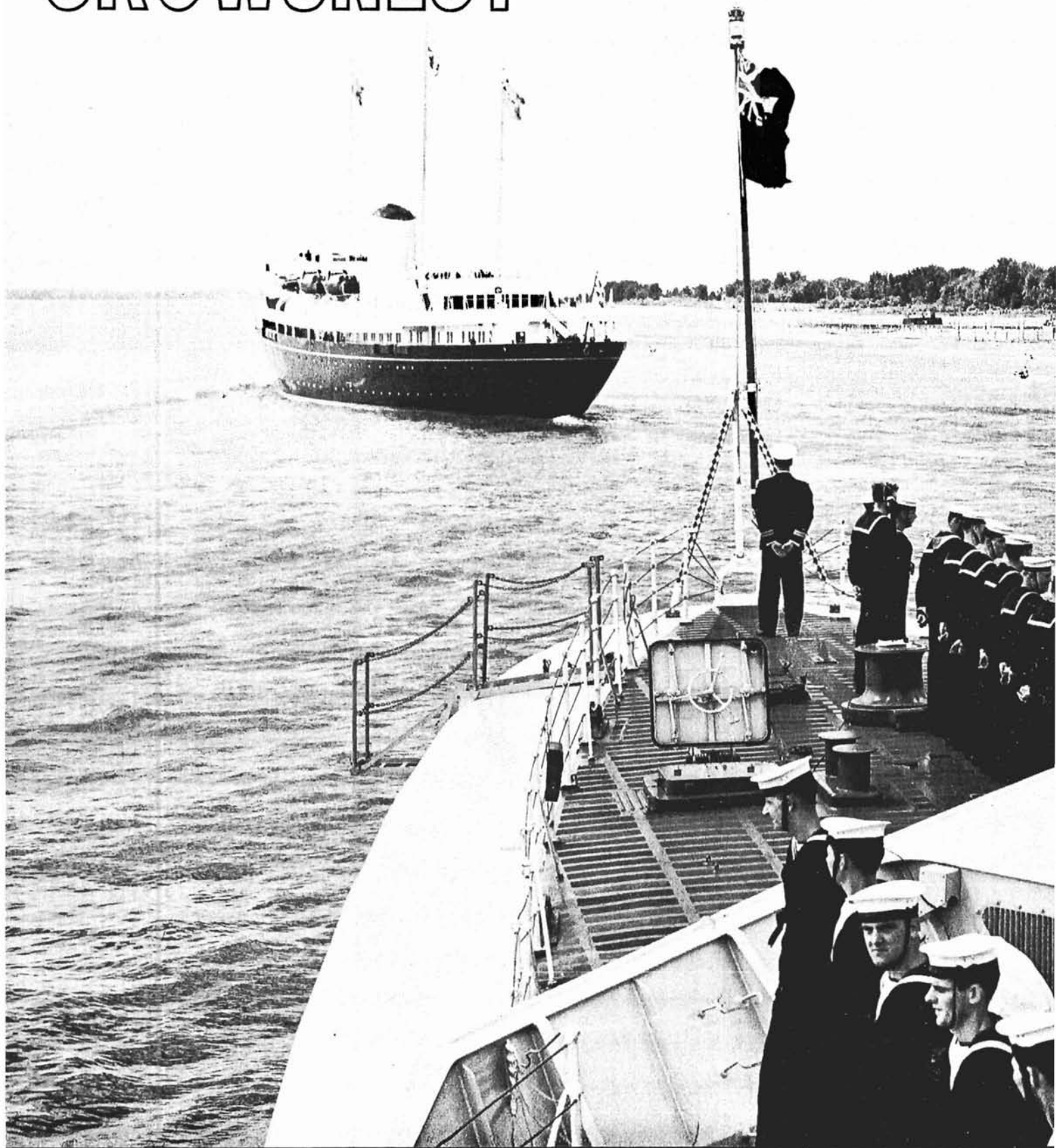


The CROWSNEST



Vol. 11 No. 9

July, 1959



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THE ROYAL CANADIAN NAVY'S MAGAZINE

JULY, 1959

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LADY OF THE MONTH

There is a look of purpose about the *Terra Nova* in her portrait on the opposite page. And purpose she has—that of destroying enemy submarines intent on attacking shipping or subjecting coastal or inland cities to nuclear bombardment.

With the commissioning of HMCS *Terra Nova* at Victoria on June 6, the Royal Canadian Navy acquired a new ship and a new name, for the name has never before been borne by a ship in the RCN or the Royal Navy.

A famous, though non-naval, *Terra Nova* was the whaling ship in which Captain Robert Scott sailed on his gallant and tragic expedition to the South Pole. (E-49076)

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The Cover—HMY *Britannia* steams the St. Lawrence River, followed by HMCS *Gatineau*, wearing the flag of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, to attend the opening of the St. Lawrence Seaway by Her Majesty Queen Elizabeth and President Dwight Eisenhower. (O-12034)



RCN NEWS REVIEW

A model of the 22,000-ton tanker supply ship planned for the Royal Canadian Navy. (O-11828)

Plans for Naval Tanker Prepared

Canadian shipyards have received sketch plans for a 22,000-ton tanker supply ship for the RCN as a preliminary step to calling for tenders from yards interested in building her. Cost of the new vessel has been estimated at \$16 million.

Authorization of construction of the naval tanker was announced by Hon. G. R. Pearkes, VC, Minister of National Defence, in the House of Commons on April 30.

The ship will constitute a major step in providing increased mobility for ships of the fleet.

With their radius of operations and time at sea mainly determined by the amount of fuel they carry, Canadian warships will be able to remain at sea for greatly extended periods of time with the advent of a tanker within the fleet.

In addition to her planned ability to refuel three ships simultaneously, the new vessel will be capable of supplying refrigerated stores, armament stores and other naval equipment.

With a displacement of about 22,000 tons, she will be capable of fuelling any ship in the RCN and will also meet NATO requirements for fuelling.

Designed to contain 26 cargo tanks, the ship will have a holding capacity of 12,000 tons of fuel oil, 1,200 tons of diesel fuel and 1,000 tons of aviation fuel. There is also to be tankage for 1,200 tons of ship's bunker fuel for her own use.

Besides cargo magazines for carrying torpedoes, anti-submarine projectiles and general ammunition, the tanker will have storage capacity for 250 tons of food and general stores.

The ship will have a hangar and workshop for the maintenance of helicopters which will operate from her.

RCN Has Large Role in Tour

Ships and men of the Royal Canadian Navy are joining in honouring Her Majesty Queen Elizabeth and His Royal Highness Prince Philip during the seven-week Royal Tour, which began in June.

For six men of the RCN, Royal duty began as far back as last January, when they joined Her Majesty's Yacht *Britannia* for the round-the-world voyage and subsequent trip to Canada. Two RCN officers and another nine men joined the *Britannia* in May.

When the Royal aircraft took off from London Airport, on June 18, three

search and rescue stations in the western half of the north Atlantic were occupied by ships of the RCN.

On Her Majesty's arrival in Canada, the Royal Guard and Band paraded for the occasion were provided by the RCN's Atlantic Command.

During the whole of the time the Queen is in residence in the Royal Yacht, she will have a naval escort composed of Canadian destroyers and a British frigate. United States Navy destroyers joined the escort while Her Majesty was in American waters and also at the official Seaway opening.

Her Majesty first sighted Canadian naval units in force on Sunday, June 21, when the *Britannia* was met at and escorted into Gaspé by a fleet of 14 ships of the Canadian Atlantic Fleet, under the command of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast.

At the official seaway opening ceremonies on June 26, ships of three navies—HMCS *Gatineau*, USS *Forrest Sherman* and HMS *Ulster*—formed the escort.

Later that day, with the President of the United States and Mrs. Eisenhower embarked, the *Britannia* was escorted by HMCS *Kootenay* and the USS *DuPont* as she passed through Lake St. Louis, where a 16-ship RCN-USN fleet was in position, dressed overall and

manned to "cheer ship" as the Royal Yacht passed. A co-ordinated 21-gun salute was fired simultaneously by the saluting ships.

On the evening of July 1, on the lawns of the Parliament Buildings in Ottawa, the stirring naval sunset ceremony and a massed band concert was presented in honour of the Queen's visit to the capital.

When the Royal Party reaches the West Coast, Her Majesty and Prince Philip were to embark in the destroyer escort *Assiniboine* for overnight passage, July 15-16, from Vancouver to Nanaimo. The escort was to consist of four other destroyer escorts.

On July 17, off Beacon Hill Park in Victoria, 12 ships of the RCN's Pacific Command were to be illuminated and will stage a fireworks display.

In the latter part of the Tour, when the *Britannia* carries the Royal Party from Shediac, N.B., to Charlottetown,

P.E.I., on July 29, three Canadian destroyer escorts will escort the Royal Yacht.

One of the last ceremonies in which Her Majesty will participate before leaving Canada will be the presentation of the Queen's Colour of the Royal Canadian Navy, at Halifax on August 1.

When the *Britannia* sails from Halifax late at night on August 1, three Canadian destroyer escorts and HMS *Ulster* will escort her to a point south of Newfoundland. From there five other RCN destroyer escorts will accompany the Royal Yacht to 30 degrees west longitude, where a Royal Navy escort will take over the duty for the remainder of the return voyage.

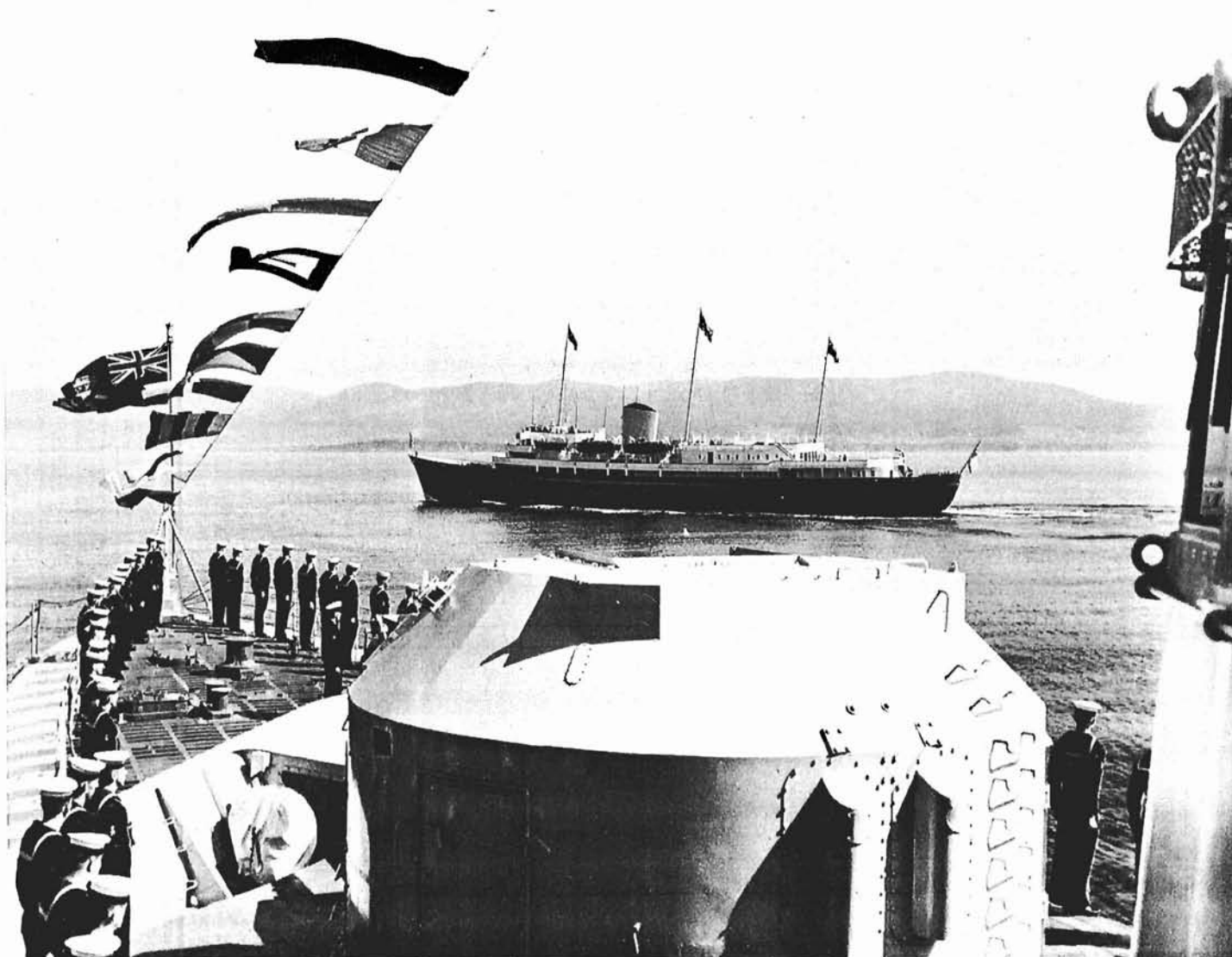
Crescent Wins Gunnery Trophy

After a lapse of 21 years, the L. W. Murray challenge trophy for inter-ship

gunnery competition has again been awarded, the winner being HMCS *Crescent*. In second and third place, respectively, were the *Beacon Hill* and *Cayuga*.

Rear-Admiral L. W. Murray, who retired after the war, as Captain (Destroyers) Eastern Division of the RCN in 1934, presented a cup for competition when ships from both coasts met annually for combined exercises, as was the practice in those pre-war days.

Although ships of the RCN from the Pacific and Atlantic Commands no longer join forces for exercises on a regular basis, it was decided to revive competition of the trophy on the basis of proficiency in gunnery firing practices throughout the year. The winning destroyer escort or frigate is determined by Naval Headquarters on the basis of reports of firings submitted during the calendar year. The average mark of the three best surface and anti-aircraft firings is used.



The green, rolling hills of Gaspé formed a beautiful backdrop for HMV *Britannia* when warships of the Atlantic Command passed in review, as seen here from HMCS *Gatineau*. Two of Canada's newest destroyer escorts, the *Gatineau* and the *Kootenay*, shared close escort duties with HMS *Ulster*. (O-12029)

Previous winners of the trophy, which was not awarded from 1937 to 1957 inclusive were: *Saguenay*, 1934; *Champlain*, 1935, and *Champlain*, 1936.

HS-50 Honoured For Efficiency

The Wilkinson Trophy, awarded annually to the naval unit which, in the opinion of the Chief of the Naval Staff, has made the most outstanding contribution to the efficiency and effectiveness of the RCN in naval aviation was presented on June 19 to Lt.-Cdr. F. R. Fink, commanding officer of Helicopter Anti-Submarine Squadron 50.

In making the presentation at *Shearwater*, Commodore P. D. Budge, Chief of Staff to the Flag Officer Atlantic Coast, read the citation:

"During 1958, HS-50 has contributed greatly to the efficiency and effectiveness of naval aviation. This squadron has demonstrated both capability and leadership in the field of ship-helicopter operations and has pioneered tactics the results of which are likely to have considerable effects on the Royal Canadian Navy in general."

The trophy is a silver model of a Seafire aircraft and was presented to the RCN by Lt.-Cdr. David Wilkinson, DSC, RNVR (Ret.), of Brook, Surrey, England, in 1957. He commanded the first RCN air squadron when it was formed at Arbroath, Scotland, in early 1945. That squadron, No. 803, has since become VF-870.

The award to HS-50 followed a particularly busy year for the squadron. During nearly half the period it was embarked in the *Bonaventure* and carried out numerous NATO exercises, maintaining a high record of squadron serviceability.

Two of HS-50's helicopters co-operated in Canadian Army exercises at Camp Gagetown, another was displayed at the Canadian National Exhibition in Toronto and others exercised with USN and RCN ships and shore establishments.

Ship's Bell Loaned To Sea Cadet Corps

The ship's bell of the Algerine coastal escort *Wallaceburg*, which is being transferred to the Belgian Navy this summer, has been loaned to the *Wallaceburg*, Ontario, Sea Cadet Corps, RCSCC *Wallaceburg*, until such time as a new ship of that name is commissioned.

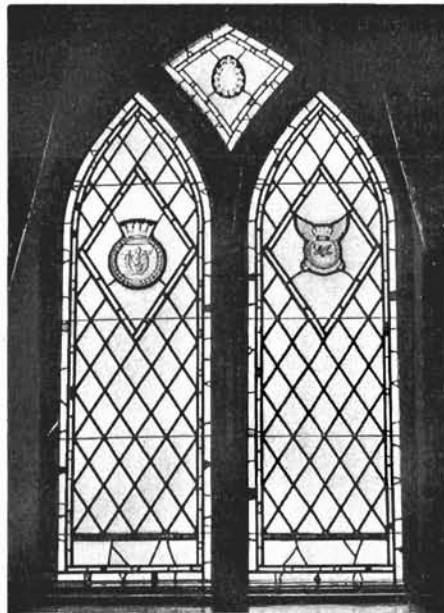
Wren Receives Commission

A former wren Claire Doreen Whittle, has been promoted to the rank of Acting Sub-Lieutenant (W). She has been appointed to HMCS *Cornwallis*, RCN training establishment near Digby, N.S.

Window Honours Flyer's Memory

A stained glass window, dedicated to the memory of Sub-Lt. Gary E. Logan, co-pilot of a Tracker aircraft lost April 2 during an attempted night landing on the *Bonaventure*, was unveiled at Eskine Presbyterian Church, Ottawa, on June 21.

Sub-Lt. Logan was the son of Inspector of Detectives Ed Logan, whose colleagues in the Ottawa Police Department presented the window.



The unveiling ceremony was conducted by Rev. Dr. Robert Good, minister of Erskine Church, and Chaplain Harry Ploughman, RCN. It was attended by representatives of the Royal Canadian Navy, including members of 880 Squadron, in which Sub-Lt. Logan served, and a detachment from the Ottawa Police Department, headed by Deputy Chief J. Gordon Stewart. The parents of the young flyer and his sister Sharon Logan, were present at the service.

The window was designed by Ottawa artist Fred Gollifer and incorporates the badges of the Royal Canadian Navy, HMCS *Bonaventure* and VS 880. A brass plate at the base states that the window is dedicated to the memory of Sub-Lt. Logan and is the gift of his father's colleagues in the Ottawa Police Department.

KIND WORDS

(The following editorial appeared in The Fiji Times on March 30 following the departure of ships of the Fourth Canadian Escort Squadron, which had visited Suva in the course of the *Venture* Senior Cadet training cruise, which began February 23 and ended May 1. The frigates, in Suva toward the end of March, were the *Sussexvale*, *Beacon Hill*, *Ste. Therese* and *Antigonish*.)

WITH WIDE EXPERIENCE of visiting ships — passenger ships, cargo ships and warships — a section of the Suva population comprising various people of various races has acquired a habit of summing things up.

Some of the summings-up are shrewd, and more often than not it would be difficult to find firm arguments against them.

As a general rule it can be said that ships of the Royal Canadian Navy are among the most welcome visitors, and the four frigates which have just ended a week's stay have done much to cement the good fellowship already existing between a big member of the British Commonwealth family and one of the smaller units.

It is six or seven years since the cruiser HMCS *Ontario* first visited Suva and consciously or unconsciously, established a tradition.

It was something of a surprise to many people in Fiji to discover that the Canadian visitors were friendly without being flamboyant, unassuming, interested in other peoples' activities as well as their own, and entirely without the air of brash patronage which people in small and remote countries find so hard to tolerate.

The truth of the matter is probably that Canada, the oldest self-governing member of the Commonwealth, has drawn its mellow culture from two sources—Britain and France—and has gradually evolved a sense of national individuality which contains strong elements of Old World influence as well as New . . .

Last week's visiting warships brought what seemed to be a representative cross-section of young Canadian seafarers to Suva and their bearing made them valuable ambassadors.

Such visits do more than almost anything else to allow Commonwealth peoples to learn something of one another. In the case of Her Majesty's Canadian Navy it can be said that the only cause for regret in Fiji is that they are still comparatively infrequent.



Two RCMP craft bustle along astern of HMV Britannia near the St. Lambert lock at the entrance to the St. Lawrence Seaway. The bunting bedecked excursion steamer by the wall is the South American of the Chicago, Duluth and Georgian Bay Transit Company. (O-12097)

THE ST. LAWRENCE SEAWAY

Editor's Note: Much has been said about the historical, industrial, political and even scenic aspects of the St. Lawrence Seaway. The emphasis in the following article by Lt.-Cdr. S. M. King is on the technical and navigational aspects of the seaway. This is the approach to be expected from the Naval Hydrographer, seconded to the Royal Tour Committee, to advise on the navigation of HMV Britannia. Lt.-Cdr. King was entrusted with preparing berthing and passage plans for the Royal Yacht from Sydney, N.S., to the Lakehead and return.

THE EARLIEST explorers of Canada sailed up the St. Lawrence River and pushed westward across the Great Lakes in their quest for the short route to Cathay and the riches of the Orient. The fur traders, Canada's first businessmen, plying this great natural waterway in their bateaux, were quick to recognize its value as an artery of commerce. From these early beginnings the importance of this vast inland seaway has continued to grow as the rich lands adjacent to the Great Lakes have been settled and developed.

Early in the nineteenth century, in order to bypass the many falls and rapids which impeded the free flow of waterborne traffic, particularly between Montreal and Kingston, the first canals and locks were built. By the middle of the century there was a nine-foot canal system west from Montreal. In 1910 the last of a new and larger series of canals was completed. This system

was designed to handle 255-foot ships drawing up to 14 feet.

In the Great Lakes, waterborne movement of cargo is vital to the expanding industrial economy of the area and the canals and channels have, over the years, been continually improved to meet the needs of the ever-growing shipping industry. By 1932, with the opening of the Welland Ship Canal, bypassing Niagara Falls, a safe deep water route (limiting depth 21 feet) capable of handling the great 700-foot lake carriers was completed from Prescott on the Upper St. Lawrence through to Duluth at the western end of Lake Superior.

Likewise, in the Lower St. Lawrence between Montreal and Atlantic Ocean, the 30-foot canal has been deepened to 35 feet to meet the needs of modern postwar ocean shipping.

Between these two modern waterways, however, a bottleneck existed.

Between Montreal and Prescott there was only the outdated and inadequate 14-foot canal system capable of handling ships up to about 3,000 tons. The need for a deep and modern waterway opening the Great Lakes and the industrial heart of North America to ocean shipping had long been realized, but it was not until 1954 that Canada and the United States agreed to undertake this project and the dream became a reality. Construction of a 27-foot ship channel was begun the same year.

The St. Lawrence Seaway project provides, by a system of locks, canals, and dredged channel, a 27-foot navigation channel around the rapids and shallows of the Upper St. Lawrence between Montreal and Lake Ontario, a distance of 160 miles. Coupled with the Seaway Project is the harnessing of the power potential of the International Rapids Section of the River for the joint use of the province of Ontario and the state of New York. In fact, it was this latter development, with its system of power and control dams converting the International Rapids into a vast lake, that made the seaway possible.

The power project, with its dams, control dykes and the vast relocation of towns, railways and roads, has been

undertaken jointly by the Ontario Hydro Commission and the Power Authority of the State of New York. For a capital outlay of about \$600 million a total of 2,200,000 hp of hydro power will be developed.

The seaway has been built jointly by The St. Lawrence Seaway Authority (Canada) and The St. Lawrence Seaway Development Corporation (U.S.). The U.S. undertook to build a canal and two locks in the International Rapids section, and to carry out the necessary dredging in the Thousand Islands section. Canada decided to build a lock and canal at Iroquois in the International Rapids and to complete all the necessary navigation facilities in Canadian territory between Montreal and Lake Erie. This included a canal and two locks to by-pass the Lachine Rapids, and a further two locks at Beauharnois, together with considerable dredging. In addition the depth of the Welland Canal was increased from 25 to 27 feet. Cost to Canada was \$300 million; to the U.S. \$135 million.

Construction of the Seaway, and the dredging required to deepen the Welland Ship Canal was completed in time for the opening of the 1959 shipping season in the St. Lawrence River and Great Lakes. Certain dredging operations designed to widen and straighten portions of the channel have yet to be com-

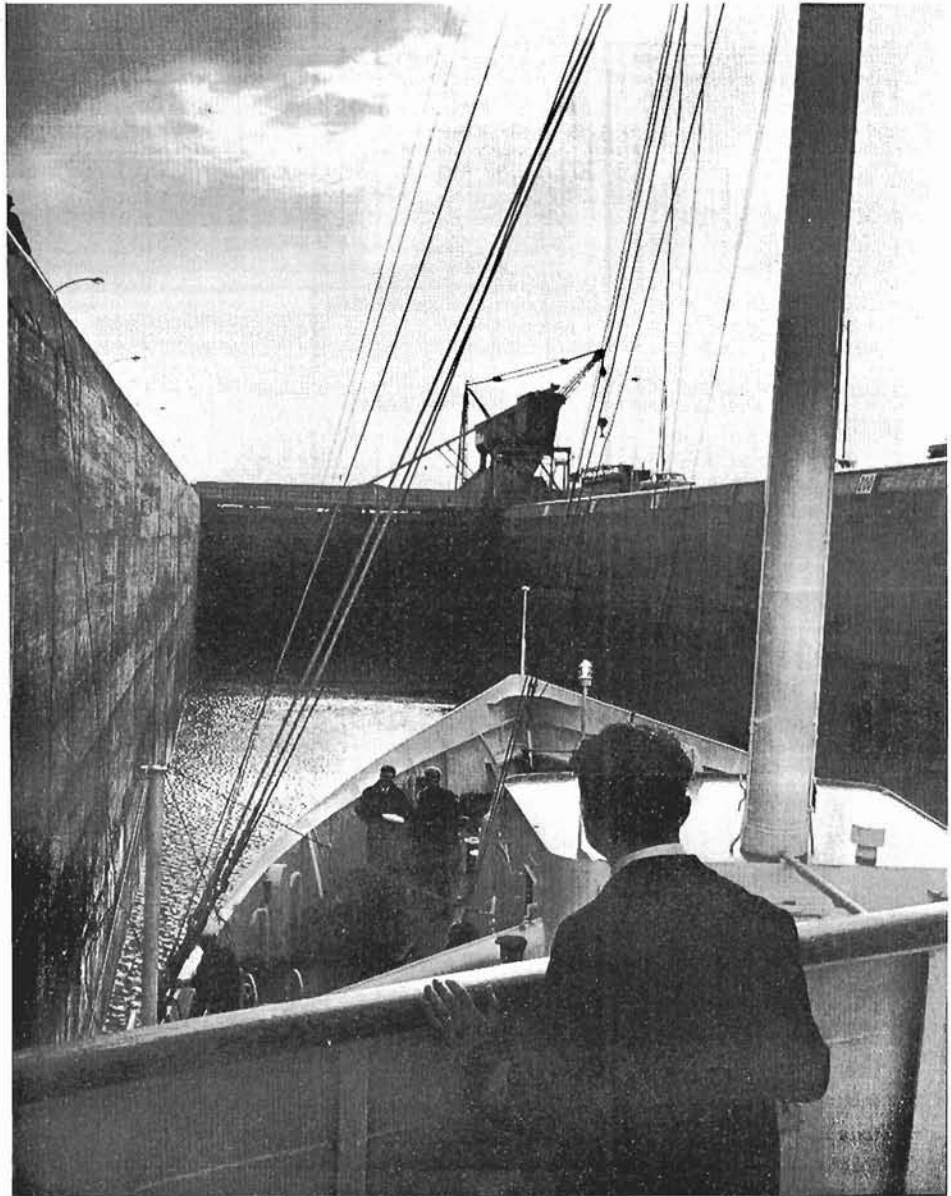
Russia, Too, Plans Seaway

Canada and the United States are not the only nations in the international seaway business. The May issue of *La Revue Maritime*, published in Paris, carries the following item:

"Tass Agency announces the construction of an important navigable route, which will link northwest China with the Arctic Ocean across Soviet Kasakstan. This comprises the construction, on the Siberian Irtysh River some 600 kilometres from the Chinese-Soviet frontier, of a great dam and artificial lake at Bukhtarmisk, which will include a central hydro-electric plant.

"Ships on leaving China will travel first in Chinese territory a portion of the Irtysh River named Black River, then the artificial lake of Bukhtarmisk, where there will be constructed a series of locks with a fall of 68 metres. On leaving the artificial lake, the ships will follow the Ob River to the Arctic Ocean."

Note: This waterway would pass north-west and south-east, almost bisecting Soviet territory, with ships entering the Arctic Ocean about 750 miles east of Murmansk and about 2,000 miles west of the Bering Strait. Its southern terminus would be in Sinkiang, near the border of Mongolia.



There's plenty of room in the Cote St. Catherine lock for a Second World War corvette that has become the small but luxurious St. Lawrence cruise ship *Stella Maris*. She is the former Castle class corvette, *HMCS Hespeler*. (Home Lines photo.)

pleted; these will continue into 1960 at least. In 1959, however, there is:

- (a) a 35-foot channel from the Atlantic to Montreal;
- (b) a 27-foot channel from Montreal to Lake Erie;
- (c) a 21-foot upbound and a 25-foot downbound channel from Lake Erie through to Port Arthur and Chicago.

This means that a ship of any size, drawing not more than 33 feet, can proceed up river to Montreal, and that a ship not exceeding 730 feet in overall length and 75 feet in beam, but limited to a draught of two feet less than the channel depths, can proceed from the Atlantic to anywhere in the Great Lakes. Ocean shipping may now proceed into the heart of the continent,

1,000 miles west of Montreal or 1,700 miles from the open Atlantic.

United States authorities have plans to deepen the Detroit River, Lake and River St. Clair, and the St. Mary River to the Seaway specifications, thereby extending the 27-foot channel through to the head of the Lakes. Certain of this work is now in progress.

The Seaway specifications are as follows:

Channel Dimensions

- Width — (a) when flanked by two embankments — 200 feet minimum
- (b) when flanked by one embankment—300 feet minimum at channel bottom

(c) in open reaches — 450 feet minimum at channel bottom

Least actual width of any channel is 225 feet.

Depth — To be a minimum of 27 feet, to permit transit of a ship drawing 25 feet (fresh-water draught).

Bridge Clearances

All bridges and vertical lift spans to provide a minimum clearance of 120 feet above the highest water levels.

Maximum Size of Ships

Permitted Transit

- (a) Ships up to 715 feet in overall length and a 72-foot beam permitted transit without restriction.
- (b) Ships not exceeding 730 feet overall and a 75-foot beam accommodated on a restricted basis.

Locks Specifications and Arrangements

Between Montreal and Iroquois, Ontario, there are seven locks — five in Canada operated by the St. Lawrence Seaway Authority and two in the state of New York operated by the St. Lawrence Seaway Development Corporation. All locks are similar in size and construction.

Useable length	—	766 feet
Width	—	80 feet
Depth over sill	—	30 feet
Lift of locks	—	
St. Lambert	—	13' to 20'
Cote Ste. Catherine	—	33' to 35'
Lower Beauharnois	—	38' to 42'
Upper Beauharnois	—	36' to 40'
Snell	—	45' to 49'
Eisenhower	—	38' to 42'
Iroquois	—	1' to 6'

Except for the Iroquois Lock, all locks fill and empty through the bottom. The rate is extremely rapid, yet there is virtually no turbulence. As an example, it takes just over six minutes to raise or lower the water in the Eisenhower Lock—which is typical of all locks. In the Iroquois Lock, where the lift is small, the water is let in or out by partially opening the upper or lower lock gate. In all locks it takes about five minutes to open or close the gates. On a timed transit of a lock it took exactly 20 minutes from the time the bow passed the lower gate until the stern was clear of the upper gate.

The locks themselves are straight-sided, with a cement facing and sharp corners. They are not fitted with catamarans or fenders. Bollards are placed along either side of the locks, and on one side are small electric winches with just sufficient power to bring in a heaving line with a ship's hawser. The gates when open fit flush into the side of the lock, but as they are hollow with



HMV Britannia passing through the St. Lambert lock near Montreal. (O-12096)

considerable framing there is a risk of fouling them.

All locks have long approach walls at either end, varying in length between 1,000 and 3,000 feet. Generally they are low, their height being between four and ten feet. All approach walls are fitted with bollards, and are suitable for berthing on. The approach walls at the two American locks are fitted with wooden facings.

Rules and Regulations

West of Montreal, the Rules of the Road for the Great Lakes are effective. Special rules and regulations for the ships using the Seaway are being prepared.

Toll Charges

It is intended that the capital investment in the Seaway be liquidated in about 50 years by means of toll charges. They are based on a ship's net registered tonnage, and the type and quantity of her cargo.

Differing from the practice in most other major canals, ships manoeuvre themselves into and out of the locks and tend their own lines while they are being raised or lowered. Heaving lines are passed to a ship as she enters the lock, and the berthing party (supplied by the lock) takes the ship's hawsers (four) to bollards. Once the berthing party has informed the ship that her lines are secured, the ship must tend them by use of capstan or winch as she is raised or lowered in the lock.

Merchant ships generally provide wires (3"-3½"), but hemp or manila hawsers may be easier to handle in ships fitted with capstans. To tend these lines properly, four winches or capstans are required—two forward and two aft.

Manoeuvring in and out of the locks can be difficult, particularly if there is a cross wind. It is virtually impossible to prevent a ship from scraping along the lock or approach walls at some time during her passage through a lock. Ships with a flared bow or cut away stern, or whose screws are proud must be particularly careful. In a cross wind the safest way to enter a lock is first to berth on the approach wall, and then steam along the wall, around any knuckle and into the lock. It is safe, and does not scrape the ship's side to the extent that one would expect. Rope fenders should not be used. Thick-skinned merchant ships use wooden fenders fashioned like damage control wedges and fitted with lanyards. They are effective, cheap and expendable. Excessive or violent engine movements should be avoided in the confined waters of the locks as the resulting confused water flow around the ship can easily lead to difficulties.

Between Montreal and Kingston the rate of the current varies directly with the width of river channel. In the canals the currents are slight, except for the Beauharnois Canal where the rate varies with the volume of water being used at the power house. In the lakes

and open waters the currents vary between a half and one knot, and in the narrow portions of the river they reach a maximum of three to three and a half knots. The strongest currents are found in the vicinity of the International Bridge between Cornwall Island and the U.S. shore, and they do not exceed four knots. There are no places where there is an appreciable current across the channel. As dredging operations are not yet complete, accurate details on all currents are not known.

Depending on the number and position of the sluice gates opened on the Iroquois control dam, the currents in the immediate approaches to the Iroquois Lock (from the east) vary, and may under certain conditions be across the channel.

The special arrangements, fittings or features required or desirable for ships using the Seaway are as follows:

Steering Arrangements

It is very helpful if the helmsman has a view ahead of the ship. This, however, is not essential. In ships where the wheel is on the bridge, the pilot frequently takes over himself when manoeuvring in the locks. If he does not, there must be a very close understanding between pilot, OOW and helmsman.

Speeds and Engine Movements

Ships must be capable of manoeuvring at very slow speeds for periods of 15 to 20 minutes while entering and leaving the locks. Rapid application of engine orders will greatly assist in handling a ship in the confines of a

lock. To achieve this many of the newer ocean ships built for the Great Lakes trade have been fitted with variable pitch propellers (diesel driven).

Navigation Lights

By the Great Lakes Rules of the Road, certain modifications are required. The after steaming light is replaced either by one all round white light or by a horizontal pair of all round white lights. Additional anchor lights are also required.

Fittings Outside the Hull

Absolutely no fittings should protrude beyond the ship's side, for any such item will catch on or be crushed against the cement face of the lock.

Scotchmen and Fenders

Many ships using the Seaway are fitted with wooden scotchmen to protect the ship's side. Horizontal scotchmen will prevent chafing when entering and leaving the locks, and short (2' to 3') vertical ones provide reasonable protection when being lifted in the lock.

Fairleads

Smooth-faced Panama plates are a definite requirement. In the Seaway locks the ship tends her own lines, lines which must render through a fairlead under tension and frequently at a very sharp vertical angle, as opposed to the Panama Canal where the lines are handled ashore by mules. Ships using the Seaway regularly are fitted with special fairleads known as Port Colborne fairleads. Essentially, this is a circular fairlead with an inset revolving plate or rim in which are fitted two sheaves to take the ship's wire.

Radio Facilities

HF voice RT is extensively used for shore to ship and ship to ship exchange of information and for control of traffic.

To meet this requirement all ships using the Seaway and Great Lakes are fitted with a five- or six-channel HF voice (2 MC band) radio on the bridge with an instantaneous one-knob channel change-over switch. Suitable equipment can be purchased or rented commercially.

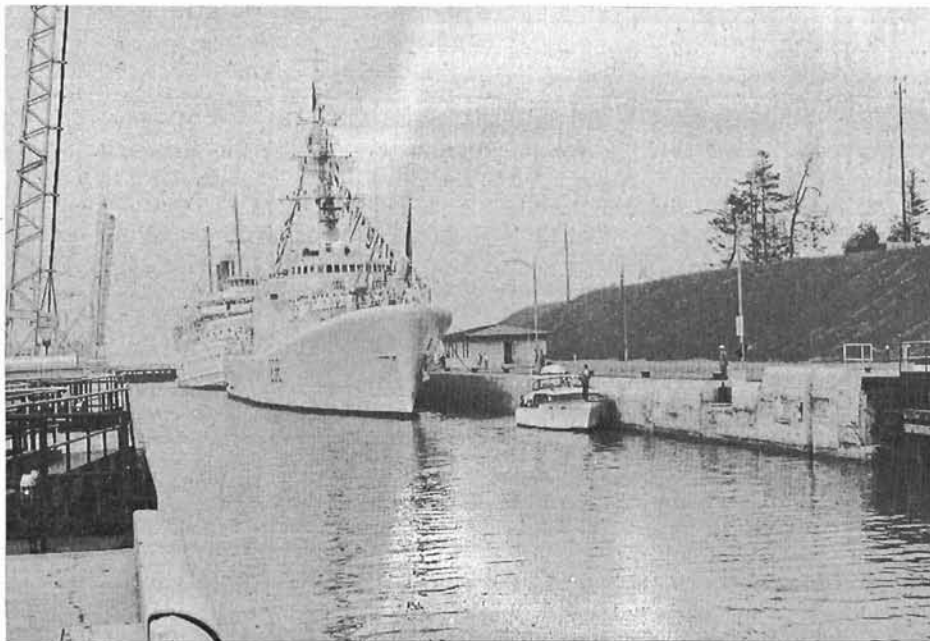
Show a Light - - or Else

EVEN TODAY, with all our wondrous electronic gadgets, making a landfall off Chebucto Head in foul weather and entering Halifax harbour can still be an experience not totally devoid of interest. What a hair-raising trial it must have been 200 years ago with the ship under sail and the prospect of a lee shore if the slightest error occurred, particularly at night and with a most unreliable light-keeper in the light-house near the harbour entrance!

