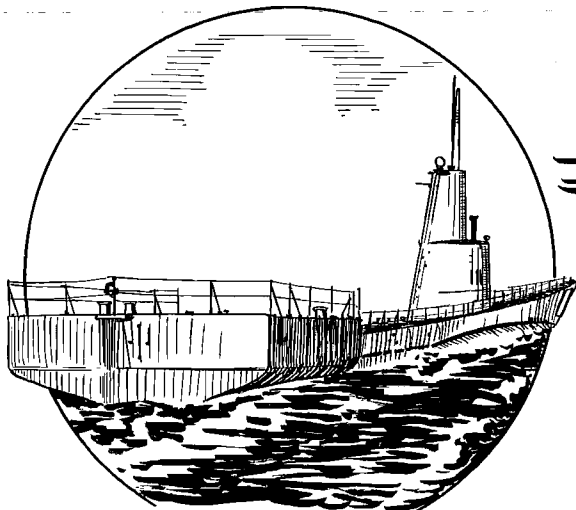
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SUBMARINE NOTES



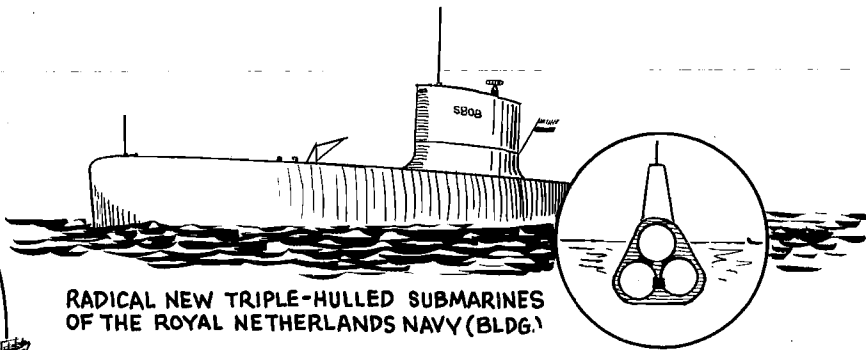
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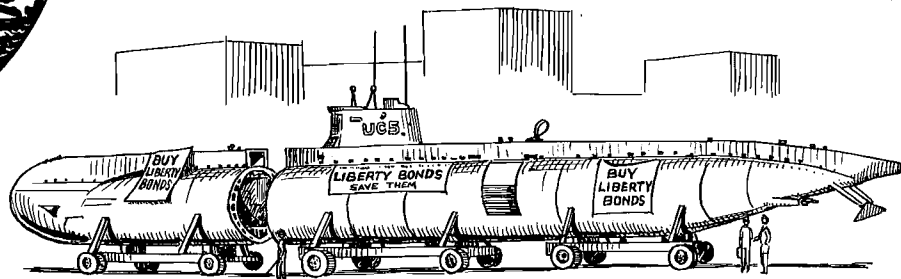
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October, 1960



The CROWSNEST

Vol. 12 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1960

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REMEMBRANCE

This year the Royal Canadian Navy has had much to remember as it looks back over its first 50 years of existence and its participation in three wars.

The RCN's first battle casualties were four midshipmen who died in the Battle of Coronel off the coast of Chile in 1914. They and the hundreds of Canadian sailors who have since paid the price of Admiralty are remembered at this season of the year.

The picture on the opposite page shows officer cadets of HMCS *Venture* on sentry duty at the cenotaph in Victoria on Remembrance Day last year. (E-52983)

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.

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The Cover—One of the main "social" events of the past summer was the presentation by the former RCN gunnery branch of a totem pole to HMS *Excellent*, in recognition of the branch's long association with the Royal Navy's gunnery school on Whale Island, Portsmouth. AB Charles Rabbitt, Canadian Indian serving in the RCN, poses beside the totem pole. (CCC-5-254)

RCN News Review



The former HMCS Quebec enters Halifax Harbour for the last time, under tow, to be fitted for the long haul to Japan where she will be scrapped. (HS-6256)

New Minister Won GM at Sea

A soldier who won the George Medal for gallantry at sea has become Minister of National Defence, succeeding Hon. G. R. Pearkes, VC, now lieutenant-governor of British Columbia.

Former Minister of Agriculture Lt.-Col. the Hon. Douglas Scott Harkness was sworn in as Defence Minister on October 11.

Born in Toronto in 1903, he went west with his parents to southern Alberta, attending Central Collegiate in Calgary and graduating from the University of Alberta, Edmonton.

After graduation he farmed and taught school near Red Deer, Alberta, moving to Calgary before the Second World War. On demobilization in 1945, he returned to farming, buying land at De Winton, Alberta, south of Calgary.

Col. Harkness served overseas from 1940 to 1945 in Britain, Sicily, Italy and Northwest Europe. For the last year of the war he was officer commanding the 5th Anti-Tank Regiment of the 4th Armoured Division.

A member of parliament since 1945, Col. Harkness served briefly as Minister of Northern Affairs and National Resources before his appointment as Minister of Agriculture on August 7, 1957.

He was awarded the George Medal in 1943 for the part he played in the orderly abandonment of a troopship which was torpedoed on her way from

England to Sicily with vehicles, stores and personnel for the Sicilian campaign.

With the ship on fire and ammunition exploding, Col. Harkness (in the words of the citation) "descended to the mess deck and, exhibiting courage, gallantry and devotion to duty of a high order, succeeded in rescuing men from the flames and pulling them to the main deck."

Three minutes before the ship sank, Col. Harkness and another soldier rescued the last two men on board the

ship, who were hysterical and had to be thrown bodily overboard.

Pictorial Story Of RCN on Press

Due to make its appearance before the end of the year is a book that will be of interest to anyone with a naval connection, and particularly to those who served in the Royal Canadian Navy in the Second World War.

Named "H.M.C.S." (after the familiar war-time cap tally), the book is the work of four well-known former members of the Navy—Gilbert Milne, Joseph Schull, Scott Young and Max Newton. Most of its pages are devoted to pictures—the best of the more than 5,000 taken by Milne during his three years as an official naval photographer. Schull (author of "The Far Distant Ships") and Young wrote the narrative; the book was designed by Newton.

The foreword is by Vice-Admiral H. G. DeWolf, former Chief of the Naval Staff.

The book is being published by a Canadian firm, Thomas Allen Limited, as a tribute to the RCN in its 50th anniversary year.

Milne, Schull, Young and Newton were all officers in the Naval Information branch during the war. Milne now has a photographic business in Toronto; Schull is a prominent author and playwright; Young is a sports columnist with *The Toronto Globe and Mail* and Newton is production editor of "Week-



HON. DOUGLAS S. HARKNESS

end" magazine. The four have directed all royalties from the book to the RCN Benevolent Fund.

Navy Joins In Bush Fire Fight

During the critical forest fire situation in the Maritime Provinces from August 31 to September 21, naval participation was extensive.

Ships and establishments of the Atlantic Command provided 1,770 officers and men to fight the numerous fires in the area, with 470 men in reserve. Nine helicopters, six Sikorskys and three Bells from *Shearwater*, logged about 310 hours, moving men and equipment speedily to and from the fire fronts, and spotting new outbreaks.

In the Shelburne and Collingwood areas, where air support was most needed, helicopters maintenance crews and aviation gas bowzers for refuelling remained on the fire scene for the entire period.

Cornwallis put 157 firefighters drawn from new entry, supply, medical, and band personnel, into the Margarettsville and later the Shelburne areas.

Self-sustained, all naval parties carried medical supplies, eating utensils, bedding and food supplies, and naval cooks used Army field kitchens. The navy too, supplied a great deal of equipment including 10 radio sets, 30 walkie-talkies, 1,000 sets of aircrew canteens, and quantities of blankets, hand lanterns and hand tools.

Naval transport worked around the clock, carrying men and equipment to and from the various danger areas which included Forest Glade (near Middleton), Collingwood, Shelburne, Albro Lake, Preston, and Kearney Lake, all in Nova Scotia. The civilian drivers logged more than 1,100 hours behind the wheels of their vehicles.

General Pearkes Bids Farewell

Hon. George R. Pearkes, VC, former Minister of National Defence and now Lieutenant Governor of British Columbia, sent the following message to the Armed Forces following the announcement of his new appointment:

"As I take my leave from Ottawa and my portfolio of Minister of National Defence I would like to take this opportunity of sending to all ranks of the three armed services, the employees of the Defence Research Board and the civilian staff of National Defence my best wishes and thanks for the support I have received from everyone during more than three years as Minister of National Defence. I am sure the co-operation and backing that you have given me will be given just as freely to my successor. Goodbye and good luck."

At Summerside, P.E.I., the onus of transporting men and equipment was mainly on the helicopters.

Kootenay Makes Substantial Gifts

The destroyer escort *Kootenay* in June disbursed \$626.50 of non-public funds to three different organizations.

The Salvation Army received \$436.50, Rainbow Haven was given \$65.00 and to World Refugee Year the ship sent \$125.00.

Quebec Pays Last Visit to Halifax

The former HMCS *Quebec* arrived under tow in Halifax Harbour in early October on her last visit to the port from which she came and went in the course of steaming many of her 154,000 postwar miles to 58 ports during training and goodwill cruises.

She was to undergo a brief refit to equip her for a last voyage from Halifax to Vancouver. From Vancouver she will be towed stern first across the Pacific to Japan for scrapping.

Commissioned in the Royal Navy in 1942 she fought as HMS *Uganda*, suffered a glider bomb hit and, following a refit in Charleston, South Carolina, became HMCS *Uganda* and fought in the Pacific.

After a post-war period in reserve at Esquimalt she was refitted, renamed HMCS *Quebec* and allocated to the Atlantic Command. She paid off in 1957 for the last time and was placed in reserve in Sydney, N.S.

Lake Training Draws to Close

The anti-submarine frigate *Outremont* sailed from Hamilton, Ontario, for Halifax on October 8, ending the 1960 summer training for the naval reserves on the Great Lakes.

During the season nearly 500 new entry reservists from divisions across Canada took the sea phase of their training and some received basic shore instruction as well.

The training program was carried out by the frigates *Outremont* and *Lanark*, assisted by the naval auxiliary *Scatari*. The *Lanark* returned to Halifax in mid-August. The *Scatari* is permanently based on Hamilton.

While two weeks is the normal sea training period, a large number of the recruits served for the maximum 28-day period, taking on-the-job training.

In addition to those trained on the Great Lakes another 54 new entry reserves trained on the West Coast, while hundreds of senior reservists took advanced training ashore and afloat on both coasts.

A Message from the New Minister

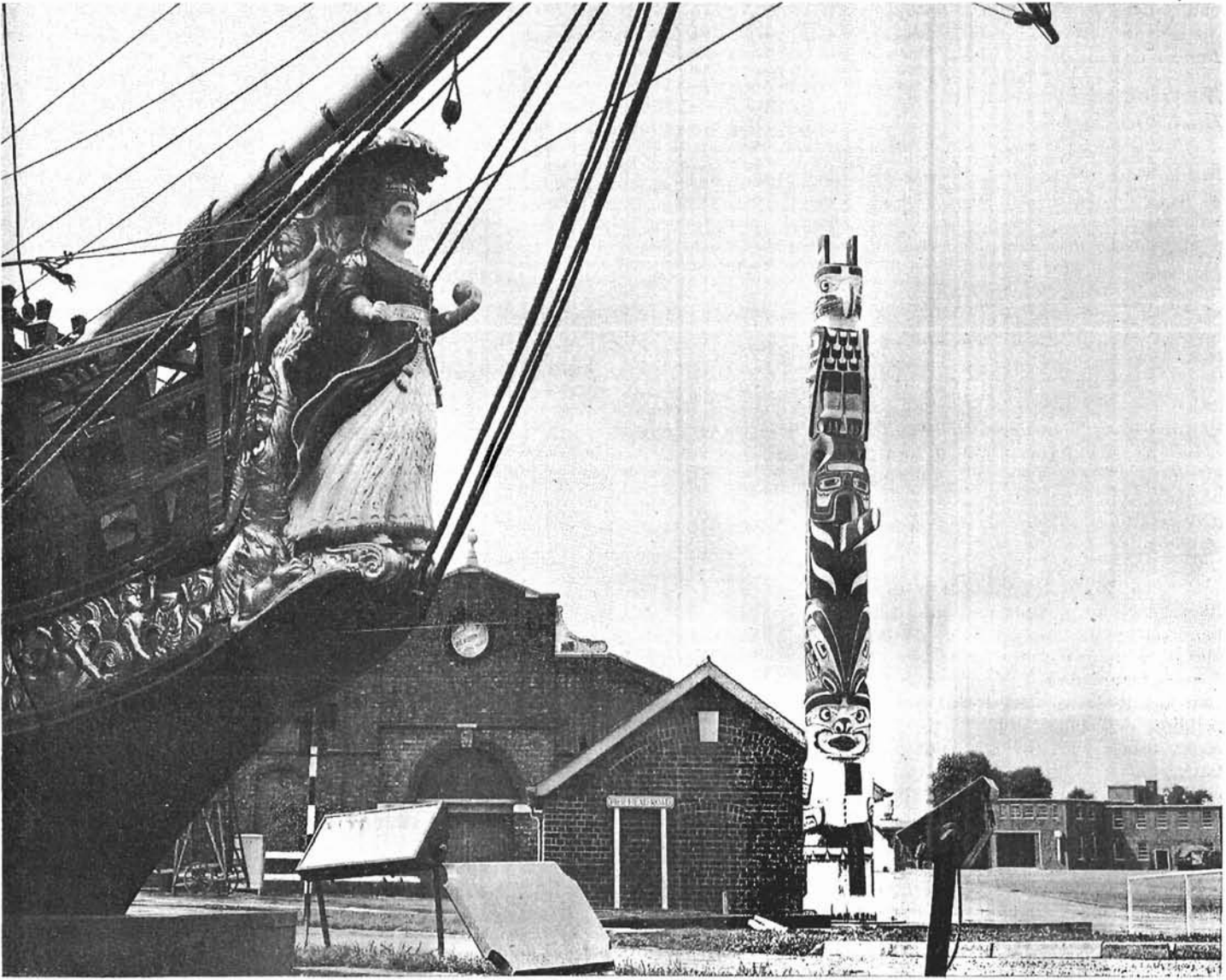
The following message has been addressed to the Canadian Armed Forces, the Defence Research Board and associated members of the civil service by Hon. Douglas S. Harkness, who became Minister of National Defence on October 11:

"On assuming the appointment of Minister of National Defence I should like to express to the members of the Canadian Armed Forces, the staff of the Defence Research Board and the civilian staff of the Department of National Defence my pleasure in again being associated with them in the task of providing for the security of Canada and of our way of life.

"The problems of defence in today's world are complex and challenging but I feel sure that by our combined efforts and in conjunction with our allies we can maintain the peace and security that is our aim.

"Until there is effective disarmament we can guarantee peace only by maintaining our strength. This can be done by having all our forces ready at all times to play their part in deterring any would-be aggressor or in serving with the United Nations in its peace-preserving missions. Every dollar of the vast sum that the Canadian people are asked to provide annually for defence must be spent wisely and for defence purposes alone.

"I want to assure all the men and women of the Department of National Defence that I will do everything in my power to promote the effectiveness and efficiency of the Canadian defence organization. I hope and expect that I will have the support of every one of you in this task."



Hosaqami on his permanent base at HMS Excellent. The ornately carved prow in the foreground belongs to a large-sized model of HMS Queen Charlotte. (CCC-5-262)

HOSAQAMI

ON JULY 28 this year the Gunnery Branch of the Royal Canadian Navy presented a Totem pole to HMS *Excellent*, the Royal Navy's famous gunnery school in Portsmouth Harbour. It was a memorable occasion and the officers and men of both navies enjoyed themselves hugely.

But before going on, it is appropriate to say a word about "Whaley", (as we who have served there affectionately know her), and what Whaley has meant to the RCN.

The Royal Naval Gunnery School came into existence in 1830, shortly after the Napoleonic wars, and was the brain

child of Cdr. George Smith. It was first housed in HMS *Excellent*, a hulk moored in Portsmouth harbour where gunnery practices could be safely carried out by firing round-shot across the flats of Fareham Creek. Toward the last half of the 19th Century, a number of dry-docks were built in Portsmouth dock-yard and the fill removed was dumped on a mud bank known as Whaley. In the course of time "Whaley" grew to be quite a respectable island, and, in so doing, sprouted a convenient jetty at which to secure HMS *Excellent*.

The requirements for gunnery training expanded and the Gunnery School

gradually spilled out of the ship, into another ship (HMS *Queen Charlotte*) and onto the jetty, until it encompassed all of the new island, now known as Whale Island. Permanent buildings were erected and later the old hulks were towed away leaving the original name, *Excellent*, behind.

When the RCN was born in 1910, it was natural, in fact expected, that the Royal Navy would provide almost all its training facilities, including gunnery training. Gunnery training meant Whaley.

In 1921 Lt. V. G. Brodeur, RCN, successfully passed his examinations to

become the Royal Canadian Navy's first gunnery officer qualified at Whaley. (Lt. Brodeur retired in 1946 with the rank of Rear-Admiral and now lives in Vancouver, B.C.) Since then Whaley has trained almost all of the RCN's gunnery officers and gunnery instructors, not to mention many of the lower gunnery rates as well, a total of over 800 officers and men.

Before going to Whaley we, of the gunnery branch, invariably heard of her by reputation. It was, we heard, a terrible place with a parade ground as big as a city block where ferocious gunners mates ate sub-lieutenants and QR3's for breakfast. These ogres, we were told, were directed by an even more awful one known as the parade gunner who chewed up anybody who crossed him, without waiting for breakfast.

There was also a place called West Battery where sub-lieutenants and boy seamen were loaded into enormous guns and fired across the harbour. We heard tales of a punishment known as doubling around the island where bad officers and sometimes bad petty-officers were made to run around the island carrying a 16-inch shell under each arm. We also heard it was very easy to become bad, by forgetting to tell the guard to halt, for instance.

But we also heard stories of classes of sub-lieutenants who evened the score the day before they "passed out". We heard they sometimes stole all the rifles just before ceremonial divisions, that they planted trees in the middle of the parade ground and, when told during Divisions to remove them—spectacularly did so by means of large demolition charges which had been planted with the trees. We also heard they sometimes wrote such blasphemies as "Steady the Guard" with weed killer on Whaley's grassy banks and that this was best of all because it did not appear until after the writers had left.

But the thing we never failed to notice, when we heard of Whaley's reputation, was the nostalgia with which the stories were told. When we arrived we found why.

We found that Whaley has a simple formula: When you work—work hard. When you play—play hard.

We found that gunners mates were ferocious only during working hours. But Whaley, taught us that work is a serious business and that, if you expect to win, perfection is all that counts.

Fifty years have now passed since the birth of the RCN and in that time our ways of doing things have gradually diverged. Our equipment differs and even our ceremonial is different. Whaley won't see many more Canadians



The first chip for the totem pole was cut on May 1, 1959, by Captain E. T. G. Madgwick, with Chief Mungo Martin and his great-granddaughter, Shirley Hunt, looking on. (Jim Ryan photo from Victoria Colonist)

and we thought we should present some symbol to show that we have not forgotten what Whaley stands for and to remind Whaley that Canadians who, in the past, must have frequently given the more conventional members of the instructional staff pause—are just across an ocean.

So it was decided that something must be done. The specifications for the symbol were that it should be large, useless and difficult to keep clean. (Those who know the assortment of

How Hosaqami Was Designed

The story of the Royal Naval Gunnery School, HMS *Excellent*, was told to Chief Mungo Martin so that he might choose suitable symbols in creating a totem pole appropriate to the gunnery branch.

The Thunder Bird, whose flapping wings create the thunder and whose flashing eyes give the lightning, was an obvious choice to represent the thunder and flash of guns.

The Killer Whale provided a play on words for Whale Island, where HMS *Excellent* stands.

How would Chief Martin portray that most-feared figure, the parade ground instructor?

The Indian artist said that his tribe depicted an instructor always as holding the staff of authority and having his mouth open to show he was teaching.

This last appropriate figure completed the choice of symbols.

silver which, over the last 50 years, has been presented to the wardroom of HMS *Excellent* will understand how these specifications came about). One early suggestion was to silver plate either the first or the last pair of Canadian boots to tread the Whaley parade. However, it was eventually decided that the presentation would be a totem pole, for it could be made extremely large, would unquestionably be useless and would not be particularly easy to keep clean. In addition, it was unmistakably Canadian.

A fund was therefore raised for Whaley's totem pole and the whole-hearted support of the Gunnery Branch of the RCN soon made itself obvious. Chief Mungo Martin of the Kwakiutl Tribe on Vancouver Island is famous as the best living totem pole artist in Canada. He was approached and agreed to carve a totem pole which would be authentic and which would be designed to symbolize the spirit of Whaley. On May 1, 1959, Captain E. T. G. Madgwick ceremonially cut the first chip from a pole donated by British Columbia Forest Products Limited. On completion, Chief Martin delivered the totem pole to Lt.-Cdr. H. E. T. Lawrence and Lt. William Hodgkin who received it on behalf of the Gunnery branch of the RCN. The totem pole was christened Hosaqami.

According to Chief Martin, the name "Hosaqami" means "An honourable man in the community who keeps an account of his potlaches"—in other words, who keeps his obligations.

Hosaqami arrived in Halifax on board the *New Waterford* and spent the winter in the basement of what was then the Gunnery School. In the spring he was erected outside the main entrance of the school for all to see. There he surveyed the proceedings of *Stadacona* parade ground with a steady and inscrutably severe gaze. At the end of June he was gently and affectionately removed to comfortable accommodation which took the form of two specially modified field gun limbers. This was to be used for his land transportation and, without wheels, was to provide his billet for the sea passage in HMCS *Kootenay*.

It was obvious that Hosaqami could not be transported to the homeland of the pale faces without the moral support of his own kind, so records were consulted to determine how many Canadian Indians were in the RCN. Fifteen braves who represented most of the Canadian Indian tribes volunteered to accompany Hosaqami to the U.K. In charge of these braves was Chief Weeteego of the Erie nation. Chief Weeteego's qualifications for command were unimpeachable as, in his other life, he is Sub.-Lt. Wil-

liam Shead, RCN, who was and is serving in HMCS *Fort Erie* (East Coast frigate).

On July 15, it was planned to transport Hosaqami to the *Kootenay*. As Hosaqami is a little heavy (two tons), it was deemed wise to back the reserve drag rope numbers up with a truck, to which a preventer drag rope was (as inconspicuously as possible) hitched. This would keep the evil spirits from running away with Hosaqami on some of the *Stadacona's* steeper slopes.

At the *Kootenay's* brow, Hosaqami was met by a party of his own Indian braves in tribal regalia. He was also met by a party of "Indian" braves in tribal dress from HMCS *Haida*, whose exuberance made up for what they lacked in authenticity. Hosaqami was duly hoisted on board the *Kootenay* by the dockyard crane and lashed down on the quarterdeck, staring, as always, inscrutably skyward. To witness the event, all the *Kootenay's* hands were mustered on the quarterdeck.

The spirits were kind and Hosaqami had a comfortable and singularly smooth Atlantic crossing, maintaining, as ever, his steady eight-eyed gaze at the clouds, and stars.

During the ocean passage Chief Weeteego was dismayed to discover that his youngest brave had no Indian name. It was a matter of great urgency that he should be named in the highest tradition of his tribe, but the chief was at a loss to choose a name. But this young and most inexperienced Indian sailor already had his name inscribed on his greenish countenance—thus Sick Waters was named.

On July 28, the day after the *Kootenay*, with three other ships of the Fifth Escort Squadron, arrived in Portsmouth, Hosaqami, riding head first on his gun carriages, was taken in tow by a party of 33 sailors of whom 15 were Indians, the Indians being dressed in their finest tribal regalia, resplendent with brilliant bead-work, colourful feathered head-dresses and yellow buckskins. Those of the Iroquois nation had their heads shaved in characteristic Iroquois fashion leaving only a short fringe running fore and aft along the centre of the scalp. Preceding Hosaqami was a 48-man guard of sailors from the *Kootenay* commanded by Lt.-Cdr. William Hayward, himself a product of Whaley's parade ground. The procession was met by a splendid 75-piece Royal Marine Band:

Emerging from the Unicorn Gate of Portsmouth Dockyard the procession made a fine sight. Leading were the gleaming white helmets of the Royal



By July 10, 1959, the totem pole had been carved and painted. On that date Hosaqami was accepted from Chief Mungo Martin, on behalf of the gunnery branch, by Lt.-Cdr. H. E. T. Lawrence and (far left) Lt. William Hodgkin. Others in the picture are Shirley Hunt, great-granddaughter of Chief Martin, and Wilson Duff, of the B.C. Provincial Museum. (E-51043)



These are the Indians serving in the Royal Canadian Navy who took part in the ceremony at Whale Island, in which a totem pole was presented to the Royal Navy's gunnery school, HMS Excellent. Front row, left to right: AB Wilfred Stanley Beaver (Sick Beaver), AB Chares Rabbitt (Crazy Cloud), AB Hal Lacey (Little Hawk), Sub-Lt. William Shead (Devil); AB Gordon McBryan (Thunder Cloud), AB Russell Bomberly (Sleepy Eyes), and AB Eric Jamieson (Bocachica). Back row: Ldg. Sea. Don Clouston (War Cloud), AB John McHugh (Black Bull), AB Dennis Timothy (Oak Tree), Ord. Sea. William Kenoshemeg (Little Big Knife), PO Fred Jamieson (Little Pine), AB Jacques Fisher (Little Beaver), AB Peter Jamieson (Wild Flower), and AB Gus Bisson (Gishtenh). (CCC-5-241)



Sub-Lt. William Shead, officer-in-charge of the RCN's Indians at the totem pole presentation, looks on as Captain J. S. Dalglish, The Captain, HMS Excellent, puffs at the peace pipe. (CCC-5-199).

Marine Band. The guard, swinging along in the sunshine with beautifully disciplined precision, cast rhythmic shadows on the roadway. In the rear and supreme, came Hosaqami with his entourage of moccasined and feathered Indians and his gaitered, sweating sailors. As the procession wheeled towards Commercial Road, movie cameras of the BBC TV, CBC TV and Movietone News whirred from the tops of lorries.

From nowhere came a crowd. Soon the streets were thronged with Pompeyites watching in amazement. Never, in its long naval history, had Portsmouth seen such a sight.

The band played bravely. The sailors marched erect. Hosaqami lumbered serenely on. Suddenly, Chief Weeteego beat his tomtom and there were 15 blood-curdling primeval war-cries. The Indians, leaving Hosaqami to the sailors, dropped the drag ropes and dashed, in finest tradition, up through the guard, whooping and yelling, up through the Royal Marine Band, whooping and yelling, on through the crowd, whooping and yelling, and back to the drag ropes, whooping and yelling. The effect was electric. At first the spectators showed shock and surprise, but this was quickly followed by wide smiles of genuine pleasure. Many children followed the procession in delight, for the braves repeated their performance again and again.

One could not help but be impressed at the dignity, discipline and bearing of the Royal Marine Band. It played and played and played. No matter how the

Indians whooped or howled the band played on. But the bandmen's inner-selves must have been in terrible conflict for lurking in the shadows of helmet brims shifty, glaring eyes followed the progress of feathered head-dresses dashing through their ranks. But not a note was missed.

As the procession passed over the Whale Island drawbridge and up the hill toward the Parade the braves were beginning to look something less than fresh. In fact, some of those whose upper works were bare showed that either the aboriginal slimness has been sacrificed to modern living or that the hunting was exceptionally good this spring. Those for whom the hunting was best seemed to be puffing hardest.

After the procession dispersed, Hosaqami was lifted from his gun carriages and erected temporarily on the lawn by armourers and shipwrights, some of whom were rather taken aback by his 25-foot height.

In the evening, at a Friendship Circle and Council Fire, Hosaqami was formally presented to his new owner, Captain J. S. Dalglish, RN, by Cdr. John W. McDowell, RCN. (Totem poles are always owned by individuals and never by institutions or groups of people). In his speech of presentation Cdr. McDowell recalled the RCN's 50 years of association with Whale Island and how the RCN had grown up in that time.

"Because we were well trained here we are now able to train ourselves," he said.

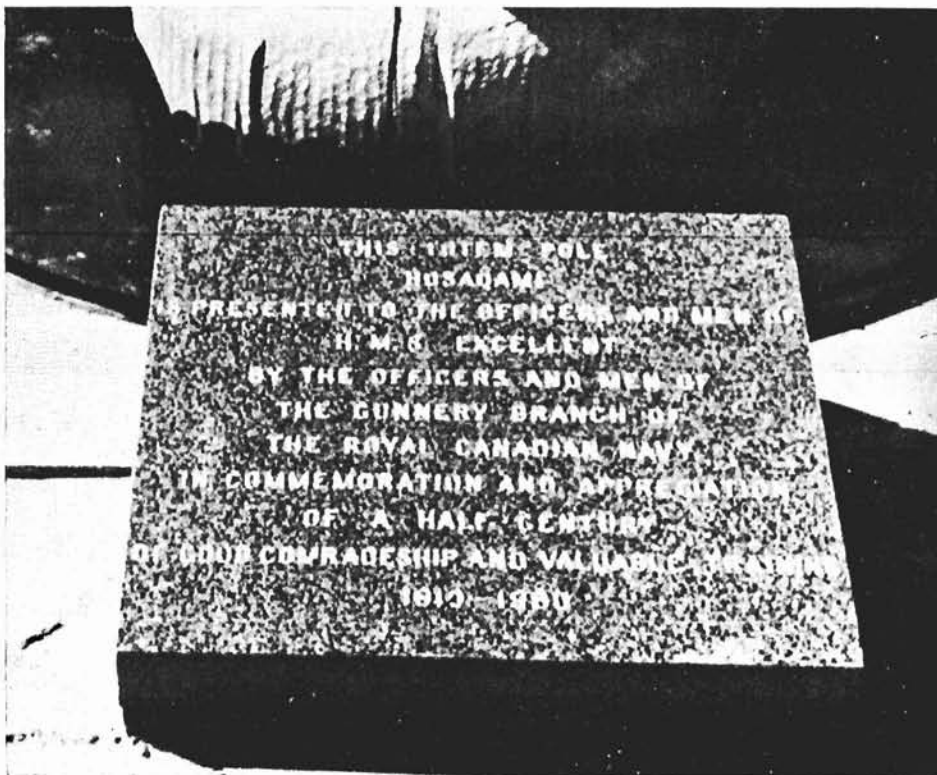
After a speech accepting Hosaqami, Captain Dalglish was initiated into the Sioux nation with the name of Thunderflash. This was followed by a pipe of peace, displays of Indian wrestling and a war dance in which Thunderflash and Cdr. McDowell participated with much enthusiasm.

It may have been the fire light but many of those present were sure that Hosaqami's top pair of eyes softened a little as Thunderflash drew on the pipe of peace. At the closing, the band played "Braganza" and the guard presented arms while "O Canada" and "God Save the Queen" were played. Then the guard marched off and the Potlach began.

Officers and men of both navies mingled, some meeting old friends and course-mates. Yarns of old times were exchanged while pork from two fine Whale Island pigs roasted on a spit on the lawn, was consumed. Finally, officers and men from both navies entertained with stories, songs, and Indian wrestling on an out-door stage.

HOSAQAMI now proudly stands near the model of HMS *Queen Charlotte* just beyond the gate house. From here he stares, his composure regained, across the footbridge toward Stanley Road and the city of Portsmouth.

At his feet is a Nova Scotia granite slab bearing his name and a little of his story, telling all who wish to read his business at Whale Island—J.D.McR.



COURTING COUPLES HELPED FAMOUS RAID

DISCREET, but sometimes extremely personal questions, put to refugees from the Saintonge and Gironde departments of France helped to make possible the famous "Cockleshell Heroes" raid in 1942 by Royal Marine canoeists on German shipping at Bordeaux.

Did you do your courting along the banks of the River Gironde? Was there a favourite spot among the bushes where you knew you would be unobserved? Where did you go for riverside picnics?

The intelligence officer responsible for these enquiries — the answers enabled the raiding force to be told of places along the banks where they could hide during the day—left the service in August after 53 years continuous service in the uniform of the Royal Marines.

He is 69-years-old Colonel Samuel Bassett, CBE, whose home is at Beaconsfield Road, Claygate, near Kingston. He was the oldest serving Royal Marine, the last of the old "Red Marines"—the RM Light Infantry—still on duty and had worked with the Naval Intelligence Department of Admiralty for 32 years.

The Bordeaux raid was only one of hundreds of similar operations for which Colonel Bassett and his staff provided advance intelligence. He set up the Inter-Services Topographical Department, an organization that was to provide detailed information to planners and force commanders on the terrain, beaches, geology and soil cover. For their first office, he and two others were allocated a disused lavatory in Admiralty, but before the end of the war the staff of several thousands of many nationalities were housed in colleges in Oxford.

The holder of awards from many countries, including the Russian Czarist order of St. Stanislaus with Swords, Colonel Bassett joined the Royal Marine Light Infantry as a private in March, 1907, after running away from a school at Wimbledon where he was being educated for a career in the church.

He was among the first to be commissioned in August, 1915, under Sir Winston Churchill's "Mate Scheme"—the first provision in the Marines for promotion from the ranks to officer—and his first ship as a subaltern was the first *Dreadnought* from which he believes he was the last officer still serving.

Colonel Bassett's proudest moment—when he played the piano with the full

Royal Marine orchestra at Chatham in Bach's Brandenburg Concerto.

His unfulfilled ambition—to be still serving when his grandson, now at Pangbourne, joins the Royal Marines. There would then have been three generations of the family in the Corps.—*Admiralty News Summary.*



Photographic comparison of West Coast "mystery wreck" relic with a well-preserved British copper penny of same period (1838-1859) has been provided by the Smithsonian Institution of Washington, D.C. Lt.-Cdr. Ernest Cassels, curator of the British Columbia Maritime Museum, holds the main portion of the actual coin recovered by navy divers from the wreck of an ancient sailing ship found last year in Sidney Inlet on Vancouver Island's rugged west coast. (E-56714)

Mystery Ship Century Old

It has been firmly established that the Sidney Inlet mystery wreck probed by naval divers is a sailing vessel built at least a century ago.

The latest finding about the wreck has been provided by the famed Smithsonian Institution of Washington, DC.

Pacific Command naval divers made a second investigation of the sunken ship early this year. Among their findings was an ancient, corroded coin found under the mast-step of the ship.

The coin was forwarded to the Smithsonian Institution. There, after consid-

erable study and research, it was definitely confirmed the coin was a "British large copper penny, minted in the 1839-1850 period."

Meanwhile, Lt.-Cdr. E. Cassels, curator of the British Columbia Maritime Museum at Esquimalt, reported that earlier research had established that it was a custom of the times to place a coin of the year in which the ship was built as a "good luck" piece under the mast.

Although the research on the ancient coin established its minting period, nothing was found to indicate its actual year.

To this date all efforts to identify the mystery wreck have failed. Approximately five tons of assorted gear have been brought back from the wreck by naval divers . . . most of it now in the B.C. Maritime Museum.

Inquiries relating to the wreck have gone as far afield as the United Kingdom and to Asia. It was thought that some of the salvaged gear had been manufactured in the U.K. One school of thought suggests the ship may have been built in Asia for the Orient-B.C. trade.

Since the Smithsonian Institution—in conducting its research—had to cut up the ancient coin, officials in Washington forwarded another coin of the same period to the B.C. Maritime Museum. Photographs taken of the research process were also enclosed.

Guided Missile Destroyer Launched

The first of four guided missile destroyers under construction for the Royal Navy, HMS *Devonshire*, was launched in June by Princess Alexandra of Kent, at the yards of Cammell, Laird and Company Ltd., Birkenhead, near Liverpool.

The *Devonshire*, a County class destroyer of 4,000 tons, is expected to be in commission by early 1962.

She will be the first operational Royal Navy vessel to be fitted with stabilizers to enable her anti-submarine "hunter-killer" helicopter to take off and land in bad weather.

The weapons being fitted in the new destroyers include two types of guided missiles and radar-controlled 4.5-inch guns. Deep-submerged detectors are fitted for anti-submarine protection.

It is the intention of the Royal Navy that the new destroyers will be capable of police duties anywhere in the world, escort duties with a task force, and attack duties as part of a task force.

OFFICERS AND MEN

Sailors Fail To Elude Army

Thirty-one tired, wiser naval flyers came out of the bush at Camp Gagetown, N.B., last summer after spending nearly seven days on Exercise Walkout II. The exercise was part of a Navy-Army program to teach naval aviation personnel what they can expect if they are ever forced down in the bush or behind enemy lines.

The flyers, wearing flying suits and carrying only the normal rations and equipment in the pockets, were put into the bush and left to fend for themselves on a Friday.

Over the week-end they were on their own and attempted to live off the land. When one seaman's rations gave out he killed a porcupine, later reported he didn't like it because it tasted too much like rabbit.

On Monday the Reconnaissance Squadron of the Royal Canadian Dragoons and "D" Company of the 2nd Battalion, the Black Watch, moved into the bush to capture the flyers for interrogation by intelligence officers at a prisoner-of-war cage.

By Wednesday night, two days before the deadline, the Army searchers had captured the 31 flyers before any had reached their own lines. Then followed the interrogations.

Authentic methods were used to drag out the secrets that had been imparted to the flyers before they went into the bush, and when all the bits of information had been assembled it was the intelligence officers' job to assimilate it to see whether they had been given the correct information.

The exercise gave the Navy men an opportunity to pit their wits against the natural enemies of woods, insects, sleeplessness, fatigue and hunger, and it allowed the Army practice in pursuit, capture and interrogation.

U.S. Sailors Help Vancouver Boy

A young lad in a Vancouver hospital whose blood would not clot because of a rare disease received an urgently needed seven more pints of blood because he had a namesake in a United States Navy submarine.

The boy, Leonard Kennedy, had been bleeding for about ten days. The 123 pints of blood that had been transfused had exhausted his blood type at the Vancouver Red Cross bank.

In Vancouver at the time was the USS *Sea Fox*, commanded by Lt.-Cdr. Alfred Kennedy. On his first night in port he read of young Leonard's plight and discovered that he was one of the seven out of a hundred people with the young lad's blood type. He also found six other members of his crew with the same blood type. At the Red Cross donor clinic they found that their seven pints of blood were sufficient to keep Leonard alive for one more day.

Said Lt.-Cdr. Kennedy, "The people of Vancouver are without a doubt the friendliest we've ever encountered in our travels around the world. It was a way to repay our debt."

Nursing Sisters Retire from RCN

Two of the Royal Canadian Navy's senior nursing officers have proceeded

on retirement leave. They are Lt.-Cdr. (MN) Mary E. Nesbitt, Matron-in-Chief of the the RCN since September 1954, and Matron-in-Chief, Canadian Forces Medical Services, since January 1959, and Lt.-Cdr. (MN) A. Mary Morrison, matron, RCN Hospital at HMCS *Naden* since September, 1955.

Lt.-Cdr. Nesbitt was born in St. Stephen, N.B., attended Teachers' College in Fredericton, N.B., and took nursing training at the Royal Victoria Hospital, Montreal.

Before entering the RCN in September 1943 she was the case room supervisor and later operating room supervisor of the maternity wing of the RVH, and for two years operating room supervisor of a children's hospital in Oakland, Cal.

Following her entry into the Navy she served briefly at the RCN Hospital at Halifax, and then was operating room nurse at the naval hospital at Sydney, N.S., until January 1945 when she became assistant matron at the RCN hospital in St. John's, Nfld.

Yesterday's Navy



A Seafire single seater fighter on the flight deck of HMCS *Warrior*, Canada's first aircraft carrier. Capable of a top speed of 400 mph., the Seafire was a naval adaptation of the famous Spitfire. (MAG-60)

She has since served as matron of the Navy ward of the Royal Edward Laurentian Sanitorium, Ste. Agathe, Que., and matron of the naval hospitals at Esquimalt, B.C., and Halifax. She took a nursing administration course at McGill University and then became Assistant Matron-in-Chief in 1953.

Lt.-Cdr. Nesbitt was appointed honorary nursing sister to Her Majesty the Queen in 1956 and serving sister in the Order of St. John of Jerusalem in 1959.

A/Lt.-Cdr. Morrison was born in Ste. Anne de Bellevue, Que., and entered the RCN in 1943.

She has served in various appointments at naval hospitals in *Stadacona*, *Cornwallis*, *Avalon*, *Shearwater*, *Naden* and *Coverdale*.

From July 1953 to August 1955 she served at the RCN Hospital at *Cornwallis* as matron, and then became matron at the RCN Hospital, *Naden*, where she remained until her retirement.

Lt.-Cdr. Morrison has taken up civilian employment as matron at the Bow Island Municipal Hospital, Bow Island, Alberta.

Retired Officers Start Blood Bank

The Naval Officers' Club of Montreal this year set up the first memorial blood bank ever established in Canada.

The bank, known as the Naval Officers' Club Memorial Blood Bank, was established in memory of the late Lt. Leslie R. McLernon, DSC, and other former naval personnel who have died.

Development of the bank was in cooperation with the Red Cross, and at the inauguration ceremony at the Naval Officers' Club several Red Cross workers were on hand to receive donations.

L. R. McLernon, a lieutenant of the war-time navy, contracted a lingering illness that called for long periods of hospitalization and innumerable blood transfusions—blood donated by his friends and the Red Cross.

During this time he told his friends and family that when his health improved he proposed lending every possible assistance to the Red Cross in establishing new blood banks. But he died before his ambition was realized. The Montreal Naval Officers' Club has thus instituted the blood bank to carry out the wishes of Les McLernon.

Lt. McLernon, a native of Toronto and a graduate of McGill, entered the RCNVR in 1939. Appointed to the United Kingdom, he became commanding officer



Chaplain of the Armed Forces (RC), Air Commodore L. A. Costello, signs the guest book of Rear-Admiral H. F. Pullen, during his call on the Flag Officer Atlantic Coast July 12. Chaplain (RC) Joseph Whelly, Chaplain of the Fleet (RC) awaits his turn at the right. On the left is Chaplain (RC) C. B. Murphy, Eastern Command Chaplain (RC). The senior clerics also visited Halifax ships and establishments and Cornwallis. (HS-61705)

of a motor torpedo boat. For his part in the evacuation of St. Valery he was awarded the DSC. The investiture was made by His Majesty King George VI at Buckingham Palace.

Mess Produces News Bulletin

The chief and petty officers' mess in HMCS *Stadacona* produced a calendar of Events up to February 1960, and it was at that time suggested that a mess bulletin be produced from information collected each month.

In April 1960 the first edition of the bulletin in its present form was produced. It consists of eight pages, whose contents inform serving and former chief and petty officers what events are taking place in the mess for the month as well as providing mess, sports and welfare news and articles of interest to the fleet.

Information in most cases originates in the mess, but articles are also donated by the naval information staff and senior officers.

The bulletin is published monthly and has a distribution of 1,200 copies. These are sent to all ships in the Atlantic Command, all naval divisions and all schools and places where chief and petty officers are employed.

The editor of the bulletin is PO James D. Howlett, feature articles are by PO Desmond Harris, mess news by PO Ernie Wells and sports and welfare by PO Frank Quinta.

The cost of the bulletin is partially absorbed by advertisers, and the remainder by the mess. The bulletin is printed by Halcraft Print, Halifax.

Newcomer Wins New Automobile

Only recently arrived in Ottawa from Esquimalt with his wife and two children, Cdr. Leonard Matthewson was the winner of a new car at the Central Canada Exhibition in Ottawa on August 27. And he figured he earned it.

Cars are drawn for each night at the fair. If the holder of the first of the ten tickets drawn fails to show up by 11.30 p.m., the car goes to the next on the list to put in an appearance. The Matthewson ticket was the second drawn and for the four previous nights No. 1 had driven away in the new car.

The tension was such that, after Cdr. Matthewson had been declared the winner, he observed:

"Sometimes, even when you get something for nothing, you pay for it."

Cdr. Matthewson, who is Director of Naval Movements, took up his new appointment on August 29.

40 YEARS AGO

*Life on the lower deck as it was lived
in the early days of the RCN*

Last January *The Crowsnest* began the publication of a series of articles by Cdr. A. R. Turnbull, RCN (Ret), on life on the lower deck, based largely on his recollections of service in the Royal Navy and Royal Canadian Navy. Subsequent instalments appeared in the March and August issues.

In this, the last of four parts, Cdr. Turnbull deals at length with something which has gone from the Navy forever—coaling ship. This was a task which, today, would chill men's souls. It is quite possible the sailors of today would have the stamina to stand up to the back-breaking job of humping coal for 14 or 15 hours, but could their aesthetic sensibilities endure

the sifting of the coal dust into their hair and clothing, into every nook and cranny of the ship and across the paintwork?

Great credit must go to Cdr. Turnbull for his detailed and careful record of the major and minor details of life in the Navy a half-century ago. A sailor of today on reading the series could not but have a deep respect for the versatility and tenacity of the sailor of yesteryear. At the same time, he may come to the realization that he has far less reason for self-pity than his forebears—and there is nothing in Cdr. Turnbull's writing to suggest that they felt especially sorry for themselves at all.



USTOMS and practices, which have long-since vanished from the service, have been mentioned in previous instalments of this series. A few, some which survive to this day in altered form, will be dealt with in the following narrative.

Pride of ship has been a tradition in the naval service since its earliest days. A sailor may call his ship a "bucket" or worse, but he will be deeply offended by anyone who suggests she is not the best "bucket" in the fleet.

It may be, however, that some of the nautical arts and crafts which the men employed half-a century ago to make their surroundings look "tiddly" are falling into disuse. In those days many of the men took great pride in decorating their quarters or the equipment with which they worked.

The stanchions supporting the deck-head in the messdeck areas were embellished in several ways. The most common method was by covering them, except for the top and bottom ten inches or one foot, with coachwhipping of cod or mackerel line, finished off at the top and bottom with many parted Turk's heads of the same material, or the coachwhipping would be carried out in strips of alternate white drill and blue jean to produce a blue and white diamond checkerboard effect.

The stokers' messdeck stanchions were generally burnished brightly with brass or copper bands at top and bottom. Drawn thread work in canvas to form original designs of mats with ornate

fringes, tied up with red or blue cotton picked out of cotton waste, was often produced by sweepers of seldom-used spaces, such as transmitting stations. These mats showed up well on a well-scrubbed deck, or should the deck be of steel, a brightly burnished one.

Similarly, in boats, the oars were decorated with coach whipping, etc., and fringe work made to fit as curtains in the cabins of the power boats.

The quartermasters, with boatswains' mates and side boys, who were responsible for the accommodation ladders, ship's bell, etc., also expended a great deal of effort on the man ropes of the ladders and the bell ropes, using all kinds of fancy ropework to decorate them.

Grass hammocks:

In the tropics, the service-issue hammock and bedding, allied to the close proximity of the slinging billets, were unbearably hot. Many of the men slung on the upper deck, using the so-called "grass hammock". This originated, I believe, from hammocks used by the natives of Central America, which were made of the local grasses twisted up into cords and then woven into an open-work type of cloth from which the hammocks were made. However, as such material was not generally available, the men of the Navy invented a substitute which served the purpose admirably. A length of netting, with a mesh of about two inches was made from double sail twine, in a similar manner to manufacturing a fishnet. The size was about eight feet in length and four or five feet wide. This, when fitted with

clews and wooden spreaders made an admirable hammock, which would roll up into a small compass when not required and was certainly much cooler to sleep in than a service one.

Fishing:

All ships, as part of the boatswain's stores, were provided with shark hooks and a seine net. In suitable waters, these were often put to use as a form of amusement by the troops.

A shark hook was baited with meat or fish, whichever was obtainable, and the rottener it was the better bait it was considered to be. A two-inch rope was used as a line and a small barricoe attached to it as a float. The whole rig was then cast over the side with the end of the rope secured round a cleat, after being run through a snatch block, situated sufficiently high up to allow the shark, when caught, to be hoisted inboard clear of the ship's side. The catching of sharks was encouraged, as the skin was valuable for scrubbing woodwork, having a consistency similar to rough sandpaper. It was considered better than sand and canvas, which were the normal mediums of getting wooden booms, oars, boats, thwarts etc., to the standard of cleanliness required.

The seine net was taken away in a cutter or whaler to a suitable beach, by a volunteer crew, who then took the opportunity of a "make and mend" to enjoy a picnic on the beach, with bathing and a chance to add fresh fish to the routine rations.

The net was usually about 20 fathoms long by about two fathoms deep, one edge being fitted with cork floats and

the other with leaden weights, to make it hang vertically in the water. At both ends long grass lines were secured. The net was taken out from the beach by the boat, leaving the lines on one end of the net ashore; the net was paid out in the form of a semicircle until the lines at the other end were landed further along the beach. Both sets of lines were then manned and hauled on rather gently, thus reducing the diameter of the net until all the net was ashore. Any fish which had been surrounded by the net were thus caught and hauled up on the beach.

The best catch I ever saw by this method was of herring at Comox, B.C., when more fish were caught at one haul than the whaler could carry.

Individual hand lining over the side was a relaxation often indulged in during the dog watches and provided sport for those who had sufficient patience to carry it out.

Soap and Tobacco

EACH month, generally following payment, soap and tobacco would be issued. This was on a repayment basis, each man in the ship's company being allowed to "pick up" a maximum of four pounds of soap and two pounds of tobacco.

The soap was the ordinary hard yellow soap and cost 4d. a one-pound bar. It was necessary for each man to purchase a certain amount each month in order to do his own laundry, give his share to the mess for general cleaning, pay for articles redeemed from the scran bag, etc. The slang term for soap was "pusser's hard". If a new supply from the manufacturers was received, it was generally of the consistency of cheddar cheese. Being comparatively soft it did not last as long as old stock, which had dried out, often until it was impossible to cut it with a knife. The old soap was preferred generally for its lasting qualities, though it was also that much harder to get a lather from it.

The tobacco issue, which has been described earlier, was duty free and the prices, if I remember rightly, were two shillings a pound for leaf tobacco and three shillings for manufactured.

Canteens:

The canteen was run by a civilian contractor in those days. He had bid for the concession in open competition with others, but, although he held a monopoly, as no other form of trading was allowed in any ship, his prices were subject to approval by a committee of officers (and occasionally some ratings).

He would supply fresh vegetables, fruit, biscuits, cheese, candy, writing materials, shoe laces and all the miscellaneous odds and ends which one normally requires, but which were not available from service sources. As no refrigeration was available, ice cream and soft drinks were impossibilities, but some canteens tried to cater for the thirsty sailor by the sale of "goffers", the sale of beer or similar beverages being prohibited. "Goffers" was a type of primitive soft drink produced by the dilution of non-alcoholic cordials and essences in various fruit flavours, usually highly coloured, at a halfpenny or penny a glass, depending on the flavour or quantity.

To give oneself a treat one would buy "tuppence of cheese" to augment one's supper, or buy a pair of kippers or a



couple of eggs, provided one could arrange with a pal in the galley to cook them.

Civilian brands of cigarettes were also sold duty free in the canteen. These were referred to as "tailormades" as against the "ticklers" made from the issue tobacco.

Mail:

A corporal of marines or a leading telegraphist was detailed to act as postman of the ship. His duties were to provide and sell stamps to the ship's company, to visit the post office at each port at which the ship called, to arrange for the receipt of mail bags arriving for the ship, to clear the mail boxes on board and take the mail ashore to post it. This was a much sought-after job,

as the postman was ashore regularly during working hours and was often requested to carry out commissions ashore in the way of buying goods at various stores, etc., for which he would get some small remuneration from the individual concerned.

As a rule mail arrived in fairly regular large batches. All seagoing ships had the official address "c/o GPO London", where mail was accumulated and then forwarded in bags to ports at which ships were to call, to arrive by the due date. On arrival on board, the master-at-arms and his staff would take charge of it and sort it by messes, on the completion of which it would be piped and a representative of each mess would proceed to the MAA's office and collect it for distribution to his messmates.

In the case of registered mail and parcels a chit would be sent to the addressee in his mess whence he would go to the MAA's office to collect his mail, signing for registered packets and having to open parcels in the presence of the MAA, or one of his staff, to ensure that liquor or other prohibited contraband was not arriving in the ship through the mails.