On the night of April 8, 1771, His Majesty's Hired Schooner *Granby* was lost with all hands on "the Rocks called Sambro ledge". She had in her strong box £2,700 of the King's money to pay the troops at Halifax, and most of this money was recovered in a rather curious way.

It seems that when the *Granby* broke up the stern part drifted ashore and the local residents had quite a day dipping into the cash boxes that were still in that part of the ship. Reminiscent of the "wreckers" of the Cornish coast! Of course, officers from that outpost of empire, Halifax, soon arrived to spoil the fishermen's fun.

But the Commander-in-Chief on the North American Station was far more upset about the manner of the *Granby's* demise than the fate of the pay chests. Commodore James Gambier, RN, reporting to the Admiralty from HMS *Salisbury*, from which ship he flew his broad pennant, made this rather startling statement: ". . . the fatal accident happen'd for want of a light being kept in the light House, for it is most notorious and shamefully so, that the King's Ships bound into Halifax are frequently, nay almost constantly, obliged to fire at the light House to make them shew a light . . ."—E.C.R.



HMCS Gatineau at Iroquois, Ontario. Downstream from this lock lies Lake St. Lawrence under which the Long Sault Rapids are drowned. (O-12101)

OFFICERS AND MEN

Sunset Ceremony Performed in Ottawa

In honour of the visit to Ottawa, July 1, of Her Majesty Queen Elizabeth and His Royal Highness Prince Philip, the Royal Canadian Navy's famed Sunset Ceremony drew a large crowd to Parliament Hill on the evening of Dominion Day.

Performing the Sunset Ceremony on the lawn in front of the Peace Tower were a 48-man guard, 48-piece band and two field guns' crews of 30 men each, all from *Cornwallis*.

The spectacular and moving ceremony was previously presented in Ottawa on October 14, 1957, during the last Royal Visit to Canada. Thousands of Ottawa and district residents and visitors to the city at that time witnessed and warmly acclaimed the ceremony put on by the young men of the Navy. Their response was every bit as enthusiastic on the latest occasion.

A massed band concert, which was to have followed the Sunset Ceremony, was washed out by a downpour which ended a three-month drought in the capital city. Bands taking part were to have been the Royal Canadian Navy Band from *Cornwallis*; the Royal Canadian Ordnance Corps Band from Montreal; the Central Band of the RCAF, Ottawa, and the Royal Canadian Mounted Police Band.

Members of the Royal Guard and Band, paid a special visit to the Houses of Parliament on July 3, as guests of

WEDDINGS

Able Seaman George V. Aherne, *Bytown*, to Miss Claire Michelle Fardais, of Ottawa.

Sub-Lieutenant John W. Alexander, *Stadacona*, to Miss Elsie Ruth Regehr, of Toronto.

Lieutenant George M. Caldwell, *Shearwater*, to Miss Rosemary Maxine Brennan, of Dartmouth, N.S.

Wren Adelyne Olga Hahn, *Naden*, to Ordinary Seaman William L. Bennett, *Ste. Therese*.

Lieutenant Alan A. T. Henley, Naval Aide-de-Camp to the Governor General, to Miss Sheila Janet Gracie, of Ottawa.

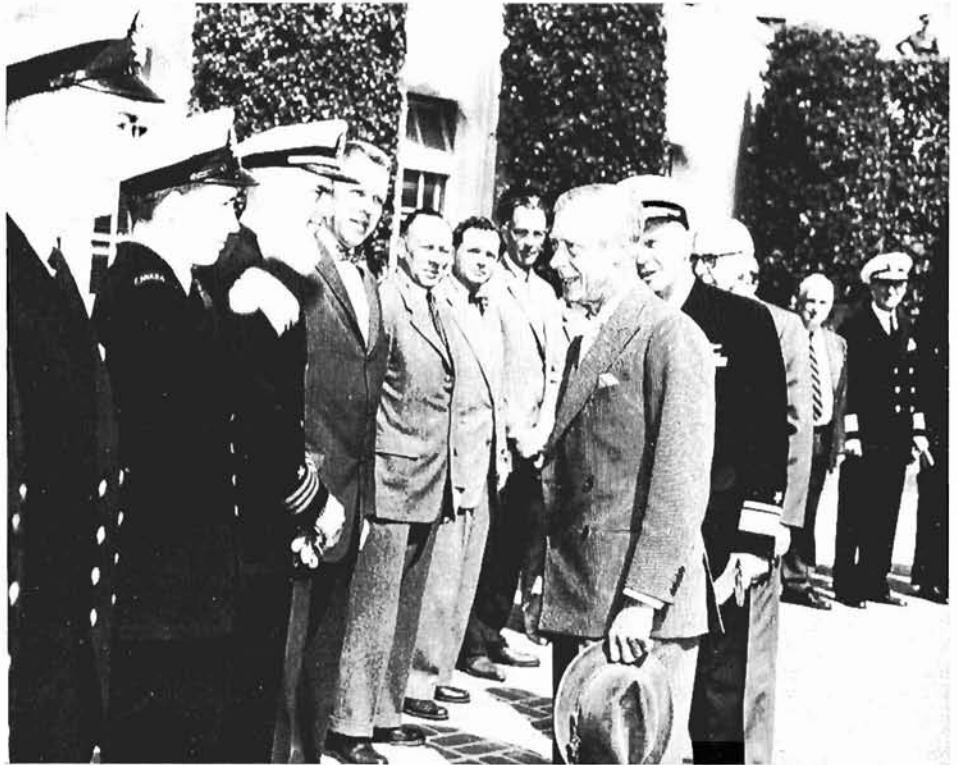
Able Seaman Charles S. Hipson, *Huron*, to Miss Berthia Cluett, of Halifax.

Wren Mary Jamieson, *Cornwallis*, to Petty Officer Maurice Reynolds, *Cornwallis*.

Ordinary Seaman Phillip Lowery, *Shearwater*, to Miss Marian L. Mackintosh.

Sub-Lieutenant J. W. McIntosh, *Athabaskan*, to Miss Maureen C. McKenna, of Halifax.

Petty Officer Donald S. Worsfold, *Algonquin*, to Miss Georgina Louise King, of Yarmouth, N.S.



Lt.-Cdr. (l) Lorne E. Minogue, senior RCN student at the U.S. Naval Postgraduate School, Monterey, California, salutes His Royal Highness, the Duke of Windsor, on the occasion of the Duke's visit to the school this spring. Introducing Lt.-Cdr. Minogue is Rear-Admiral E. E. Yeomans, superintendent of the school. (Official USN Photo.)

private members of the House of Commons, before returning to the East Coast.

The 138 officers and men first visited the House of Commons, watching proceedings from the public galleries. Attention was drawn to their presence by Marcel Lambert, MP for Edmonton West, who interrupted his speech on the defence estimates to welcome the navy men.

Later, in the Railway Committee Room, the sailors were addressed briefly and informally by the Speaker of the House, Hon. Roland Michener; the Minister of National Defence, Hon. George R. Pearkes, VC; the Leader of the Opposition, Hon. Lester B. Pearson; the Solicitor General, Hon. Leon Balcer, and John Pratt, MP for Jacques Cartier-La Salle and star of the wartime Navy Show.

Mr. Pearkes said he was particularly pleased to have the opportunity personally to congratulate the men on their splendid performance of the Sunset Ceremony on Parliament Hill on July 1.

Other Members of Parliament joined the group and circulated among the sailors. Most of them had seen the Sunset Ceremony and expressed great surprise when they learned practically all the men comprising the guard and guns' crew had been in the Navy less than four months.

The visit concluded with a conducted tour of the Parliament Buildings.

BIRTHS

To Petty Officer John Dunn, *Cornwallis*, and Mrs. Dunn, a son.

To Surgeon Lieutenant J. G. Goodwin, *Cornwallis*, and Mrs. Goodwin, a son.

To Leading Seaman J. Kloosterman, *Cornwallis*, and Mrs. Kloosterman, a son.

To Leading Seaman Glen Kemp, Margaree, and Mrs. Kemp, twins.

To Petty Officer Boyd Mohns, *Cornwallis*, and Mrs. Mohns, a son.

To Lieutenant David Moilliet, *Cornwallis*, and Mrs. Moilliet, a son.

To Lieutenant-Commander W. K. Weidman, USN, *Cornwallis*, and Mrs. Weidman, a daughter.

To Lieutenant (MAd) R. H. Whetmore, *Cornwallis*, and Mrs. Whetmore, a son.

HALF-YEARLY PROMOTIONS LIST

The names of 27 officers are contained in the half-yearly promotions list of the Royal Canadian Navy. The regular force is represented by 19 officers and the Royal Canadian Navy (Reserve) by eight. The list of those promoted follows:

ROYAL CANADIAN NAVY

To be Captain (1)

Cdr. Godfrey Harry Hayes, Personnel Structure Committee, Naval Headquarters.

To be Commander (5)

Lt.-Cdr. Evan Petley-Jones, Commanding Officer, HMCS *Cayuga*.

Lt.-Cdr. Arthur H. McDonald, Staff Officer (Operations) to the Flag Officer Atlantic Coast.

Lt.-Cdr. Denis D. Lee, Staff Officer (Communications) to the Flag Officer Atlantic Coast.

Lt.-Cdr. George R. MacFarlane, Staff Officer (Torpedo Anti-Submarine) to the Flag Officer Pacific Coast.

Lt.-Cdr. Richard Carle, Commanding Officer, HMCS *Chaleur*.

To be Captain (E) (2)

Acting Captain (E) John Doherty, Deputy Superintendent Pacific Coast and Deputy Superintendent, HMC Dockyard, Esquimalt.

Cdr. (E) Arthur G. Bridgman, Director of Engineering Design and Development and Senior Assistant Engineer-in-Chief.

To be Commander (E) (2)

Lt.-Cdr. (E) Harold G. Gillis, Staff Officer (E) Production and Design Facilities on the staff of the Engineer-in-Chief, Naval Headquarters.

Lt.-Cdr. (E) Ronald E. Dyson, Assistant Staff Officer (E) Destroyer Escorts on the staff of the Engineer-in-Chief, Naval Headquarters.

To be Captain (L) (1)

Cdr. (L) Robert M. Battles, Deputy Electrical Engineer-in-Chief, Naval Headquarters.

To be Commander (L) (2)

Lt.-Cdr. (L) John H. Ross, Deputy Manager Electrical Engineering, HMC Dockyard, Halifax.

Lt.-Cdr. (L) Roger D. Wilson, Manager Electrical Engineering Pacific Coast, HMC Dockyard, Esquimalt.

To be Instructor Commander (1)

Acting Instructor Commander Edward C. Mahon, Deputy Director of Naval Education, Naval Headquarters.

To be Surgeon Captain (2)

Acting Surgeon Captain Marvin C. Wellman, RCN Hospital, HMCS *Stadacona*.

Acting Surgeon Captain Henry R. Ruttan, Command Medical Officer, Atlantic Command.

To be Captain (S) (1)

Cdr. (S) F. Dudley Elcock, Personnel Structure Committee, Naval Headquarters.

To be Commander (S) (1)

Lt.-Cdr. (S) Thomas C. Treherne, on the staff of the Assistant Supply Officer-in-Chief (Administration), Naval Headquarters.

To be Constructor Commander (1)

Constructor Lt.-Cdr. H. Alex Shenker, Manager Constructive Department HMC Dockyard, Esquimalt.

ROYAL CANADIAN NAVY (RESERVE)

To be Captain (2)

Cdr. George A. Brown, Commanding Officer, HMCS *Scotian*, Halifax.

Cdr. James R. H. Kirkpatrick, Commanding Officer of the Reserve Naval Unit, Kitchener.

To be Commander (3)

Lt.-Cdr. James L. Freeman, Commanding Officer University Naval Training Division, University of Manitoba, Winnipeg.

Acting Cdr. Thomas S. Cook, 46, Commanding Officer, HMCS *Queen*, Regina.

Acting Cdr. Thomas C. Luck, Commanding Officer, HMCS *Griffon*, Port Arthur.

To be Commander (L) (1)

Lt.-Cdr. (L) William J. S. Fraser, HMCS *Carleton*, Ottawa.

To be Surgeon Commander (1)

Surgeon Lt.-Cdr. Jean Saint-Martin, HMCS *Montcalm*, Quebec City.

To be Constructor Commander (1)

Constructor Lt.-Cdr. Leslie J. Fuller, HMCS *Malahat*, Victoria.

The visit was organized by Edmund Morris, MP for Halifax and a former officer in the RCN (Reserve), assisted by other private members and the House of Commons staff.

Veteran Bandsman Retires on Pension

A familiar figure in and around the *Naden* bandhouse is no longer there. CPO Emil Michaux is on retirement leave—the first RCN bandsman to retire with full pension. He left the band late last May.

Born in Dawson, Yukon Territory, CPO Michaux commenced his naval service in September 1940 when he joined *Naden* as an able seaman bandsman. When a naval band was chosen to go overseas in 1944, he was promoted to petty officer and appointed assistant bandmaster.

When the war ended the following year CPO Michaux returned to Canada, and to *Discovery*, the Vancouver naval division.

In 1946, when it was decided that bands should become a permanent part of the RCN, CPO Michaux played a leading role in plans for their formation. He later became bandmaster of the now famed band of *Naden*, a position he held for ten years. Among the many highlights of the band's career during that period was its appearance in a spectacular display of massed bands at the British Empire Games held in Vancouver in 1955.

Upon his retirement from the naval service, CPO Michaux was presented with a silver cocktail shaker from members of the band and personnel of *Naden's* School of Music.

Commenting on the bandsman's retirement, *Naden's* publication, *The*

Lookout, said: "In his retirement CPO Michaux leaves behind him a distinguished record that will be difficult to equal. His complete sincerity and devotion to duty can be taken as an example for all to follow".

RCN Flyer Wins Class Award

The award for the highest overall standard among 26 student pilots, training at RCAF Station, Moose Jaw, was made in mid-April to the lone RCN flyer taking the course. During graduation exercises, Lt. A. C. H. Smith was presented with the Province of Saskatchewan trophy by Judge Harold W. Pope.

Among the student pilots were six from Denmark, seven from Norway and two from the Netherlands.

Lt. Smith joined the RCN as a midshipman in 1949 on a seven-year short

service appointment. He trained as an observer with the Royal Navy, graduating in 1951. Following service at *Shearwater* and in the *Magnificent*, he was granted a permanent commission in 1954.

Two years' service on loan to the RN were followed by two years in VX-10. He went to Moose Jaw in 1958 to begin his pilot conversion course. On graduation in April, he proceeded to Saskatoon for advanced flying training.

Trophy Presented To Sea Cadet

Sea Cadet PO Graham Jones, best senior cadet of the year in the Royal Canadian Sea Cadet Corps *Lion* in Hamilton, has received the Lillian English Memorial Trophy, donated by the General Allenby Chapter, IODE.

The trophy was presented on behalf of the chapter by Miss Viola English, daughter of Mrs. English. The presentation took place at the annual inspection of the Sea Cadet Corps by Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions.

Plaque Recalls Korean Casualties

The last of 32 plaques dedicated to the glory of God and in memory of Canadian naval personnel who were killed in three wars was unveiled by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, in a Sunday morning ceremony, April 19, at the Church of St. Nicholas, in *Stadacona*.

The plaques complete the history of sacrifice of the Royal Canadian Navy, covering losses in the First and Second World Wars and the Korean conflict.



Admiral Pullen unveiled the last one, containing the names of Lt.-Cdr. John Louis Quinn, AB Wallis McBurnie Burden and AB Elburne Alexander Baikie, killed in action in HMCS *Iroquois* on October 2, 1952, when the destroyer escort came under fire from a communist shore battery during United Nations operations in Korea.

Among officers and men who attended the ceremony was Captain W. M. Landymore, now commanding officer of the *Bonaventure*, who was in command of the *Iroquois* during the tour of duty.

Chaplain (P) B. A. Peglar, Command Protestant Chaplain, conducted the service, assisted by Chaplain (P) A. Gordon Faraday and Chaplain (P) F. H. Godfrey.

Commodore Duncan L. Raymond, Commodore, RCN Barracks, Halifax, attended.

C. H. Wills New NOAC President

A Vancouver lawyer, Charles Henry Wills, was elected president of the Naval Officers Associations of Canada at the 14th annual general meeting, held in HMCS *Chippawa*, the Winnipeg naval division, June 4, 5 and 6.

The meeting was attended by the board of directors, 24 delegates and 12 alternates from the 24 member associations and Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions. In the absence of N. M. Simpson, retiring president, of Toronto, sessions were presided over by J. J. Boyd, vice-president.

Reports from delegates showed that all member associations were functioning well. The treasurer's financial statement for 1958 showed a slight surplus after all liabilities had been met.

The meeting authorized the board of directors to discuss with Civil Defence authorities the role member associations of NOAC could play in this important field.

It was decided with extreme regret to withdraw the Barry German History Prize, which was designed to encourage research into the history of the Royal Canadian Navy and its antecedents. The feeling of delegates was that the contest had failed to arouse the general interest it has been hoped would result from the substantial cash awards. There was the further consideration that it had been found impossible to publish prize-winning essays to bring them to the attention of naval personnel and the public.

In place of the history prize, the meeting decided on the award of a



Charles Henry Wills, of Vancouver, B.C., is the new president of the Naval Officers' Associations of Canada. (Photo by Campbell Studio, Vancouver.)

trophy, to be known as the Barry German Improvement Trophy, to the naval division showing the greatest improvement since the date of the last inspection by the Commanding Officer Naval Divisions.

The annual dinner was held at the Motor Club, Lower Fort Garry, and was well attended. Commodore O. S. C. Robertson, Naval Member Canadian Joint Staff and Canadian Naval Attaché, Washington, spoke on "Canada's Future in the North". Hon. G. R. Pearkes, VC, Minister of National Defence, was unable to be at the dinner, but met with officers and delegates at a reception on June 5.

At the election of officers, Rear-Admiral Walter Hose, RCN (Ret.), of Windsor, was re-elected honorary president. Re-elected vice-president for two years was P. M. MacCallum, and for one year, A. P. Gregory, vice-president (Maritimes). Elected for a two-year period as vice-president (Prairies), was C. W. King, Lakehead. Captain L. B. McIlhagga, commanding officer *Chippawa*, was named vice-president (Reserves), R. C. Merriam, of Ottawa, was re-elected honorary counsel and Harry McClymont, of Ottawa, continues as secretary-treasurer.

The new president, Mr. Wills, entered the RCNVR at *Discovery*, the Vancouver naval division, in 1943 and, after completing officer courses, served on loan to the Royal Navy for more than a year. He was demobilized in November 1945, at which time he held the rank of lieutenant. He graduated from the University of British Columbia Law School in 1949.

RMC Cadet Wins Essay Contest

First prize in the annual essay competition of the Navy League of Canada for naval officer cadets has been won this year by Officer Cadet E. S. Mackenzie, of Royal Military College, Kingston, it was announced in mid-June by Captain (SB) A. W. Baker, RCN(R), (Ret.), chairman of the Navy League's scholarship and prize committee.

The essay competition is conducted by the League in co-operation with the RCN. Competitors may write on any subject of their choice in the field of naval history.

Cadet Mackenzie, who was awarded a prize made up of ten books on naval subjects and a subscription to *U.S. Naval Institute Proceedings*, wrote on "The Naval Campaign in Norway 1939-40" in a 23-page essay, supplemented by tables and meticulously drawn maps.

Of the large number of essays submitted, 37 reached the final stages of judging. Books and subscriptions, together with certificates of merit, were given as prizes to the following nine officer cadets, all from HMCS *Venture*: W. A. Paull, T. G. Leslie, G. O. S. Hurford, K. A. Eliason, J. D. Baxter, N. C. Burt, S. Deleu, Belgian Navy, J. L. Ceux, Belgian Navy, and G. J. Floyd.

Rescue Brings Commendation

Her Majesty the Queen has approved the award of the Queen's Commendation for bravery to PO Orville Earl Guest, who is at present serving as a cook in *Stadacona*.

The Commendation arises from a rescue performed by PO Guest at Ireland's Island, Bermuda, on February 21, 1959.

PO Guest was on the wharf, returning to HMCS *Quinte* (minesweeper) when he saw a man fall from the ship's deck, hit his head on the wharf's edge, and fall into the water between the ship's side and dock. PO Guest immediately tried to fend the ship off from the shore with his body and, at the same time, held the unconscious sailor's head above water.

Other members of the ship's company came to his assistance and the man was hauled to safety.

The citation accompanying the Queen's Commendation said in part: "There is no doubt that had not Petty Officer Guest taken this timely action in this dangerous situation, the Able Seaman would have drowned."

Born in Detroit, Mich., April 22, 1929, PO Guest joined the Royal Canadian

RN Puts Emphasis On Nuclear Research

The importance of the Royal Navy's nuclear propulsion research program was emphasized during the debate on the navy estimates in the British House of Commons on March 9 and 10.

C. I. Orr-Ewing, parliamentary secretary to the Admiralty, said:

"The voyage of the *Nautilus*, under the Pole last year, rubbed in the strategic as well as the technical potentialities of nuclear submarines. It is now recognized that these submarines represent a major scientific breakthrough. What is less widely recognized is its long-term effect. So far as I can see, although the process cannot be quick, we may well be on the brink of an evolution towards navies entirely driven by nuclear power. It is also my own belief, though this can only be speculation, that the fleet of the far distant future may be very largely submersible."

Navy in August 1957. He has served in various naval shore establishments, including *Gloucester*, *Hochelaga* and *Shearwater*.

He also served at sea in the *Magnificent*, *Wallaceburg* and *Quinte*.

Officer Leaves For London Post

Lt.-Cdr. (SB) John Wilson Scott, has been appointed to the Canadian Joint Staff in London, England, as Assistant Judge Advocate General for the United Kingdom and Europe. This is the first time a naval officer has held this post, which includes duty with the Canadian Army Brigade Group in Germany and



the Canadian Air Division. He has been granted the acting rank of commander (SB) while holding the appointment.

Two Appointed Naval Attachés

Two RCN officers have been appointed as attachés at Canadian embassies abroad.

Cdr. Raiffe D. Barrett this summer will take up the appointment in Moscow of Naval Attaché to the Canadian Ambassador to the U.S.S.R. and the Canadian Minister to Finland.

Cdr. Herbert Bruce Carnall has been appointed Naval, Military and Air Attaché to the Ambassador of Canada to Norway. He will also serve as Naval Attaché to the Canadian Ambassadors to Sweden and Denmark.

Admiral Visits Submarine HQ

A visit was paid on May 4 by Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, to the Fort Blockhouse headquarters of Rear-Admiral B. W. Taylor, RN, Flag Officer Submarines, in Gosport, England. Submarine matters of mutual national and NATO interest were discussed.

Admiral Pullen also spoke with RCN officers and men at present serving in submarines of the Fifth Squadron at HMS *Dolphin*.

New Captain For St. Croix

Cdr. William S. T. McCully, took command of HMCS *St. Croix* on May 28. The *St. Croix* is attached to the Fifth Canadian Escort Squadron of Restigouche class destroyer escorts based at Halifax.

He succeeded Cdr. Kai H. Boggild who was appointed to the staff of the Flag Officer Atlantic Coast.

'Loan' Officer Aids in Rescue

The story of a rescue operation in which a Canadian naval officer participated was carried in the April issue of the USN magazine *Naval Aviation News*. Headed "VS-30 Pilots Aid Yacht; Canadian Pilot Assists in Rescue", the story said:

"Lt.-Cdr. Robert C. MacLean, RCN, and Lt. (jg) Max D. Persels, of Air Anti-Submarine Squadron 30, recently turned a routine training hop into a rescue mission. They were operating about ten miles southeast of Cape Henry when they spotted personnel on a small private yacht waving an inverted American flag as a distress signal.

"Lt.-Cdr. MacLean radioed the vessel's position and plight to VS-30 base radio at NAS Norfolk, which relayed the information to the local Coast Guard station. A Coast Guard cutter investigated and towed the yacht *Fleurette* to Little Creek.

"Lt.-Cdr. MacLean, Royal Canadian Navy, is on temporary duty with VS-30."



The Royal Canadian Navy's newest anti-submarine destroyer escort, HMCS Terra Nova, on pre-commissioning sea trials. (O-49069)

GUEST OF HONOUR at the commissioning of HMCS *Terra Nova*, Hon. George R. Pearkes, VC, Minister of National Defence, spoke of the important role being played by the RCN's modern destroyer escorts.

Since there was no effective defence against a missile once it was launched, it was the duty of ships, like the *Terra Nova*, to hunt down and destroy the enemy submarine before it had a chance to launch the missile, he said.

The *Terra Nova*, the fifth of the Restigouche class to join the fleet, was commissioned on June 6 at Victoria Machinery Depot, Victoria. She is the second of her class to be completed in a west coast shipyard. The first was the *Kootenay*, which was commissioned at the North Vancouver yard of the Burrard Dry Dock Company Limited, on March 7, 1959.

The ship was accepted by Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Services, and the commissioning services were conducted by the Rev. T. L. Jackson, Chaplain (P), and the Rev. J. A. MacLean, Assistant Command Chaplain (RC).

Among the official guests was the internationally-known scientist, Sir Charles Wright, who had sailed with Captain Scott to the Antarctic in the whaling ship *Terra Nova*. Sir Charles has been engaged in research work at the Pacific Naval Laboratory, Esquimalt, for the past two years.

Laid down in November, 1952, and launched in June, 1955, the *Terra Nova* is the first ship of the name ever to serve in either the Royal Canadian Navy or the Royal Navy.

The new destroyer escort is named after the Terra Nova River in Newfoundland. Rising near Mount Sylvestre, the stream is about 70 miles long

TERRA NOVA

and empties into the sea at Gloverton, in Bonavista Bay. It drains numerous lakes, the principal ones being Kepenbek, Lake St. John, Deer Lake, Mullyguaeck (or Mollygojack) and Terra Nova. It is a rough river with several high waterfalls, none of them harnessed but possessing considerable power potential. It is a fine sporting area for salmon, trout, caribou, moose, bears, ducks and geese. Near the mouth of the river a new national park of great beauty is being established.

In its turn, the river Terra Nova derived its name, as did the lake and town, from the original name for Newfoundland. On all old maps, from the time of John Cabot, the island was shown as Terra Nova.

Although the name has never been given to a Canadian warship, or to a ship of the Royal Navy, it has a strong naval connection.

A famous *Terra Nova*—which was still registered at St. John's, Newfoundland, as late as the early 1930's—was built in Dundee, Scotland, in 1884. One of the largest and strongest of the old Scottish whalers, she was a wooden, coal-burning steamer with auxiliary sail, barque-rigged, and was admirably suited to withstand the rigours of polar weather.

It was when she was chartered by the Admiralty, to take part in the Second Discovery Relief Expedition of 1903-1904, that she came into prominence.

On this expedition her task was simple enough. She was to sail, in company with the *Morning*, to the Antarctic to order the famous polar ex-

plorer, Captain Robert Falcon Scott, CLO, DSC, RN, to abandon the *Discovery* in the ice and return home. Shortly after she arrived in Antarctica, however, the *Discovery* broke herself free, and the three ships sailed for England.

The *Terra Nova* reached the height of her fame in the British Antarctic Expedition of 1910-1913. This expedition was organized, equipped and led by Captain Scott and was financed by him with money raised through public subscription and by grants from the Governments of Great Britain, Australia, New Zealand and South Africa.

The *Terra Nova* left London on June 1, 1910, for New Zealand, and from there set out on the first voyage of the expedition in November. She returned in April, 1911, after depositing the shore parties in the Antarctic.

In command was Captain Scott, seconded by the Royal Navy for duty with the expedition, as were seven of his officers.

During the *Terra Nova's* second voyage—December 1911 to April 1912—supplies were brought in for the shore parties and scientific studies were carried out under an aura of sadness. Captain Scott and his four companions of the polar party had perished in March 1911 from the effects of malnutrition and exposure. The remaining members of the shore parties were picked up and the *Terra Nova* returned to the United Kingdom, arriving at Cardiff on June 14, 1913, three years after her departure.

It is of interest that Captain Scott's chief officer, Lieutenant V. L. A. Campbell (later Captain Campbell, DSO, OBE, RN) served the RCN during the Second World War. He died in November 1956 at Cornerbrook, Nfld., where he had made his home.

ASW SUB

Can the 'thief to catch a thief' principle be applied to combat the modern submarine?

IN CURRENT speculations on naval warfare of the future, more and more thought is being given to the possibility of using submarines to fight submarines — somewhat on the principle of using a thief to catch a thief.

That such thinking has not yet solidified to any great degree is indicated by the fact that of the U.S. Navy's 33 nuclear submarines, in service, building or authorized, only one is being specifically designed as an anti-submarine submarine. This is the 2,490-ton, high speed ASW submarine *Tullibee*, whose target date for commissioning is August 1960.

The obvious advantages of an ASW submarine are that she can pursue her intended victim into the depths, that the enemy is not able to hide under thermal layers and that the pursuit may be carried out at depths and levels where sonar is a much more effective instrument of detection than it is near the surface.

It is easy to conceive of situations in which the submarine would be the best or even the only possible ASW weapon. During periods of heavy gales, when aircraft are grounded and the sonar of surface vessels is inefficient because of turbulence of the sea, submarines are likely to be immune from attack except from their own kind. A situation in which a submarine is the only possible weapon against another submarine arises when the field of operations is beneath pack ice.

A submarine beneath the ocean is something like a person deprived of all senses but one—hearing. But it is a special type of hearing. The sonar

beam's echoes can be listened to or displayed visually. The beam is directional to an extent that human hearing is not and it can give the range of a target with considerable exactitude.

Thus an encounter between two submarines would not be a case of the blind fighting the blind. The difficulties to be overcome, however, would be great. How is one to distinguish between friend and foe? How will it be possible for a submarine to summon aid or report damage? Perhaps small radio transmitters, like sonobuoys, could be released to pop to the surface and transmit taped messages—unless the submarine were operating under the ice pack.

Deck guns are no longer mounted on submarines and this eliminates any choice of weapons. The torpedo is the only weapon the submarine will possess to carry out an attack. (A case in which a British submarine rammed a German U-boat and sliced the latter open with her bow planes was reported during the Second World War, but it is suspected this was largely accidental. Ramming is not a logical method of attack for a submarine.)

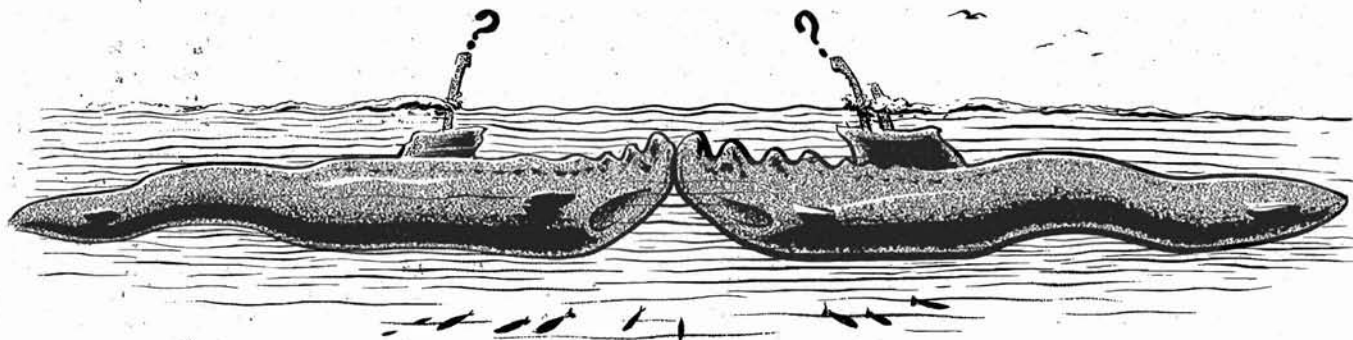
The modern homing torpedo is an effective weapon, capable of altering course through three dimensions. Thus it can hunt its intended victim despite the latter's evasive action, changing course to port or starboard, up or down, as the circumstances require. The situation could conceivably arise of two submarines, passing through salinity or temperature gradients, suddenly coming upon each other and carrying out simul-

taneous attacks, to their mutual destruction. To meet such a situation, it would be necessary to develop an anti-torpedo torpedo or some other method of warding off attack.

New tactics would have to be developed for battling in the everlasting night of the ocean depths. Would warring submarines choose to fight it out far below where a hit would be certain death or would they duel near the surface where the crew of a damaged submarine would stand some chance of escape?

At least one instance of submarines deciding the issue beneath the surface with torpedoes was reported during the Second World War, a British submarine emerging victor over a U-boat. Other actions were fought on the surface with gunfire and there were duels in which both guns and torpedoes were used.

Within the past two years the German naval affairs magazine *Marine Rundschau* has published a group of surveys concerning the effectiveness of the U-Waffe or submarine arm of the German Navy in the Second World War. One of these deals with submarine victories over submarines. Because the submarine service is the most silent branch of the traditionally silent service, it may be a source of some surprise that *Marine Rundschau* was able to tabulate 90 submarine-vs-submarine encounters. In four of these damage was inflicted on one of the submarines, in six of the reported battles the encounter or the outcome was doubtful, but in the other 80 instances one of the submarines was destroyed.



Identification is a problem the ASW submarine has to face

Here is the scoreboard of the 80 authenticated sinkings:

American vs Japanese	20-1
American vs German	2-0
British vs German	16-3
British vs Japanese	2-0
British vs Italian	18-1
British vs Vichy French	1-0
French vs German	0-2
French vs Italian	0-1
Netherlands vs German	2-0
Netherlands vs Italian	1-0
Netherlands vs Japanese	0-1
Norwegian vs German	1-0
Russian vs all comers	0-8
<hr/>	
Allies vs Axis	63-17

These figures would indicate that the submarine has already gone through a trial period as an anti-submarine weapon and that the Allies (with the notable exception of the Russians) were far more adept than their enemies in this novel branch of warfare.

The Japanese submarine *I-173* went to the bottom of the Pacific on January 27, 1942—the first enemy warship ever to fall victim to a U.S. submarine.

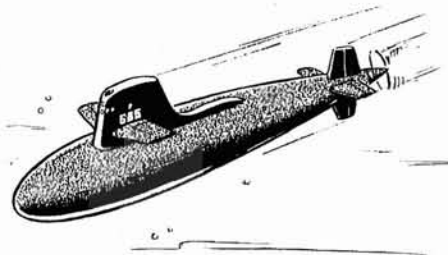
The *I-173's* demise might have been partly due to over-confidence on the part of her commanding officer. She was running at high speed on the surface near Midway Island in broad daylight when the sound of her propellers was picked up by the *Gudgeon*, commanded by Lt.-Cdr. E. W. Grenfell. She was quickly lined up in the *Gudgeon's* periscope and, only seven minutes after first detection, three torpedoes were on their way. Two of them found the *I-173* and she disappeared forever.

This was really a submarine-to-surface action. Not so an encounter that took place off the southwest Norwegian coast on February, 1945.

On that morning extremely faint hydrophone effect was heard over the asdic of HM Submarine *Venturer*, commanded by Lt. J. S. Launders, which was travelling at periscope depth. The sound grew gradually louder, but nothing was seen for more than an hour and then the officer of the watch briefly sighted a periscope.

Lt. Launders stalked the enemy for two more hours, obtaining only one more brief glimpse of the U-boat's periscope in that time.

At last he was within torpedo range and, working from a plot based only on sound bearings and the two periscope sightings, he let go a spread of torpedoes. The homeward journey of *U-864* was ended. Neither submarine had surfaced during the action. Oil patches,



wooden wreckage and an iron cylinder were evidence of a successful attack.

The U-boat was the second to fall victim to the *Venturer*. On November 11, 1944, Lt. Launders sank the *U-771* off Narvik while the *Venturer* was on her way home from delivering supplies to the Norwegian underground movement.

The large number of homeward-bound U-boats among the victims of British submarines suggests relaxed vigilance among the U-boat crews, a state of mind that can be readily understood by anyone who has completed a long, arduous patrol at sea. It could have been this "holiday spirit" that brought about the destruction of the *U-486*, the last German submarine to be sunk by a British boat during the Second World War.

HM Submarine *Tapir*, commanded by Lt. I. C. Y. Roxburgh, was at periscope depth on a working up patrol near the Norwegian coast when a U-boat was heard coming home to Bergen submerged. Roxburgh took his submarine to the entrance of the fjord leading to Bergen and waited. Just as Roxburgh had guessed, the *U-486* confidently surfaced before entering the narrow waterway. The *Tapir's* salvo sent her to the bottom with all hands. The date was April 4, 1945, and within a month the war in Europe was over.

Despite their numerous successes in this area of combat, submarines cannot be regarded as having been major ASW weapons during the Second World War. The crews did not receive special anti-submarine warfare training; their submarines were not specially designed for this work. Their one main job was to attack surface shipping. Shore bombardments, mine-laying and anti-submarine attacks were all incidental to this task. Of the 700 U-boats lost by



Germany as the result of enemy action, only 21 were sunk by other submarines.

The factors weighing against the adoption of the submarine for anti-submarine duties have undoubtedly been:

- Slow underwater speed—a consideration that no longer applies;
- The fact that the submarine's only effective weapon is the torpedo, whereas aircraft can employ bombs and torpedoes, and surface ships can attack with gunfire, anti-submarine mortars and torpedoes;
- Difficulties of communication and recognition (the first warship lost by the RN in the Second World War was a submarine sunk by another British submarine);
- The heavy physical and psychological stress under which submarine crews would have to operate during ASW patrols.

Despite these very real disadvantages, it would appear that the submarine is an effective ASW weapon, but that it is incapable of undertaking the whole task. The teamwork, which is so vital to the success of air and surface anti-submarine operations, would be well-nigh impossible between submarines because of the communications problem. The side that has everything has the advantage over the side that puts its full trust in submarines.

The ability to lie in ambush and attack by stealth is the trump card of the submarine. If she undertakes an active search, she reveals her presence to the enemy and the outcome is determined by who pushes the firing button first.

In his book "The British Submarine", Cdr. F. W. Lipscomb, says this:

"It seems certain that submarines of the future equipped with better listening devices than ever before and armed with improved homing torpedoes, which act on the acoustic principle and, once fired, 'home' of their own accord on the enemy, will constitute a formidable weapon against other ships including submarines, and keep the enemy in constant fear of sudden destruction. It must be realized at the same time the anti-submarine vessel is also equipped with listening devices and homing torpedoes and improved depth charges. In addition, sono, or listening buoys, can be laid by aircraft or surface vessels over the area where the submarine is suspected of operating. At one moment the submarine is ahead of its enemy, the anti-submarine vessel, then the latter gains the ascendancy through new ideas and more modern weapons. This fight for supremacy goes on all the time."—C.

DETAILS of the Canadian Army's plans for carrying out its new responsibilities for national survival in the event of war were outlined in June by Army authorities. The decision to assign these responsibilities to the Army had been announced earlier in the House of Commons.

The Army's statement emphasizes that the Militia as well as the Regular Army must continue to do a considerable amount of military training as the new duties can be performed only by units organized, equipped and disciplined along military lines. In the words of the Prime Minister, the new responsibilities involved "difficult and frequently dangerous tasks, requiring trained and disciplined forces."

Speaking during the debate on defence estimates on July 2 in the House of Commons, Hon. G. R. Pearkes, Minister of National Defence, said:

"The Canadian Army is the designated service responsible for the conduct of survival operations, and will be assisted by such elements of the RCN and RCAF as can be made available for this task."

He said that all defence forces which were not actively engaged in repelling the attack would be trained and ready to take active measures to assist survival. Both regular and reserve forces would be involved.

On September 1, 1959, the Army becomes directly responsible for the tasks of warning civilians of enemy air attack, determining the location of nuclear explosions, assessing the damage, carrying out the initial entry into areas damaged by nuclear weapons or affected by radioactive fallout and conducting rescue operations in the areas. In addition, the Army is responsible for co-ordinating the activities of civilian agencies such as police and fire departments that will also have to operate in a damaged area once it has been entered.

The broad policy on how the Army will train for and carry out its new responsibilities will be produced by a small staff at Army Headquarters. This staff is headed by the Director General of Survival Operations. However, as most of the detailed planning done by other agencies involved with civil defence or survival operations is done by provinces and municipalities, most of the Army's detailed planning will be carried out by the existing command and area headquarters whose boundaries in most cases correspond to provincial boundaries.

An area which has been subjected to nuclear attack will be severely damaged

NATIONAL SURVIVAL

and contaminated. Roads will be impassable and danger from radioactivity may be met anywhere. For these reasons the entry into such an area will have to be made in a manner similar to an attack on a conventional battlefield. Approaches may have to be made across country or through the air. They will have to be made quickly and on a broad front if the lives of people in the damaged area are to be saved; therefore, the troops will require equipment to give them mobility and they will have to know how to use the instruments which detect radioactivity. The results of their reconnaissance will have to be passed quickly to a co-ordinating headquarters, which must in turn be able to issue orders to bring all the troops available into action at the best points; therefore, the troops must be well equipped with wireless. Finally, the troops must have an administrative organization which can sustain their activities without relying on civilian facilities.

Present plans see the Army tackling the problems outlined above with groups known as mobile columns. These columns will be made up of sub-units drawn from existing Regular Army or Militia units. They will not have a fixed strength but will consist of a number of rescue companies, a support company and a headquarters company. The support company will consist of technical troops such as engineers, medicals, signals, etc., carrying out their normal roles. The headquarters company will provide supplies and repair and administrative facilities. The rescue companies, which will be provided for the most part by armoured, infantry or artillery units, will be the "attacking" troops. A column, fully mobile and administratively self-supporting, will be able to carry out the following tasks within the area of destruction:

- (a) Reconnaissance, assessment of damage and casualties;
- (b) Area and close radiological reconnaissance;
- (c) Traffic control and movement of people;
- (d) Direction of police and fire services;
- (e) Rescue and initial evacuation;

- (f) First aid to the injured, and
- (g) Maintenance of internal communications.

The Army plans to organize their mobile columns, using both the Regular Army and the Militia. In the event of an attack, both Regular Army and Militia columns will be directed into the damaged area by the local command or area headquarters . . .

It is because of the need for "conventional" military training to produce disciplined and well organized units that the Militia will retain its present unit organization and continue much of its present type of training.

While the Militia will gradually lose some of its heavier equipment not suitable for survival operations, it will have to retain enough to enable it to carry out the basic training outlined above. The equipment that is withdrawn will be replaced with the specialized equipment for radiological detection, communications equipment and the vehicles necessary to give units the mobility they must have.

During the past few years the Army has been devoting a considerable amount of time and effort to training members of the Regular Army and the Militia in the special skills required for survival operations. Over 600 rescue instructors and 700 staff officers have been trained at the Civil Defence College at Arrnprior, Ontario. At the Joint Atomic, Biological and Chemical Defensive Warfare School at Camp Borden an additional 1,500 instructors and 170 staff officers have received training in radiation monitoring. In addition members of the Army have attended courses conducted by provincial civil defence organization. These instructors have been passing on their knowledge during training at unit stations.

Almost 1,000 members of the RCN and RCAF have also received specialized training in rescue work or radiation monitoring.

As mobile columns may have to operate from areas remote from possible target areas, it is likely that militia units and columns will have to work with Regular Army units located away from these areas. This will call for increased co-operation between the Militia and the Regular Army. This need for co-operation and the tremendous amount of co-operation that will be required between the Army, the other services and the civilian agencies with responsibilities for National Survival will undoubtedly require many more of the practical exercises that have been held in various parts of the country during the past few months.

THE BULLETIN BOARD

Young Married Sailors Aided

A hardship of long standing is being alleviated to a considerable extent as a result of the approval by Order-in-Council of the payment of separated family's allowance to married seamen under the age of 21.

Although married men under 21 serving in the RCN are still not entitled to marriage allowance, they will, from now on, receive separated family's allowance when they are drafted to sea. The payment to leading seamen and below will amount to \$46 a month, without children, or \$61 a month, with children. Petty officers, second class, will receive \$57, or \$72 with children. The payment applies to married sailors living in private quarters ashore, except that \$11 a month will be paid to petty officers in married quarters on draft to sea.

Immediately affected are 85 young married sailors, who are at present serving at sea. Another 135 under-21 married men are living ashore and, up to July 1, were faced with the prospect of losing their \$46 or \$61 a month subsistence allowance on being drafted to sea or to a course where private living accommodation was not available. Although the allowance is payable at a lower rate when the sailor is serving on board ship, it is obvious that there is a substantial improvement over previous pay arrangements.

QRCN 205.25 and the adjoining table, 205.26, are being amended in line with the Order-in-Council. The decision to grant separated family's allowance to men not in receipt of marriage allowance, who would be eligible apart from their age, was promulgated in Cangen 153, effective July 1, 1959.

Correspondence Courses Ready

Five naval correspondence courses now are available without cost to regular force and reserve personnel who wish to write Naval Junior Matriculation Examinations (NJMEs).

The five courses are NJME mathematics, English, physics, chemistry and French.

The naval correspondence courses in each command are administered by the Command Education Officer. For the purposes of the courses, HMCS *Chip-pawa*, the Winnipeg naval division, and all establishments west of Winnipeg are considered to belong to the Pacific Command.

If an instructor officer is not borne in a ship or establishment, the would-be student's request for a course will be forwarded by his commanding officer to the Command Education Officer.

Courses, instructions and text-books will be supplied directly to the student. From then on the student will send completed exercises to an instructor officer to whom he will have been assigned by the Command Education Officer.

In ships or establishments, including divisions, where an instructor officer is borne, this officer will look after registration and correction of exercises.

Further particulars are given in General Order 54.11/3.

THE WEAPONS OFFICER

UNDER THE PRESENT RCN branch structure, the responsibility for the operation and maintenance of a ship's weapons system may be divided between as many as four officers (electrical, ordnance, gunnery and torpedo anti-submarine).

The new personnel structure provides for both the operation and maintenance of a ship's weapons systems to be the responsibility of the weapons department which will be headed by the weapons officer.

General list officers will be sub-specialized as weapons officers after their second sea phase. As the first of these sub-specialists will not reach the Fleet until late 1965 or early 1966, it will be necessary to continue to train existing officers to carry out these duties for at least six more years.

Rather than perpetuate the present branch system, Naval Headquarters has announced that interim courses for weapons officers will be introduced beginning in 1959. The first of these courses has been scheduled to commence in *Stadacona* on August 31, and it is anticipated that similar courses will be run annually thereafter until sufficient general list weapons sub-specialists are being produced to meet the requirements of the Fleet. No further long "G" or long "TAS" courses are contemplated.

In order to further the general list concept, interim courses for weapons will be open to officers of all branches who meet the visual standards pre-

scribed for the general list officer. However, in order to expedite the production of weapons officers and make the most economical use of available manpower, it is intended that the candidates for at least the first course be selected from those officers who have received previous training in some aspect of the weapons field. Consequently, electrical, ordnance, executive (G) or (TAS), and instructor officers will make up the first course.

To ensure that the changeover from interim courses for weapons officers to general list weapons sub-specialist courses will take place smoothly and efficiently, the interim course has been based on the course designed for the future general list officer.

Because of the differences in background and experience of the various types of officers who might be selected for weapons training, particularly during the first few courses, the interim course has also been designed so that it might be taken in phases and units of phases. If such a system were not used, some of the officers appointed to the course would have to take instruction in aspects of the weapons field with which they were already familiar.

It is planned that the first interim course will run approximately one year. However, it is anticipated that the length of future courses will vary with the experience level of the candidates and the advances in weapon design and development.

CLEARANCE DIVERS GO NORTH

A TEAM of nine RCN clearance divers headed north in late June to carry out underwater demolitions, pipe-laying and salvage missions for the United States Navy's Military Sea Transportation Service. The assignments will continue until freeze-up in the fall.

The team, headed by Lt. Arthur W. Rowse, embarked in the USS *Opportunity*, a USN auxiliary rescue salvage vessel, which called at Halifax June 18-21.

The other frogmen were CPO Peter Nicholson, PO Francis MacArthur, and Leading Seamen James Poidevin, Glendon Frausel, Nelson Eisener, Stanley J. Stephenson, Roy Everets and Kenneth Whitney.

This is the third year of Arctic operations for PO MacArthur, the second for Ldg. Sea. Stephenson. The others went North for the first time.

In other years, RCN divers surveyed and cleared underwater obstructions from the various beaches used by the Military Sea Transportation Service for the annual landing of supplies for the Distant Early Warning Line and other northern military posts. Last year these and extra assignments earned praise for the Canadians from the high-est quarters.

The forthcoming operations will not involve beachwork. There are four main missions, for one of which the Canadians equipped themselves with an initial supply of 30 tons of explosives.

The channel into the harbour of Goose Bay, Labrador, is obstructed by a solid rock some 5,000 cubic yards in volume which hitherto has prevented tankers and supply ships from going all the way into port. The Canadians are attempting to demolish this East Coast version of Ripple Rock. The Americans figure the rock has cost them \$900,000 so far by making it necessary to off-load ships in the outer reaches of the harbour. There is only 25 feet of water over the position of the rock, 41 feet of water elsewhere in the channel.

For this experiment, expected to take a fortnight, the Canadians are drawing on explosive stocks including, among other things, 60 depth charges and 1,000 feet of TNT "hose".



Nine RCN clearance divers who are assisting the USN in the eastern Arctic this summer are shown here. On the deck of the diving tender, left to right, are Lt. Arthur W. Rowse, PO Francis MacArthur, CPO Peter J. Nicholson and Ldg. Sea. Stanley J. Stephenson. In the foreground are Leading Seamen Roy Everts, Kenneth Whitney, James Poidevin, Nelson Eisner and Glendon Frausel. One of the rubber boats they are using in the north is shown. (HS-57798)

Also at Goose Bay, the Canadian frogmen will labour for four weeks to lay two ten-inch pipelines, partly of special steel and partly flexible and totalling some thousands of feet, along the harbour bottom so that ships can take on fuel without having to come alongside a jetty. Once the system is completed, it is expected that 800,000 barrels of aviation gasoline, diesel and heating fuels will be pumped into the tank farm through the piping this season for use as required.

Next the Canadian team will move on to Thule harbour, Greenland, to haul up the polynia system installed by RCN divers last year and replace it with a permanent installation, fanning out to cover more of the harbour. The polynia

system involves the laying of perforated pipes through which compressed air is ejected. The bubbling water carries warmer water to the surface, prevents freeze-up and resultant damage to harbour installations.

The final major assignment of the Canadians will be to clear ammunition from a portion of the bottom at Harmon Field, St. George Bay, Nfld. During the Second World War a lighter bearing 150 tons of naval ammunition sank in the harbour. Recently, some of it has been washed ashore in storms.

The team, all of whom are volunteers, took 6,000 pounds of equipment for their northern sojourn. The working day is expected to be around 16 hours long, seven days of the week.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Restigouche*

For the first time in 20 years a Canadian warship named *Restigouche* has sailed into the river for which she is named and the citizens of Campbellton, N.B., made it appear like the homecoming of a long absent member of the family.

The river town rolled out the red carpet for the *Restigouche*. Her predecessor at Campbellton was a destroyer commissioned in 1938 and disposed of after the Second World War. The new *Restigouche* called for several days before taking part in the official opening of the St. Lawrence Seaway later in the month.

The ship was met by Mayor C. E. Tingley, a guard provided by the *Restigouche* Sea Cadet Corps and a pipe band provided by the Caledonia Society. Immediate arrangements were made by members of the Main Brace Naval Veterans' Association for dances and entertainment for every evening. Theatres were all free for one evening.

Many of the sailors looked forward to hooking a famed *Restigouche* salmon since a record 50-pounder was landed the previous week, but the salmon refused all tempting flies and the total catch consisted of several tasty trout. Organized groups toured the pulps mills

and on Sunday, June 14, local churches were attended.

Around 5,000 visitors, including organized school parties, went on board in a continuous stream, despite poor weather, "to see *their* ship". Local authorities are anxious to make the visit an annual event, a suggestion which J. C. Van Horne, Member of Parliament for the constituency, said he would support. The ship's company heartily endorsed the idea. Mr. Van Horne toured the ship and entertained several of the Navy visitors at his home.

The Sea Cadets, who were in evidence during the whole visit, presented the ship with a bayonet which had been recovered from a French ship sunk by the British in the Battle of *Restigouche* in 1760. The mayor presented two pieces of Corsican oak from the same vessel and asked the ship's artisans to make up some permanent memento of the visit. Remains of the French vessel form part of a museum at Mission of Ste. Anne de *Restigouche* across the river in Quebec, which was visited by many sailors.

HMCS *Buckingham*

Early on the afternoon of Thursday, May 21, the frigate *Buckingham* arrived in Hamilton, Ontario, having become the first Canadian warship to transit the St. Lawrence Seaway. The *Buckingham* sailed from Halifax on May 13. The

ship was also at that time the largest Canadian naval vessel to have entered the Great Lakes area.

Before leaving Montreal, a number of senior naval officers of the RN, USN and RCN were embarked for passage through the Seaway to observe the channels and locking system before the passage of HMY *Britannia* and U.S. warships.

Senior officers included Vice-Admiral Peter Dawnay, Flag Officer Royal Yacht; Commodore A. G. Boulton, Commodore E. W. Finch-Noyes and Captain H. L. Quinn, all RCN, and Captain Paul Ryan, USN, U.S. Naval Attaché, Ottawa, Captain R. G. Dreyer, RN, Senior Naval Liaison Officer U.K.

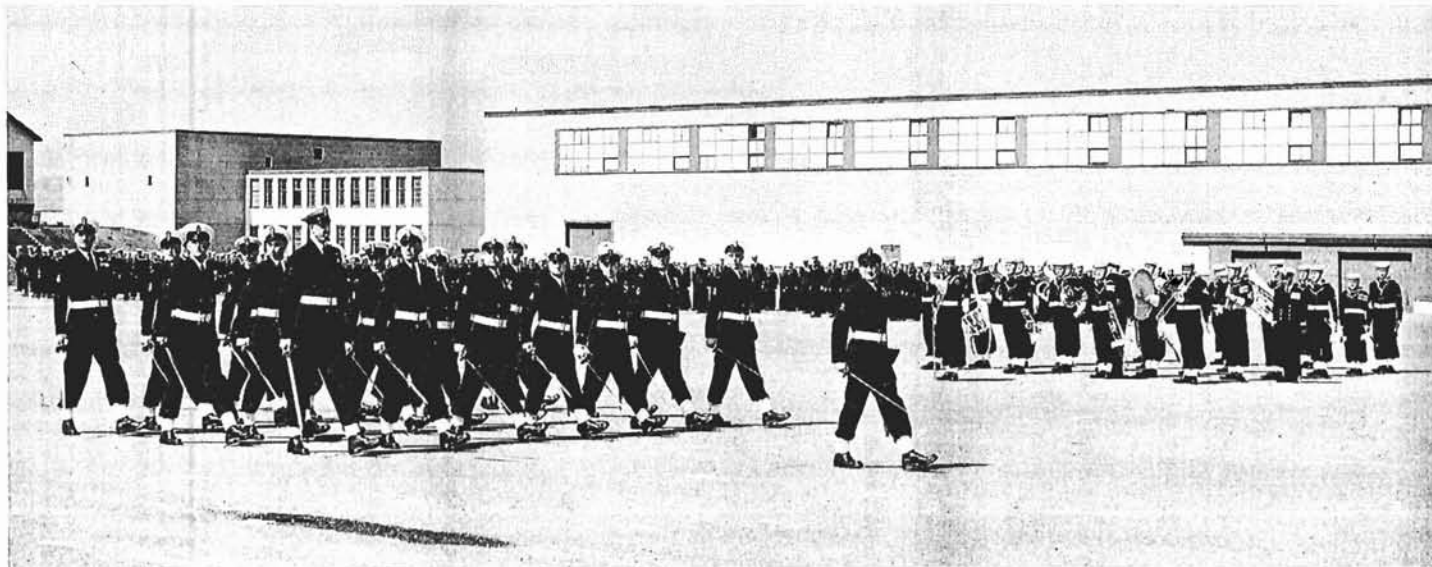
Lieutenant-General H. D. Graham, of Ottawa, and Commodore Paul Earl, Senior Naval Officer, Montreal, were also in the party.

The *Buckingham* is serving as Great Lakes training ship for reservists this summer, taking the place of the smaller coastal escorts which have in the past served in this capacity.

First Minesweeping Squadron

On May 31 the First Canadian Minesweeping Squadron arrived in Halifax to complete the 1959 operational river cruise.

The cruise, which lasted over a period of seven weeks, included the ports of



One chief admitted he hadn't taken part in ceremonial divisions for 18 years, but when the chief and petty officers of No. 98 Leadership Course turned out for their final march past at Cornwallis they had achieved a high level of military smartness and precision. PO F. Royea was the platoon commander.

Bermuda, Sydney, N.S., Newcastle and Dalhousie, N.B., Montreal, Quebec City, and Summerside and Charlottetown in Prince Edward Island.

While at sea the squadron saw a period of concentrated exercising in the way of flag hoisting, officer of the watch manoeuvres, general drills and ship manoeuvres, as well as minesweeping.

While in port the squadron landed sports teams to participate against local clubs.

NAVAL DIVISIONS

HMCS Tecumseh

Lt. S. J. Farrell, who recently completed an assignment as Staff Officer (Administration) at HMCS *Tecumseh*, was honoured at a mess dinner at the Calgary division.

He was the recipient of two engraved mugs, one presented by the executive officer, Lt.-Cdr. A. R. Smith on behalf of the Wardroom and the other from NOA, Calgary branch, by J. Jerome.

The commanding officer of the division, Cdr. J. F. McKenzie, asserting that Lt. Farrell during his stay in the Stampede City had proven himself a true Westerner, presented Lt. Farrell with the traditional white stetson, symbol of the Calgary Stampede, suitably decorated with a Naval hat tally.

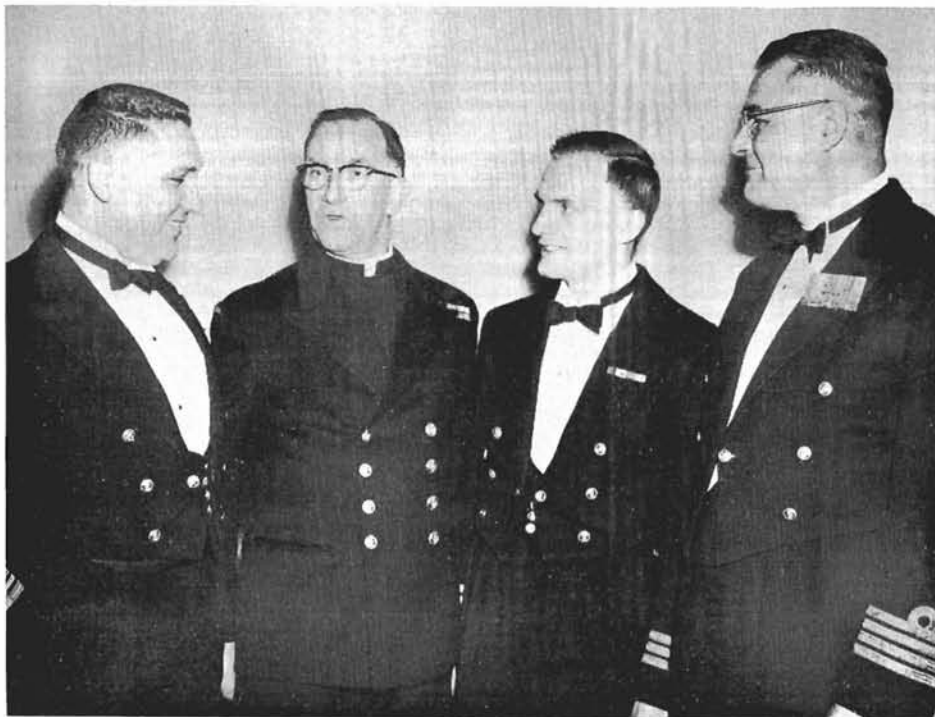
Lt. Farrell promised the dinner that he would wear the stetson on his arrival at his new appointment, HMS *Dryad*, in England and whenever riding to hounds.

HMCS Queen

Downtown shoppers in Regina on Saturday, April 11, must have imagined themselves suddenly transported to Victoria or Halifax. It has been a long time since USN personnel have been seen on the streets of Regina. The occasion was the visit of the commanding officer, officers and men from Naval Reserve Electronics Division, Miles City, Montana.

The Americans arrived Friday evening and a three-day round of activities started off with a sports night. Target-shooting, relay events, basketball and volleyball gave everyone a chance to compete. A point system gave the RCN(R) a distinct advantage when the totals were all in and they were able to retain a very handsome cock-of-the-walk trophy.

A reception for the visitors followed. Meanwhile wives of the visiting officers were entertained at the home of



Thirty-five years of service to the Navy was recognized at a mess dinner at HMCS Nonsuch, the Edmonton naval division, on April 30 in honour of Chaplain (RC) Leo Green. Shown chatting with Father Green are Lt.-Cdr. C. H. Rolf, Cdr. L. J. D. Garrett, commanding officer of Nonsuch, and Captain George P. Manning, former commanding officer. (Photo courtesy Edmonton Journal.)



Government and service officials were among the distinguished guests attending the 1959 Admiralty Ball at HMCS Star, Hamilton's naval division, on May 29. Included were, left to right: Air Vice-Marshal J. G. Bryans, Air Officer Commanding the RCAF's Training Command at Trenton, Ont.; Major-General H. L. Sparling, General Officer Commanding the Canadian Army's Central Command; Hon. Ellen Fairclough, Minister of Citizenship and Immigration; Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions at Hamilton, senior host at the ball, and His Worship Mayor Lloyd D. Jackson, of Hamilton. (COND-5145)

Cdr. T. S. Cook, commanding officer of *Queen*, and the wives of the petty officers at the home of PO H. T. Hobson.

A tour of the city was laid on for Saturday morning and included the Legislative Building, the new Museum of Natural History and the RCMP barracks and museum. Official visits were

paid to the Lieutenant-Governor of Saskatchewan and to the Mayor of Regina.

On Saturday evening, our visitors were entertained at a ship's company dance on the drill deck. There was a good turn-out, nurses from Regina General Hospital attended as partners for

the single men and the Army provided a most enjoyable buffet dinner.

On Sunday morning, RCN(R) and USNR attended church with their families—Roman Catholics at Christ the King Church and Protestants at Broadway United Church. After the services, all met in the wardroom for coffee and a last word with the visitors before their drive back to Miles City.

The commanding officer, Lieut. Commander C. G. Wolhowe, USNR, spoke for himself and for his officers and men when he expressed his appreciation and delight at the hospitality and facilities offered by the commanding officer, officers and men of HMCS *Queen*. An invitation was extended to all to attend a range barbecue in Miles City sometime in October. It is hoped that next time the USNR will be represented not only by Miles City but by Billings and Great Falls, too.

This first venture into promoting international goodwill was quite successful and everyone at *Queen* felt well repaid for the work put into the preparations.—J.O'B.



Two of hundreds of naval reservists undergoing summer training at the Great Lakes Training Centre, Hamilton, were Ord. Sea. Douglas Collister, 17, (left), and Ord. Sea. Sidney Deveau, 16, (right) both of Hamilton. The two new-entry seamen are seen here with Petty Officer Gordon Stinson, who is explaining the Robinson's disengaging gear of the sea boat on board the frigate *Buckingham*. (COND-5200)



Fourteen children were christened recently at Hochelaga by Chaplain (P) Callum Thompson and shown here are the children, proud parents, godparents and friends. This was the first such ceremony at Hochelaga. Afterward a tea was held in the wardroom where a cake was cut by the padre in honour of the event. (ML-7566)

INTERNATIONAL ASW LABORATORY

Formation of an international research laboratory to study and help basic problems in anti-submarine warfare was announced April 17 by Admiral Jerauld Wright, USN, NATO's Supreme Allied Commander Atlantic (SACLANT), at his Norfolk, Virginia, headquarters.

Known as the SACLANT ASW Research Center, the new laboratory is located at the Italian Naval base at La Spezia, in northwest Italy on the Ligurian Sea—mid-way between Genoa and Leghorn. It was officially commissioned by Admiral Wright on May 2.

In informing the NATO Council of the plans for this centre Admiral Wright said, "I am confident that the SACLANT ASW Research Centre will make highly important contributions to the capability of the navies of our Alliance to counter the Soviet submarine threat and secure the seas for use by the free world".

Nine NATO nations have been invited to participate. Contributing scientists and technical data are Canada, Denmark, France, Germany, Italy, The Netherlands, Norway, the United Kingdom, and the United States. The Italian

government is making available laboratory buildings and other facilities.

Policy direction for the laboratory is furnished by SACLANT in co-ordination with pertinent NATO agencies. Raytheon Manufacturing Company of Waltham, Massachusetts, long a leader in ASW development, will manage the centre through an Italian subsidiary which has a non-profit contract.

The subsidiary's board of directors includes among others Admiral Robert B. Carney, former Chief of Naval Operations, and Charles Francis Adams, Raytheon president.

SACLANT's guidance will be transmitted via a six-officer military staff to be chosen from participating nations. The group will also provide ASW operational experience.

A scientific council of eminent scientists from the participating countries will provide advice and recommendations to SACLANT concerning the centre's program and progress.

The laboratory will be staffed initially by about 20 senior scientists plus 60 to 80 supporting personnel.

Initial financing will be provided by the United States with Mutual Weapons

Development Program funds pending common NATO funding.

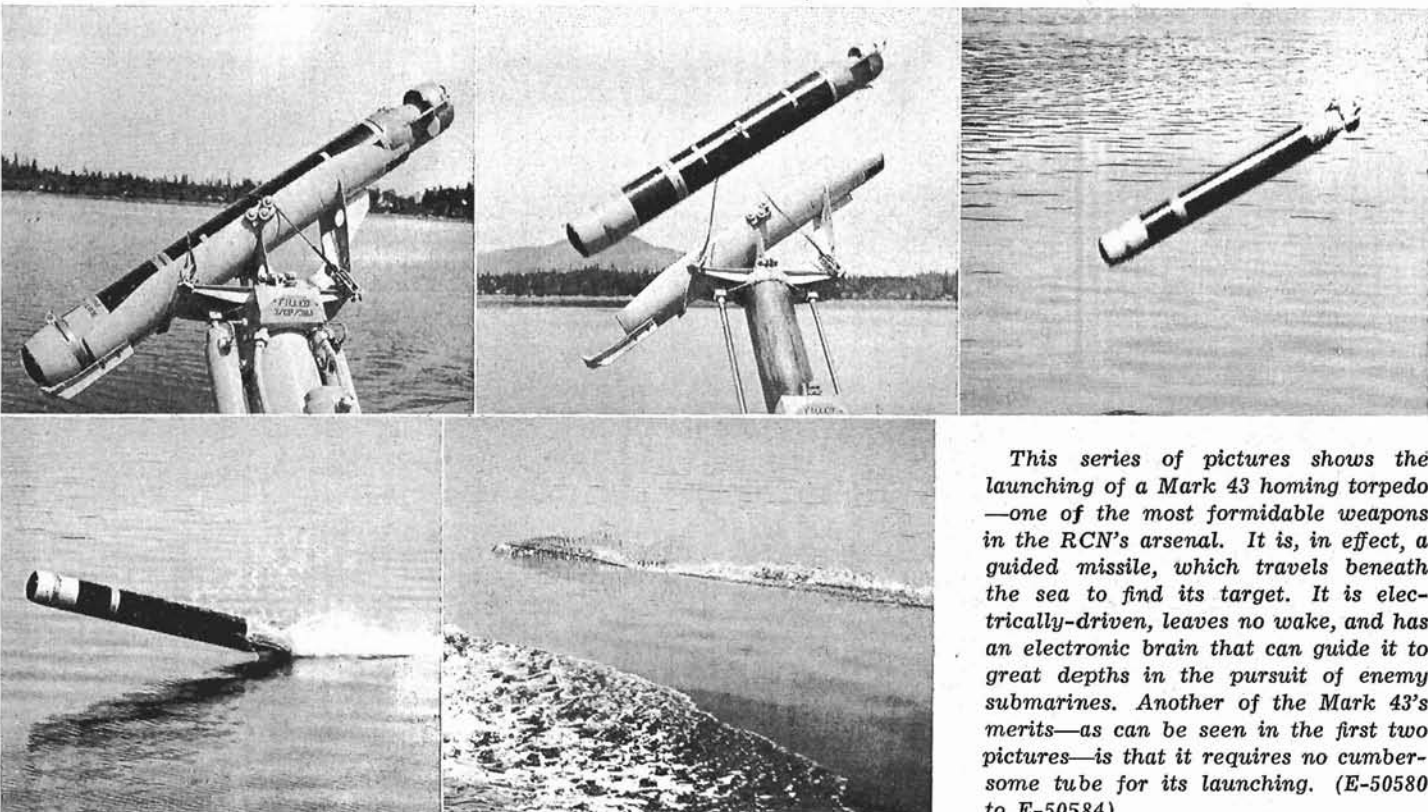
Present ASW scientific knowledge of the nine nations will be pooled in the centre, and findings of new studies funnelled back to participants. All NATO nations with ASW potential also will have free access to the findings.

Answers to ASW problems provided by the scientific teams are expected to help meet the increasing menace of the Soviet submarine fleet. Estimated strength of the present Soviet underwater fleet is about 450 submarines—more than half of which are modern, long-range vessels.

The ASW research centre will monitor and analyze oceanographic measurements in selected waters. Among other chief functions will be operational research and analysis plus limited development in various phases of anti-submarine warfare.

Named as the laboratory's first scientific director is Dr. Eugene T. Booth, ASW expert now on leave from Columbia University where he served as head of the physics department.

First SACLANT deputy at the centre and head of the six-officer military staff is Captain K. M. Gentry, USN.



This series of pictures shows the launching of a Mark 43 homing torpedo—one of the most formidable weapons in the RCN's arsenal. It is, in effect, a guided missile, which travels beneath the sea to find its target. It is electrically-driven, leaves no wake, and has an electronic brain that can guide it to great depths in the pursuit of enemy submarines. Another of the Mark 43's merits—as can be seen in the first two pictures—is that it requires no cumbersome tube for its launching. (E-50580 to E-50584)

STORY OF THE LABRADOR'S FIRST YEAR

Memorable Cruise Through Northwest Passage Recorded

When Captain (now Commodore) O. C. S. Robertson took the brand-new Arctic patrol ship HMCS Labrador north in 1954, he was told, in effect: "If you think a ship of this size can steam through the Northwest Passage—go ahead". He did, in a voyage that turned men's eyes northward and contributed knowledge that proved of great value in the construction of the Distant Early Warning Line and the voyages of nuclear submarines under the Arctic ice.

The story of that voyage has now been told by Lt.-Cdr. T. A. Irvine, who is at present serving as executive officer of the frigate Buckingham. Rather than review the book ourselves, we have chosen to go outside the Navy and borrow the excellent review written by W. A. Deacon, eminent book critic of The Globe and Mail, Toronto. His review follows.—The Editor.

THE TOP of the world has long attracted men, especially as the short route from Europe to Asia. It is short but difficult.

Inspector Larsen of the RCMP was the first man to make the course in 1940-42 from Vancouver to Halifax in a little wooden ship, the *St. Roch*, 104 feet long, 197 tons. Using the more northerly Barrow Strait he got back

BOOKS for the SAILOR

in 86 days. T. A. Irvine's "The Ice Was All Between" is the artistically told story of the second voyage.

This time direction was east to west, via Lancaster Sound and Barrow Strait; but what a difference in equipment! This time the ship was the mighty ice-breaker *Labrador*, the most complicated vessel ever built in Canada—5,000 tons (6,400 loaded), 270 feet long, beam of 63 feet, draft of 27 feet. Her mighty engines through twin screws produced 12,000 horsepower. She had radar, carried two helicopters, two landing craft, one launch. Her crew consisted of 200 men and 20 officers, of which the author, a master mariner, was the hydrographer as well as standing his ordinary watches. She could crush ice up to 10 feet thick, though making little forward progress under such conditions. It took the *Labrador* 97 days to circumnavigate North America, via the Panama Canal. It was a hard, rough, dangerous trip; but it made history.

Lt.-Cdr. Irvine has told his epic story of the 1954 voyage with classic restraint as well as artistry. The narrative is humanized; all necessary technical information is given for seamen but in a manner that the landlubber can follow. Point one is that time did not permit the usual trial runs for the crew to become acquainted with their powerful instru-

ment and much novel equipment that had never been tried at sea. The crew took over at Sorel, where the *Labrador* had been built during the previous four years, and sailed immediately for Halifax. In the rapids, amid traffic, the heavy ship wobbled from side to side of the channel and had to anchor in mid-stream for a better organized start. There was no precedent in the Canadian Navy for such an undertaking. The going was tough.

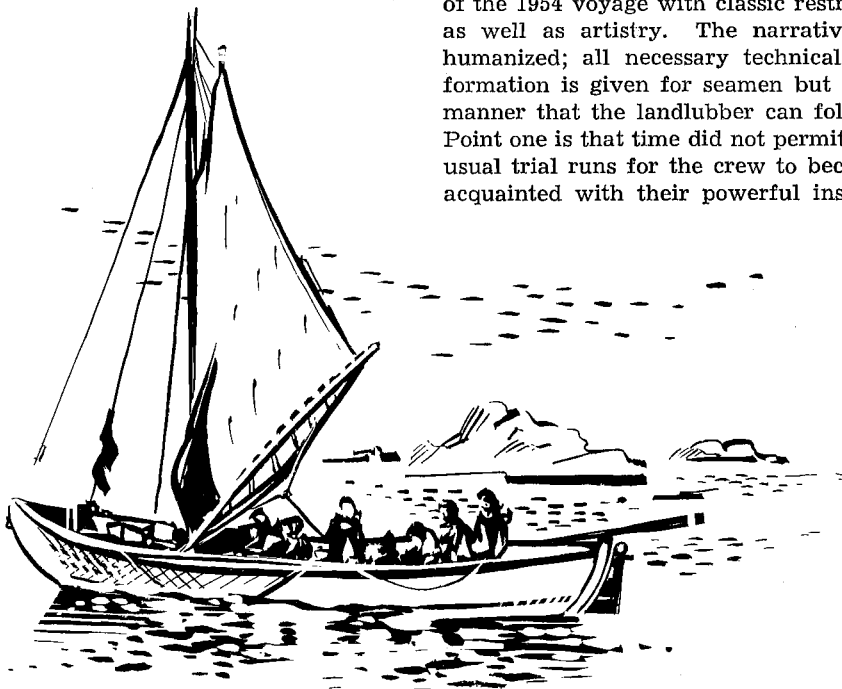
Going to Resolute Bay the great ice-cakes scraped the ship's sides, causing a fearful din within. There was always danger of breaking a propeller; and if she were not driven hard, she might be frozen in. Once a huge cake of ice got squarely between the screws, stopping both.

During some days of heavy fog, bergs were avoided only by watching the radar screen. Suddenly the fog lifted for a visibility of five miles. "As far as the eye could see the ship was surrounded by icebergs." The commander said: "I think I prefer the fog. At least we can't see what we're dodging."

Later, when the ship was smashing through solid ice, a seaman reported: "Captain's on the bridge, sir. He's really putting the boots to her. Full power, and propellers getting jammed every five minutes. It's quite a do." It was. Risking the ship hourly was the only alternative to disaster.

Though the region is so vast and so thinly populated by men, the crew discovered relics of many previous, tragic attempts by explorers. One was a sled abandoned by Stefansson, who went where no man had been and got out safely. "It seemed incredible that Stefansson had once sledged across this bleak, wind-swept expanse of frozen sea from Point Barrow to Banks Island and kept himself and his party alive by literally living off the ice, with its elusive game, the polar bear and the seal. He proved that survival was possible in this desolate region, and in doing so surpassed the Eskimo in his ability to live on the sea-ice."