Coaling Ship

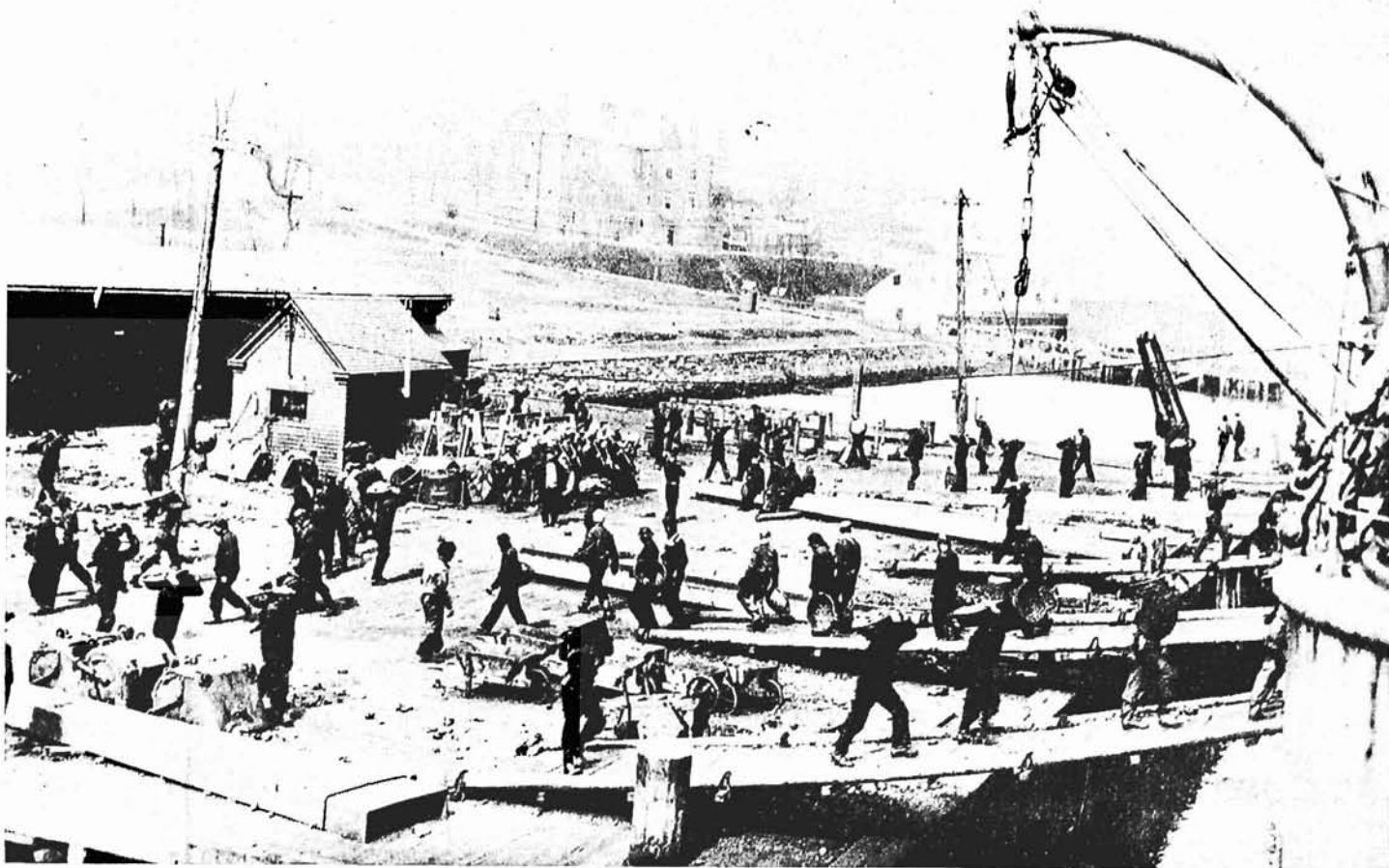
PROFESSIONAL exercises intended to improve the efficiency of the ship's company as a whole were known as evolutions and general drill and were generally competitive between ships in company.

They would include laying out a kedge anchor, preparing to tow, sending a medical officer to a designated ship, "man and arm boats", "out collision mat" and several other standard exercises and drills carried out either against the clock or against other ships. Details of these can be found in the Seaman-ship Manuals of the day, but the one evolution for which it was a matter of real pride to hold a championship was "coaling ship".

This was not an exercise in the usual sense of the term, but a necessity, in that the ship's bunkers had to be replenished periodically.

An enormous amount of organization and hard work went into this, in order that the 2,000 tons or so, which was the usual amount for a battleship of those days to take on at one coaling, should be got inboard as expeditiously and easily as possible.

The method depended on how the coal was brought alongside, whether by collier or lighters or whether the ship had to coal from storage dumps ashore. In



Commander Turnbull describes in the accompanying article the process of coaling ship from a collier alongside. The scene here is of HMCS Niobe coaling from jetty 4 at Halifax around 1914, with the men carrying coal on board in baskets. At the left centre, the ship's band is playing. In the middle distance is the Royal Naval College of Canada. (E-41057)

some foreign ports, the contractor would insist on using local native labour for coaling. This was, for the ship's company, the method most preferred, but no speed records were ever broken this way and it was not considered an evolution.

Irrespective of the method used, certain preparations were necessary beforehand, in that chutes to the bunkers had to be rigged, dumping grounds cleared on the upper deck and so on.

If a collier came alongside, a fairly standard method was used, but if the supply was by lighters, modifications had to be made depending on the size and gear of the lighters. Still further modifications had to be made if native labour was used.

To provide a picture of this arduous business, now happily defunct with the advent of oil as a fuel (and shortly perhaps nuclear energy), a description of coaling from a collier will be given, chiefly in the way it affected lower deck personnel, without too much technical detail.

Preparatory work completely disorganized any semblance of comfort on the mess decks, as, invariably, coal chutes passed through the area occupied by mess tables and benches. This meant that when the chutes were rigged the day before coaling, the mess table was unrigged and the members of the mess must use the deck as a mess table. The chutes usually consisted of long steel tubes, the two halves of which were bolted together. In order to keep as much coal dust as possible off the mess deck the joints had old newspaper pasted over them after the chute was in position.

From various sponsons, gun supports and other odd corners, the coaling gear would be brought out from storage. The gear consisted of whips for the derricks, coal bags, shot mats, straps, wheelbarrows, shovels, and so on, all filthy dirty from previous coalings, as it was impossible to remove all coal dust from them before stowing them away.

The previous day was spent in rigging for coaling. Derricks would be

rigged adjacent to the coal dumping grounds, bunker plates removed, coaling whips rove, shot mats rigged to protect the paintwork from damage by the wildly swinging hoists of coal as they came inboard and sand liberally sprinkled over the deck to assist in the cleaning up after the evolution, as the dust seemed to adhere to the grains of sand and thus not be ground into the wooden deck. All boats were turned in at the davits and huge hazelwood fenders rigged to prevent damage to either ship or collier as they lay alongside each other. Slings were examined and well greased.

The men were detailed off according to the type of collier. If it was a four-hold vessel, each part of ship would work one hold and keen competition existed between them as to which would get most coal in. As stated previously, any old rig was worn for this job.

The general organization resulted in each top having several gangs in the hold spaced equally around it. Two men shovelling, one holding up the bag of



Coaling ship was everybody's job. The bandsmen escaped the actual humping of coal by playing spiritedly all day long; the telegraphists by tallying the coal. The figure at the right, wearing the paper cocked hat to protect his hair, is a "two and a half" or lieutenant of more than eight years seniority. "Lieutenant-commander" had yet to be invented. The picture appears to have been taken on the same occasion as the other illustration accompanying this article. (E-41055)

two hundredweight capacity, in each gang (they rotated these jobs, of course) formed the main working force. A leading hand would "strap up" ten bags to a hoist and pass the signal to the collier's donkeyman to hoist away. Inboard on the dumping ground was another small gang unstrapping and placing the filled bags on the barrows manned by marines and other miscellaneous ratings, who wheeled them away to the chutes leading to the bunkers, and dumped them, returning the empty bags to the dumping ground where they were returned to the hold by the coaling whips.

Telegraphists acted as checkers and tallied the loads as they came inboard. In those early days of W/T, the "touch" of a telegraphist's fingers was supposed to be a very delicate thing and they were thus excused any such heavy manual labour as handling a shovel.

Each hour the amount hoisted in by each "top" was chalked on a board and a couple of boys would take the board round to show each hold how they had progressed. Also, the total input received was hoisted by small signal flags at the yard arm. In order to stimulate the efforts, the ship's band played lively tunes practically all day.

Stowing coal in the bunkers was done by the stokers, who worked by the light

of oil lamps. They had to trim the coal from the bottom of the chute to the furthest corners of the bunker and as the bunker filled, their working space became less and less until eventually they had to crawl out, being unable to work the coal due to lack of space. This must have been one of the foulest jobs in the service.

The length of time occupied by the actual coaling depended on the amount to be received and the conditions of weather and temperature, and an added handicap arose if the collier had not had its "bulk broken"; that is, it was completely full and this coaling was its first discharge. It was always much harder to coal rapidly if one had to "break bulk" because it meant digging into a level surface of coal, whereas if the cargo had been worked before, there was generally a sort of well in the centre and the coal fell down from the sides and was thus easier to shovel.

An old battleship of the King Edward VII class in which I served, HMS *Britannia*, usually coaled about 2,000 tons at a time and we considered it a good rate of coaling if we took in 135 to 140 tons per hour. Thus it will be seen that the time occupied was about 14 hours. We would start to coal at approximately 0500, at the order of the commander: "Hands coal ship, drummer

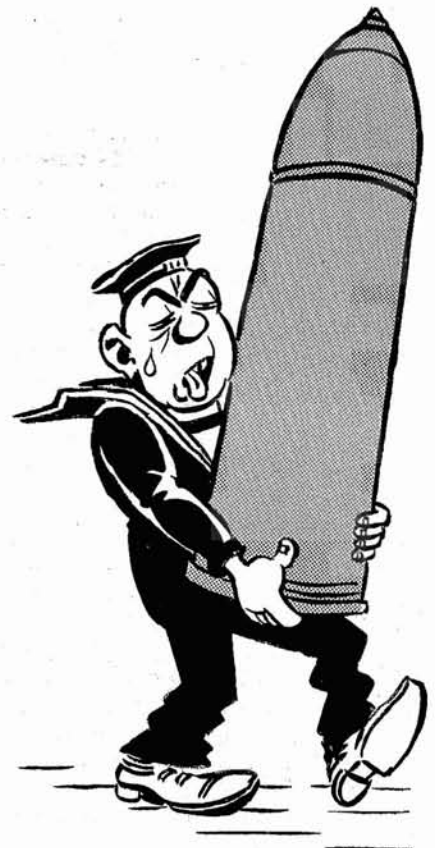
sound the Advance". At about 0730 there would be a quarter-hour break for breakfast, at 1200 a half-hour break for dinner and supper would not be served until coaling was completed.

As smoking was allowed all day, there was no "stand easy" and fannies of tea would be in continuous supply.

One would suppose that 14 or 15 hours of such continuous heavy labour was a good day's work, but we were by no means finished when the bugler (always officially referred to as the "drummer"), sounded the "Retire", when a cheer went up. The collier would have to be cast off to proceed on her way, and after supper we would commence to unrig and clean ship. This meant hoses washing everything down and the seamen busy with brooms and scrubbers, sweeping the dust-laden water down the scuppers. These unrigging and cleaning duties would occupy us until 0100 or 0200 the following morning. Thus coaling meant about 20 hours continuous hard labour, with brief breaks for meals.

We would then adjourn to the seamen's bathroom where we attempted to clean ourselves and wash our "coaling rig" in one enamelled hand basinful of water, generally cold, following which we turned in, completely tired out.

These strenuous efforts and long hours did not, however, entitle us to any



"lay-in" the following morning; hands would be called at 0530 as usual and the day would be spent washing paint-work with soojie, and scrubbing or maybe holystoning decks so that the ship was practically back to its pristine cleanliness by the end of working hours. Believe me, those were the days when we earned our pay, since coaling took place about once every two or three weeks, depending upon the amount of steaming done.

Ammunitioning ship. This was never considered an evolution owing to the danger involved. To avoid risks in the cause of speed and with the strict safety regulations in force, this was a much more leisurely performance than coaling, though the work was almost as hard.

A few hours passing six-inch shells, each weighing 100 pounds, from hand to hand along a chain of men towards the shell room found the weak spots in one's arms and back.

Awnings



EARLY all ships were supplied with awnings for the larger open spaces of the upper deck. These acted as protection against the sun in the tropics or against rain in any climate. As they were of canvas they provided quite a "sail area" and in bad weather had to be furled to prevent them being carried away.

In many ships it was routine to furl the large quarterdeck awning every night and re-spread it in the morning, because, due to the lack of weather forecasts, it was impossible, except by noting the changes in the barometer and observing the sky, to guess whether the wind might suddenly strengthen during the night. Forecastle awnings were seldom spread in other than tropical climates. The waist and bridge awnings were comparatively small and were left more or less permanently spread.

To spread or furl a quarterdeck awning was a major operation. It called for "both watches of the hands", as the canvas area in the larger ships approximated a quarter or third of an acre, was normally in one piece and weighed over a ton.

A strong wire backbone to support the awning was fitted and the sides hauled out to stanchions around the deck edge. The awning, rolled up, both sides to the middle and stopped up was brought up, on the shoulders of men spaced along it, from its stowage. Hauling-over lines were passed over the backbone and when the awning was un-stopped, secured to the cringles in the leach of the awning. By these lines the awning would be hauled over the backbone and the two leaches hauled out to the ship's side where the lines would be cast off and replaced in the cringles by wire stops led through blocks at the stanchion heads and hauled taut by tackles. A reverse procedure took place for furling.

Should an unexpected rain storm occur, the awning would be "sloped" by hauling down alternate cringles to the deck in order to provide a quick run off for the water.

Conclusion



AFTER reading the foregoing perhaps our modern seamen will appreciate how conditions have improved and will not be tempted to emulate the young ordinary seaman who could just not take it any more and wrote home:

"Dear Mother,

Sell the pig and buy me out. This ship's a b . . ."

But without a doubt he will still be told by the old timers:

"Hardships; you don't know what hard ships are!"

However, in spite of these so-called hard times, ships' companies were generally happy and satisfied with their lot.

Four Short Blasts

Under the heading "Four Short Blasts", the *Admiralty News Summary* quotes a local resident of Port of Belawan, Northern Sumatra:

"The Royal Navy is endeared to me for ever. The sight of a bearded Chief Petty Officer, dressed in white uniform with cap at regulation angle, pipe firmly clenched between his teeth, on a horse which was at full gallop and out of control, was a sight I will remember all my life."

The sound signal, four short blasts, is used in HM Dockyard ports and certain others. It means; "Keep out of my way because I cannot keep out of yours." It is used by ships when entering or leaving harbour to warn harbour craft to keep clear.

A/S Trainer Touring West

A familiar sight to western Canadians, the Royal Canadian Navy's Mobile Anti-Submarine Training Unit 1 is spending the last three months of 1960 visiting naval divisions from the head of the Great Lakes to the foot of the Rocky Mountains.

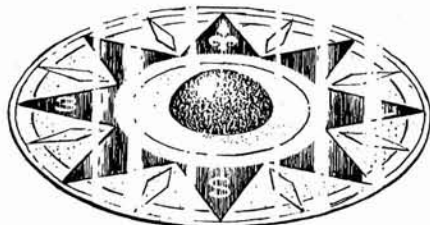
This will mark the fifth consecutive year that MASTU 1 has gone west to train inland naval recruits in the art of anti-submarine warfare.

MASTU is a unique unit housed in two trailers which contain all the necessary equipment to simulate anti-submarine operations hundreds of miles inland from the ocean. Its sonar simulates the sound probe into the ocean depths for a hostile submarine. From its bridge and operations room, trainees issue and execute orders which would bring a destroyer escort into battle with its under-seas opponent. A lighted plotting table shows the progress of the hunt and the success or failure of the attack.

To harry the trainees with the difficulties of a real submarine hunt, special equipment simulates evasive action taken by a submariner who knows he is being searched out by warships above him.

MASTU 1 was developed by the Royal Canadian Navy and built at HMCS Dockyard, Halifax, in 1955. It took to the Canadian highways in the fall of the same year. By the time it completes its 1960 western tour, it will have travelled a total of 40,000 miles on its inland training "cruises".

Based at the headquarters of the Commanding Officer Naval Divisions at Hamilton, MASTU was to leave its base on September 26 to visit naval divisions in Port Arthur, Calgary, Edmonton, Saskatoon, Regina and Winnipeg. It will return to Hamilton December 13.



COMMAND LIBRARY SEMINARS

MORE THAN 700 candidates have taken advantage of the 54 seminars concluded to the end of June, in the Command Library at Stadacona. In addition, three JOTLC classes have undergone intensive studies in the battle of ideas and current affairs generally.

Finding a suitable name for the movement has been difficult. While "Canadian Affairs Seminars" has been the designation, the courses might be described as "Psychological Warfare", "Ideological Awareness", "Semantic Warfare", or "Moral Leadership". The U.S. Navy prefers the last mentioned terminology and has developed a series of intensive courses.

The Stadacona movement is smaller (each seminar lasts two and a half days for volunteers who can be spared) and tries to carry out the spirit of GO 54.00/1. This General Order states:

"Although no formal current affairs program is conducted by the Royal Canadian Navy, Commanding Officers shall ensure that officers and men are kept informed of events of national and world interest. It is particularly important in the light of the present war of ideas that officers and men have an understanding of what they have undertaken to support and what they must be prepared to oppose."

Lt. Cdr. L. B. Sellick, Command Library officer, has described the objectives, methods and attainments of the seminars in these words:

"Half of the course deals with the ideas and values we hold dear and the other half covers the ideas, concepts and techniques that threaten our heritage. Only those current events and happenings that amplify or manifest the basic concepts are stressed. It is by no means a current affairs course.

"The response has been magnificent; people come because they want to. Some even take the seminars in instalments rather than miss the training. Nor has the interest been confined purely to naval personnel. Senior civilians from the dockyard and from the Department of Veterans' Affairs, have attended along with a sprinkling from the Army, Air Force and RCMP. UNTD cadets have shown an unusual interest as evidenced in write-ups in their training journals.

"To save time and cost, wide use is made of films, tape recordings and of course the facilities of the library. It is adult education at its best for these harried times, and it is hoped that the seminars will soon become part of the official training programme. The fighting efficiency of the service will benefit."



The Canadian Nurses' Association held their annual convention in Halifax June 19-24. The opportunity was taken to photograph the present and former Navy nurses among the 1,200 delegates. Front row, left to right, are Lt. (MN) Elizabeth Serson, RCN, Cornwallis; Lt. (MN) Maude Huntington, RCN, Cornwallis; Lt.-Cdr. (MN) Fay Rutledge, RCN (Retired), Civic Hospital, Peterborough, Ont.; Lt.-Cdr. (MN) Mary Russell, RCN, Stadacona; Sub-Lt. (MN) Bridget McCarthy, RCN, Stadacona; Mrs. Shirley Beck Parks, RCN (Retired), Sunset Camp, Sheet Harbour, N.S.; and Mrs. Joan (Kruger) May, RCN (Retired), 13 Burns Ave., Armdale, N.S. Second row: Mrs. Mary (Johnston) Innes, RCN (Retired) Camp Hill Hospital, Halifax; Lt. (MN) Joan Macleod, RCN, Stadacona; Lt. (MT) Margaret Ball, RCN, Stadacona; Miss Dorothy Carr, RCN (Retired), 1 Diagonal Road, Willowdale, Ont.; Miss Mary Romans, RCN (Retired), Camp Hill Hospital; Mrs. Frances (Smith) Kadey (Retired), 22 Guysborough Street, Woodlawn, N.S.; Miss Lilla Wright, RCN (Retired) Ste. 3423, Quebec Street, Victoria; Miss Joan Russell, RCN (Retired) Upper Fraser Valley Health Unit, Chilliwack, B.C.; Mrs. Beryl (Collins) Campbell, RCN (Retired), 394 Connaught Ave., Halifax; Lt. (MN) Constance Lambertus, RCN, Stadacona; Lt. (MN) Kathleen Howe, RCN, Stadacona; Lt. (MN) Irene Callan, RCN, Stadacona; Lt. (MN) Grace Walker, RCN, Stadacona, and Mrs. Muriel (Cambridge) Robinson, RCN (Retired), Kentville, N.S. (HS-61548)



A scene inside the Manning Depot at Esquimalt. Lt.-Cdr. G. W. Wagland, shown looking over the shoulder of CPO Stanley Briggs, was at the time the picture was taken, Planning and Requirements Officer, but has since been transferred to Naval Headquarters. The other members of the Manning Depot staff at the right are Mrs. Colleen Appleton and CPO David Waddell. (E-55021)

WEST COAST MANNING DEPOT

TODAY, as throughout the history of seafaring, the most important "ingredient" of any ship remains the same: her crew.

The war canoes of the Indians; the long boats of the Vikings; the Spaniards' galleons—they were only as good as the men who sailed them.

No exception to that rule are today's ships of the Royal Canadian Navy. With their radar, sonar, and a host of other complicated electronic devices, it is more important than ever that there be no "round pegs in square holes".

The objective is the manning of HMC Ships by competent crews, with the right man for each job.

How are these ships manned?

Answers to this question in so far as the Pacific Command is concerned can be found in an inconspicuous building in HMC Dockyard at Esquimalt, the main door of which bears the sign: "Manning Depot".

Many and varied are the problems this depot must handle in carrying out duties related to the drafting and advancement of men of the RCN on this coast.

In overall command of the Manning Depot is Commodore H. V. W. Groos, Commodore RCN Barracks at Naden. On the scene at all times, however, is the Manning Commander, Cdr. T. H. Crone. His staff consists of six officers, six chief petty officers, and 12 civilian personnel. Among them, they are responsible for the drafting and the careers of all RCN men within the Esquimalt Port Division, and the manning of all West Coast ships and establishments.

A visitor to the Manning Depot first passes the Manning Commander's office. It is from here that Cdr. Crone authorizes the day-by-day program of his staff. He is always available for discussions with commanding officers of ships and establishments with matters pertaining to the careers of their men.

Next door is the Planning and Requirements Office. There, an officer and an assistant work out problems relating to such matters as the number of men in a particular branch who are needed for higher trade training, and the effect of this on the manning of ships; where to send new entries for their initial

sea training; what to do with the men they will replace; where to find a relief for the cook from a minesweeper who went to hospital that morning.

Here, too, there is the checking and co-ordinating of the monthly muster of all men of the Esquimalt Port Division; the forecasting of gains and losses for the coming year to determine what plans must be made for the immediate future; and a host of other numerical manpower problems.

Requirements appear in the form of numbers of the rank and trade required. Names have to be found to match the numbers.

In the case of men to be trained and advanced in their trade, an officer and his assistant, in the Courses and Advancement Office, select men from lists compiled with great care. These lists place men in order for selection—based on previous qualifications and merits. Recommendations are obtained from the commanding officers of men selected for a course, and final arrangements for holding a particular course are made with the Fleet School of HMCS Naden.

The distribution of individuals is controlled by the drafting officer.

He and his staff of four chief petty officers deal with manning requirements of the fleet as received from the Planning Section. Every effort is made to ensure that each man is fairly treated and given adequate opportunity to gain experience.

Each man must have his share of shore duty, and each, of course, must take his turn at the less popular jobs.

The Navy wants men who, in time of any emergency, will be "at home" in any type of ship. In peace time, the sailor must gain experience in all classes of ships. Thus, each time a ship undergoes a refit, the ship's company is changed.

To assist in the problem of "who to put where", history cards are maintained for each individual. These show his general qualifications, where and when he has served. The history cards are actually a "service life story" of the man, and rosters are carefully kept to show who is next to go to sea, who is next to go to jobs in other parts of the country, and so on.

Add to all of this the requests received for men to serve in certain places because of family problems, men to be landed for release from the service, for higher training, and for hospitalization, and the job of the drafting "Chief" becomes a busy and vital one.

To handle all the correspondence concerning men, and to co-ordinate policy to ensure that all men receive fair and equal treatment of their problems as far as the service will permit, another officer looks after a "policy and administration section".

Here, requests for special drafts are handled. Compassionate cases are investigated and solutions devised. Engagements for further service are processed; applications for release are studied. Questions concerning matters of seniority, men's documents and personnel regulations are answered.

An individual file is kept on each man containing all correspondence relating to him. This, together with the individual's history card, provides the complete story of every sailor.

An officer is appointed as the Manning Depot's Promotion Monitor. His job is to ensure that the twice-yearly assessments of suitability for promotion (on which a man's progress in the Navy depends) are made fairly, and to arbitrate on matters pertaining to promotion—a responsibility vital to the welfare and progress of each man.

All these sections of the depot are co-ordinated in their business by the

Deputy Manning Commander, Lt.-Cdr. J. C. Marston, who oversees the workings of all departments, and all personnel working in the depot.

Careful personnel work ensures that as much effort goes into solving the problem of the lowest rank as that of the highest and that the career man who

has his eyes fixed on higher rungs of the ladder, and proves himself able, encounters the least amount of obstruction.

Only in this way can ships of the Pacific Command be manned with teams whose high esprit de corps will make the Royal Canadian Navy second to none.



The ship's company of the Terra Nova lived through all the horrors of a beard-growing contest during an extended patrol. Results ranged from dense, black, piratical growths to practically zero. In the bottom picture, left and centre, representing the nadir and zenith of the effort are AB Douglas H. Moore, booby prize winner, and PO Roy Bird, first prize. PO D. W. Binger's Fu Manchu production won the prize for the most comical.

TOWN IN THE COUNTRY

THE LIKELIHOOD IS that new entries at *Cornwallis* have never heard a song called "Ten Little Miles from Town", for the reason that its brief popularity dates to the years before the Second World War.

But naval planners of war days may well have had it in mind when they chose the site of what was to become the largest naval training base in the British Commonwealth on the shore of Annapolis Basin—ten miles from Digby and ten miles from Annapolis Royal.

The site was chosen, partly to ease the overcrowding in Halifax, partly to remove the business of training men for war from the distractions of the city and partly to leave room for expansion of the base.

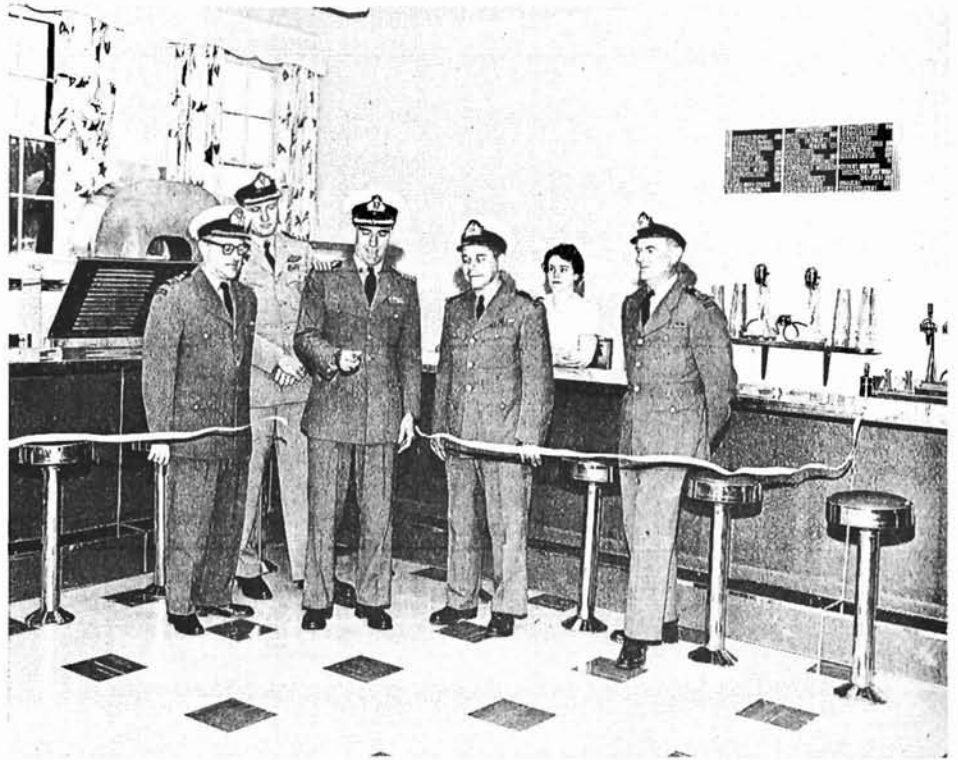
The remoteness from town—so important in assuring that the men under training tended to their knitting—had its disadvantages for the staff, both uniformed and civilian and their families. The ordinary city facilities for entertainment, recreation, shopping and self-improvement just weren't there.

The situation has changed. Now there is an air of self-sufficiency about the base and *Cornwallis* today possesses most of the amenities to be found in any comparable town of 5,000 to 6,000 people.

This has been made possible through the careful and judicious use of non-public funds, i.e., by ploughing the profits of community activities back into community development. The result has been the establishment of one of the largest canteen systems in the Royal Canadian Navy.

The Non-Public Fund Sub-Department, as it is designated, comes under the jurisdiction of the bases' supply officer, Cdr. W. J. Floyd and is directed by Sub.-Lt. William L. Gilbert. It is made up of the Recreation Centre (soda bar, theatre, etc.), the dry canteen and coffee shop and the Hobby Shop. Because of the enormous volume of daily business transactions, these activities, lumped together, are often referred to at *Cornwallis* as the "Million Dollar Business".

The dry canteen, for the most part, serves the needs of ordinary seamen under training and is located in the heart of the training establishment. It stocks both necessities and minor luxuries, such as toilet articles, smokers' supplies, stationery, radios, electric razors, magazines and distinctive clothing (*Cornwallis* sweaters, etc.). This



Captain F. C. Frewer, commanding officer of *Cornwallis*, cuts the ribbon at the official opening of the new coffee shop in the Dependents' Shopping Centre at *Cornwallis*. Equipped to provide hot lunches and light snacks, the new coffee shop has already proved a popular addition to the services of the training base's canteen department. Others in the picture, left to right, are Cdr. W. J. Floyd, supply officer; Cdr. R. W. J. Cocks, executive officer; Cd. Off. W. W. Marcus, canteen officer, and Lt.-Cdr. J. M. Gray, deputy supply officer.



Interior of the groceries section of the Dependents' Shopping Centre at *Cornwallis*.

list omits what, to still-growing new entries, is the most important item of all—the confectionery counter, where they may supplement their naval diet with candies, cakes and pastries, soft drinks and dairy products. These last are dispensed through a brand new dairy bar, where the sailors-in-training and others may buy milk shakes, ice cream, sundaes and so on.

Up the hill in the married quarters is the dependents' counterpart of the dry canteen—the Dependent's Shopping Centre. It includes a groceteria, semi-department store and coffee shop. The groceteria has been re-styled along the lines of a self-service supermarket and is complete in all departments, having a butcher shop, fresh-frozen food lockers and all lines of canned and packaged foods. The canteen section carries children's clothing, crockery, kitchen utensils, sporting goods, etc. The latest addition to the centre is the coffee shop, which provides personnel living and working in the area with an opportunity to purchase hot lunches and snacks during the working day and early evening. It is similar to a drug store soda fountain except that fish and chips, hamburgers and other short-order dishes are available.

The urgency of hopping the bus for town for relaxation has been taken care of by the Recreation Centre. In it, one finds 12 bowling alleys, billiard tables, a theatre with a seating capacity of 800, a modern, up-to-date library, ping pong tables and a newly-renovated lounge, complete with indirect lighting and comfortable furniture, which may be used both as reading and writing room, or as a cozy dance hall.

The Recreation Centre's soda bar is capable of producing a steak dinner or a hamburger. The room is attractively decorated along the lines of a modern restaurant and has soft music and other touches to give a civilized atmosphere.

The serious-minded can pursue their favourite crafts or hobbies in the Hobby Shop. The building has facilities for woodworking, jewellery making, mat weaving and hooking, leatherwork, model building, painting, copper work etc. Trained artisans are employed to teach these to all comers. The work produced by it is of high calibre and all necessary equipment such as tools, work areas, etc., are available and may be used without cost.

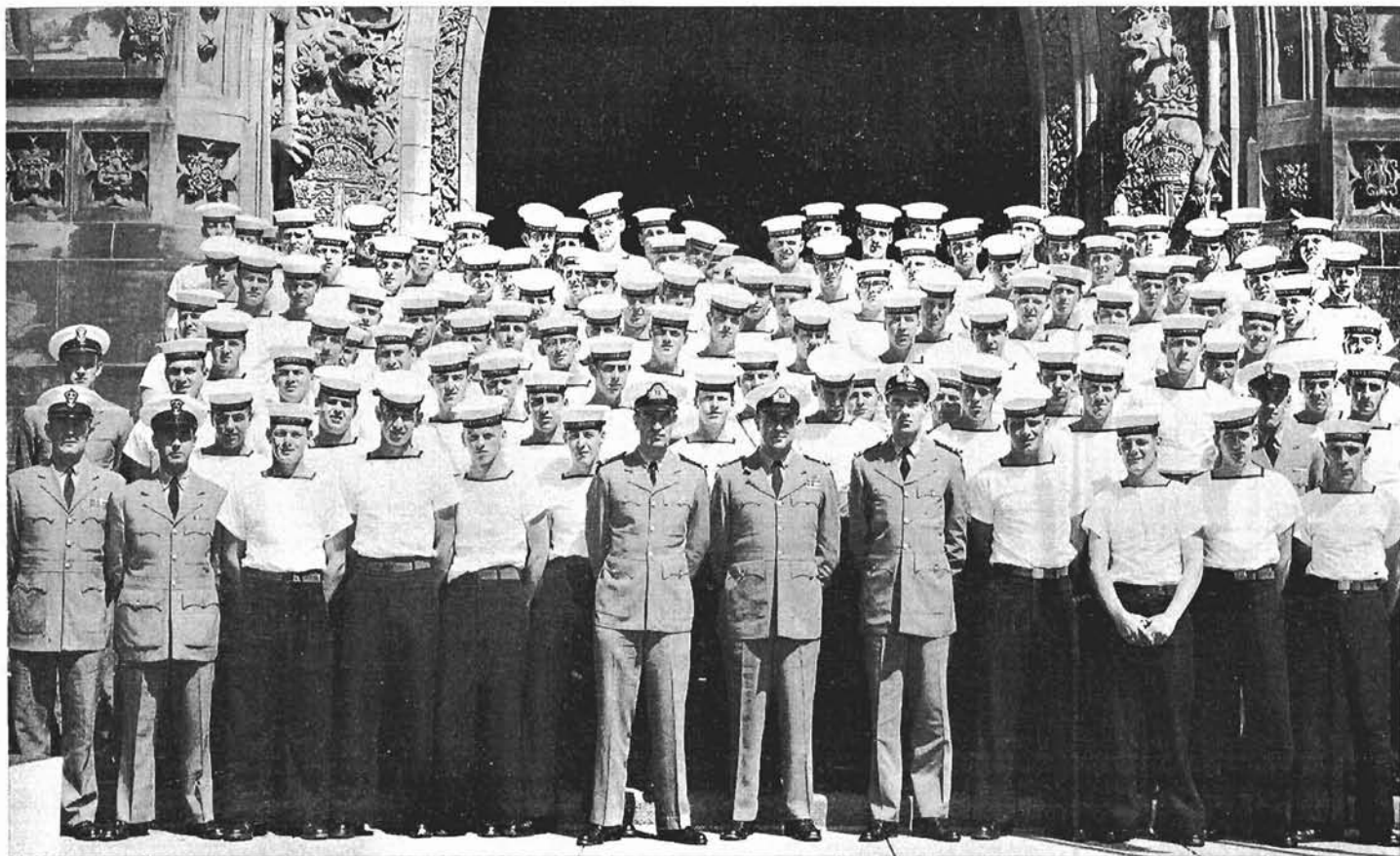
A recent innovation in the Hobby Shop building was the installation of a

self-service laundry. A complete set of ten washing machines and five driers now makes it possible to do a complete wash and have it ready for ironing in 20 minutes. Observing that the standard of dress required in *Cornwallis* is extremely high, this facility has proven extremely popular. The laundry is also available to the residents of married quarters.

In addition to the activities outlined above, subsidiary canteens and a mobile canteen are operated in various departments throughout the base for the purpose of providing refreshment during off work hours.

This brief picture of the basic components of the canteen system in *Cornwallis* indicates that it is an enterprise requiring considerable skill and ability on the part of its management so that it may continue to prosper and develop. The latest program of expansion is a tribute to the personnel concerned with running of the facilities.

The end result is that life at *Cornwallis* is enjoyable and comfortable and if, as it appears, those who have served in *Cornwallis* look forward to doing so again, it may be said that the non-public fund activities are in no small way responsible.



Members of the guard from Cornwallis that presented the sunset ceremony in Canada's capital this summer in observance of the RCN's 50th anniversary are shown here at the entrance to the Parliament Buildings. (O-13017)

Barbed Wire on the Arandora Star

EVENTS of 20 years before were recalled vividly to Vice-Admiral H. G. DeWolf when he chanced to pick up a copy of the *Sunday Express* during a brief visit to London, England, last spring.

Spread across two pages of the metropolitan newspaper was an account of the torpedoing of the Blue Star liner *Arandora Star* on July 2, 1940. The article was of particular interest to Admiral DeWolf, who retired on August 1 as Chief of the Naval Staff, because on that day, two decades earlier, he was in command of the Canadian destroyer *St. Laurent*, which rescued about 850 of the 1,600 prisoners of war and internees borne in the *Arandora Star*.

The account of the sinking was written for the *Sunday Express* by Alistair Maclean, who, since the publication of his successful novel "HMS Ulysses", has made a considerable name for himself as a writer about the sea.

Mr. Maclean's story contains much information which did not appear in the war-time accounts of the tragedy. In particular he draws attention to the loss of life which resulted from the erection of barbed wire barricades along the sides of the ship.

The author's story of what happened (quoted here with the kind permission of the editor of the *Sunday Express*) lays particular emphasis on the presence of these barbed wire barricades.

"Why this appalling loss of life among those who survived the effects of the explosion?" he asks. "Between the times of torpedoing and sinking there was plenty of time for all those on deck to abandon ship, and though there was a swell running, the sea was calm, the visibility excellent, and the wind light; conditions for survival in the Atlantic could hardly have been bettered.

"But still those hundreds died, Why?"

"Barbed wire was the tragic reason why.

"The decks of the ship were unrecognizable, surrounded and festooned with an impenetrable barbed wire fencing that turned the *Arandora Star* into a maritime concentration camp.

"Mr. Ivor Duxberry, now a War Department employee, but then Corporal Duxberry of the Welch Regiment PoW unit, said recently: 'I have had a lot of experience with PoW cages, but I have never seen barbed wire erected more expertly than this. It was impregnable

—so closely woven that no space was big enough for a man to get his head through without damaging himself.

"This barbed wire lined the sides of the ship, partitioned the decks—and for many it cut off access to the lifeboats.'

"It cut off access to the lifeboats. One single damning sentence that holds the key to the tragedy of the *Arandora Star*—barbed wire cut off access to the lifeboats.

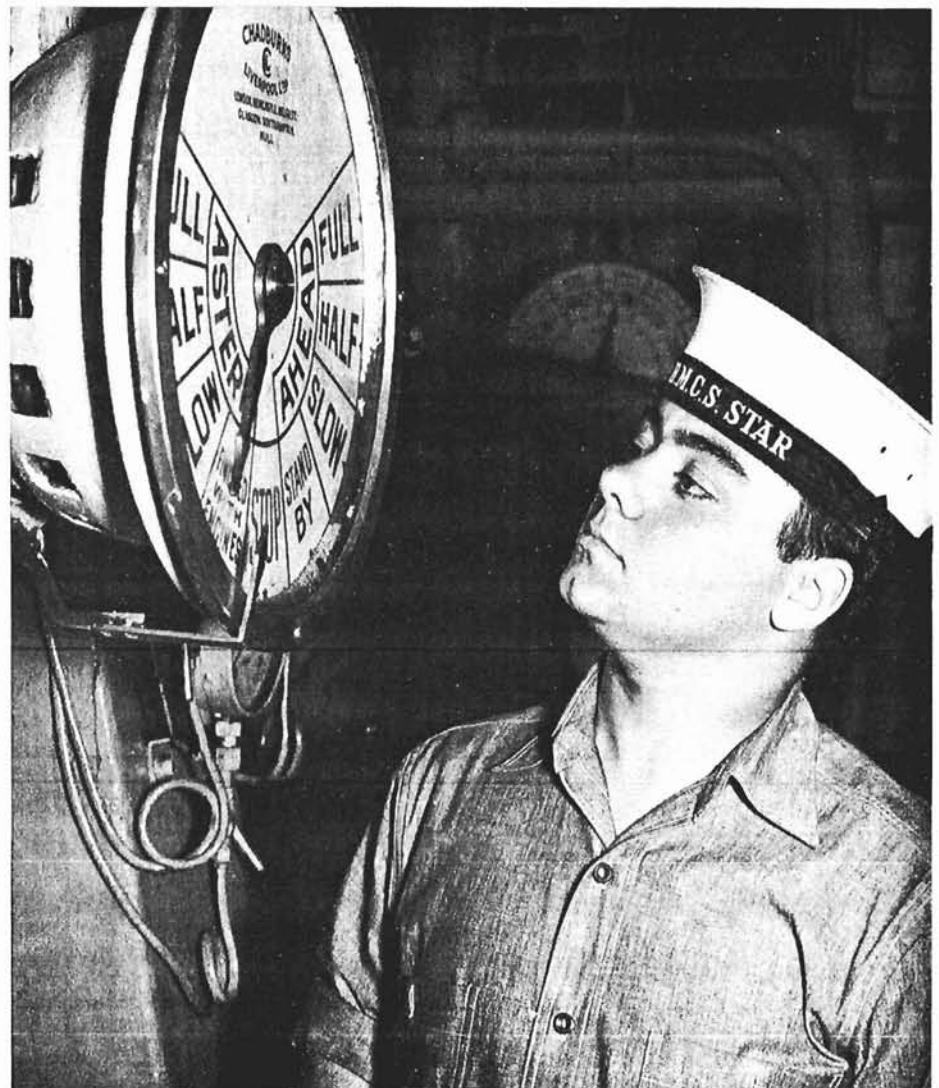
"Little wonder, then, that security clamped down on all mention of this—what magnificent propaganda it would have made for the Axis!—and people in Britain read officially—blessed reports that the heavy loss of life was due to the panic-stricken cowardice of

German and Italians who fought madly for priority in the lifeboats.

"All of a picked group of recently-interviewed survivors are unanimous in dismissing this allegation as complete nonsense.

"It is difficult to understand why the omniscient authorities of the time deemed this barbed wire necessary—did they expect, perhaps, to prevent some would-be escapers from diving overboard in mid-Atlantic and swimming for the nearest continent?"

"Captain Moulton, master of the *Arandora Star*, protested with the utmost violence against the erection of this wire.



"Migosh, is it that late?" Ord. Sea. Nicholas Borsellino, of HMCS Star, the Hamilton division, cocks a quizzical eye at an unfamiliar dial during new entry training in the engine room of HMCS Lanark. (COND-5811)

"'You are sending men to their deaths,' he insisted, 'men who have sailed with me for many years. If anything happens to the ship that wire will obstruct passage to the boats and rafts. We shall be drowned like rats, and the *Arandora Star* turned into a floating death-trap.'

"But the authorities knew better than the man who had spent a lifetime at sea. The barbed wire remained and the *Arandora Star* became a death-trap . . ."

The concluding paragraphs of Alistair Maclean's story tell of the arrival of the *St. Laurent*:

"About noon, a Sunderland flying-boat appeared and circled the area, dropping all it had in the way of first-aid kits, emergency rations, chocolates and cigarettes, and then disappeared to guide the Canadian destroyer *St. Laurent* to the scene.

"All the survivors are unanimous in their praise of the magnificent selfless work performed by the crew of that ship; operating from the *St. Laurent's* boats while the destroyer itself kept constantly on the move to avoid submarines, they scoured the area for hours until they collapsed unconscious over their oars, having driven themselves far beyond the limits of exhaustion.

"In all the crew of the *St. Laurent* picked up and took to safety over 800 survivors, an astonishing feat almost without parallel in the life-saving annals of the sea, almost enough to make one forget, if even only for a moment, the barbed wire and the thousand men who died.

"Almost, but not quite."

The material quoted above from the *Sunday Express* is copyrighted 1960 by Beaverbrook Newspapers.)

South Africans Congratulate RCN

The Jubilee of the Royal Canadian Navy has come to the attention of naval veterans in Johannesburg, South Africa, and the result is a letter, dated August 15, from the Royal Naval Association, Johannesburg branch, addressed to the Chief of the Naval Staff:

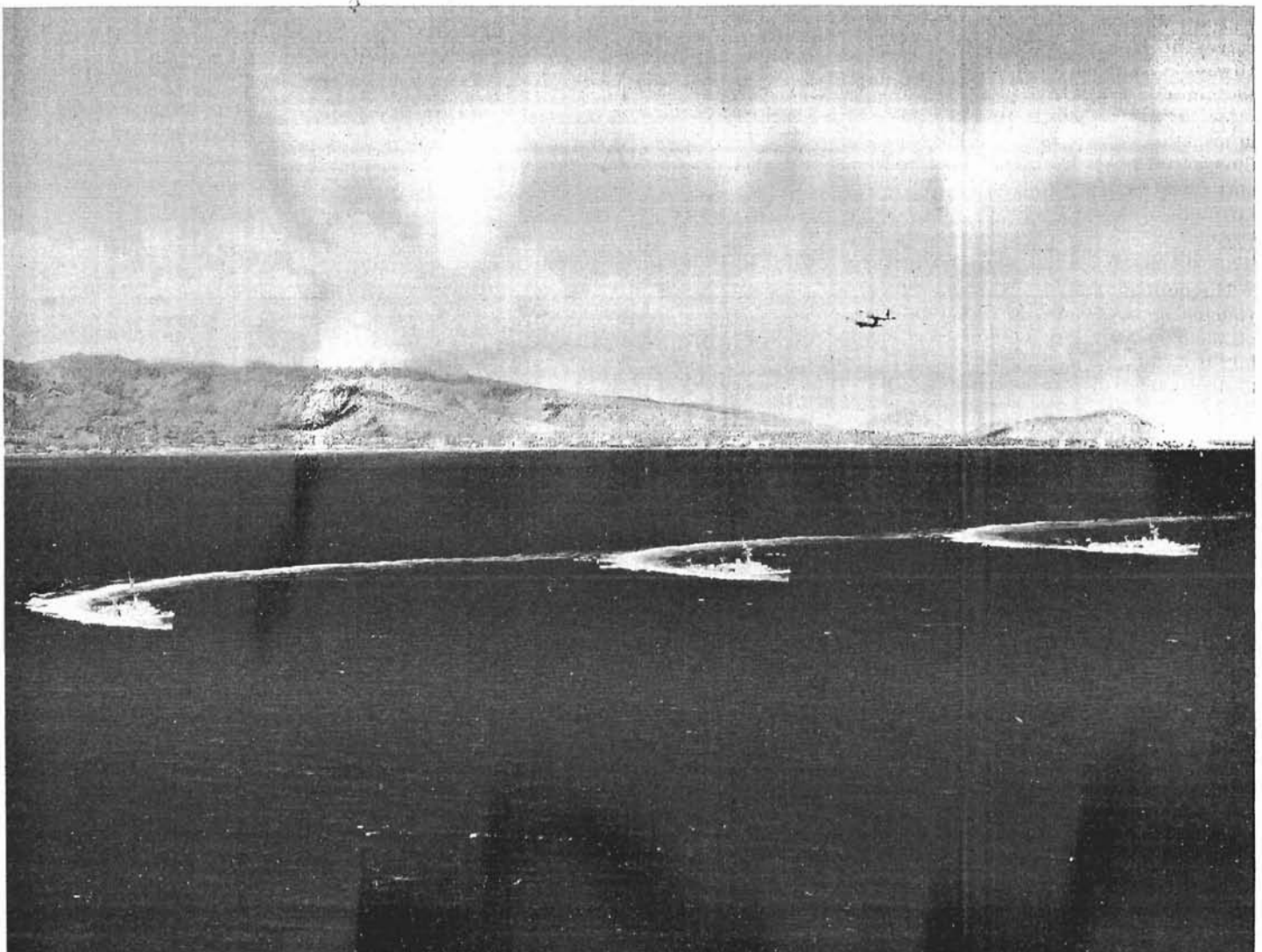
Dear Sir:

On behalf of the Executive Committee and Ship's Company of the above Branch, I would like to extend our congratulations on the occasion of the 50th anniversary of the Royal Canadian Navy.

It gives me personally great pleasure to be sending these congratulations, having had the honour of serving with the RCN throughout the last war.

Yours sincerely,

E. A. PARKER,
Chairman.



HMC Ships Assiniboine, Ottawa and Saguenay (not necessarily in that order) pass Diamond Head and Waikiki inbound to Pearl Harbour. Neptune anti-submarine aircraft—one RCAF and one USN—wheel overhead to welcome the Esquimalt-based ships. The USN, RCN and RCAF held joint exercises out of Pearl Harbour from June 13 to 17. (Official U.S. Navy Photo)

FIRES AT ST. JOHN'S

EVEN today, with modern fire engines and trained firemen to man them, a waterfront conflagration can be a dreadful thing. In bygone years, with wooden buildings filled with inflammable stores lining the docks, there was even more occasion to dread an outbreak of fire.

In recent years Canada's naval dockyards have been equipped with modern fire-fighting equipment, manned by trained personnel, and a high degree of co-operation has developed between civic and naval fire departments.

The picture was rather different in St. John's, Newfoundland, 140 years ago, as Lt.-Cdr. W. E. Clayards, recently appointed in command of the frigate *Swansea*, discovered when he was thumbing through the pages of an antique volume, entitled "Naval Sketch-Book; or, The Service Afloat and Ashore," published in London in 1826.

The work, privately published in two volumes by "An Officer of Rank", gives a lively "on the scene" account of a fire in the town of St. John's and discloses that, then as now, the Navy was ready to lend a hand in fighting the outbreak.

IT HAD BEEN the custom, from the year 1816, for the Governor (the local Flag Officer) to winter with a small naval squadron at the old fishing port of St. John's. At different times during the first three years of this arrangement, the town was "discovered to be on fire," with more than a third of the town being burnt to the ground on at least two occasions. The fires usually coincided with the end of the seasonal fishery and the return of the "Paddies" (most fishermen were Irish) about the time of the first frost.

The wooden town, vast quantities of fish oil in storage, rendering vats bubbling everywhere, and complete absence of fire precautions made certain there were no set of people "so liable to be 'frost-burnt', as the Fishmongers' Company of St. John's." Furthermore, the Governor's attempts at fire precautions were vigorously resisted by the townsfolk, in the local press or through anonymous pamphlets, on the basis of a "civil rights infringement".

Our story begins:

"About the end of the month of August, at midnight, a flame was discovered by the vigilance of the lookout from the flag-ship. The alarm gun was instantly fired, the report of which, echoing among the surrounding hills at so silent an hour of the night, was truly appalling, more particularly as its cause could not be misunderstood. The affrighted inhabitants, suddenly roused from deep sleep, issued forth in dismay from their dwellings at the well-known clang of the fire-bell. Women with children in their arms, many with helpless infants at the breast, were seen flying in every direction—en chemise—for refuge to their more fortunate friends, situated at a distance from the fire—which spread rapidly amongst streets consisting entirely of wooden houses—or to the church, constant asylum on each of these calamitous occasions".

Naval parties were dispatched, provided with buckets, hatchets, hawsers, in fact, everything that could be spared for fire-fighting, with the exceptions of the engines, which were needed to play water on the rigging of the men-of-war moored to leeward of the flames. They were preparing to slip moorings and haul out of reach of the flames and fast falling flakes. The writer observes that, despite the scenes of horror and destruction, some of the townfolk were quite delighted, and goes on to say:

"They who were insured were philosophically passive, and submitted without a murmur; whilst, on the contrary

NAVAL SKETCH-BOOK;

OR, THE

Service Afloat and Ashore;

WITH

CHARACTERISTIC REMINISCENCES, FRAGMENTS,
AND OPINIONS

ON

PROFESSIONAL, COLONIAL, AND POLITICAL SUBJECTS;

INTERSPERSED WITH

COPIOUS NOTES,

BIOGRAPHICAL, HISTORICAL, CRITICAL, AND ILLUSTRATIVE.

BY

AN OFFICER OF RANK.

IN TWO VOLUMES.

VOL. I.

LONDON:

PRINTED FOR THE AUTHOR;
AND SOLD BY H. COLBURN; GEO. B. WHITTAKER;
SIMPKIN & MARSHALL, AND ALL BOOKSELLERS.

1826.

those uninsured were either too irresolute or too furious in their conduct to be practically useful. The rich, awaiting the inevitable destruction of their property, were almost frantic with despair, whilst the poor (particularly the Paddies) were delighted beyond measure at the prospect of plunder which presented itself, and the favourable opportunity now afforded them to retaliate past favours upon their employers".

The local military garrison was equally effective in its fire-fighting efforts, and the two services displayed the greatest coolness and courage in their dangerous task. Even so, their prompt and active assistance was "not only questioned by those whose property our men were endeavouring to preserve, but was even vociferously disputed by one or two demagogical demagogues, who literally exhausted the Billingsgate vocabulary of abuse in exciting the lower orders to riot against the troops".

The fire became worse as the wind from the northeast increased and soon

began to jump from building to building. Wet blankets and carpets hung on the sides of the houses proved futile in checking the fire. A naval captain suggested making a breach in the rows of houses (amidst loud protests and cursings from some of the citizenry), but how to do it quickly and safely? The story continues:

"It was proposed by a military officer to blow up, with a few barrels of powder, some of the intervening houses, as the effectual expedient; but this was rejected, notwithstanding the celerity, as appearing to savour too strongly of the belligerent principle".