One of the amusing touches comes in the Western Arctic when the *Labrador* fell in with the USS *Burton Island*, and extended a dinner invitation to her officers. In great pride, wearing their dress uniforms, the Canadian officers entertained the Americans at a formal



dinner, complete with traditional wines and toasts.

Then our sturdy ship pulled away fast southward to Esquimalt, for there was a very sick man on board.

Among the West Indies, sight of the icebreaker caused amusement as well as wonder. One skipper radioed: "I'm in the Caribbean; where are you?"

Thus the mighty ship returned to Halifax and a momentous chapter in Arctic navigation had been written. For, at

THE NAMES OF SHIPS

"BRITISH WARSHIP NAMES," compiled by two of the men responsible for choosing them during the Second World War, is a compromise between compactness and comprehensiveness. It is a stout volume of 498 pages of which the first 66 are occupied by a history of naming HM Ships. In this space it deals with about 2,000 names (the RCN has already used over 600), but the list is confined to the British war fleet proper, excluding craft smaller than sloops in the days of sail and smaller than corvettes in the present century, as well as ships of the Commonwealth navies.

Not even the ships of the Provincial Marine, which served on the North American lakes in the American Revolution and the War of 1812-14, are mentioned except for HMS *St. Lawrence*, of 112 guns, on Lake Ontario. Even the entries under *Inflexible*, *Royal George*, *Thunderer*, *General Wolfe*, *Caldwell* and *Mohawk* make no mention of namesakes in Canadian landlocked waters. The last name, for example, is said to date from 1813, while the Provincial Marine had had two *Mohawks*, a snow and a sloop, before then. The only notice generally taken of the dominions are notations such as: "Transferred to Canada, 1938 . . . Transferred to Canada, 1945" against the second and third *Crusaders*, but the battle honour, "KOREA 1952-53", won for the name by the RCN, is not recorded. In some cases as in *Niobe*'s the note reads: "Transferred to the RCN in 1910, since when the name has been the property of the Royal Canadian Navy".

The omissions noted above are to be expected and are given here as a warning to Canadians not to expect detailed information on our ships' names. One name that perhaps should have been included is *Columbia*. The first name was a Boston privateer of 20 guns captured in 1812 off Cape Sable. The second and third of name were a paddle steamer and a trawler respectively and

last, scientific charting of depths had begun. Beacons had been raised on headlands. Samples of sea water were brought home for analysis; and Canada had a ship that could break solid ice all the way to Alexandria Fiord, 79 degrees north.

THE ICE WAS ALL BETWEEN, by T. A. Irvine; 240 pages, two end-paper maps and photographs; published by Longmans, Green and Company, Toronto; \$4.50.

do not qualify for mention, but the first does.

Having disposed of the omissions, we come to the strong points of the book. The authors know the subject of naming-policy thoroughly and were actively concerned with it for five years during which more ships were in commission in the British fleet than at any time before. The six chapters of history start before the establishment of the Royal Navy and come down to the end of the Second World War, since when no new name has been introduced.

GUIDE TO THE SEAWAY

A GUIDE BOOK, in part, "Ships and the Seaway" is mostly an introduction to the ships that will ply the waters of the St. Lawrence and the Great Lakes. It is written for the landsman by Frederick J. Bullock, Master Mariner, now with the Department of Transport.

Part I, "Navigation in the St. Lawrence and the Great Lakes", gives the nautical history of the region and a description of the seaway. It includes maps and water level profiles showing how the river is controlled as well as many photographs of the ports and the ships that use them. Part II "Ships from Far-Away Places", after a short introduction, is divided into chapters on the shipping lines whose craft are to trade regularly into the St. Lawrence system (the "lakers" and "canallers" are dealt with in Part I). The house flags and funnels of the shipping lines, and the national ensigns to be most commonly seen, are shown in colour on the end papers.

The illustrations are plentiful and good. The most dramatic picture, which might well have been used as a frontispiece but is on page 36, shows a pair of locks in the Welland Canal. Occupying one lock with not an inch to spare is

The Elizabethans were enterprising in naming as in everything else; they coined the names *Dreadnought*, *Swiftsure* and *Warspite*, which have no existence except as warships' names. Under the Stuarts the geographical names started to appear, in the eighteenth century the names from Greek mythology and, in Queen Victoria's reign, the abstract nouns and adjectives came in a spate.

Except where the name is of obvious origin, there is a brief note to explain it, if only to say "Geographical" or "Flower name" to give a lead for further investigation. Some are quite entertaining and by far the best is:

FANFAN *This is believed to have been the pet name of one of Prince Rupert's lady friends. She was certainly built for Prince Rupert.*

—Ph. Ch.

BRITISH WARSHIP NAMES, Captain T. D. Manning, RNRV (Ret'd), and Commander C. F. Walker, RN (Ret'd), with a foreword by Admiral of the Fleet the Earl Mountbatten of Burma . . . London, Putnam; Toronto, McClelland & Stewart, 1959; 498 pp; \$8.50.

a laker, the *Scott Misener*, of 21,829 tons dead-weight. The other lock looks comparatively empty although there are two ships on it. The nearer is one of largest "salties" that could navigate the 14-foot St. Lawrence canals, the *Manchester Pioneer* of 2,715 tons dead-weight. That is, the fresh-water ship could stow just over eight times the weight of cargo that the sea-going vessel could. The lakers will retain some of this advantage because they are built more lightly than vessels that must face the North Atlantic.

The book is full of useful information such as a visitor to the Seaway, especially a passenger making a voyage into North America, would like to have—certainly it should be in the library of every passenger vessel plying the North Atlantic and the Seaway. It should also be in high school libraries and teachers of geography should know of it. Seamen will probably want something more technical, however, and there are several other books on the market at present.—Ph. Ch.

SHIPS AND THE SEAWAY, by F. J. Bullock; Toronto, J. M. Dent & Sons (Canada) Limited, 1959; 115 p. illus., maps, diagrams, coloured end papers. \$3.95.

THE NAVY PLAYS

Wrens Break Away In Softball Opener

In the Tri-Service Ladies' Softball League, *Stadacona* wrens hammered 101 Manning Depot 23-12 in the opener.

The games, a close one until the fifth, was played on the North Commons at Halifax. In the fifth inning the wrens pulled away with six runs and added two more in the sixth.

Battery mates Penny Fotheringham and Sylvia Balmer were instrumental in the win. Fotheringham allowed 11 hits and struck out one, but was sparing with the free tickets, allowing only two.

Balmer hit 4 for 4, including two round-trippers, a triple and a single, and batted in five runs.

Shirley Houghton made a triple, double and two singles in six trips to the plate, while Betty O'Sullivan and Peanuts Brodensen swatted a triple and a pair of singles apiece.

In another feature, later in June, Penny Fotheringham pitched the wrens to an 11-1 victory over Headquarters Eastern Command. The shutout was lost in the fourth inning.

Shearwater Halts Greenwood Assault

Shearwater held up under a fierce attack by RCAF Greenwood in a Tri-Service Soccer League fixture and after weathering the storm went on to win 2-1.

Greenwood, leading the league, had most of the play but couldn't pierce the *Shearwater* defence.

Shearwater opened the scoring on a penalty shot in the 15th minute. The lead was increased in 42 minutes to give the Flyers a 2-0 edge at half-time.

A goalmouth scramble in the second half gave Greenwood its only goal.

Airmen Out-Sail RCN in One Event

A battered old, bullet-riddled French horn was at stake when the RCAF's No. 2416 Control and Warning Auxiliary Squadron sailed against HMCS *Carleton* the Ottawa naval division and wound up in a dead heat.

Carleton topped the airmen with plastic dinghies but in a wooden dinghy race went down to defeat. Another race will be held to break the tie.



CPO Howard Oliver, one of the RCN's top marksmen, is shown with Hon. George R. Pearkes, Minister of National Defence, in Ottawa. CPO Oliver is the lone representative of the Royal Canadian Navy at the famed Bisley Meet in England. This is his second time in the Bisley. He was in Ottawa, along with other Bisley contenders, for briefing before going overseas. (O-11956)

Duncan Sea Cadets Take Top Honours

Five Vancouver Island Sea Cadet Corps converged on *Naden* in early May for their annual sports day, competing in tug-o-war, tabloid of sports, boat-pulling and .22 rifle.

The *Admiral Mainguy* Corps from Duncan took top honours in most events, winning the general aggregate trophy, the whaler race trophy and the tug-o-war trophy. Victoria's *Rainbow* Corps took the 22 shoot 365 to 354.

Wrestler Fourth In Games Trials

AB Dave Thera of *Naden*, who holds the B.C. welterweight wrestling championship, placed fourth in his division in the Canadian wrestling championships and Pan-American Games trials in Toronto.

The Navy's team tied for third place in team competition, while the best other individual performance for the Navy entry was by Ken McKay, who finished fifth in the middleweight division.

Earlier Thera, holding the B.C. junior middleweight crown, defeated Bob Sales and Hans Krupp, both of Quesnel, B.C., to take the B.C. senior welterweight title in Vancouver. He was a member of the RCN senior wrestling team.

The Navy wrestlers have been training under the skilful guidance of CPOs Jim Goodman and Don McCulloch at *Naden*.

Team Hits Stride After Slow Start

The Pacific Command representative softball team suffered defeats in their first three games. It lost to Halfway House 11-7, and two close games to Duncan, 3-0 and 3-1.

It redeemed itself in an exhibition game by defeating visiting USS *Catamount* 13-2.

Cornwallis Wins Home Golf Tilt

Cornwallis golfers topped RCAF Greenwood in the "home" section of a "home and away" tournament at the Digby Pines Golf Club, Digby, N.S.

The 16 sailors combined their talents for a total of only 1,192 strokes against the airmen's 1,203 over the 18 holes.

The "away" section will be played later.

Records Fall At Field Meet

Early in May the record book at HMCS *Naden* was rewritten as a result of the annual inter-part track and field meet. Eight new records were made and a time was established for an event not previously listed. Of these the Technical Apprentices "A" team accounted for six.

AB Eagles lowered the 440-yard run by 3 seconds and set a new time of 56 seconds. AB Parsons chopped 4/10 seconds off the 220-yard dash, setting the record at 24.4 seconds. Ord. Sea. Price made the 880-yard run in 2 minutes, 16.4 seconds to better the old time by 5.9 seconds. Ord. Sea. Wonnenberg lowered the mile run by 27.4 seconds with a new time of 4 minutes 57.6 seconds.

The 440-yard relay was made in 48.2 seconds, skimming 1.8 seconds off the old time. Ord. Sea. Beckett stretched

the broad jump from 16 feet, 9 inches, to 17 feet, 11½ inches. Ord. Sea. Bell stretched the discus throw from 97 feet, 7 inches, to 113 feet, ¼ inch, and Ldg. Sea. Little threw the javelin 140 feet, 2½ inches, to better the distance of 139 feet, 4 inches.

The Medical, RCNH, Band and School of Music Team won the new event, Mile Relay, run in 4 x 440 yards, setting the time at 3 minutes, 56.6 seconds.

Sports Award for Lt. Andy Nicol

A committee appointed by the Commodore, RCN Barracks, Esquimalt, has chosen Lt. (S) A. J. "Andy" Nicol as the 1958 winner of the Lt.-Cdr. (P&RT) Charles McDonald Memorial Trophy.

From a list of nominees for this award, submitted from ships and establishments in the Pacific Command, Lt. Nicol was selected as the "one who

has through his own achievements or efforts, contributed most to sports in the Pacific Command, throughout the year."

The committee based its selection on the following points: "During 1958, Lt. Nicol has been manager, coach and competitor in track and field, cross-country running, volleyball, basketball and softball. His untiring efforts in his ship, squadron and the Command have been an inspiration to his teams and he has constantly promoted the principles of good sportsmanship".

Lt. Nicol has twice competed in the Boston Marathon 26-mile cross-country race, not in the money, but far from being last.

His best "mile" was in the Canadian Championships Bi-Centennial in Hamilton, Ontario, where he was clocked at 4:32.

His enthusiasm for sports made him the natural choice for his secondary duties in the Fourth Canadian Escort

Squadron, that of squadron sports officer.

This is the second time since the trophy was presented to the Command in 1949, that it has been awarded to the Supply Branch. In its first year it was presented to Stores PO E. H. (Eddie) Haddad for his contribution to Canada and the Royal Canadian Navy in the field of boxing.

This year, for the first time, an honourable mention has been made in the conjunction with the selection for a winner of this trophy.

Nominated was CPO J. H. Strachan for his contribution to sports in the Pacific Command. In addition to being an active participant and enjoying the game, he is a patient and considerate mentor of the young man. His encouragement and leadership to the members of his branch was obvious to all.



HMCS Gatineau, close escort for HMV Britannia, is followed in line by destroyer escorts and frigates of the Atlantic Command, en route from Basque Road, near the mouth of the Saguenay River, to Quebec City. The Gatineau wore the flag of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast. (O-12028)

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 B.LSTD2
 ADAMSON, Larry W.LSQR1
 ANDERSON, Ronald G.LSEM1
 ANDRESEN, Jimmy W.LSCV1
 ASHTON, Malcolm D.LSTD2

BABCOCK, Lawrence J.P2RT3
 BAIN, James F.LSCV1
 BARNES, Charles P.LSCV1
 BARNES, Donald L.P2ER3
 BARR, FenwickLSTD1
 BARTLETT, Eugene A.P1EM4
 BARTON, Alfred M.LSTD1
 BEA, Charles D.LSEM1
 BELL, Albert B.C2CR3
 BIELBY, Allan P.LSCS2
 BISHOP, Colin W.PIEG4
 BLIGHT, James A.C2CR3
 BOON, Richard E.LSLR2
 BORSA, Jack G.LSCR1
 BOYD, Bradley G.LSRA3
 BRESNAHAN, Gordon C.LSRC2
 BROWN, Bruce D.P2EF3
 BRUCE, Donald C.P1EF4
 BURKE, John D.LSRP1
 BUTTLE, Wayne C.LSCR1
 BUTTON, Frederick J.LSTD2

CAMPBELL, James A.LSCV1
 CAMPBELL, JamesLSLR1
 CARR, Malcolm H.LSTD1
 CATCHPOLE, Eric A.P2ER3
 CAUTHERS, William M.LSTD2
 CHAPMAN, John M.LSRC1
 CHRISTIE, Alan E.P2ER3
 CHRISTIE, James B.LSCR1
 CIPRYK, Arthur J.LSCR1
 CORBIN, Jules G.C2CV3
 CRABBE, Maurice A.LSCS2
 CRAWSHAW, Kenneth D.P1RA4
 CRIPPS, John M.LSCV1
 CUMMINGS, Desmond B.LSTD1

DALL, Wallace I.LSTD1
 DALTON, Earl D.P1SH4
 DALY, Patrick B.LSRT2
 DALZELL, Eric T.P1RA4
 DAN, DannyLSRA2
 DAVIDSON, Robert G.LSCR1
 DEIGHTON, Keith H.LSCV1
 DESIATNYK, WalterLSEF3
 DIX, Kenneth J.LSCR1
 DUGGAN, William F.P2EF3

ELLIOTT, William J.P1ER4
 ELLIS, Marler R.LSCV1
 ELWGREN, Gerald J.P2ER3
 EVERETS, Roy S.LSCV1

FABI, George M.LSCR1
 FARR, Edwari A.LSCR1
 FAST, Frank V.LSEF2
 FINDLAY, DonaldLSQM1
 FLORCHYK, Stanley J.LSEM2
 FLYNN, Robert G.LSQM2
 FUHR, Sidney R.LSTD1

FURZECOTT, William J.P2CR2

GAGNON, Alfred G.LSCV1
 GALE, Ernest E.LSCR1
 GAMMON, John H.LSTD1
 GAUDREAU, Marcel J.LSRT2
 GILMOUR, David L.LSCV1
 GIRVAN, Lorne F.LSCR1
 GOODMAN, Jerrold P.LSEM1
 GORONUK, William A.P1CV3
 GOULARD, Raymond J.LSRP1
 GRAHAM, JosephLSCV1
 GRAY, William H.LSCV1
 GREENWAY, Kenneth T.LSCS2
 GRIFFIN, Lawrence R.P2RT3
 GUATTA, Adolph A.LSEA2

HAHN, John E.LSRT2
 HANSEN, John C.P2ER3
 HARPER, Everett W.LSTD1
 HARRIS, Fred H.LSEM1
 HARRIS, Kenneth H.P1RT4
 HARTLEY, Allen W.LSCS2
 HENDERSON, Archie S.LSEM1
 HERRON, Robert C.P1EM4
 HEWGILL, Bruce E.P1RT4
 HILL, Clarence W.P1EM4
 HILL, Raymond E.LSEM1
 HOLDSWORTH, JohnLSCV1
 HOLMES, Robert G.LSEM1
 HONEYBORNE, Alan L.P2EF3
 HOWE, Roger K.P2ER3
 HYNES, Kevin F.LSQR2

IRWIN, Patten K.LSEM1

JANES, William P.LSCR1
 JEFFREY, Charles H.P1RT4
 JOHNSON, Herbert B.LSRC2
 JOHNSTON, Harris G.LSCR1
 JONES, Walter R.C2EM4
 JORGENSEN, Eric M.P1ER4

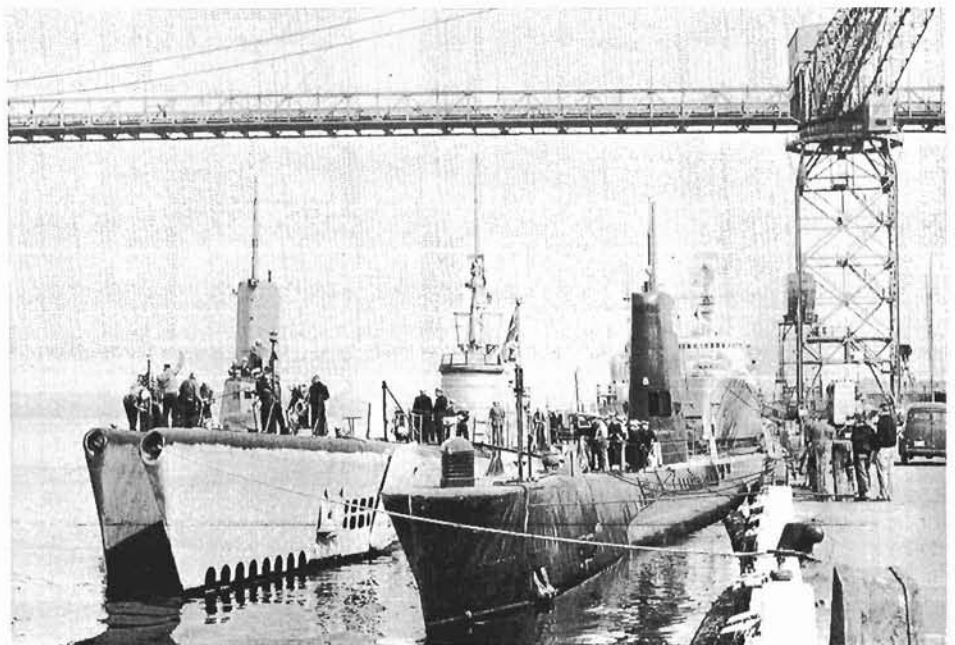
KELLY, Bobby T.LSRA2
 KERR, Patrick F.LSCR1
 KIRKLAND, John A.P1RT4

LANCTOT, Michael Y.LSTD1
 LANG, Frank A.LSLR2
 LaPLANTE, Robert A.LSRA2
 LATAILLE, Rejean J.P2RT3
 LAVALLEY, Donald J.LSRP2
 LEBLANC, Robert J.LSQM2
 LING, Joseph B.LSCR1

MAJALAHTI, Laure E.LSEM1
 MARLOW, William L.LSCR1
 MacDONALD, Dean A.LSEM1
 McBURNEY, Richard C.C2CS4
 McCALLUM, Roy E.LSEF2
 McCLELLAND, Robert C.LSCV1
 McCULLEY, Jack S.LSCR1
 McKAY, HarryLSNS2
 McKINNON, Charles G.LSED2
 McLACHLAN, Earl S.LSTD1
 McNAUGHTON, George W.P2RD3
 McRITCHIE, William D.P2ER3
 MENTER, George R.LSEM1
 MICHAELIS, Robert R.LSCV1
 MILLER, Barry A.LSCR1
 MILLMAN, Hugh A.P1SH3
 MITCHELL, Alden F.P2CR2
 MOORE, John G.LSCV1
 MORAN, Walter C.P1CV3
 MORSE, John H.LSCR1
 MORTLEY, Kenneth A.LSRT2
 MUISE, Leslie J.LSCV1
 MURPHY, James L.LSCR1
 MURPHY, Thomas J.P2EF3

NADEAU, Roger L.LSCS2
 NEGRICH, Raymond M.P2CV2

O'NEILL, David D.LSRP1
 O'VERY, Herbert W.P1EF4



Four U.S. Navy submarines and an escort vessel visited Halifax over the long week-end in May. Above, berthing on the British submarine Ambush at Jetty 5 are the USS Sarda and, outboard, USS Sablefish. The other American subs calling were the USS Grouper and Corsair. (HS-57452)

PENNINGTON, Jack E.P1ED4
 PEPPER, Owen L.LSEM1
 PETRIC, IvanLSEF2
 PETRIC, Owen L.LSEM1
 PICHE, Robert C.LSEM1
 PIDGEON, Robert A.LSCV1
 PORTER, Gordon F.LSRP1

REYNOLDS, George W.LSLR1
 RICHARD, Joseph V.LSCV1
 RICHARDSON, ClementP2CV2
 ROBSON, John D.LSTD1
 ROBSON, Walter J.LSRA2
 ROCKWELL, James R.P2ER3
 RODGER, RobertP2EM2
 ROUSSEAU, Andre J.LSEM1
 RUSSELL, Allan G.LSEM1
 RYE, Michael E.LSTD2

SCHULTE, Robert F.LSRT2
 SCOTT, Edward A.LSEM1
 SCOTT, Thomas W.LSTD1
 SHANKLAND, Leigh N.LSCR1
 SHEA, Kevin J.P2TD3
 SIMARD, Andre J.LSRP1
 SINDERLEY, Peter P.P2ED3
 SLAGHT, Robert A.LSRA2
 SLOAN, Thomas J.LSPR2
 SMALL, Walter D.LSEM1
 SMITH, Alan E.LSCR1
 SMITH, James R.LSCS2
 SMITH, Philip H.P1ER4
 SOPER, James E.LSCV1
 STAFFORD, GrantLSCV1
 STEINHAUER, Richard J.LSCR1
 STENSON, Allan E.P2ER3
 STEVENS, John W.LSCV1
 STEVENSON, JamesLSEM1
 STOKER, Gary J.LSCS2
 ST. JOHN, Bernard J.P1CV3
 SUCKLING, Donald A.LSMO1
 SWITZER, Richard G.LSNS2

THOMSON, Henry D.P2ER3
 THORNDYKE, Robert L.LSCV1
 TOPPING, Donald E.LSRP2
 TRUDEAU, Alexander J.P2EM2

VAIR, Ronald J.LSCR1

WEBB, Leonard J.LSCR1
 WELLBAND, Harry J.LSED2
 WELLER, Chester T.LSCR1
 WELLER, Wayne A.LSQM1
 WERNER, Kenneth R.LSCV1
 WHEELER, Roy D.C2CV3
 WILSON, James S.LSCR1
 WOODCOCK, Norman C.P2ER3
 WRIGHT, Bruce L.LSCS2
 WRIGHT, Charles F.C1RT4
 WRIGHT, Kenneth A.LSCR1

ZOSCHKE, Walter J.P2EF3



Canadian, American and British submariners compare notes on the arrival in Halifax of four U.S. Navy Submarines over the May long week-end. Left to right are PO George T. Webb, RCN, serving in HMS Ambush; John J. Keeney, USN, serving in USS Sarda, and AB Terence H. Wyss, RN, from the spare crew of the Sixth Submarine Squadron in Halifax. (HS-57451)

RETIREMENTS

CPO WELLINGTON ROBERT PRINGLE, 38, C2V14, of Kerrobert, Sask., joined June 6, 1948, served in *Naden, Ottawa, Kelowna, New Westminster, Stadacona, St. Hyacinthe, Rosthern, Avalon, Wasquesiu, Shediac, Hespeler, Leaside, Givenchy, Ontario, Aldergrove, Cornwallis, Cayuga, Niobe, Sioux*; awarded CD; retired June 5, 1959.

CPO JAMES RICHARD HENRY ROSS, 40, CIG14 of West Thurock, Essex, Eng., joined April 4, 1938; served in *Naden, Stadacona, Prince Henry, Cornwallis, Niobe, Londonderry Base Maintenance, Saskatchewan, Cayuga, Rockcliffe, Ontario, Discovery*; awarded Long Service and Good Conduct Medal; retired June 4, 1959.

CPO RONALD THOMAS VINCENT, 42, CIST4, of London, Ontario; joined June 6, 1938, served in *Stadacona, Saguenay, Skeena, Niobe, HMS Sheffield, Uganda, Peregrine, Bytown, Cornwallis, Shelburne, St. Pierre, Sioux, Warrior, Magnificent, Shearwater, Naden, St. Laurent*; awarded Long Service and Good Conduct Medal; retired June 5, 1959.

CPO ERNEST RICHARD GEORGE COOK, 41, CIER4, of Esson, England; joined May 10, 1937; served in *Stadacona, St. Laurent, Skeena, Assiniboine, Niobe, Rimouski, Naden, Nonsuch, Qu'Appelle, Micmac, Scotian, Warrior, CANAS Dartmouth, Trinity, Chignecto*; awarded Long Service and Good Conduct Medal; retired June 21, 1959.

CPO RICHARD GEORGE MARSH, 38, C2G14, of Victoria, B.C.; joined June 6, 1938; served in *Naden, Ottawa, Stadacona, Morden, Avalon, LaMalbaie, Protector, Gatineau, Cornwallis, Hallowell, New Glasgow, Griffon, Athabaskan, Cayuga, Niobe, HMS Excellent, Crusader, Sussexvale*; awarded Long Service

and Good Conduct Medal; retired June 5, 1959.

CPO DOUGLAS THOMAS LANDIS LAURIE, 40, C1EM3, of Blain, Sask., joined June 8, 1938; served in *Naden, Restigouche, Stadacona, Niobe, Athabaskan, Bytown, Peregrine, Grou, Ontario, Rockcliffe, Magnificent*; awarded CD; retired June 7, 1959.

CPO FRANK GALLEY, 50, C1ER4, of Leeds, England; joined RCNR Oct. 30, 1932; served in *Naden, Skeena, Armentieres, Ottawa, Comox, Alberni, Trail*; promoted to A/Warrant Engineer, RCNR, Sept. 30, 1943, served in *Trail, Stadacona, Calgary, Sussexvale, New Liskeard, Discovery*; demobilized Jan. 19, 1945; joined RCN March 11, 1949; served in *Discovery, Naden, Stadacona, Ontario, Bytown, New Glasgow*; awarded Long Service and Good Conduct Medal (RCN(R)); retired May 16, 1959.

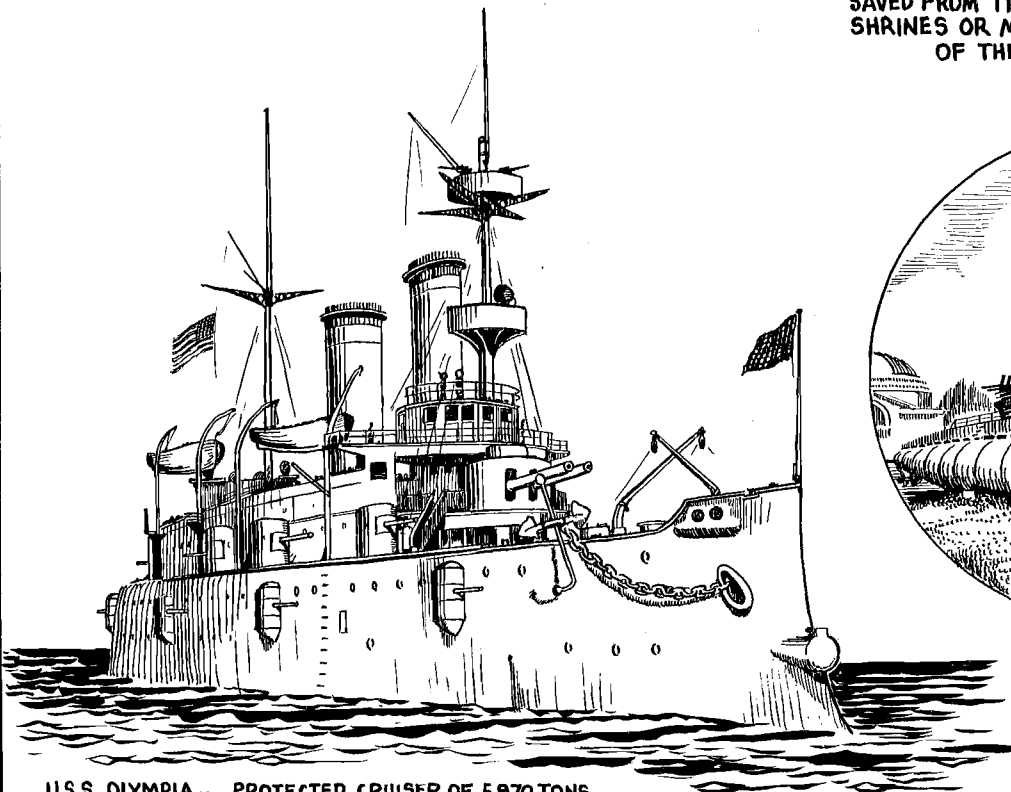
CPO WILLIAM ROBERT CRYSTAL, 40, C1EM4, of Toronto, Ontario; joined July 12, 1937; served in *Naden, Skeena, St. Laurent, Ottawa Division, HMS Dominion, Columbia, Givenchy, Ontario, Prince David, Niobe, Peregrine, Warrior, Rockcliffe, Beacon Hill, Cayuga, Ontario*; awarded CD; retired April 10, 1959.

CPO GERALD WILLIAM PINARD, 42, C1CS4, of Ottawa, Ont.; served in RCNVR Oct. 30, 1934 to May 9, 1937; joined RCN May 10, 1937; served in *Stadacona, HMS Victoria I, Ottawa WT Station, Skeena, St. Hyacinthe, Bytown, Peregrine, Truro, Malpeque, Naden, Uganda, Middlesex, Sans Peur, Scotian, Iroquois, Haida, Warrior* and radio stations at Albro Lake, Gloucester, Coverdale and Massett; awarded CD May 10, 1949, 1st clasp March 26, 1959; retired May 9, 1959.

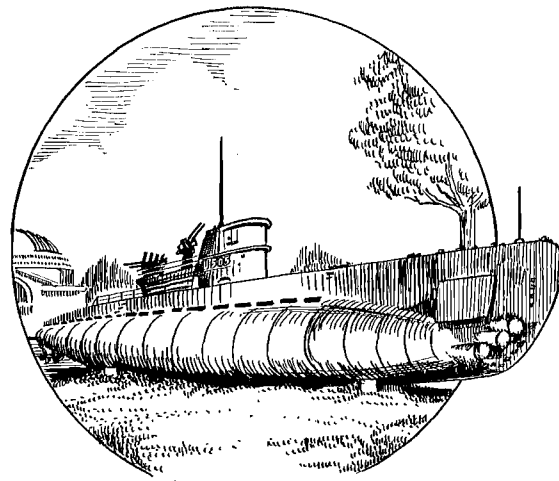
Naval Lore Corner

Number 73 Warships in Retirement

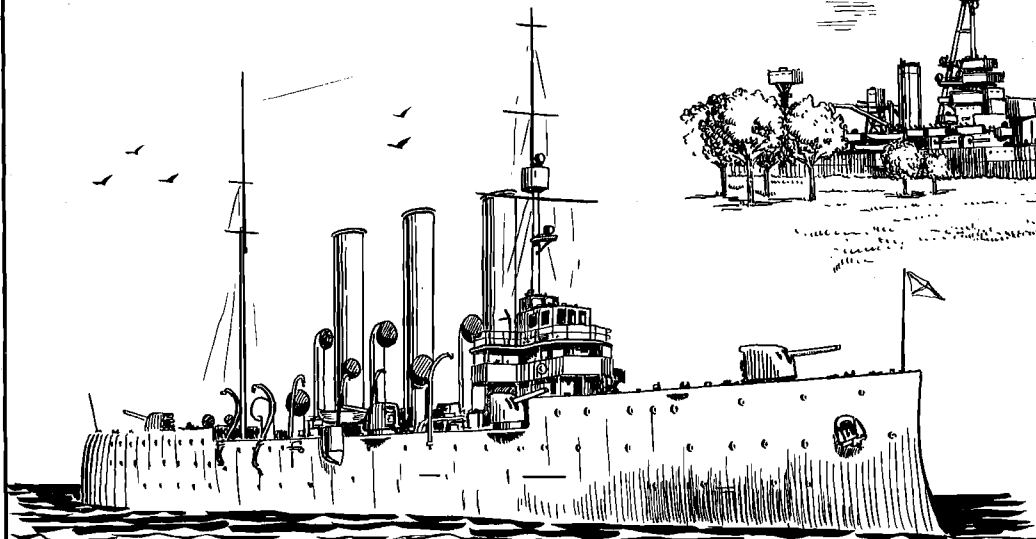
A FEW OLD AND FAMOUS WARSHIPS HAVE BEEN SAVED FROM THE WRECKERS TO BECOME NATIONAL SHRINES OR MUSEUM PIECES. HERE ARE SOME OF THE MOST FAMOUS:



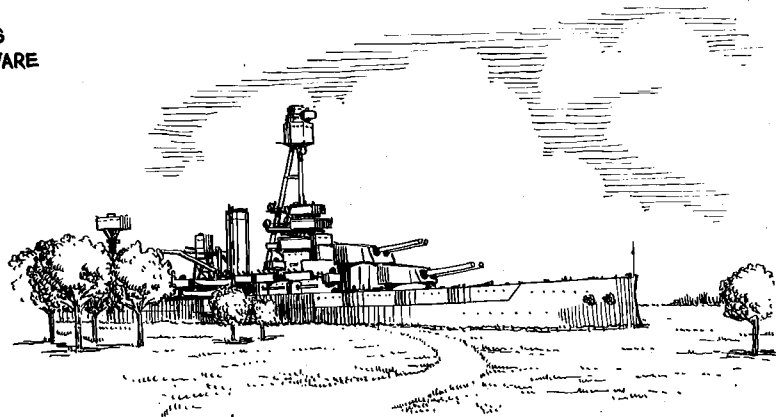
U.S.S. OLYMPIA.... PROTECTED CRUISER OF 5,870 TONS WHICH BECAME FAMOUS AS ADMIRAL DEWEY'S FLAGSHIP AT THE BATTLE OF KAVITE DURING THE SPANISH-AMERICAN WAR IS NOW A PERMANENT MEMORIAL AND NAVAL MUSEUM ON THE DELAWARE RIVER IN PHILADELPHIA. BUILT IN SAN FRANCISCO IN 1891-5 SHE WAS ARMED WITH FOUR 8-INCH AND TEN 5-INCH GUNS. SPEED WAS 18-21 KNOTS.



THE NAZI SUBMARINE U-505, WHICH WAS CAPTURED BY THE U.S.S. GUADALCANAL IN WORLD WAR II HAS BEEN PRESERVED OUTSIDE THE MUSEUM OF SCIENCE AND INDUSTRY IN CHICAGO AS A MAJOR EXHIBIT OF THAT MUSEUM.



RUSSIAN CRUISER 'AURORA' (BUILT 1896-1900) WHICH ENTERED THE RIVER NEVA UNDER ORDERS FROM KERENSKY AND SHELLIED THE WINTER PALACE IN PETROGRAD (STRONGHOLD OF THE PROVISIONAL GOVERNMENT) DURING THE BOLSHEVIST REVOLT IN 1917 IS STILL MAINTAINED AS A NATIONAL MEMORIAL. OF 6630 TONS, SHE WAS ARMED WITH EIGHT 6-INCH GUNS.



THE 27,000 TON U.S. BATTLESHIP 'TEXAS' BUILT IN 1912 SERVED IN BOTH WARS. SHE BELONGED TO THE 6TH. BATTLE SQUADRON OF THE BRITISH GRAND FLEET IN 1918. IN 1948, THROUGH PUBLIC CONTRIBUTIONS, THE BATTLESHIP TEXAS COMMISSION DREGGED A CHANNEL INTO SAN JACINTO BATTLEFIELD NEAR HOUSTON, TEXAS. THE NAVY GAVE THE SHIP TO THE STATE OF TEXAS AND TOWED HER FROM NORFOLK. SHE WAS COMMISSIONED 'FLAGSHIP OF THE TEXAS NAVY' AND PRESERVED IN THE BATTLEFIELD AS A MEMORIAL...