Axes and saws were useless in toppling the building and—

"At this perilous period, with presence of mind so truly characteristic of the tar, a seaman taking the end of the hawser in his hand, ascended a ladder on the dwelling and succeeded in securing it sufficiently firm round the house. An hundred hands now hastily grappled the rope: the hawser, however it was now

thought, was likely to give way before the house, and it became necessary to attach a second. This was soon accomplished, but the 'miracle' of making a breach in this modern Jericho was reserved as of old, for the clergy; for just then the well known shrill voice of the priest was heard vociferating from the crowd, 'Follow me, boys—follow Father Fitzgerald!' When a phalanx of fishermen flocked around their pastor, their numbers and exertions increasing until (as the priest said) 'every mother's son of them' clapt on both hawsers and, with a hearty hurrah, hurled the building to the ground'."

The writer completes his tale by observing:

"The praiseworthy exertions of the priest thus produced effects doubtless considered miraculous by his flock: useful they were, not only as the means of preventing further destruction of property, but in all probability of saving more souls in this world than ever he was in the next."—W. E. C.



Oh, the humiliation of it! A big twin-rotor helicopter of the RCAF rescues a dinky little Navy chopper from tidal mud flat in Cole Harbour, N.S. The little helicopter was barely damaged, its appearance being due to the fact that it was stripped down and parts and pilots were taken ashore in another RCAF machine. Through its tears, the RCN air station, Shearwater, sent this message to RCAF authorities: "The prompt, efficient and timely assistance provided today by Station Greenwood in the evacuation of an otherwise inaccessible crashed helicopter was very much appreciated." (DNS-25885)

HERE AND THERE IN THE RCN



Two generations of one naval family have spanned the career of a RCN warship. Ord. Sea. David Mofford, left, began his naval career this year in the frigate Outremont 17 years after his father commissioned her for service in the Second World War. His father, Cdr. C. L. Mofford, right, who is comptroller on the staff of Commanding Officer Naval Divisions, Hamilton, commissioned the Outremont at Quebec City on November 27, 1943, as navigating officer. David, a 16-year-old student at Burlington's Nelson High School, who joined the naval reserve this spring, took his new entry sea training in the Outremont while she was attached to the Great Lakes Training Centre at Hamilton. Another son, R. L. Mofford, is an air-fitter at Shearwater. (COND-5975)



Pictured here with his family is Group Captain Alan F. Avant, RCAF, new Commandant of the Canadian Services College, Royal Roads. Their three children are Larry, 11; Patsy, 9; and Donnie 3½. Group Captain Avant was formerly with the directing staff of the RCAF College, Toronto. (E-57398)



Sailorettes in the annual Pacific Command regatta. In the background is the frigate Ste. Therese. (E-57211)



These specialists are taking the art of submarine warfare to naval reservists in western Canada this fall with the aid of the RCN's mobile anti-submarine training unit housed in two trailers. They are (left to right) back row: PO Robert LaFramboise, CPO Thomas Elstone and PO Norman Keane; front row: AB Irving Watson, Ldg. Sea. Carl Fuller, and Ldg. Sea. John Fairservice. (COND-6004)



Students of St. Thomas Aquinas School and "Teen Aires" from RCAF Gorsebrook, Halifax, were given a tour of Halifax harbour and the North West Arm in a yard craft of the RCN on June 10. Some of the passengers in the yard craft are shown here, including Lt. (MN) Margaret Page, RCN(R), of Griffon, Port Arthur naval division, who was their guide. (HS-61442)



Cdr. F. J. Jones turns over command of HMCS Cape Scott, Halifax-based repair ship, to Cdr. A. H. Rankin, seated, on August 24. Cdr. Jones subsequently took up the appointment of Staff Officer (Shipping Control) at Naval Headquarters in Ottawa. (HS-61912)



More than 100 adults and children received the Sacrament of Confirmation on the evening of June 16 at Our Lady of Fatima Church in Shannon Park from Most Reverend J. G. Berry, Archbishop of Halifax. Roman Catholic chaplain of the Naval Married Quarters is Rev. Regis Pelletier. (HS-61482)

THE NAVY PLAYS

5th Escort Group Softball Champs

Softball players from the Fifth Escort Squadron are now the Fleet softball champions.

They defeated the Ninth Escort Squadron by one run, final score 5-4.

They then defeated HMCS *Cape Scott* by the same score to win the title and the privilege of representing the Fleet in the Tri-Service Softball Tournament at RCAF Station, Greenwood, September 23 and 24.

Terra Nova Takes Up Lawn Bowling

Shades of Sir Francis Drake.

What may be the first lawn bowling association in the RCN was organized in the *Terra Nova*, while in U.K. waters last summer. They not only challenged Scotland's Uddington Lawn Bowling and Tennis Association in Glasgow, but went on to defeat them by a score of 18 to 12.

The match, which was acclaimed as being the most enjoyable ever, may have launched a new era in RCN sporting circles.

The defeated Scots took it in good part, entertained the victors after the game and presented them with a trophy.

Stadacona Takes Soccer Title

Stadacona battled *Cornwallis* in the Tri-Service soccer finals to a 4-2 standstill to take the trophy in mid-September.

The game was one of four played at *Cornwallis* in which *Stadacona* defeated *Gagetown Army*, 6 to 3, *Cornwallis* whipped *Sixth Submariners*, 3 to 0, *Sixth Submariners* downed *Gagetown* 6 to 4, and, in the finals, *Stadacona* beat *Cornwallis* 4 to 2.

Game three, between *Sixth Submariners* and *Gagetown* was a consolation game.

Oldsters Unbeaten In Softball Loop

Probably proving that there is lots of life in the Old Boys yet, the *Cornwallis* chief and petty officers' softball team remained undefeated in 11 games



HMCS *Terra Nova* has produced what perhaps is the first Lawn Bowling Association in the RCN. Front row, left to right, CPOs Stanley F. Lawrence and W. S. Taylor. Back row: CPOs John E. Underdown, Sid Crossley and Roger Curtis. (CCC-5-410)

of league, semi-final and final play during the year.

In the semi-finals, in October, they won in the first two games, against *Communications School*, 18 to 17 and 20 to 12.

In the finals, which was a best three out of five series, the story was much the same. The C & POs clobbered the ship's company 9 to 2, 12 to 8, and 12 to 1.

New Entries Form Football League

A four-team *Cornwallis* New Entry Football League, with teams from *Fraser*, *Skeena*, *St. Laurent* and *Kootenay* divisions, got off to a start in mid-September with the first ball being kicked by the Flag Officer Atlantic Coast, Rear-Admiral K. L. Dyer. Captain F. C. Frewer, commanding officer of *Cornwallis*, held the ball.

During September *Fraser* battered *Skeena* division to a 6 to 0 shutout, *St. Laurent* shut out *Kootenay* 14 to 0 and stopped *Fraser* 13 to 6, *Kootenay* whipped *Skeena* 21 to 7, *Fraser* downed

Kootenay 13 to 6 and finally *St. Laurent* kept *Skeena* in the cellar by a 26 to 0 defeat.

The league's 12 games of play were to terminate on November 11 with a final exhibition game.

Sea Cadets Vie At Toronto Regatta

Twelve Ontario sea cadet corps, along with four corps of sea rangers from southern central Ontario took part in a regatta held at HMCS *York*, Toronto naval division.

RCSCC *Illustrious* of Weston won the trophy for amassing the most points, which included track and field as well as the conventional water contests.

Track and Field Honours to Navy

The B.C. area tri-service track and field meet, held in mid-September at *Naden*, saw a strong Navy contingent sweep aside opposition to capture nearly all the events. Navy was also winner of the 1959 meet at Sea Island, Vancouver.

RETIREMENTS

PO GEORGE ANDREW ANDERSON, P1WS3, of Youngstown, Alta., joined September 16, 1940; served in *Naden, Royal Roads, Lockeport, RCN College, HMS Haro, HMS Chatham, HMS Puncher, Burrard, (ML 127), Burrard (CN 482) Kalawalka, Bytown, Ontario*; awarded CD; retired September 15, 1960.

CPO BEAULIEU JOSEPH ARCHIBALD BONNEAU, C2ER4, of Ituna, Sask., joined September 16, 1940, served in *Naden, Prince Henry, Stadacona, Sorel, Fort Ramsay, Red Deer, Cornwallis, Hochelaga II, Chaleur II, Cape Breton, La Salle, Crescent, Rockcliffe, Antigonish, Sioux, Skeena*; awarded CD; retired September 21, 1960.

CPO WALTER JAMES BOND, C2BN3, of Halifax, N.S.; joined September 9, 1935; served in *Stadacona, Champlain, St. Laurent, Skeena, Saguenay, Niagara, Charney, Cornwallis, Dundas, Nipigon, Q075, Dumvegan, Hamilton, Hochelaga, Runnymede, Nene, Niobe, Peregrine, Donnacona, Portage, New Liskeard, Haida, Algonquin, Nootka*; awarded CD; retired September 8, 1960.

PO JOHN WILLIAM BIELBY, P1BN3, of Regina, Sask., joined RCNVR September 7, 1939; transferred RCN July 25, 1940; served in *Div Str. Regina, Naden, Haro, Leola, Vivian, Stadacona, Sleepy Cove, Hepatica, Niobe, Mimico, Forest Hill, Avalon, Hespeler, Stratford, Peregrine, Cornwallis, Sans Peur, Scotian, Iroquois, Warrior, Magnificent, Toronto, Quebec*; awarded CD; retired September 16, 1960.

CPO RICHARD ALFRED CADDELL, C2ER4, of New Westminster, B.C.; joined RCNVR December 5, 1933, transferred RCN April 18, 1942; served in *Vancouver div., Naden, Ottawa, Niobe, Stadacona, Burlington, Haida, Peregrine, Scotian, Sioux, Givenchy, Ontario, Rockcliffe, ML 124, Beacon Hill, PTC 724, Antigonish, Crusader*; awarded CD; retired September 13, 1960.

PO ALBERT WILLIAM CARROLL, P1ER3, of Ottawa, Ont.; joined RCNVR November 22, 1938; transferred to RCN November 5, 1945; served in *Ottawa div., Stadacona, St. Francis, Cornwallis, Iroquois, Hochelaga, Royal Mount, Peregrine, Scotian, Niobe, New Liskeard, Portage, Catarqui, Magnificent, Huron, Micmac, Gloucester, Haida, Buckingham, Cape Breton, Bytown (Camp Borden), Bytown*; awarded CD; retired September 29, 1960.

CPO SIDNEY DOBING, C1BN4, of Edson, Alta., joined RN May 10, 1939; transferred RCN June 22, 1941; served in *Niobe, Stadacona, Ottawa, Avalon, Pictou, Peregrine, Royal Mount, Naden, Woodstock, Givenchy, ML 124, Antigonish, Naden, (PTC 724), Elk, Digby, Athabaskan, Unicorn, Margaree*; awarded CD; retired September 2, 1960.

CPO JOHN DOE, C2ER4, of Banff, Alta., joined RN Sept 2, 1938; transferred RCN March 29, 1944; served in *Niobe, Saskatchewan, Stadacona, Assiniboine, Scotian, Peregrine, J1608, Crusader, Naden, Ontario, Rockcliffe, (Diving Tender No. 2), Rockcliffe, Cayuga, Oshawa, Skeena*; awarded Long Service and Good Conduct Medal; retired September 1, 1960.

PO CLIFFORD ARTHUR DOREY, P1WS3, of Saint John, N.B., joined RCNVR October 28, 1937, and transferred to RCN September 20, 1946; served in *Saint John div. str., Stadacona, Rayon d'Or, Chaleur II, Lynx, Venture, Agassiz, Peregrine, Uganda, Scotian, Sans Peur, Iroquois, Portage, Magnificent, Wallaceburg, Quebec, Cornwallis, Assiniboine, Crescent*; awarded Long Service and Good Conduct Medal and CD; retired September 27, 1960.

CPO RUSSELL ALEXANDER HURST FRASER, C1RS4, of Saskatoon, Sask., joined RCNVR March 23, 1938, transferred RCN June 3, 1944; served in *Div. Str. Saskatoon, Stadacona, Assiniboine, Wasaga, St. Hyacinthe, Portage, Bytown, Gloucester, Coverdale, Churchill, Naden, Gander, Frobisher*; awarded CD; retired September 4, 1960.

CPO JOHN HUGHES, C1ST4, of Blackburn, Lancashire, England, enlisted at Hamilton, Ont.; joined RCNVR September 7, 1939, transferred RCN December 1, 1941; served in *Naden, Ottawa, Stadacona, Saguenay, Reindeer, St. Hyacinthe, Assiniboine, Peregrine, Micmac, Scotian, Haida, Shearwater, Cornwallis, Donnacona, Hochelaga, Crescent*; awarded CD; retired September 6, 1960.

CPO GEORGE EDWARD JAMIESON, C1SN4, of Toronto, Ont.; joined RCNVR March 23, 1938, transferred RCN November 25, 1940; served in *div str. Toronto, Stadacona, Venture, French, Hepatica, Drummondville, Cornwallis, Royal Mount, Kirkland Lake, Peregrine, Bytown, Iroquois, Portage, York, Haida, Swansea, Crescent, Wallaceburg, Niagara, Shearwater, Magnificent, Star*; awarded CD; retired September 9, 1960.

CPO LESTER EVERETT LAMBERT, C1ST4, of Halifax, N.S.; joined RCNVR September 15, 1939; transferred RCN December 8, 1940; served in *Stadacona, Avalon, Peregrine, S343, Uganda, Givenchy, Dartmouth, RCNAS, Niobe, Magnificent, Shearwater, York*; awarded CD; retired September 14, 1960.

CPO JAMES LAYTON, C2SG4, of Newcastle, Durham, England, enlisted at Forest, Ont.; joined September 9, 1935; served in *Stadacona, Champlain, Saguenay, HMS Victory, HMS Boscawen (Hebe), Ottawa, HMS Pembroke, Niagara, HMS Drake, St. Hyacinthe, Venture, Halifax, Matapedia, Peregrine, Scotian, Magnificent, Haida, Cornwallis, St. Laurent, York*; awarded Long Service and Good Conduct Medal; retired September 8, 1960.

PO FREDERICK McRAE MASSIE, P1ER4, of Grand Forks, B.C.; joined September 16, 1940; served in *Naden, Prince Robert, New Westminster, Miramichi, Givenchy, CN 377, Beaconhill, Port Hope, Peregrine, Petrolia, Stadacona, Uganda, Rockcliffe, Ontario, Sault Ste. Marie, Magnificent, Sussexvale, Cornwallis, New Glasgow*; awarded CD; retired September 15, 1960.

CPO HAROLD MURRAY MINCKLER, C2ER4, of Victoria, B.C.; joined September 16, 1940; served in *Naden, Stadacona, HMS Ramillies, HMS Tyne, Niobe, HMS Drake, Ville de Quebec, Hochelaga, Middlesex, Cornwallis, Peregrine, Stonetown, Levis II, Givenchy, Ontario, Antigonish, Crescent, Rockcliffe, Swansea, Micmac, Sioux, Fraser*; awarded CD; retired September 15, 1960.

PO WILFRED HENRY ONYETT, P1CK3, of Huntsville, Ont.; joined RCNVR September 7, 1940, transferred RCN September 8, 1945; served in *Stadacona, Chaleur (Anna Mildred), Chaleur, (Cleopatra), Shawinigan, Cornwallis, Peregrine, Sioux, Uganda, Warrior, Magnificent, New Liskeard, Shearwater, Haida, La Hullose*; awarded CD; retired September 13, 1960.

CPO RICHARD EUSEBE PATE, C1SN4, of River Bourgeois, N.S.; joined September 16, 1940; served in *Naden, Stadacona, French, Cornwallis, Restigouche, Niobe, Ribble, Peregrine, Scotian, Micmac, Haida, Nootka, La Hullose, Labrador, Bytown, Donnacona, St. Laurent*; awarded CD; retired September 15, 1960.

CPO JOHN WILLIAM COULSON POTTINGER, C2ST4, of Calgary, Alta.; joined RCN April, 1940; served in *Naden, Wetaskiwin, Kamloops, Stadacona, Sudbury, Venture, Baddeck, Trillium, Avalon, Eastview, York, Tecumseh, Carleton, Bytown, Coverdale, Cornwallis, Athabaskan, Discovery, Donnacona, Hochelaga, Skeena, Sussexvale*; awarded CD; retired September 17, 1960.

CPO EDWARD STANLEY PRATT, C1RM4, of Toronto, Ont.; joined RCNVR August 14, 1939, transferred RCN August 14, 1944; served in *Stadacona, Fundy, NOIC Saint John, Cartier, Captor II, Moose Jaw, Brockville, St. Hyacinthe, Niobe, Saskatchewan, Columbia, HMS Mansfield, Prince Rupert, Nootka, Star, Magnificent, La Hullose, Crescent, Cornwallis, Shearwater, Quebec, Patriot, York*; awarded CD; retired September 11, 1960.

CPO HENRY ERNEST SMITH, C2HT4, of Bane Harbour, Nfld.; joined RCNVR June 18, 1930, transferred RCN September 6, 1944; served on *div. Str. Halifax, Stadacona, Arras, Venture, Collingwood, St. Anne, Sankaty, Hamilton, Amherst, Avalon, Peregrine, Scotian, Haida, Huron, La Hullose, Wallaceburg, New Liskeard, Cape Breton, Algonquin*; awarded Long Service and Good Conduct Medal September 2, 1943, and CD; retired September 9, 1960.

PO CLIFFORD JOSEPH STEPHENSON, P1BN4, of Victoria, B.C.; joined September 16, 1940; served in *Naden, Stadacona, Cartier, Snowberry, Protector, Cornwallis, Scotian, Westmount, Peregrine, ML-124, Discovery, Ontario*; awarded CD; retired September 15, 1960.

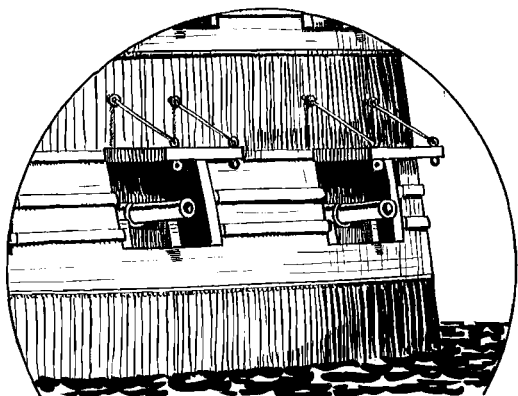
CPO GORDON DENNIS TAYLOR, C1ET4, of Victoria, B.C., joined September 5, 1939; served in *Naden, HMS Vernon, Victory, Niobe, Stadacona, Saguenay, Cornwallis, St. Laurent, Uganda, Rockcliffe, Athabaskan, Crescent, Assiniboine*; awarded CD; retired September 4, 1960.



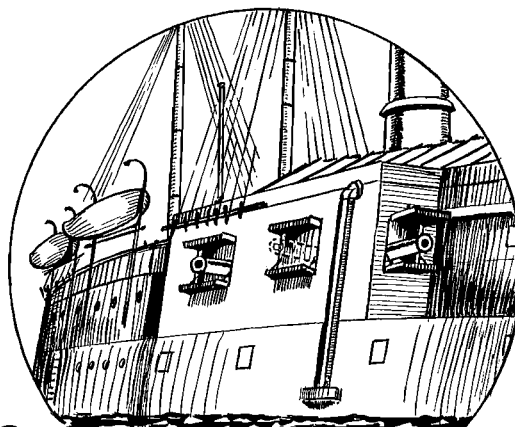
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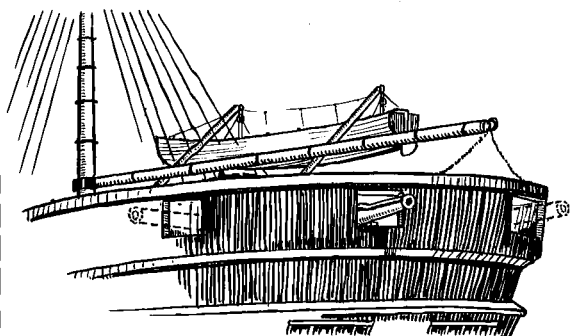
DEVELOPMENT OF NAVAL ORDNANCE:
FROM 3-DECKER TO TURRET
SHIP



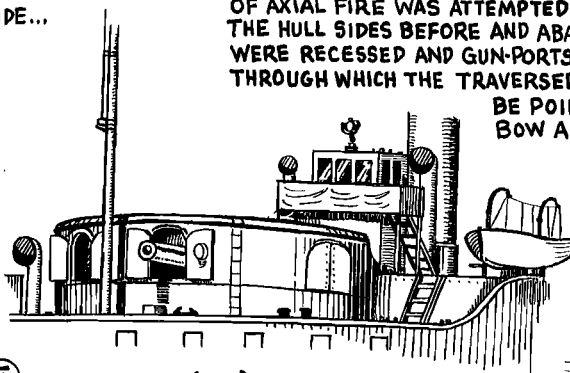
- ① THE OLD WOODEN-WALLS MOUNTED THEIR GUNS IN ROWS ON THEIR GUN DECKS, EACH FIRING THROUGH ITS OWN GUN-PORT. THEY COULD NOT BE AIMED, THE SHIP HAVING TO LAY ALONGSIDE ITS ADVERSARY TO DELIVER A BROADSIDE...



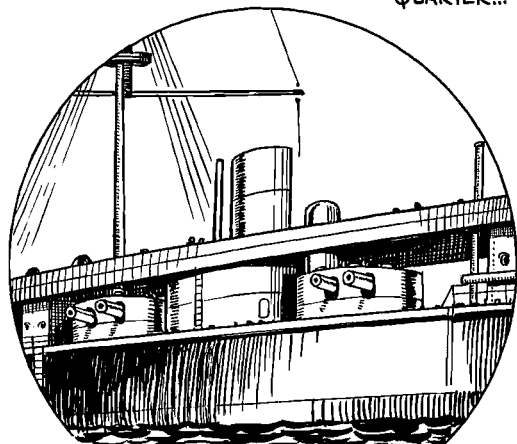
- ② AN EARLY ATTEMPT TO INCORPORATE SOME DEGREE OF AXIAL FIRE WAS ATTEMPTED IN HMS RESEARCH (1864). THE HULL SIDES BEFORE AND ABAFT THE BOX BATTERY WERE RECESSED AND GUN-PORTS CUT IN THE BULKHEADS THROUGH WHICH THE TRAVERSED GUNS COULD ALSO BE POINTED TOWARDS THE BOW AND STERN...



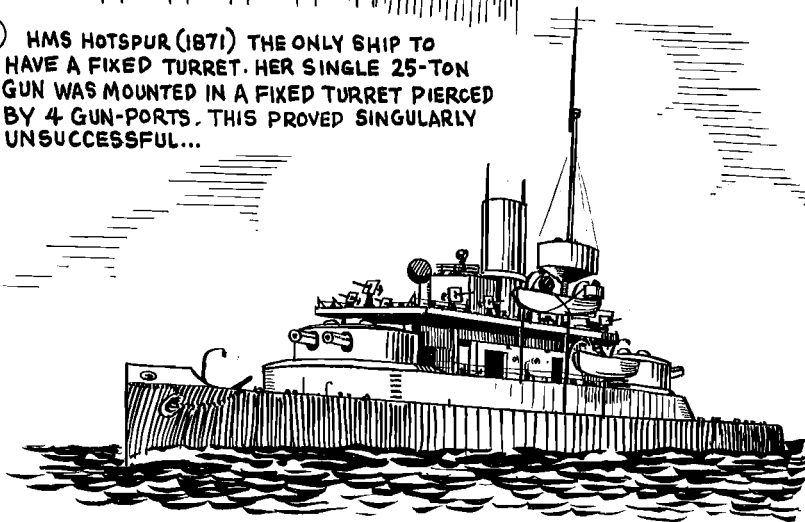
- ③ THE AFT 7-INCH GUN OF HMS DEFENCE (RE-ARMED 1867) WAS MOUNTED ON AN ELABORATE SYSTEM OF TRACKS SO THAT IT COULD BE FIRED THROUGH 2 STERN PORTS, AND ONE ON EACH QUARTER...



- ⑤ HMS HOTSPUR (1871) THE ONLY SHIP TO HAVE A FIXED TURRET. HER SINGLE 25-TON GUN WAS MOUNTED IN A FIXED TURRET PIERCED BY 4 GUN-PORTS. THIS PROVED SINGULARLY UNSUCCESSFUL...



- ④ HMS MONARCH (1869)...THE FIRST BRITISH SEA-GOING TURRET SHIP. HER FOUR 12-INCH GUNS WERE MOUNTED IN 2 MIDSHIP TURRETS...BUT THE OLD "BROADSIDE" CONCEPT DIED HARD, AND THESE GUNS COULD STILL NOT FIRE AHEAD OR ASTERN, BUT ONLY IN LIMITED ARCS ON EITHER BEAM...



- ⑥ HMS CERBERUS (1870)..THE FIRST BRITISH WARSHIP WITH A CENTRAL SUPERSTRUCTURE AND FORE AND AFT TURRETS. A MONITOR OF 3,340 TONS, SHE CARRIED FOUR 10-INCH 'MLR' GUNS AT 9.75 KNOTS. SHE PROVED THAT A FEW TURRET GUNS WERE MORE EFFECTIVE THAN MANY FIXED BROADSIDE GUNS. SHE WAS THE FORERUNNER OF THE 20TH CENTURY BATTLESHIP...

Roger Duhamel

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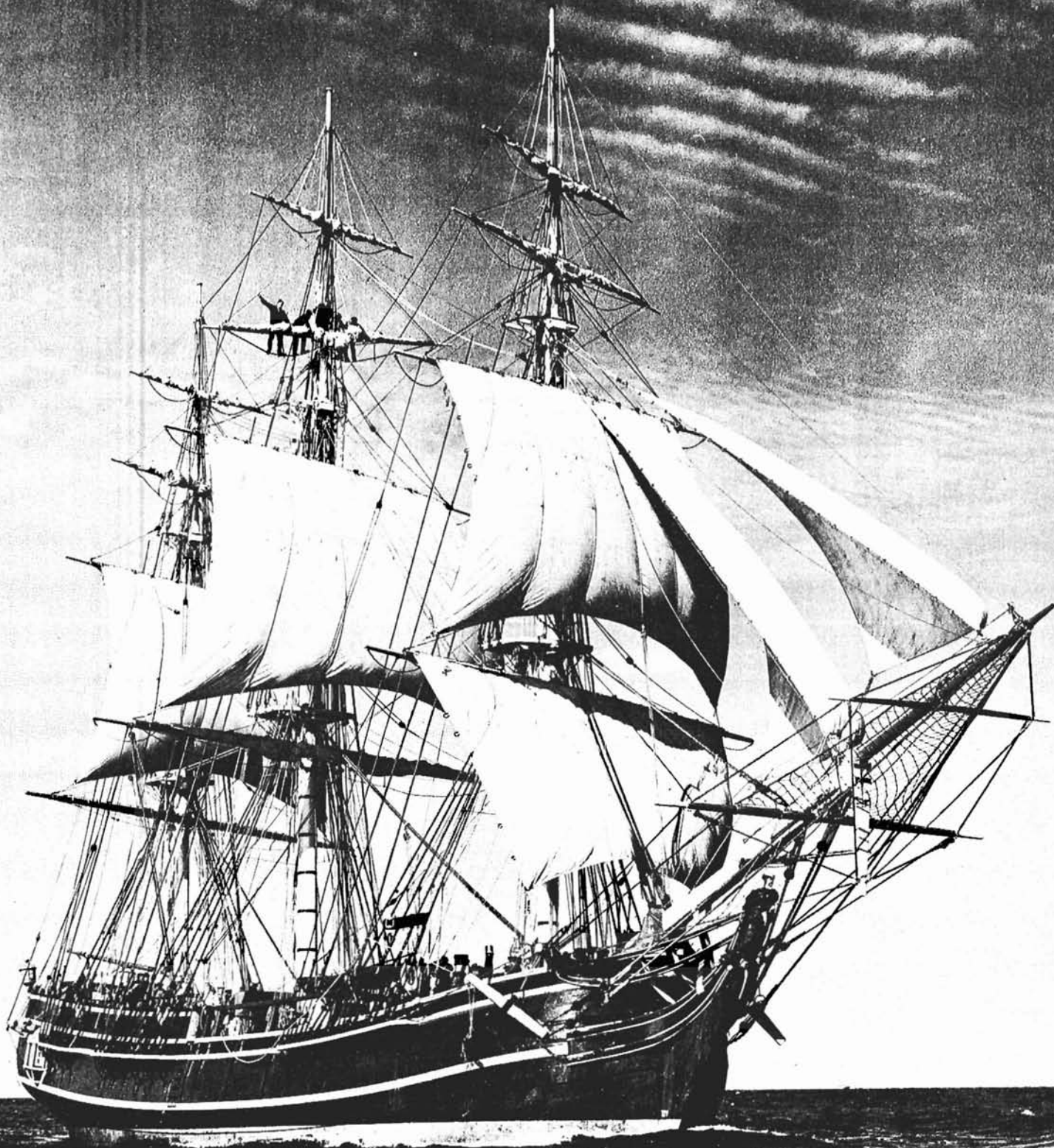
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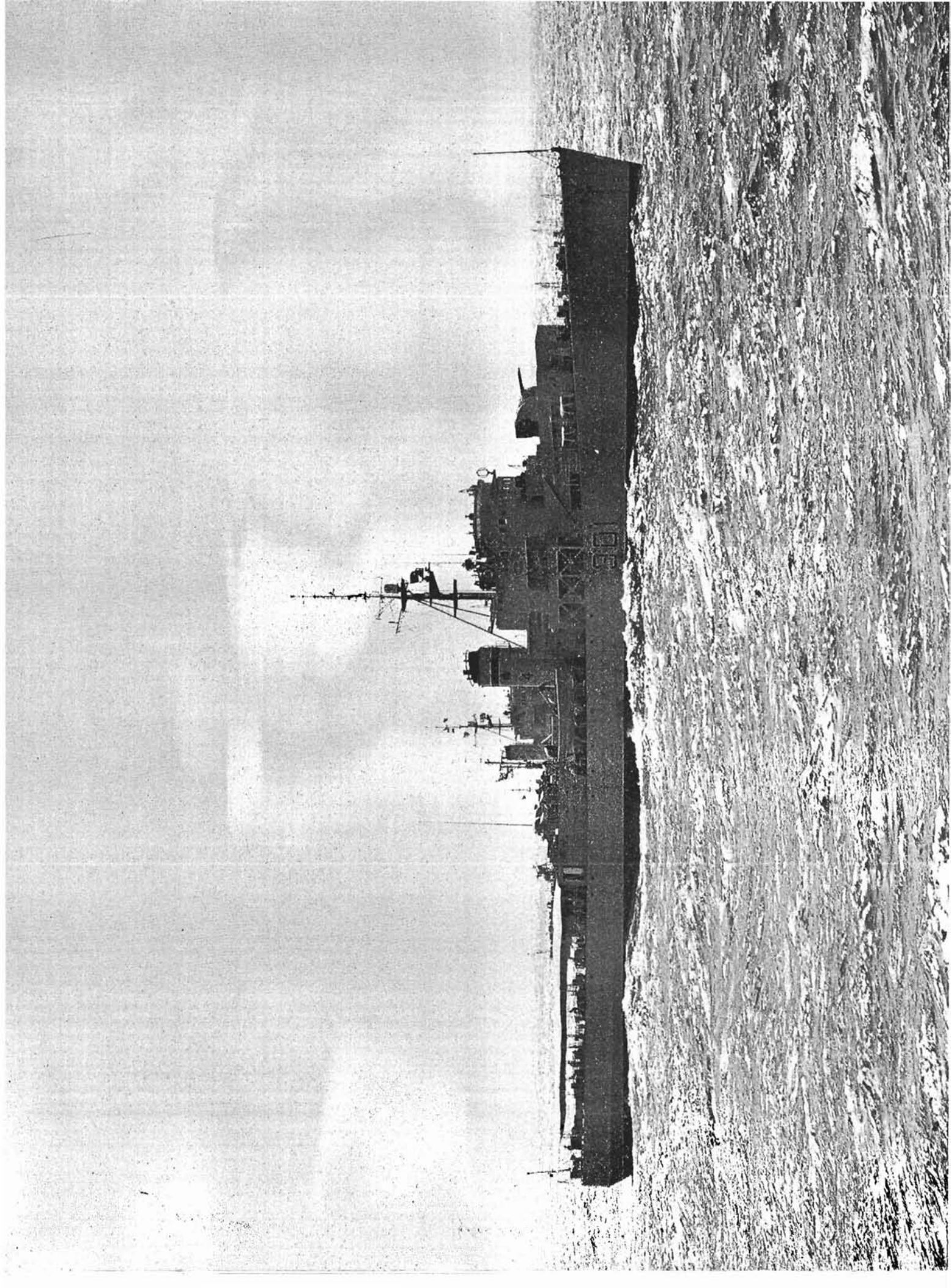


The CROWSNEST



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December, 1960



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THE ROYAL CANADIAN NAVY'S MAGAZINE

DECEMBER, 1960

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~~The Cover~~—Perhaps not the best example to hold up to the young sailor but certainly a sight to stir the blood is the picture of the new "HMS *Bounty*" under sail off the coast of Nova Scotia. The photograph is reproduced by the kind permission of W. R. Carty, 370 Spring Garden Road, Halifax.

LADY OF THE MONTH

Proud of their ship, a number of men serving in HMCS *Antigonish*, Pacific Command frigate, forwarded a request that she be presented as "Lady of the Month". Although it was pointed out to them that it would take this department more than five years to make the rounds of the fleet, it so happens a fine portrait of the *Antigonish* was taken recently—and their wish is granted.

A member of the Fourth Escort Squadron, the *Antigonish* is scheduled to go into refit early in the New Year and thus will miss out on the cruise to the South Seas to be undertaken by three other ships of the squadron, the *Sussexvale*, *New Glasgow*, and *Beacon Hill*. (E-54712)

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RCN NEWS REVIEW

March past of the Stadacona band at the wreath-laying ceremony on Trafalgar Day during the international Navy League convention in Montreal. (ML-9258)

Frigates to Make South Seas Cruise

Three frigates of the Fourth Canadian Escort Squadron will sail from Esquimalt on January 9 for a three-month training cruise to Hawaii, Fiji, New Zealand, Australia and Samoa.

Embarked in the *Sussexvale*, *New Glasgow* and *Beacon Hill* will be naval cadets from HMCS *Venture*.

In the course of the cruise the ships will take part in a ceremony at Waitangi, N.Z., commemorating the 121st anniversary of the signing of the treaty of February 6, 1840, between Queen Victoria and the Maori chiefs which brought New Zealand under protection of the British Crown. Later the ships will participate in the Festival of Wellington at Wellington, N.Z., February 24 to March 4.

For the *Venture* cadets the cruise will provide sea training with practical experience in navigation, torpedo anti-submarine, gunnery, seamanship, communications and bridge and engine-room watchkeeping duties. At the same time, the ships will carry out evolutions and tactical exercises as part of the squadron's training program.

Queen Launches HMS Dreadnought

Britain's first nuclear-powered submarine was launched at Barrow-in-Furness on Trafalgar Day, October 21, by Her Majesty the Queen and christened HMS *Dreadnought*, thus marking the entry of the Royal Navy into the nuclear age.

The new submarine was named after the first of the Royal Navy's great battle-ships, launched at Portsmouth on February 10, 1906, by King Edward VII. The last of this mighty line of warships, the 44,000-ton HMS *Vanguard*, went to the breaker's yard earlier this year.

Assembled with Her Majesty on the launching platform were the Duke of Edinburgh; Lord Carrington, First Lord of the Admiralty; Admiral of the Fleet Earl Mountbatten, Chief of the Defence Staff; Admiral Sir Caspar John, First Sea Lord, and other members of the Board of Admiralty; Admiral H. G. Rickover, USN, the "father" of the nuclear submarine, and Cdr. B. F. P. Samborne, RN, first commanding officer of the *Dreadnought*.

The submarine has a surface displacement of 3,500 tons, a length of 266 feet

and a beam of 32 feet. She is being fitted out at a specially built dock at Portsmouth and will join the fleet in about two years.

At a luncheon following the launching, the Queen said:

"I believe submariners called her a boat. I must say 3,500 tons seems a bit large for that description."

The nuclear power unit of the *Dreadnought* was designed and built in the United States, and Her Majesty spoke of the wholehearted co-operation given by that country:

"The United States Navy has allowed us to draw unreservedly on their resources and on the experience they have already gained with their own nuclear submarines. These are the actions of a true and trusted ally."

The United States was the first to enter the nuclear submarine field with the completion of the *Nautilus* in April 1955. Since then the USN has steadily added to its undersea nuclear fleet and this fall the most deadly instrument of war ever known, the missile submarine George Washington, put to sea, armed with 16 Polaris missiles with nuclear warheads. The destructive potentiality

of these missiles was said to be more than that of all the bombs dropped in the Second World War.

The day before the *Dreadnought* was launched, the press quoted Premier Khrushchev as saying Russia already possesses nuclear submarines armed with missiles.

\$1,500 Awarded For Suggestion

Lt. Harry Hargreaves, serving at Naval Headquarters, has been awarded \$1,500 by the Suggestion Award Board of the Public Service of Canada. This is the largest cash award to have been made to a member of the Royal Canadian Navy.

The award is in recognition of a suggestion by Lt. Hargreaves for processing naval messages that has resulted in increased efficiency and a considerable financial saving. Put on trial in 1956 and subsequently adopted by the Navy, the suggestion is estimated to have saved the Department of National Defence \$190,000 over a three-year period. At the same time, it has enabled more rapid and efficient handling of naval messages.

Lt. Hargreaves was presented with his award by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, on November 8 at a ceremony in the Naval Board room.

Lt. Hargreaves was born in Bradford, England, on June 22, 1918, and served with the Royal Navy from November, 1933, to August 1948. In August 1951 he entered the RCN (Reserve) and, while serving at HMCS *Carleton*, Ottawa naval division, was promoted to the rank of acting commissioned officer.

He transferred to the regular force in June 1952 and has served at Naval Headquarters since November 1953. He is now on the staff of the Director of Naval Communications. Lt. Hargreaves is married and has four daughters.

Lt. Hargreaves' award is the second largest made to date by the Suggestion Award Board.

Fraser Stands By Crippled Yacht

HMCS *Fraser* became one of the principals in a sea drama in mid-November when she went to the aid of a storm-crippled 40-foot yacht, the *Red Witch*.

The *Fraser*, en route to San Diego from exercises in Honolulu, detached from the Second Escort Squadron to relieve the freighter *Hawaiian Packer* which had been standing by the drifting craft.



A cheque for \$1,500 and a framed certificate were presented to Lt. Harry Hargreaves, of Naval Headquarters, by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, on November 8. It was the largest cash award yet made to a member of the RCN by the Suggestion Award Board of the Public Service of Canada (O-13230)

The *Fraser* sent a repair party on board the *Red Witch* to determine the damage and discovered the sails and rigging unserviceable, the rudder gone and the auxiliary engine seized. The *Red Witch* had been heading for Tahiti and New Zealand when she became storm damaged. The owner, his wife and two children, and two crewmen were aboard.

The *Fraser* radioed the position as 600 miles east of Honolulu. After transferring the woman and children on board she took the *Red Witch* in tow and awaited the arrival of the United States Coast Guard Cutter *Basswood*.

The tow was turned over to the Coast Guard a day later, whereupon the *Fraser* continued on to San Diego and further anti-submarine exercises with the *As-siniboine* and *Skeena*.

Joint Sweeping Exercise Held

Ten United States Navy units and eight Canadian warships participated in NATO minesweeping exercise Sweep Clear V off Shelburne, Nova Scotia, starting October 3. The exercise lasted for 18 days.

The eight American minesweepers, both ocean and coastal, were the *Agile*, *Aggressive*, *Bold*, *Bulwark*, *Kingbird*, *Bluebird*, *Limpkin* and *Hummingbird*.

They were accompanied by the mine counter-measures support ship USS *Orleans Parish* and the netlayer USS *Yazoo*. American forces also included an explosive ordnance and disposal team.

Canadian naval forces included the Bay class coastal minesweepers *Resolute*, *Fundy*, *Thunder*, *Chignecto*, *Quinte*, and *Chaleur*, the repair ship *Cape Scott* and the loop-layer *Bluethroat*. Diving tender YMT6 and frogmen were also in the force.

The mine warfare exercise got under way on Canada's Thanksgiving Day under the direction of Rear-Admiral K. L. Dyer, acting in his NATO role of Commander Canadian Atlantic Sub-Area.

The exercise consisted of mine preparation, mine laying, mine hunting, mine counter-measures, mine location and mine recovery.

In the first phase of Sweep Clear V, the *Cape Scott*, closely followed by the *Orleans Parish*, threaded a careful course through a narrow, eight-mile winding channel to reach Shelburne Harbour.

A dummy minefield had been laid earlier by five ships at the entrance to Shelburne and the two ships reached safety only after negotiating the dog-legged passage which had been cleared

by a dozen busy Canadian and American minesweepers.

Providing this safe route through the minefield was a long and difficult task, particularly in seas too rough for ideal working conditions. But they completed the job and the *Cape Scott* and *Orleans Parish* made their way into the harbour in safety.

Six units of the First Canadian Minesweeping Squadron and eight United States Navy 'sweepers from U.S. Navy Mine Division 41 and 83, Charleston, South Carolina, worked round the clock for four days to remove the influence mines placed on the bottom or moored beneath the surface.

In the final phase the *Yazoo*, the *Blue-throat* and the RCN diving tender started mine recovery operations. Later a successful sortie by the *Orleans Parish* indicated that the 14 Canadian and American minesweepers had cleared the drill mine fields sufficiently for the safe passage of shipping.

Cdr. A. H. Rankin, commander of the *Cape Scott*, was in direct command of the exercise.

A "hot wash up" was held after the exercise for the benefit of the participating forces and a detailed analysis was to be carried out.

Most of the ships later paid a visit to Saint John, N.B., after which Canadian forces returned to Halifax. The *Cape Scott* and CNAV *Bluethroat* returned directly to Halifax.

First Sea Lord Visits Canada

Admiral Sir Caspar John, First Sea Lord at the British Admiralty, visited

Canada and the United States in November.

This was Admiral John's first visit to North America since his appointment as First Sea Lord earlier this year.

He was greeted in Ottawa by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Captain O. H. M. Steiner, RN, Senior Naval Liaison Officer (United Kingdom) in Ottawa.

On November 10 Admiral John called on the Minister of National Defence, Hon. Douglas S. Harkness; the Chairman, Chiefs of Staff Committee; the chief of the Naval Staff and members of the Naval Board to exchange views on naval matters of mutual interest.

While in Ottawa, he visited the National Gallery, one of whose treasures is a self-portrait of Sir Caspar's father, the distinguished artist, Augustus John, OM.

NATO Officers Visit Canada, U.S.

Admiral Sir Wilfrid J. W. Woods, RN, Commander-in-Chief of the Home Fleet, who holds the NATO appointment of Commander-in-Chief Eastern Atlantic (Afloat), and Air Marshal Sir Edward Chilton, RAF, Air Officer Commanding-in-Chief, Coastal Command, RAF, who holds the NATO appointments of Air Commander-in-Chief Eastern Atlantic Area and Allied Commander Atlantic and Allied Air Commander-in-Chief, Channel Command, were visitors to Canada and the United States in late October and early November.

The two distinguished visitors toured Canadian and U.S. military installations. Their tour began in Montreal on October 27 and ended on November 10 at Halifax.

Officers from 14 Countries on Tour

Eighteen senior naval officers from 14 nations toured Canadian naval and commercial installations from November 3 to 9.

They were taking a United States Navy Senior Allied Officers Supply Management Course in Washington, D.C., designed to acquaint officers from other nations with USN supply methods. This was the second year a visit to naval and industrial establishments in Canada was arranged as part of the course.

Countries represented were Belgium, Brazil, Canada, China, Germany, Greece, Iran, Italy, Japan, Korea, Philippines, Sweden, Turkey and Vietnam.

Cdr. James W. Thomson was the Canadian naval officer participating in the course.

On November 3 the officers visited the Naval Supply Depot, the RCN Supply School and Canadair Limited, all in Montreal.

On November 6 the group visited Ottawa, and the same day flew to Halifax where they toured the *Bonaventure*, visited other ships, *Stadacona*, *Shearwater*, and the Dockyard and harbour facilities.

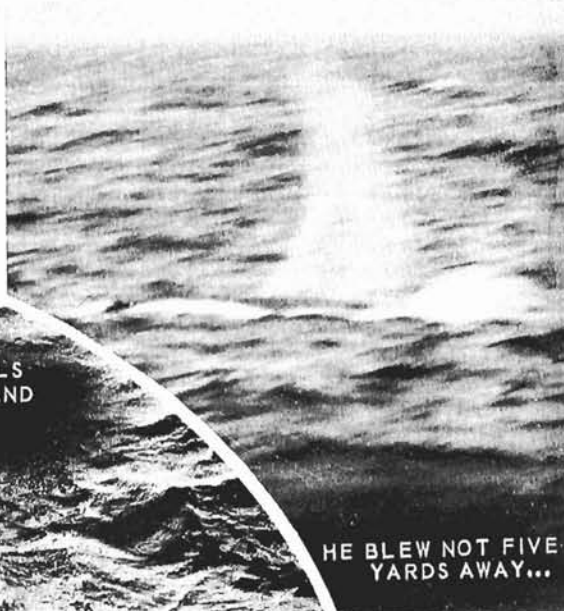
They returned to Washington from *Shearwater* on November 9.



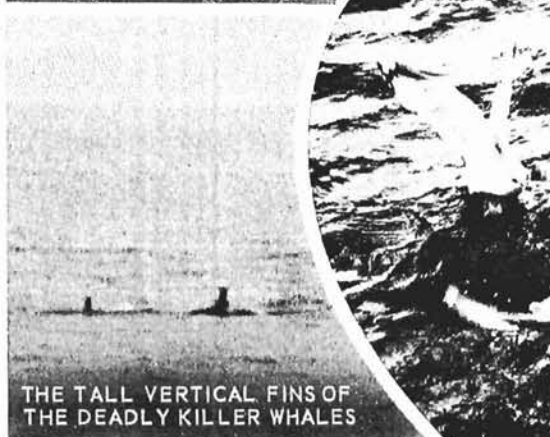
Admiral Sir Caspar John, First Sea Lord, visited Canada and the United States in November. He is shown (left) at Naval Headquarters, Ottawa, with Hon. Douglas S. Harkness, Minister of National Defence, Sir Saville Garner, United Kingdom High Commissioner to Canada, and Vice-Admiral H. S. Rayner, Chief of the Naval Staff. (O-13236)



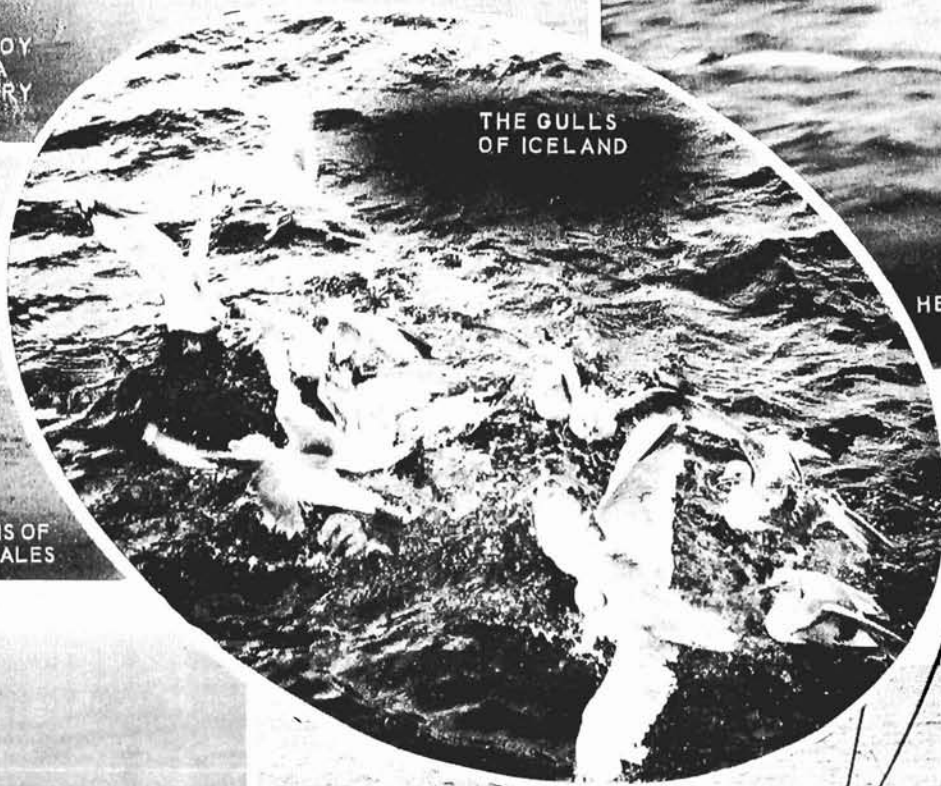
KILLERS IN THE CONVOY
THE CAUSE OF MANY A
FALSE ALARM TO WEARY
ESCORT CREWS



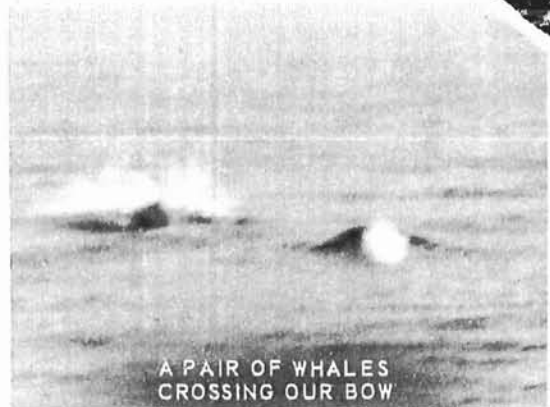
HE BLEW NOT FIVE
YARDS AWAY...



THE TALL VERTICAL FIN OF
THE DEADLY KILLER WHALES



THE GULLS
OF ICELAND



A PAIR OF WHALES
CROSSING OUR BOW



GREATER SHEARWATERS
FLUSHED BY THE SHIP IN MID-ATLANTIC

—From wartime snapshots by the author

NORTH ATLANTIC WILDLIFE

“SCAVENGERS, sir. Half-bird, half-fish. That’s what they are,” said the signalman as we leaned over the dodger together watching a dovekie flounder along the surface until just clear of the bow-wave and then dive with wings working as hard underwater as on the surface.

“Half-bird, half-fish they are, sir. Can’t fly, but just flap along the surface like that.”

I pointed out to him a gang of them crossing our bow about 20 feet in the air.

By

Bruce S. Wright

“If they can’t fly what would you say those are doing?” I inquired.

“Them’s birds, sir. Not scavengers. Scavengers is half-fish like I told you, sir.”

I gave up. I had been trying for the past few days to make a tally of the pelagic birds seen from the ship during my four-hour watch. As a naturalist playing sailor for the *Duration*, it had

occurred to me that our frequent trips across the Grand Banks as convoy escorts were an ideal opportunity to gather data on the abundance of pelagic open-sea birds at this season of the year. I attempted a sort of strip-cruise system using twice the flushing distance from the ship as the width of strip and relying on the ship’s log to give an accurate measure of the length of strip. On paper this looked fine, but on the first watch I was snowed under with dovekies alone, and had to give up keeping actual count.

Our signalman, a Bluenose Nova Scotian and excellent signalman, was quite seriously assuring me that the birds we saw flying around us in hundreds, and sitting on the sea in large gangs, were two entirely different species, one a bird and the other a "scavenger," half-bird, half-fish. When I tried to argue with him, he acquiesced respectfully, but obviously did not believe me.

Dovekies, murre (shot and eaten by the Newfoundlanders under the name of turre), herring gulls, great black-backed gulls and kittiwakes were the most common sea birds and old squaws, eiders, and scoters represented the ducks. A surprise to me was to see common loons when out of sight of land, their unmistakable cry making identification certain. I first saw them between Pictou, N.S., and Prince Edward Island in Northumberland Strait, a likely migration route in October, but when four showed up a good 150 miles out in the Atlantic off St. Johns, Newfoundland, in December, I had to hear them laugh before I would believe my eyes.

The birds thin out as you get out to sea. All the Grand Banks area is well populated in winter, but 200 miles or so off Newfoundland you usually see the last dovekies. Gulls follow almost all the way over. Coming in to Newfoundland we first saw dovekies, then the occasional murre and, as you approach the coast, old squaws and eider ducks are sighted. Over the Banks there are large concentrations of murre. We sailed for two days with gangs of 50 to 100 or more, dotting the sea as far as the eye could reach on either side of the ship. During the night they could be heard and seen getting out of the way of the ship. This was on the Grand Banks east of Sable Island in March. There must have been several hundred thousand murre in this area as well as dovekies and the odd puffin.

The first puffin I saw caused a mild sensation. I was on watch and standing at the front of a destroyer's bridge. The bird came up directly ahead of us and as I was surprised and pleased at seeing this my first puffin in its natural state, I remarked rather sharply, "Puffin dead ahead!"

The captain and the gunnery officer were beside me in one jump, both with binoculars to their eyes scanning the horizon. When I pointed out my find there was a disgusted "My Lord! A bird!" We were in the role of shepherd to a fair-sized convoy with a particularly crusty Senior Officer of Escort (not my captain), and enemy submarines were reported in the vicinity. A ship had been torpedoed 30 miles ahead the

previous night, so their obvious lack of ornithological interest might well be excused. However my stock went up again a few minutes later when the captain turned to me and said, "I've been going to sea for 20 years and you're the first man I've met who could tell me the name of that bird."

The great black-backed gulls in Iceland are the largest I have ever seen. Several specimens which floated on stiffly out-stretched wings around our bridge while we lay at anchor in an Iceland fjord came within 20 feet of me. I estimated their wing-spread to be at least five feet from tip to tip. I watched one of these great gulls chasing a female eider one day. He chased her for over half a mile, the rather slow heavy flight of the duck causing him no difficulty whatsoever in keeping up. Finally the duck despaired of shaking her tormentor and folded her wings and dove into the sea from a good 20 feet in the air. She disappeared beneath the surface with a remarkably small splash and came up again on the other side of the ship. We drew 14 feet of water, so she really did some work getting under us.

One of the queerest sights I saw in Iceland was a large raft of ducks and geese in a bay. While watching them with glasses I noticed that they would suddenly scatter leaving an area of open water in the middle of the raft. A few seconds later a small whale blew directly in the middle of this open space without in any way disturbing the birds. These whales were light in colour and I watched carefully but was unable to distinguish any dorsal fin. I tentatively identified them as narwhals although I did not see the horn. There were several of them and they seemed to be feeding directly under the raft of wildfowl. They were probably all feeding on the same shoal of the small sea-creatures known as "krill" to the whalers. The queer part of it was how the wildfowl knew when and where the whales were coming up to blow in order to leave those patches of open water, as they invariably did several seconds before there was any sign of the whale.

There were great numbers of eiders to be seen in Iceland, with old squaws the next most plentiful species. The eiders are protected, as the eiderdown industry is important, and they have become very tame. I did not get close enough to the geese to even hazard a guess at their species. Several large ravens were seen and heard flying back and forth to their homes in the barren crags surrounding the fjord. I several times noticed two or more great black-backed gulls harrying a raven, who always came off second best and retired croaking dismally.

On the way back from Iceland we ran into quite a herd of whitesided dolphins. There were about 20 in the herd and they came within ten yards of the ship. It was quite a rough day and they frequently jumped clear of the water across the trough of a wave. I longed for a movie camera, but had to content myself with watching the splendid exhibition of grace and power these animals put on. The water was clear and the conspicuous white side-markings made it possible to follow them in their gambols below as well as above the surface. They swam along with us for probably ten minutes and then, tiring of our mere 12 knots, pulled on ahead and disappeared.

On a bright sunny day in late February, with a slight swell running and just sufficient sea to make "Away sea-boat's crew" an unpopular evolution, we had an unusual experience. Visibility was at least ten miles and the convoy, away on our port quarter, was keeping station nicely. All in all it was a day to make an escort captain relax and forget about the grim business after sundown. We, a destroyer, were slipping along smoothly at 15 knots zigzagging as usual. As junior watchkeeper, it was my job to run the zigzag, making the necessary alterations of course at the proper time. I had just finished an alteration and had joined the captain at the front of the bridge when I saw a dark object on the surface within a hundred yards of our starboard bow.

"What's that, sir!"—and almost at once I recognized it: "Whales!"

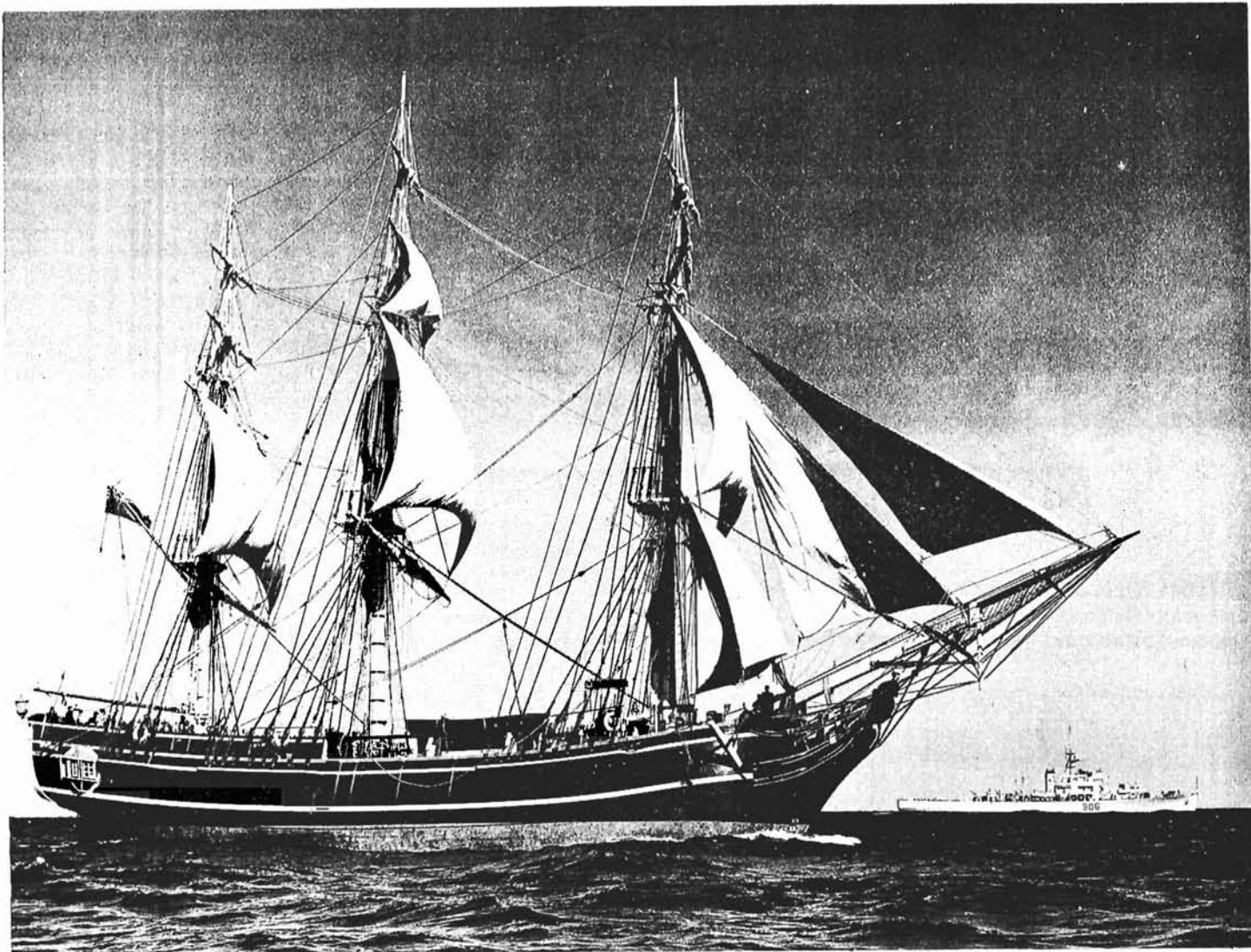
There were four of them. They were swimming in two couples, side by side and almost touching each other, and crossing our bow. Suddenly there was a great hullabaloo from the crow's nest. "Look, sir! Just ahead! He's coming up!" True enough, there was another pair just rising to blow dead ahead, and *not five yards away*.

"Stop her!" the Captain said mechanically, knowing full-well that it was too late.

The nearest whale blew just before the slim knife-edged bow of the destroyer chopped down on it out of a wave with all the terrible force of 1,500 tons of steel going 15 knots. There was a jar that rattled the masts, and then another and lesser one as the second of the pair rose under the bottom of the ship.

Jim, a brother sub, was standing on the quarterdeck and he said afterwards: "Half a whale came down our port side. Very messy. Blood and things."

She had the right of way, but we had a destroyer!



A span of two centuries in warship design is represented, not altogether by accident, in this picture of the movie version of HMS *Bounty* and the modernized frigate, HMCS *Swansea* sailing and steaming respectively off the coast of Nova Scotia. Rear-Admiral H. F. Pullen, who retired last summer as Flag Officer Atlantic Coast, was a guest on board the *Bounty* during her sailing trials and suggested to Canadian warships exercising in the vicinity that they steam past to display the contrast between the 18th and the 20th century vessels. (Photo courtesy W. R. Carty, Halifax)

BOUNTY OUT OF LUNENBURG

A NEW HMS *Bounty* has taken to the sea-lanes and, as sure as her wooden guns, there will be another mutiny against Captain Bligh, after which Mr. Christian and his cohorts will again settle on Pitcairn Island.

The new *Bounty* was built in Nova Scotia and in command is a Canadian, Lt.-Cdr. Ellsworth Trask Coggins, RCN (Ret), of Weymouth and Dartmouth, N.S. Sailed from Lunenburg following her trials, the *Bounty* will eventually reach Tahiti, where MGM is to film a new version of "Mutiny on the *Bounty*".

Built in Lunenburg at the yard of Smith and Rhuland, she is a product of the wooden shipbuilders' skill. Even her planking, imported from Vancouver

and California, has been secured in the time-honoured fashion with wooden pegs split and wedged.

The new *Bounty* is a larger version of the original, except for certain additions in the interior—such as an auxiliary diesel engine which will give her a speed of about nine knots, regardless of wind, refrigerator, deep freeze, comfortable bunks and other amenities in the crews quarters, which will be hidden from sight in the picture.

It is almost a certainty that if Captain Bligh and Mr. Christian had had the comforts that have been incorporated into the present *Bounty* the mutiny might never have taken place.

But the new HMS *Bounty* looks old enough. In fact it probably looks older than the old *Bounty* looked in her day. During the building special processes were used to give the illusion of age. Green-tinted copper-coloured paint simulates green-mottled copper sheathing on the bottom, her many coats of thick paint were imitated by mixing ground plastic with paint and layering it on by brush, the rigging is steel wire wrapped with rope tarred in the old manner, the new decking has been deliberately worked over to make it appear that many hob-nailed boots had passed over it.

Ferocious-looking wooden cannon peek through the gunports. With masts

and rigging towering 105 feet over all, she is a full-rigged ship, 118 feet long—23 feet longer than Bligh's *Bounty*. The extra length was needed to make room for cameras and her crew numbers only 25 as against Bligh's 60. One in five are former members of the RCN.

There are a few other slight differences, too, that can't be seen until halfway down the main hatch before the great wheel. On the left, below, is a modern galley the like of which the *Bounty's* men never dreamed and, indeed, would make a modern housewife envious. Nor could they ever have en-

visioned such things as bunks with spring-filled mattresses, air-conditioning, 10,000-gallon water tanks, six 25-cubic-foot deep-freezes, modern bathrooms and navigational aids and, lastly the two 225 horsepower auxiliary engines.

Why did Lt.-Cdr. Coggins, one of the few remaining officers with master's papers in sail, take the job as captain? The same reason that drew 300 others to seek berths in the *Bounty*. "I can always say I was on the last square rigger built in Nova Scotia." It was a last chance to recapture the romance of the days of sail.

Lt.-Cdr. Coggins came from Digby County and in 1938 entered the Navy from the Merchant Service where he had been a chief officer. He served for 17 years in the Navy, spending most of the Second World War at sea. Having served for much of his youth in sailing ships he was appointed to sail HMCS *Venture's* training yacht, the *Oriole*, from Halifax to Esquimalt when she was transferred to the West Coast in 1954. He retired in 1958.

Marlon Brando will play the role of Mr. Christian in the new "Mutiny on the *Bounty*", which is said to have a new approach and not be simply a remake of the old movie.

NEW SHIP FOR INSHORE SURVEY

A NEW VARIETY of hydrographic vessel, an inshore survey unit, will make her appearance in the fleet of the Canadian Hydrographic Service next spring in time for the service's 1961 operations in Canada's coastal waters.

Mines and Technical Surveys Minister, Paul Comtois, describes her as a new type ship which is especially designed for inshore survey work, and will in fact be an intermediate unit in size between a launch as used by a land-based shore party and a fully staffed ship. She will be especially valuable for work along the more rugged and isolated parts of Canada's eastern seaboard.

The new craft will have a range of over 2,000 miles and a speed in excess of 12 knots. She will be capable of carrying and of providing living accommodation for a crew of 20 persons. She will have the latest in navigational aids, and many of the amenities of modern living. Moreover, she will be equipped with two 26-foot launches, each with inflatable life rafts. Initially she will work off the south coast of the Islands of Newfoundland and later off the coast of Labrador.

The vessel will cost an estimated \$450,000; a contract for its construction has been let to Halifax Shipyards Limited at Halifax. An inshore vessel, of steel, she will be an attractive looking craft of the raised forecastle type, with raised wheelhouse and deckhouse amidships. She will be 115 feet overall in length, with a beam of 26 feet.

Her two screws and twin rudders will result in good manoeuvrability. The two engines will be about 350 h.p. each. Navigational aids will include a gyro compass, radar, and radio telephone ship to shore, and it will have automatic steering.

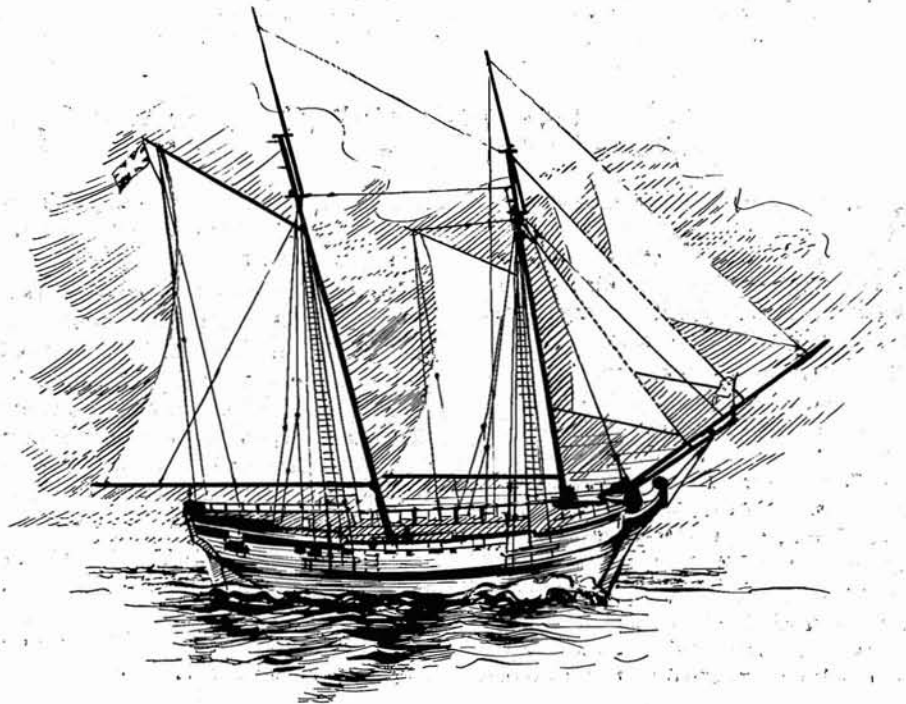
The vessel's launches will give the surveyors aboard three working craft in one package. The deck machinery, including the boat hoists, will be hydraulically operated to facilitate work in icy weather.

The new ship will permit some oceanography research to be carried out on board in a small laboratory. The normal duties of the vessel, however, will be hydrographic.

The new vessel will be named the *C. H. S. Maxwell* in honour of the late Staff Commander W. F. Maxwell of the Royal Navy. Before the establishment of the Canadian Hydrographic Service, the Royal Navy was responsible for the charting of Canada's coastal waters. Staff Commander Maxwell was in

charge of the first detailed survey of the coasts along which the new vessel will be working. It was under him that Staff Commander Boulton, also of the Royal Navy, worked for nine years in this area, and it was Maxwell who made the final report to arrangements with the Admiralty for the long-term loan of Staff Commander Boulton to Canada for the establishment of the Georgian Bay survey. The Canadian Hydrographic Service has already honoured Boulton by naming a small vessel after him.

The term Staff Commander was used in the 19th Century to designate a navigation specialist. He was the successor of the "master" of the previous century.



OFFICERS AND MEN

New Structure For Two Branches

A new structure for clearance diver and meteorological trades was approved by Naval Board and appropriate tri-service authorities and promulgated in November.

New trades consisting of the following, formed from former trades as indicated, were effective November 1.

Clearance Diver (CD) from Clearance Diver and Clearance Diving Instructor;

Meteorologist's Mate (MM) from Meteorologist's Mate Trade Group I and II;

Meteorological Technician (MO) from Meteorologist's Mate Trade Group III and IV.

All men serving in the former clearance diving and meteorology trades are being transferred to new trades. Recruits will be allocated to the new meteorology trade in *Cornwallis*. All future clearance divers will be selected from men of other trades holding Trade Group I, preferably with Clearance Diver Ships qualification.

All men retain rank, trade group and seniority held at time of transfer to their new trades and all promotion and advancement qualifications attained in the former trade will be counted as equivalent qualifications in new trades where applicable.

Men who were in the zone for promotion to next higher rank at time of transfer to their new trades will continue to be considered in zone for

WEDDINGS

Leading Seaman J. H. Alleyne, *Kootenay*, to Veronica Elaine Tynes, of Halifax.

Lieutenant John M. Arnold, *Shearwater*, to Elizabeth Theresa Begley, of Peterborough.

Able Seaman William Coxon, *Cornwallis*, to Mary Louise Amiraault, of Digby, N.S.

Ordinary Seaman Herbert Gibson, *Cornwallis*, to Pauline Dostal, of Brantford, Ont.

Sub-Lieutenant Michael Hodgson, *Lanark*, to Sara Jane Peters, of Halifax.

Chief Petty Officer John S. (Jay) Lawrence, *Naden*, to Sheila Whitely, of Edmonton.

Able Seaman L. D. MacDonald, *Kootenay*, to Mary Ann Morton, of Halifax.

Lieutenant James D. MacIntosh, *Shearwater*, to Valerie Anne Higgins, of Halifax.

Able Seaman Ronald B. Wellwood, *Anti-gonish*, to Josie A. Ripka, of Nanaimo.

Sioux Adopts Greek Child



"CAP TALLY"

HMCS *Sioux* has an adopted daughter and to the ship's company she is "Cap Tally".

This unlikely name came about when the *Sioux* applied to the Foster Parents Plan in Montreal to adopt a child and, after meeting the requirements laid down by the FPP, the ship was assigned a little Greek girl called Efthymia Kapoteli.

Finding the Christian name hard to pronounce, the men soon settled on a play on the surname and "Cap Tally" came about.

So enthusiastic are members of the ship's company over "Cap Tally" that even the 17-year-olds are heard to mention "our daughter". To meet the \$180 a year, or \$15 a month costs, the men pay ten cents a month.

Since their little girl can't yet write correspondence is carried on with the girl's mother, with translations made by the New York office of the FPP.

Another naval adoption under the Foster Parents Plan was by 50 Anti-Submarine Helicopter Squadron. The child is Smaragda Brokov, a ten-year-old Greek girl.

The squadron busied itself in November making up a Christmas parcel to forward to her.

promotion in their new trade. All these men can be promoted, if selected and a vacancy is available. Further promotion for such men will be conditional upon successful attainment of those qualifications prescribed for higher rank in their new trade.

Men who are not in the zone for promotion to next higher rank at time of transfer to new trades will be required to obtain qualifications prescribed for next higher rank in their new trade.

The details of amendments to advancement and promotion regulations will be promulgated.

The new trades do not apply to RCN(R) personnel.

Five Rewarded For Suggestions

A chief petty officer and four petty officers earned cash awards in November for suggestions forwarded to the Suggestion Award Board of the Public Service of Canada and adopted for use in the Royal Canadian Navy.

CPO William Rennick, *Shearwater*, and PO Frederick H. Kuhn now on the staff of the RCN Recruiting Officer, Ottawa, together submitted a design for an emergency front towing bar for Tracker aircraft.

BIRTHS

To Leading Seaman H. E. Collins, *Chaudiere*, and Mrs. Collins, a daughter.

To Petty Officer H. C. Crocket, *Chaudiere*, and Mrs. Crocket, a son.

To Able Seaman D. D. Enders, *Chaudiere*, and Mrs. Enders, a daughter.

To Petty Officer Hjalmar Hansen, Naval Radio Station Aklavik, and Mrs. Hansen, a son.

To Able Seaman George Haworth, *Naden*, and Mrs. Haworth, a son.

To Leading Seaman William Koch, Naval Radio Station Aklavik, and Mrs. Koch, a son.

To Leading Seaman Thomas Lane, Naval Radio Station Aklavik, and Mrs. Lane, a son.

To Able Seaman G. J. Marcoux, *Chaudiere*, and Mrs. Marcoux, a daughter.

To Leading Seaman C. W. Patterson, *Naden*, and Mrs. Patterson, a daughter.

To Able Seaman Alan Penney, Naval Radio Station Aklavik, and Mrs. Penney, a son.

To Sub-Lieutenant M. H. D. Taylor, *Chaudiere*, and Mrs. Taylor, a daughter.

To Able Seaman L. Walling, *Kootenay*, and Mrs. Walling, a daughter.

To Petty Officer Raymond White, Naval Radio Station Aklavik, and Mrs. White a daughter.

PO Gordon J. Coldham, *Shearwater*, suggested a modification to the electrical equipment of the Banshee jet fighter.

PO Harold R. Howard, *Star*, suggested three modifications of procedure dealing with pay records of RCN (Reserve) personnel.

PO Joseph D. Leclair, *Shearwater*, devised a crane to simplify the installation of Banshee jet engines.

Promotions and Appointments

Recent promotions and appointments include the following.

Lt.-Cdr. George L. Hopkins, formerly electrical officer of HMCS *St. Laurent*, has been promoted to commander and appointed to Naval Headquarters, Ottawa.

Lt.-Cdr. Charles Henri Larose, at Naval Headquarters, was promoted to the rank of commander. Cdr. Larose is taking a course at the RCAF Staff College, Toronto.

Lt.-Cdr. John B. C. Carling, who commanded HMCS *Ste. Therese* from January 1959 until August 1960, has been promoted to the rank of commander and appointed Director of Supplementary Radio Activities at Naval Headquarters.

New President Veteran of USN

One thing was sure when citizens of the United States went to the polls on November 8 and that was that a naval officer would become president for the first time in the history of the Union.

Both the candidates served in the U.S. Navy during the Second World War.

The new president, Senator John F. Kennedy, joined the navy as an ensign in 1941 and retired as a Naval Reserve lieutenant in 1945. The new vice-president Lyndon B. Johnson is also a veteran of naval service. He was a lieutenant-commander by the time the

Second World War ended and, as a commander in the Naval Reserve, outranked President-elect Kennedy. However, he will be unable to "pull rank" on the new president, since Senator Kennedy also becomes commander-in-chief of the U.S. Armed Forces on taking office.

Vice-President Richard M. Nixon, who so narrowly lost the presidential race, was a naval officer during the Second World War, maintained his status in the Naval Reserve and was promoted to commander in 1953.

Vice-President Nixon's running mate, Henry Cabot Lodge, outranked the others by being a brigadier-general in



Petty Officers Donald Raven, Robert McGahan and Charles Jessop on October 1 successfully completed the Branch Officers' Professional Qualifying Course (Writers) at HMCS Hochelaga, Montreal. On the same date they were promoted acting commissioned officers and have since been appointed to Cornwallis for the officers' divisional course. (ML-9126)

the U.S. Army Reserve. Ten generals, including President Eisenhower, have become president of the United States and eight others had served in lesser army ranks.

The Army Navy Air Force Journal, source of the foregoing information, says that 15 former presidents had no military experience.

Sixteen Qualify For University

Sixteen men of the Royal Canadian Navy have qualified under terms of the navy's College Training Plan and entered various Canadian universities this fall. Each of the men has been promoted to the rank of cadet.

No Longer Two Grilse

When the Royal Canadian Navy chose the name of Grilse for the ex-USS *Burrfish*, the submarine it is acquiring from the United States, there was another craft of the same name in the Navy. This was the yacht *Grilse*, and, although she was not a commissioned ship, it was deemed advisable to rename her.

The new name chosen for the yacht is *Goldcrest*.

The College Training Plan applies specifically to navy men who have been selected as officer candidates. These candidates must qualify for entry to the Services Colleges or to university before they reach the age of 25. Those selected are entitled to full pay and allowances of the last rank held, up to petty officers second class. Tuition and other essential fees are paid by the Navy.

To qualify, the 16 men selected successfully completed a nine-month senior matriculation course given at *Naden*. This full-time academic course prepares the candidates to write the British Columbia grade 13 examinations. On successful completion of the examinations, the candidates are selected by a final board of review to go on to university or to one of the three Canadian Services Colleges.

Selected for university training are:

Ldg. Sea. Joseph C. Braconnier, University of Alberta; Ldg. Sea. Gilbert J. Borsa, University of Toronto; Ord. Sea. Peter C. Connelly, University of Alberta; AB Robert B. Cunningham, University of Western Ontario; AB Kenneth E. Fisher, University of Alberta; Ord. Sea. David A. Gasser, University of Toronto;

Ldg. Sea. Russell E. Goodwin, University of Western Ontario; PO Roger K. Howe, Queen's University; Ldg. Sea. Donald H. Knight, University of Western Ontario; PO Terrance C. Lyons, McGill University; PO Ronald W. Quick, McGill University;

PO John N. Ray, McGill University; PO George D. Roberts, University of Manitoba; PO Adam J. Smith, Queen's University; Ldg. Sea. Brent R. T. Steele, McGill University, and Ldg. Sea. Gerald S. Tarum, McGill University.

Trees Perpetuate Names of Ships

Names of HMC Ships serving in the Atlantic Command in 1960 have been perpetuated in 38 Norway maple trees planted in HMC Dockyard, Halifax.

Conference Site Ill-Chosen

The first change to the various operations orders governing the NATO minesweeping exercise "Sweep Clear V", in October at Shelburne, N.S., was disclosed in Halifax at the pre-sailing conference.

"Change One" moved the site of the conference from Room 209, Command Headquarters, to Room 211, where it should have been held anyway. Room 209 holds the wrens' powder room.

The trees have been financed from the non-public funds of the vessels participating. The plan is part of the Navy's 50th Anniversary celebrations.

The final tree, located near the Maritime Command (Atlantic) Headquarters building, was planted with due ceremony by Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast, on October 27.

Others present at the ceremony included the Senior Canadian Officer Afloat (Atlantic), Commodore James Plomer, and the participating ships' commanding officers or their representatives.

School Cruise Held at Halifax

A special cruise for school authorities within a 100-mile radius of Halifax was carried out October 1 in two destroyer escorts.

Seventy school principals, vocational guidance teachers and 40 selected senior

high school students were embarked in the *Micmac* and *Cayuga* for the familiarization cruise. They came from such widely separated points as Liverpool, Middleton and New Glasgow.

The cruise ended at 2 p.m. to allow the guests to see the presentation of memorial drums to the RCN by the Province on the Garrison Grounds that afternoon.

Officer Completes U.S. Sub Training

Lt. Roy Allan MacKay has completed submarine qualification training with the United States Navy in preparation for his appointment to HMCS *Grilse*, the present USS *Burrrfish*, now being re-fitted before commissioning into the RCN next year.

At present serving in the submarine USS *Irex*, Lt. MacKay is the first RCN officer to qualify in American submarines. The *Irex* of Submarine Squad-



Having successfully completed the Branch Officers' Professional Qualifying course (Stores) at HMCS Hochelaga, Petty Officers G. S. Waddell and J. C. Plummer now are undergoing the Branch Officer Candidates Educational Course in Naden. (ML-9127)

OFFICERS RETIRE

LT.-CDR. FREDERICK C. BINGHAM, CD, of Saint John, N.B., joined RCNVR February 10, 1932, RCN May 8, 1933 as an ordinary seaman, promoted to warrant rank January 6, 1943. Lt.-Cdr. Bingham served in *Stadacona*, *Saguenay*, *St. Laurent*, *Skeena*, *Gaspé*, *Venture*, *Protector*, *Naden*, *Givenchy*, *Prince David*, *Cornwallis*, *Scotian*, *Stadacona*, *Bytown*, *Cape Breton*, *Brunswick*; awarded British Empire Medal in 1943; last appointment was Supply Officer and Staff Officer Administration, HMCS *Brunswick*; commenced leave October 22, 1960, retires June 4, 1961.

CDR. ARTHUR ROBERT HEWITT, CD, of Revelstoke, B.C., and Ottawa, joined RCN September 1, 1928, as an ordinary telegraphist, promoted to warrant telegraphist October 18, 1941. Cdr. Hewitt served in *Naden*, *Stadacona*, *HMS Victory*, *HMS Nelson*, *Vancouver*, *Skeena*, *Armentieres*, *Ottawa*, *W/T Station Ottawa*, *St. Hyacinthe*, *Bytown*, *Stadacona*, *HMS Puncher*, *Givenchy*, *Naden*, *Niobe*; last appointment Director of Supplementary Radio Activities at *Bytown*; commenced leave August 18, 1960, retires April 28, 1961.

LT.-CDR. JOHN WILLIAM ISHERWOOD, CD, of Victoria, and Ottawa, joined RCNVR as Stoker 2/C October 26, 1927 to March 21, 1930, and rejoined January 8, 1938, to RCN May 2, 1943, as a regulating petty officer, promoted warrant master-at-arms July 15, 1944. Lt.-Cdr. Isherwood served in *Meander*, *Dundas*, *Stadacona*, *Fort Ramsay*, *Protector*, *Avalon*, *Peregrine*, *Naden*, *Stadacona*, *Shearwater*, *Magnificent*, *Cornwallis*, *Bytown*; last appointment Staff Officer Administration HMCS *Griffon*; commenced leave August 18, 1960, retires March 14, 1961.

LT. GEORGE KIRKENDALE, CD, of Victoria and Sidney, B.C., joined RCN January 5, 1937, as an electrical artificer, promoted to warrant electrician January 15, 1945. Lt. Kirkendale served in *Naden*, *Skeena*, *HMS Vernon*, *HMS Nelson*, *Ottawa*, *Stadacona*, *Niobe*, *Athabaskan*, *HMS Berwick*, *Warrior*, *Ontario*, *Scotian*, *Magnificent*, *Cornwallis*, *Cape Breton*; last appointment was on the

staff of the Manager Electrical Engineering, HMC Dockyard, Esquimalt; commenced leave October 19, 1960, retires April 14, 1961.

CDR. JOHN McW. LEEMING, CD, of Victoria, joined RCNVR January 1, 1941, as a sub-Lieutenant, transferred RCN March 2, 1946. Cdr. Leeming served in *Kenora*, *Wallaceburg*, *Strathadam*, *New Waterford*, *Naden*, *York*, *Bytown*, *Stadacona*, *Ontario*, *Donncona*, *Niagara*, *Labrador*, *Bytown*; mentioned-in-despatches in 1945; last appointment officer-in-charge operations and weapons division at *Naden*; commenced leave October 20, 1960, retires April 16, 1961.

CDR. WILLIAM A. MANFIELD, CD, of Vancouver and Ottawa, joined RCN September 19, 1928, as an ordinary seaman, promoted to gunner January 23, 1940. Cdr. Manfield served in *Naden*, *Vancouver*, *HMS Victory*, *HMS Warspite*, *HMS Excellent*, *Skeena*, *HMS Hood*, *Fraser*, *Stadacona*, *Assiniboine*, *Cornwallis*, *Bytown*, *Huron*, *Warrior*, *Athabaskan*; last appointment was to *Bytown* as Assistant Director of Naval Organization; commenced leave August 29, 1960, retires May 9, 1961.

COMMISSIONED OFFICER ARTHUR EDWARD SAXBY, of Halifax, joined RCN August 31, 1934, as an officer's steward, promoted to commissioned rank on March 15, 1952. Cd. Off. Saxby served in *Stadacona*, *Saguenay*, *St. Laurent*, *Skeena*, *Columbia*, *RCNVR Montreal*, *Avalon*, *St. Hyacinthe*, *Uganda*, *Warrior*, *Magnificent*, *Cornwallis*, *Naden*, *Niobe II*, *Bonaventure*; last appointment was to *Stadacona*; commenced leave October 15, 1960, retires April 19, 1961.

LT.-CDR. GEORGE E. W. WOODFORD, CD, of Calgary and Victoria, joined RCN May 2, 1929, as writer, promoted to warrant writer August, 1941. Lt.-Cdr. Woodford served in *Naden*, *HMS Victory*, *HMS Vivid*, *HMS Nelson*, *Skeena*, *Fraser*, *St. Laurent*, *HMS Pembroke*, *Ottawa*, *Givenchy*, *Niobe*, *Bytown*, *Burrard*; last appointment was to *Naden* on staff of RCN Depot, Esquimalt, as Staff Officer Supply Personnel; commenced leave August 19, 1960, retires April 30, 1961.

ron Eight, at New London, Connecticut, has been conducting training for students of the submarine school.

Born in Winnipeg, Lt. MacKay served briefly in the RCN(R) before entering the regular force as a midshipman in August, 1948. Following early training with the Royal Navy, Lt. MacKay served in ships and establishments on the Pacific Coast.

He commenced submarine training at New London in January 1959 and on graduation from the school in June of that year was appointed to the USS *Irex* for duty. He has since served as assistant engineering officer, first lieutenant and gunnery officer.

Officer Cadets Tour Services

Nearly 175 officer cadets of the Canadian Services College, Royal Roads, participated in the college's annual "Military Day" program.

First-year cadets visited establishments of their own service while second-year cadets visited services other than their own.

RCAF cadets went by bus to the air force station at Comox, RCN cadets joined the frigates *Jonquiere* and *Stettler* for a cruise to Comox and returned by bus, and Army cadets visited the Princess Patricia's Canadian Light Infantry at Work Point Barracks, Esquimalt.

SWIMMER WITH A PURPOSE

"Bind your legs, weight your arms, and see how you react when placed in a deep pool."

ACCORDING to swimming instructor PO Alfred "Alf" Aylward, of *Naden*, this gives a slight idea of how physically handicapped persons feel when first introduced to swimming as a recreation and a therapy.

Tuesday mornings and Friday evenings have been set aside at *Naden's* pool for handicapped swimmers. The water is heated to a temperature of 84 degrees and for two hours PO Aylward, his instructors, their assistants, and 68 learners are hard at work trying to make leg and arm muscles respond.

Persons who have suffered from such cripples as polio, arthritis, or are victims of cerebral palsy, have a deeply-rooted fear of water. Their confidence must be won by the instructor before progress can be made.

Two little girls, Wendy, aged ten, who had lost the use of her legs, and Leslie, aged seven, who had no muscular control; began swimming classes in July of this year.

Wendy at first was so afraid of the water she refused even to purse her lips and blow into it. After much hard work and determination she can now swim half the breadth of the pool. Leslie has learned how to float by herself.



In addition to teaching thousands of other youngsters the art of swimming and water safety, PO "Alf" Aylward has devoted many hours to helping hundreds of physically handicapped children to float and swim. Here in the *Naden* pool he provides water therapy for a child with a muscular ailment. (E-58940)

Saturday is kiddies' day at the pool. Classes commence at 8 a.m., and by 4 p.m. 300 children have taken the lessons. Some have gone ahead to attain higher swimming awards such as Bronze Medallions and Awards of Merit.

PO Aylward, originally from Biggar, Saskatchewan, could not swim a stroke

until he joined the Navy in 1942. Now he holds the coveted "Award of Distinction". To this petty officer there are not enough hours in the week to get everything completed.

In addition to his naval instructional duties with the physical training department most of his duty time is freely devoted teaching swimming or life saving.

After a hurried noon hour sandwich he teaches naval personnel who wish to improve their swimming style. From 12:30 to 1 p.m. he instructs in life saving.

Four nights a week he assists in the instruction of YMCA swimmers. Friday nights he is with the handicapped at *Naden*. Sunday afternoon is taken up with water polo. Between times PO Aylward referees basketball games for the Victoria Basketball Association.

During the summer PO Aylward claims he gets "pretty busy". He works with the Red Cross Water Safety Society, when anywhere from 10 to 15 hours a day is spent instructing and examining aspiring life guards.

About the only night of the week this navy petty officer can call his own and spend with his wife and family is Tuesday evenings. Sometimes even this one is lost if there happens to be a trapeze display scheduled in Victoria's Crystal Gardens, because Alf is also a member of the trapeze team.

A busman's holiday is taken once a year when Alf, his wife Joyce, and their two children Patrick, 13, and Brenda, 10, take off to a lakeside resort for some relaxation and, of course, swimming!

—J.A.B.

AKLAVIK—CANADA'S WINTER WONDERLAND

NAVAL RADIO Station Aklavik has unique recreational facilities. In summer a sun-baked flood plain is used as a softball and volleyball playing surface. During the winter the broomball rink is frozen by temperatures of minus 30 to 60 degrees.

Virtually unlimited hunting grounds for rabbit, ptarmigan and ducks are nearby. Fishing anyone? Whitefish, jackfish and herring abound in the waters of the Mackenzie river delta area.

Ten miles northwest of Aklavik, the Richardson mountain range rises 2,500 feet from the nearly sea-level delta. The almost perpendicular sides offer a challenge to the most enthusiastic mountaineer.

Canoeists will find a maze of channels to explore throughout "the delta". Aklavik has an indoor curling rink and

a club which has the longest season of any in Canada.

During the summer, Naval Radio Station Aklavik is buzzing with the scores of the softball games between the various watches and between the day-men and watchkeepers. Because of the 24-hour day, games are sometimes continued until midnight. This summer, Naval Radio Station Aklavik played a team representing the newly-created town of Inuvik. There was no active volleyball league but many enjoyable hours were spent on the outdoor court.

The Navy provides two freighter canoes, with a ten-horsepower outboard for the largest. During their time off, various watches made several hikes this summer, with the Navy cabin in the mountains as their goal. This trip is partly by canoe.

The blast of a shot gun is a familiar

sound during September and the aroma of roast duck in the galley is ever present.

Freeze-up occurs during October and the household broom is put to a use other than its designed purpose. This is the start of the broomball season. There is no shortage of ice or avid players and the league usually has a successful year.

"The roaring game" makes its appearance about the same time as broomball. The rink was ready in November and the curling club was being organized. The outlook is for another good year.

Canada has been referred to in the past as nothing but a few acres of snow. Up in the Northland, which can rightly be called Canada's frontier, there is plenty of snow, but one also finds a hunting and fishing paradise, a winter wonderland, and a proud Navy base enjoying it all immensely.—G.R.G.

OPERATION EARTHQUAKE

ON FRIDAY afternoon, May 27, 1960, the Departments of External Affairs and National Defence decided to send immediate aid from Canada to the earthquake devastated area of Chile. The Canadian government's decision followed an urgent request from the Minister of External Affairs, who was visiting Chile during his Latin American tour when the earthquake struck.

The Surgeon General, Canadian Forces Medical Service, ordered emergency medical supplies adequate for equipping a 40-bed hospital to be made ready for immediate air shipment.

By 7 pm No. 1 Central Medical Equipment Depot, at Plouffe Park, Ottawa, had begun the arduous task of selecting and packaging all the equipment necessary to set up the emergency hospital. Depot personnel worked on into the night and by 1:30 am, Saturday, I was advised, as escort officer, that the entire shipment was en route to Uplands Airport, to await the arrival of an RCAF North Star in the morning.

No. 1 Central Medical Equipment Depot, in a race against time, had undertaken and completed its tremendous assignment in six and one-half hours.

The aircraft arrived from Trenton before 9 am and the plane was ready for take-off at approximately 11:30 am. At Trenton we were joined by the second aircraft, which carried as cargo emergency Red Cross supplies, such as blankets and clothing.

En route to Santiago, Chile, refuelling and crew rest stops were made at Charleston, South Carolina, Panama City and Lima, Peru.

The flight over the Caribbean was most uncomfortable, in that electrical storms were encountered from Miami to Panama.

We arrived at Santiago at 7 am, Wednesday, May 31, and were met by His Excellency the Canadian Ambassador, Paul Tremblay, and the Canadian Trade Commissioner, H. M. Maddick, as well as by Chilean government officials and service representatives. Here perishable supplies, such as vaccines and toxins, were delivered.

On the day of our arrival I had the pleasure of meeting the Minister of National Defence for Chile, who expressed his thanks to the people of Canada for the medical supplies so desperately needed. He said that from his observations and from reports at

hand it was apparent that aid was most needed in the south of Chile, particularly in the town of Castro on the island of Chiloe. As it was impossible to land large aircraft at Castro, it now became necessary to first deliver the supplies to Puerto Montt, a large town 1,200 miles south of Santiago.

Before our departure from Santiago I was joined by Lt. Col. Frederico Cave, a medical officer of the Chilean Air Force Reserve. His assignment was to act as adviser, interpreter and liaison officer.

Accompanied by Mr. Tremblay and Mr. Maddick, we proceeded to Puerto

By

Lt. (MAD) Edward Y. Porter

RCN

Montt on Thursday, June 9. This trip was most interesting in that we flew along the coast by way of Concepcion and Valdivia, two of the cities badly damaged by the earthquake. Most of the damage was visible from the air. One could also see damage along the coast which had been caused by the tidal waves. In some instances coastal villages were entirely wiped out.

The airport at Puerto Montt, which consisted of one 6,000-foot runway, was handling traffic beyond its limitations, with aircraft from North and South America arriving in increasing numbers. As landings were only permitted during daylight hours and as unloading facilities were inadequate, there was lengthy delay on the ground and aircraft had to be parked on both sides and ends of the runway. This meant that planes were forced to land and take off over parked aircraft. Much to our relief, this situation was remedied prior to our arrival.

The day following arrival in Puerto Montt I visited, in company with Lt.-Col. Cave, the disaster headquarters at the Municipaldo (town hall).

After surveying the damage sustained in Puerto Montt, both Lt.-Col. Cave and I felt that medical supplies had been received in abundance and that the urgent need now was for food, clothing and emergency housing units such as tents. A message to this effect was for-

warded to the Canadian Ambassador in Santiago. The message took two days to reach its destination.

The loss of life and injuries in Puerto Montt apparently were slight. This was due to the fact that, as the major tremors occurred on a holiday afternoon, several minor tremors prompted most of the residents to vacate their homes and go into the streets.

The supply of water to most sections of Puerto Montt was seriously disrupted and all residents were warned to boil all drinking water; efforts were made to deliver a supply of water to homes twice a week. This tremendous task was the responsibility of the fire department, or as they are locally called the "Bomberos".

The American Army 13th Field Hospital Unit had been established in Puerto Montt prior to our arrival and this 400-bed unit was more than adequate to meet any demands that may have been required at that particular time. In addition, the Engineers attached to the 13th Field Hospital Unit had established a field hospital unit near the waterfront and, by condensing sea water, sufficient fresh water was obtained to provide for the daily laundering of all hospital linen. I discussed, with the Commanding Officer 13th Field Hospital Unit, the situation as we saw it and we both were of the opinion that the 13th Field Unit was adequate for the Puerto Montt area and that, if at all possible, the Canadian supplies should be forwarded to the town of Castro.

I arrived at the small airport in Castro in the early evening of June 5 where I found that all arrivals to Castro were being informed by the local health authorities that typhoid fever was prevalent and typhus fever was endemic. It was recommended that the available inoculations be taken for one's protection.

Having accepted the inoculations, I was taken to the town's temporary hospital and was reunited with my genial guide, Lt.-Col. Cave. Following lengthy discussions with the hospital superintendent, Dr. Ortega (which discussions were made possible by Dr. Cave acting as interpreter) we began the job of unpacking and centralizing all the Canadian supplies.

The building that was now a temporary hospital was previously a boys' industrial or trades school. A hospital

under canvas and would have been most impracticable as it was then the winter season in Chile and the rainfall is excessive at this time of year and some snow could be expected. While in Puerto Montt it was noted that the American Field Hospital Unit endeavoured to keep dry by using bales of straw spread on the ground inside each tent.

Sunday morning a survey of the temporary hospital was made and a hospital as such was most difficult to realize. One 20-bed ward had been set up in one side of the only remaining good wing of the school and here all patients, regardless of sex or age, were accommodated. The segregation of cases was also impossible. Surgical and medical cases as well as infectious cases were kept in this one ward. The majority of patients were suffering from upper respiratory infections, several were emergency surgical cases and one teenage lad was a confirmed typhoid fever case.

The maternity ward was set up to accommodate eight patients and was located in the old part of the school. The room was without heat and light, several of the window panes had been shattered and were replaced by wood or cardboard. All beds were occupied and, as there was no nursery, the newborn infants were left with the mothers. As the temperature was around 40 degrees Fahrenheit, it was necessary to use six to eight blankets per bed. The roof leaked and water was seen to be dripping in several places.

Toilet facilities were practically non-existent. Fortunately some running water was still available. The linen problem was acute, with all laundering being done by hand. Some electrical power was available, sufficient only to supply emergency lighting.

An emergency operating theatre was established in a room next to the maternity ward. This was divided by a sheet hanging on a piece of wire; one side of the room was set up as a scrub room and the other side as the operating room. Surgical instruments, sterile linen, and anaesthetic equipment were in short supply.

The out-patient facilities were established in a long room which ran parallel to the main ward; here DDT sprayers were noted in abundance, and a good dusting became part of every treatment, regardless of the complaint. All food was handled in a small kitchen located next to the main ward and an attempt was made to prepare hot meals. Fuel for the wood-burning stoves came from destroyed buildings in the area.

Monday morning an attempt was made to renovate an adjoining building, previously used as a machine shop, in hopes that additional space could be provided for an isolation ward. The previous day, one case of measles and one of mumps had been seen at the out-patient clinic and it was felt that this could well mean the beginning of an epidemic.

The living conditions for many residents of Castro were such that unless one saw for himself, he would not believe that such conditions could be tolerated. This particular area had been subjected to heavy tremors, and many homes and business sites were completely destroyed. In addition, the entire business area of Castro had been ravaged by fire immediately following the earthquake. Large well-built homes were seen that were completely removed from their foundations, while other homes and apartment dwellings were without entire walls. Many of the residents took refuge in the country while others attempted to relocate themselves on any available plot of land with only a piece of tin for a roof and a makeshift stove set up to keep warm. Barefoot children were seen wandering aimlessly around in near-freezing weather; here it was hoped that the canvas tents from Canada could be used to best advantage.

As I had to return to Santiago by Tuesday evening at the latest, it was necessary that I leave Castro on the first available flight—a Chilean DC3.

This short flight of 50 miles turned out to be the most harrowing of the entire trip in that while taxiing for take-off the plane became firmly lodged in the mud, then after breaking free barely managed to obtain altitude suf-

ficient to clear a hill at the opposite end of the airstrip. Shortly after becoming airborne we encountered severe turbulence. This, coupled with the fact the cargo door opened, caused several of the passengers to become airsick.

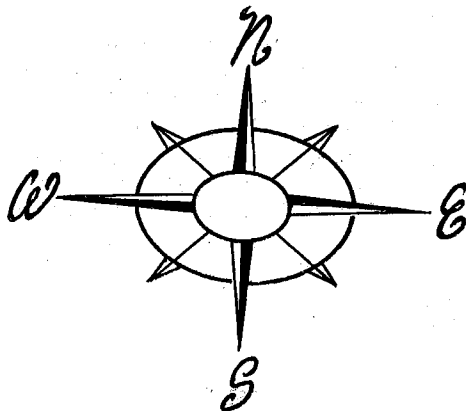
On arrival in Puerto Montt I proceeded via helicopter to the American 13th Field Hospital Unit Headquarters where I met Colonel Tyrell, the commanding officer. I described conditions as I had seen them and requested that if at all possible some means should be found to supply portable stoves that could be used in heating the temporary hospital in Castro. Colonel Tyrell said he felt certain that at least six stoves could be forwarded the next day via helicopter.

On my return to Santiago I reported to the Canadian Embassy, where at the request of the ambassador I submitted a report of conditions as I had seen them. The next day Wednesday, June 8, began the return journey to Canada via Lima, Panama, and Washington, D.C.

I should like to mention the outstanding part that was played in the complete operation by the RCAF 426 Transport Squadron. Their co-operation, teamwork, and untiring efforts enabled the operation to be carried out in an efficient and commendable manner. It has indeed been valuable experience for me to have been a participant in this operation and my association with 426 Squadron will never be forgotten.

Appreciation is also extended to Colonel Tyrell and Major Ruther of the American 13th Field Hospital Unit; their direction and co-operation proved to be most valuable.

The supplies that were forwarded from Canada, although small in quantity in comparison to the shipment forwarded by the United States, were received by the government and the people of Chile with much appreciation. The decision of the Department of National Health and Welfare and the Department of National Defence to forward Canadian aid at this particular time was one that did much toward the establishment of good relations between Canada and the countries of Latin America.





The Marina, modern waterfront of Lagos, federal capital of Nigeria. (HS-62979)

COLUMBIA IN NIGERIA



CPO Bud Kirk shares his cigarettes with villagers during a visit to the interior of Nigeria. (HS-62980)

THE PRIVILEGE of seeing a new free nation within the Commonwealth come into being awaited HMCS *Columbia* when she sailed on September 9 from Halifax, bound for Africa to assist in representing Canada at the Nigerian independence celebrations.

On the morning of September 28, the *Columbia*, after a two-day stop in Sierra Leone, met HMS *Bermuda*, wearing the flag of the Commander-in-Chief, South Atlantic and South America, at the fairway buoy off the mouth of the Niger River.

Both warships then sailed into the harbour of Lagos, the federal capital of Nigeria, and secured fore and aft to buoys in the stream. Ships of the Ghana Navy, one wearing the broad pendant of the Commodore Commanding Ghana Navy, were present. Also present was the Commodore Commanding Royal Nigerian Navy, flying his broad pendant in HMNS *Nigeria*.

The *Columbia* was a flurry of activity—out booms and ladders, lower the boats, spread the awnings, and the commanding officer was off on a round of official calls. Calls were exchanged with the Canadian High Commissioner, the

Governor General, the Minister of State, the Oba of Lagos, the Chief Justices, the General Officer Commanding, the Commander-in-Chief, South Atlantic and South America, and the Commodores of the Royal Ghana and Nigerian navies. The Oba of Lagos is a paramount tribal chief. He and his retinue and the Chief Justices presented a picturesque and colourful sight in their tribal robes, which they wore to all functions.

Sweltering Lagos, teeming with Africans from other nations who were there to celebrate the Independence, is a city of contrasts. With more than 300,000 inhabitants, it presents a modern face to the visitors arriving by sea. The Marina, or main street, facing the harbour, is as modern as any comparable street in the world. However, it is not uncommon to see herds of cattle within two blocks of the Marina, driven by colourful Northernmen riding horses and camels. Millions were spent for the celebrations. The colourful street decorations and modern lighting created a sharp contrast with the age-old way of living persisting within the city.

Lagos is growing and being modernized at a rapid rate. She appears certain to be a leading city in the Africa of tomorrow.

A guard from the *Columbia* was landed on September 30 to participate in the Searchlight Tattoo and raising of the National Flag. This stirring event was attended by HRH the Princess Alexandra of Kent.

How Do You Get This Out of Second?

Everyone must be aware by now that Canadian sailors call their fine new destroyer escorts "Cadillacs". Also not unfamiliar is the novelty song "The Little Nash Rambler and the Cadillac", which gave a certain compact car a lot of free publicity.

The stage was set for a re-enactment of the ditty when the little minesweeper *Chignecto* was leaving harbour at Sydney, N.S., last summer for full-power trials after refit. Ahead of her was the *Gatineau*, proceeding out of the harbour entrance at sedate and economical speed.

A little devil whispered in the ear of Lt.-Cdr. J. I. Manore, commanding officer of the *Chignecto*, who thereupon roared: "Full ahead both!"

A great welter of foam appeared astern of the *Chignecto* and her powerful diesels bellowed defiance as the little ship overtook and swept past the destroyer escort.

At that moment, a message notable for its brevity, was passed:

FROM: CHIGNECTO
TO: GATINEAU
X BEEP BEEP X



Cdr. W. P. Hayes, commanding officer of HMCS *Columbia*, welcomes aboard Hon. John Arthur, Regional Commissioner for Takoradi. Next to Cdr. Hayes is Nana Kwamina Anaisie IV, the Omanhene of Dutch Sekondi. (HS-62988)



Center, wearing glasses, is the Canadian High Commissioner to Ghana, Bruce Williams, with Hon. Charles De Graft Dickson, Minister of Defence, on his left with other Ghana officials and members of the ship's company. (HS-62987)

On the stroke of midnight the Union Jack was hauled down as the massed guards of honour presented arms and the bands played the National Anthem. This was followed by the raising of the

green-white-green flag of Nigeria and, as 40,000 voices rose in the new official anthem, Africa's most populous nation became independent. A gigantic fireworks display then covered the sky,

accompanied by blowing of sirens and playing of searchlights from the many ships in the harbour.

The following day Hon. Donald M. Fleming, who was the official representative of the Canadian Government at the independence celebrations, and Nigerian dignitaries were guests on-board the *Columbia*.

The ship's company made a host of friends among the people, both European and Nigerian. Several clubs extended memberships for golf, tennis, swimming and other sports. There were sight-seeing trips and special events such as the national pageant, the Nigerian Exhibition, the West African games, national native dancing, and a water regatta, witnessed by HRH the Princess Alexandra.