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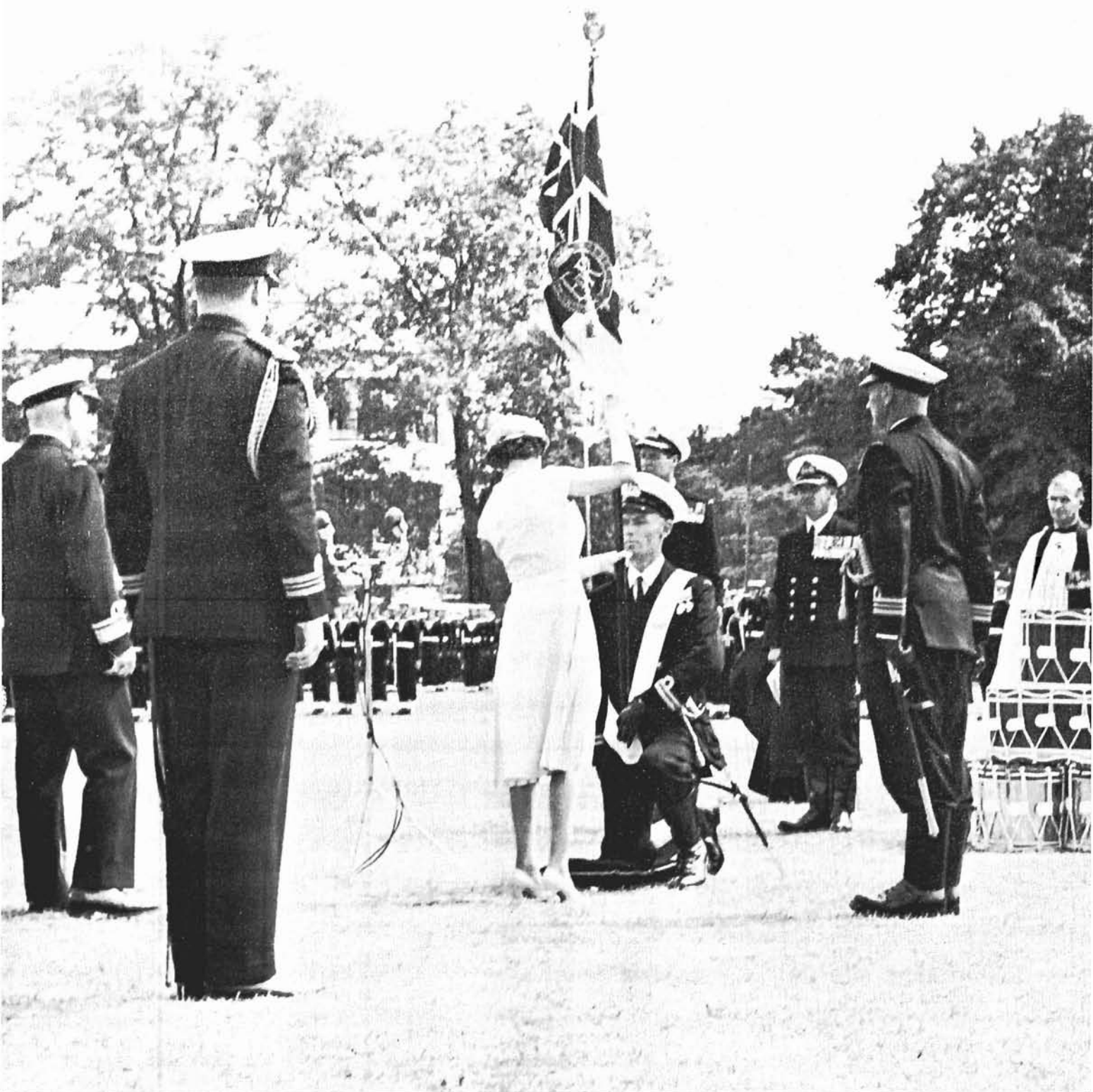
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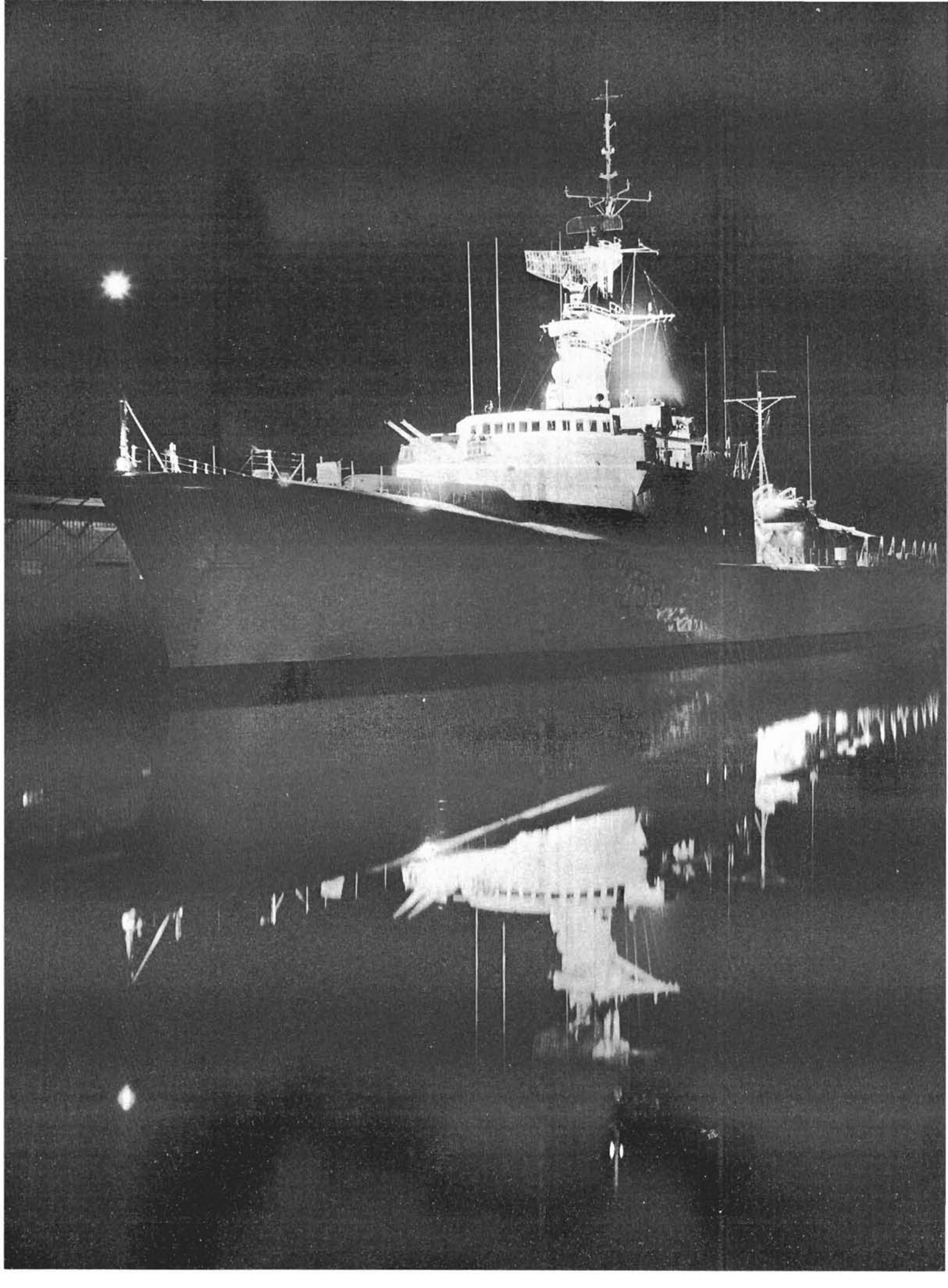


The CROWSNEST



Vol. 11 No. 10

August, 1959



The CROWSNEST

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THE ROYAL CANADIAN NAVY'S MAGAZINE

AUGUST, 1959

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PICTURE OF THE MONTH

The *Kootenay* not long ago occupied the space on the opposite page as "Lady of the Month". This time honour is paid not to the ship but to a dramatic photograph taken of her as far from the sea as she is ever likely to find herself.

The picture was taken on the night of July 9, 1959, after the *Kootenay*, *Gatineau* and *HMS Ulster* had escorted *HMY Britannia* to Port Arthur for the Royal Visit in that Lakehead city. The photographer was Robert V. Bocking, of Giant Films, Port Arthur, who chose a moment when the harbour was unruffled by the slightest ripple. The photo is reproduced here with grateful acknowledgement to Mr. Bocking.

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.

The Cover—At this precise moment, following the drumhead service, Her Majesty Queen Elizabeth II entrusts her Colour to the safekeeping of the Royal Canadian Navy. The Queen's Colour was presented at a ceremony on the Garrison Grounds in Halifax on August 1. (HS-58429).



Thousands of Haligonians made their way to the slopes of Citadel Hill to watch the presentation of the Queen's Colour to the Royal Canadian Navy by Her Majesty Queen Elizabeth. (HS-58422).

Joint Exercises Off Charleston

Canadian and United States navies teamed up July 6 for the fourth annual combined U.S.-Canadian mine warfare exercise, Sweep Clear IV, which took place off Charleston, S.C., and lasted for 18 days.

Vice-Admiral William G. Cooper, USN, Commander Ocean Sub-Area (NATO) conducted the exercise. Rear-Admiral D. C. Varian, USN, Commander Mine Force U.S. Atlantic Fleet, whose headquarters are at Charleston, S.C., was tactical commander.

Rear-Admiral Hugh F. Pullen, Commander Canadian Atlantic Sub-Area (NATO), designated Cdr. A. C. Campbell, to command the five Royal Canadian Navy minesweepers taking part.

U.S. Navy forces in the exercise included 24 minesweeping ships, a net layer, a minesweeping tender, several explosive ordnance disposal teams and minelaying aircraft of Patrol Squadron Twenty Six. Royal Canadian Navy forces included five minesweepers and an operational diving unit.

Sweep Clear IV put into practice the lessons learned during the past three similar annual exercises, all designated to train NATO naval forces in carrying out combined mine warfare operations.

During the exercise the forces trained by laying, locating and countering a

drill minefield and by sweeping a clear channel through the field to make it safe for simulated NATO shipping.

A two-day conference to discuss lessons learned during Sweep Clear IV was held at Charleston after the at-sea phase of the exercise.

Canadian and U.S. Navy ships returned to their respective national commands upon completion of the exercise July 24.

Cdr. Campbell is commander of the First Canadian Minesweeping Squadron and also commands the *Resolute*. The other Canadian ships taking part included the *Fundy*, *Thunder*, *Chignecto*, and *Chaleur*. They called at Yorktown, Va., July 25-27, returning to Halifax July 29.

RCN(R) Officers Study A-Defence

Something new in RCN(R) summer training was introduced this summer when 22 officers from 15 naval divisions across Canada attended a two week course in nuclear defence and national survival at Camp Borden, Ontario.

The course was the first all-naval course ever offered by the Joint Atomic, Biological and Chemical Defensive Warfare School, although a number of RCN officers and men have previously attended mixed courses at this tri-service school.

Purpose of this year's course for RCN(R) officers was to provide divisions with nuclear defence instructors, and to assist them to plan for national survival operations in their own communities. Although the primary task of the RCN(R) will continue to be training for naval duty at sea, certain RCN(R) personnel may also be assigned to temporary disaster duties under the new Department of National Defence concept of national survival. With this in mind the RCN(R) course included studies in nuclear weapon effects, countermeasures, monitoring and decontamination, to qualify reserve personnel for disaster service in either civilian communities or naval establishments.

Guest speakers included Commodore R. I. Hendy, Senior Naval Officer, Toronto area; Cdr. H. W. A. Moxley, Naval Headquarters, and Lt.-Col. G. P. Marriott from the Canadian Army's new Directorate of Survival Operations.

Attending the course were the following officers of the self-styled "Fighting First" naval class:

Cdr. J. L. Freeman, *Chippawa*; Lieutenant-Commanders D. L. S. Bate, *York*, Reginald Bing-Wo, *Queen*, Francis Chambers, *Star*, R. G. Cannell, *Scotian*, C. M. Comba, *Tecumseh*, W. M. Dicks, *Carleton*, Maurice Jacques, *Montcalm*, D. M. Keith, *Unicorn*, Donald

McDiarmid, *Tecumseh*, W. J. Mock, *Star*, B. O. Nixon, *Discovery*, C. H. Rolf, *Nonsuch*, Peter Thomas, *Malahat*, T. C. Turner, *York*, and R. G. Wilson, *Star*; and Lieutenants F. H. W. Carter, *Cabot*, A. M. Drover, *Cabot*, A. R. McCulloch, *Cataraqui*, L. G. Pearce, *Hunter*, and G. W. Vosper, *Cataraqui*.

RCN members of the Joint ABC School staff responsible for the course included Cdr. K. E. Grant, commandant; Lieut. T. Tooms, course officer; CPO J. Tizzard and PO A. W. Carroll.

Job Safety Is Essay Subject

The promotion of on-the-job safety is the goal of an essay contest announced in conjunction with the Joint Services Accident Prevention Program. Prizes of \$100, \$50 and \$25 will be offered.

Contestants are asked to describe in about 500 words what they consider to be the main contributing factor to accidents in their occupation and how to avoid such accidents. It is hoped the contest will stimulate thinking on the subject of accident prevention far beyond the circle of those who actually enter essays.

The contest is open to all servicemen and servicewomen of the regular forces up to and including the rank of chief petty officer or equivalent, and to all civilian employees of the Department of National Defence who do not hold officer status.

Entries will be judged on the basis of originality, realistic approach and composition. All submissions become the property of the Crown and the judges' decision will be final.

Essays must be submitted before the end of 1959 to:

Co-ordinator,
Joint Services Accident Prevention Program,
Department of National Defence,
Ottawa, Ontario.

1939 Ceremony Brought to Mind

Serving in the Atlantic Command are 38 officers and men who took part in the ceremony of presentation by His Majesty King George VI of the King's Colour at Victoria, in 1939.

They watched with special interest the ceremony on the Garrison Grounds in Halifax August 1, when Her Majesty The Queen presented the RCN with her Colour.

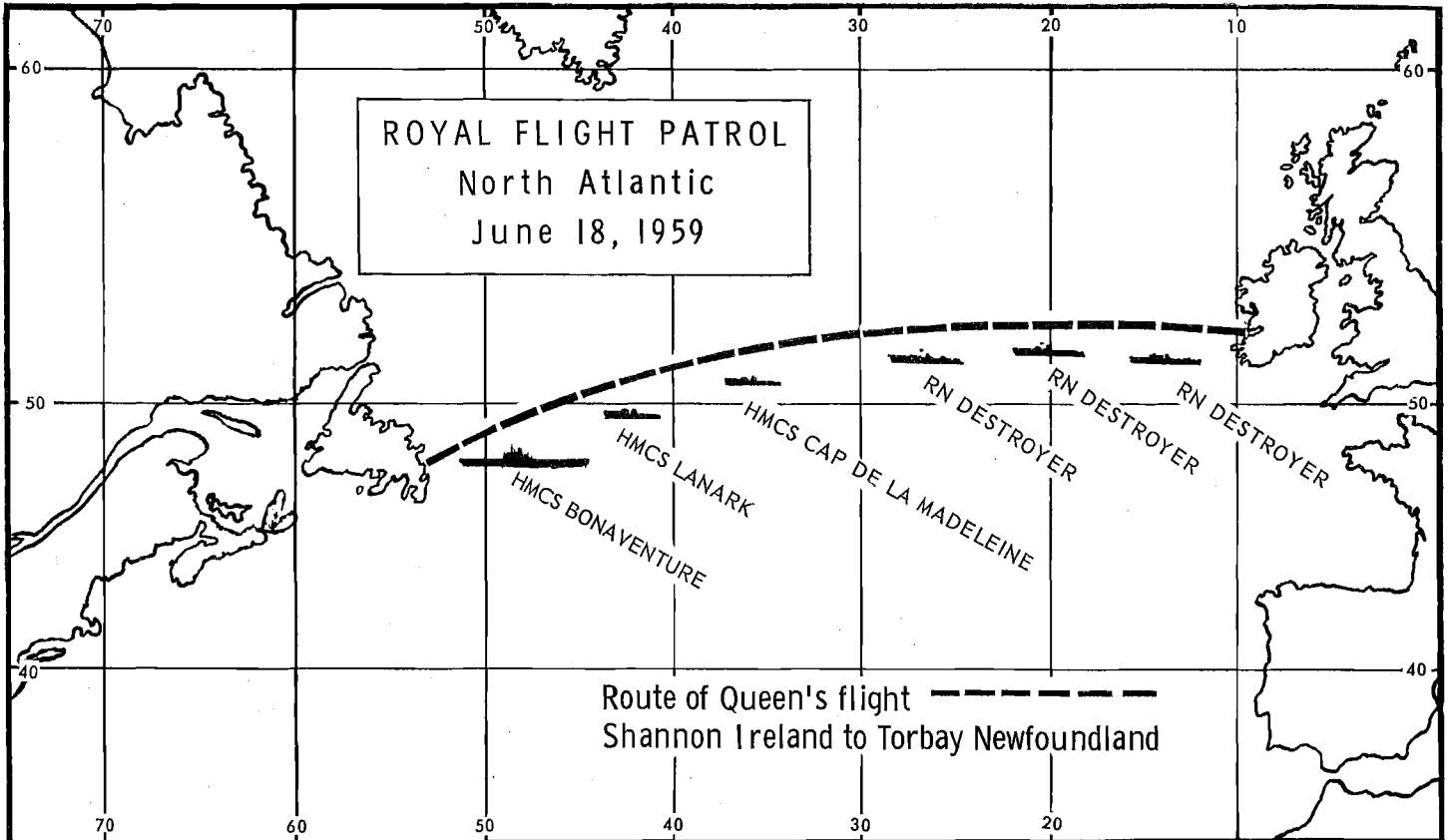
Rear-Admiral Hugh F. Pullen, as a lieutenant-commander, was in command of the escort company in that ceremony two decades ago, made the address in reply to Her Majesty's remarks at the August ceremony.

Another officer also involved in Royal Visit ceremonies who was present in 1939 is Cdr. Joseph M. Paul, officer-in-charge of the Navy's Gunnery School, who was co-ordinator for the Armed Forces of Royal Tour arrangements in the Maritimes. He was, as a leading seaman, the left guard in the Colour party when the late King George VI presented his Colour to the RCN.

The ceremony of 20 years ago marked the first time the Sovereign had personally presented the Colour to any naval force in a ceremony outside the British Isles.

Captain Frewer Cornwallis CO

Captain Frederick Charsley Frewer, formerly joint secretary and executive assistant to the Chairman of the Canadian Joint Staff (Washington), has been appointed commanding officer of *Cornwallis*, effective August 17. He succeeds Captain M. J. A. T. Jette, who has been appointed to a staff course at the National Defence College, Kingston.



Ships of the Atlantic command patrolled the western half of the route the aircraft bearing Her Majesty the Queen and His Royal Highness the Prince Philip to Canada in June. A similar patrol guarded the route of the return flight August 2.

Ships Aircraft In A/S Exercises

Four destroyer escorts of the Second Canadian Escort Squadron and aircraft of 407 Maritime Squadron, RCAF, took part in anti-submarine exercises, conducted by Vice-Admiral R. E. Libby, USN, Commander First Fleet off the west coast of the United States in early August.

Commander of the Canadian Surface and Air Force was Rear-Admiral H. S. Rayner, Canadian Maritime Commander Pacific at Maritime Headquarters Pacific, Esquimalt. Captain J. C. Pratt, Commander Second Canadian Escort Squadron, commanded the destroyer escorts *Margaree*, *Fraser*, *Skeena*, and *Ottawa*, and the RCAF Maritime Squadron was under the command of Wing. Cdr. J. C. McCarthy, RCAF.

Ten United States warships headed by the anti-submarine warfare carrier USS *Yorktown* participated in the exercise, as did five squadrons of USN anti-submarine aircraft.

Dominion Day Observed in Norfolk

Wednesday, July 1, was celebrated as Dominion Day, the 92nd anniversary of Canada's gaining Dominion status, at the headquarters of Admiral Jerauld Wright, USN, NATO's Supreme Allied Commander Atlantic, Norfolk, Virginia.

At the special ceremony, Vice-Admiral W. J. W. Woods, RN Deputy Supreme Allied Commander Atlantic, presented the Canadian ensign to Captain A. B. F. Fraser-Harris, RCN.

Capt. Fraser-Harris handed the ensign to a U.S. Marine Corps colour guard, who hoisted it with the flags of the other 14 NATO member nations.

A USN band played the national anthems of the U.S.A. and Canada.

Served in Three Aircraft Carriers

A former chief petty officer with service in three aircraft carriers, Percy John Duchene, has been promoted to the rank of acting commissioned radio officer.

He has been appointed to the Electrical School at *Stadacona*.

Cd. Off. Duchene served as a signalman in the RCNVR from October 1939 until January 1941, when he was transferred to the regular force. He has served in the cruiser *Uganda*, the aircraft carriers *Warrior*, *Magnificent* and *Bonaventure* as well as in naval shore establishments. He saw action in the Korean war on board the *Haida*.

NO TRIBAL CHIEF, HE MADE GRADE IN NAVY

A FULL-BLOODED Indian from the Six Nations Reservation at Ohsweken, Ont., has no claims to being a chief, elected or hereditary, but nevertheless is a "chief" in his own right—and in the eyes of the Royal Canadian Navy.

He is Chief Petty Officer George Edward Jamieson, veteran of the Battle of the Atlantic and the Korean conflict and now serving as senior instructional CPO in the Torpedo Anti-Submarine School at *Stadacona*.

His father, George Jamieson, is a Mohawk, his mother a Cayuga. They have a 90-acre farm along rural route No. 2, Ohsweken.

CPO Jamieson was born on February 21, 1920, in Toronto, where his father was then employed. He attended school there, joined the Sea Cadets, then entered the pre-war Royal Canadian Naval Volunteer Reserve. Being underage for normal entry, he was taken on as a boy bugler, "though I couldn't blow a note." Later he transferred to the gunnery branch and was in the first lot of reserves called on active service in August 1939.

That fall and winter he served in harbour craft, then began anti-submarine training. He served in escorts on trans-Atlantic and coastal convoy duty for most of the war, rising to petty officer. He volunteered for the Pacific campaign but the war ended before he got there. When the Tribal class destroyer *Iroquois* went to Korea in 1952 on her first tour of duty, he was chief TAS (torpedo anti-submarine) instructor on board. On the trip back to Halifax he served as chief boatswain's mate, as well.

CPO Jamieson later served in other east coast escorts and also qualified as an airborne anti-submarine specialist.

He met his wife, the former Ruby Upton, while on a helicopter anti-submarine course with the U.S. Navy at Weeksville, North Carolina. They and their adopted son live in a five-room bungalow at 70 Arlington Avenue, Armadale, a Halifax suburb.

CPO Jamieson, who wears four rows of campaign ribbons, had been in his present job two years this June. Essentially, as senior instructional chief, he is in charge of men on the instructional staff, works out examinations, marks tests, arranges syllabi and otherwise acts as a good right arm to



"CHIEF" JAMIESON

the senior instructional officer of the school. In a specialized anti-submarine navy demanding a high degree of skill and proficiency, his is an important job.

One of the few Indians who have been strongly pulled toward Navy life, CPO Jamieson asserts emphatically, "You can't beat it. I'm glad I chose the Navy; I'm definite on that." To him, the challenge of life at sea presented "something new, something hard."

A faithful visitor to the Six Nation reservation during annual leave, he often wonders why the Navy doesn't get more Indian recruits. "They would probably make better sailors than most, because they are so self-reliant," he says.

CPO Jamieson's term of service may soon be over. Although his plans are not definite, in the back of his mind is a notion that he'd like to go back to the reservation, working in some capacity with the Indian Affairs department of the government.



More than 2,600 veterans met in Hamilton, Ontario, for the reunion of Canadian Naval Veterans' Association, in June. Delegates from as far as Newfoundland and Long Island, N.Y., participated in the three-day meeting. Seen here is a platoon of veterans marching past the saluting base at the Sunday morning parade. The Hon. Ellen Fairclough, Minister of Citizenship and Immigration took the salute accompanied by Commodore E. W. Finch-Noyes Commanding Officer Naval Divisions. (COND-5222)

VETERANS' REUNION BIGGEST YET

AT THE FIFTH annual reunion of Canadian Naval Veterans recently held in Hamilton, Ontario, the culmination of many years' work and effort was reached when the Canadian Naval Veterans' Association was presented with its official charter of incorporation.

This year's reunion broke all attendance records, with over 2,600 delegates arriving for the June 20 week-end from points as far away as Newfoundland, Sault Ste. Marie, and Long Island, N.Y. Naval organizations from at least ten Ontario cities and towns were well represented at the meeting.

The national charter to the steadily-growing Canadian Naval Association recognizes it as a central affiliation for the various naval veterans' organizations already in existence throughout the country, without interfering with their local autonomy. The association seeks to encourage formation of branch associations; to assist in benevolent work for naval personnel—retired or serving—and to co-ordinate the activities of participating members within the unified body. From the point of view of the RCN, one of the more im-

portant objects of the association, as stated in the charter, is "to endeavour to instill in the citizens of Canada the realization that in time of need naval defence is vital to the national interest".

In his message of welcome, Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, stated: "Former naval personnel arriving from areas throughout Canada and the United States exemplify the loyalty of your members to the service. Tribute must be paid to all of you, for it is in such loyalty and support that much of the strength of the Navy lies.

"Armed forces may exist by the consent of the public, but they only live and gain strength when thoroughly supported by the people of the nations for whose protection they exist. In Canada, as in any democratic country, that kind of support can come only from thorough public understanding, and this understanding is enhanced by the Canadian Naval Association and the high ideals toward which it strives."

A full and varied program of activities was arranged for the week-end by

the host organization, the Hamilton Naval Veterans' Association, of which S. R. Piner is president. Participating in ceremonies held in conjunction with the reunion were the band and gun-run team of RCSCC *Lion*, Hamilton, and the band of HMCS *York*, Toronto's naval division.

Attending many of the week-end's functions, the Hon. Ellen Fairclough, Minister of Citizenship and Immigration, was the representative of the government of Canada. Senior naval officers present at the reunion included: Commodore James Plomer, Deputy Chief of Naval Personnel; Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions; Commodore R. I. Hendy, Senior Naval Officer Toronto area; Captain J. W. F. Goodchild, commanding officer, *York*; Commander W. T. Houghton, commanding officer, *Star*; and Commander H. R. Beck, commanding officer *Patriot*. The naval co-ordinators for the reunion were Lt.-Cdr. (SB) R. A. V. Jenkins, Staff Officer (Information) to COND and Lt.-Cdr. (SB) H. F. Rankin, Staff Officer (Intelligence).

Early registration was carried out at the Royal Connaught Hotel on Friday evening when the first delegates from out of town began arriving. Outside the hotel, the band of RCSCC *Lion* presented a precision marching display, and a group of cadets from the same corps performed a smart demonstration of the gun-run drill. Drum majorettes from the Hamilton Tiger-Cat Football Club added to the colour of the Friday evening entertainment by presenting a display of synchronized baton swirling.

On Saturday morning, registration continued at the James Street Armouries. To aid veterans in meeting their old shipmates, registration books were available for each ship which had served in the RCN during the war. The veterans entered their names and periods during which they served in a particular ship, and, in this way, many wartime friendships were renewed. One of the first to register on Saturday was a delegate from Niagara-on-the-Lake, Ont., who believes he is the only ex-Royal Yachtsman presently living in Canada. Fred Little, 76, served on board two Royal Yachts, the *Victoria* and *Albert*, and the *Alexandria*. He looked forward to making good the personal invitation he received to visit the *Britannia* when she arrived in the Great Lakes.

At a City Hall reception in the late morning, His Worship, Mayor L. D. Jackson welcomed the official party, which included representatives of the navy and of the naval veterans' organizations. After signing the Golden Book, members of the party moved to the Royal Connaught Hotel where a luncheon was tendered by the City of Hamilton. In his address to the assembled guests, Mayor Jackson briefly outlined the history of Hamilton, and traced a vivid picture of the city's potential future growth. He commended the Hamilton branch on the excellent job done in the planning and organization of the week-end which was already in evidence.

The afternoon's activities centered about the armouries where delegates met informally to enjoy the company of their ex-shipmates. Many a salty dip was spun, and shipboard memories—both happy and tragic—were revived. Russ Woodward of Hamilton related one of the most interesting stories of the afternoon, when he recalled the sinking by gunfire and depth charges of the Nazi submarine, *U-1006*, off the coast of Norway by HMCS *Annan*, in which he was serving at the time.

Members of the official party took the opportunity to meet the delegates attending the reunion, most of whom had by then arrived in Hamilton.

In the early evening, a reception was held in the wardroom of *Star* for representatives of the member organizations of the CNA. Hon. Ellen Fairclough, Minister of Citizenship and Immigration, was guest of honour. The reunion banquet followed immediately after the reception. The banquet area of the armouries was colourfully decorated with giant murals and deckhead pennants, provided by the Steel Company of Canada. The *York* band, under the direction of Lt. (SB) R. H. Plunkett, played a potpourri of dinnertime music, which added much to the festive atmosphere of the occasion.

The highlight of the evening, indeed of the week-end, was the presentation of the national charter to the Canadian Naval Association. Cecil McLennan, president of the Association, accepted the charter from Commodore R. I. Hendy, Senior Naval Officer Toronto Area. In his introductory remarks, Commodore Hendy recalled briefly the history of the young organization receiving the charter. He congratulated the veterans on this achievement, and wished them all success in the future.



Assembled at the Cenotaph in Hamilton Canadian naval veterans on the occasion of their annual reunion, paid homage to their comrades who fell in the two Great Wars. An official of the veterans' organization pauses for a moment's silence after laying a wreath at the base of the monument. (COND-5217)

Commodore James Plomer, Deputy Chief of Naval Personnel, was the main speaker of the evening. Commodore Plomer brought greetings from the Chief of Naval Staff, whom he represented, and wished the association good luck in the future. He commended the veterans on their success in establishing the association and in making such rapid strides in growth.

Sunday morning, upon completion of church services, the veterans marched to the cenotaph for a wreath-laying ceremony. On the way to the cenotaph, as the parade marched past, Hon. Ellen Fairclough took the salute, accompanied by Commodore Finch-Noyes. Participating in the parade were marching units from the *Buckingham* and *Star*, and the *York* band. Wreaths were laid by Mrs. Fairclough, on behalf of the Government of Canada, and by Commodore Finch-Noyes, on behalf of the RCN and the RCN(R), and by members of the various veteran organizations.

In the afternoon, open house was held in the *Buckingham*, and many took the opportunity to inspect the modernized frigate. Refreshments were served on the drill deck of *Star* where delegates met during the final hours of the reunion to bid farewell to old friends and new acquaintances as the fifth annual reunion drew to a successful close.

Supply Branch Men Promoted

The supply branch has gained two more officers from the lower deck.

A prairie-born former petty officer of the Royal Canadian Navy, Edward Henry J. Gayda, has been promoted to the rank of acting commissioned stores officer.

He has been appointed to the staff of the Command Supply Officer at HMCS *Patriot*, Hamilton.

Cd. Off. Gayda joined the Royal Canadian Navy in Regina in May 1947 as a probationary stores assistant. He has served in naval establishments on both coasts and at sea in the *Ontario* and the Arctic patrol vessel *Labrador*.

A former petty officer, Bernard Jean Levesque, has been promoted to the rank of acting commissioned commissary officer.

He has been appointed to *Shearwater*.

Cd. Off. Levesque entered the Royal Canadian Navy in April 1946 at *Carleton*, Ottawa naval division, as an assistant cook. He has since served in naval shore establishment on the West Coast, and in the *Warrior*, *Sault Ste. Marie* and *Athabaskan*. He was serving in *Naden* at the time of his promotion.

OFFICERS AND MEN

Officer Completes USN Hospital Course

A Canadian naval officer, Cd. Off. Eric A. Crump, was among the 37 graduates of the 20th class of the U.S. Naval School of Hospital Administration National Naval Medical Centre, Bethesda, Maryland, at graduation exercises on June 23.

Certificates of satisfactory completion of the intensive ten-month course in hospital administration were presented by Rear-Admiral Bartholomew W. Hogan, Surgeon General of the USN.

Among the guests was Captain G. A. Woolcombe, assistant naval attaché to the Canadian Embassy in Washington.

Promotion for Wren Officers

The promotion in rank of two wren officers was announced in July.

Promoted to lieutenant (W) were Sub-Lt. Dorothy M. Gower, Assistant to the Staff Officer (Wrens) at Naval Headquarters, Ottawa, and Sub-Lt. Catherine M. Mallabone, Assistant Personnel Selection Officer and Assistant Divisional Officer at Naden.

Lt. Gower entered the Royal Canadian Navy (Reserve) in August 1953, as an ordinary wren at Malahat, Victoria naval division. She was promoted to the rank of acting sub-lieutenant (W) in June, 1956, and transferred to the regular force on a short service appointment.

She has served in *Stadacona* and in HMCS *Shelburne*, Shelburne, N.S. She took up her present appointment at Naval Headquarters in June 1959.

Lt. Mallabone graduated from the University of Alberta in 1946 with the

WEDDINGS

Able Seaman Leslie G. Bagley, *Fortune*, to Miss Frances Ruth Taylor, of Victoria.

Lieutenant Frederick R. Berchem, *Algonquin*, to Miss Patricia Alice Beckworth, of Toronto.

Lieutenant Robert Campbell, *St. Croix*, to Miss Kathleen O'Donnell, of Halifax.

Lieutenant (W) Margaret MacKie, *Patriot*, to Chaplain Robert Shannon, *Cornwallis*.

Able Seaman John Irvin Mickelson, *Fraser*, to Miss Valerie Anne Knowles, of Victoria.

Able Seaman James C. Webb, *Shearwater*, to Miss Patricia Rose Doan, of Morpeth, Ont.

Lieutenant Victor H. A. Williams, *Shearwater*, to Miss Joan Muriel Smith, West River, N.S.



The little Canadian community attached to the staff of Admiral Jerauld Wright, Supreme Allied Commander Atlantic, at Norfolk, Virginia, assembled for this picture on July 1—Canada's 92nd birthday. Vice-Admiral W. J. W. Woods, RN, Deputy Supreme Allied Commander Atlantic, joined the group. Shown, left to right, are: Front row—Abigail LaRue, Bill Fraser-Harris, Ara Nixon and Jeff Birtwistle; second row—Carolyn, Suzanne and Michelle LaRue, Lucia Nixon, Jill Birtwistle, Charles Nixon and Ken Birtwistle; third row—Mrs. L. R. Carr, Mrs. A. B. F. Fraser-Harris, (not identified), Mrs. C. P. Nixon, Mrs. G. A. LaRue and Mrs. Kenneth Birtwistle; rear-row—Wing Cdr. W. McLeod, Lt.-Cdr. Carr, Vice-Admiral Woods, Captain Fraser-Harris, Captain Nixon, Cdr. Birtwistle and Cdr. LaRue.—(Official Saclant Photograph)

degree of Bachelor of Education and subsequently entered the teaching profession. In June 1950, while visiting England, she joined the Women's Royal Naval Service and served as an occupational therapist until June 1954, when she was released and returned to Canada.

She entered the Royal Canadian Navy (Reserve) in May 1956 as an acting sub-lieutenant (W) and went to HMCS *Cornwallis*, naval training establishment near Digby, N.S., for personnel selection duties. In July 1957 she transferred to the regular force on a short service appointment and in January 1959 took up her present appointment at Naden.

Cdr. Saxon New Athabaskan CO

Cdr. Donald R. Saxon has been appointed to command the *Athabaskan*, unit of the Third Canadian Escort

Squadron based at Halifax, effective August 11.

Cdr. Saxon has been serving on the staff of the Director of Undersea Warfare at Naval Headquarters since January 1958.

Newly Promoted Officer ex-RCAF

Veteran of Second World War service with the RCAF a former petty officer of the Royal Canadian Navy, Jeffrey Darrel Cragg has been promoted to the rank of acting commissioned stores officer.

BIRTHS

To Petty Officer G. R. Deveau, *Bytown*, and Mrs. Deveau, a daughter.

To Able Seaman B. W. Hulse, *Jonquiere*, and Mrs. Hulse, a daughter.

To Petty Officer Peter Meek, *Jonquiere*, and Mrs. Meek, a son.

To Able Seaman Dennis Saunders, *Crescent*, and Mrs. Saunders, a daughter.

He has been appointed to the naval repair ship *Cape Breton*.

Cd. Stores Officer Cragg joined the Royal Canadian Navy at *Naden*, in December 1947 as a probationary stores assistant. He has since served on the West Coast, at HMCS *Churchill*, naval radio station, and at sea in the *Cayuga* and the *Ontario*.

PO Becomes Stores Officer

A former petty officer of the Royal Canadian Navy, Walter Moeckl has been promoted to the rank of acting commissioned stores officer.

He has been appointed to *Gloucester*, naval radio station near Ottawa.

Cd. Stores Off. Moeckl was born in Neúdeck, Czechoslovakia, and came to Canada at an early age. He entered the RCN in July 1947 at *Unicorn*, Saskatoon naval division, as a probationary stores assistant. He has since served in the *Ontario*, *Sioux* and *Jonquiere*, as well as in naval shore establishments on both coasts.

Cathy Chosen to Present Bouquet

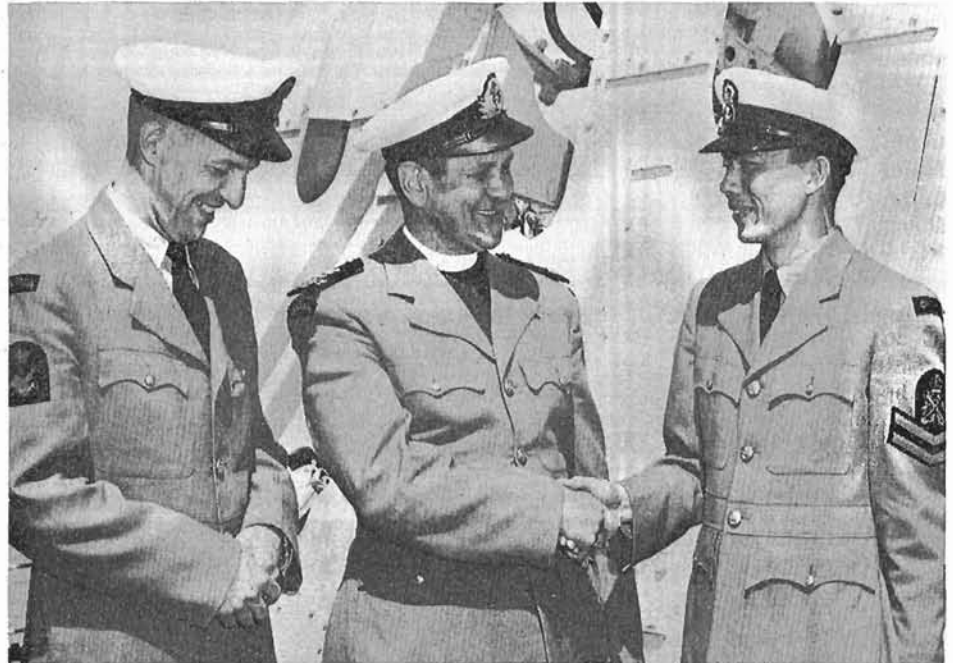
The thrills of the Royal Tour began on May 28 for the Lennox family of Shannon Park. A competition was held among 49 charming little girls, ages eight to eleven years, for the honour of presenting a bouquet to Her Majesty Queen Elizabeth, on behalf of the Royal Canadian Navy. The lucky girl was Catharine Elizabeth, daughter of CPO and Mrs. Norris Lennox, formerly of London, Ont. Cathy has one sister, Noreen.