The official celebrations came to an end on October 3. The next morning the *Columbia*, having assisted in repre-

senting Canada at this historic event, sailed for Ghana.

The ship arrived in Takoradi, Ghana, on October 5. After the activities in Nigeria all personnel looked forward to a pleasant, quiet, three days of relaxing and seeing the country. There were visits to beaches, old castles and forts, as well as inland to a gold mine. The highlight of the cruise for five officers and 25 men was an overnight visit to the capital city of Accra, more than 100 miles from Takoradi.

During this visit they attended a reception given by the Minister of Defence for Ghana and were entertained at a buffet and reception given by the staff of the Canadian High Commissioner.

Accra, in the same manner as Lagos, is a city of contrasts, showing both the old and the new Africa. The university, for example, is fully modern and would be a credit to any country. However,

there is the age-old problem of overcrowding and lack of housing in the native quarters.

Back in Takoradi, the ship's company was welcomed at several private clubs and, as in Nigeria, made friends with the inhabitants. Takoradi is noted for its excellent wood and ivory carvings and many a sailor spent hours bartering for souvenirs.

On October 8, the *Columbia* put to sea again and sailed for Freetown, Sierra Leone. She arrived on October 11, for a quiet two-day stay. Nearly everyone relaxed on the magnificent beaches and enjoyed the hospitality of the members of the Sierra Leone Regiment.

On October 13 it was time to say goodbye to West Africa and the *Columbia* sailed for Canada. She arrived in Halifax on the 25th, having steamed 10,500 miles during her visit to the newest member of the Commonwealth.



Village street scene in West Africa. (HS-62982)

The New Pay Schedules, October 1st, 1960

Monthly Rate of Pay for Men

Rating	Basic	3 Yrs.	6 Yrs.	9 Yrs.	ALLOWANCES			
					SUBSISTENCE		Marriage	Kit Upkeep
					Single	Married		
CPO 1.....	\$304	309	314	319	95	110	30	9
CPO 2.....	272	277	282	287	85	105	30	9
PO 1.....	235	240	245	250	85	105	30	9
PO 2.....	211	216	221	226	75	105	30	7
Ldg. Sea.....	187	190	193	196	65	100	30	7
AB.....	134	154	176	—	65	100	30	7
Ord. Sea. (Trained).....	115	—	—	—	65	100	30	7
Ord. Sea.....	108	—	—	—	65	100	30	7
Ord. Sea. (under 17).....	56	—	—	—	—	—	—	7

Additional pay is given for trade qualifications. Two new classifications—3A and 4A—have been added to the trade groups to compensate for the more complex trades. The trades pay monthly rates are: Trade Group 1, \$12; Trade Group 2, \$30; Trade Group 3, \$54; Trade Group 3A, \$63; Trade Group 4, \$72, and Trade Group 4A, \$90.

Qualified aircrew men engaged in flying duties receive flying pay at the rate of \$75 a month.

Trained submarine personnel serving in submarines in commission receive submarine pay at the rate of from \$65 a month for leading seaman and below to \$75 a month for chief petty officers. Men undergoing basic submarine training courses are paid at half this rate, as are trained submarine personnel serving in "annotated positions", e.g., spare crew or crews of submarines in refit. An allowance of \$30 a month, all ranks, is paid to non-qualified personnel on casual duty in a submarine in commission.

A foreign service allowance is paid for service in ships outside Canadian waters, provided the ship is away for a continuous period of not less than 30 days, at the following monthly rates: CPO1, \$16.50; CPO2 and PO1, \$15; PO2, \$12; Ldg. Sea., AB and Ord. Sea., \$9.

Marriage allowance is not payable under 21 years of age. However a special rate of separated family allowance is payable for men under age for marriage allowance. See QRCN 205.24 para 1(b).

Monthly Rate of Pay for Officers

Rank	Basic	3 Yrs.	6 Yrs.	9 Yrs.	ALLOWANCES		
					SUBSISTENCE		Marriage
					Single	Married	
Captain.....	\$809	844	879	—	139	165	40
Commander.....	639	674	709	744	126	150	40
Lt.-Cdr.....	510	540	570	600	113	135	40
Lt.....	393	423	453	483	96	125	40
Cd. Officer.....	393	413	433	453	95	125	40
Sub-Lt.....	321	356	371	—	90	125	40
Act. Sub-Lt.....	225	—	—	—	75	110	40
Midshipman.....	154	—	—	—	75	110	40
Cadet.....	63	—	—	—	65	—	—

Qualified aircrew officers engaged in flying duties and officers under training for aircrew qualification, receive aircrew allowance at the rate of \$75 to \$150 according to their rank, in addition to regular pay and allowances.

Qualified submarine officers, serving in a submarine in commission, receive a monthly allowance of \$75 to \$115, and half those rates when undergoing training or serving in "annotated positions". Non-qualified officers are paid \$30 a month while on casual duty in a submarine.

A special allowance of \$30 per month is paid to naval officers in certain specific appointments.

Subsistence allowance is payable only when rations are not provided and quarters are not available, and is thus not normally applicable to junior officers.

Marriage allowance is not paid to married officers under 23 years of age.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Cornwallis

The new system in new entry training is now functioning, with the former divisional officer replaced by a chief petty officer.

Thus each division is now guided through the 15 weeks of new entry training by a chief petty officer and a petty officer first class, with one officer to supervise five divisions. The Divisional Chief Petty Officers are: S. F. Mein, D. H. Thomas, J. A. Stoddart, A. H. Maynard, Gordon Dark, Nicholas Lazaruk and C. J. Holmes, from Esquimalt Port Division, and H. W. Foreman, T. J. Starkey and F. E. Addy, from Halifax Port Division.

The month of September saw the new entries engaged in the extra-curricular activities of forest fire fighting, which entailed hard work, but for a worthy cause.

To get to the hot spots the crews were airlifted in by the RCN and RCAF helicopters and a Department of Lands and Forests Beaver. At the same time it was



Lt. Eric Haywood, the photographic officer at the RCN Air Station, Shearwater, and editor of the weekly the *Navalaire*, attests his son David as a naval cadet in the Regular Officer Training Plan. Cadet Haywood, a Dartmouth High School graduate, will take science courses at Dalhousie University. Lt.-Cdr. A. T. Love, area recruiting officer, looks on. (DNS-26316)

often necessary for a fast airlift out when the fires got out of control and life became endangered.

On October 1, *Cornwallis* sent a company from *Saguenay* and *Ottawa* Divisions, plus the band, to Halifax for the presentation by the Premier of Nova Scotia of the Memorial Drums. These drums were given to the RCN by the Province of Nova Scotia to commemorate the 50th anniversary of the RCN.

Saguenay and *Ottawa* Divisions also formed the Sunset Guard and guns' crews and put on displays at Lunenburg and Lawrencetown. Cd. Off. G. N. Beveridge and Sub-Lt. P. O. McWade were the first and second officers of the guard respectively. Petty Officers E. W. Ginley and R. B. Faulkner trained the guard and the gun's crews were trained by Petty Officers L. W. Stagg and W. L. Jenkinson.

HMCS Micmac

After spending four weeks alongside in leave period and two weeks in self-maintenance, the *Micmac* came off the Dartmouth slips on September 5. During the next few days the ship was ammunitioned and stored. She proceeded to sea on the 8th to spend the remainder of September on anti-submarine and squadron exercises.

The *Micmac* spent the first two weeks of October on an advanced operational training cruise, followed by a one-week

sea phase which took place off Bermuda. She then proceeded to New York for a five-day operational visit.

New York proved to be an extremely enjoyable leave port for the ship's company. Movies, plays, tours, dances and sports activities were all made available by the USN and the USO. New York's night life speaks for itself.

In sports, *Micmacs* have been active; soccer and softball teams had a good season and the hockey team shows promise. The *Micmac* is well represented on this year's edition of the Sailors' football team by Ldg. Sea. Edward Bayliss and AB Robert Osmack.

From March 1959 (recommissioning) to the end of September 1960 the *Micmac* spent 180 days at sea, and steamed more than 44,300 miles.

HMCS Terra Nova

On the afternoon of October 15, *HMCS Terra Nova* sailed for Montreal to participate, along with the *USS Barry*, in the joint United States and Canadian Navy League meetings.

The *Terra Novas'* contribution to the convention consisted of guiding delegates from both nations around the ship, providing a tour and lunch for a large

Can't Always Be in Orbit

Naval firefighters stress safety measures for the Chemox breathing apparatus, especially in regard to disposal of the oxygen-producing canisters. So the fire fighting staff of the NBCD Section of *Stadacona* set out to prove convincingly to a score or more students how careless handling of the canisters and untidy habits in a ship can lead to serious trouble.

The students were marshalled a safe distance away to watch the demonstration. The staff readied a canister in an empty oil drum along with ship-board products of slack habits, namely gash waste and drippings of dirty oil.

The stage was therefore set for the instructor's promise of a brilliant explosion of flame as the Chemox fumes and the other substances united. The blast would take place in 30 to 45 seconds.

An expectant hush fell on the crowd. The seconds dragged on . . . still no explosion. Seconds became minutes.

Finally, a bleacher-type voice issued from the student body:

"Never mind, sir! We have the same trouble at Cape Canaveral."

A-Power Triples Avgas Capacity

One of the by-products of the application of nuclear power to aircraft carriers is a substantial increase in the amount of aircraft fuel they can carry.

This is demonstrated in the world's first nuclear-powered aircraft carrier, the *USS Enterprise*, which was launched at Newport News, Virginia, last September 24. Because she does not need bunkers for her own fuel, the *Enterprise* can carry nearly three times the aviation gas which would normally be carried in a ship of her size.

Built at an estimated cost of \$450,000,000 the *Enterprise* displaces 85,350 tons (twice as much as a good-sized battleship), has an over-all length of 1,102 feet six inches, which makes her the longest ship ever built, and is powered by eight nuclear reactors. Including the air group, her crew will number 4,600 officers and men.

She has a designed top speed of 33 knots, but is expected to be able to do 35 knots for short periods.

number of members of the RCSC and taking part in a parade and memorial service on Trafalgar Day.

The Chief of the Naval Staff, Vice-Admiral H. S. Rayner, visited the ship on Trafalgar Day and congratulated the guard on its fine showing.

One of the outstanding incidents of the journey involved the inability of the pilot boat to take the pilot off at Quebec City, due to the roughness of the weather. The pilot was quite undisturbed about this development in view of the fact he was being paid for nothing.

This particular information somehow made a Halifax radio news broadcast and, when the *Terra Nova* entered harbour on October 27, her navigating officer, Lt.-Cdr. G. G. Armstrong, was asked by flag hoist from a certain minesweeper whether or not he required a pilot.

HMCS Chaudiere

On November 1, the officers and men of HMCS *Chaudiere* celebrated the first anniversary of the ship's commissioning.

The gala event, which was held in the Commonwealth Room of the Nova

Scotian Hotel, included a buffet supper and dancing to the music of Pete Powers' orchestra.

Cdr. V. J. Wilgress, commanding officer of the *Chaudiere*, expressed his pride in the ship and the ship's company. He also presented the Interdepartmental Sport Shield to the co-captains of the victorious operations team.—J.S.A.

NAVAL DIVISIONS

The twelfth annual conference of commanding officers of the 21 naval divisions of the Royal Canadian Navy (Reserve) was held November 21-23 at the Hamilton headquarters of Commodore P. D. Taylor, Commanding Officer Naval Divisions.

Naval divisions in major Canadian cities from Vancouver Island to Newfoundland were represented.

In addition, senior officers from Naval Headquarters, Ottawa, attended the conference. They included: Rear-Admiral B. R. Spencer, Chief of Naval Technical Services; Captain A. B. Fraser-Harris, Director of Naval Ship Requirements; Captain R. J. Pickford, Director of Naval

Plans, and Captain F. D. Elcock, Co-ordinator, Personnel Structure Committee.

A meeting of the Naval Reserve Consulting Group was held in Hamilton during the week of the conference.

PACIFIC COMMAND

Moresby House

The Wrens' Mess at Moresby House in Esquimalt, has elected a new executive, installing as president Ord. Wren Gloria J. Saunders. The secretary-treasurer is Ord. Wren Nance M. Kievill and the representative to the Ships' Fund and Welfare Committee, Ord. Wren Jo Anne Field.

A representative was named for the first time to the *Naden* Fleet Club. She is Ord. Wren Shirley M. Masding.

Changes among wren officers at *Naden* include: Lt. (W) D. J. Kiely, from Naval Headquarters, is commander's assistant and wren divisional officer; Lt. (W) A. L. Lawrence, from Stadacona, non-public funds officer, and Lt. (W) C. M. Mallabone is on the staff of the personnel selection officer.



It is worth recalling at this time of year that, once upon a time, children romped in the warm sunlight. This picture was taken during a doll carriage parade held in conjunction with the Shannon Park recreational program last summer. Shannon Park's Roman Catholic chapel is in the background. (Photo courtesy Mrs. James Oakes)

SCIENCE AND THE NAVY

New Standard of Length Chosen

A resolution introduced by the Canadian delegation recommending a new international standard for measuring length was adopted by the Eleventh General Conference of the International Bureau of Weights and Measures in Paris. Delegates from 30 countries unanimously agreed that the international standard for the metre should no longer be a metal bar kept in Europe, but should be defined as a specific number of wave-lengths of orange light emitted by the gas krypton.

Dr. L. E. Howlett, of the National Research Council, introduced the resolution on behalf of the International Committee on Weights and Measures in his capacity as Chairman of the Advisory Committee for the Definition of the Metre.

Since 1952 all Canadian units of length have been defined in terms of the metre. The inch, for example, is defined by law as exactly 254 ten-thousandths of a metre.

Canadian scientists, notably Dr. K. M. Baird, of the National Research Council, have made important contributions towards compiling evidence for adoption of the new standard. The world's only working apparatus using the new standard for directly measuring linear scales was designed and built at NRC by Dr. Baird.

One of the advantages of the new standard is that it can be readily and accurately reproduced anywhere in the world by any well-equipped physics laboratory. Unlike the metal bar it cannot be destroyed, lost, or affected by changes in temperature or pressure. The new standard is available in all countries and there will be no further need for prolonged comparisons of "standard" bars of metal. The new definition will facilitate accurate linear measurements in many industries.

New Way to Keep Track of Storms

It has been known for years that storms cause minute vibrations (microseisms) on the earth's crust. Now an instrument has been devised which can detect vibrations of the ocean floor, thus promising (*The Scientific American*

suggests) a new method of detecting and tracking storms at sea.

A pilot model of the new bottom seismometer, as it is called, was developed by the Lamont Geological Observatory of Columbia University and was dropped in the Atlantic Ocean near Bermuda last year.

"The bottom was found quiet enough to permit the use of instruments 100 times more sensitive than can be employed on land," says *The Scientific American*.

It quotes Maurice Ewing, director of the Lamont Observatory, as saying that bottom seismometers may also offer a highly effective means of detecting nuclear explosions and may open up striking possibilities in undersea research.

Sun's Rays Push Satellites Around

The Echo balloon satellite, says Hugh Lucas in the *Navy Times*, has proved that it would be possible to sail through space propelled by the sun's rays.

The Echo, he went on to say, is pressed some one and a half miles nearer to the earth every day by the push of light from the sun. Meanwhile, the U.S. Navy's Vanguard 1, the "grape fruit"

satellite, is being pushed a mile closer to the earth every year by the same villains.

The villains, he says, are photons, the units of light which combine the properties of both waves and particles.

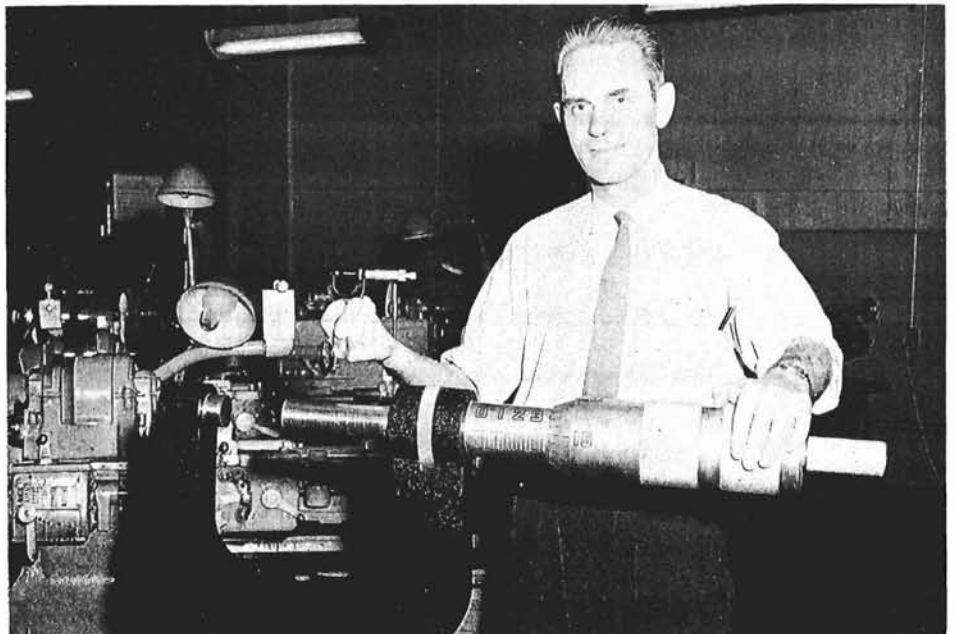
Atom-Powered Light for Beacons

One aid to navigation which is being eyed with interest, according to the *Navy Times*, is an atom-powered light for light houses and buoys.

The designers claimed the light could be installed in a buoy and the power supply would last ten years.

The light is operated by a battery which is trickle-charged by strontium-90—a safe-to-handle isotope—fissioning slowly and producing heat which is turned into electricity by two metal slabs.

Another flasher for the same purpose, also shown at the International Light-house Conference at Curtis Bay, Maryland, by the U.S. Coast Guard, was a propane device which heats metal slabs and produces electricity to charge the battery. It was claimed the unit would run for three years on \$19 worth of propane.



G. K. Lloyd, instructor in the Machine Shop of the Academic Division of the Fleet School at Stadacona, produced this 1-10 scale micrometer to enable trainees to grasp more readily the fundamentals of the device. It can be readily seen from the rear of a classroom and has proved an invaluable training aid. (HS-61893)

Maritime Research Directorate Formed

Increased interest in maritime activities by Canada's defence forces, together with expanding technology in the fields concerned, have necessitated the establishment of a Directorate of Maritime Research (DMR) at Defence Research Board Headquarters.

The small new directorate will concern itself with co-ordinating maritime research generally and in particular, with scientific aspects associated with ocean surface and sub-surface environments; underwater acoustics, submarine detection, tracking and killing, and countermeasures against the submarine threat.

Scientific advances relative to maritime warfare involving the Royal Canadian Navy, along with great participation by the Royal Canadian Air Force in similar activities, were factors in dictating establishment of the new directorate. Its objective will be to effect closer co-ordination of scientific research related to maritime defence activities.

Patrick W. Nasmyth, formerly of Vancouver, who has been named Director of Maritime Research will continue his duties as Director of Scientific Services at Naval Headquarters.

'Massey Sound' New Name on Map

An unnamed sound in Canada's Arctic archipelago is to be named after the Right Hon. Vincent Massey, former Governor General of Canada.

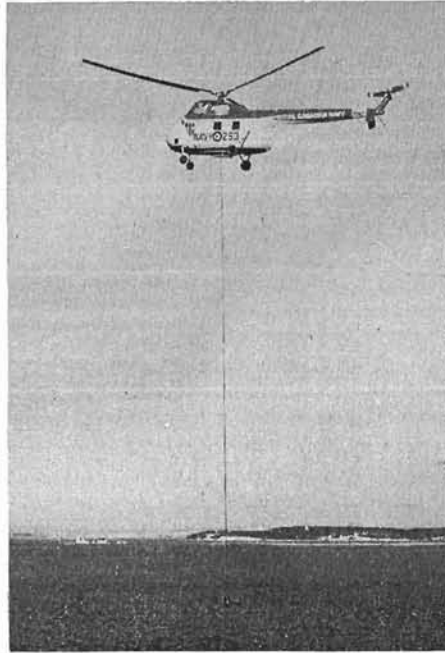
Massey Sound, as it is to be known, lies between Axel Heiberg and Amund Ringnes islands in the Queen Elizabeth Islands. It is approximately 70 miles long and 30 miles wide.

Choice of the name following recommendation by the Canadian Board on Geographical Names was approved by Cabinet.

Mr. Massey has always been interested in Canada's northland, and its northern citizens, the Eskimos. In November, 1956, he visited various Eskimo settlements in the Far North and flew over the northern fringe of the archipelago to become the first Governor General to fly across the North Pole. It was on this trip that he flew over the sound which is being given his name.

Ex-RN Hydrographer Comes to Canada

The former hydrographer of the Royal Navy, Rear-Admiral Kenneth St. Barbe Collins, CB, OBE, DSC, RN (Ret), has



been appointed consultant to the Surveys and Mapping Branch of the Department of Mines and Technical Surveys, at Ottawa.

The appointment is for a two-year period.

Admiral Collins, a 1918 cadet entry at College Osborne, had been with the Royal Navy's surveying service since 1925. His hydrographic, oceanographic and meteorological work has taken him around the world, including surveying operations in the Far East, Atlantic Ocean, West Indies, Mediterranean, Indian Ocean, China Sea and Denmark Strait.

During the war he served in a number of ships and commanded HMS *Scott*, fleet minesweeper. He was appointed Hydrographer of the Royal Navy in 1955.

Hay Solves Oil Problem

The *Navy Times*, published in Washington, reports an unusual method of solving an unusual problem at Newport, R.I.

The problem was to remove the layer of 336,000 gallons of heavy black fuel oil dumped into the water off nearby Jamestown from a tanker that had gone aground. The oil was playing havoc with Newport beaches. Oil slicks as far away as Connecticut and Massachusetts were reported. Hundreds of clams were killed and washed ashore, other marine life suffered and birds were effected.

Because of the fire hazard, the governor of Rhode Island declared a state of emergency and assigned fire-fighting units to stand a constant watch.

A helicopter survey led to the decision to pump the oil into tank trucks and haul it away but Hurricane Donna struck, piling up more oil on the beaches.

It was then that a citizen of Newport suggested grinding up hay, spreading it over the area and scooping it up with clamshell shovels. The method proved so successful that the fuel officer at Newport feels that it is a practical method for use wherever the Navy's activities create such problems, or wherever such problems exist.

LETTERS

Dear Sir:

I should like to point out that Mr. J. M. Thornton, in his "Naval Lore Corner" of the August 1960 issue, overlooked the loss of HMS *Kent* in Suda Bay, Crete, sunk by Italian explosive motor boat.

Yours faithfully,
A. J. R. SMEDLEY.

HMCS *Stadacona*
Halifax, N.S.

Dear Sir:

As a constant reader of your fine magazine, I wish to appeal for help.

The United Services Club, Montreal, is forming a collection of ships' badges, for the most part donated by the ships themselves or by members who have served in them.

We are very anxious to find old officers or men who may have served on board HMCS *Lasalle* during the last war.

We are anxious to borrow a badge of the ship, or a photograph of one, so that we may have one made or even, failing that, perhaps someone may be able to describe the badge (and colours) for us.

The badges of many of the old war-time ships are becoming very hard to find and any information would be gratefully received.

Anything sent to me will be promptly returned after I have photographed it.

Sincerely yours,

IAN MORGAN,
Major.

22 Holton Avenue,
Westmount 6, Que.

THE NAVY PLAYS

Badminton Club Off to Good Start

The Pacific Command Badminton Club, enjoying another successful season, has been joined by naval personnel and Dockyard employees and membership is now 50.

Though the majority of the players are new, the calibre of badminton is generally good. Several of the experienced players are giving instructions to the newcomers and club officials are pleased with the progress.

The club is affiliated with the Canadian Badminton Association and participates in the Lower Vancouver Island Badminton League.

Chaudiere Puts Stress on Sports

To promote maximum, active participation in sports within the ship, HMCS Chaudiere held an inter-departmental sports competition during September and October.

Five departments entered one or more teams: operations, weapons, electrical, engineering, and supply and bos'n combined.

Stadacona's P&RT staff assisted with facilities, officials and equipment.

The final game of basketball, a playoff won by operations over supply and bos'n, was played at the submarine base in New London, Conn.



Captain F. C. Frewer, commanding officer of Cornwallis, is shown presenting the Tri-Service soccer trophy to PO D. J. Russell, Stadacona's team captain. (DB-14492)

At the ship's company dance, at the Nova Scotian Hotel in early November, the co-captains of the operations department team, PO W. R. Squires, and Ldg. Sea. S. J. Sheals, were presented with the shield by Cdr. V. J. Wilgress, captain of the Chaudiere.—J.S.A.

Stadacona Tops Swimming Meet

Stadacona stroked its way to a 31-point lead to take first place in an Atlantic Command swimming meet held at Stadacona's pool, in early November. Cornwallis collected 28 points and Shearwater trailed with 26.

First place winners were:

120-yard free style—Sissons (Stadacona), time 1:27; 120-yard back stroke—Cooke (Stadacona), 1:37; 120-yard breast stroke—Chandler (Shearwater), 1:49; 90 yard butterfly—Seward (Stadacona), 2:09; 480-yard free style—Ewins (Shearwater), 7:17; 210-yard back stroke—Cooke (Stadacona), 3:20; 210-yard breast stroke—Donaldson (Stadacona), 3:34; 210-yard free style—Ridgway (Stadacona), 2:43; 240-yard medley—Seward (Stadacona), 4:25; 480-yard medley relay—Stadacona, 6:19; 480-yard free style relay—Cornwallis, 6:15.

Water Polo Team Improving

Naden's ever-improving Navy water polo team swept to an overwhelming 11 to 2 victory over Royal Roads in November.

The Navy, led by Ldg. Sea. Jerry Vowles, AB Gordie Mee and Fred Cox, showed the scoring punch which as of late has made it the team to reckon with in the League.

The two points for the victory moved the sailors within six points of first place.

'Stad' Victor in Indoor Shoot

The Atlantic Command's first small-bore, indoor rifle competition was held at Stadacona November 4 and 5. It will be an annual event.



Happy Beacon Hill personnel with the Cock o' the Fleet trophy they won in boat pulling during fleet exercises in Mayne Bay, Barclay Sound, B.C., in late September. Left to right are: Lt. D. C. Gurr, PO Leslie Stevens, Sub-Lt. G. D. Paltridge, PO John McAndrews, PO Terrance Whitley, Ord. Sea. Kenneth Rodzinski, and PO Lloyd Ferguson. (E-58024)

Eight teams participated and *Stadacona*, with 1,152 points, was the winner. *Shearwater*, with 1,136 points (just 16 behind *Stadacona*) was second. In third place, with 1,104 points was the Seventh Escort Squadron.

The First Escort Squadron held fourth place with 1,081 points, while the Third Escort Squadron, with 1,067, was fifth. Sixth spot was taken by Fifth Escort Squadron with 1,059. Cornwallis amassed 1,014 for seventh place and the Sixth Submarine Squadron, with 980 points, was in last place.

The high individual aggregate was won by CPO Reg Winter, of *Stadacona*, with 296 points. The runners-up were PO S. H. Bell, also of *Stadacona*, with 292, and PO F. G. Ball, of the First Escort Squadron, with 290.

High single target was taken by PO H. M. Greenwood, of *Shearwater*, with a possible 100.

Eight Teams in Volleyball League

Eight teams have been organized into the Victoria City Volleyball League and play began at *Naden's* P&RT Centre on November 1.

In early games *Naden* defeated Victoria College two games out of three, and Victoria High School two out of three.

Playing in the league are: *Naden*, *Naden* Wardroom, Victoria College, Victoria High School, East Indian

Athletic Club, *Venture*, and the Princess Patricia's Canadian Light Infantry.

Shearwater Opens Curling Season

The 1960-61 curling season for sailors in the Dartmouth area began on November 7 when Captain T. C. Pullen, commanding officer of *Shearwater*, threw the first stone at a 'spiel' at the Dartmouth Curling rink.

The program opened with a general muster of the curlers followed by a grand march and other formal procedures.

Shearwater Keeps Volleyball Title

Shearwater volleyballers toppled host *Stadacona* to retain the Atlantic Command volleyball championships 16-14, 16-14 and 15-8 in a best-of-five finals, in November.

Stad had beaten *Bonaventure* two games to one to gain a place in the finals. Eight Atlantic Command teams started in the two-day tourney.

Chief and POs Win Soccer Final

Brawn and beef paid off in the *Cornwallis* interpart soccer league when the Chief and POs, in overtime play, downed Communications Division 4-3 in the finals.

Hockey Shows Return to Style

Out west the Navy's puck-chasers regained some of their punch to defeat *Pattersons* 10-6 and look again like the team that captured the Victoria Commercial Hockey League championship two years in a row.

In their previous three games they had slumped badly, scoring only nine goals and taking one win.

League standings on November 15 were: IAA, 6; Navy, 4; *Pattersons*, 4, and Army, 2.

Royal Roads Wins Rugby Trophy

Royal Roads won the Admiral Hibbard Trophy and the city services rugby title for the second straight year in November with a 21-6 victory over *Venture* in their annual match at Royal Roads.

The win put Royal Roads in second place in the Victoria Rugby Union standings.

VRU standings on November 13 were:

	P	W	L	T	Pts.
Oak Bay Reds	7	6	0	1	13
Royal Roads	8	6	2	0	12
<i>Venture</i>	8	5	2	1	11
Oak Bay Whites	7	3	4	0	6
University "A"	7	3	4	0	6
Apprentices	6	2	3	1	5
James Bay	6	0	5	1	1
University "B"	7	0	7	0	0



The Navy of yesterday, as it is today, was prominent in sports, both in the community, inter-service, inter-ship, inter-part and in foreign ports. This 1938-1939 rugby team on the West Coast made itself known in Victoria rugby circles in the senior division. Left to right back row, are: Lt.-Cdr. C. E. M. Donaldson, RCNVR, Lt. (now Commodore) M. G. Stirling, Ldg. Sea. (retired CPO) Bill Smith, Stoker First Class Jim Crozier, Ldg. Victualling Assistant (now Lt.-Cdr.) "Ginger" Fisher, Stoker First Class Bill Geddes, AB "Toar" Young (lost in Margaree), the late Lt.-Cdr. Charles MacDonald, and Lt.-Cdr. (retired Commodore) J. C. I. Edwards. Front row: PO (now Commander) W. A. "Chili" Manfield, Ldg. Sea. Harry Nelson, Ldg. Sea. (retired CPO) Lance "Sticks" Rutherford, AB (now Lt.-Cdr.) Reg Mylrea, AB Earl Sealey, Ldg. Sea. Charles Street, Ldg. Sea. (now Lt.) George Grivel, AB Henry Sciban (lost in HMCS Fraser), Ldg. Tel. (retired CPO) George Bonfield and AB (now Commander) J. D. "Darky" Lowe. (E-38292)

ANOTHER LOOK AT THE ARMADA

IT IS NEARLY four centuries since King Philip II of Spain sent his proud Armada of 130 ships and 30,000 men northward to conquer England. The image of the resulting encounter in the minds of 20th century man is confined largely to Sir Francis Drake bowling at Plymouth as the mighty Armada approaches and, later, the little English ships knifing through the Spanish formations, sinking galleons by the dozen.

Michael Lewis, in his book entitled "The Spanish Armada", does nothing to destroy our picture of Sir Francis on the bowling green but, alas, we learn that English ships sank only three of the 51 Spanish units lost in the campaign. This is not to detract from the role of the English sailors, however, for in the final analysis, Drake's tactics foiled the Spaniards' attempt to make a landing.

The two fleets first met off Plymouth on July 21, 1588, and during the next

BOOKS for the SAILOR

nine days engagements were fought off Portland, the Isle of Wight, Calais and Gravelines. The English forces, under the command of Charles, Lord Howard of Effingham, numbered 62 front-line ships and 43 smaller vessels. During the nine-day engagement the Spaniards, under Don Alonso Perez Gusman, Duke of Medina Sidonia, lost 11 ships, three of them to English gunfire.

The subsequent loss of 17 Spanish ships on the barren coast of Ireland is nothing short of tragic. After the final engagement at Gravelines with the English, the Armada, still intact, steered northward through the North Sea with

the intention of sailing around Scotland into the Atlantic. Poor weather and bad luck drove 17 ashore and the Irish killed those who survived the sea.

Mr. Lewis obviously has been meticulous in his research and has put together in his book a comprehensive account of the Armada's misadventures against the background of political, philosophical and religious considerations which led to the inevitable clash between Spain and Elizabethan England. All the characters are here too, including Elizabeth, Philip II, Drake, Hawkins and Frobisher as well as the leaders of the Spanish fleet. All in all, it is a carefully-written and highly fascinating account of one of the most crucial naval engagements in history.—R.S.M.

THE SPANISH ARMADA, by Michael Lewis, British Book Service (Canada) Ltd., Kingswood House, 1068 Broadview Avenue, Toronto 6. 216 pages, illustrated; \$5.

RETIREMENTS

CPO WILLIAM PATRICK BELLEFONTAINE, C2FC4, of Halifax, N.S., joined January 1, 1940; served in Naden, Stadacona, Acadia, St. Croix, Saguenay, Cornwallis, Burrard, HMS Nabob, Peregrine, Algonquin, Uganda, Scotian, Haida, Huron, Nootka, Niobe, Excellent, Donnacona, St. Laurent; awarded CD; retired November 21, 1960.

PO GEORGE ALBERT EDWARDS, PICK3, of Dartmouth, N.S., joined RCNVR October 17, 1939; transferred RCN July 9, 1940; served in Stadacona, Acadia, French, Alachasse, Mahone, Mont Joli, Scotian, Laurier, Iroquois, Haida, Albro Lake Radio Station, Magnificent, Shearwater, Naden, Hochelaga, New Liskeard; awarded CD; retired November 18, 1960.

CPO ANDREW RICHARD GRAINGER, C2LA4, of Kingston and Ottawa, Ont., served in Canadian Army July 23, 1940, to November 15, 1940; RCAF November 16, 1940, to October 22, 1945; joined RCN November 30, 1945; served in Carleton, Naden, Charlottetown, Stadacona, Micmac, Cornwallis, Haida, Huron, Niagara, Labrador, Bytown, Quadra, Hochelaga, Margaree, Aldergrove, Discovery; awarded CD; retired November 29, 1960.

CPO ARTHUR EWART HILL, C1ER4, of Aurora, Ont.; joined November 18, 1940; served in Naden, Malpeque, Stadacona, Cornwallis, Woodstock, Chaleur, Toronto, Peregrine, Sioux, Givenchy, Scotian, Warrior, Niobe, Magnificent, La Hullose, Haida, Wallaceburg, Bonaventure; awarded CD; retired November 17, 1960.

CPO GEORGE FREDERICK KINCH, C2PR3, of Esquimalt, B.C., joined November 18, 1940; served in Naden, Stadacona, Prince David, Givenchy, Outarde, Haligonian, Hochelaga, Whitby, Avalon, Fennel, Niobe, Peregrine, Cornwallis, Scotian, Kootenay,

Crescent, Royal Roads, Beaconhill, Ontario, Venture; awarded CD; retired November 17, 1960.

PO DAVID ROSE MARTIN, PIWS3, of Montreal, Que., joined RCNVR October 30, 1935; transferred RCN September 15, 1945; served in Montreal division, Stadacona, Prince David, Algoma, Hochelaga, Shediac, Saguenay, Charny, Niobe, Stamshaw Camp, Portsmouth, Sioux, Ste. Marie, Peregrine, Givenchy, Charlottetown, Donnacona, Magnificent, Shearwater, Nootka, Hunter, Huron, Cornwallis, Star; awarded CD; retired November 5, 1960.

PO LEONARD WILLIAM PALMER, PIER4, of Wishart Point, N.B.; joined November 20, 1940; served in Naden, Royal Roads, Malpeque, Stadacona, Hochelaga, Brantford, Captor II, Longueille, Avalon, Parry Sound, Cornwallis, New Glasgow, Peregrine, New Waterford, Givenchy, Qu'Appelle, Scotian, Newport Corners Radio Station, Cayuga, Athabaskan, Magnificent, Micmac, New Liskeard, Huron, Lauzon, Cape Breton, Cape Scott; awarded CD; retired November 19, 1960.

PO EDWARD WILLIAM GEORGE PARHAM, PIWU4, of Bedchester, Dorset England; joined November 24, 1943; served in Niobe, Stadacona, ML 054, Peregrine, Shelburne, Fort Erie, Warrior, Naden, Crescent, Antigonish, Cayuga, Cornwallis, Sault Ste. Marie,

Athabaskan, Ontario, Fraser; awarded Long Service and Good Conduct Medal; retired November 23, 1960.

PO MALCOLM DOUGLAS PAYNE, PIBN3, of Saint John, N.B.; joined RCNVR February 2, 1939, -September 17; transferred RCN October 23, 1945, served in Saint John division, Stadacona, Prince Henry, Fleur de Lis, DEMS Horda, DEMS Cyda, St. Laurent, HMS Ferret, Kamsack, Niobe, Iroquois, Chaudiere, Avalon, Cornwallis, St. Pierre, St. Hyacinthe, Brunswick, Peregrine, Warrior, Scotian, Haida, Magnificent, Swansea, Shearwater, Micmac, Acadia, Cayuga; awarded CD; retired November 11, 1960.

CPO MELVIN IRVIN PORTER, C2ER4, of Jarvis, Ont.; joined November 18, 1940; served in Naden, Stadacona, HMS Ramillies, HMS Victory, HMS Berwick, Niobe, HMS Pembroke, HMS Ferret, Restigouche, Avalon, Brantford, Wentworth, Gananoque, Peregrine, Antigonish, Orkney, Micmac, Scotian, Iroquois, Athabaskan, Swansea, Montcalm, Magnificent, Nootka, Fort Erie, Buckingham; awarded CD; retired November 17, 1960.

CPO EDWARD HANNAFORD RANDALL, PIBN3, of Halifax, N.S.; joined January 27, 1941; served in Naden, Stadacona, St. Croix, Niobe, HMS Quebec, RNB Chatham, Brandon, Avalon, Chicoutimi, Arrowhead, Peregrine, Petrolia, Scotian, Sans Peur, RCNAS Dartmouth, Swansea, Nootka, Quebec, Magnificent; awarded CD; retired November 23, 1960.

CPO JAMES ALFRED WILSON, C1SN4, of Nelson and New Westminster, B.C., joined November 18, 1940; served in Naden, Givenchy, MacDonald, Wolf, Woodstock, Uganda, Discovery, Stadacona, Crescent, Rockcliffe, Diving Tender No. 2, Athabaskan, Wallaceburg, Brunswick, Iroquois, St. Croix; awarded CD; retired November 17, 1960.

CREDIT TO WHOM DUE

The initials at the end of the article "Cruising up the River" in the November issue of *The Crow'snest* should have read "G.A.B.". The initials which appeared were those of the commanding officer, who signed the covering letter.

LOWER DECK PROMOTIONS

Following are further lists of lower deck personnel selected for promotion. Separate lists are given for Atlantic Command and Pacific Command, with names grouped according to trade. The effective date of promotion is September 1, 1960. An alphabetical list of RCN (R) promotions made over the past several months also appears below.

Pacific Command

*For promotion to Petty Officer
Second Class*

LSBN2	R. G. Parisien	8099-E
LSBN3	L. D. Griffin	7931-E
LSWS2	C. R. Peppat	24225-E
LSFC2	D. D. Jackson	8049-E
LSFC2	E. L. Hipsey	29897-E
LSWU2	R. D. Vilness	27985-E
LSWU3	V. G. Flett	7935-E
LSWU3	D. J. Crowe	16797-E
LSWU2	D. H. Lyle	9357-E
LSWU2	H. J. Ferguson	24481-E
LSSN2	F. C. White	26595-E
LSSN3	W. A. Mackie	24221-E
LSSN2	K. H. Wardell	24242-E
LSSN3	D. K. Riley	7427-E
LSRP3	R. R. Reding	17331-E
LSRP2	C. G. Brown	16449-E
LSSG2	W. E. Semple	16200-E
LSRM2	R. K. Storie	24216-E
LSRM2	J. S. Oros	11030-E
LSRM2	T. N. Acheson	27402-E
LSRM2	D. J. Girvin	24761-E
LSRM2	G. L. Blackhall	16482-E
LSRM2	A. E. Gadsby	18409-E
LSRM2	A. E. Burton	7939-E
LSEM2	M. P. Kelly	17367-E
LSEM2	G. D. Morgan	17347-E
LSEM2	R. Hendy	15145-E
LSET3	W. M. Neil	28011-E
LSET3	R. D. Siemens	28654-E
LSET3	M. Hayes	8067-E
LSLT3	D. Norgaard	7457-E
LSAW2	F. C. Stundon	19019-E
LSAW2	K. D. Sinclair	23797-E
LSVS2	D. W. Earley	14784-E
LSVS2	M. W. Calder	27336-E
LSNS2	R. A. Walker	17269-E
LSCK2	B. J. Brooks	17425-E
LSSW2	R. M. Turner	24064-E
L SMA2	R. H. Massey	27826-E
LSTM3	R. E. Preece	27766-E
LSRP2	F. H. Eggleton	11335-E
LSRP2	A. Simmons	9749-E

For promotion to Leading Seaman

ABBN1	J. E. England	28059-E
ABBN1	W. N. Aller	9338-E
ABBN1	D. R. Reeves	27457-E
ABWS1	H. A. Simpson	28743-E
ABWS2	T. J. Ringrose	14937-E
ABWS1	D. J. Turgeon	32680-E
ABWS2	A. J. Gilbert	28070-E
ABFC1	D. M. Mylie	15203-E
ABFC1	B. A. Harpham	17304-E
ABFC1	L. R. Smith	38300-E
ABWU2	F. G. Mitchell	24724-E
ABWU1	A. S. Grass	33364-E
ABWU1	C. E. Maguire	32882-E
ABWU2	R. B. Parker	35194-E
ABWU2	L. R. Jenkins	34722-E

ABSN1	K. E. Strandberg	33316-E
ABSN2	J. G. Grover	34621-E
ABSN2	G. C. Roth	34645-E
ABSN2	J. W. Clark	35157-E
ABSN2	N. W. Atkin	24003-E
ABSN2	R. A. Edwards	35155-E
ABSN1	D. V. Kleisinger	28161-E

ABRP1	C. W. Ball	33413-E
ABRP1	M. A. MacKay	17069-E
ABRP1	D. A. Sutter	35025-E
ABRP1	H. A. Stohl	14869-E
ABRP1	G. A. Farrell	34969-E
ABRP1	D. F. Timms	28604-E
ABRP1	R. C. Heal	32849-E
ABRP1	C. J. Turcotte	39352-E
ABRP2	H. R. Roberts	24644-E
ABRP1	A. L. Bouelle	28660-E
ABRP1	J. W. Mason	32996-E
ABRP1	J. A. Croft	34677-E
ABRP2	R. P. Fournier	33002-E
ABRP1	R. T. Alexander	23951-E
ABRP1	G. R. McLeod	34702-E
ABRP1	K. A. Phillip	28197-E

ABSG2	K. V. Franks	24209-E
ABSG1	W. D. Moffatt	34615-E
ABSG1	G. R. Plant	38351-E

ABRM2	T. E. Rutledge	27627-E
ABRM2	A. J. Crawford	32828-E
ABRM2	N. O. Dean	34636-E
ABRM1	J. N. Hornung	28232-E
ABRM1	P. R. Burr	34955-E
ABRM1	G. M. Rowlands	38312-E
ABRM1	R. B. Rosenfeld	38331-E



ABEM1	G. F. Bott	33274-E
ABEM1	J. T. Verheul	34583-E
ABEM1	R. K. Grainger	28101-E
ABEM1	D. K. Eriksen	24041-E
ABEM1	G. M. Alexander	34565-E
ABEM1	S. H. Scott	33280-E
ABEM1	R. L. Haynes	32842-E
ABEM1	L. G. Alcock	28182-E
ABEM1	J. D. Stanway	32844-E
ABEM1	D. E. Hutson	33435-E

ABET2	M. A. Dunn	23942-E
ABET2	B. F. Weber	33448-E
ABET2	B. I. Brower-Berkhoven	32868-E
ABET2	G. H. McCann	39378-E
ABET2	K. Toule	39402-E
ABLM2	D. F. Johnston	32916-E

ABLT2	R. W. Adamson	28179-E
ABLT2	G. A. Burmeister	33255-E
ABLT2	J. D. Corbett	34729-E
ABLT2	R. V. Stalker	38372-E
ABLT2	N. J. Ostiguy	34699-E

ABAW2	T. W. Seal	24834-E
ABAW2	G. N. Sorken	24736-E
ABAW1	C. O. Oliver	39023-E
ABAW2	H. W. Pinckard	33081-E
ABAW1	C. E. Ferguson	32717-E

ABPW1	W. Hoogerdijk	34593-E
ABPW2	R. B. Barron	27101-E

ABVS2	D. J. Shaughnessy	34540-E
ABVS2	P. W. Donaldson	7103-E
ABVS2	K. R. Smith	7469-E
ABVS2	C. R. Hunt	27829-E

ABNS1	D. Taylor	24712-E
ABNS2	R. M. Descoteau	24739-E
ABNS2	W. J. Wright	18467-E
ABNS1	G. F. Vauthrin	32792-E
ABNS2	K. J. Dyer	27879-E
ABNS1	R. J. Waterman	33235-E

ABCK2	L. G. Bagley	33140-E
ABCK2	K. B. Potts	33021-E
ABCK2	V. F. Gallop	18196-E
ABCK2	G. F. Schmeutz	9389-E

ABSW2	R. N. Russell	25655-E
ABSW1	D. N. Martin	33320-E
ABSW1	C. M. Dunoon	36308-E
ABSW2	D. R. York	16197-E
ABSW1	H. D. McLean	28234-E

ABMA2	V. A. Propp	33396-E
ABMA2	B. G. Slots	23917-E
ABMA2	C. W. Johnson	35081-E
ABMA2	G. A. MacDonald	33322-E
ABPR2	R. S. Bootland	28811-E

Atlantic Command

*For promotion to Petty Officer
Second Class*

LSBN2	M. K. McLeod	23392-H
LSWS3	N. C. Steeves	23385-H
LSFC3	F. H. Baldoock	19992-H
LSFC2	R. I. Kelly	19630-H
LSFC2	T. McNeil	12119-H
LSFC2	L. G. Martel	23409-H
LSFC2	J. C. Lees	12394-H

LSWU2	E. Richard	14768-H
LSWU3	A. Perkins	18649-H
LSWU3	P. J. Ambrose	28271-H
LSWU2	L. C. Pennell	13954-H
LSWU2	M. J. Allard	19132-H
LSWU2	J. C. Anderson	24521-H

LSSN2	A. P. Gordon	16726-H
LSSN3	D. Clelland	10929-H
LSSN2	R. G. Ferguson	15367-H
LSSN2	J. E. Faquette	13421-H
LSSN2	R. Howe	25398-H
LSSN3	R. B. Clark	14551-H
LSSN2	G. E. Morgan	26949-H

LSRP2	G. D. Guertin	13261-H
LSRP2	R. E. Bentley	16664-H
LSRP2	W. G. Rose	12760-H
LSRP2	J. H. Merriam	25324-H
LSRP2	R. A. Toffemire	18097-H
LSRP2	J. W. Milligan	26947-H
LSRP2	E. A. Brinn	26941-H

LSSG2	H. W. Reilly	8096-H
LSSG2	A. J. Legree	26362-H
LSSG2	W. J. Rigby	28301-H
LSSG2	A. P. Gardiner	26161-H
LSSG2	E. M. McMillan	26409-H
LSSG2	E. A. Davies	34236-H
LSSG2	K. A. Roberts	32686-H

LSRM2	S. S. Morris	25919-H
LSRM2	K. R. Kraft	19736-H
LSRM2	S. R. Elliott	11673-H
LSRM2	R. J. Gillespie	31822-H
LSRM2	D. N. Horrell	26939-H
LSRM2	T. E. Chapman	16485-H
LSRM2	R. D. Yerrell	34257-H
LSRM2	R. I. Pelletier	13483-H
LSRM2	D. J. Couvrette	17867-H
LSRM2	E. J. Connelly	28319-H
LSRM2	J. R. Rogerson	16565-H
LSRM2	J. B. Trowsse	31234-H
LSRM2	D. M. MacIsaac	16181-H
LSRM2	J. J. Benson	27088-H

WLCO2	N. L. Coleman	W-36414
LSRS3	D. N. Martin	24171-E
LSRS3	N. A. Paine	27005-H
LSRS3	G. G. Jennings	34234-H

LSEM2	R. S. Thompson	31179-H
LSEF3	D. S. MacWilliam	11890-H
LSEM2	W. C. Campbell	33929-H
LSEM2	J. L. Deschenes	18960-H
LSEM2	E. A. Heppel	26033-H
LSEM2	A. L. Blinkhorn	15777-H
LSEM2	D. H. Woodside	15381-H
LSEM2	J. J. Adams	13761-H
LSEM2	D. E. MacNeill	15389-H
LSEM2	W. J. Pople	12882-H
LSEM2	J. R. Johnson	25092-H
LSEM2	G. K. Snow	25215-H
LSEM2	G. H. Woods	19907-H
LSEM2	D. H. O'Sullivan	18631-H
LSEM2	G. A. Hardwick	25098-H

LSET3	L. H. Smith	25079-H
LSET3	A. H. Chamberlain	14491-H

LSLT3	W. E. Bradbury	26647-H
LSLT3	C. M. Wells	12850-H
LSLT3	N. B. Clark	31287-H
LSLT3	L. W. Stanbrook	26215-H

LSWA2	G. O. Dinsdale	51270-H
LSWA2	L. E. Willits	24452-H
LSWA2	B. W. Chambers	13992-H

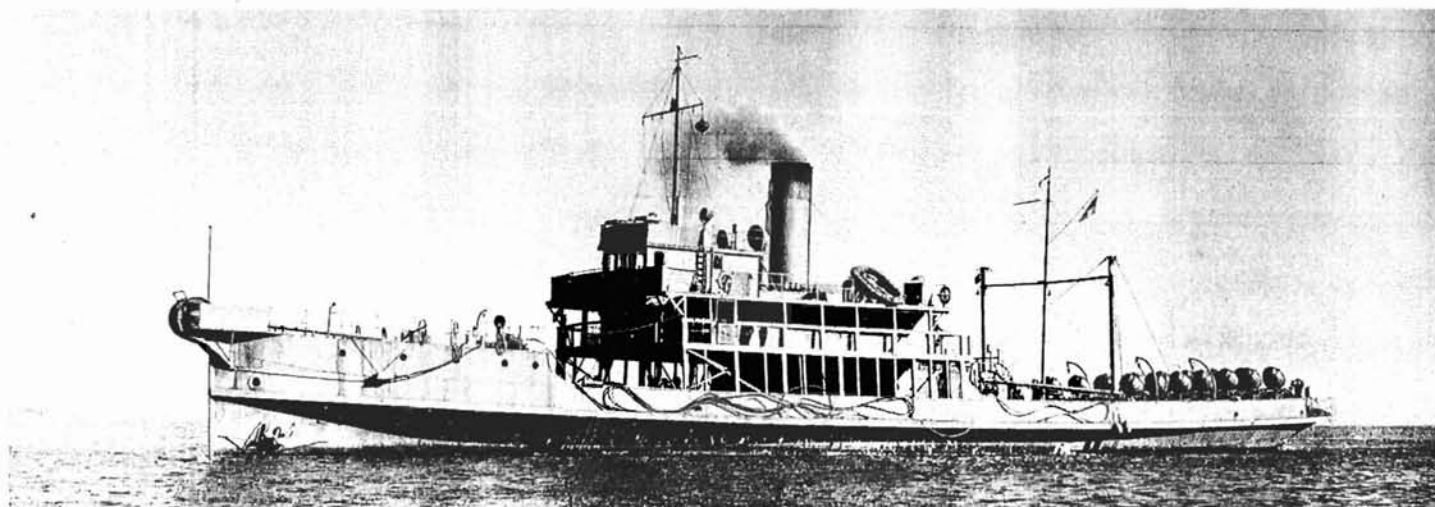
LSAT2	A. W. Gillespie	15739-H
LSAT2	W. D. Elliott	16418-H