Page eight



The Guelph, Ontario, Sea Cadet Corps, Ajax boasts three sets of twins. On a visit to the frigate *Buckingham*, the boys marched on board two by two and assembled under the twin Bofors while the ship was employed in summer training program of the RCN (Reserve) at the Great Lakes Training Centre, Hamilton. Left to right: Harry and Jim Purdie, 16; Bill and George Brown, 14, and John and Larry Gowan, 15. (COND-5143)



Kindred spirits or spiritual kin—the terms are equally applicable in the case of this trio. PO Joseph Rogers, of London, Ont., and PO Kenneth Kayama, of Mayne Island, B.C., both theological students, are shown on board the *Buckingham* during summer reserve training, along with Chaplain H. A. Seegmiller, another member of the RCN(R) serving in the frigate. The two petty officers were attached to the Great Lakes Training Centre, Hamilton. (COND-5163)

Judges were Mrs. W. E. Colpitts, Mrs. A. B. Rivers, and Prof. Hamer, all of Halifax.

The bouquet was offered when Her Majesty arrived at the Garrison grounds August 1 to present the Queen's Colour to the Royal Canadian Navy.

Cathy, born in London, Ont., is nine years old. She came to live in Shannon Park before she was two. She is in

grade four in Shannon School, and attends the Church of the Redeemer, where she is a member of the Explorer group. Her father serves in HMCS Restigouche.

Cathy was a celebrity on another occasion in London, where she was chosen Miss Firefighter of 1957. At that time she officially opened the new fire hall.—Mrs. H.E.S.

Promotion Made Painless

Down with experts and machines! Let's have a ball!

SURROUNDED as we are by management methods experts, learned psychologists, statisticians and machines which fling neatly punched cards at us at an alarming rate, it is difficult at times to come to grips with reality and make sensible decisions. Faced with: "Why hire people when you can rent machines?" or, "You've deviated from the norm, back into your distribution!" the military leaders' dilemma is acute. Without doubt all naval officers have had the experience of wakening in the midst of ghastly nightmares as they were about to be punched, sorted and tabulated.

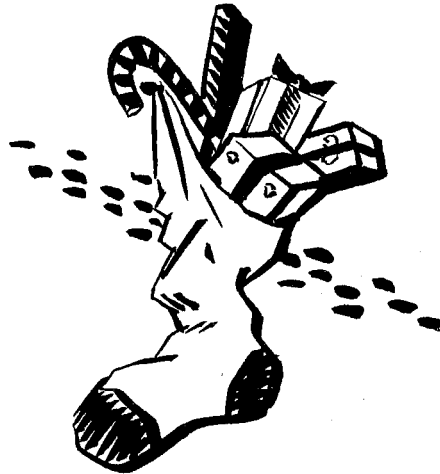
Needless to say one hesitates to put forward an idea that does not have a sound background of psychological principles and statistics (affixed in Appendices A-X inclusive) and I am no exception. For some half-dozen years however I have witnessed the uneven struggle between man and the machine-and-expert in one particular field, that of promotion. One understands from the literature on the subject that millions of dollars are spent yearly trying to eliminate the element of human judgment from personnel assessments, machines are struggling to take over, experts are waving Gaussian curves and of course the whole thing seems to escape everyone. My proposal is therefore put forward at this time because the problem has not been solved and because some attempt must be made to stop this miserable waste of funds and reduce the nervous breakdowns of machines and experts.

This proposal meets the requirement for a sound background of psychological principle, only one principle is involved: man is happier to win by chance than by competition. Let me elaborate on this a little.

We are familiar with the raffle, the bingo, the sweep. We are all happy to participate and when there is a winner, we all know that he was "lucky". He in no way controlled the circumstances. It was the luck of the draw. This lucky fellow buys drinks all around, he is slapped on the back by neighbours and friends and in general there is a feeling of well-being. True, each person would have been happy to hold the winning ticket but "better luck next time, old chap!"

Now change this situation by adding that fine democratic principle of "com-

petition" which causes man to progress according to his "ability", which permits him to show his superiority over his fellow men. The whole complexion of the problem changes. Competition causes anxiety, hostility and unhappiness. One need only be present for the promulgation of the half-yearly roster of promotions to realize the adverse effect of competition on men. Is there a general feeling of well-being? Is there back slapping and congratulations? Did the best man win? Certainly not. The winner obviously pulled strings: "I've worked with him and I certainly know that he isn't superior to me." Each man returns shame-faced to his wife and confesses that he did



not win. Bitterness, hostility, marital problems and psychological problems in the children result. The Navy must hire a band of social workers, psychiatrists and psychologists to say nothing of padres to heal these ghastly wounds. The ulcer rate mounts, juvenile delinquency increases and migraine headaches are the order of the day.

Of course, at the headquarters level, we know that things are fine because we have just, with the assistance of a psychologist and statistician, applied a Gaussian curve to the men of the Fleet!

I submit that we trained seagoing officers, capable only of winning the Battle of the Atlantic (in spite of statistics which proved our relative inferiority), must take a firm stand in this matter of promotion, fling out the experts and apply some good old-fashioned judgment to this problem.

I submit that we must pack assessment guide and forms and Gaussian curves. I propose that we eliminate competition from promotion and consequently anxiety, hostility and bitterness from the lives of our men. I propose that, half-yearly, instead of promulgating a roster, we have a ball.

One day, every six months, will be set aside for the "Promotion Draw" and all men who have completed the minimum requirements for promotion, their wives and children would participate. Early in the afternoon the festivities would start with games, sack and three-legged races, game-of-chance booths (knocking down the milk bottles with baseballs), rides of every sort and so on. All this would be free with prizes for everyone. When the kiddies tire and have been filled with hotdogs, pop and candy, pre-hired baby-sitters take over. Mother and father then don their finest evening clothes and depart in the car which awaits for the ball.

What a ball! Duke Ellington and his band, guest stars Danny Kaye, Marilyn Monroe, Elvis Presley and Ella Fitzgerald! Dancing, entertainment and free beer would go on until midnight. At the stroke of twelve the great roll of drums would caution every one to silence and as the hush settled over the ballroom, the black velvet stage curtains would be drawn back, revealing four large rotating rum casks. The casks would be labelled Petty Officer 2nd Class and 1st Class, Chief Petty Officer 2nd Class and 1st Class and contain the names of all those Leading Seamen, P2s, P1s, and C2s who had completed the minimum requirements for promotion and were thus eligible to enter the cask.

With Danny Kaye acting as master of ceremonies, the casks would be rotated and up would step that lovely lady, Marilyn Monroe, who would reach into the casks and withdraw the slips on which would be printed the names of the lucky winners. This would continue until complement requirements had been met.

The result? Everyone is happy. Promotions have been handed out in a fair and square way, no favourites, all had an equal chance. Friends are still friends. There is back slapping and congratulations and buying of drinks. So that those who do not win will not

feel left out entirely, as a consolation prize each would receive a brand-new electric fry pan.

Already I can visualize the leers and smirks of the experts. However I would draw to their attention that, according to the laws of probability, we stand a pretty good chance of picking a good proportion of the best from each rank. I suspect that if we examined the efficiency of those promoted we would find a Gaussian curve!

Cost, being ever present in our minds these days, must be examined. Since no others have been included in this paper, Appendix "A" contains a comparison of costs of the present and proposed systems.

It is quite apparent that there is a REAL saving of \$9,992 every six months or an annual saving of \$19,984. Of greater importance, is the effect upon morale, the attitudes and personal happiness of our sailors, their wives and families. With the proposed system we can force on to fulfil our ever present motto:

A HAPPY WORKER IS AN
EFFICIENT WORKER.

—M.W.F.

APPENDIX "A"

COMPARISON OF HALF-YEARLY COST

OLD SYSTEM

Assessment Forms in triplicate, plus the number wasted in completing, cost of mailing, etc.	\$ 10,000
Time spent in completing forms, dealing with statements of grievance, etc., man-hours at assorted costs	77,000
Machines (monthly rental x 6)	12,000
Machine-room staff	6,000
Psychologists, statisticians, statistical clerks, typists, etc.	35,000
Office machines and paper (Headquarters level)	1,000
Social workers, psychiatrists, psychologists, padres	40,000
Man-hours lost through psychosomatic illness at assorted costs	40,000
Drugs (tranquilizers, headache tablets, stomach powders, etc.)	5,000
Total	\$226,000

NEW SYSTEM

Afternoon party with prizes, hot dogs, etc.	10,000
Baby sitters	28,000
Transport to ball	10,000
Band	5,000
Entertainers	20,000
Beer and other beverages	35,000
Rum casks	8
Fry pans	50,000
Man-hours lost the day of the party at assorted costs	58,000
Total	\$216,008



Here is a recent portrait of Admiral Sir Charles Edward Lambe, GCB, CVO, who has succeeded Admiral of the Fleet the Earl Mountbatten of Burma as Britain's First Sea Lord and Chief of Naval Staff. Admiral Sir Charles Lambe was previously Commander-in-Chief Mediterranean, and NATO Commander-in-Chief, Allied Forces, Mediterranean. (British Official Photograph from U.K. Information Service.)

CHILDREN'S BOOK CONTEST

A prize of \$1,000 in addition to royalties is being offered for the best manuscript of a children's book by a Canadian citizen or resident in the second such competition sponsored by Little, Brown & Company (Canada) Limited, of Toronto, and the parent company in Boston.

Entries may be written for boys or girls of any age group and may be

fiction or non-fiction. The competition will close on January 31, 1961, the award will be announced the following June and the winning book published simultaneously in the U.S. and Canada in June 1962.

Naval authors, who have in mind a rousing sea story (suitable for juveniles) can obtain further particulars from Little, Brown Canadian Children's Book Award, 25 Hollinger Road, Toronto 16, Ont.

HOW INERTIAL NAVIGATION WORKS

HOW DID the *Nautilus* and the *Skate* find their way to the North Pole and out to the open sea again last year? Steaming under the Arctic ice pack, the nuclear submarines were denied the usual star or sun sights; they were without accurate knowledge of ocean currents or depths; there were no radio beacons to aid them, and they were navigating in a part of the world where magnetic and even gyro compasses are notoriously unreliable.

Everyone who has sailed through East Coast fog banks in the days before radar and loran became general is familiar with the problems which had to be solved before the undersea Arctic journey could be undertaken with confidence. The ship, even in those primitive days of 17 or 18 years ago, had the advantage of being able to obtain, with luck, a WT fix and of charts liberally dotted with soundings.

Dead reckoning was the navigational method used to determine the ship's position in fog or other murky conditions. A careful record was kept of the ship's speed and changes in course, allowance was made for wind drift and the chart was consulted for any currents which might affect the ship's speed or direction over the ground. The pilot then entered a DR position on the chart—and the captain was likely to order the OOW to reduce to convoy speed and keep an eye on the nearest freighter's fog buoy.

The *Nautilus* and *Skate* did not rely on these old-fashioned methods. Instead they used "inertial navigation", by which the dead reckoning was done mechanically. They found their way through uncharted depths by applying the old principle that any object, once set in motion, tends to resist outside interference with its speed or direction.

A simplified explanation of "inertial guidance" and "inertial navigation" appeared in the week-end magazine section of the June 6 *Navy Times*, published in Washington, D.C. Here is how the *Navy Times* explains it:

HOW WOULD YOU like to put into your automobile a system of inertial navigation?

It's easy. Just fill a bucket about half full of water and set it on the floor. It will faithfully react to your every change of speed and course. If you change too fast, the fact will be recorded in half a bucketful of water on the floor; but that would make a log entry, of sorts.

As you start to build up speed, the water will pile up in the back of the bucket. It is as though the water wants to stay where it is and the car tends to run out from under it.

The name inertia is given to the force that makes the water want to stay as it is. The faster your car speed builds up, the higher that inertia-force will make the water rise in the back of the bucket.

When you quit building up speed, and level off at a cruising speed, the water levels off in the bucket. Now, if you cut your speed, the water tries to keep on going at the old faster speed. It piles up in front of your bucket.

Turn right, and the water wants to keep going in the old direction. It shows this tendency by piling up on the left-hand side of the bucket.

If you kept a time record of these changes in water level at different points on the sides of the bucket, and could measure them accurately, you would have a log of every change in direction and speed. From it you could dead-reckon your position at any time.

Any weight in your car that is at all free to move—you, for instance—could be used to write the same record. Suppose, for example, that there was an electrical contact in the seat springs to measure precisely how hard your body pressed against it.

An instrument that uses the behaviour of a weight in this way to measure changes in speed of a vehicle is called an accelerometer. It doesn't measure speed, mind you, but acceleration and deceleration—how fast the speed is building up or cutting down. But acceleration and speed are close cousins, and any reasonably bright computing machine can convert speed changes into distance travelled. The

mathematical process is called integration.

If inertial navigation is so simple, why was it so long in coming?

While the theory of it is simple, the mechanics is exceedingly difficult. The process depends on delicate and accurate measuring. And gravity (force that acts on a weight just as inertia does) complicates the job.

Suppose, for example, that the weight in your accelerometer is a pendulum. It hangs from the roof of your car. It lags, or appears to swing back, to record a build up of speed forward. But start down a steep hill and the thing goes haywire. Even though you were building speed forward, gravity would pull the pendulum forward to record falsely, a slow-down in your log.

To keep gravity from fooling our home-made accelerometer on every grade, we would hang our pendulum from a board that was mounted with gimbals so that it would swivel freely and always hold level. However the accelerometer is designed—and there are probably many kinds differing in detail but not in principle—it must be mounted on a free-swivelling platform. The engineers make these platforms marvelously stable by means of gyroscopes.

A gyro, once it is spinning, puts up a fight to stay as-is. Try to push one out of line and you can feel it resist. Three gyros on a free-swivelling platform will keep it steady in all three dimensions.

Once you have platform, accelerometer, clock and computer all working properly, the assemblage give you your dead-reckoned position up to the moment on the moment. You don't depend on stars, radio signals or any other outside thing.

You can even leave the navigation officer at home. For from this mechanical dead-reckoning it is only a step to a device which will, if the vehicle gets off course, turn it back on course. This may bring the day when a long-range missile will correct as it goes along, like a sort of self-aiming bullet.

And there is no way that an enemy could jam or fool the mechanism with false signals. It is not open to outside influence.

While the progress made toward inertial navigation is shrouded in secrecy, we know there has been a lot of that progress. It has found the way for submarines under the ice to the North Pole and out again.—*Navy Times*.





The Sunset Ceremony in Ottawa (O-12045)

The Royal Tour

FROM THE MOMENT the west-bound Royal plane passed an imaginary line in mid-Atlantic and came under the protection of Canadian warships to the last farewell at the naval air station, Shearwater, and the return flight, the Royal Canadian Navy carried out an elaborate program of operational and ceremonial commitments during the Royal Tour of Canada by Her Majesty the Queen and His Royal Highness the Prince Philip.

And the honour which the Royal Canadian Navy paid to Her Majesty was graciously acknowledged by the Queen and returned in full measure in thoughtful and kindly messages.

The Royal Tour had one main purpose—the opening of the St. Lawrence Seaway into the heart of North America by Her Majesty and the President of the United States, Dwight D. Eisenhower—and, by logical necessity, that event involved the naval forces of the United Kingdom, the U.S. and Canada.

Directly concerned in the Royal Tour program were 25 warships of the Atlantic Command and 12 of the Pacific Command. The first and last duties fell to the ships maintaining guard along the Royal Plane's journeys to and from Canada over the Atlantic. In between, over a seven-week period, Canadian warships escorted the Royal Yacht, took part in an international fleet review on Lake St. Louis following the official opening of the St. Lawrence Seaway by Her Majesty,

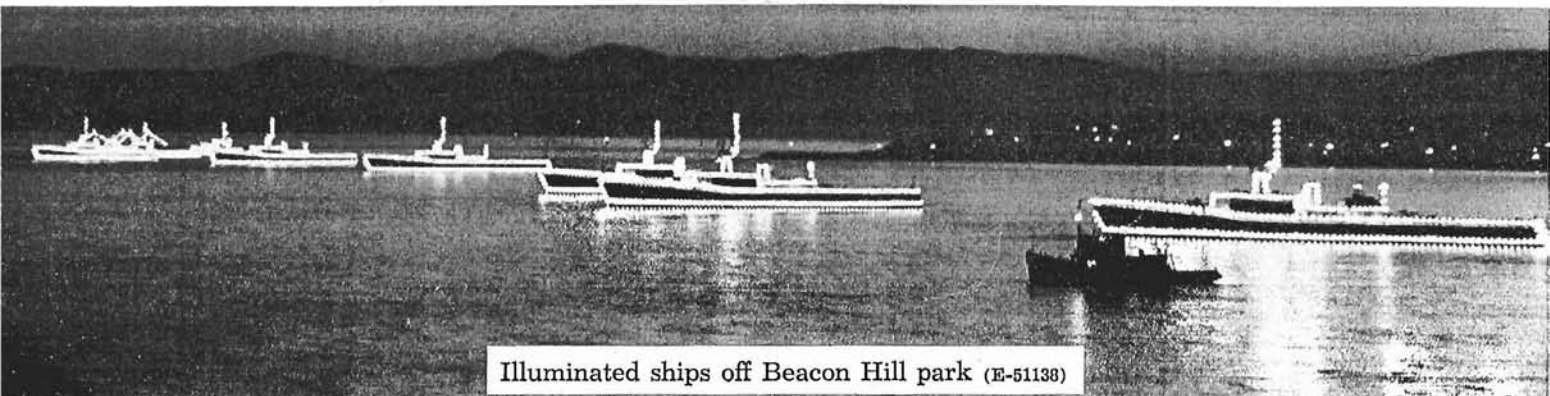
cruised the Great Lakes, carried and escorted the Royal Visitors from Vancouver to Nanaimo, illuminated ships and presented a fireworks display off Beacon Hill Park, Victoria, and, back at the East Coast, formed a mile-long avenue of ships along which Her Majesty and His Royal Highness proceeded to their point of departure—HMCS *Shearwater*.

Ashore, the Royal Canadian Navy gladly undertook an elaborate program of ceremonial, highlighted by the Sunset Ceremony in Ottawa, the parading of the Queen's Colour in Victoria and the acceptance of a new Queen's Colour at Halifax.

Royal Canadian Navy personnel served on the Queen's personal staff and in Her Majesty's Yacht *Britannia*, performing duties both exacting and unprecedented.

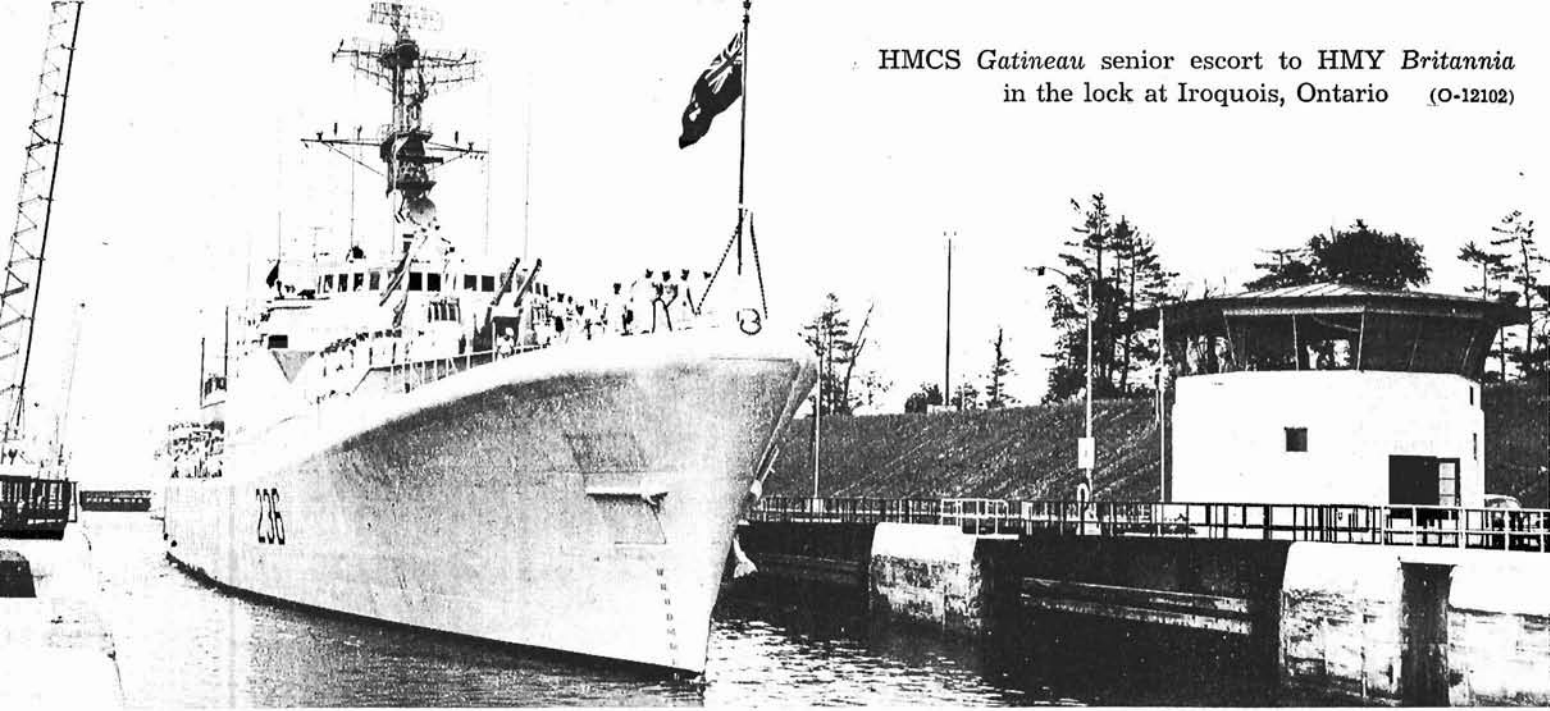
If everything the Royal Canadian Navy did on behalf of the Royal Tour were to be told in *The Crow's-nest*, if the thousands of officers and men, who did so much to assure the success of the visit, were to receive the credit they deserve, several issues of the magazine would be required.

We have chosen rather, to present the Royal Tour, as it affected the Navy, in pictorial form, in the hope that these pictures of persons, places and ships will evoke happy memories of an occasion when the Royal Canadian Navy was signally honoured by a gracious sovereign.

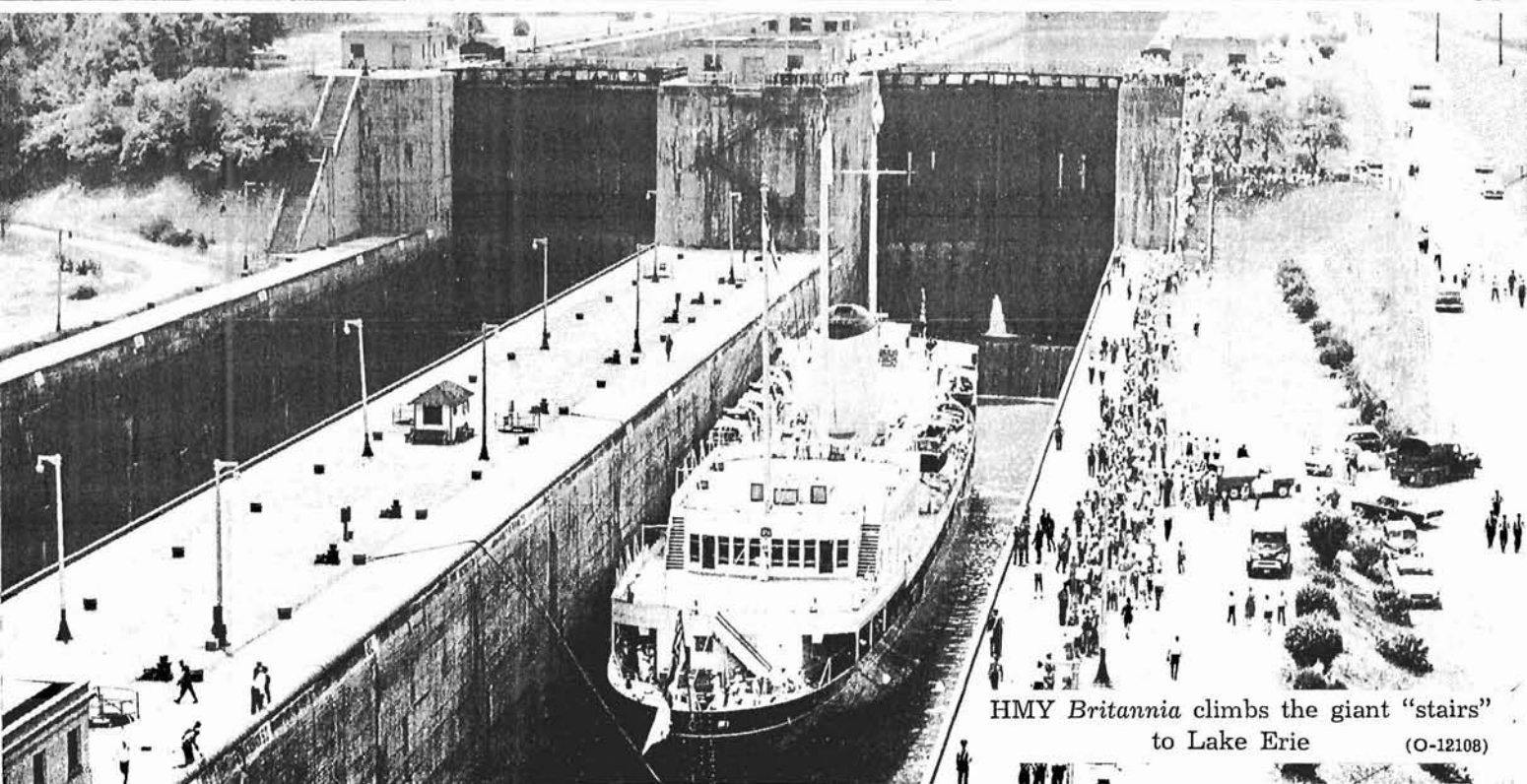


Illuminated ships off Beacon Hill park (E-51138)

HMCS *Gatineau* senior escort to HMY *Britannia*
in the lock at Iroquois, Ontario (O-12102)

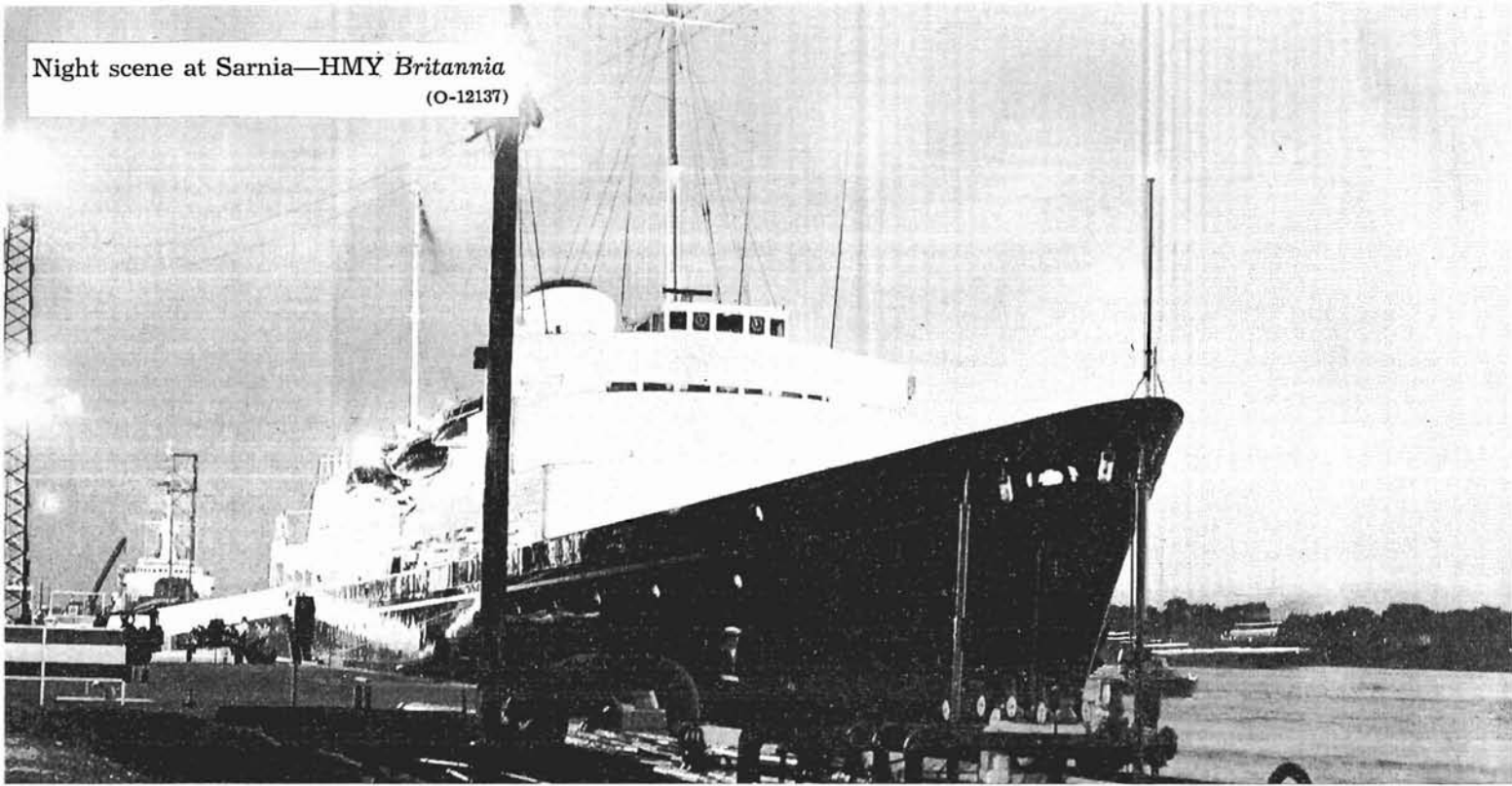


HMCS *Kootenay* in a quiet stretch
of the Welland Canal (O-12107)



HMY *Britannia* climbs the giant "stairs"
to Lake Erie (O-12108)

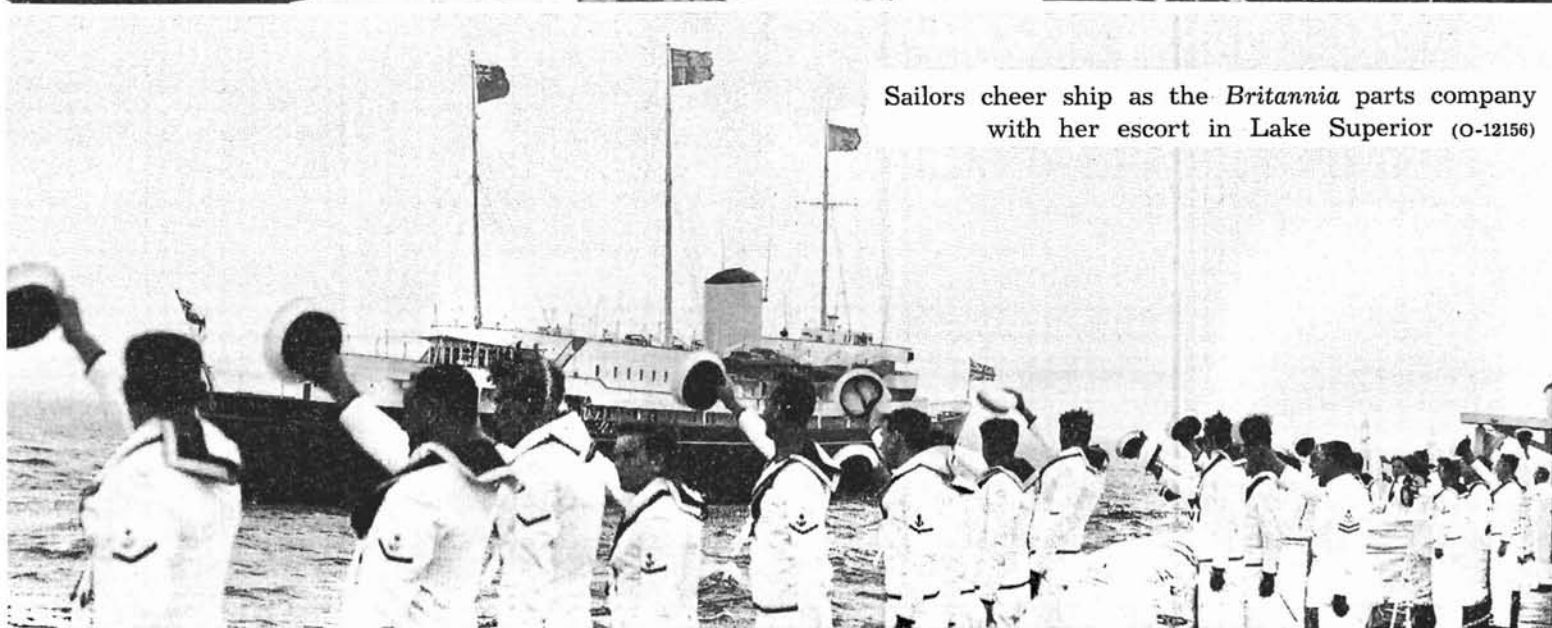
Night scene at Sarnia—HMV *Britannia*
(O-12137)



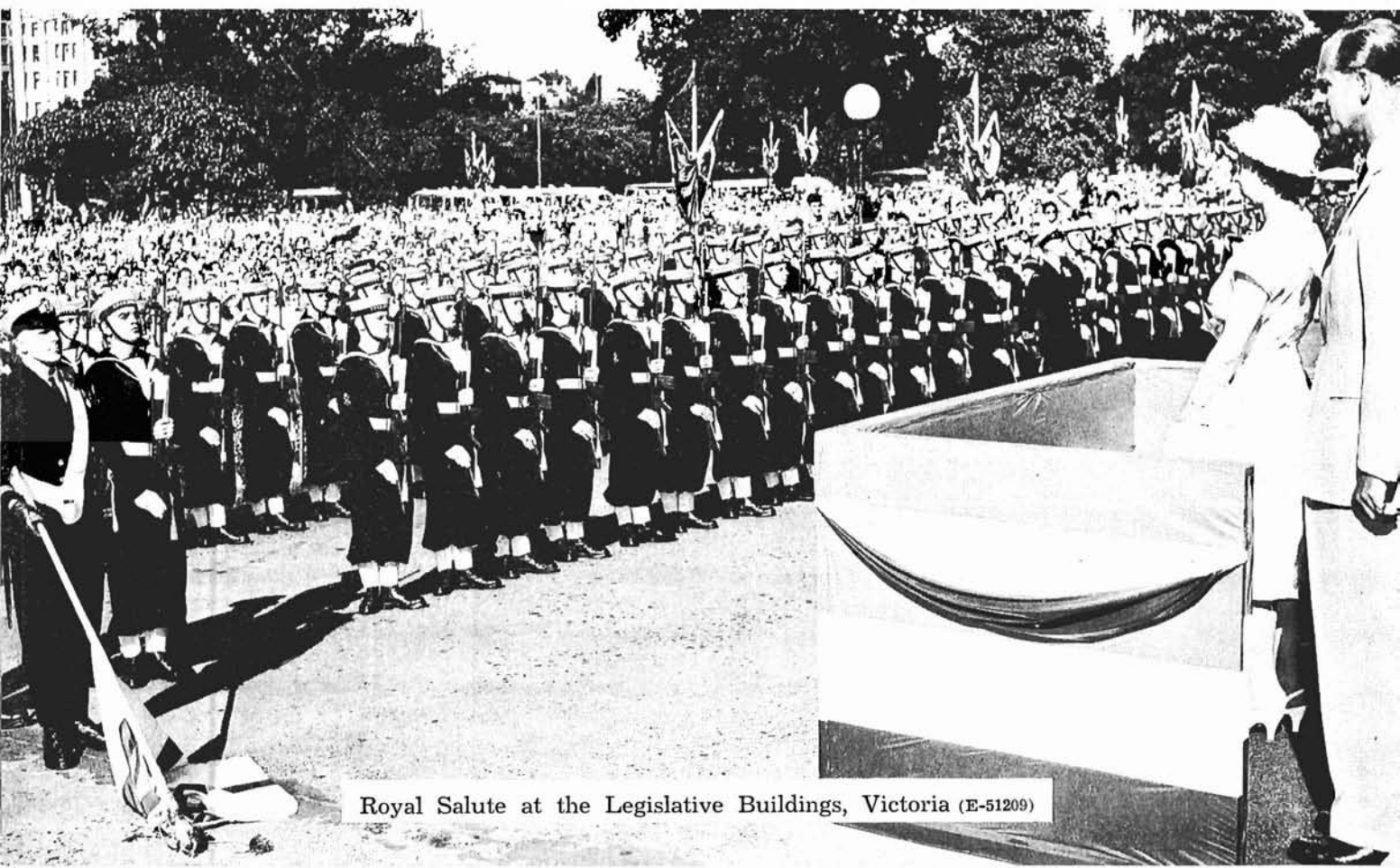
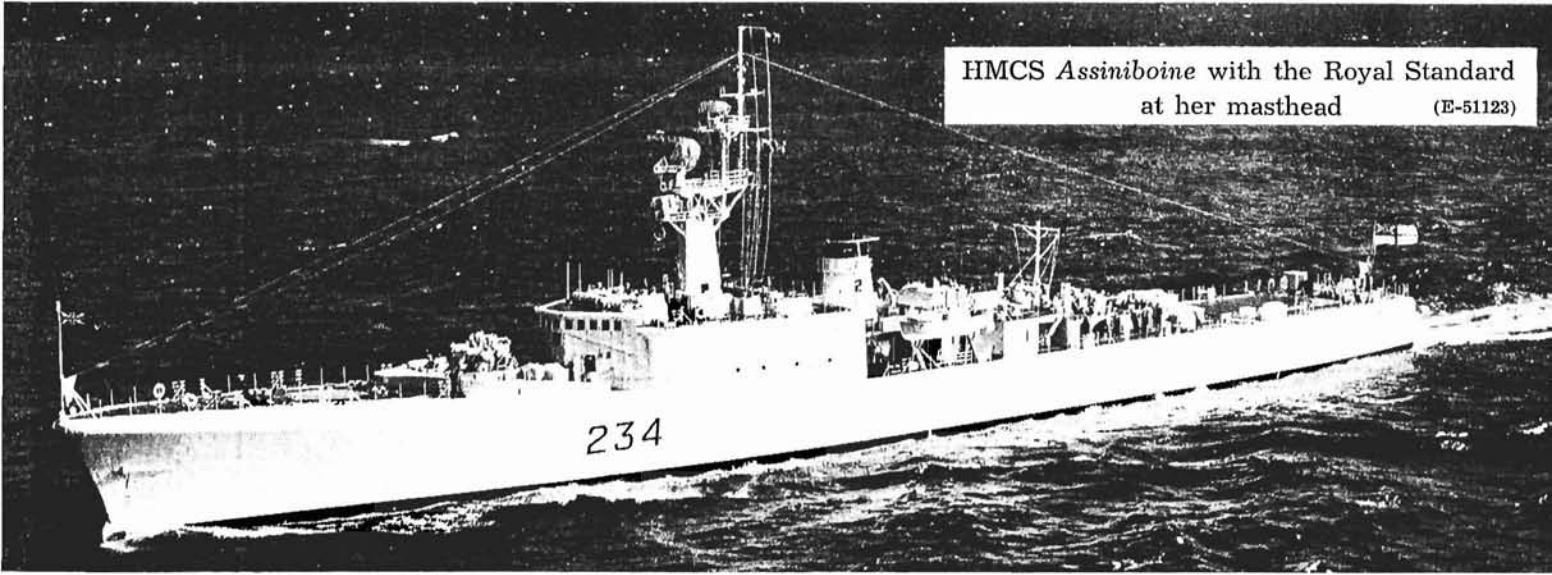
Vast crowds greet Her Majesty in Chicago (O-12150)



Sailors cheer ship as the *Britannia* parts company
with her escort in Lake Superior (O-12156)

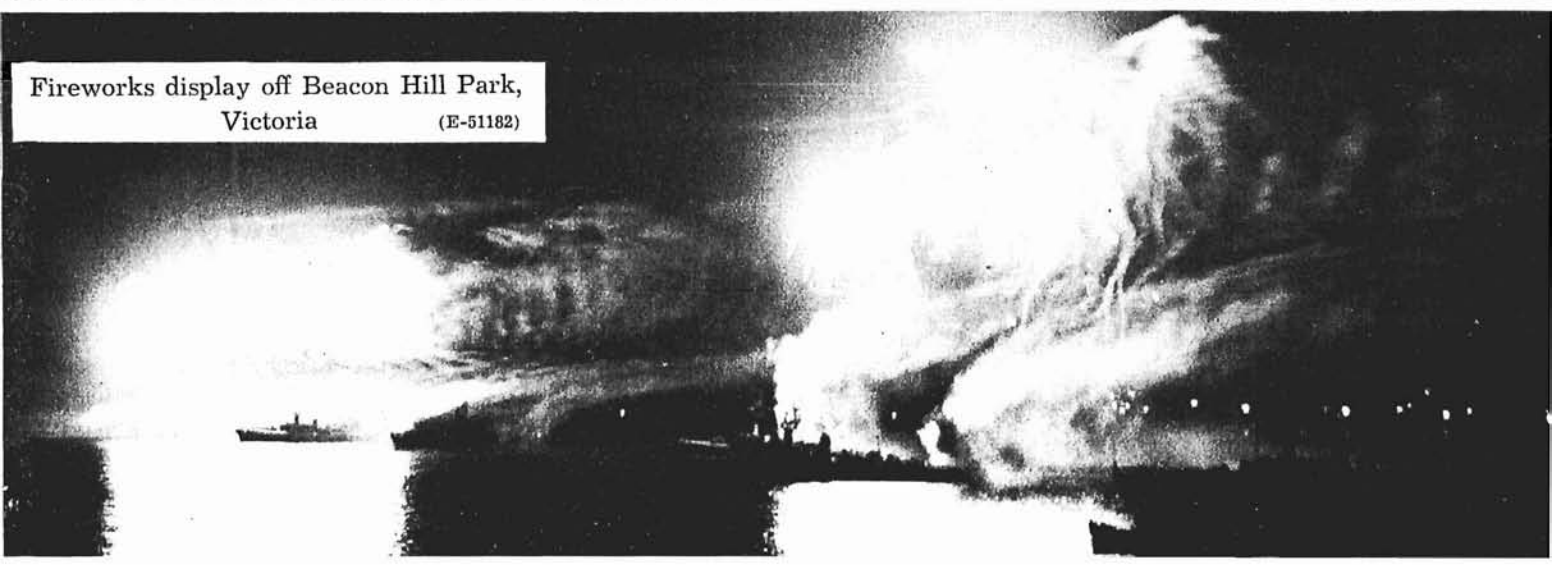


HMCS Assiniboine with the Royal Standard
at her masthead (E-51123)



Royal Salute at the Legislative Buildings, Victoria (E-51209)

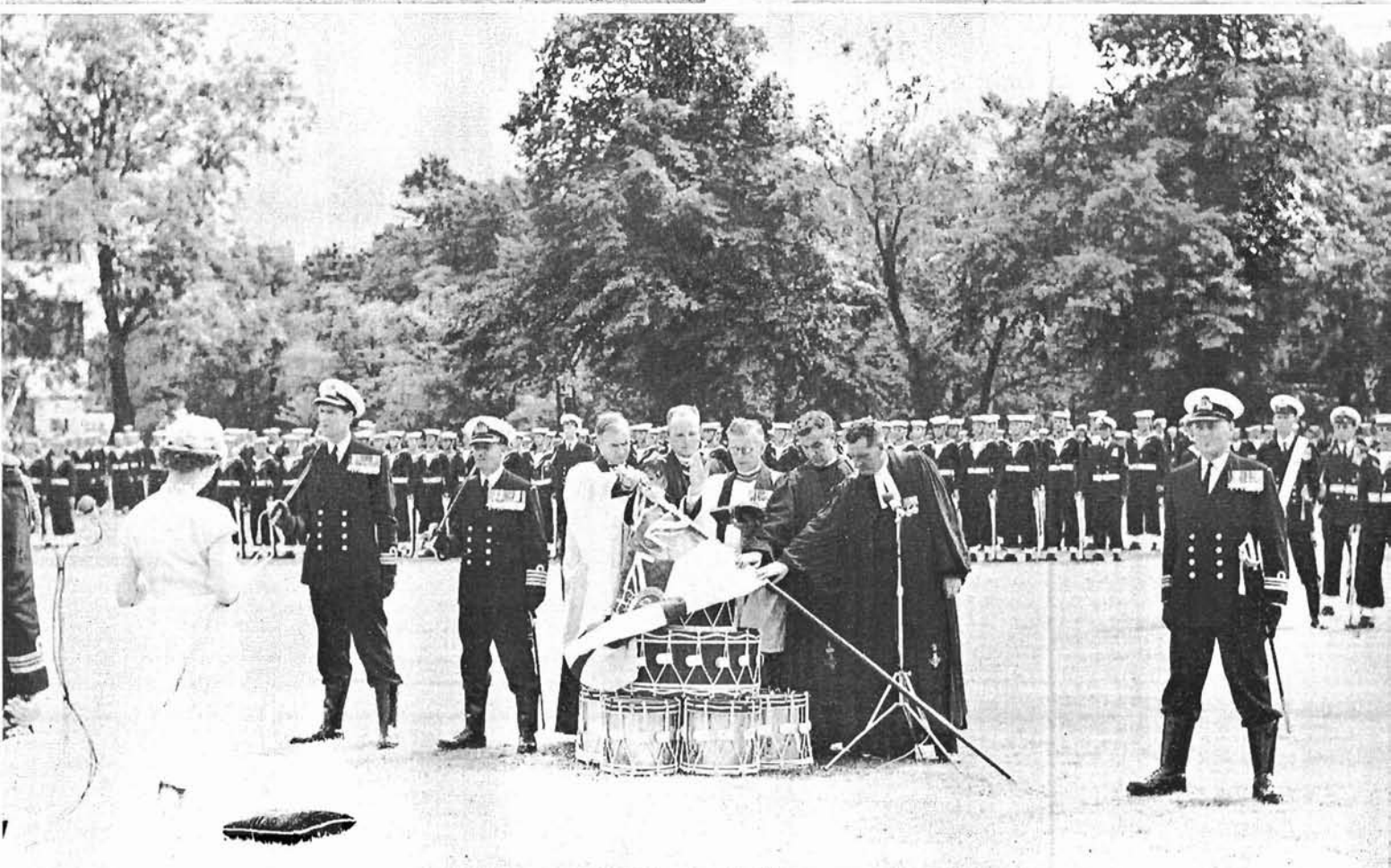
Fireworks display off Beacon Hill Park,
Victoria (E-51182)



The old Colour is marched off
at Halifax (HS-594231)



... and a bouquet is presented
(HS-58419)



The Blessing of the Queen's Colour (HS-58430)

AFLOAT AND ASHORE

PACIFIC COMMAND

Second Canadian Escort Squadron

The Second Canadian Escort Squadron, consisting of the *Assiniboine*, *Fraser*, *Skeena*, *Margaree*, *Saguenay*, and *St. Laurent*, visited the State of Oregon and the City of Portland to participate in the State's Centennial and the Rose Festival. The six ships under the command of Captain J. C. Pratt, left Esquimalt on June 8, arriving off Astoria and the mouth of the Columbia River at 7 o'clock the following morning.

Each ship was boarded by two or three civilians to act as liaison hosts for the duration of the visit. During the voyage up the historic Columbia and Willamette Rivers they gave the crews information on the activities planned, passes and tickets to the various events, and generally helped pave the way for what was to be an outstanding visit.

On arrival at 1400 the ships secured to the seawall near to the mast of the gallant USS *Oregon*—a battleship long scrapped—which all Oregonians held in the highest esteem.

Calls on the Mayor and the British consul were made by Captain Pratt on behalf of all commanding officers and His Worship Mayor Schrunk returned the call.

The first evening the Canadians entertained by the Merrykhana Fun Parade, which consisted mainly of colourful floats, bands of all descriptions, exhibits and clowns. The *Naden* band under the baton of Bandmaster W. J. Gordon, travelled with the ships, and their participation in this and succeeding parades was greatly appreciated by the crowds.

On Wednesday, June 10, the first of many United Navy ships arrived—Mine Division 71, composed of five minesweepers, arrived first. The band paraded in the Gateway District in the forenoon, and in the evening took part in the Queen selection and coronation ceremony at the Multnomah Stadium.

Thursday morning found the band giving a concert to 88 crippled children at the Shrine Solarium. The well-balanced musical program brought forth much laughter and gaiety from the children, 14 of whom were from British Columbia.

On that afternoon ten men from the *Assiniboine* led by Lt.-Cdr. R. L.



Competitors for the Wrong-Way Corrigan trophy are these officers and men from the minesweeper *Miramichi*. They started out for California and ended up in Alaska. Pictured on the Hollywood set of a television series, "The Alaskans", are: Lt.-Cdr. D. W. Atkinson; AB R. Anderson, PO H. S. Gatensby, Lt. J. B. Valiquette, Ldg. Sea. L. Westman, AB N. J. Garden, actor Roger Moore, AB R. F. Curell, CPO A. Gold, PO J. Spencer and AB G. O. Roy. The visit to the Warner Brothers studios took place when the Second Canadian Minesweeping Squadron went to California waters on exercises.

Hughes, played a game of "Beer Barrel Polo" against members of the Portland fire department. This game was learned the hard way the previous year by the crew of the *Crescent* in Ocean Falls, B.C. Basically it consists of two teams, armed with fire hoses, who endeavour to jet a beer barrel over the opponent's goal line. Not unnaturally the teams get thoroughly soaked, as do the referees.

This year the *Assiniboine* won by a score of 3-2 and a trophy in the form of an old time fireman's hat was presented by the firemen. At this time, also the *Skeena* gave a group of children from an orphanage a party, and in turn the children entertained by singing several well known songs.

At 1600 a special welcoming ceremony for United States and Canadian ships was held at the seawall. The remainder of the United States Navy ships had arrived, consisting of two cruisers, three destroyers, a submarine, a tanker and

a stores ship. Captain Pratt made calls on the Commander First Fleet, Vice-Admiral V. A. Libby, USN, and Commander Cruiser Division Three, Rear-Admiral V. L. Lawrence, USN.

At 1700 a reception was held at the Multnomah Club by the Portland Navy League for all visiting U.S. and Canadian officers. A dance, sponsored by the Navy Mothers' Club for all enlisted men was given that evening and was thoroughly enjoyed.

On Friday the RCN Band took part in the Junior Rose Festival Parade, drawing the plaudits of the onlookers. This parade was most impressive, featuring the children of the City and State in multicoloured floats, marching units and specialty acts.

The Navy League sponsored a dinner for all USN and Canadian commanding officers and senior staff officers on Friday night, the highlight of the evening being the "knighting" of Captain Pratt in the order of the Royal Rosarians.

This gala affair was graced with the presence of the Rose Queen and Her Princesses.

Saturday morning featured the main Rose Festival Parade which took two and a half hours to pass a given point and took place on a route 87 blocks long. A 120-man guard, the band from *Naden*, together with a colour escort, were landed by the Royal Canadian Navy and drew a great hand of applause from the crowd. The guard was even described by the local TV as the "RCN precision drill team", a statement which drew many a grin from those in the know.

On Saturday evening a reception for for the citizens of Portland was given in the *Assiniboine* by the officers of the squadron. It was proven at this reception that nearly 400 persons can be accommodated on the quarterdeck. A USO dance was held for all ranks.

On Sunday morning 400 men marched from the ships to the First Trinity Episcopal Church and the Central Cathedral. At 1600 on Sunday an official flag raising ceremony was held at the battleship *Oregon's* mast. The largest flag ever to be flown was raised and dedicated.

As an indication of the interest shown by the citizens of Portland, a total of 34,600 persons visited the squadron during afternoon visiting hours.

The United States Navy calls Portland a good liberty port. The Canadians think it superb.

Second Canadian Minesweeping Squadron

Officers and men of the Second Canadian Minesweeping Squadron returned to Esquimalt in early June heavily laden with souvenirs and healthy tans after nearly two months in the California sunshine.

This year's visit marked the fourth year that West Coast minesweepers have exercises with mine and amphibious forces of the U.S. Pacific Fleet, and Long Beach, California has almost become a second home to HMC Ships *Fortune*, *Miramichi*, *Cowichan* and *James Bay* and their 200 officers and men.

The cruise lasted 42 days, of which 28 were spent alongside in the U.S. Naval Station Long Beach.

The operational aspect of the visit began when CANMINRON TWO working with Ocean and inshore minesweepers of the USN's mine squadrons 9 and 7, commenced a five-day exercise off Oceanside, California. The exercise, which involved sweeping from dawn until sunset, was added to in complex-

ity by dense fog which beset the area for as much as six hours during the mornings.

With the thanks of a task well done the four Canadian sweepers left the operational control of Commander Mine Force Pacific and commenced a period of self-maintenance, alongside in Long Beach. This lasted from May 1 to 24 with the exception of a three-day trip to San Diego, where the four ships ran the Ballast Point degaussing range.

The extended period in Long Beach afforded ample opportunity for the ships' companies to visit many of the world famous places associated with the vast Los Angeles area. TV fans saw several of their favourite shows being produced, of which possibly the Bob Hope show was the highlight. Eighty-five officers and men attended this show by special arrangements with Hope Enterprises. Baseball enthusiasts were provided with free admission to Los Angeles Dodgers home games. A squadron baseball league saw the *Fortune's* ship's company emerge victorious. Tours of movie studios in Hollywood and Burbank, along with an interesting trip to the Ford Company plant at Pico Rivera, rounded out the entertainment schedule.

National Armed Forces week was held while the squadron was in Long Beach and each of the Canadian Minesweepers was open to visitors on the week-end.

The second operational phase of the visit began when the four Canadian Minesweepers left Long Beach to begin sweeping for PHIBLEX 17/59. Sweeping began at first light on D-2 and continued until H-6. During this exercise CANCOMINRON TWO (Lt.-Cdr. D. M. Waters) also had four USN minesweeping boats under his command. The exercise was of considerably greater interest because the Canadian sweepers were given a definite area of their own to clear and to work out their own plans. A full sense of accomplishment came from the success of the amphibious forces landing on Green Beach on D-Day with no mine casualties.

Various new concepts in war were viewed with interest by the Canadian forces; these included mass helicopter movements of troops and equipment, and simulated atomic weapon explosions. Needless to say the numerous types of vessels seen also proved educational. Once D-Day had passed check sweeping of the area was carried out daily until the four ships returned to Long Beach.

ATLANTIC COMMAND

Leadership School

Summer began in the Leadership School with two Petty Officer Courses, 100 and 101, running concurrently. Interclass competition was keen in all activities and, with both classes consisting of recently promoted apprentices



Former Chief of the Naval Staff, Vice-Admiral H. T. W. Grant, last spring visited on board the destroyer escort *Skeena* at Esquimalt. Admiral Grant, who was accompanied by members of his family, is shown chatting with Cdr. W. M. Kidd, commanding officer of the *Skeena*. (E-49525)

and more experienced petty officers in almost equal numbers, it was often difficult to declare a winner.

In sports, 100 Course won the basketball tournament, while 101 was victorious at swimming. However, neither was proficient enough to beat the UNTD cadets in track and field.

The courses also competed in formal debates where, once again, the final decision was a draw.

In the field, results were again very close. In the field scheme, 100 Course was to attack a bridge defended by 101 Course, take their objective and return with vital information. Results were inconclusive and the scheme was declared a draw. Both courses made good time running the assault course, with the best time being recorded by No. 1 Section, 100 Course, led by PO W. G. Shields. This section broke the course record, with a creditable 31 minutes running time, including penalties.

The period saw the commencement of the summer reserve training schedule with the arrival of 28 UNTD cadets from *Stadacona*. These young men, representing divisions from Memorial University in Newfoundland to Victoria College in British Columbia, were completing divisional and communication courses as required by their first year syllabus and later spent five weeks in *Cornwallis*. They were followed by approximately 210 other first year cadets through the summer.

Shannon Park

Since its opening, Shannon Park has had many organized groups, many of which have long since disbanded. However, due to the loyalty and perseverance of some members of the Park, past and present, six organizations still maintain their good influence over the children.

With the co-operation of the school and churches, the Explorers, CGIT, Brownies, Guides, Cubs and Scouts carry out their meetings throughout the week. Each night at least one group of children can be seen in their various uniforms, having fun, learning and working. For, in order to earn the many awards available to them, they must work hard.

Shannon Park has the rare distinction of having four of her Scouts achieve the coveted Queen's Scout Award, the ceremony taking place in the Government House, Halifax.

As well as their regular activities, the groups have had many interesting social events. These included church parades, hikes, parties and wiener roasts.

The organizations are self supporting (with a little help from the parents).



CPO Walter Burke, left, and CPO Thomas Burry, centre, learn about the Terrier guided missile and launcher from PO Hugh Anderson, during a five-day course in HMC Gunnery School, Halifax. Twice-monthly guided missile courses began in January for officers and senior men of all branches in the Atlantic Command of the Royal Canadian Navy. A general knowledge of missile theory, existing and proposed types in naval arsenals is thus given to stimulate thinking about new methods in naval warfare. (HS-56287)



Here are representatives of Shannon Park's youth organizations. From left to right are: Nancy Hodgkins, Explorer; Robert Torrance, Scout; Peggy McCoy, CGIT; Pius Nearing, vice-principal of Shannon School; Ann Louise McCarthy, Guide; Brian Bailey, Cub; and Mary Nearing, Brownie. (HS-58192)

The members earn their funds by collecting bottles, coat hangers, etc., by holding pantry sales, washing cars and windows, and baby-sitting, to name a few activities.

At the close of the season, 350 girls and boys proudly escorted their parents to mother-daughter, and father-son

banquets. And parents, who probably often had been convinced their children were anti-etiquette, found to their satisfaction that their training had sunk in. Parents and leaders alike have reason to be proud of their charges. The Park looks forward to another busy year, beginning in September.

The Army's Navy

-- The Story of the Royal Canadian Army Service Corps Ships --

Throughout the history of the Canadian and British Armies, the Army Service Corps has developed and emerged as the accepted transport organization. This organization has progressed from transport on pack-horse and mule to horse and wagon and on to modern motor transport. There are no limits to the methods of transport the corps may use.

In these times when thought is being given to new methods of warfare, and when every effort is being made to unify the activities of all armed services, it is natural to speculate on the future activities of the RCASC.

In the future, transport may well be looked upon as a function equally applicable to operations on land, sea or in the air. It might follow that the RCASC would be the nucleus of a transport organization for all our armed services in the future.

The RCASC has already undertaken study and training in the operation of light fixed-wing aircraft and helicopters in anticipation of the transport role of the corps in future Army operations. In support of the conviction that the RCASC can as readily assume a transport role in the air as it has done on land, the successful activities of the RCASC in the realm of the sea are cited for study. Such activities are dealt with in the history of the water transport, RCASC, which follows.—Author

IT IS A PARADOX of our history that Canada's greatest seaport has been, traditionally, an Army garrison town. From the arrival of Lord Cornwallis two centuries ago, Halifax and the Army have watched and contributed to each other's growth until it has become impossible to tell the story of one without reference to the other.

So it was that, with the building of a fortress atop Citadel Hill, the curious relationship between soldiers and the sea began. In those days, eight-oared whalers, 26 feet long, maintained the only real contact between Halifax and the outlying forts of the area. This was the beginning of Army water transport in Canada, an agency that was to sur-

¹The author was commissioned in the RCASC in 1952 and has served at the Corps School, the Canadian Joint Air Training Centre at Rivers, Man., and in Eastern Command.

By
Lt. S. L. Roman

Royal Canadian Army Service Corps¹

vive two world wars and the lean intervening years, that was to grow to a fleet of 14 vessels and a strength of 125 all ranks.

When steam replaced oars, the SS *Lily* took over water transport duties in Halifax harbour, moving personnel, rations, ammunition and other stores and equipment to George's and McNab's Islands and to the batteries on the coast. With the arrival of the *Lily*, target towing became an added responsibility. Throughout this period, water transport was administered by the War Office for the Imperial Army. Crews were formed of devoted and long-suffering civilians.²

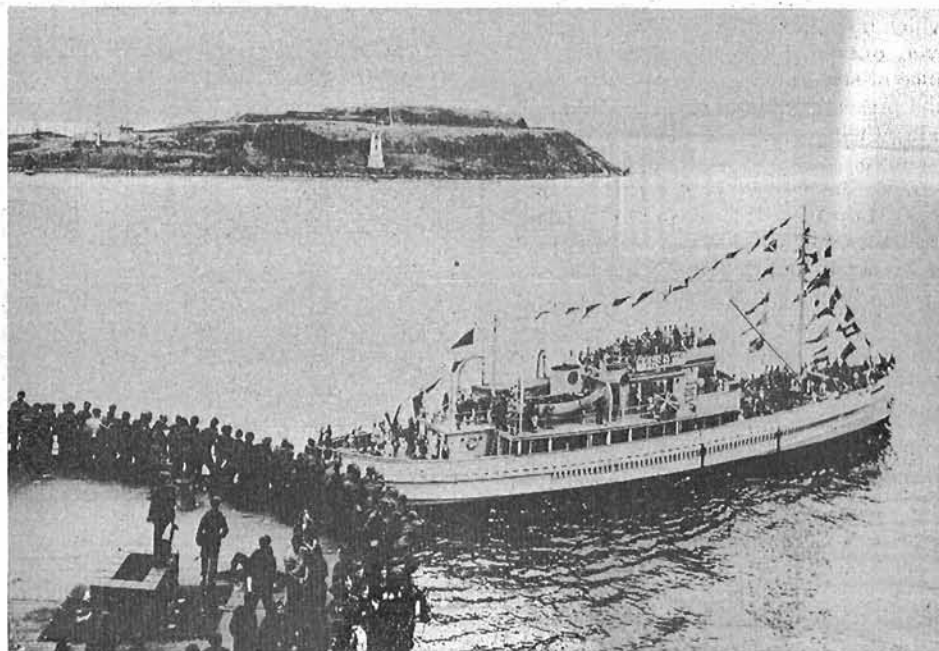
In 1904-05, the War Office relinquished control of water transport and the Canadian government purchased two ships for delivery at Halifax. One was the SS *Alfreda*, built in Hull, Eng-

²One man was known to have served 42 years, and in 1919 the master of the SS *Alfreda* retired after 35 years in water transport. He was wished god-speed and given a gratuity of \$900.

land, for water transport. The other, the SS *Armstrong*, was sent over for the Engineers but was taken over by the Canadian Army Service Corps. The Water Transport Section of the Army Service Corps was born.

The *Alfreda* and *Armstrong* performed the normal duties of carrying supplies and personnel and towing targets in the harbour and off the coast during the first three decades of the present century. Occasionally, more varied chores befell their lot. In July 1928 the *Alfreda* tried in vain to prevent HMS *Dauntless* from running aground on Thrumcap shoals at the mouth of Halifax harbour. In spite of the pleas of SQMS W. L. MacLeod³, master of the *Alfreda*, the captain of the *Dauntless* proceeded on his course,

³MacLeod knew whereof he spoke. Already master of the *Alfreda* for nearly ten years, he had joined Water Transport after a wartime tour of duty aboard a naval minesweeper. Previously, he had sailed on coal boats from Sydney, Nova Scotia, to St. John's, Newfoundland; on the Pictou-Magdalen Islands run; on a passenger line from Boston to Halifax to Charlottetown; and on a cable ship. He remained with *Alfreda* until 1942 when he was placed in charge of Water Transport. He was awarded the MBE and retired from the Army with the rank of captain at the end of the Second World War.



The Royal Canadian Army Service Corps motor vessel, General Drury, dressed overall and with a band on her monkey's island greets home-coming Canadian soldiers at the end of the Second World War. George Island, which lies in the middle of Halifax Harbour, is in the background. (CN-3981)

inevitably running his ship onto the shoals. Tow lines were attached to the *Alfreda* in an effort to pull the *Dauntless* free but to no avail. Nearly six months later, the British warship was salvaged by Halifax Shipyards at a cost to the British Government of nearly \$6 million.

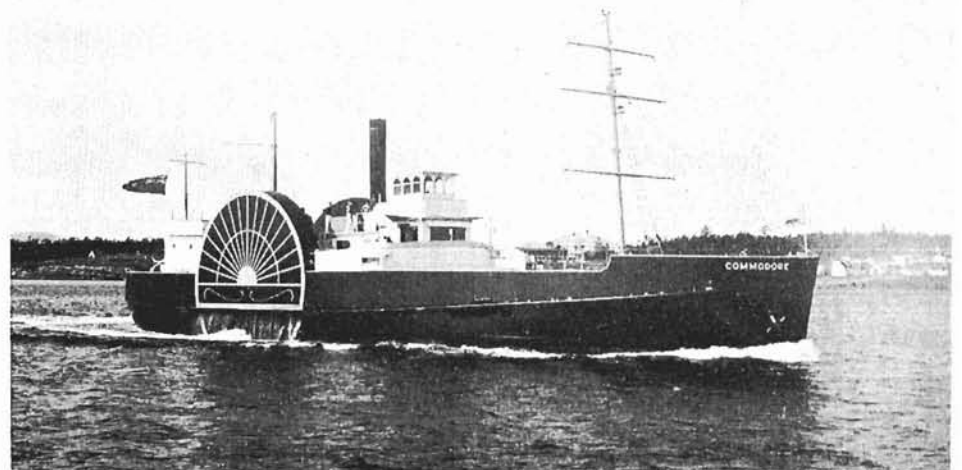
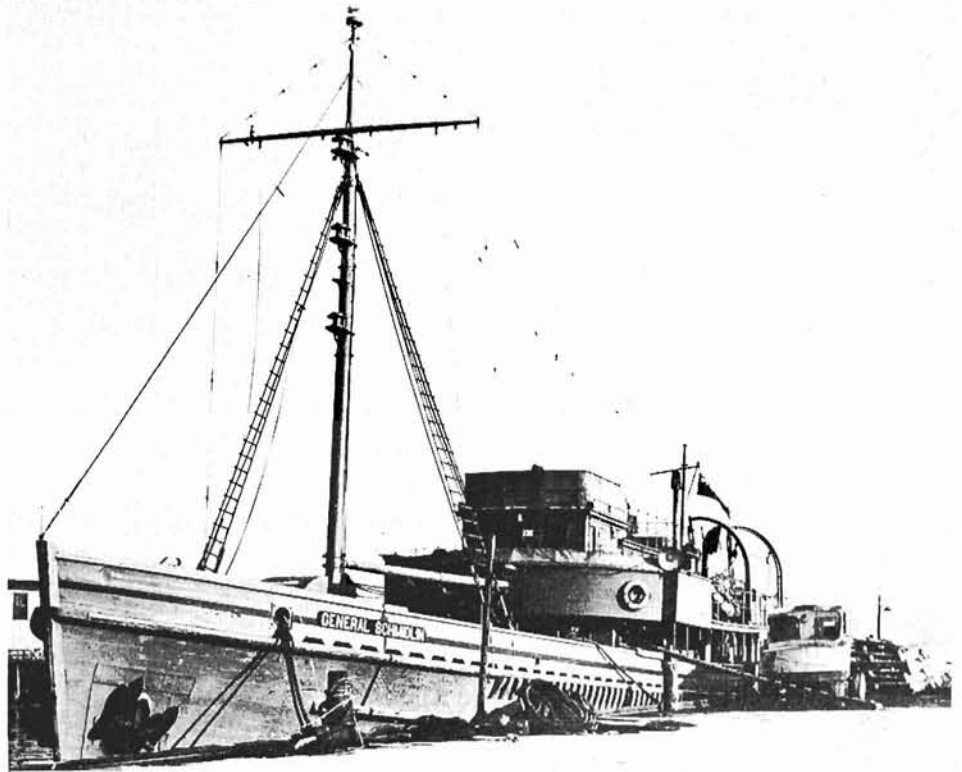
During the 1932 period of retrenchment, SS *Armstrong* was laid up and eventually sold, although her crew was kept on. From that time the *Alfreda* performed the Water Transport duties alone.

Apart from her normal tasks the *Alfreda* also participated in the annual September battle practices held jointly by the Navy and Army. These lasted for a week, day and night until as late as one o'clock in the morning. In 1932, the *Alfreda* took part in a sham battle at River John, Pictou County, Nova Scotia. Her part was to transport troops for a landing. Also on hand were a Royal Navy cruiser, HMC Ships *Saguenay*, *Skeena* and four other Canadian vessels. The *Alfreda* towed targets for the Navy as well as the Artillery but in over 40 years the most serious accidents that ever occurred to her were mild pepperings with shrapnel and several narrow escapes from direct shell fire.⁴

For 13 or 14 years after its being taken over by the Canadian Government, Water Transport was staffed with crews wearing civilian clothes. These men would sign on for periods of six to twelve months, re-engaging or otherwise when their time was up. In 1918, all ranks were enlisted in the Canadian Expeditionary Force and commenced the wearing of the blue drab uniforms. Two years later, on the reconstitution of the Permanent Force, they were issued with blue uniforms similar to Navy dress. They continued to wear these until the Second World War, when Army battle-dress became their uniform. In 1920, too, military ranks were allotted and pay was increased to a level commensurate with prevailing rates on harbour craft of the day. Until 1942, the lowest rank on the Water Transport establishment was sergeant.

These soldiers were better versed in marlin spikes, port and starboard, swabbing decks, winds and tides, and fore and aft than in parade squares, advancing in review order and left quick march. During the "Thirties", however,

⁴Her crews fared even better. On two occasions, crew members returning to the *Alfreda* after a night "on the town" lost their footing on King's Wharf and splashed into a soberingly cold harbour. In each case they were quickly revived.



The caterpillar-into-butterfly story of a little wooden Canadian ship is told in these pictures. First she was the MV General Schmidlin, in the service of the Royal Canadian Army Service Corps during the Second World War; then she became HMCS Cedarwood, on oceanographic duties off the West Coast; finally she had a brief, glamorous career as the SS Commodore, playing the role of a gold-rush ship as part of B.C.'s centennial celebrations last year. (CN-3979; E-16708; E-44729)



The Royal Canadian Army Service Corps' SS *Alfreda* arriving at Duncan's Cove with a mock invasion party. (CN-3941)

appearances had to be kept up. Accordingly, parades were called for seven o'clock each morning and instruction in drill was barked out on a parade square for an hour. After lunch, Water Transport personnel sloped arms and marched to the Halifax Armouries where they were exercised in rifle drill.

With the beginning of the Second World War, Water Transport expanded almost overnight into a crack fleet of 14 vessels and 125 officers and men. New craft were added as quickly as they could be procured. To assist *Alfreda* in emergencies, small boats were hired along the water-front until new ones could be built or bought.

Ferry and freight service to the islands and to Fort Sandwich, York

Redoubt and other defences were stepped up. Water Transport detachments sprang up in Sydney, Saint John, Shelburns and St. John's. Besides carrying the staples of life and war, they transported personnel to and from the outposts, delivered mail and concert parties, movies and sick and injured at all hours. They salvaged cargoes of ships damaged by enemy actions of the entrance to "an eastern Canadian port". They maintained a strenuous target-towing schedule. Sometimes, their longer voyages (to New Brunswick, Newfoundland, and the Gaspé and Labrador Coasts) were made with the assistance of naval convoy guns, for apart from small arms, Water Transport vessels carried no protection against enemy submarines.

Names such as *General Burstall*, *Brigadier Keating* and *Colonel MacDonald* were given these ships. The MV *General Drury* was a 374-ton troop and supply ship built in Yarmouth for the Army⁵, with a complement of 21, modern in every respect and, like the others, carrying the latest wireless equipment. The MB RCASC 25 was a small high-speed target-towing vessel. The men in charge of many of the ships had their master's papers. The crews were made up of Army recruits with experience on the sea.

In the fall of 1944, Water Transport ships were called upon to assist an ally. They salvaged more than \$2 million worth of food and equipment from the United States Naval vessel *Martin Van Buren*. The Liberty ship had been torpedoed off Halifax and, in her damaged condition, had gone aground on the reefs in the vicinity of Sambro. The work of salvage took months to complete and was done without cost to the American government. In recognition of this fact, the United States Army presented the RCASC with the Transportation Corps Emblem in February 1945. A week later, the RCASC returned the compliment by making a similar presentation to the United States Army.

Water Transport ships maintained their versatility until the end of the war. In 1946, among other duties, they "drowned" 5,000 depth charges.

The war years were busy years in Halifax harbour, and the Water Transport had no small share in the feverish activity. Guns, vehicles and cranes, ammunition, rations, petrol and general stores, patients, prisoners, staff officers, paymasters, signals and engineer maintenance and repair men—all these and others made demands on the RSASC fleet. Frequently in the evenings, coltish young officers stationed at McNab's Island were bent on gay sorties into Halifax and would ring up for a boat. When the warrant officer on duty asked for the caller's commanding officer to come to the telephone to confirm the urgency of such a trip, the matter was promptly dropped.

⁵ Her sister was built in Lunenburg for civilian use and christened the *Kenny*. She made one run to the West Indies and was chased back by a U-boat, arriving in Halifax with burned-out engines. She was bought by the Army, renamed *General Schmidlin* and used by "W" Force out of St. John's, Newfoundland. After the war she became HMCS *Cedarwood* and surveyed as an oceanographic vessel on the West Coast.

Sometimes, such economy appeared to backfire. One day, the officer in charge of Water Transport was called before the District Supplies and Transport officer and asked to explain why so little work was being done with the fleet. The DS&O pointed out that from the reduced gasoline consumption, it was obvious that the boats were not as busy as they had been. Bristling with indignation, the OIC Water Transport replied, "The gasoline is being used only on duty trips these days, sir, and if the truth were known, we're busier than ever!"

To keep its reputation untarnished, Water Transport had to learn to cut official corners where necessary. No less a personage than the District Officer Commanding appeared on the King's Wharf office one morning to ask how on earth so much of the fleet was kept continually seaworthy. With a combination of sheepishness and pride, the officer in charge explained that when something went wrong with one of the boats, he immediately prevailed on his Navy friends and had repairs started without delay. Only then was the paper work initiated to obtain headquarters approval—a process requiring several weeks' patient waiting. By this time, the job would be done.

With the end of the war, the handwriting began to appear on the wall. In reply to dark suggestions made in Ottawa, long letters were written in



MV General Burstall, employed as a salvage vessel and duty boat, is shown approaching King's Wharf, Halifax. Her Blue Ensign has crossed white swords, indicating that she is attached to the RCASC Water Transport. A "MAC" ship (merchant aircraft carrier) in the background shows that the picture was taken during the later stages of the Second World War. (CN-3977)

Halifax pointing out the absolute necessity of maintaining RCASC Water Transport. The crews who manned these ships were a happy lot with a zeal and spirit unsurpassed in the Army.

They could not understand why Water Transport—not only the means of a living but their reason for existence—should be disbanded.