LSAT2	E. M. Flight	13636-H	ABFC1	D. A. Curnoek	26221-H	ABRS2	C. R. McDonald	24613-H
LSAT2	R. G. MacMillan	14814-E	ABFC2	J. J. Dejong	37700-H	ABRS2	D. W. Stoker	33426-E
LSAT2	H. A. Ireland	17310-E				ABRS2	G. A. McKay	37459-H
LSEA3	F. T. Dowdall	7337-H	ABWU1	E. W. Gourley	16915-H	ABRS2	D. W. Horton	34137-H
LSRA3	R. W. Blake	27691-E	ABWU2	W. S. Bunch	26636-H	ABRS2	T. A. Shergold	26541-H
LSRA3	D. R. Galbraith	16912-H	ABWU1	W. R. Walkden	32157-H	ABRS2	R. H. Brill	36247-H
LSRA3	D. A. Carriere	8063-H	ABWU1	E. H. Simpson	33651-H	ABRS2	H. G. Clarke	31045-H
LSAW2	E. Mercer	8075-H	ABWU1	A. M. Muir	34864-H	ABRS2	V. M. Bitz	31375-E
LSAW2	J. Moore	26125-H	ABWU2	R. Hurst	29532-H	ABRS2	D. G. Tyler	35545-H
LSAW2	J. G. Cloutier	26083-H	ABWU1	G. H. Brown	19091-H	ABRS2	J. M. Zaste	35022-E
LSAW2	H. S. Nielsen	26659-H	ABWU2	R. P. Macey	35691-H	ABRS2	C. H. Andrews	36045-H
LSAW2	A. B. Nolan	26209-H	ABWU1	D. H. Butler	24429-H	ABRS2	G. F. Pratt	36328-H
LSAW2	B. B. MacCormac	13905-H				ABRS2	A. Westwell	36042-H
LSAW2	M. Young	16751-H	ABWU1	L. Reynolds	29830-H	ABRS2	E. H. Lafontaine	36509-H
LSAW2	J. E. Lawrenson	26731-H	ABWU1	E. Tuck	29558-H	ABRS2	L. S. Jones	38325-H
LSVS2	J. E. Ingham	10737-H	ABWU1	R. W. Metelnick	31553-H			
LSVS2	P. J. McClure	13338-H	ABSN2	B. W. Taylor	8867-H	ABEM1	R. E. Sweline	34606-H
LSVS2	J. L. Bourget	18838-H	ABSN1	C. D. Carpenter	23550-H	ABEM1	W. W. Burgess	32395-H
LSVS2	J. W. Greatwich	6989-H	ABSN1	R. G. Fulcher	31443-H	ABEM1	E. J. Mellor	27204-H
LSVS2	C. M. Collard	19741-H	ABSN1	D. J. Brun	23697-H	ABEM1	M. J. Williamson	31974-H
LSNS2	J. G. Gareau	14036-H	ABSN1	J. Sidey	31552-H	ABEM1	J. D. Morrell	36030-H
LSNS2	J. F. McRobb	11704-H	ABSN1	R. A. Dube	25037-H	ABEM1	L. P. Keane	23590-H
LSNS2	P. A. Gillis	7066-H	ABSN2	R. J. Robinson	34255-H	ABEM1	L. P. Duchesneau	23665-H
LSNS2	M. A. Yelland	17700-H	ABSN2	R. D. Lawrence	26054-H	ABEM1	A. C. Jackson	31680-H
LSNS2	V. J. Marr	12039-H	WASD2	G. M. Pippenger	W-32894	ABEM1	E. L. Conrad	31105-H
LSCK2	A. B. Perry	13658-H	ABRP2	L. C. Hughes	43370-H	ABEM1	G. H. Steen	30787-H
LSCK2	R. J. Brun	15920-H	ABRP2	P. J. Pettett	45533-H	ABEM1	A. L. Barber	29849-H
LSSW2	J. J. Simoneau	18565-H	ABRP1	D. F. Nicholson	33049-H	ABEM1	C. B. Friesen	34919-H
LSSW2	R. Bouchard	14199-H	ABRP1	R. J. Betti	31972-H	ABEM1	A. G. Malheur	28966-H
LSSW2	G. A. Blacklock	7880-H	ABRP1	B. L. Matthews	36168-H	ABEM1	H. Munden	34192-H
LSMA3	A. Caulier	25219-H	ABRP1	G. H. Knott	19853-H	ABEM1	G. F. Larose	32016-H
LSMA3	R. A. Burns	19906-H	ABRP1	T. M. Danyluk	36382-H	ABEM1	M. L. Gelinas	32401-H
WLME2	S. M. Houghton	W-36436	ABRP1	L. J. Roy	23690-H	ABEM1	K. R. Mellor	35541-H
WLME2	R. A. Larson	W-36424	ABRP2	J. F. Grant	25553-H	ABEM1	R. C. Montgomery	23706-H
LSCD3	A. J. Haywood	34228-H	ABRP1	J. A. Crocker	29520-H	ABEM1	C. V. Paterson	30508-H
LSPR2	K. C. Batchelor	16838-H	ABRP1	H. Shearn	37481-H	ABEM1	R. G. Baillargeon	29070-H
LSPH3	R. W. Foster	10145-H	ABRP2	D. Y. Jesso	13877-H	ABEM1	R. J. Lanouette	29409-H
			ABRP1	G. E. Anstee	30161-H	ABEM1	A. S. Graham	26311-H
			ABRP1	C. J. Heaslip	19818-H	ABEM1	P. R. Thompson	33852-H
			ABRP1	K. J. Reibe	29859-H	ABEM1	C. H. McBride	36503-H
			ABRP1	D. E. Parkinson	23581-H	ABEM1	J. T. Proulx	35908-H
			ABRP1	J. D. McKinnon	34087-H	ABEM1	E. B. Klein	28166-H
			ABRP1	R. L. Jones	31065-H	ABEM1	R. G. Batchelor	35912-H
			ABRP1	J. A. Gorma	31968-H	ABEM1	J. R. Robichaud	23777-H
			ABRP1	E. A. Spillett	36319-H	ABEM1	J. P. Little	37471-H
			ABRP1	G. J. Cormier	23669-H	ABEM1	P. H. Burbury	34160-H
			ABSG2	W. C. Schenk	39018-H	ABEM1	M. N. McCrimmon	30427-H
			ABSG1	E. R. Cameron	37425-H	ABEM1	R. B. Rodgerson	23644-H
			ABRM1	J. W. Seager	35558-H	ABEM1	J. McAra	38038-H
			ABRM1	D. A. Lickman	35641-H	ABEM1	J. J. Rivard	36014-H
			ABRM1	E. J. Bonneau	29106-H	ABEM1	R. L. Overton	33251-H
			ABRM1	J. F. Sims	36854-H	ABEM1	R. J. Gingras	35884-H
			ABRM1	F. E. Walton	38123-H	ABEM1	M. A. Gristy	31153-H
			ABRM1	J. R. Swan	36382-H	ABEM1	M. L. Field	34159-H
			ABRM1	D. W. Boevey	36595-H	ABEM1	D. M. Boutilier	37435-H
			ABRM1	D. W. Thorne	23729-H	ABEM1	A. P. Costello	23637-H
			ABRM1	G. S. Fraser	38145-H	ABEM1	L. L. Mureh	36572-H
			ABRS2	N. J. Buist	30043-H	ABEM1	W. L. Jennings	38097-H
			ABRS2	D. W. Neale	36091-H	ABEM1	R. W. Bunton	36237-H
			ABRS2	R. G. Kaiser	34169-H	ABEM1	C. M. MacLean	34098-H
			ABRS2	G. D. Iddenden	35542-H	ABEM1	J. B. Nickels	36226-H
			ABRS2	E. Mirka	31966-H	ABEM1	Y. J. Demarnis	29125-H
			ABRS2	J. G. Flynn	25614-E	ABEM1	D. P. Thomas	38955-H
			ABRS2	N. R. Milne	36270-H	ABET2	W. M. Thom	30482-H
			ABRS2	G. V. Ahern	30649-H	ABET2	G. H. Allin	31010-H
						ABET2	J. U. Gaudet	23668-H
						ABET2	R. L. Alexander	37712-H
						ABET2	G. J. Lashlamber	43130-H
						ABET2	P. J. Lemay	37131-H
						ABET2	L. A. Simpson	33742-H

For promotion to Leading Seaman

ABHN1	P. A. Whiffon	13817-H
ABWS1	R. A. Donovan	18160-H
ABWS2	R. L. McLeod	14652-H
ABWS1	K. T. Hughes	26014-H
ABWS1	M. W. Tye	12952-H
ABFC2	R. A. Iorio	30095-H
ABFC1	R. V. Duffy	33989-H
ABFC1	D. P. Keigan	25170-H
ABFC2	W. W. Koch	36583-H
ABFC2	R. G. Edgecomb	28430-H
ABFC2	D. A. O'Neill	30998-H
ABFC1	C. M. Ebel	29847-H
ABFC1	N. A. Wilson	26555-H
ABFC2	K. W. Murray	35486-H
ABFC2	M. J. Labonte	19141-H

Yesterday's Navy

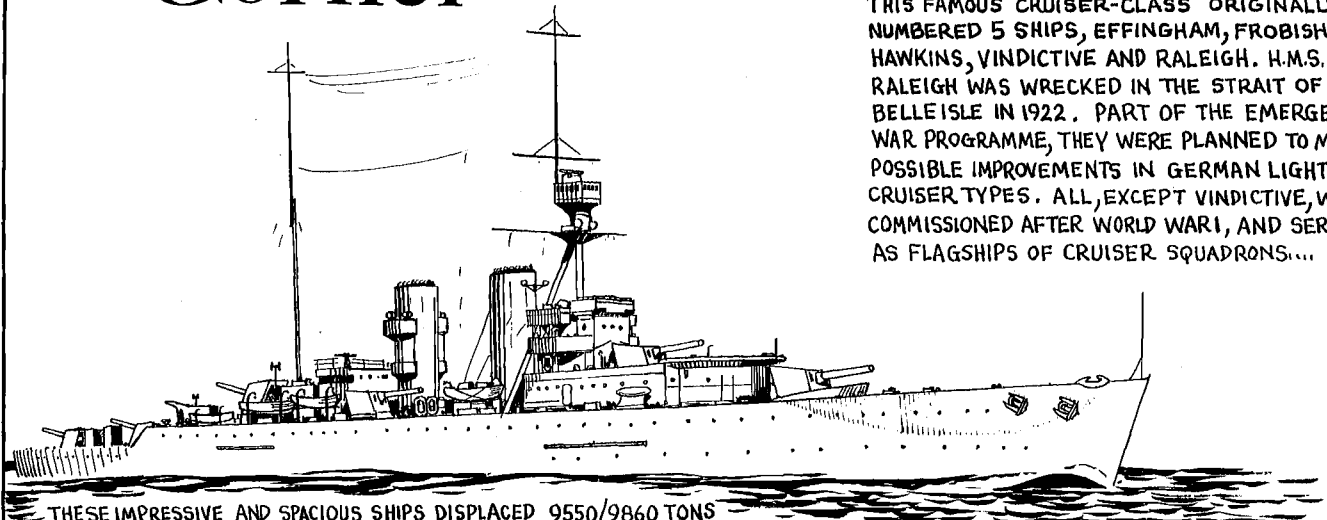


Remember the Sankaty? She carried out a number of assorted duties during the Second World War around Halifax and is shown here putting out for the harbour approaches with a deckload of controlled mines—the kind that are fired from a shore control point when the presence of an enemy ship or submarine is known or suspected. (H-142)

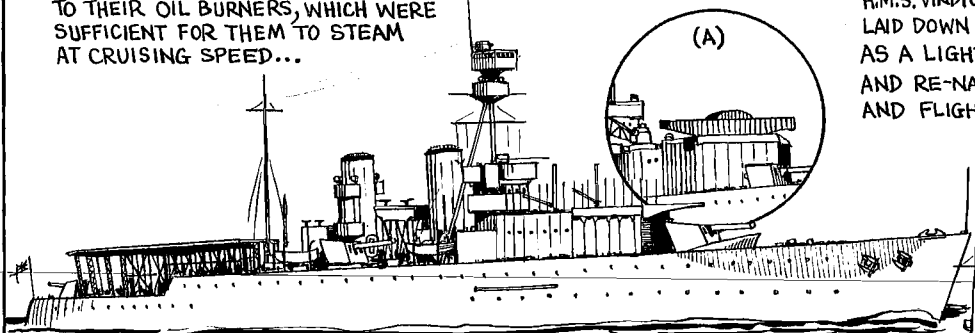
Naval Lore Corner

Number **88**
THE "HAWKINS" CLASS

THIS FAMOUS CRUISER-CLASS ORIGINALLY NUMBERED 5 SHIPS, EFFINGHAM, FROBISHER, HAWKINS, VINDICTIVE AND RALEIGH. H.M.S. RALEIGH WAS WRECKED IN THE STRAIT OF BELLEISLE IN 1922. PART OF THE EMERGENCY WAR PROGRAMME, THEY WERE PLANNED TO MEET POSSIBLE IMPROVEMENTS IN GERMAN LIGHT CRUISER TYPES. ALL, EXCEPT VINDICTIVE, WERE COMMISSIONED AFTER WORLD WAR I, AND SERVED AS FLAGSHIPS OF CRUISER SQUADRONS...

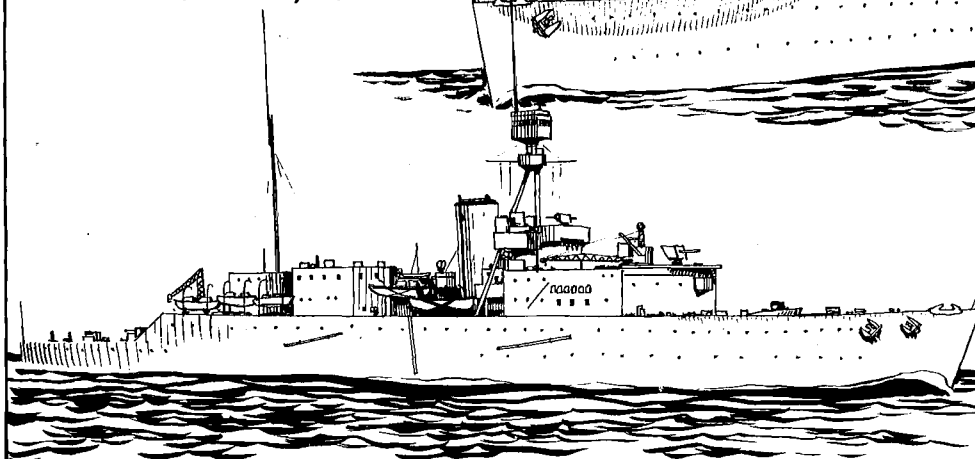
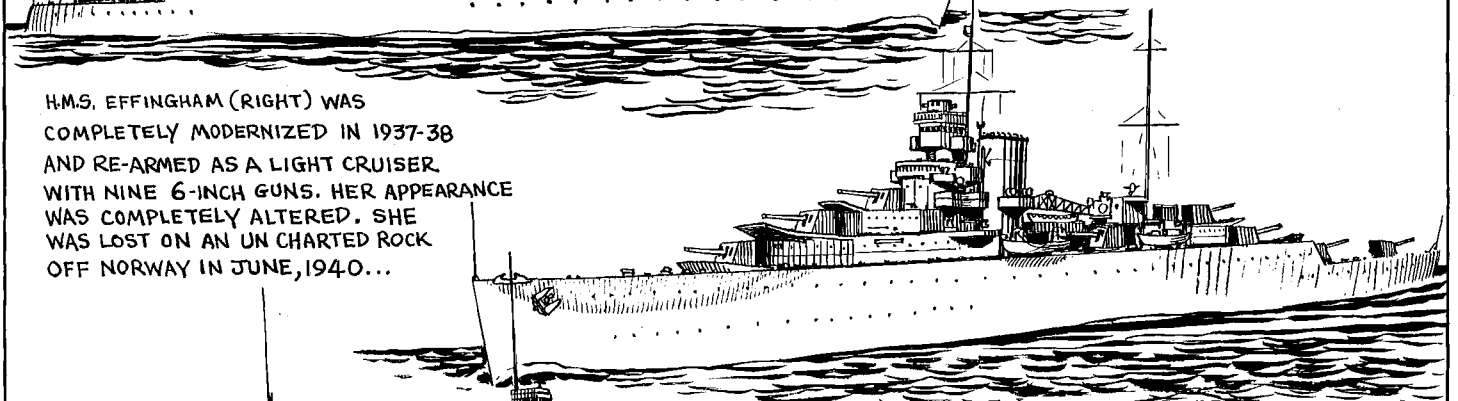


THESE IMPRESSIVE AND SPACIOUS SHIPS DISPLACED 9550/9860 TONS AND WERE ARMED WITH SEVEN 7.5 INCH GUNS. SPEED WAS 30 KNOTS. SINCE OIL-FUEL MIGHT NOT BE OBTAINABLE AT DISTANT STATIONS THEY WERE GIVEN 4 SMALL COAL-BURNING BOILERS IN ADDITION TO THEIR OIL BURNERS, WHICH WERE SUFFICIENT FOR THEM TO STEAM AT CRUISING SPEED...



H.M.S. VINDICTIVE (LEFT) WAS ORIGINALLY LAID DOWN AS THE "CAVENDISH" BUT WAS COMPLETED AS A LIGHT AIRCRAFT CARRIER IN OCT. 1918 AND RE-NAMED (NOTE HANGAR FORWARD AND FLIGHT-DECK AFT UPON WHICH AIRCRAFT FROM OTHER SHIPS COULD ALIGHT). SHE WAS RE-CONVERTED TO CRUISER DUTIES IN 1923-25, BUT RETAINED HER HANGAR AND A CATAPULT FORWARD (INSET 'A')...

H.M.S. EFFINGHAM (RIGHT) WAS COMPLETELY MODERNIZED IN 1937-38 AND RE-ARMED AS A LIGHT CRUISER WITH NINE 6-INCH GUNS. HER APPEARANCE WAS COMPLETELY ALTERED. SHE WAS LOST ON AN UN CHARTED ROCK OFF NORWAY IN JUNE, 1940...



H.M.S. VINDICTIVE (LEFT) WAS AGAIN RE-BUILT IN 1937-38 AS A TRAINING SHIP FOR CADETS. IN THE PROCESS OF DE-MILITARISATION MOST OF HER BOILERS WERE REMOVED AND SHE RETAINED ONLY ONE FUNNEL. HER ARMAMENT WAS REDUCED TO TWO 4.7-INCH GUNS. ALL OF THESE HANDSOME SHIPS HAVE LONG-SINCE DISAPPEARED FROM THE ROYAL NAVY...

Roger Duhamel

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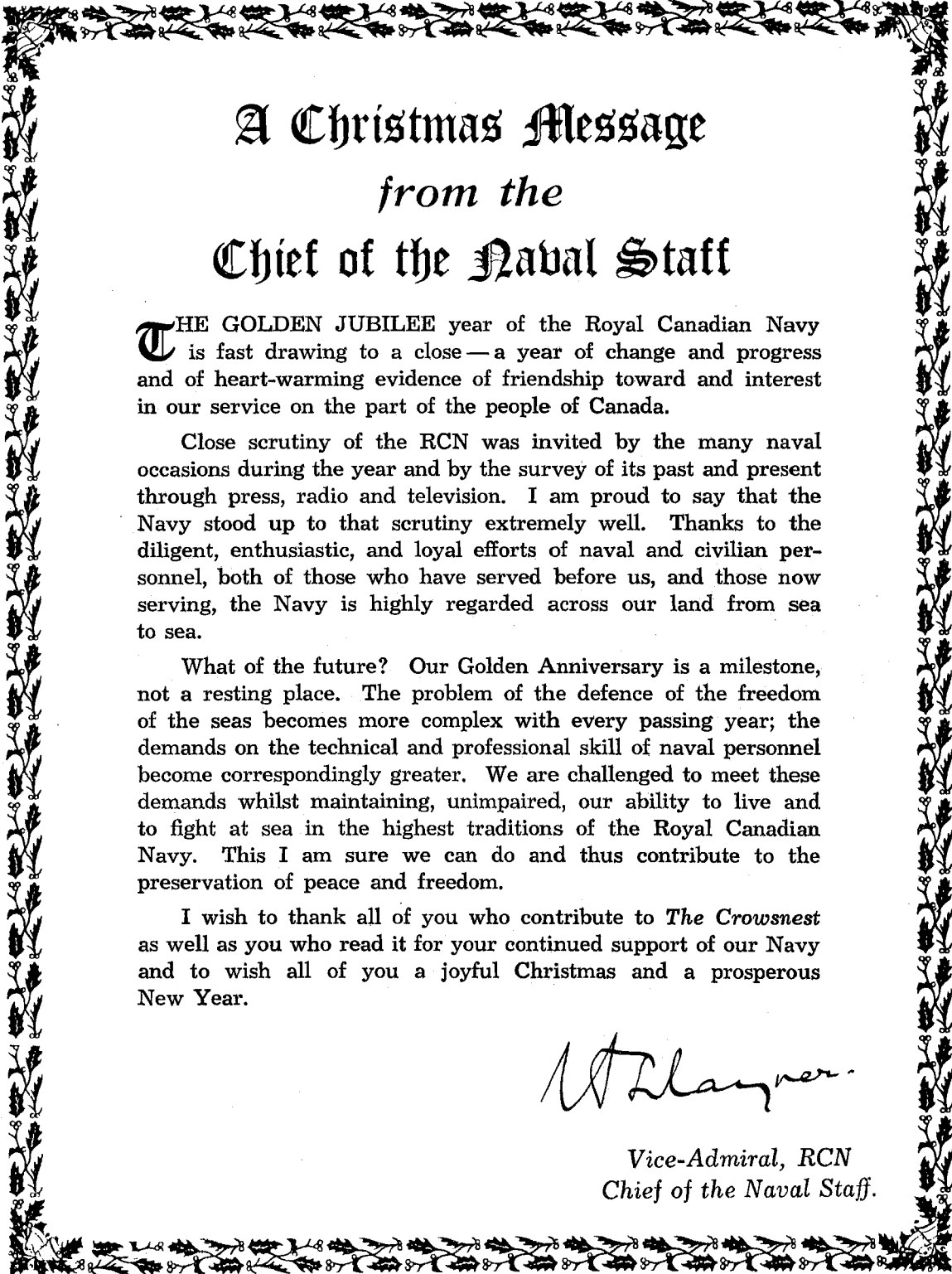


The CROWSNEST



Art Macdonald
RCNVR
1944

CHRISTMAS, 1960



A Christmas Message from the Chief of the Naval Staff

THE GOLDEN JUBILEE year of the Royal Canadian Navy is fast drawing to a close—a year of change and progress and of heart-warming evidence of friendship toward and interest in our service on the part of the people of Canada.

Close scrutiny of the RCN was invited by the many naval occasions during the year and by the survey of its past and present through press, radio and television. I am proud to say that the Navy stood up to that scrutiny extremely well. Thanks to the diligent, enthusiastic, and loyal efforts of naval and civilian personnel, both of those who have served before us, and those now serving, the Navy is highly regarded across our land from sea to sea.

What of the future? Our Golden Anniversary is a milestone, not a resting place. The problem of the defence of the freedom of the seas becomes more complex with every passing year; the demands on the technical and professional skill of naval personnel become correspondingly greater. We are challenged to meet these demands whilst maintaining, unimpaired, our ability to live and to fight at sea in the highest traditions of the Royal Canadian Navy. This I am sure we can do and thus contribute to the preservation of peace and freedom.

I wish to thank all of you who contribute to *The Crow'snest* as well as you who read it for your continued support of our Navy and to wish all of you a joyful Christmas and a prosperous New Year.



Vice-Admiral, RCN
Chief of the Naval Staff.

The CROWSNEST

Vol. 13 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1960

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The Cover—The picture on the cover tells its own story of earnest observance of the Christmas festival. The drawing was done by an eminent Canadian artist, Grant Macdonald, who served as an officer of the RCNVR and naval war artist during the Second World War. (O-114-3)

The Crowsnest Extends to Its Readers All Best Wishes for Christmas and the New Year

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.

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and Stationery,
Ottawa, Ont.



RCN NEWS REVIEW

Sterling silver drums were presented by the Nova Scotia Government to the Atlantic Command of the RCN October 1, at the Garrison Grounds in Halifax. Captain T. C. Pullen was parade commander of the 500 sailors in the ceremony. The gleaming new drums are on the right. (HS-62617)

Ships Exercise Off Hawaii

Three destroyer-escorts of the Second Canadian Escort Squadron left Esquimalt October 6 to carry out operational anti-submarine exercises with sea and air units of the United States Pacific Fleet.

HMC Ships *Assiniboine*, *Fraser* and *Skeena*, carrying a total of 30 officers and 600 men, first proceeded for exercises off Hawaii and then were to sail for San Diego, to arrive November 19.

The ships were to carry out additional anti-submarine exercises in adjacent waters until leaving for Esquimalt November 28. They were to arrive at Esquimalt December 2.

During part of the Hawaiian exercises, the destroyer escorts were to be serviced by HMCS *Cape Breton*, Pacific Command repair ship.

Venture Flyers Trained by RCAF

The first RCAF-trained course of former *Venture* cadets received their pilots' wings from Commodore J. V. Brock, Assistant Chief of Naval Staff (Air and Warfare), in a graduation

ceremony at RCAF Station Saskatoon on September 16.

Venture graduates, formerly proceeded to Pensacola, Florida, for flight training with the United States Navy.

Minister Sends RCN Greetings

Trafalgar Day and 50th anniversary greetings were addressed to the Royal Canadian Navy on October 21 by Hon. Douglas S. Harkness, Minister of National Defence. His message said:

"On the anniversary of Trafalgar and in the 50th anniversary year of the Royal Canadian Navy, I feel it appropriate for me as the new Minister of National Defence to send all officers, men and women of the Royal Canadian Navy, the Royal Canadian Navy (Reserve) and those on the Retired List greetings and best wishes for the continued success of the Royal Canadian Navy.

"It is fitting at this time that we should pause briefly to remember the traditions of service which have inspired the navies of the Commonwealth since the time of Trafalgar. I feel sure that in the difficult circumstances that face the world today this dedication of service will be continued by all those connected with the Royal Canadian Navy."

The Saskatoon graduating class of 20 student pilots was made up of 14 *Venture* sub-lieutenants, five other naval officers and one RCAF trainee.

During their two years' training at HMCS *Venture* cadets are given naval and academic training and, in their second year, receive elementary training in light aircraft. They graduate from *Venture* with the rank of acting sub-lieutenant.

The course just ended began at RCAF Station Centralia in September 1959. This was followed by Flying Training School at Penhold, Alberta, and a final three months at Station Saskatoon. During their RCAF training, the students flew Chipmunks, Harvards and twin-engine Expeditors.

The naval graduates have since been appointed to *Shearwater* to be trained to naval operational standards.

Columbia Pays Visit to Nigeria

Canada's representation at Independence Day ceremonies in Nigeria included HMCS *Columbia*.

The destroyer escort left Halifax September 9, and arrived in Lagos, Nigeria,

September 28. Nigeria attained independent status within the British Commonwealth on October 1.

Hon. Donald Fleming, Minister of Finance, represented the Government of Canada and was accompanied by a group of Canadian newsmen.

The *Columbia* left Lagos October 4 for Takoradi, Ghana, then visited Freetown, Sierra Leone, before leaving for Halifax via the Azores. She arrived back in Halifax October 25.

Fall Exercises Draw to Close

NATO's Striking Fleet Atlantic at midnight (GMT) Saturday, October 15 concluded the most extensive naval exercise in its history.

The striking fleet was under the overall command of the Supreme Allied Commander Atlantic, Admiral Robert L. Dennison, USN. It included HMC Ships, *Haida*, *Nootka* and *Iroquois*.

The exercises, conducted by Commander Striking Fleet Atlantic, Vice-Admiral Harold T. Deuteran, USN, began September 6, when U.S. elements of the Striking Fleet left their East coast ports for the Northeast Atlantic.

All maritime nations of the North Atlantic Treaty Organization participated in various phases of the wide-spread naval exercises, which stretched from the Norwegian Sea to the Bay of Biscay. The major segment of the exercises, called Sword Thrust, was conducted during the last two weeks of September.

United States and Canadian elements of the striking fleet continued the exercises while transiting the North Atlantic westward on their return to North America. The last phase, called Pipe Down II, consisted primarily of anti-submarine warfare exercises, with striking fleet units opposing a concentration of U.S. submarines. United Kingdom and Canadian long-range patrol aircraft participated.

On completion of the operations Vice-Admiral Deuteran said of the entire series of exercises, "I have never seen a team perform more smoothly. There were many details and problems to overcome. They were met and successfully solved. I believe that the exercises we have just concluded have done much to enhance the strength and unity of purpose which for ten years have made the North Atlantic Treaty Organization a powerful deterrent to aggression."

The day before the exercises ended, the nuclear powered submarine *Triton* taunted the conventionally powered ships around her, as she surfaced and

moved about the fleet during at-sea refuelling operations for the other ships.

At the end of the exercise, the striking fleet units reverted to national control.

During Pipe Down II a sailor from the *Iroquois* suffering from acute appendicitis, was taken by jackstay on board the flag ship of the Commander NATO Striking Fleet Atlantic, the USS *Northampton*, where a satisfactory appendectomy was performed.

Naval Bursary Again Awarded

Miss Sandra Manning, 19-year-old daughter of CPO and Mrs. S. C. Manning, of Halifax, has been awarded the King's College Naval Bursary for the 1960-61 term.

Miss Manning had been awarded the \$500 annual scholarship for the two previous years as well and is now in her fourth year of an arts course at University of King's College in Halifax.

A graduate of Queen Elizabeth High School, Halifax, Miss Manning intends to continue her studies towards a master's degree.

The King's College Naval Bursary was established to commemorate the unique and valuable relationship between the University of King's College and the Royal Canadian Navy during the Second World War when the university buildings were used as an officers' training establishment, HMCS *King's*.

Ships and establishments of the Atlantic Command have contributed to a capital fund, the interest from which will provide the annual bursary.

Exercise Areas Re-located

A major re-location of most of the Royal Canadian Navy's exercise areas in the approaches to Halifax Harbour has now been completed.

With the exception of the firing area at the Navy's Osborne Head Gunnery Range and the torpedo firing range at Pennant Point, all former weapons firing areas in the Halifax approaches have been moved approximately 10 miles to seaward and slightly south of their original locations.

The new area is a 20-mile square encompassed by the latitudes 43 degrees 59' North and 44 degrees 19' North and longitudes 63 degrees 30' West and 63 degrees 58' West. The total area is divided into four large firing areas each 10 miles square, and is capable of further subdivision into eight smaller areas, each five miles by 10 miles.

While the movement of the exercise areas further to seaward will work somewhat to the disadvantage of the Navy, service officials feel that the advantages accruing to other users of both the sea and air spaces in the approaches to Halifax Harbour will offset the added inconvenience.

Principal benefactor will be the new Halifax International Airport, whose air corridors passed directly through the former locations of the naval firing areas. Flying from the RCN Air Station, *Shearwater*, also will be facilitated by the change. Others who will benefit will include yachtsmen using the coastal waterways and fishermen in the regions of the Sambro ledges and Chebucto Head.

Procedures for notifying all concerned each time a firing area will be in use will not change. Charts of the area will be amended in due course.

Sackville Joins Fisheries Survey

The RCN's last remaining corvette, CNAV *Sackville*, and the 600-ton *Vema*, owned by the Columbia University, have returned from a 4,400-mile scientific journey through Canada's northern waters.

The two ships, with 12 Fisheries Research Board scientists headed by Dr. Neil Campbell of Dartmouth, N.S., in the *Sackville* and 16 scientists under Dr. Charles Drake in the *Vema*, investigated the waters of the north as a potential fishing ground, studied currents, chemical properties and microbiological aspects of the water and the ocean floor and also looked for indications that oil-bearing strata may lie beneath.

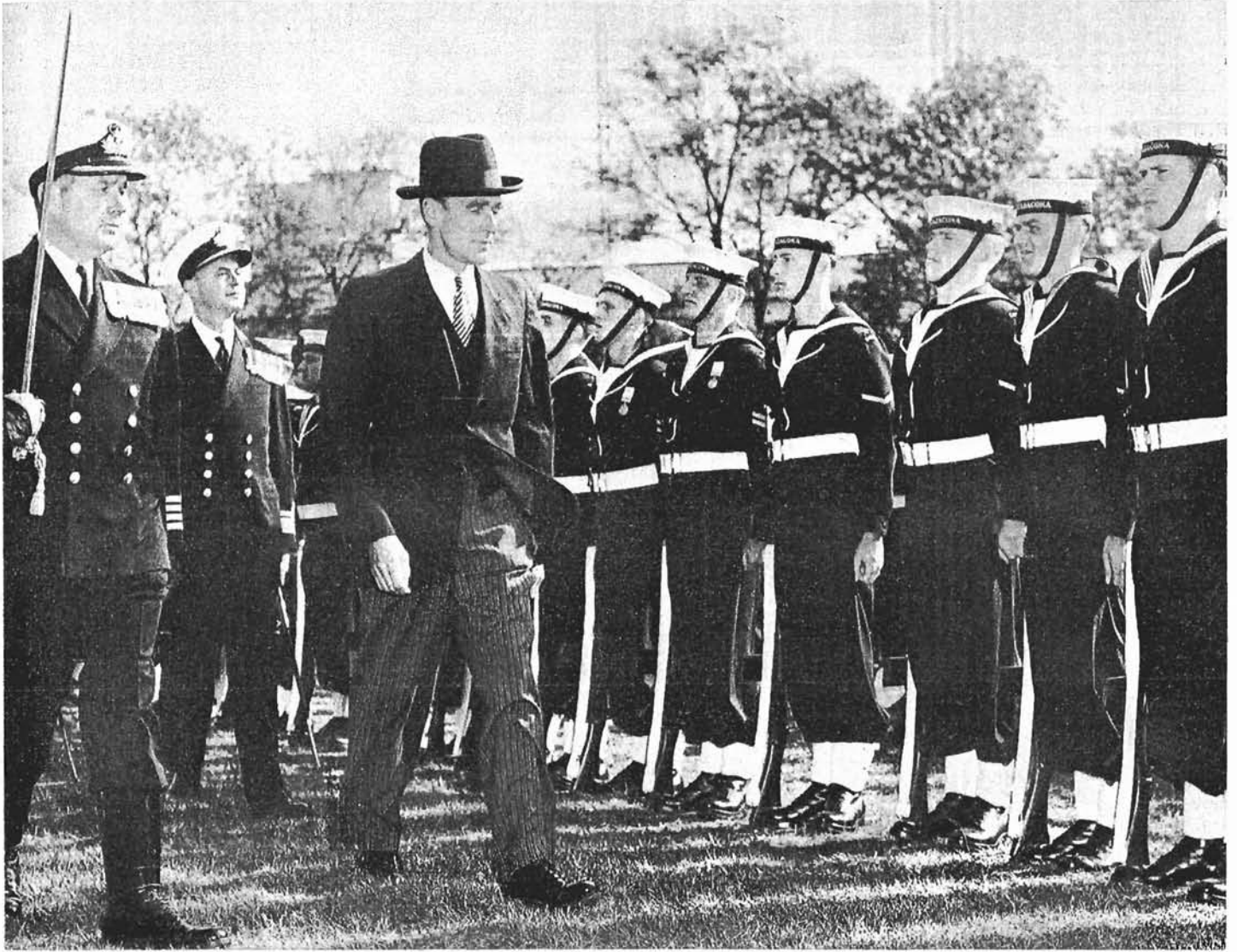
The studies, carried out between Baffin Island and the west coast of Greenland, were partly to discover whether the area would be suitable for commercial fishing should the Grand Banks ever be fished out.

Blood Carried By Helicopter

An urgent plea for whole blood from a Springhill, Nova Scotia, doctor with a patient in child-birth complications was solved in October by efforts of the RCN and the Red Cross.

The blood was embarked in a helicopter of Utility Helicopter Squadron 21 at *Shearwater* at 2:20 p.m. and arrived in Springhill by 3:10.

Pilot of the machine was Lt.-Cdr. William Frayn the squadron commanding officer.



Valuable sterling silver drums, embossed and engraved as a memorial to the 50 years the RCN has existed, and recording its battle honours and losses in the Second World War, were presented by the Nova Scotia Government to the Atlantic Command of the RCN October 1, at the Garrison Grounds in Halifax. Premier Robert Stanfield inspects the guard to begin the ceremony. With him are Captain T. C. Pullen (left), parade commander, and Rear-Admiral K. L. Dyer, Flag Officer Atlantic Coast. (HS-62614)

NOVA SCOTIA'S GIFT OF DRUMS

A SET of embossed sterling drums was presented to the Atlantic Command of the Royal Canadian Navy by the Province of Nova Scotia in a ceremony on the Garrison Grounds, Halifax, on Saturday, October 1.

Premier Robert L. Stanfield, of Nova Scotia, who announced the gift earlier, said that the presentation had a twofold purpose. It was to mark the 50th Anniversary of the Royal Canadian Navy and to be a memorial to the personnel of the Canadian naval forces who lost their lives during the two World Wars and the Korean conflict.

The set consists of a bass drum, two tenor drums and six side drums. Made

by Boosey and Hawkes, of London, England, the drums show the Battle Honours won by the Royal Canadian Navy and the names of 30 ships lost during the wars. It is believed that there are only about six sets of silver drums of such craftsmanship in the world. The province's gift is the first set to be made since the war.

Some 500 officers and men took part in the ceremonial parade, under the command of Captain T. C. Pullen, commanding officer of *Shearwater*. Parade second-in-command was Cdr. T. E. Connors; the battalion commander, Cdr. R. C. Willis, both of *Stadacona*. Lt.-Cdr. C. E. Leighton was the guard officer.

Lt. M. H. Nold, bandmaster of the *Stadacona* band, directed the massed bands of *Stadacona*, *Shearwater* and *Cornwallis*, numbering close to 100 pieces. The other officers and men were drawn from shore establishments in the Atlantic Command and the ships of the Fifth Escort Squadron.

Rear-Admiral Kenneth L. Dyer, Flag Officer Atlantic Coast, who accepted the drums on behalf of the Atlantic Command, arrived on the grounds at 2:55 p.m. Premier Stanfield, on his arrival at 3 p.m., was accorded a general salute. He then inspected the guard of honour.

Following the inspection the Drums were marched onto the Parade and

placed on a table in front of the dais where dedication ceremonies were conducted by Rt. Rev. W. W. Davis, Bishop Coadjutor of Nova Scotia. Most Rev. J. G. Berry, Archbishop of Halifax, offered a prayer.

The premier presented the drums officially to the Atlantic Command and addressed the parade. Rear-Admiral Dyer accepted the drums and replied to the address.

The old drums then were marched off the parade and the silver drums received by the drummers who returned to the band. A short program of memorial music was played, followed by a massed band troop. A march past of the guard and band preceded the playing of the National Anthem to conclude the ceremony.

A unique feature was the parading of the Nova Scotia flag in addition to the White Ensign of the RCN.

Premier Stanfield said in his address:

"It is most fitting for the Province of Nova Scotia to observe the 50th Anniversary of the establishment of the Royal Canadian Navy. It is fitting because of our long naval tradition which antedates the establishment of the Royal Canadian Navy and because of our close association with that Navy since its establishment in 1910.

"This association is not only with the City and County of Halifax and the Town of Dartmouth, but with Annapolis and Digby Counties, with Sydney and Cape Breton County, with Shelburne, Liverpool, Lunenburg and Pictou, and indeed there is no part of our province which is not, in greater or lesser degree, associated with the naval service.

"We are here today to celebrate a 50th anniversary, but at the same time we remember the proud traditions of the Royal Navy and the close associations of that Navy with this province and the City of Halifax.

"The Halifax base of the Royal Navy played a leading role in the Seven Years War, the War of American Independence and the War of 1812. The Halifax base of the Royal Canadian Navy played a vital and essential role in the First and Second World Wars.

"This base for 200 years has seen history in the making and has itself become a part of those great events which witnessed the growth of a new nation and its part in the battles to preserve human freedom and dignity.

"In the earlier days of our history, Halifax was the advance naval base for operations against enemies in North America. In the First and Second World Wars it sustained naval operations and the movement of merchant shipping against enemies in Europe.

"We are here today, however, to commemorate the 50th anniversary of the establishment of the Royal Canadian Navy, which officially came into being with the signing of the Naval Service Act, on May 4, 1910. Since that day, two World Wars have passed into history and in both of those wars the Royal Canadian Navy proved that it can protect and add to the long and glorious tradition of the naval service handed down to it by the Mother Country.

"It is with great pride and pleasure and on behalf of the Province of Nova Scotia that I present these Memorial Drums to the Atlantic Command of the Royal Canadian Navy.

"The bass drum is embossed with the distinguished battle honours of the Royal Canadian Navy and the tenor and side drums are embossed with the names of

the proud ships of the Royal Canadian Navy which were lost in action.

"In addition to commemorating the 50th anniversary of the establishment of the Royal Canadian Navy, these drums are a memorial to the members of the naval services who lost their lives that we might live in freedom.

"We remember with pride the service of our men and ships and with mingled pride and sorrow the members of the Naval Service who laid down their lives in the defence of their country."

Replying, Admiral Dyer said.

"This year, as part of the 50th Anniversary Celebrations of the Royal Canadian Navy, the Atlantic Command has undertaken a number of symbolic and traditional displays and ceremonials. The Queen's Colour was trooped to indicate our profound respect for our



Sovereign. Her Majesty's Canadian Ships and aircraft were reviewed in a sailpast to indicate our preparedness and loyalty to our country.

"Our sailors have paraded in many communities throughout the province and our ships have been on display to their citizens. But in celebrating an anniversary of fighting service by these various means there was still no way to arrange a fitting and perpetual memorial to the names of the ships which had amassed battle honours in the wars of the period, or to commemorate the honour roll of the ships, and their officers and men who had lost their lives during the wars.

"The gift of this beautiful set of drums from the people of the province of Nova Scotia to the Atlantic Command of the Navy will be the memorial.

"It will be more than this. It will represent to us a renewal of the splendid



association between a province whose love and respect for the sea is the same as those of us who serve in Her Majesty's Ships. It records the battle honours of those ships and perpetuates the names of those ships lost in war; names we will always remember.

"This gift gives us cause to reflect in these days of uncertainty that the ports and harbours of this province will always be in the front line of war at sea and that the people who inhabit them are the rear guard for the ships

and aircraft defending this eastern seaboard. This gift therefore symbolizes our unity of purpose, that Canada shall be free. . . .

"I find it impossible to put into words all that this gift means to us. But be assured that our thanks to the people of Nova Scotia come from deep down in our hearts."

Later Admiral Dyer addressed a general message to naval participants in the ceremony. It said:

"The ceremony performed today by Atlantic Command personnel was a great credit to the service. I am confident that the people of the Province of Nova Scotia were proud to be associated with us and that their gift of Memorial Drums has been accepted appropriately by your performance.

"I would like to express my sincere personal thanks to those who planned and executed this ceremony. Well done."

The Tradition of Trafalgar Day

(An editorial in *The Halifax Herald*)

YESTERDAY was Trafalgar Day, the one hundred and fifty-fifth anniversary of the British naval victory over the French and Spanish fleets.

It commemorated a day when the threatening shadow of Napoleon loomed large across Europe. The allied forces of the enemy had shown such a reluctance to fight that England's Nelson was faced with the problem not only of defeating them but of forcing them to join in battle. On October 21, 1805, the peerless English admiral, employing traditional as well as original manoeuvres, scored the decisive victory which is such an important part of the proud record of Britain's sea service.

The Royal Canadian Navy, having grown out of the Royal Navy, in like manner owns the Battle of Trafalgar as part of its heritage. Here, further significance has been added to the date by the coincidence of outstanding events. It was just half a century ago, for instance, that Canada's first warship, the *Niobe*, arrived in Halifax. And it was during the month of October that the Atlantic Command was formed.

Within the Navy there exists a remarkable wedding of the old with the new. The traditions of the past are zealously guarded while, at the same time, the most modern of techniques and equipment are employed. It is no paradox that

this service is able to think in terms of sail and of atomic power at one and the same time. After all, history is the foundation of the future and they are wise who acknowledge that fact.

Since the first Trafalgar Day, when sails billowed above the action of war at sea, many transitions have been visited upon the Navy. Haligonians are particularly aware of this fact during these days when the obsolete cruiser *Quebec* lies rusting at a local jetty awaiting the tow which will lead her to Japan and an inglorious ending at the wrecker's hand. HMCS *Quebec*, too, shares in the Trafalgar Day story for it was on that day in 1944 that she was commissioned in the Royal Canadian Navy. Previously, she had served as HMS *Uganda* and, at the time of the transfer, was being repaired in Charleston, South Carolina, after a glider bomb attack.

Canadians are proud that it is their Navy's right to share in the fine tradition of might and honour which, over the centuries, Britain's men of the sea have created. Even more pride is ours, however, in the distinctive chapter which our own ships and men have written in that story. Trafalgar Day is a recognition of glorious achievement. It is a day which has been enhanced by the association with it of some of the great experiences of the Royal Canadian Navy.

SUB VS. SUB

Prime Minister Underlines Importance of Submarine as Anti-Submarine Weapon

THE SUBMARINE, usually thought of as the weapon of an aggressor, is a most important anti-submarine weapon and the question of providing submarines for the Royal Canadian Navy must receive consideration, Rt. Hon. John Diefenbaker, Prime Minister of Canada, told the joint convention of the Navy League of Canada and the United States in Montreal on October 21.

An honorary patron of the Navy League, Prime Minister Diefenbaker addressed the convention's dinner on Trafalgar Day at the Windsor Hotel. Delegates were also addressed by William B. Franke, Secretary of the Navy, Washington, and Vice-Admiral Sir Peter Cazelet, chairman of the United Kingdom's Navy League, Inc.

Other honoured guests at the head table were His Eminence Paul-Emile Cardinal Leger, Hon. Douglas S. Harkness, Minister of National Defence, Vice-Admiral H. S. Rayner, Chief of the Naval Staff, Vice-Admiral H. G. DeWolf, former CNS, Vice-Admiral W. E. Beakley, Deputy Chief of Naval Operations, U.S. Navy, Rear-Admiral G. G. O. Gatacre, head of the Australian Joint

Service Staff, Washington, and Hon. F. Shannon, New Zealand High Commissioner to Canada.

Senior Navy League officials present included F. Gard Jameson, national president of the U.S. Navy League, R. J. Bicknell, national president of the Navy League of Canada, and Admiral Cazelet.

The arrangements for the five-day convention were under the direction of the Quebec division of the Navy League, headed by Cdr. T. R. Durley, of Montreal.

Two warships, HMCS *Terra Nova* and USS *Barry* (destroyer) visited Montreal in connection with the convention, the former from October 19 to 24 and the U.S. ship from October 19 to 23. Both warships were open to convention delegates and the public.

On Trafalgar Day, a parade was participated in by members of Quebec province's Royal Canadian Sea Cadet Corps and Navy League Cadets, a guard from the *Terra Nova* and marching units from USS *Barry* and HMCS *Hochelaga*, Naval Supply School.

At Dominion Square the salute was taken by Secretary of the Navy Franke.

A wreath-laying ceremony at the Cenotaph followed the march past.

In his address at the convention banquet, Mr. Franke said:

"We in the American Navy feel that we have made great strides in the last decade in air warfare and anti-air warfare. In anti-submarine warfare we have added to our fleets new long-range sonars which give us the capability of detecting and tracking submarines at ranges of several miles. We now have the anti-submarine ASROC and the drone helicopter DASH, which are capable of killing submarines at ranges of several miles. The USS *Barry*, which is now visiting Montreal, is visible evidence of the progress made in the anti-submarine field.

"On the Canadian side, your fine destroyer escort, the *Terra Nova*, also visiting Montreal, is an example of the many advances you have made in anti-submarine warfare. We are well aware of the excellence of the equipment carried in this ship, your variable depth sonar, which enables you to overcome the problem of the thermal layer, your *Argus* anti-submarine aircraft, your sonobuoys, which are simple, rugged and efficient and which we are now buying for our own use, and your aircraft dead-reckoning plotting table, which we feel is one of the best of its kind.

"I have been with your anti-sub ships off the U.S. West Coast and in the Far East and am aware of the close co-operation that exists.

"Our mutual trust and desire to exchange information make these improvements on both sides of the border available to each other so that we will be able to go forward together in the important battle against the submarine. We intend to maintain this spirit of mutual confidence and co-operation."

Mr. Franke spoke of the Moral Leadership Program in the U.S. Navy which emphasizes that leadership rests on good example, good management practices and moral responsibility. The results of this program, which has been in operation for the past year and a half, were very encouraging, according to the speaker.

"Minor offences have diminished and major offenders have been rehabilitated and have become effective members of our Navy at an increasing rate. This improved disciplinary situation has in



Rt. Hon. John Diefenbaker, Prime Minister of Canada, was the principal speaker at the Trafalgar Day dinner of the international Navy League convention in Montreal. He is shown here with R. J. Bicknell, of Vancouver, president of the Navy League of Canada (right). (ML-9257)

effect raised our manning level, since men who were previously disciplinary cases are now available for service."

Commanding officers had in some cases reported decreases of as much as 90 per cent in ships' disciplinary cases since the Moral Leadership Program was instituted.

"However, with all this improvement, we sometimes find individuals in the service who are completely anti-social and who do not respond to the best leadership," Mr. Franke said. "These unfortunate young men are delinquents before they come to us and are the result of parental neglect, poor discipline and lack of proper moral training".

Mr. Franke said that it was in this field that the Navy Leagues could make a major contribution through their sea cadet programs, which offered the benefits of moral leadership to boys before they entered the service.

"Our youth is our future. We must protect it, train it, educate it and inspire it."

Admiral Cazalet brought with him 50th anniversary greetings to the Royal Canadian Navy from His Royal Highness the Prince Philip, who is honorary admiral of the Royal Canadian Sea Cadet Corps.

Admiral Rayner has since replied to Prince Philip's message:

"Your greetings to the Royal Canadian Navy on our 50th anniversary, conveyed by Admiral Cazalet at the Navy League dinner in Montreal, were warmly received with great pride and pleasure.

"On behalf of the RCN I thank you for your thoughtful remembrance."

At an earlier session of the convention, Admiral Cazalet had referred to the United States Navy's "fantastic development of the nuclear submarine".

"The western allies have been gradually losing bases all over the world from where land and air forces can operate," he said. "Our only alternative is to maintain powerful floating bases, in the form of hidden, missile-firing submarines."

The main speaker, Prime Minister Diefenbaker, reviewed the history and accomplishments of the Royal Canadian

Conventional Subs Still Effective

Three nations now possess nuclear submarines—the United Kingdom, Russia and, first in the field, the United States.

Where does this leave the conventional submarine?

This question was anticipated last spring by the First Sea Lord (the late Admiral of the Fleet Sir Charles Lambe) during a press conference on the Royal Navy estimates.

"If anybody were to ask me," he said, "whether I would like to have all our submarine fleet nuclear submarines now, on the wild assumption that we could afford it, I do not think I would say yes at this stage . . . I believe there is a long future yet for the conventionally propelled submarine, particularly because of its high silent underwater speed."

Other discussions of the relative merits of nuclear and conventional submarines have pointed out the advantage of the silent operation of the "old-fashioned" submarine, which is electrically propelled when fully submerged. This increases the chances of ambushing the enemy or escaping from him.

Navy over the past half-century and of its anti-submarine role.

"Emphasis today is on air power—on rockets and missiles and satellites—yet by reason of recent developments in submarine warfare, control not only of what is on the sea but of what is under it is now one of the major concerns of military strategists in defence planning," Mr. Diefenbaker said.

"Canada has taken and will continue to take a strong and unwavering stand for disarmament, but until it is achieved must maintain her defences. The burden of armaments in the free world must continue, much as its statesmen would like to reduce that burden, until disarmament under inspection has been attained."

He outlined the program which has been undertaken to provide Canada with a modern anti-submarine force. Among the new items of equipment was the variable depth sonar, developed by Defence Research Board scientists and naval officers.

"This equipment will greatly increase the ability of surface ships to detect submarines at greater range and greater depth. This Canadian device has also been adopted by the Royal Navy".

Mr. Diefenbaker said that, as a result of unrestricted submarine campaigns by the enemy in two world wars, the submarine had become associated as a weapon of the aggressor in the mind of the public, although today the submarine was a most important anti-submarine weapon.

"Submarines in the hands of an aggressor are more dangerous today than they were in either of the world wars."

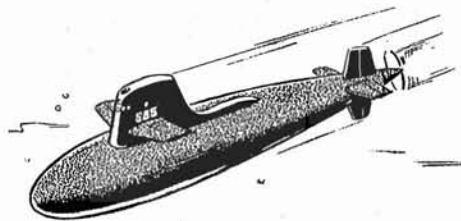
The Royal Canadian Navy was working in close co-operation with the Royal Navy and the United States Navy to provide a counter-measure to the threat of the missile-armed nuclear submarine, the Prime Minister said, continuing:

"The need for submarines in the Navy is two-fold: firstly, to provide essential and realistic training at sea for our existing anti-submarine force, both surface and air; and, secondly, to improve the existent anti-submarine operational capability.

"Up to the present Canada has borrowed submarines from the Royal Navy and the United States Navy to meet this requirement. This cannot continue indefinitely. Target submarines are in heavy demand by other navies, and the question of providing needed submarines for the Canadian Navy must receive consideration.

"While the ideal submarine for offensive and defensive purposes is the nuclear submarine, its extremely high cost is beyond the reach of Canada.

"Our three nations have co-operated in the past in naval matters, and must continue to do so, for it is only through the most intimate military co-operation that we can hope to defend ourselves and to maintain the integrity and security of the free world."





The guests of honour at the RCN's 50th Anniversary Ball in Ottawa on October 20 were Their Excellencies, the Governor General and Mme Vanier, who were accompanied by the Prime Minister of Malaya, Tunku Abdul Rahman Putra. They were received by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Mrs. Rayner, at right.

CELEBRATING THE RCN'S JUBILEE



This magnificent, five-tiered birthday cake, centre-piece of the Naval Headquarters' 50th Anniversary Ball at Ottawa's Chateau Laurier, was the creation of the Naval Cookery School at HMCS Hochelaga, Montreal. (O-13206)

The happy coincidence that Trafalgar Day fell on the 50th anniversary of the day the Royal Canadian Navy came into operational being with the arrival of HMCS Niobe at Halifax gave added meaning to the customary observances across Canada of Nelson's great victory.

The outstanding social event of all, in terms of distinguished guests, was the naval ball held on October 20, the eve of Trafalgar Day, in the Chateau Laurier in Ottawa, although the many other celebrations lost nothing in brilliance and pleasure.

The Naval Headquarters 50th Anniversary Ball was especially distinguished by the presence as guests of honour of Their Excellencies the Governor General and Mme. Vanier, who were accompanied by the Prime Minister of Malaya, Tunku Abdul Rahman Putra.

The Vice-Regal party was received by Vice-Admiral H. S. Rayner, Chief of the Naval Staff, and Mrs. Rayner.

Among the guests were Hon. Douglas Harkness, Minister of National Defence;

Commonwealth high commissioners in Ottawa and representatives in Ottawa of Commonwealth and foreign navies; the Chairman, Chief of Staff; the chiefs of staff of the Canadian Army and RCAF; the Chairman, Defence Research Board; the Commissioner of the Royal Canadian Mounted Police, and two former Chiefs of Naval Staff.

An impressive moment came with the invitation of Admiral Rayner to His Excellency the Governor General to cut a five-layer RCN anniversary cake. Admiral Rayner observed that, since this was a birthday cake, His Excellency was entitled to a wish. The vice-regal guest replied:

"My wish is a prayer: 'God bless the Royal Canadian Navy.'"

The internationally famous Canadian dance team of Alan and Blanche Lund, who starred in the wartime navy show, "Meet the Navy", put on a special performance for Their Excellencies and the 400 assembled guests.

As befitted the occasion, navy blue and gold were the predominant colours.

The RCN band from HMCS *Stadacona*, under the direction of Lt. M.H.R. Nold, provided the dinner music and part of the dance program. The Clifford Tripp Orchestra, conducted by Len de Carle, played for the balance of the evening.

A spray of flowers running the length of the head table was supplemented by gold netting with maple leaf clusters. The bandstand was decorated with shrubbery and plants with naval flags and ensigns. Each of the 60 tables was decorated with a full-colour badge of an RCN ship in service. Five models of RCN ships were displayed.

Second officer to head the Royal Canadian Navy and the first to be designated Chief of the Naval Staff, Rear-Admiral Walter Hose, who held office from 1921 to 1934, was present at the Naval Headquarters ball, as was Vice-Admiral H. G. DeWolf, Chief of the Naval Staff from 1956 until his retirement in August of this year.

Admiral Hose also attended the Trafalgar Day Ball at HMCS *Hunter*, Windsor naval division, on October 22. This event was sponsored by the Naval Officers' Association of Windsor and the wardroom officers of *Hunter*.

In Montreal, the Montreal branch of the Naval Officer's Association, the Naval Officer's Club, Inc., of Montreal, and wardroom officers of *Donnacona*, Montreal naval division, and *Hochelaga*, RCN Supply Depot, used a 50th anniversary theme to celebrate their 15th annual Trafalgar Ball on the 155th anniversary of Trafalgar Day. Among the

400 attending were Rear-Admiral A. H. G. Storrs, commandant of the National Defence College, Kingston, and Mrs. Storrs, guests of honour, and Commodore Paul Earl, Minister of Mines, Province of Quebec, and Mrs. Earl.

Vancouver's Trafalgar Day Ball, was the setting for the coming out of 30 debutantes and their presentation to the Lieutenant-Governor of British Columbia represented the first official function of the new lieutenant governor, His Honour George R. Pearkes.

Six hundred miles from the nearest naval base, HMCS *Nonsuch*, the Edmonton naval division gave a seafarer's welcome to His Honour Percy Page, Lieutenant-Governor of Alberta, and Mrs. Page, senior officers of the Navy, Army and Air Force, United States Consul, Vernon B. Zirkle and Mrs. Zirkle, Rear-Admiral F. B. C. Martin, USN, and Mrs. Martin, and G. H. J. Zuidberg, chancellor of the Netherlands Consulate, and Mrs. Zuidberg.

At the head of the Lakes HMCS *Griffon* honoured both the memory of Lord Nelson and the RCN's 50th anniversary at a Trafalgar Ball. *Griffon's* drill deck was transformed into an autumn-inspired ballroom with gold crowns featuring the 50th anniversary. Cdr. D. H. Botly, the commanding officer, and Mrs. Botly and Lt.-Cdr. D. Binmore, executive officer, and Mrs. Binmore received.

In southern Alberta HMCS *Tecumseh*, Calgary naval division, was the scene



The first naval function attended by Hon. Douglas S. Harkness, newly appointed Minister of National Defence, and Mrs. Harkness, was the Naval Headquarters 50th Anniversary Ball.

of a Trafalgar Ball, held jointly by the Calgary Naval Officers' Association and officers at *Tecumseh*. Cdr. J. F. MacKenzie, commanding officer at *Tecumseh*, and Mrs. MacKenzie, and John Irving, president of the NOAC Calgary, and Mrs. Irving, received.

Again in Ottawa, ship's companies of the three naval establishments in the area, HMCS *Gloucester*, naval radio station HMCS *Carleton*, Ottawa naval division, and HMCS *Bytown*, administrative ship for naval headquarters, combined to hold a 50th anniversary ball in the drill hall at *Carleton* on October 28.

HMCS *Unicorn*, Saskatoon naval division, had special guests from Edmonton and Regina to help celebrate at the Trafalgar Ball which also marked the Navy's 50th anniversary.

At London, Ontario, HMCS *Prevost's* ball commemorated Trafalgar Day on a parade deck transformed to represent the Victory, with Lt. G. S. Bickle attending as a naval officer of Nelson's time. The ball was sponsored by the Naval Officers' Associations of Canada, London branch, and guests were received by Mr. and Mrs. J. Gordon Thompson, and Captain G. A. MacLachlan, commanding officer of *Prevost*, and Mrs. MacLachlan.

In Victoria, the Naval Officers' Association saw president Angus M. C. Kenning and Mrs. Kenning, and vice-president Commodore V. S. Godfrey, RCN (Ret), and Mrs. Godfrey, act as hosts at the Trafalgar Ball held in the *Naden* wardroom. Honoured guests were Commodore John Deane, Commodore Superintendent, and Mrs. Deane, and Captain J. C. Pratt and Mrs. Pratt.



His Excellency Governor General George Vanier cuts the birthday cake at the Naval Headquarters 50th Anniversary Ball.

OFFICERS AND MEN

Officers Named To Viet-Nam Duty

Lt.-Cdr. James O. Pearson and Lt.-Cdr. John Dorrian Cairney have been appointed on attachment to the Military Component, Canadian Delegation Viet-Nam on the International Supervisory Commission in Indo-China. Their appointments are effective November 21.

Lt.-Cdr. Cairney entered the RCN in October 1948 as a midshipman and specialized as an air observer and in communications. He took his early aviation training with the Royal Navy, and, on his return to Canada, served with various air squadrons at *Shearwater* and on board HMCS *Magnificent*. Since April 1959 Lt.-Cdr. Cairney had served in the *Crescent* as communications officer of the Third Canadian Escort Squadron.

Lt.-Cdr. Pearson was born in Scotland and served with the Royal Naval Reserve from August 1940 to June 1946. He came to Canada in August 1947 and in March 1950 entered the RCN(R) at *Malahat*, Victoria naval division, with the rank of lieutenant. He transferred to the regular force in September 1951.

He served at Naval Headquarters on the staff of the Director of Naval Training until September 1952 when he was appointed to *Chatham*, Prince Rupert naval division, as Staff Officer (Administration).

In December 1954 Lt.-Cdr. Pearson was appointed commanding officer of



Lt. James H. Ellerton, commanding officer of the little *Porte St. Jean*, points with pardonable pride to the ships' record in the United Appeal campaign, directed by CPO Benjamin H. Grant, right. The 25-man crew of the 125-foot vessel subscribed more than 200 per cent of their assigned quota in the first two days of the campaign. (HS-62636)

HMCS *Cedarwood* (coastal survey ship) and in October 1956 took up appointment on the staff of the Reserve Training Commander at Naden.

Appointments for Four Chaplains

New appointments have been announced for four Roman Catholic chaplains of the Royal Canadian Navy.

Chaplain James A. MacLean became Command Chaplain (RC) Eastern Command Atlantic Coast on September 17. He holds the additional appointments of Area Chaplain (RC), RCN, and Chaplain (RC) Dockyard and Ships without Chaplains.

Chaplain (RC) Jean Paul Belanger is now serving on the staff of the Command Chaplain (RC), Western Command, as Area Chaplain (RC) RCN and as Chaplain (RC) Dockyard and Ships without Chaplains, succeeding Chaplain MacLean.

Chaplain (RC) Louis A. Dougan has succeeded Chaplain Belanger as Chaplain (RC) of the Canadian Services College at Royal Roads and Naval Dependents Housing, Belmont Park.

Chaplain (RC) Hugh M. McGettigan who had been serving as Squadron Chaplain (RC) of the Second Canadian Escort Squadron, took up new duties at Naden on October 5.

MO Becomes CO of P.E.I. Division

Further evidence that the Royal Canadian Navy and its Reserves are living in a new era came when the commanding officers changed at HMCS *Queen Charlotte*, Charlottetown, P.E.I., naval division.

The new commanding officer of the division is Surgeon Cdr. L. E. Prowse. He took over following a drill night at which the retiring CO, Cdr. J. N. Kenny,

BIRTHS

To Petty Officer R. J. Borland, *Nootka*, and Mrs. Borland, a son.

To Able Seaman E. J. Burney, *Antigonish*, and Mrs. Burney, a son.

To Leading Seaman E. L. Burtch, *Haida*, and Mrs. Burtch, a daughter.

To Lieutenant M. L. Chupick, *Antigonish*, and Mrs. Chupick, a daughter.

To Petty Officer Harold Crocket, *Chaudiere*, and Mrs. Crocket, a son.

To Lieutenant C. J. Crow, *Antigonish*, and Mrs. Crow, a son.

To Able Seaman Emile Deslauriers, *Chaudiere*, and Mrs. Deslauriers, a son.

To Able Seaman David Enders, *Chaudiere*, and Mrs. Enders, a daughter.

To Petty Officer J. D. Ghanam, *Antigonish*, and Mrs. Ghanam, a son.

To Sub-Lieutenant D. R. Hinchcliffe, *Kootenay*, and Mrs. Hinchcliffe, a son.

To Able Seaman J. J. Kenny, *Kootenay*, and Mrs. Kenny, a son.

To Able Seaman D. Kinash, *Antigonish*, and Mrs. Kinash, twin sons.

To Lieutenant R. G. Lemmex, *Iroquois*, and Mrs. Lemmex, a son.

To Able Seaman Gilles Marcoux, *Chaudiere*, and Mrs. Marcoux, a daughter.

To Able Seaman J. R. McCracken, *Antigonish*, and Mrs. McCracken, a daughter.

To Ordinary Seaman S. M. Murray, *Iroquois*, and Mrs. Murray, a daughter.

To Leading Seaman R. Repski, *Antigonish*, and Mrs. Repski, a daughter.

To Petty Officer D. B. Richardson, *Kootenay*, and Mrs. Richardson, a son.

To Commissioned Officer Robert Spicer, *Shearwater*, and Mrs. Spicer, a daughter.

To Leading Seaman Stephen Sheals, *Chaudiere*, and Mrs. Sheals, a son.

To Able Seaman D. J. Tost, *Iroquois*, and Mrs. Tost, a son.

To Petty Officer Donald Williams, *Cornwallis*, and Mrs. Williams, a son.

WEDDINGS

Able Seaman R. J. Adams, *Kootenay*, to Veronica Bernice Dudlak, of Pelham Township, Ont.

Lieutenant William Allen Creighton, *Discovery*, to Sylvia Yvonne Duckworth, of Duncan, B.C.

Lieutenant Peter J. Drage, *Victoriaville*, to Catherine Norma Everett, of Ottawa.

Able Seaman A. M. Hulan, *Kootenay*, to Sheila Catherine Madore, of Bay St. George, Nfld.

Leading Seaman Roy Everett Jeffers, *Bonaventure*, to Marie Rita LeBlanc, of Saint John, N.B.

Leading Seaman Leo-Paul Gerald Parenteau, *Naden*, to Edna Taylor, of Victoria.

Sub-Lieutenant Ian Airth Powick, *Shearwater*, to Judith Mary Hoey, of Victoria.

Able Seaman S. H. Stubbs, *Kootenay*, to Dorothy Evelyn Reilly, of Seaboro, Ont.

Able Seaman Rosaire Tremblay, *Cornwallis*, to Patricia Oliver, of Deep Brook, N.S.

was presented with a chair by the officers and men in appreciation of his seven years in command.

Surg. Cdr. Prowse adds one more to the evergrowing list of non-executive officers to hold command. Among the non-executives to hold command in the RCN have been a wren officer, former supply officers, engineer officers, special branch officers and one other medical officer, who commands a UNTD unit.

This does not include executive officers whose specialty was gained before or after but who trained and served in the executive branch.

Carleton Band Takes Top Honours

HMCS Carleton Trumpet Band and the 30th Field Regiment RCA Band, both of Ottawa, won top honours in the senior trumpet band competition at a band tattoo held in Smith's Falls, Ont., in early October. The tattoo was sponsored by the Smith's Falls Orange Young Britons Trumpet Band.

The Ottawa division's band placed first in the competition and took the Carling Trophy, while the Army band came second to win the F.B. Phillips Trophy.

Naden Apprentice Class Graduates

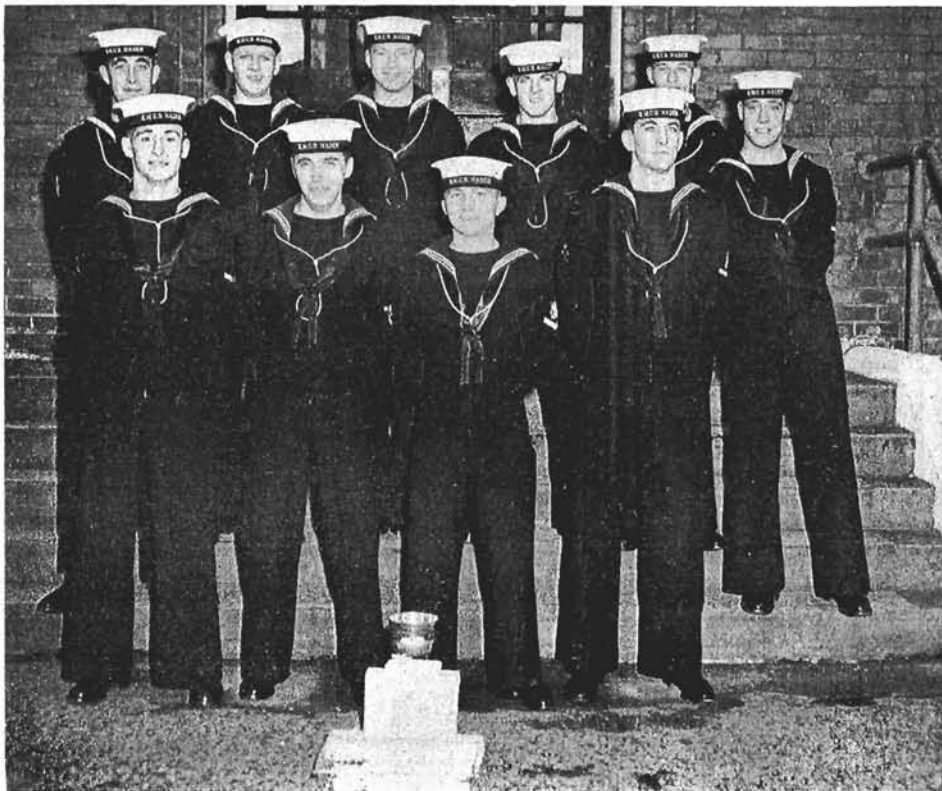
October 14 was graduation day for the seventh entry of naval technical apprentices, at the apprentice section of the Engineering Division of the Fleet School at Esquimalt.

In the morning each apprentice in the graduating class was promoted to petty officer second class and advanced to Trade Group 3 in his specialization—engineering, weapons (surface) or hull technician. In the afternoon they moved first to their new home in the petty officers' mess and then to the graduation ceremony.

Weather forced the ceremony inside the drill shed where the apprentices were fallen in by divisions, with the graduating class in front, and staff and guests on either side of the dais.

Commodore H. V. W. Groos, commanding officer of Naden, inspected the graduates and presented them with their certificates and prizes. Prizes for best apprentices in each specialization went to PO J. Eagles, engineering; PO E. Saunders, weapons, and PO H. Grimshaw, hull technician.

Awarded for the first time, a new prize, the Chief and Petty Officers' Association cup, for the apprentice displaying the best petty-officer-like qualities, went to PO M. W. Wood. John S.



The seventh entry, naval technical apprentices, began training in July 1957 on board the former floating school, HMCS Cape Breton. On October 14, just past, ten members of the class graduated from the Apprentice Section of the Engineering Division of the Fleet School at Naden. Five others are taking courses in naval air maintenance at Shearwater. The ten graduates are (left to right): front row, Petty Officers E. L. Saunders, H. Grimshaw, M. W. Wood and H. R. McFayden; rear row, Petty Officers J. A. Schogil, L. J. R. Winchester, D. M. Bendall, S. W. Eagles, A. T. Hurst, and A. Unischewski. (E-58440)

Pettersson, Association president, in making the presentation, outlined the aims and constitution of the association and hoped to welcome the graduates to membership in due course.

Following a short address by Commodore Groos, the graduates marched out of the drill shed in slow time to the strains of "The Skye Boat Song" played by Ord. Sea. M. Timmerman, the pipe-major of the apprentice pipe band.

Navy League Names Sea Cadet of Year

The Navy League of Canada has named Petty Officer Cadet Lorne MacDonald, of RCSCC *Admiral Mountbatten*, Sudbury, Ontario, Sea Cadet of the Year.

In a letter summing up the importance of the award, the League said: "This is the highest award available for competition among Royal Canadian Sea Cadets in Canada. His selection brings distinction not only to himself but also to the Sudbury branch and to the Ontario division of the Navy League of Canada."

For Lorne MacDonald, however, this is by no means the first award. He was

one of four sea cadets selected to attend an Empire Sea Cadet Camp in New Zealand in January and February this year. Last summer he topped his sea cadet class at *Stadacona* with a mark of 93 per cent and was awarded a shield for being the outstanding cadet on the course. In 1958 he was awarded the Harold Helpert Memorial Shield at the outstanding cadet of the year in Sudbury. Later that year he attended a leadership course at Sydney, N.S.

An instructor with the Navy League cadets, he has been a member of the corps since 1955.

Petty Officer Cadet MacDonald has a brother, Bud a former Sudbury sea cadet, serving with the RCN.

Naval Association Directors Meet

A meeting of the board of directors of the Canadian Naval Association was held at Peterborough, Ontario, October 16. Delegates were in attendance from Sarnia in the west to Belleville in the east, and from intermediate points.

The first order of business, following the two minutes' silence for departed shipmates, was the installation of the

newly-elected president, H. A. Maynard, of Oshawa, and the executive vice-president, W. J. Slater, of Belleville.

The affiliated clubs reported a wide variety of activities—visits to naval veterans confined to home or hospitals, assistance to indigent naval veterans, sports, social functions, picnics and children's parties, as well as participation in general war veterans' activities. All took a keen part in observance of Battle of Atlantic Sunday, which naval veterans have taken to their hearts as their own particular Day of Remembrance.

Clubs also extend a measure of moral and economic assistance to the sea cadet corps in their immediate area.

Discussion took place as to the possibility of inaugurating a scholarship, probably limiting eligibility to children of naval veterans.

The seventh annual naval veterans' reunion will be held in Brantford in 1961, and Brant Naval Veterans' Association reported that committees are in the process of organization. It was decided that the venue in the following year would be announced each year at the reunion so that clubs acting as hosts might have ample time for preparation.

Encouraging news continues to come in of further naval veterans' clubs in process of organizing and assistance in this direction will gladly be forthcoming if enquiries are sent to the Secretary, Canadian Naval Association, 14 Hayden Street, Toronto, Ontario.

Most of the naval veterans' associations have their active ladies auxiliaries, and Peterborough is no exception. At the close of the business session, the ladies provided a tasty, and substantial lunch for the assembled delegates, who expressed their sincere appreciation.—S.R.P.

New Captain For Lanark

Lt.-Cdr. Colin Shaw took command of HMCS *Lanark* on September 16. The *Lanark* is attached to the Seventh Canadian Escort Squadron, a group of Prestonian Class frigates based at Halifax. He succeeded Lt.-Cdr. W. V. A. Lesslie, who has been appointed to *Shearwater* as direction officer.

Former Chief Promoted

A former chief petty officer, Eric Albert Stevens has been promoted to the rank of Acting Commissioned Officer. He has been appointed to the *Chaudiere*, a unit of the Fifth Canadian Escort Squadron.

A/Cd. Off. Stevens served in the Royal Navy from January 1944 to June 1954.

He entered the engineering branch of the RCN at *Niobe* in June 1955 and has since served in Atlantic Command ships and establishments.

Wrens Elect Mess Officers

Wren Jennifer Fusedale and Wren Greta Hellstrom were returned to office for a second term as president and secretary of the Wrens' Mess, HMCS *Unicorn*, Saskatoon naval division, in September 21 elections.

Wren Judy Jenkins became treasurer and Wrens Lois McKenzie, Janice Scott and Faye McConnell were named to the executive.

Activities for the coming season were discussed and plans were made for the Wrens' annual turkey bingo on December 2.

Need for Blood Brings Response

The need for whole blood by the Red Cross brought response from naval personnel in the East, in the West and in mid-Canada in October.

At HMCS *Naden* a clinic brought 275 donors and another clinic the following day at the Canadian Services College, Royal Roads, added further blood. Officers and men from the *Bonaventure*, refitting at Saint John, N.B., gave 311 pints when city clinics failed to bring blood bank stocks up to safe levels.

Personnel from HMCS *Hunter*, Windsor, Ont., naval division, added much-

needed blood to the local Red Cross Blood Bank, helping to swell the city clinic's supply to 430 pints.

School Cruises For West Coast

Principals, career counsellors and students of western Canadian high schools got a taste of the sea, and a close look at life in the Royal Canadian Navy, in a series of cruises during October in the Pacific Command.

The first cruises were held October 8 when 100 high school representatives of the Greater Victoria area embarked in the destroyer-escort *Saguenay* and the frigate *Ste. Therese* in nearby waters for five hours.

The same day the frigate *Antigonish* at Nanaimo embarked 50 high school personnel for a trip.

From Vancouver, also on October 8, the destroyer-escort *Ottawa* made a cruise to Esquimalt with 32 representatives from high schools of Saskatoon, Regina, Moose Jaw and Prince Albert.

Similar cruises were conducted each weekend until October 23, with high school personnel from Vancouver, Calgary, Edmonton, Lethbridge, Medicine Hat, Winnipeg and Brandon.

High school students and teachers from the Prairie provinces, were flown to the coast and returned by the RCAF.

This is the third consecutive year for these cruises, which provide an opportunity for high school principals, teachers, career counsellors and students to get a first-hand look at life in the Navy.

RETIREMENTS

CPO SERVICE WAYNE JENKS BAIRD, C2ET4, of Parrsboro, N.S., joined RCNVR June 18, 1940; transferred RCN Oct. 16, 1945; served in *Stadacona*, *Beaver*, *Fort York*, *Bayfield*, *Naden*, *Dunvegan*, *HMS Waldegrave*, *Niobe*, *Scotian*, *Shelburne*, *Avalon*, *Cornwallis*, *Peregrine*, *Warrior*, *Magnificent*, *Iroquois*, *La Hullose*, *Haida*, *Wallaceburg*, *Quebec*, *Haida*, *Kootenay*, *Bonaventure*; awarded CD August 20, 1952; retired October 18, 1960.

CPO GEORGE HENRY BLACK, C1MA4, of Montreal; joined RCNVR June 28, 1939; transferred RCN March 23, 1940; served in Montreal division, *Stadacona*, *Restigouche*, *Magnificent*, *Cornwallis*, *Iroquois*, *Bonaventure*; awarded CD Oct. 2, 1952; retired October 30, 1960.

CPO JOHN LEONARD MEADS, C1V14, of Victoria; joined April 4, 1938; served in *Naden*, *St. Laurent*, *Stadacona*, *Assiniboine*, *Niobe*, *Fennel*, *St. Hyacinthe*, *Cowichan*, *Avalon*, *Cape Breton*, *Kootenay*, *Tillsonburg*, *Levis*, *Givenchy*, *Chatham*, *Antigonish*, *Crusader*, *Venture*; awarded LS and GC Medal, May 16, 1953; retired October 28, 1960.

CPO ROY VERNON PURCELL, of Halifax, N.S.; joined September 6, 1939; served in *Stadacona*, *Skeena*, *SS Voltaire*, *Annapolis*, *Peregrine*, *Shelburne*, *Givenchy*, *Scotian*, *Iroquois*, *Magnificent*, *Haida*, *Wallaceburg*, *Hunter*, *La Hullose*, *Lauzon*, *Granby*; awarded CD September 6, 1951; retired October 3, 1960.

PO JOSEPH RENE ALPHONSE LUCIEN TRUDEL, P1ER4; of St. Jean Baptiste, Que.; joined RCNVR April 15, 1931; transferred RCN Oct. 19, 1945; served Quebec division, *Stadacona*, *Saguenay*, *Champlain*, *Valcartier* Camp, *St. Clair*, *Lethbridge*, *Hepatica*, *Scotian*, *Peregrine*, *Montcalm*, *Peregrine*, *Haida*, *Huron*, *New Liskeard*, *Buckingham*, *Portage*, *Micmac*, *Iroquois*, *D'Iberville*; awarded LS and GC Medal, February 10, 1944, CD, June 25, 1955; retired October 18, 1960.

CPO ROBERT ARTHUR WIGMORE, C1C14, of Esquimalt, B.C.; joined July 31, 1939; served in *Naden*, *Stadacona*, *Restigouche*, *Cornwallis*, *Naden* (Diving Tender No. 2), *Prince Robert*, *Givenchy*, *Ontario*, *Niagara*, *Granby*, (Aux. No. 5), *Granby*; awarded LS and GC Medal, July 31, 1954; retired October 15, 1960.

VISIT TO A LITTLE BOY

IN 1919, a British social worker named Eglantyne Jebb founded an organization, "The Save the Children Fund", to look after the needs of the homeless waifs of Austria, part of the innocent flotsam of the First World War. Since then the SCF has widened its sphere of influence in creating child welfare services to encompass some 50 nations of the world.

The declaration upon which SCF operates, known as "The Declaration of the Rights of the Child", depicts in a practical fashion mankind's duty to children the world over. In 1923 this declaration was composed by Miss Jebb and reads as follows:

By the present Declaration of the Rights of the Child, commonly known as the Declaration of Geneva, men and women of all nations, recognizing that Mankind owes to the Child the best that it has to give, declare and accept it as their duty to meet this obligation in all respects.

I. *The Child must be protected beyond and above all considerations of race, nationality or creed.*

II. *The Child must be cared for with due respect for the family as an entity.*

III. *The Child must be given the means requisite for its normal development materially, morally and spiritually.*

IV. *The Child that is hungry must be fed, the child that is sick must be nursed, the child that is physically or mentally handicapped must be helped, the mal-adjusted must be re-educated, the orphan and the waif must be sheltered and succoured.*

V. *The Child must be the first to receive relief in times of distress.*

VI. *The Child must enjoy the full benefits provided by social welfare and social security schemes, must receive a training which will enable it, at the right time, to earn a livelihood, and must be protected against every form of exploitation.*

VII. *The Child must be brought up in the consciousness that its talents must be devoted to the service of its fellow-men.*

Shortly after the founding of the SCF in Great Britain, a branch organization was established in British Columbia and it was through this branch that the ship's company of HMCS *Terra Nova* came to know, albeit in a second-hand fashion, the story of Bernard Bozec.

Bernard lives in a little fishing village near Lorient, France, with his mother

and seven-and-a-half year-old sister at the home of his grandparents. Tragedy struck early in his life when his father, a deep-sea fisherman, lost his life at sea on November 6, 1952, when Bernard was three years old. Madame Bozec's parents have provided a home for the young family but are unable to provide financial help. SCF stepped in and sought a sponsor for Bernard in order to help Mme. Bozec in the struggle to feed and clothe two growing youngsters.

Before commissioning, the commanding officer designate of the *Terra Nova*, Cdr. W. H. Willson, through the British

Sailors' Gesture

"It is impossible not to be touched by the gesture, so simple and so generous, of these Canadian sailors, who have preferred to the pleasures of leave a voyage to Brittany to pay a visit to a little boy whose father has died at sea. This was a gesture of international solidarity, a sailors' gesture, which must be saluted".

—From an article in La Liberté du Morbihan, evening newspaper published in Lorient, France.

Columbia Branch of SCF, requested that the *Terra Nova* become the sponsor of a needy child. Shortly after commissioning, Bernard acquired some 200 godfathers who collectively have sent him gifts, written him letters and generally have taken great interest in his progress at home and at school.

It wasn't until July of this year that an opportunity arose for members of the ship's company to visit Bernard and his family. PO Walter Hood and Ldg. Sea. Real St. Cyr were chosen to represent the ship's company in a visit to the boy. They left the ship, which was at Portsmouth, her first port of call on the European Cruise, on July 28 and reached Bernard's hometown (near Lorient) the next day, travelling by air, rail and bus.

While in Lorient waiting for the bus to Belz the two men met a newspaperman who, upon finding out their mission, decided to make a news story of their visit. They picked up a photographer and drove the ten miles to Belz where they met Mayor Henri Rolland, who was extremely helpful to the two Canadian sailors. The party proceeded to Bernard's home which is by the Etel River,

where Bernard spends much of his free time fishing. Mr. and Mrs. LeFloch, Bernard's grandparents, made the two sailors welcome while Bernard was sent for. He was extremely surprised and happy to see two of his godfathers. PO Hood and Ldg. Sea. St. Cyr spent two days with the family and while there bought the boy some new school clothes and the rest of the family gifts.

Bernard, an eleven-year-old, is an extremely intelligent child who has done very well at school. It appears that through the help he is receiving from the ship he will be able, in the future, to pursue his educational training much further.

One might conclude as a result of the report given by PO Hood and Ldg. Sea. St. Cyr that the financial and moral support that *Terra Novas* are giving Bernard has been a great help. Although most of the sailors' time in a ship is spent in learning how to destroy—a necessary thing in this day and age, unfortunately—it is comforting to realize that the *Terra Novas* are also busy creating, that is, giving a young boy whose future looked so dim a chance to rise to greater heights.

The following is an account of the trip to visit Bernard Bozec, by PO W. Hood and Ldg. Sea. St. Cyr:

"Amidst the havoc of the first day in a foreign port, Ldg. Sea. St. Cyr and myself left Portsmouth on the 1320 train for London. After a lot of head-scratching in the London subway, we finally made our way to the London airport and boarded a BEA Viscount for Paris. The trip was made in 55 minutes and we landed at 1935. It was only after a long discussion between St. Cyr and taxi drivers that we were convinced it was cheaper by taxi to the railroad station.

"The swift ride to the Maine Depot, which services the northwest section of France and was on the opposite side of Paris, led me to believe it must have been a record time for the trip.

"When we found out it was impossible to send a telegram to the Bozecs, due to the office being closed, we boarded the train and left at 2145. The train was not the most modern, but I think it is the fastest I have ever been on, although there was no way of telling the speed. The people on the train were very friendly and kept Ldg. Sea. St. Cyr talking most of the night. There was great concern about where we were going, as everybody had a different



Eleven-year-old Bernard Le Bozec poses with two of his "foster parents" from the Terra Nova at his grandparents' home in a little village near Lorient, France. With him are Ldg. Sea. Real St. Cyr (left) and PO Walter Hood, who journeyed to France to see the ship's adopted son while the Terra Nova was at Portsmouth. (Photo courtesy La Liberte du Morbihan, Lorient)

spelling for the place and some even thought we should go east. Anyway, we were on our way to Lorient and would find out all we wanted to know. We hoped.

"We arrived in Lorient at 0615 the next morning, very weary. After inquiring from a couple of French sailors we found out there was a French Navy Sailors' Rest in Lorient, so we went there to get cleaned up a bit. While there a newspaperman from *La Liberte*, the afternoon paper of Lorient, came in and asked us what we were doing there. We told him our story and he said it would make a pretty good newspaper feature. After picking up a photographer at the editorial building, we were driven to the little town of Belz, which is about 10 miles south of Lorient. When we arrived there the reporter, Andre Figueras, found out for us that the mayor operated a drug store there. After meeting Mayor Henri Rolland, we went to the town hall to look up where Bernard and his family live, because there are too many Bozecs in that area to know by heart. On finding out he lived in a section called Lamor we drove over and met the counsellor for Lamor, M. L. Chapelain. From here we all paraded over to see Bernard.

"On the edge of a little cove on the Etel River, sat a pretty white house surrounded by apple and pear trees and, on one side, a stone wall with a white gate. Here we met Mr. and Mrs. LeFloch, Bernard's maternal grandparents. After

being introduced, Mrs. LeFloch called Bernard and his sister Marie-Therese, who were down on a wall in the cove, fishing. When he came running around the corner of the house he was so surprised to see two Canadian sailors he didn't know what to say. After a bit

of translation from Ldg. Sea. St. Cyr, I soon found out he was indeed happy to see us.

"Bernard was taken under the ship's care a little over a year ago through the world wide organization of the Save the Children Fund. His father was a fisherman who was shipwrecked at sea and was found dead on the beach at Houat in December, 1952.

"Bernard is 11 years old and is in the sixth grade at school and has skipped two grades. His sister, Marie-Therese is seven and a half years old. Bernard is both brilliant and quiet.

"In the afternoon Mayor Rolland drove Mrs. Bozec, Bernard, Marie-Therese and us down to Lorient to do some shopping as the ship's company had all chipped in some of their pay so we could do this. After purchasing some new clothes for school and a few other things and gifts for the rest of the family, the Mayor took us to see the huge German submarine base that was heavily bombed during the Second World War. It is still standing but the City of Lorient was levelled and is practically a new city now.

"After driving back to Belz, Lamor, we were asked to stay for the night and gladly accepted the invitation.

"The next morning we visited the relatives around Lamor and Bernard and Marie-Therese took us to where they build the wooden fishing boats. Their methods haven't changed very



Bernard Le Bozec and his sister Marie-Therese are shown here with their grandparents, M. and Mme. LeFloch; Mayor Henri Rolland, of Belz (far left); Councillor Le Chapelain, of Lamor (centre), and Bernard's two visiting Canadian "foster parents", Ldg. Sea. Royal St. Cyr and PO Walter Hood, of the Terra Nova. (Photo courtesy La Liberte du Morbihan, Lorient)

much down through the years, with the exception of a few electric tools. It is all picturesque countryside around Belz.

"In the afternoon we were taken on a tour of some of the famous little towns in this part of Brittany. An uncle of Bernard's, Mr. LeGuennec Marcel, was our host for the afternoon, and also the chauffeur was an excellent guide, taking us to very many interesting and historic sites.

"One of the places was Quiberon, which is a long peninsula that was heavily fortified by the Germans. The remnants of war are still in evidence. There is also a huge fort on this stretch of land, called Penthièvre, which was

quite prominent in the torture and death of many Frenchmen. At the tip of the peninsula is the little seaside resort of Place Hoche. It was very quaint in its way and I think a much longer stay would have been enjoyed as greatly by Ldg. Sea. St. Cyr as by myself. After purchasing some souvenirs for the family, we then went to the town of St. Anne D'auray. We finally arrived back at the LeFloch home at 1930 with just enough time to pack and catch the night train to Paris.

"With our stay at Lamor nearing an end, we said our goodbyes and thanked Mr. and Mrs. LeFloch and Mrs. Bozec for the wonderful hospitality they had

shown us. The mayor arrived in the meantime to drive us to the station. On our leaving, Bernard and Marie-Therese were a little reluctant to say goodbye, but we told them that maybe some day somebody would be back to see them again.

"Mayor Rolland drove us to the town of Auray where we thanked him deeply for helping us out during our stay. We left at 2025 with many wonderful memories of the people of Brittany, Mrs. Bozec, Mr. and Mrs. LeFloch, Marie-Therese and, most of all of our foster son, Bernard, whom we wish to have a happy and prosperous future".

LESSONS FROM FALLEX-60

ALTHOUGH a final evaluation of the six-nation fleet exercises, Fallex-60, held in European waters, will not be completed before December, some of the more obvious lessons were discussed at Portsmouth, England, immediately on conclusion of the exercises.

HMC Ships *Haida*, *Nootka* and *Iroquois* participated in the exercises as did RCAF *Argus* anti-submarine aircraft.

Admiral Robert L. Dennison, USN, Supreme Allied Commander Atlantic, said NATO fall exercises had been an outstanding success but should not result in complacency.

"The current state of readiness which we have demonstrated can only be maintained and improved with constant training and continued strong support of these NATO forces by their respective governments."

The *Army Navy Air Force Journal's* correspondent said that communications, always difficult in the far north, had been much improved over previous exercises in the area. However, many felt that the necessity for close co-operation between ships of different nations had resulted in far more radio traffic than would be desirable in war.

He quoted an unnamed admiral as saying: "There will always be more said than has to be said. It will take a great deal of training to get a silent fleet."

An example was given of the international nature of the exercise in the case of a Brazilian aircraft carrier in the North Sea, whose position was reported to a British base by a German naval aircraft operating from a Netherlands airfield.

Another example of international co-operation, but one unlikely to occur in wartime, lay in the fact that the NATO fleet's weather service had at its disposal weather reports based on information gathered from most countries of the northern hemisphere, including Russia and other nations of the Soviet bloc.

There was a general feeling that the aircraft carrier had shown up well in the exercises. The final situation report said:

"To date there has been no indication that an aircraft carrier was attacked by submarines. In both surface raider episodes, the raiders were attacked by air strikes which resulted in their complete annihilation before they could initiate an approach to the Strike Fleet."

Vice-Admiral Harold T. Deutermann, USN, Commander of the Striking Fleet, was quoted as saying that the exercise proved the aircraft carrier is still the strong element in naval power and "I would back a fully-armed carrier with its modern aircraft against a nuclear submarine any time."

This view was not entirely shared by Admiral Sir Robert Durnford-Slater, RN, Commander in Chief North, who commanded the opposing forces. He considered that the NATO forces had "nothing like the number of submarines we should have in war" and that the "density of submarines in the exercises was nothing like we would have in war."

A new piece of equipment that was used during the exercises was the U.S. Navy's Grumman WF2 Tracer, known as the "flying saucer" because of the enormous radar dome above the fuselage. The twin-engined carrier-borne

aircraft greatly extended the "vision" of the fleet.

Observers had the opportunity of comparing the capabilities of three types of long-range ASW aircraft—the RAF's *Shackleton*, the RCAF's *Argus* and the USN's *Neptune*.

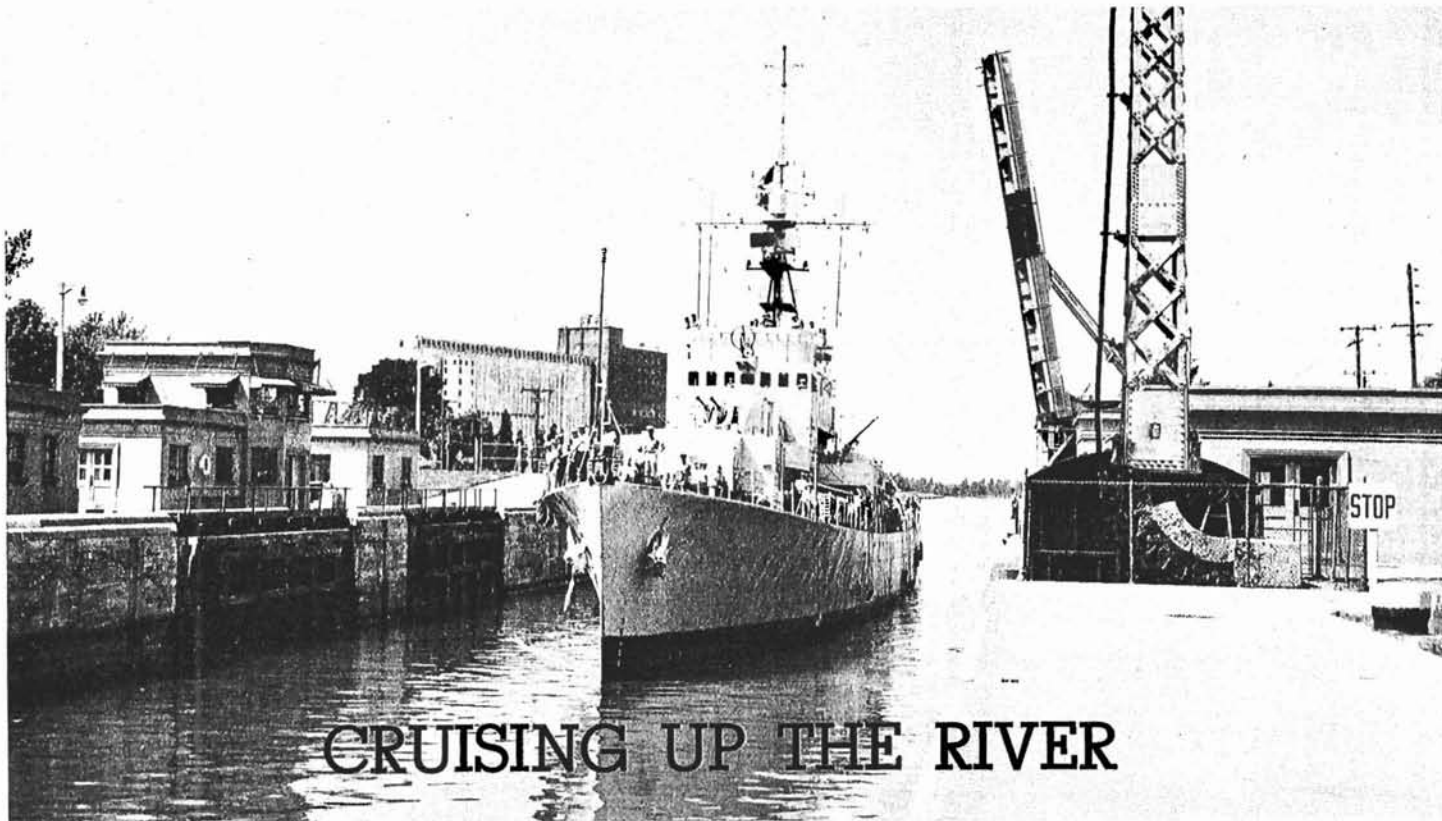
Ted Bush, associate editor of the Washington-published *Navy Times*, wrote that the limited submarine activity did not "dull the brilliance of the performance of the British *Shackleton* and Canadian *Argus* ASW planes and their crews. The Americans were forced to admit that they did far better than the (U.S.) Navy's P2V *Neptunes*."

Mr. Bush drew four conclusions from his discussions with commanders after the exercises. They were:

- Communications problems were less troublesome than in the past.
- Future exercises will have to have more submarines.
- Carriers are still a mighty important part of the Navy and will be for a long time to come.
- Everyone needs new ships.

Black and Blue Monday, It Was

The term "Blue Monday" dates back to the 18th century when it had a literal meaning for sailors. It was customary in those times to log a man's violations during the week and administer the floggings on Monday. Since such punishment usually resulted in a change of colour in the man's skin, it became known as "Black and Blue Monday". In modern times it has come to be known as "Blue Monday" because it is the first working day following a week-end of liberty.—From the U.S. Navy Magazine *Fly*.



CRUISING UP THE RIVER

The Lanark enters a lock in the Welland Canal while upbound for the summer training of reserve personnel on the Great Lakes. (COND-5833)

THE FIRST PHASE of the Great Lakes New Entry Reserve Training for 1960 began on June 6, when the *Lanark* departed from Toronto with 34 trainees on board.

During the previous weekend the struggle to accommodate the extra complement began. A number of the regular ship's company had been sent off on leave but, even so, the bunks were filled and camp cots, in such places as the squid well, had to serve.

The number of trainees was actually less than the expected 44, which was just as well for the first trial; however, at one period during the summer we were to have as many as 48 extra personnel on board, swelling the number victualled to 183.

Most of the first week was spent anchored in Prince Edward Bay, southwest of Kingston, to take advantage of the fine weather for boat work. By Thursday, all the trainees were well versed with the "do's and don'ts" and orders connected with an RCN whaler. By the time the anchor was aweigh, more than a few hands were blistered, but all were capable of making a presentable boat's crew.

Friday, June 10, was well occupied ferrying a total of 130 Sea Cadets from the surrounding Royal Canadian Sea Cadet Corps on two-hour familiarization trips out into Lake Ontario from Port

Hope and Cobourg. Finally the ship anchored at Cobourg for the weekend, where we were to take part in the festivities connected with the annual Naval Veterans' Reunion. The weekend was a complete success as sailors from 16 to 60 gathered in the Cobourg Armouries to tell yarns and experiences in the age-old tradition of the sea.

On Sunday morning, decked in their best uniforms, 100 of *Lanark's* ship company—both trainees and regular—took part in an impressive church parade, followed by a short ceremony at the War Memorial.

The ship was opened to visitors on Saturday and Sunday afternoons, when an overwhelming number of people came on board. The naval tug *Scatari* ferried the people to and from in loads of 200 people at time. At 1700 the *Lanark* was closed to visitors, which left many disappointed people on the jetty. And she was still disembarking visitors at 1830.

Again, on Sunday, the jetty was packed with people eager to see the ship, almost an hour before gangway would be open to them. It was regretted that Cobourg harbour was not deeper; then the *Lanark* could have gone alongside and accommodated all the people on the jetty.

After all this work, the *Scatari* suffered a mechanical breakdown and

the *Lanark* had to tow her back to Hamilton for repairs. However, this did not prevent the carrying out of the scheduled four-inch and 40mm firings in the Frenchman's Bay firing area.

During the rest of the week, we steamed around Lake Ontario, spending one night at anchor off Kingston. On Friday forenoon, we secured alongside the jetty at HMCS *Star*. The hands then were employed in getting the ship ready for an informal inspection by the Commodore Naval Divisions.

The second phase started when the ship sailed June 20 from Hamilton with 35 new entries on board. The following day, at 0600, we entered the Welland Canal to begin an ordeal that was to last some ten hours.

The canal, being so much older than the Seaway, does not have a refined flooding system, hence the ships tend to surge a great deal while in the lock. Expert line handling was required so that we would not smash from side to side like the small laker that was locking with us. The handling of the ship by the lockmasters is also much slower than in the Seaway, and thus the newly-acquired boom saw a lot of service as the men were landed to handle our own lines at the waiting walls.

We cleared the Welland Canal in the late afternoon and Lake Erie was transited that night, in order that we might

negotiate the Detroit River and St. Clair Lake and River in the forenoon. Had the weather been good, the passage would have been routine. The channel is well marked with buoys.

However, on entering the channel, the ship was involved in an intense thunder storm which severely hampered the passage by the great reduction of visibility. Fortunately the storm was short-lived and we were soon under way again despite the dampened spirits and bodies. In the afternoon we entered Lake Huron.

By Friday, we were anchored off the Saginaw River in 30-knot winds. We were supposed to enter the River and make the passage to Bay City but, with the very narrow channel and the high winds, it was deemed unwise and the ship rode at anchor. On Saturday morning, the winds had abated, so we weighed anchor and proceeded up the channel to Bay City.

As we approached, we heard the sound signal from the nearby tug of three long blasts and two short. This was one that we had not heard up to now and, since there are many sound signals in the Lakes that ocean-going ships do not use, one can become puzzled. However, after much racking of brains and looking up the sound signals in the "Pilot", we realized that it was a welcome, for by now there was a horde of pleasure craft coming to meet us. The signal was now being repeated by the bridge operators and even cars, waiting to cross the bridge.

Unfortunately, because of our wait at the mouth of the River, we had to cancel the official reception, but we were still honoured as we arrived by the presence of the mayor, the Democratic nominee for the Governor of Michigan State and a very beautiful Miss Armed Forces.

Our short stay was very enjoyable. The citizens were disappointed when they found out that we had lost the one day with them and asked us to stay on for an extra day to make up for the one that we had missed. But, in spite of their urgings, we were under way in the morning, down the 200-foot-wide channel with its four bridges and into Saginaw Bay.

The remainder of the week was spent steaming in Lake Huron, anchoring off Grand Bend or Goderich in the afternoons to provide boatwork for the new entries. Every evening, the ship's company enjoyed swimming off the ship's side, the water temperature being in the 70s in the month of June. This gave them a welcomed relaxation period.

On Wednesday, we were to take out some Sea Cadets from the corps of the surrounding district. They were picked up by the motor cutter and we then weighed and proceeded for four-inch and 40mm firings, and squid firings. This was quite a thrill for the Sea Cadets. They were returned to shore that evening at Grand Bend.

The following morning we headed down the Detroit River to Windsor, where we spent the Dominion Day weekend. The *Lanark* paraded 60 men for the First of July celebrations. Followed by the Fourth of July celebrations, it made a busy weekend for the twin cities of Windsor and Detroit. With this was the Freedom Festival, which is celebrated by the Negro population of the North American Continent, to celebrate their liberty at the two cities that were terminals of the Underground Railway.

While we were at Windsor, we were joined by HMCS *Outremont* and, together, we made our way back to Lake Huron on July 4. In company, the two ships made use of the following week by exercising, carrying out armament firings and also showing the new entry trainees such evolutions as jackstay transfers. It was good to work with another ship, as much more benefit can be gained than by working alone. Because the following week was to be the maintenance period, all the training was crammed into a short space of time.

By the time the ship reached Midland, which was to be the place where the self-maintenance was to be carried out, the practical part of the training had been completed—and now came the lecture periods, which could now be conducted without interruption.

The fourth training period had the largest group of reserve personnel for training; namely, 48 men. We left Midland on Monday, July 18, headed to Sarnia to refuel, and then, in company with the *Outremont*, set course for the Straits of Mackinac and Lake Michigan. En route, the customary firings were carried out and a jackstay transfer for the benefit of the new entries. We passed the impressive "Millionaires' Island", and under the renowned "Mackinac Bridge" in the afternoon. We anchored off the United States Great Lakes Training Centre that night. The following morning, we entered Milwaukee harbour.

Milwaukee hospitality was enjoyed by everyone. Unfortunately, the official reception planned for the night of July 22, Friday night was all but rained out. But the guests came down despite the torrential rain and were warmly greeted in both ships' wardrooms.

For the ship's companies, Sunday was the big day as some 130 beautiful young girls and a band descended onto the *Lanark's* quarterdeck for a party. The ships in return provided refreshments and, of course, sailors! Needless to say,



Petty Officer R. J. Desmeules, of the *Lanark*, explains anchors and cables to Ordinary Seamen Melvin Kelly, James Livingston and John Black, all from Chippawa, Winnipeg naval division. (COND-5846)

the party was an overwhelming success and both sailors and girls thoroughly enjoyed themselves. Full ceremonial divisions and church were held on the quarterdeck with a large audience watching from the jetty.

It was regretfully that the two frigates left Milwaukee and it will be a long time before the warm hospitality will be forgotten. However, a gyro failure in the *Lanark* quickly turned our minds to the job, as we navigated our way out by magnetic compass.

On Tuesday, we were just passing under the Mackinac Bridge when some small radar contacts appeared on the scan. It was not long before we were able to identify them. We had encountered the yachts in the Chicago-Mackinac yacht race. However, as the visibility cleared, we were able to give them a wide berth.

On July 27, the two ships were working their way up the St. Charles River to the "Soo". Both finally secured at a berth across from the St. Mary's rapids.

While the ships were there, they participated in the town's festivities. There was a parade headed by "Boom Boom" Geoffrion, of the Montreal Canadiens. The *Lanark* landed 100 men and the American Armed forces had a contingent. A fly-past of F-104 Starfighters of the USAF climaxed the celebration.

The next morning the two ships got underway bright and early, with Sea Cadets embarked for a short cruise. They were disembarked at Gros Cap, which is the opening into Lake Superior. One of the marked changes was the water temperature. And, for perhaps the first time during the summer, the ship's company slept under blankets.

During the middle watch that night, an electrical storm was encountered which presented a wonderful sight as it lit up the sky and the lake with its reflections in the water. As the storm passed, the Northern Lights put on their display. It seemed that Nature was determined to give us her personal floor show for the evening's enjoyment.

The next morning, the ship arrived at the head of the Great Lakes at the city of Port Arthur. We were given a cordial welcome by the people. In fact, their warm greeting exceeded anything that we had been given during our stay so far in the Lakes. Added to this was the fact that we knew that the halfway mark was past, from now on we were heading back to the Coast and our families. We were also at the highest point in the world that can be reached by a salt water ship of any great size.

We spent an enjoyable week-end and, on Sunday, we embarked the last class



On board the frigate *Lanark*, Ldg. Sea. Gerald Zipfel explains radar to Ordinary Seamen Tony DeVine and Vernon Gregg, both of Queen Charlotte, Charlottetown, P.E.I., naval division. (COND-5810)

of new entries for the last training cruise. We slipped from Port Arthur at 0900 on Monday, with some 30 Sea Cadets and Wrenettes. We gave them a short cruise and set our course for the "Soo".

We carried out armament firings in the afternoon before setting out to rendezvous with the *Outremont*, which we met the next morning. We both steamed for the Soo.

However, it seemed that the lakes did not want to lose us. The weather closed in and we had to reduce speed because of the fog. The visibility improved and our passage through the St. Mary's River was without incident.

The next two days were spent exercising with the *Outremont* in Lake Huron. Finally, we anchored off Grand Bend to give the Reserves the boat work they required. On the morning of August 5, we weighed and said our "au revoirs" to the *Outremont*. She headed for Collingwood and a maintenance period, while we set off to refuel at Sarnia and head for Detroit and Windsor.

We were fortunate that during the week-end there the ship's company was able to take advantage of passes to see for the first time a major league baseball game, as the Detroit baseball team was playing a home game.

On August 10, we were again transiting the Welland Canal. Luckily, we

were able to pass two vessels and this considerably speeded our time of transit. In ten and one half hours, we were again steaming in Lake Ontario. We anchored off Port Dalhousie for the night to recover from the ordeal of the Welland Canal. The next two days were spent cruising in the lake, showing the new entries the Toronto skyline. Then came boatwork and painting the ship's side.

On Thursday evening, we entered, for the last time, Hamilton Harbour through the Burlington Bridge. We spent the weekend saying goodbye to the staff at *Patriot* and *Star*, before we left for deep water.

The next week was spent heading down the St. Lawrence Seaway with a short stay at Montreal. On Monday morning, HMCS *Lanark* steamed into Halifax harbour after three months in the Lakes. We were greeted by the *Victoriaville*, one of our sister ships, which was just returning from a cruise to Bermuda.

We were able to show off our lessons of the Lakes by landing our own berthing party which impressed all the other ships in the harbour when they saw our line handlers swing out on the boom, and alight on the jetty and go to their stations. The afternoon was a make and mend and members of the crew were happy to be off to their homes to be re-united with their families.—W.V.A.L.

Horror and Courage in an Open Boat

FROM THE DAY man first put to sea his epic voyages in open boats, over thousands of miles of ocean, have provided some of the most exciting narrative since the advent of the written word.

To the devotees of this kind of non-fiction, Lt.-Cdr. Frank West, MBE, RNVR (Ret), has added a chronicle in the tradition of Captain Bligh's historic passage in an open boat and the harrowing 1200 miles made by the two lifeboats of the SS *Travessa* a generation ago.

"Lifeboat Number Seven" chronicles the day by day struggle of 82 survivors of the SS *Britannia*, an Anchor Line steamer of 8,799 tons, sunk by German Raider "E" (the *Santa Cruz*) commanded by Captain Otto Kahler, March 25, 1941. The *Britannia* was transporting troops from the United Kingdom to Bombay via Freetown and Durban. She was sunk by gunfire in a position some 600 miles from the African coast between Dakar and Freetown, and about 1500 miles from Sao Luiz on the Brazilian coast of South America. Raider "E" came upon the *Britannia* at dawn and sent the British transport down after a short surface action.

Frank West's narrative, by diary extract, augmented by the author's thoughts in retrospect, tells of the 23 days at sea spent by the survivors in lifeboat number seven.

When the *Britannia* went down 82 men—British, Lascars, Sikhs and Goanese—crammed themselves into splinter-holed number seven lifeboat. (When these survivors finally won through, the British Consul at Sao Luiz, in an experiment was able to jam-pack only 74 men into the same boat!) After an abortive attempt to sail the short leg against the wind for the African coast the British officers acknowledged the inability of a Board of Trade merchant lifeboat, with its dipping lugsail, to point close to the wind. They turned about to run before, and attempt the long haul to South America.

Aboard the boat, with the author, were seven officers of the RN, RNR and RNVR, seven other service personnel, two ship's officers of the *Britannia*, two civilians, 39 *Britannia* crew (Lascars and Goanese) and 24 Sikhs who had been passengers in the liner. Of this group, a few were to stand out as brave leaders—William MacVicar, third officer of the *Britannia*, Sub-Lt. I. S. McIntosh, RN, Sub-Lt. G. K. Harmon RNVR, Lt. F. Lyons, RNR. Reading between the

BOOKS for the SAILOR

lines, one suspects that the author's own qualities of strength and leadership stood high on the list.

The reader is struck at the swiftness with which thirst, hunger and exposure strikes the physically strong. This was the daily ration to be shared equally by the 82 men:

A third of a dipper of water each, one biscuit each and two tins of milk to be divided among the boatload (about one eggcupful) for each man.

On that fare, few of them were able to swallow a biscuit after three days in the boat and by the seventh day they suffered their first loss when an Indian cook threw himself overboard.

Twenty-three days after the sinking of the *Britannia*, when the lifeboat grounded on a beach about 30 miles from Sao Luiz, only 38 of the band were still alive. Of the 44 who died



Canada's Christmas list of books this year is graced by "Timeless Island", a collection of short stories from the typewriter of Lt. H. R. Percy, whose writings need no recommendation to readers of *The Crow'snest*. (HS-61492)

during the long crossing, six were British. Tragically, Lt. Lyons, who had contributed so much to the navigation of the lifeboat, succumbed on their last day at sea, almost in sight of the Brazilian coast.

This voyage of 1,535 miles proved again that the well-trained and disciplined individual stands the best chance of survival. Sub-Lt. McIntosh, a King's Dirk winner as a midshipman, showed superb mental conditioning for a man so young, and proved to be one of the real leaders. Third Officer MacVicar brought to bear all the wisdom and knowledge he had gained in the Merchant Navy, and his ability to handle the Lascar seamen was invaluable.

There were those who died bravely. Sub-Lt. Harmon, cruelly wounded during the action with the raider, tried his best to help the other and met his end without fear or complaint. There was W. Beck, a "khaki-clad sailor" in the Naval service, who displayed courage of a high order . . . "He . . . had put up a fight for his life. He . . . was a very brave man with courage beyond my powers to describe. He was so appreciative of the smallest kindness . . . and his hand gripped mine to express the words he could no longer speak . . . He died . . . peacefully and quietly".

There was missionary Hugh Cutler, known as Emmanuel, whose life was devoted to bringing the gospel to the Indian people and who died broken-hearted at their ingratitude and cruelty, not only to himself, but to each other.

This is not a book with literary pretensions or style. But, as the narrative unfolds, the words gather force and flow with a compulsion born of a story that tells itself. It is, at times, moving reading.

The author is a brother-in-law of Lt. John Kelso, of Aylmer, Quebec, who retired last spring after many years of service with the RN and RCN.—C.T.

LIFEBOAT NUMBER SEVEN, by Lt.-Cdr. Frank West, MBE, published in Canada by the Ryerson Press, 299 Queen St. West, Toronto 2.

Chronicle of Good Deeds

NAME THE NATURAL and man-made disasters of the past half century in Canada and you will find that the Red Cross has been there, working with cool, smooth efficiency and warm, human sympathy.

The Halifax explosion of 1917, the Fraser River and Red River floods, the Springhill mine disasters, Hurricane Hazel, the SS *Noronic* fire and other tragic occurrences have brought an immediate response from the Red Cross. As it happens, on most of these occasions the Royal Canadian Navy has been there helping, too.

The greatest demand of all is placed on the resources of the Red Cross in wartime, but peace also has its burdens. Refugees, displaced persons, separated families, starving and sick populations all make heavy demands on the organization.

A continuing effort, whose value to the community is immeasurable, is the blood donor service of the Red Cross and, here again, the Royal Canadian Navy has given willing assistance.

The story of the Canadian Red Cross, its beginnings and its far-ranging deeds of mercy is told in a new book, "To All Men", by McKenzie Porter. The story goes back, as far as Canada is concerned, to the days of the Northwest Rebellion, when the Red Cross flag was first flown as a symbol of hope to the wounded, and to the official establishment of the Canadian Red Cross Society in 1896.

From that time on, it would be a matter of rewriting the book to detail the work accomplished by the Canadian Red Cross.

Mr. Porter has told his story with no lingering over organizational details and, against a background of devastation and suffering, shows that there is enough goodwill, sympathy and generosity left in the world to merit the survival of the human race, after all.—C.

TO ALL MEN, The Story of the Canadian Red Cross, by McKenzie Porter; published by McClelland & Stewart Limited, 25 Hollinger Road, Toronto 16; 148 pages; illustrated; \$3.95.

Timeless Island

"When Lieutenant Percy's manuscript of short stories arrived at The Ryerson Press, there was an immediate outburst of enthusiasm in the editorial department. For these stories heralded the arrival of a major new Canadian literary figure. Without question, Lieutenant Percy has a rare talent for writing. His characters are full grown, his plots are convincing and his writing is the work of a highly skilled literary craftsman."

THESE WORDS are from the jacket of "The Timeless Island", a collection of short stories by Lt. H. R. Percy, whose literary ability is well known to readers of *The Crownest*. Two of the stories in the present collection ("Haliburton" and "The Captain's

Lady") have appeared in this magazine and several others of his contributions might well have been included, except that they were vignettes or sketches rather than short stories.

Lt. Percy relishes the slow, soft music of words. Thus every story in his collection may not be to everyone's taste in this age of hurry. He can be brisk, however, and there is action and high humour in his yarn of the lower deck, "A Spirited Encounter". Irony—sometimes to the point of cynicism—predominates in some of the stories, the supernatural in others.

All in all, it is easy to share the enthusiasm of the publishers. In sheer writing ability and the play of imagination, the book sets a high standard. It is to be hoped that it will serve as a stimulus to other aspiring authors in the Royal Canadian Navy to study the art of writing and put their thoughts on paper.—C.

THE TIMELESS ISLAND and other stories, by H. R. Percy; The Ryerson Press, 299 Queen St. West, Toronto 2B; 163 pages; \$3.50.

Technology of D-Day

IN HIS ACCOUNT of the initial stages of the invasion of Europe "The Far Shore—An American at D-Day", Rear-Admiral Edward Ellsberg has produced a rather disjointed book, partly autobiographical, partly historical, containing a liberal sprinkling of technical information and more than a dash or two of bombast.

The autobiographical portion is primarily an account of how Rear-Admiral (then Captain) Ellsberg helped to save the "Mulberry" artificial harbour project from complete disaster.

The huge, floating concrete boxes (code-named "Phoenixes") which had been devised and constructed by the British for the "Mulberry" undertaking were sunk off Selsey Bill to await D-Day. The task of re-floating them had been entrusted to, of all people, the Royal Engineers.

Captain Clark, the USN officer responsible for setting up the western "Mulberry" on the "far shore" after D-Day, discovered that the REs had provided completely inadequate means of raising the "Phoenixes" from their temporary home and that consequently, when the day came, the whole project might be wrecked by long and perhaps fatal delays. Captain Ellsberg was sent to investigate, found that Clark was right, and promptly took steps to remedy the error.

Eventually the task of raising the "Phoenixes" was assigned to the Royal

Navy, which, Ellsberg ungrudgingly admits, was quite competent to perform it. The whole story is an interesting one, particularly the part that describes how Admiral Stark induced the British Government to change its reiterated decision to leave the Royal Engineers in charge of raising the concrete breakwater.

Unfortunately the overall effect of the "Mulberry" story is marred by a good deal of bombast. Perhaps one example will suffice: "He (a Lieutenant Barton, USN) had a voice like a bull, a figure like a Samson in its massiveness, a solid assurance in his rough manner that any Englishman (let alone a decrepit one like the NOIC) would have difficulty facing up to . . ." Admittedly the Admiral does occasionally have something complimentary to say about the British, particularly the RN, but that is seldom.

Most of the remainder of Admiral Ellsberg's book deals with the assault on "Omaha" beach by the 1st and 29th U.S. Divisions and with subsequent events, particularly the setting up of the western "Mulberry" and its effect on the battle. The story of the actual assault on D-Day is dramatically and well told, but it would be a mistake to treat it as complete and absolutely accurate.

There are indeed many errors of fact in Admiral Ellsberg's historical, as opposed to his autobiographical account. For instance, the story of how Commodore Hughes-Hallett inspired the "Mulberry" project is a good one, but unfortunately it is not wholly accurate, as can be discovered by consulting Churchill or Chester Wilmot. But this is a minor point. It is in the account of the post-D-Day battles of the American armies that Admiral Ellsberg's inaccuracies are most noticeable. The account of von Kluge's attack at Mortain, to take but one example, is hopelessly in error, as can be seen by consulting practically any reliable account—Eisenhower's, Bradley's, Wilmot's, even Colonel Allen's.

Still "The Far Shore" is well worth the reading. The technical descriptions, accompanied usually by illustrative line drawings, of the various devices employed by the Allies to ensure the success of Overlord and by the Germans to ensure its defeat are excellent. And the Admiral has been particularly successful in capturing the atmosphere on the "near shore" in the weeks prior to D-Day.—T.T.

THE FAR SHORE—AN AMERICAN AT D-DAY, by Edward Ellsberg; Dodd, Mead and Company, New York, 1960; 381 pp.; line drawings and end-paper maps; \$5.50.

BY WHALER TO LUNENBURG

HMS *Auriga*, one of the two submarines working with the Royal Canadian Navy, was in harbour for a week longer than we expected, with little constructive work for the seamen to do while the engine room department toiled in the murky recesses of the port engine. Thus arose an ideal opportunity for expedition training.

Some sailors went to a survival camp where they lived exotically on a diet of frogs' legs. Five of us joined a whaler's crew at the end of August, and sailed 55-odd miles from Halifax to Lunenburg to visit the replica of the *Bounty*, being built there for an MGM film.

We set out from HMC Dockyard on Tuesday, August 30, in a flat calm, amid derisive cheers from the spectators on the submarine and offers to have our lunch ready for us at the south end of the dockyard. Fortunately, there was an ebb tide or we might well have gone backwards.

As soon as we were decently out of sight we lowered the sails and pulled to a patch of breeze, only to find that the breeze had disappeared. We tried again, with the same lack of success. By alternately pulling and drifting with the ghost of a wind behind us we eventually reached the approaches of the harbour by tea-time. There the wind shifted and we had to tack out to sea.*

We made Ketch Harbour by sunset and ran into the steep and narrow harbour in order to pitch camp. Ketch Harbour is an attractive fishing village—much more picturesque and more unspoiled than Peggy's Cove, the local beauty spot. We lit a fire on the shingle and that night slept under the stars. For some of us it was the first time and we were all deeply impressed by the tranquil beauty of a Canadian summer night.

Next morning we had breakfast and, as it was our first day, spent a little time getting organized. Petty Officer Kirk landed a dozen pollock in revenge for the crafty lobster that had evaded him the previous night. As we had all had breakfast anyway, the wretched fish were thrown back, and we sailed on a light wind without them, which was just as well.

The brilliant sky was reflected in a clear blue sea. The wind freshened towards noon and moved to the west, which meant that we had it in our teeth all the way, and had to beat to Lunenburg Bay. We reached Betty Island by noon, and tacked from there to East Ironbound Island and thence to Pearl Island.



Shown are Royal Navy crew members of the submarine *Auriga* who sailed a 27-foot whaler from Halifax to Lunenburg, N.S., and return. Left to right are Able Seaman J. A. Wilson, of Wimbledon, London; Able Seaman J. Loughran, Armagh, Northern Ireland; Lt. J. Richardson, London; Petty Officer J. Kirk, Hutton Cranswick, East Yorks, and Able Seaman R. E. James Sittingbourne, Kent. (HS-62326)

We could see why the name of Nova Scotia is given to this province; it is not so much the landscape inland but the wooded bays and islets that are so reminiscent of Scotland.

We reached Great Duck Island by sunset and beat steadily up to Lunenburg Bay. We made the final approach in darkness. After having been navigator of the submarine it gave me great personal pleasure to pass buoys only feet away and run over shoals only a fathom deep! We arrived at Lunenburg at 11:15 p.m. The crew members were so exhausted that they picked up their sleeping bags, staggered a hundred yards from the boat, and fell asleep without cooking supper.

We had made the journey! Next morning we sailed up to the town and secured the whaler opposite the *Bounty*. Although she was normally closed to visitors, we were given permission by Fred Rhuland, of Smith and Rhuland, to look around her. And very impressive she was too.

Built to blueprints supplied by the Admiralty she is slightly larger than the original but her external appearance is unchanged. Inside, however, she had

the most modern fittings, including two diesel engines to drive her along. We spent an hour looking her over and chatting with the shipwrights and riggers who were fitting her out. It was like walking 200 years into the past. Smith and Rhuland are one of the few firms that still build wooden ships only, and constructed the famous *Bluenose*.

These men were obviously proud of their traditional crafts and were doing a fine job.

We learned, among other things, that Captain Bligh had made his famous journey in a longboat only five feet shorter than our whaler. We couldn't compete with his journey of 4,300 miles in 41 days, but then of course he had the trade winds!

We spent the rest of the morning looking round Lunenburg, which is a small town gravitating round boat-building and fishing. We tried to sail in the afternoon, but the wind was gusting at 30 knots and we were down to two reefs in the harbour and eventually split the mainsail. We ran back at a fair speed under jib and mizzen and had the sail repaired in the local sail loft. Towards the evening the weather moderated and we sailed at 7:30 p.m.

It became pretty cold in the boat at night, but we wrapped ourselves in sleeping bags and oilskin weather tops and managed a few hours sleep, with three people on watch and two below under the thwarts. We were all fairly tired in the morning when we eventually reached Chebucto Head. However, a breakfast of cheese sandwiches and peaches soon revived us. We zigzagged merrily up the harbour and arrived

alongside the submarine at 11 o'clock—tot time. It was very neatly timed.

The trip was a success, everybody enjoyed himself and it was a pleasant break from routine. The new fibreglass RCN whalers are good sailing boats and pleasant to handle, although they are more "tender" than the old wooden ones in a stiff breeze. I have a few minor criticisms to make of the whaler as a seaboard: I consider that a fibreglass repair kit should be included in a boat's

bag, that the sail canvas should be heavier and that the compass binnacle should have an electric light, instead of an oil light that is always blowing out.

Generally, however, I considered a whaler trip as being an interesting and instructive way of training seamen. I'm glad that the sailors didn't turn me adrift in the inflatable raft we carried, volunteer as crew of *Bounty* and disappear to Tahiti, doing a Bligh in reverse!—J. R.

Pungent Flower from an Old Bouquet

Fifty years ago, every bit as much as or more than today, the game of politics was played for keeps. The newly-born, almost defenceless Canadian naval service found itself in the midst of a terrific political uproar. When the opposition press tired of belabouring the government that brought the Navy into being, they turned their cudgels on the Navy itself.

Fortunately, as exemplified in the following editorial from a Halifax newspaper, the blows were sometimes tempered with what passed for and was accepted as good humour. The clipping from which this is copied does not give the name of the newspaper or the date of publication, although the editorial probably appeared in April 1911.

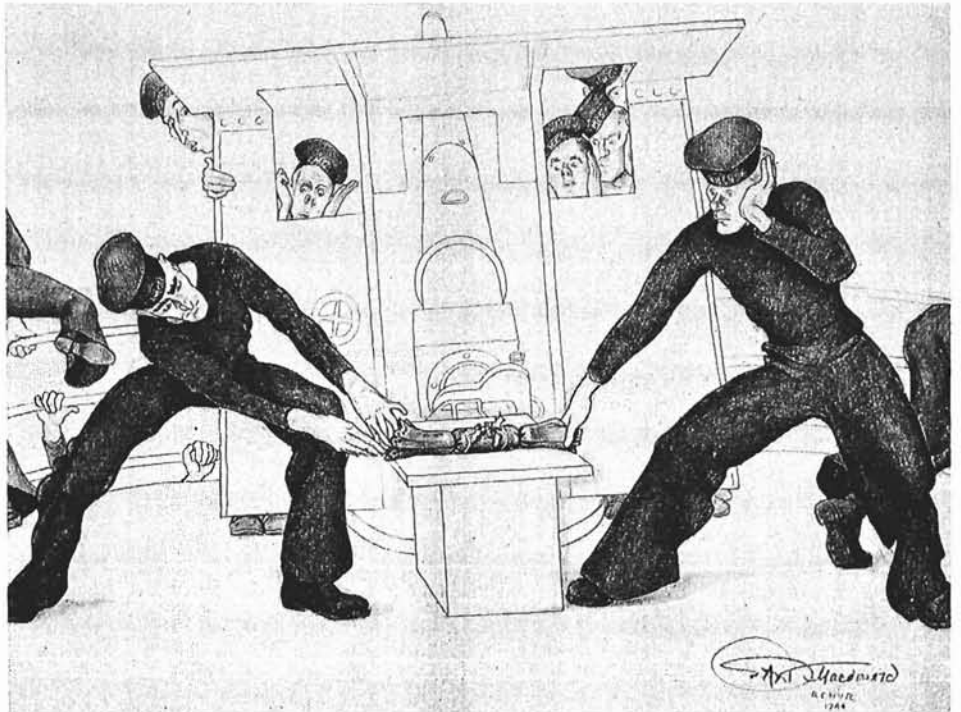
after an hour or so of slow but painstaking evolutions, the *Niobe's* head was turned toward the Atlantic and the voyage to Saint John was begun.

It is, at best, a ticklish matter to get a warship out of Halifax Harbour without running into anything, although it has often been done. In addition to the ocean steamers, fishing-smacks and sand-bars, which must be avoided, the harbour is full of currents which are very dangerous unless one is thoroughly familiar with the charts and its surface is distressed by treacherous breezes which blow, at different times, in varying directions. Nevertheless, the *Niobe* wound her way carefully through the maze of April shipping and became, after the lapse of a reasonable time, a mere speck on the horizon.

Twenty-nine or thirty hours later she reported herself, still absolutely uninjured, off Saint John harbour. The average coal-boat makes the run in something under twenty-four hours, but the *Niobe* is no coal-boat.

Out of deference to the nerves of her young navigators, already sadly racked by the exciting events of the voyage, she was berthed in a leisurely manner, and thoroughly overhauled. It was found that the stay-bolts of some of the patent rocking-chairs in the officers' quarters had been sprung and that the coffee-making machine had worked a little loose in its bearings. These are but minor injuries and, it is said, can be easily remedied when the *Niobe* is safe at Halifax again. The outfitters of the Navy as well as its navigators are evidently entitled to public congratulations.

WE ARE GLAD to be able to congratulate the officials of the Canadian Navy on the splendid showing which the *Niobe* has made on her first practice voyage as a warship of the Dominion. Stiff in her joints and rusty in her bearings as the gallant old ship must have been after her long but safe confinement in Halifax harbour, waiting for the weather to moderate, she set out bravely, although deliberately to show the people of Canada what a real cruiser can do. First she bucketed around Bedford Basin to get her sea-legs and to accustom her sailors to the motion of a warship manœuvring without extraneous assistance in the way of hempen hawsers or oak piles. Bedford Basin is large enough to hold the entire British Fleet and the young Canadian salts were consequently given a fair fore-taste of what life at sea really is, but none of them blanched, or, if they did, this fact was not allowed to interfere with the subsequent operations, for



AFLOAT AND ASHORE

PACIFIC COMMAND

Second Minesweeping Squadron

Four minesweepers of the Second Canadian Minesweeping Squadron shared part in a joint celebration of Dominion Day and Independence Day at Stockton, California, in the heart of the Sacramento River Valley last July 4.

The four minesweepers, *Fortune*, *Miramichi*, *Cowichan* and *James Bay*, arrived in San Francisco on June 29 and were met by the Consul General, Douglas B. Hicks, and a delegation from the city of Stockton. That evening Mr. Hicks was host to the squadron officers and the Stockton citizens at a Dominion Day reception held at his residence in San Francisco.

The following day, with the Stockton representatives embarked, the minesweepers made their way up the 78-mile channel to Stockton, the only deep-water inland seaport in California.

During the next five days, Canadian sailors and the citizens of Stockton saw a great deal of each other. A gigantic parade, led by a 110-man RCN contingent, was held Monday, July 4. Other events included guided tours to local points of interest, golf tournaments, water skiing, dances, passes to various shows, Hollywood variety acts and fireworks display, while the minesweepers reciprocated with receptions and true days of "Open House".

The following day, on July 5, the Canadian sailors waved farewell to Stockton, California, and headed down channel for the Pacific Ocean.

ATLANTIC COMMAND

First Escort Squadron

On September 11 the First Canadian Escort Squadron sailed from Halifax with Captain A. F. Pickard, the squadron commander, embarked in the *Nootka*. She and her sister Tribals, the *Haida* and *Iroquois*, were scheduled to take part in NATO fall exercises in the North Atlantic.

As the squadron steamed toward St. John's, Newfoundland, Hurricane "Donna" came tearing up the United States coast near New York, and it was believed that we might get caught. The sudden dash to harbour, however, was



The two top awards competed for by 21 Naval Divisions across Canada, were won this year by Edmonton Division, HMCS Nonsuch. Seen examining the trophies on the ship's quarterdeck are Cdr. C. H. Rolf, commanding officer and Lt.-Cdr. A. C. Baker, Staff Officer (Administration). The Naval Divisions Efficiency Trophy, a silver model of a Canadian designed and built destroyer escort is presented to the naval division scoring highest marks during annual inspection, while the Barry German Trophy is presented to the most improved division by the Naval Officers' Association of Canada.

not necessary as "Donna" passed to the westward through the Gulf of St. Lawrence.

After five days steaming from the port of St. John's, the squadron rendezvoused with the ships of the Commander Atlantic Striking Fleet for exercise Sword-thrust. The Canadian ships served in an anti-submarine role in the exercises. Although it is a familiar one, there are always new tactics to be tried and experience to be gained.

One night after fuelling at sea in a gale with 50-60 knot winds, the First Squadron steamed to join HMS *Apollo*, a fast minelayer, and served as escort for several days.

Beards were now beginning to look like something and it seemed as though many of those who entered beard-growing contests had chance of success. There were, unfortunately, those who would need shoe polish to prove themselves suitable for shore leave at Portsmouth.

After three weeks at sea, only broken by a four-hour stay in Ireland and two slightly longer ones in France, the squadron steamed into Portsmouth for ten days' leave in which everyone had a chance to run up to London.

The ships finished the cruise in Exercise Pipedown, which was a series of A/S exercises on the homeward crossing. (Contrib.)

HMCS *Inch Arran*

During August, the *Inch Arran* had the pleasant task of carrying His Honour Campbell Macpherson, OBE, Lieutenant-Governor of Newfoundland, on his annual tour of the outports of the province. His Honour joined the ship in Corner Brook, Newfoundland, where he was greeted by a guard under the command of Lt.-Cdr. R. A. Whyte. The Lieutenant-Governor was accompanied by his son, Ian, and his private secretary, Colonel J. Crawford.

The ship called at 32 ports on the northeast and northwest coasts and in southern Labrador during the 1,000-mile cruise. One of the highlights of the cruise was an overnight stay in St. Anthony, where the Lieutenant-Governor laid a wreath at the War Memorial. He then called on the Grenfell Mission Hospital where he visited the wards and spoke to the patients in the hospital, after which he visited the U.S. Air Force radar installation. Meanwhile, members of the ship's company were entertained by the American personnel of the radar station.

A mess dinner was given in honour of the distinguished guest and he was presented with a set of book-ends bearing the *Inch Arran's* badge. His Honour reciprocated by presenting the ship with a magnificent silver tray engraved with the Newfoundland coat-of-arms.

The ship's band gave a concert which was greatly enjoyed by the Lieutenant-Governor. Included in the concert were renditions of old Newfoundland ballads. Long to be remembered is Captain Billie Rideout, a civilian master mariner employed as pilot for the cruise, who gave a magnificent performance of Newfoundland reel dancing to the accompaniment of the "Six Inches".

Before his departure, the Lieutenant-Governor inspected the ship's company at Sunday divisions and also presented a prize to Ord. Sea. J. LeBlanc for catching a sculpin, also known on board as a "sea-going bulldog", weighing 4 lbs. 5 oz. Master Ian Macpherson presented Ldg. Sea. A. E. Cirtwell with a booby prize for the smallest catch, also a "sea-going bulldog" (pup) weighing 3½ oz., soaking wet.

During the three weeks the ship was blessed with ideal summer weather, fog being encountered only once on the Labrador coast. All who took part in this cruise will cherish fond memories of this beautiful province and the warm hospitality of its people.

Seventh Escort Squadron

The Seventh Escort Squadron had separate commitments through the summer. The *Fort Erie* and *New Waterford* completed their work-ups and trials on July 11. This was followed by visits to Summerside, P.E.I., and Sydney, N.S.

The *Inch Arran* was attached to the Ninth Escort Squadron for cadet training purposes and, in addition, embarked the Lieutenant-Governor of Newfoundland during July and August for his tour of the outports.

The *Lanark* and *Outremont* had an active summer in the Great Lakes, taking RCN (R) personnel to "sea".

These ships returned to Halifax in August and October respectively.

Last but not least the *Victoriaville* had a most enjoyable summer of port "jumping" with CMR cadets embarked.

The squadron is now under the command of Cdr. L. B. Jenson. Cdr. J. R. Coulter left the squadron on August 11 to take up an appointment in the Naval Research Establishment, Dartmouth.

HMCS Loon

At the request of the Riverport, N.S., Natal Day celebration committee, HMCS *Loon* was sailed from Halifax August 3, arriving in Riverport before noon the same day. Besides the full crew, Lt.-Cdr. G. S. Ronald, of HMCS *Scotian*, was on board.

At the request of Paul Ritcey, fire chief of Riverport and also chairman of the 206th anniversary committee, the CPO-in-Charge of the *Loon*, CPO R. H. Player, and Lt.-Cdr. Ronald landed to take part in the judging of the parade floats.

After the judging, Lt.-Cdr. Ronald and CPO Player were invited to the reviewing stand in the fair grounds to take part in the ceremonies. Later in the evening members of the ship's company were invited to a barbecue and dance.

On leaving Riverport the following day the *Loon* took in tow three 27-foot whalers for return to Halifax, but was diverted in order to leave two of the boats in Lunenburg with the local Sea Cadet Corps. The *Loon* returned to Halifax Friday, August 5, with the remaining whaler.

Judging from the comments of the Riverport Natal Day committee, and other interested parties, the presence of the *Loon* was an asset to the celebration. The fact the ship was opened to visitors during the afternoon created a most favourable impression with both the local citizens and the many out-of-town tourists.

NAVAL DIVISIONS

Aklavik Radio Station

Naval Radio Station Aklavik had cause to carry out a search and rescue exercise in September when it was noted by the petty officer of the day that three members of the ship's company were overdue from a hunting trip in the Mackenzie Delta.

Lost and feared victims of the delta's treacherous network of lakes and rivers were Ldg. Sea. Jim Dawson, AB George Biggar and AB Ted Hamilton.

The three left the base early Saturday morning, September 3, with a day's rations for what was planned as nothing more than a good day's duck hunting.

They advanced up the familiar chain of waterways to their proposed hunting grounds.

It was not until many hours later, on the return trip, that they realized that somewhere they had deviated from their original course and—something even more evident—they did not know how to get back to Aklavik. Being level-headed sailors, although untrained in Arctic survival, they decided that to continue on an unknown stretch of water in this type of country would only complicate the situation and since they were lost during the rainy season, they would need their remaining gasoline for fires to signal aircraft and to keep warm during the night.

Food, which now consisted of a few sandwiches, a can of apple juice, and some fruit, was rationed and a crude but efficient shelter was constructed using their 20-foot canoe as a wind-break. Close to and in front of the canoe, the three built a fire and behind the fire, a brush wall to reflect the heat into the canoe.

Ldg. Sea. Dawson later said: "At this point we thought we were doing very well but then it started to get cold."

Thirty hours later, after a night of blinding snow and freezing temperatures, things did not appear to be going as smoothly as they had at first. The hunters rationed their remaining ammunition and considered various methods of trapping wild-life.

Meanwhile, in the air and on the lakes and rivers, naval and civilian participants worked feverishly in an effort to locate the party of sportsmen. The continuity of the search over a terrain of continuous marsh, lakes and rivers was interrupted only when weather conditions made visibility impossible.

On the afternoon of September 5, a searching aircraft, some 15 miles north of Aklavik, spotted a canoe far from the well-known channels and virtually isolated in a large lake with no apparent openings. Seated in the mud-coated craft were three figures, exposed, fatigued, disgusted but thankful and, like their canoe, covered with mud.

Back in Aklavik, news was broadcast the lost had been found.—M.K.F.

RADIO STATIONS

HMCS Chippawa

A change in command of *Chippawa*, Winnipeg naval division, took place on September 27.

Captain Liston B. McIlhagga, commanding officer for the past eight years, stepped down and was succeeded by Cdr. John W. Dangerfield, former executive officer.

The change in command also brings about two other changes at *Chippawa*. Lt.-Cdr. John B. LeMaistre, formerly in charge of training succeeded Cdr. Dangerfield as executive officer, and Lt.-Cdr. C. R. Godbehere became training commander.

Cdr. Dangerfield joined the RCNVR in June 1940 and served in both the Pacific and North Atlantic.

In February of 1947, he joined the Royal Canadian Naval (Reserve) at *Chippawa* and was promoted to the rank of lieutenant commander in May of 1950. In January 1959 he was promoted to his present rank and in the spring of 1960 became executive officer of the Winnipeg division.

He is manager of the McLaren Hotel, a member of the Manitoba Hotel Association, the Norwood Community Club, the Winnipeg Squash Racket Club and the Royal Lake of the Woods Yacht Club.

Captain McIlhagga became commanding officer of *Chippawa* in February 1952. During his naval career he rose through the ranks from ordinary seaman to captain.

In civilian life Captain McIlhagga is Director of Radio for the Prairies for the Canadian Broadcasting Corporation.

The new executive officer, Lt.-Cdr. J. B. LeMaistre, joined the RCNVR in August 1941 and went on active service in December of the same year.

Discharged from the Navy in August 1945, he joined the RCN(R) at *Chippawa* in April 1951. He was promoted to his present rank in September 1952.

HMCS Carleton

Carleton, the Ottawa naval division, threw its doors open to the public on the last weekend in September to celebrate the 50th anniversary of the Canadian Navy.

About 1,000 persons watched demonstrations, inspected the base, and browsed through displays of ship models from the Naval Constructor-in-Chief, and items lent by the National War Museum.

Demonstrations included a jackstay transfer, where a line is slung across an open space and seamen travelled across it on a travelling block. A whaler

on Dow's Lake took children for rides. Navy instructional films seen by recruits when they first join were shown to the public.

Carleton opened Friday night for scouting and boys' groups. It was opened to the public Saturday and Sunday afternoons from noon to 6 p.m.

HMCS Griffon

At *Griffon*, Port Arthur naval division, Chaplain W. C. Mercer bade farewell to the ship's company at divisions in early October. He retired after serving for 12 years as padre to the division.

Chaplain Mercer was born in Bay Roberts, Newfoundland, graduated from McGill in Arts and from University Theology College in Divinity, and received his Master's degree from Union Theological Seminary, New York. Before entering the RCN (Reserve) in 1947 at Port Arthur he served for five years with the RCAF.

Padre Mercer was presented with an engraved silver tray by PO E. Goodman on behalf of the ship's company at divisions.



A set of the Encyclopaedia Britannica and bookcase were presented to Rear-Admiral Finch-Noyes, now Flag Officer Pacific Coast, by the officers and men of the 21 naval divisions across Canada for "his long association with the RCN (Reserve), and for all he has contributed to the betterment of the naval reserve." Admiral Finch-Noyes was Commanding Officer of Naval Divisions for three years. Above, following the presentation ceremony at HMCS Malahat, Victoria naval division, are (left to right): Mrs. R. Mambert, the Admiral's sister, Mrs. Garrard, Admiral Finch-Noyes, Mrs. Finch-Noyes and Commander John D. Garrard, commanding officer of Malahat. (E-58004)

THE NAVY PLAYS

Stadacona Takes Football Opener

Watched by 3,500 fans and mightily helped by Barry Glover's three touchdowns, *Stadacona* Sailors upset *Shearwater* Flyers 24-20 in the opening game of the new Atlantic Football Conference in mid-September.

Glover, last season's rookie of the year in the Nova Scotia Football League, raced 60 yards for one touchdown, 70 for another and crashed over from the one-yard line for the third. His performance highlighted a game that was punctuated by eight fumbles.

Beacon Hill Cock-o'-Fleet

The Pacific Command Fleet Regatta saw boats' crews from the *Beacon Hill* sweep aside the opposition to retain the Cock-o'-the Fleet trophy for the third consecutive year.

The ship's total of 64 points was won by engineering and operations crews taking first place in races, with second place going to Wardroom Officers; Chief and PO's taking third place, Weapons crew a fifth and Supply eighth.

The frigate *Ste. Therese* placed second.

Green Shot Runs Up Impressive Score

AB Duff Pennie, 20, an apprentice at the Naval Technical School, Esquimalt, has for the second time in as many years brought honours to both the RCN and HMCS *Naden* for his skill with a rifle in the Pacific Command Rifle Association Meets.

AB Pennie this year won the first and second stages of the Lieutenant-Governor's Match; the PCRA Grand Aggregate Match, and the PCRA Tyro Aggregate Match for the Lieutenant-Governor's Trophy, the B. A. Paint Trophy, the Admiral Mainguy Trophy and the H. Botten Trophy.

In 1959, his first year of competitive shooting with the PCRA, he won seven events for greenshots and tyros.

He won the Queen's Medal Practice Match No. 1; the Greenshot Aggregate; the first and second stages of the Lieutenant-Governor's Match; the Grand Aggregate Match, and the No. 2 and No. 4 Service Matches.



AB Duff Pennie with part of his collection of top shooting awards in the greenshot class of the Pacific Command Rifle Association. He now must shoot with tyros and seniors. (E-57658)

These wins netted him silverware for the *Naden* Petty Officer's Trophy, W. B. Johnson Trophy, B. A. Paint Trophy, Lieutenant-Governor of B.C. Trophy, the Admiral Mainguy Trophy and two silver spoons.

His wins have graduated him from Greenshot to the Tyro and Senior Class.

PO Barron Wins Two Golf Titles

Two golf championships were captured by the same person in the RCN Golf Association (West Coast) tournament in October.

PO Frank Barron accomplished what had never been done there before when he took the open championship and the handicap title in the finals at the Gorge Vale Golf Club.

Fencing Club Opens Season

The Royal Canadian Navy (*Stadacona*) Fencing Club resumed activities on November 7 in the *Stadacona* gymnasium. Lucien Ledaire again is the fencing master.

The Navy club was started two years ago under Mr. Ledaire and has competed with fencers of Collège Militaire

Royal de St-Jean in Quebec, RCAF Station Greenwood, HMCS *Cornwallis*, the City of Halifax Fencing Club and the Halifax YMCA.

Mr. Ledaire is chairman of the Maritime Fencing Association and represents the RCN on fencing matters in the region. Ldg. Sea. Bob King, a physical training instructor at *Stadacona*, is assisting him in preparing the Navy club for competition.

Membership is open to RCN personnel, civil servants and RCN dependents over the age of 15 years.

Rumson Trophy Won by Ship's CO

Terra Nova golf enthusiasts organized a tournament in Scotland in August to compete for the Rumson Trophy. Competing at the Hayling golf course at Kirkintilloch, the golfers stoutly played on through a deluge matched only by their keenness and announced the winner as Cdr. C. G. Smith, commanding officer of the *Terra Nova*.

Later, during passage back to Halifax, at a small get-together in the Chief and POs' mess, the Rumson Trophy was presented.

The Rumson Trophy first came into being in February 1960, when, during a game at Willemstad, Curacao, CPO William Joy wrapped a No. 3 wood belonging to CPO Sammy Rumson around a tree while making a difficult shot.

To console CPO Rumson, CPO Roger Curtis suggested the remainder of the club be mounted as a trophy and thus remain forever as the "Rumson Trophy".

And that is how Cdr. Smith happens to be in possession of a broken, mounted No. 3 wood.

Medical Leads Summer Sports

The summer Cock-o'-the-Barracks Trophy at *Naden* went to the Medical team, which proved its prowess in softball, volleyball, track and field and indoor soccer.

Throughout league play against the other seven teams, Medical showed a surprising consistency by placing not lower than third in any sport.

Band "B" proved to be the only real threat to Medical, but it fell off in softball to lose its big chance at the trophy.

LETTERS

Dear Sir:

With reference to the photograph on page 15 of the August 1960 *Crowsnest*, I am sure this is a photo taken about 30 odd years ago in the stokehold of HMCS *Thiepvál* or HMCS *Armentieres*.

The man in the background I recognize as Fred Johnson, ex-SPO, ex-Regulating PO and the one in the foreground I recognize as Tom Watt, ex-SPO, who was lost at sea in HMCS *Fraser*.

Fred Johnson was picked up from the *Fraser*, went to the *Margaree* and was picked up from her when she was rammed. He is to the best of my knowledge living in Victoria, B.C.

I could be wrong, but I don't think so.

Yours truly,

DAN W. BARR,
Ex-SPO, RCN
Off. No. 2149.

2825 Fifth Street,
Victoria, B.C.

Dear Sir:

For some time I have been going to write you and say how much I enjoy receiving *The Crowsnest*. It is most interesting and I have learned many things about navy life and what takes place in other navy centres—also what a young person can gain by being in this service. I also know this from my twin sons who have been in the navy for seven years now. They are both stationed at Victoria, B.C., one in the medical branch and the other in the electrical line.

I would like to see more written about the medical branch, and what it entails, if it is possible, as I think it is most interesting work, and not too much is said about it.

Again I say I do look forward to receiving *The Crowsnest*, so keep up the good work.

Yours sincerely,

MRS. E. PREECE.

Pointe du Bois,
Manitoba.

Medical Branch please take note.—Ed.

Dear Sir:

I enjoy reading *The Crowsnest*, especially of the early days. I was in Halifax Dockyard in the patrol service in the last two years of the First World War. This was after service in the army.

In your May-June issue "Memories of the Naval College", one paragraph on page 36 interested me very much and

Page twenty-eight



May it be known by all that the Owner of Hosagami in perpetuity shall be the Commanding Officer, Officers and Men of Her Majesty's Ship Excellent.

It totem pole represents a family story. It stands for kinship. This totem bears three devices which symbolize our common purpose and the contribution we needs must make to our two Navies.

The Killer Whale stands for the sea, for its dangers and challenge. The Thunderbird is the hunter who seeks out his prey in the sea. The Speaker holds the staff of authority; he speaks with knowledge, he is the instructor. Thus, our strength at sea lies firmly based upon the Man who teaches and who leads.

In the Kwakiutl tongue the name Hosagami means that he who owns this pole is a Man of Integrity in his Society.

Hosagami was carried from British Columbia to Nova Scotia in H.M.C.S. New Waterford and to Portsmouth in H.M.C.S. Kootenay. It has been erected on Whale Island this twenty-eighth day of July, Nineteen Hundred and Sixty by Officers and Men of the Royal Canadian Navy, as the gift of the Gunnery Branch. It is to commemorate their appreciation of a half century of good comradeship and valuable training.

May it ever proclaim the warmth of the bonds that join us.



This is a much-reduced copy of the scroll which accompanied the presentation of the totem pole, Hosagami, to the Gunnery School, HMS Excellent, Portsmouth, England, last July. The badges at the bottom are those of HMCS *Stadacona* and HMS *Excellent*. (CN-6109)

brought back memories of a very amusing incident. Quote: "For a few minutes there would be silence, then a sharp command, a stamp of feet etc."

"A stamp of feet" is the part that refreshed my memory.

I was an engineer in a British freighter in the Second World War. In April of 1941 we berthed in London docks. I had the privilege of visiting my brother at Croydon. While there, his youngest son came in, beaming with delight, to say he and four of his college friends had been accepted in the Navy,

but he had to reveal to us the Lieutenant Recruiting Officer's remarks. They passed the doctor etc. and were being paraded before the Lieutenant RO to be shown in by a CPO. On entering the office the CPO called "Halt! Right turn!" On each command the five boys stamped their feet, as they had been taught at the college by an army NCO.

The Lieutenant said, "Well done, boys, but in the Navy we do things quietly".

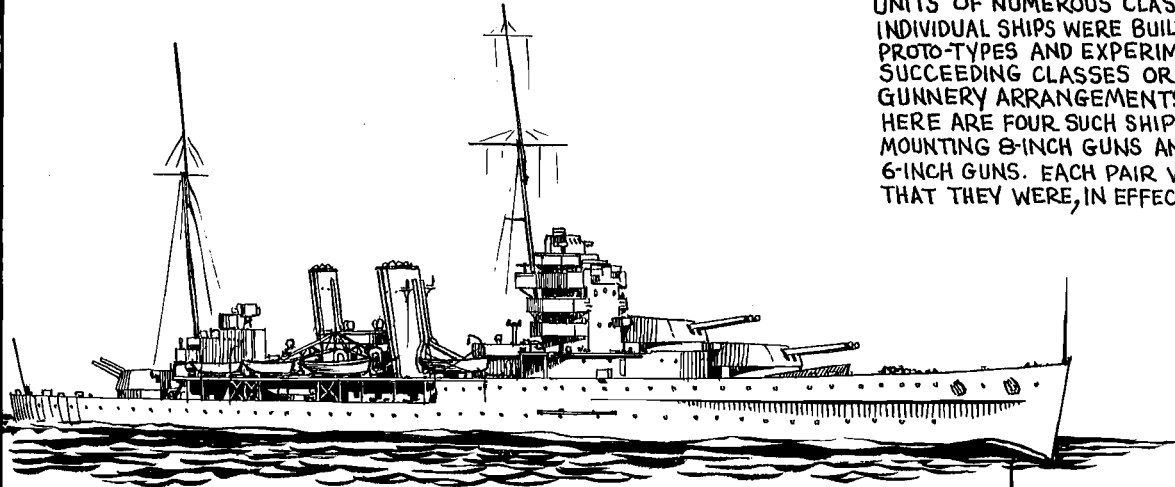
W. L. CHIRGWIN.

Sydney Mines,
Nova Scotia.

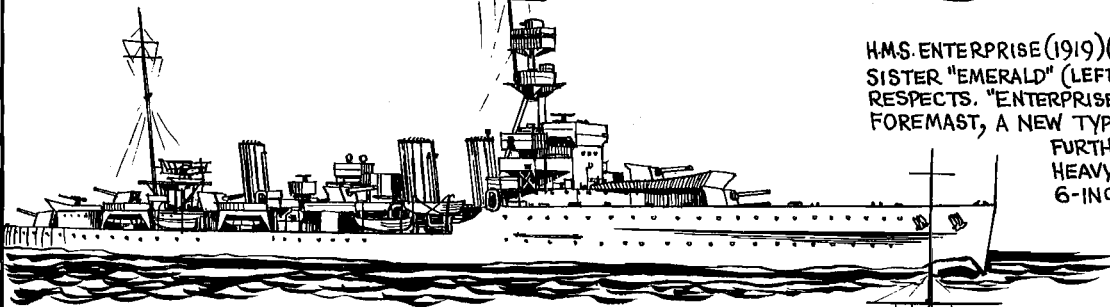
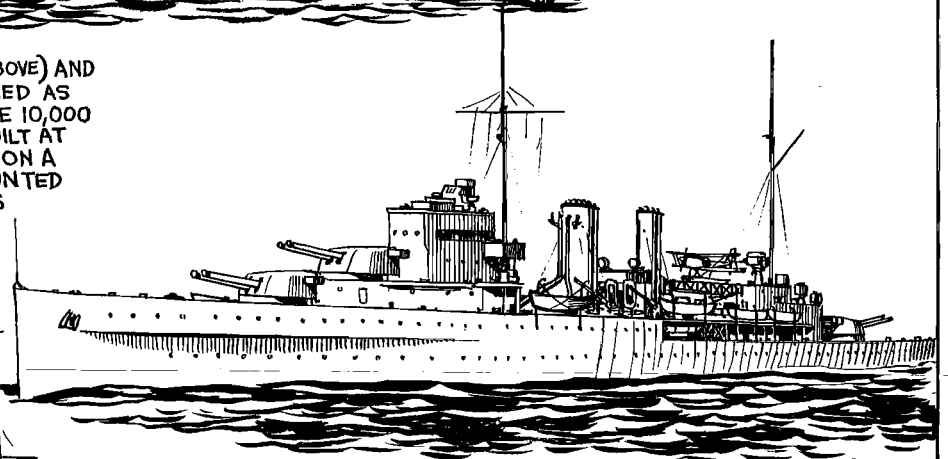
Naval Lore Corner

Number 87
"HALF-SISTERS"

MOST OF THE ROYAL NAVY'S CRUISERS WERE UNITS OF NUMEROUS CLASSES, HOWEVER INDIVIDUAL SHIPS WERE BUILT, USUALLY AS PROTO-TYPES AND EXPERIMENTS FOR SUCCEEDING CLASSES OR TO TEST NEW GUNNERY ARRANGEMENTS, ETC. DEPICTED HERE ARE FOUR SUCH SHIPS, TWO OF THEM MOUNTING 8-INCH GUNS AND TWO MOUNTING 6-INCH GUNS. EACH PAIR WERE SO SIMILAR THAT THEY WERE, IN EFFECT, HALF-SISTERS.

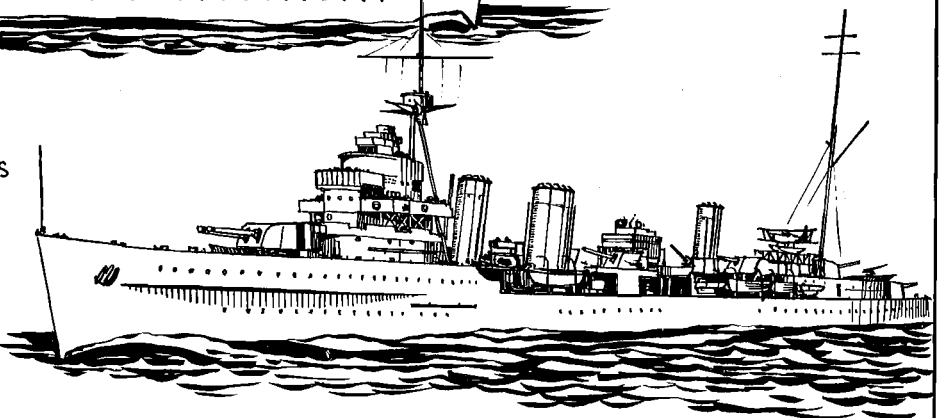


8-INCH GUN CRUISERS HMS YORK (1928) (ABOVE) AND HMS EXETER (1929) (RIGHT) WERE DESIGNED AS AN ATTEMPT TO BREAK AWAY FROM THE 10,000 TON "TREATY" HEAVY CRUISERS BEING BUILT AT THAT TIME BY ALL THE MAJOR POWERS. ON A DISPLACEMENT OF 8,400 TONS THEY MOUNTED TWO GUNS LESS THAN THE 10,000 TONNERS BUT WERE LITTLE INFERIOR IN ALL RESPECTS. ORIGINALLY DESIGNED FOR 3 FUNNELS, THE FORE FUNNEL WAS TRUNKED INTO THE CENTRE ONE. MAIN DIFFERENCE BETWEEN THEM WAS IN THE BRIDGE STRUCTURES AND THE RAKE OF THE MASTS AND FUNNELS IN YORK. "EXETER" DISTINGUISHED HERSELF AT THE BATTLE OF THE RIVER PLATE. BOTH WERE SUNK EARLY IN THE WAR.



HMS ENTERPRISE (1919) (BELOW) AND HER HALF-SISTER "EMERALD" (LEFT) DIFFERED IN SEVERAL RESPECTS. "ENTERPRISE" HAD A MUCH LIGHTER FORECAST, A NEW TYPE BRIDGE (WHICH WAS FURTHER DEVELOPED IN LATER HEAVY CRUISERS) AND A TWIN 6-INCH GUN TURRET FORWARD...

HMS ENTERPRISE'S TURRET WAS CLOSELY FOLLOWED IN THE SECONDARY ARMAMENT OF THE BATTLESHIPS "NELSON" AND "RODNEY" AND IN LATER CRUISERS. ALL "EMERALD'S" GUNS WERE IN SINGLE SHIELDS (SEVEN 6-INCH). THE NOVEL ARRANGEMENT OF THE FUNNELS WAS DICTATED BY THE WIDE SPACING OF THE BOILER ROOMS. THEY WERE THE FASTEST BRITISH CRUISERS OF THEIR TIME AND CARRIED THE HEAVY TORPEDO ARMAMENT OF SIXTEEN 21-INCH TUBES. A THIRD SHIP, "EUPHRATES" WAS CANCELED. BOTH SHIPS SERVED THROUGHOUT WORLD WAR II...



Roger Duhamel

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