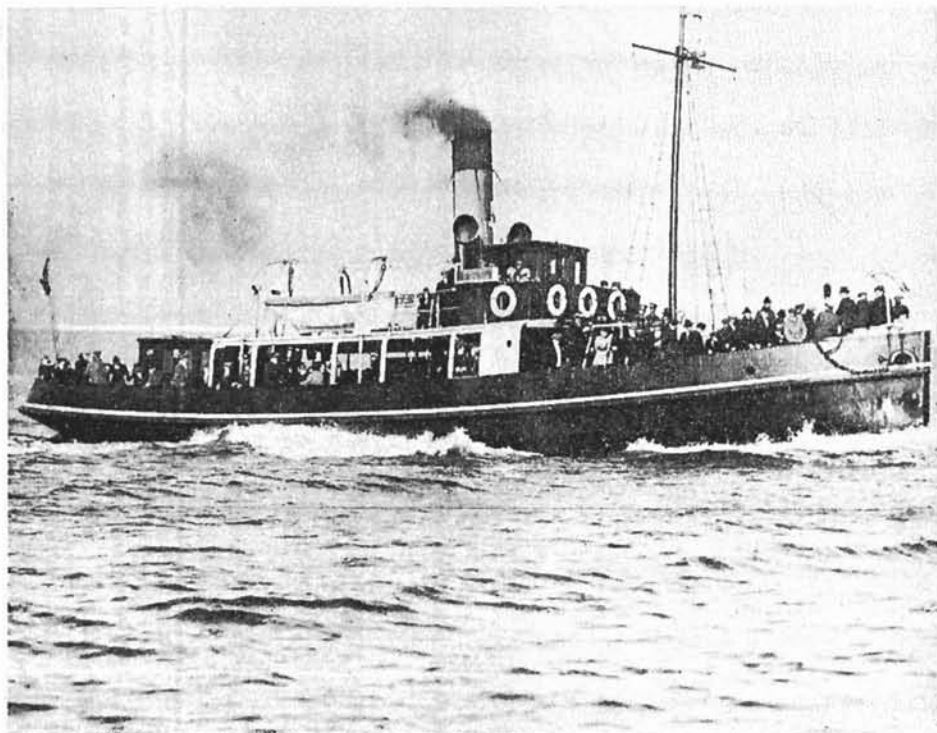
Gradually, inevitably, the fleet was broken up and sold. SS *Alfreda* became a tourist cruise ship on the Saguenay River in Quebec. MV *General Page* remained in Halifax harbour as a pilot boat. Other vessels became fishing, freight and survey craft.

During the last week of March 1948, the final duty trip to McNab's Island was made. By the end of the month, the file was closed.

The officers and men went their separate ways. Some remained in uniform. Several, of course, stayed with the sea. Others scattered to a variety of inland points and dry-land jobs. None knew whether the story had come to an end or was merely, for a time, suspended. All of them cherished memories of those wonderful, adventuresome years.

The days of Water Transport are among the brightest in the history of the Royal Canadian Army Service Corps.

(Reprinted from the Canadian Army Journal by kind permission of the editor)



One of the first members of the RCASC Water Transport's fleet, SS *Alfreda* is pictured with her decks crowded with spectators of the International Schooner Race of 1921. She served the Army for about 40 years and became a Saguenay River cruise ship after the Second World War. (CN-3976)

ABOUT BRANCH COLOURS

Dear Sir,

In your March 1959 issue I have read with great appreciation the article "The Passing of Distinction Colours." With all respect I think the Royal Canadian Navy is much to be congratulated on withstanding the new arrangement for so long, for the abolition of the distinctive coloured cloth is considered by many to be really nothing but a retrograde measure. In the Merchant Service the colours have been retained, and are most useful for passengers and others to be able to recognize at once members of the purser's staff, and engineer officers, for instance, as well as the doctor of course.

With regard to the original allocation of the different colours, surely the *white* was chosen for the paymasters because they were mostly dealing with paper and paper-work. Instructors had *blue* because of the *ink!* When I was a naval cadet the dark blue for ordnance officers had not been introduced for the simple reason that there was no such person as an ordnance officer; for instructors the cloth was simply "blue" and no shade was specified. On a new uniform it was darkish blue, but when the coat was older the cloth became rather faded, giving rise in my youthful

mind to the idea that some of the officers were Oxford men and others Cambridge!

Presumably the green stripe was allotted to the Special branch simply because it was the only colour left, and it is quite wrong to suggest that it had any allusion to the amount of ignorance, or innocence, or inexperience of the officers concerned.

Since the abolition of distinctions in the Royal Navy, I always picture the ship a few days after commissioning, when the captain tells his messenger that he wishes to see the Commander. The boy (though it is offensive now to call him that—I mean the junior sea-

man rating) does know just sufficient that a commander has three stripes, and that officers are probably to be found in the wardroom about dinner (lunch) time. In he goes and finds no fewer than four or five commanders, and how is the lad to know which is "the" commander? Later in the commission, no doubt, he will recognize the engineer commander as always slightly perspiring, the paymaster commander by his pallid appearance from constantly poring over ledgers, and electrical commander by his hair standing on end from customary electrical disturbances. In any case it is all very difficult.

Yours Sincerely

H. P. MEAD

(A "Seaman" Commander, how grand!)

6 Liskeard Gardens,
London, SE3,
England.

THE RECRUITING OFFICER AS SEEN . . .



... by the eager recruit



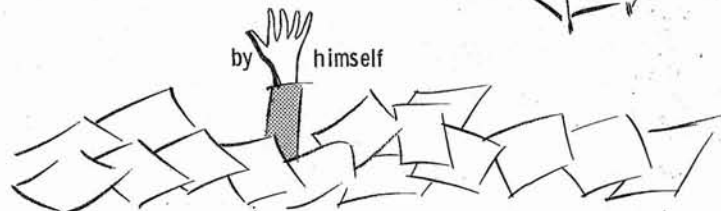
by the casual enquirer



by mothers and fathers



by Naval Headquarters



by himself

MP Praises Guard and Band

When members of the *Cornwallis* guard and band, who had been taking part in ceremonies attendant on the Royal Visit to Ottawa, visited the House of Commons on July 3, their presence was pointed out by Marcel Lambert, Member of Parliament for Edmonton West, while the House in committee of supply, was discussing the defence estimates. Mr. Lambert said:

"While I am on the subject of our military personnel, Mr. Chairman, if I may be permitted the indulgence of the committee I should like to draw attention to the presence in the gallery of a relatively large number of men of Her Majesty's Royal Canadian Navy. There are 138 officers, chief petty officers and men of Her Majesty's Canadian Ship *Cornwallis* who performed on the lawns in front of the Parliament buildings on Dominion Day. These officers and men are from a training establishment; they are in the main relatively new to the service, and represent all provinces of Canada. I would certainly congratulate them on the very fine performance on Wednesday evening."

LESSONS FROM THE ANDREA DORIA

EVERY seafaring man of our generation must have been shocked and puzzled in July 1956 as he tried to fathom from the various news sources how it was possible for the new luxury liner *Andrea Doria* and the equally modern *Stockholm* to collide in the greatest sea tragedy of post-war years.

Now for the first time the details of this collision are available in book form in Alvin Moscow's 320-page book, "Collision Course" (Putnam, N.Y.).

Mr. Moscow has done a very creditable job of reconstructing the events of that unhappy night of July 25, 1956, in the calm, foggy waters, south of Nantucket. A veteran of the USN and a top-flight waterfront reporter for *Associated Press*, the author attended every session of the four months of hearings investigating the accident, which produced 6,000 pages of testimony.

What he extracts from this ocean of words makes excellent reading for seamen and landsmen alike. And it will stir in most seafarers a fresh realization of the risk and responsibilities of their profession, and, perhaps, a silent admission that there, but for the grace of God, might stand each of us.

Mr. Moscow shrewdly avoids naming any culprits in his story of those unfortunate seamen whose actions cost 55 lives and nearly \$40 millions in the loss of one liner and damage to another.

Certainly he leaves very little to criticize about the watch-keeping habits of the Swedish third officer, Carstens, who was alone on the *Stockholm's* bridge with a helmsman when the collision occurred. The Swedish liner, outward bound from New York that hot July evening, had been doing 18 knots under a hazy moon. About 11 o'clock, after several visits to the radio direction finder in the chart-room and repeated checks on the steering compass, Carstens noticed a radar blip of the *Andrea Doria* almost dead ahead at twelve miles. He plotted this and two more fixes as the ships approached each other at more than 40 knots; once at 089 degrees ten miles, and again at 087 degrees six miles.

Carstens' plot told him the two ships would pass rather close, but this was not uncommon in shipping lanes. He was not in fog. And he had been trained to take no avoiding action until he could see the other ship's range lights. So he kept a careful lookout and did nothing. He finally saw the

Italian liner's lights where he expected them, and noted the radar range was 1.8 or 1.9 miles. Just then the telephone from the masthead lookout rang, to report the same lights. Carstens, to answer the phone, had to face aft. And during those fateful seconds *Andrea Doria* appears to have swung towards him to cross his bows. When he next looked ahead, collision was inevitable.

BOOKS for the SAILOR

Unlike the Swedish vessel's lonely bridge, the *Andrea Doria's* spacious bridge had been well populated with officers, for the liner had been racing through fog for hours. Captain Calumai himself had been there, as was his habit, ever since the fog came down hours before. His staff captain was there, and there were two watch-keeping officers. The modern Raytheon radar scope showed three ships within 20 miles.

The Italian officers were not in the habit of plotting radar contacts, although a manoeuvring board was available in the chartroom drawer. They depended on a "rule of thumb": if the bearing of ships ahead did not remain steady, they would pass clear. The fallacy of this "rule" became sadly apparent during the hearings when the captain plotted for a silent courtroom his three radar contacts of the approaching Swedish liner: four degrees to starboard at seventeen miles, 15 degrees to starboard at five miles, and 22½ degrees to starboard at 1.1 miles. Although the bearings were changing, these plotted blips pointed like a threatening spear at the *Andrea Doria*.

It is easy to be wise after such an event. Countless seamen have made worse mistakes and escaped. But marine inquiries, when they happen, drag out unhappy skeletons from the best ship's cupboards. And the *Andrea Doria* was no exception.

Like many a seafaring veteran, Captain Calumai had begun—and finished—his training many years before such things as radar.

"Do you know how to use this kind of plotting sheet?" he was asked by the Swedish Line's attorney.

"I am not very familiar because this is one work I let the officers do," answered the Captain.

When he had managed to plot the bearings, the captain was asked if it did not suggest a collision course. After a long silence he said in a low voice, "I can see it now from the manoeuvring board."

There were more painful questions and negative answers. Did he know his full turning circle? Stopping distance? What fluid ballast was required to maintain his ship's stability after a long voyage? Why did he permit the pumping out of fuel tanks beneath the damage, since this could only aggravate the unstable condition of his dangerously top-heavy ship? Did he not agree that the right action would have been to flood every available deep space to correct the list?

The recorded evidence of the hearings makes it painfully clear that the finest product of Italian shipbuilding had been entrusted to seamen who had not adequately mastered the technicalities of their changing profession. It also paints a tragic picture of an honoured, senior officer who had been misled and trapped by the doctrine of delegating duties to his juniors to a dangerous degree.

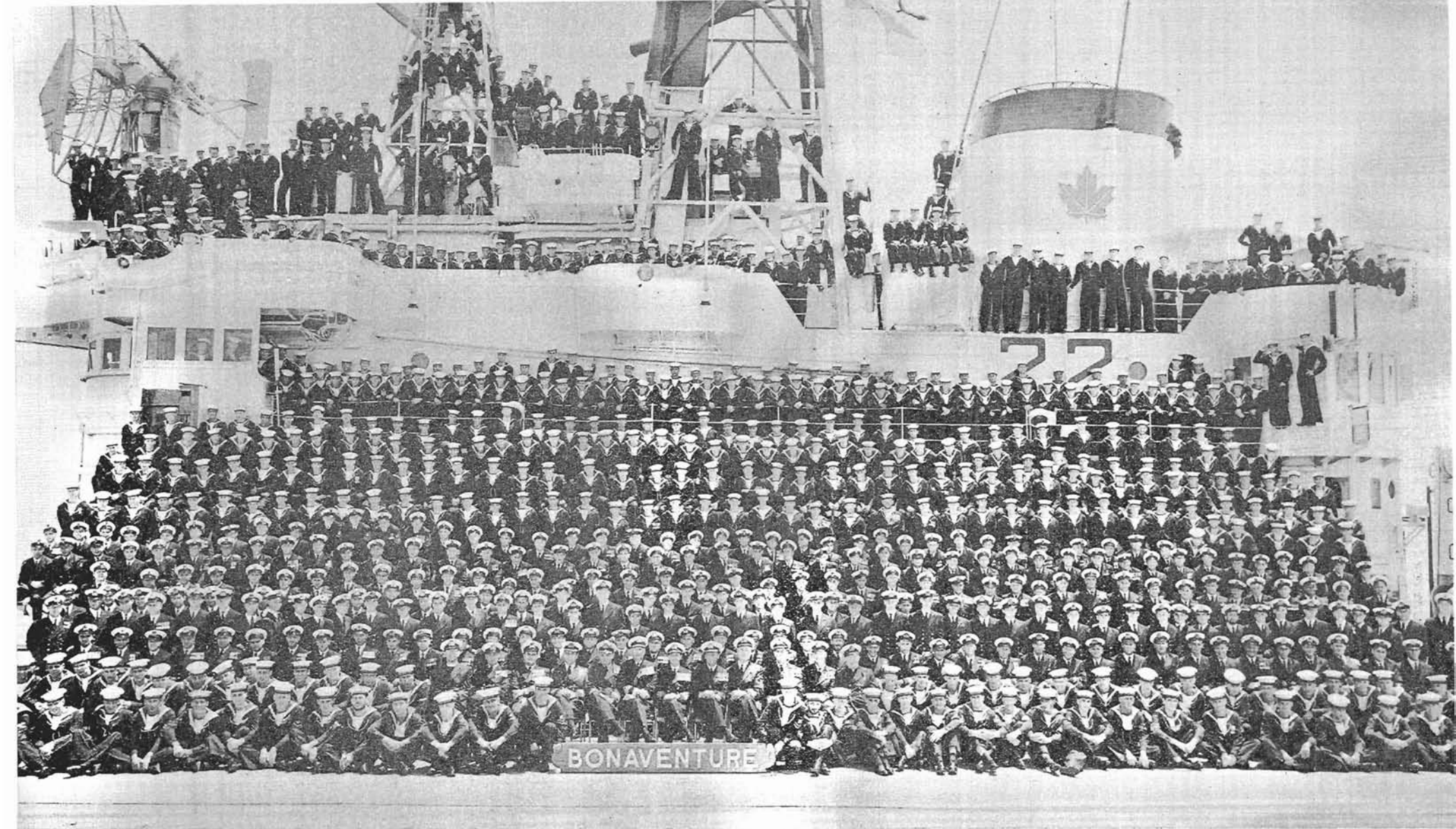
"I loved these—now I hate it," says the principal victim of the inquiry when the ordeal ends.

Mr. Moscow suggests in his closing chapter that another International Conference is badly needed to clarify safety measures.

He suggests that there may be a case for cancelling the 1890 speed restriction in fog for ships fitted with radar, observing that commercial liners have ignored Rule Sixteen for years. If cancelled, he suggests a passing distance of at least five miles in fog. Lifeboats and drills need more attention, as do the needs for better stability and compartmentation, he says.

Landsmen should find "Collision Course" almost as dramatic as the saga of the *Titanic*. But seamen should read into it sobering personal scrutiny of their own habits and characters, and a chilling reminder of the hidden menace of the sea, even on a pleasant summer evenings when the moon shines palely upon their gently swaying decks.—

K.E.G.



FAMILY PORTRAIT—It may not be possible to pick out the faces of friends in this picture of the ship's company of HMCS Bonaventure, but those who were there will be able to say: "Look! That's me—twenty-first from the left in the thirteenth row back." The photograph was taken while the aircraft carrier was at anchor in Bermuda on May 31. (BN-2897)

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.

AMIRAULT, Robert D.LSCR1
 ARSENAULT, Raymond J.LSVS2
 ASTIKA, Henry V.PIRT4
 AYLESWORTH, William H.LSAW2

BAKER, Harold W.P1AO3
 BANNISTER, Michael A.LSCK2
 BATES, Alan W.PIRT4
 BEACH, Kenneth C.LSCV1
 BEAN, Albert D.P1NS3
 BEARE, William J.LSSW2
 BEAUPRE, Guy R.P2RT3
 BEAUREGARD, John P.LSSW2
 BECK, William J.LSRP1
 BELANGER, Ronald E.LSAF2
 BELWAY, Russell D.LSAW2
 BITTLE, George E.LSEF2
 BLACK, Frederick A.LSSW1
 BOND, James T.LSAW2
 BORDEN, Donald E.LSAF2
 BOUGHTON, Donald R.LSLR2
 BOURGEOIS, Albert J.LSAW2
 BOYLAN, Ross B.LSCR1
 BOYLE, Ralph C.LSAA1
 BREEN, Reynold J.PIEM4
 BREMNER, Reginald D.LSCK2
 BROMLEY, Raymond E.C2VS3
 BROWN, Arthur S.LSRP1
 BROWN, Norman G.LSAP2
 BROWN, Ronald W.LSAF2
 BRUHN, Rolf H.LSAP2
 BURKE, Raymond M.P1PW3

CALDER, Gary R.LSBA2
 CAMPBELL, Albert L.P2MA2
 CAMPBELL, Alexander L.LSCS2
 CAMPBELL, Carl C.LSSW2
 CAMPBELL, David A.LSSW2
 CAMPBELL, William H.LSBA2
 CAUDLE, Ronald H.LSAR1
 CHAMBERLIN, Peter R.LSVS2
 CHAPMAN, Barry G.LSCR1
 CHARD, Jack T.P1PW3
 CHIASSON, Patrice P.LSEF2
 CHOATE, Donald B.LSAW2
 CHOBATER, Edward J.LSCR1
 CHURCHES, Radcliffe E.LSAP2
 CLAVEAU, Victorien A.LSEF2
 CLELLAND, John R.LSNS2
 CLOUTIER, Rene J.P2PW2
 COLLACUTT, Glenn H.LSAF2
 CRESSMAN, Robert B.LSAP2

DAY, Lionel A.LSAW2
 DECKER, Murray G.P2OM3
 DELPH, Ronald K.LSPW1
 DEMERS, Joseph V.LSAR2
 DERASP, Lucien J.LSSW1
 DESSUREAULT, Claude J.LSNS1
 DEYOUNG, Leo C.LSVS1
 DICKS, Harold J.LSNS1
 DICKSON, Edward N.LSAP2
 DICKSON, John S.LSRC2
 DIXON, David J.LSVS2
 DOLMAN, Harold E.P2PW2
 DOUCET, Joseph G.LSNS1



Able Seamen William J. Beck and Joseph E. Allain, plot aircraft movements on the air display in the operations room of HMCS St. Croix. She will be one of 19 Canadian warships involved in the Royal Visit. (HS-56969)

DOUPE, Ernest J.LSCR1
 DUBAY, Emery R.LSVS2
 DUSSEAULT, Remi J.LSSW1

EDMONDSON, Stewart G.PIEG4
 EGERTON, Alfred W.PIRT4
 ELLINGSON, Clarence W.LSMA2
 ERICKSON, Eric E.LSCK2
 ETHERINGTON, Jack E.PIRT4

FASCIANA, FrankLSCK2
 FEENER, James S.LSTD1
 FODEN, Allen J.LSMA2
 FOSTER, James A.P2EF3
 FRASER, George C.LSRT2
 FREEMAN, Byron I.LSRT2

GAGNON, Maurice J.P1AW3
 GALLANT, Alban J.P2BD3
 GEALE, Kittie M.WP2MX3
 GERBER, Richard F.P2RT3
 GLESSING, Lorne K.P1PC3
 GOODIN, John F.LSAW1
 GOOSSEN, GeorgeP1ED4
 GOWING, Walter J.LSBD2
 GRANT, Sterling L.C2MA4
 GRAYER, Mervin V.P2NS2
 GREEN, Gerald L.LSRT2
 GREEN, James E.PIRT4
 GREEN, John D.C2AW3
 GRUNDY, Gordon R.LSAF2
 GUMMESEN, Donald L.LSMA2

HAMEL, Marcel J.LSNS2
 HAMILTON, Robert A.P2PW2
 HARDING, David A.LSAF2
 HARDY, EdmondP2CR2
 HARRIS, Ephraim R.P2MA2
 HARRIS, Ross C.LSSW2
 HAY, John E.LSEA2

HEATH, Robin E.LSVS2
 HELPS, Elgin G.LSAF1
 HEWENS, Allan C.LSNS2
 HICKEY, Beverley K.LSEM1
 HINDS, James A.P2EF3
 HOGUE, Ernest G.LSVS2
 HOVEY, Glendon J.P2SW2
 HOWLETT, Russell, R.P1NS3
 HUNTER, Edgar M.LSRT2
 HUNTER, Hector R.P2AO3

ISRAEL, Henry O.P2SW2
 ISRAEL, Russell J.LSCS2

JACKSON, John R.P2VS2
 JAKUBOWSKI, Norbert M.LSCR1
 JAMES, Melville W.P2RT3
 JEWERS, Charles E.LSCK2
 JONES, Douglas S.LSEF2
 JONES, Leo W.LSCK2
 JORDAN, Donaldson T.PIRT4

KAISER, Ivan G.C2NS3
 KAMERMANS, William E.LSEF2
 KENNEDY, Norman R.C2SW4
 KILBY, John O.P2PW3
 KNAPMAN, Norman W.P1ED4
 KOEN, James W.P1PW3
 KOVAR, Vernon A.LSNS2
 KROTZ, Kenneth G.P2NS3

LALONDE, Benedict D.P1VS3
 LAMBERT, Andre J.LSSW2
 LAMONTAGNE, Gilbert M.P2QR2
 LAVIOLETTE, Paul J.LSAW2
 LAWRENCE, Albert J.LSNS2
 LEEMING, Richard D.P1PW3
 LEPAGE, Donald J.LSBD2
 LINDSTROM, Lennard A.LSRP1
 LIPPERT, James L.LSPW2

LOCHERER, John P.P2BD3
 LOW, Robert M.LSCV1

MacKENZIE, James D.LSRP1
 MacLEAN, Kenneth O.P1OM4
 MacLEAN, Ronald W.P2CS3
 MacLEOD, Ivor E.LSCK2
 MacPHEE, James R.P2LA2
 MACKIE, Harvey W.P2OM3
 MAIRS, Robert B.LSSW2
 MANAK, Miles J.P2PW2
 MANSON, Robert B.LSCR1
 MARKLE, Allan E.LSAR1
 MARTIN, Denis J.P2CR2
 MARTIN, Joseph B.LSVS2
 MARTIN, RobertLSCR1
 MARTIN, William R.LSAF2
 MASKELL, Harry H.LSTD2
 MASON, HowardPINS3
 McCLANAGHAN, Burton F. .LSQM1
 McCLUNG, William R.LSAR1
 McCONAGHY, Lester M.LSEM1
 McGARTY, Albert J.LSCR1
 McKAY, JamesLSTD1
 McLEAN, Donald C.LSAF1
 McNEE, Wallace K.LSNS2
 McNULTY, John R.LSMA1
 MEIKLE, Robert J.LSCS2
 MELDRUM, David J.LSAR2
 MELVILLE, Robert M.LSAR2
 MERRETT, Bertie C.LSCK2
 MILLER, BenjaminC2VS3
 MITCHELL, Arthur K.C2WR4
 MORRAN, Edward A.LSTD2
 MOSHER, Albert C.LSNS2
 MOWAT, Roger W.LSTD1
 MURPHY, Harold J.LSMA2
 MURRAY, William T.P1LA3
 MUZZERALL, Joseph L.LSQM1

NICHOLSON, Douglas C.P2RA3

OAKE, FrankLSCK2
 ORMAN, Lloyd E.P2VS2
 O'SULLIVAN, Elizabeth A.WLSS2

PALMER, Robert E.P1TM3
 PARADIS, Maurice J.LSCK2
 PARK, John W.LSCS2
 PARKER, James W.LSLR1
 PATTENDEN, Gerard P.LSEF2
 PATTENDEN, John P.P1EF4
 PATTIMORE, David M.LSAP2
 PENTECOST, Brian R.LSMA1
 PERKINS, WalterLSBD2
 PETERSEN, Carl J.C1ST4
 PICHETTE, Georges J.LSCR1
 PIERCY, Albert R.LSCV1
 POWELL, Albert E.P2RT3
 PRATT, Robert A.LSNS1
 PROULX, RichardLSAF1
 PURCELL, James J.LSCK1

RANSETH, John O.LSAF1
 REAGE, Allan R.P1PC4
 REED, Norman W.P2RT3
 REGISTER, Garneth G.LSVS2
 RENT, Frederick C.LSAR1
 REYNOLDS, Edward S.P1VS3
 RICHARDSON, Henry A.P1RT4
 RIVET, Michael A.LSEF2
 ROACH, Clarence C.LSNS1
 ROBINSON, Sidney M.LSLR1
 ROCHETTE, Joseph M.LSNS1
 ROISUM, Frederick E.LSAP2
 ROY, Felix J.LSQR1

RYAN, Arthur C.LSAW1

SALSMAN, Raymond A.LSLR1
 SARGEANT, John F.LSTD1
 SAULNIER, Herbert J.LSAF2
 SAUNDERS, David E.C2AW3
 SAWATSKY, Duane E.LSAP2
 SHAXON, Ronald R.LSQM1
 SCHULTZ, Elvin A.LSSE1
 SCOTT, Morley A.P1AW3
 SHAW, Kenneth E.LSAR1
 SHEPPARD, Rodger M.LSBA2
 SHERWOOD, Graham H.P1AW3
 SILCOX, Sanford J.LSNS2
 SIMPSON, Frederick L.LSAP2
 SMART, Peter A.P2EF3
 SMILEY, Lorne D.LSCV1
 SMITH, Byron J.LSAR1
 SMITH, DonaldLSAP2
 SMITH, Donald B.P1EG4
 SMITH, John D.LSCR1
 SOUCY, Clarence J.LSAM1
 STOBIE, James C.LSPW1
 STEVENS, Ronald M.P2MA3
 SUTHERLAND, Clarence W. .P1EF4
 SUTHERLAND, Russell V. .LSOM2
 SUTTON, William H.LSAP2

TAPPER, Roger A.P1ER4
 TAYLOR, Claude B.LSQR1
 THOMPSON, Earl H.LSRP1
 TOBIN, Bruce T.C2AW3
 TOMPKINS, Donald S.LSLR1
 TRELEAVEN, Fred T.P1VS3

TROTTER, Thomas J.P2EF3
 TUCKEY, Harry R.LSAF1
 TURCOTTE, Bruno J.P2CR2
 TUSTIN, Ralph H.LSAF1

VALLILLEE, Joseph R.P2PW2
 VANDAHL, Earl F.C2AT4
 VAUTHRIN, Ronald F.LSAP2
 VIGNEAULT, Gaston J.LSSW1
 VINCENT, Peter L.P2SW2
 VOSPER, John D.P2SW3

WALKER, Gilbert S.LSCS2
 WALSH, Gordon J.P1AW3
 WARMINGTON, David J.LSCS2
 WARWICK, Donald E.LSCK2
 WATERS, Robert A.LSMA2
 WATT, Brian M.LSNS1
 WATT, John A.LSNS2
 WEST, Herbert F.P2VS3
 WHEELER, Edward A.LSSW2
 WIEDEMAN, David E.LSPW1
 WILLIAMS, Douglas E.PINS3
 WILLIAMS, Douglas R.LSCS2
 WILSON, Carl F.P1EG4
 WINDSOR, RichardLSNS2
 WOODSFORD, Alfred M.LSCK2
 WORTHINGTON, Thomas M. .C1ST4
 WOYNAR, Clarence D.P2SW2

YOUNG, John M.LSCV1
 YUILL, Kenneth S.LSAP2

ZINGER, Wilfred G.LSCS2

RETIREMENTS

CPO DOUGLAS ROY CLARKE, 42, CIG14, of Hastings, Sussex, England, joined January 5, 1935; served in *Stadacona, Saguenay, HM Ships Excellent, Victory II, Boadicia and Pembroke II, Crusader, Ottawa, Skeena, Niagra, Cornwallis, St. Clair, York, Peregrine, Niobe, HMS Campania, Hunter, Magnificent*; awarded Long Service and Good Conduct Medal January 5, 1950; retired July 10, 1959.

CPO FREDERICK W. EAGLE, 44, CIER4, of Rosthern, Sask., joined July 14, 1938; served in *Naden, York, Ottawa, Niagara, Avalon II, Stadacona, RNO York, Micmac, CN 278, Warrior, Ontario, Sault Ste. Marie, Ste. Therese, Porte Quebec*; awarded Canadian Forces Decoration February 5, 1951; retired July 13, 1959.

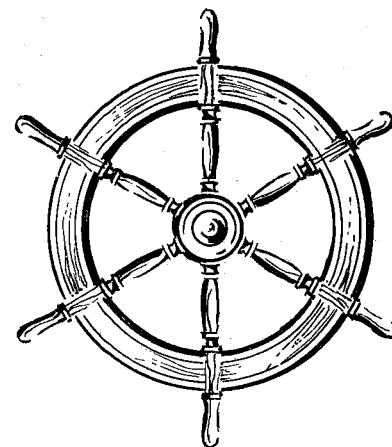
CPO ARTHUR JAMES GARDNER, 38, CIET4, of Selkirk, Manitoba, joined April 24, 1939; served in *Naden, Stadacona, Skeena, Hochelaga, Red Deer, Nootka, Magnificent, Montcalm, Assinibone*; awarded Long Service and Good Conduct Medal October 19, 1953; retired July 10, 1959.

CPO ALBERT JONES, 37, CIRT4 of Stellarton, N.S., joined June 8, 1938; served in *Ottawa, Stadacona, Regina, Red Deer, Skeena, Cornwallis, St. Laurent, Huntsville, Micmac, Sioux*; awarded Canadian Forces Decoration June 8, 1950; retired November 20, 1958.

CPO LOUIS M. MELANSON, 40, C2EM4, of Weymouth, N.S., joined July 31, 1939, served in *Stadacona, Saguenay, Fort William, Brandon, Avalon, Hochelaga II, Magog, Chaleur II, Peregrine, Waskesiu, Cornwallis, Portage, Scotian, Llewellyn, Diving Tender No. 4, Micmac, Haida, Iroquois, St. Stephen, La Hullose, Donnacona, Naden, Crescent*; awarded Long Service and Good Conduct Medal August 1, 1954; retired July 31, 1959.

CPO BERNARD WALTER RAWLE, 39, CIEM3, of London, England, joined July 31, 1939; served in *Stadacona, Gaspé, SS Pasteur, Captor II, Murray Stewart, Venture, Cobalt, Hamilton, Hochelaga, St. Boniface, Peregrine, Strathroy, Cornwallis, Huron, Scotian, Iroquois, Portage, New Liskeard, Haida, Naden, Crescent, Bytown, Bonaventure*; awarded Long Service and Good Conduct Medal July 31, 1954; retired July 30, 1959.

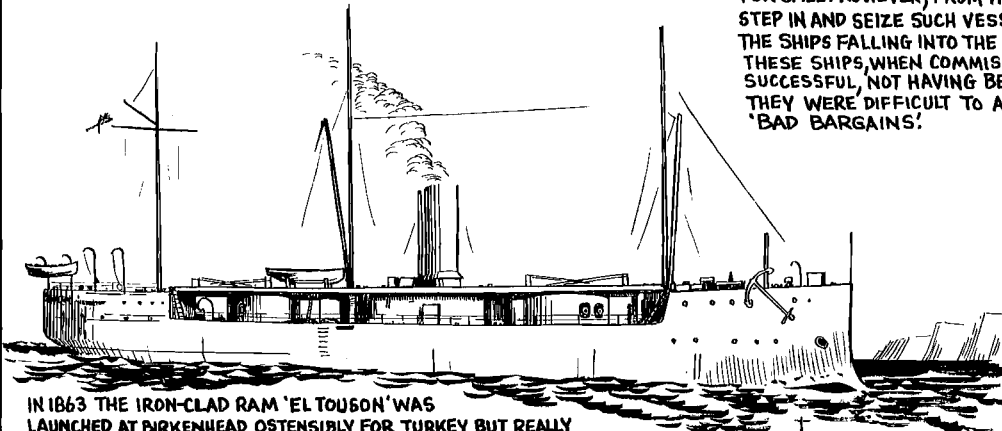
CPO WILLIAM CHARLES WHEELER, 39, C2EM 4, of Bridgetown, N.S., joined July 31, 1939; served in *Stadacona, Gaspé, Cornwallis, Minas, Avalon, St. Laurent, Peregrine, Sault Ste. Marie, Iroquois, Huron, Qu'Appelle, Haida, Nootka, La Hullose, Prestonian, Micmac, Quinte*; awarded Long Service and Good Conduct Medal July 31, 1954; retired July 30, 1959.



Naval Lore Corner

Number 74
"Bad Bargains"

BEFORE 1900 THE BRITISH ADMIRALTY ENCOURAGED PRIVATE SHIPYARDS TO BUILD WARSHIPS FOR FOREIGN POWERS. THIS KEPT THEIR HANDS IN DURING SLACK BUILDING PERIODS AND WAS BENEFICIAL TO BOTH. SOME OF THESE SHIPS WERE EVEN BUILT WITHOUT A BONA-FIDE ORDER AND WERE PUT UP FOR SALE. HOWEVER, FROM TIME TO TIME THE ADMIRALTY WAS FORCED TO STEP IN AND SEIZE SUCH VESSELS TO AVERT POLITICAL CRISES OR TO PREVENT THE SHIPS FALLING INTO THE HANDS OF A POTENTIAL ENEMY. FEW OF THESE SHIPS, WHEN COMMISSIONED INTO THE ROYAL NAVY, PROVED TO BE SUCCESSFUL, NOT HAVING BEEN BUILT TO ADMIRALTY SPECIFICATIONS. THEY WERE DIFFICULT TO ASSIMILATE INTO THE FLEET AND WERE 'BAD BARGAINS'.

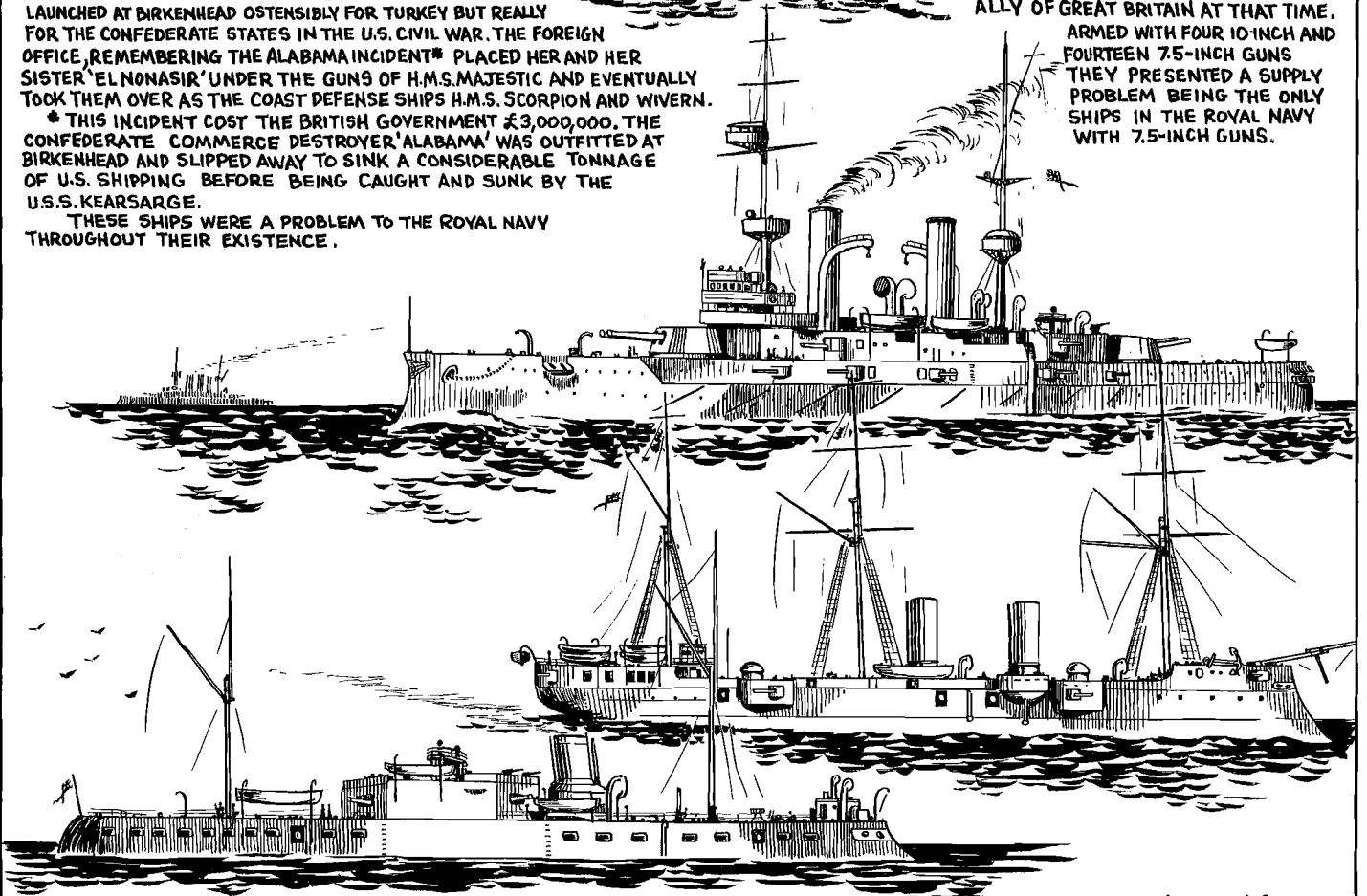


IN 1863 THE IRON-CLAD RAM 'EL TOUSSON' WAS LAUNCHED AT BIRKENHEAD OSTENSIBLY FOR TURKEY BUT REALLY FOR THE CONFEDERATE STATES IN THE U.S. CIVIL WAR. THE FOREIGN OFFICE, REMEMBERING THE ALABAMA INCIDENT* PLACED HER AND HER SISTER 'EL NONASIR' UNDER THE GUNS OF H.M.S. MAJESTIC AND EVENTUALLY TOOK THEM OVER AS THE COAST DEFENSE SHIPS H.M.S. SCORPION AND WIVERN.

* THIS INCIDENT COST THE BRITISH GOVERNMENT £3,000,000. THE CONFEDERATE COMMERCE DESTROYER 'ALABAMA' WAS OUTFITTED AT BIRKENHEAD AND SLIPPED AWAY TO SINK A CONSIDERABLE TONNAGE OF U.S. SHIPPING BEFORE BEING CAUGHT AND SUNK BY THE U.S.S. KEARSARGE.

THESE SHIPS WERE A PROBLEM TO THE ROYAL NAVY THROUGHOUT THEIR EXISTENCE.

H.M. BATTLESHIPS 'TRIUMPH' AND 'SWIFTSURE', 11,800 TONS (BELOW) WERE BUILT IN 1903 FOR CHILE AS THE 'CONSTITUCION' AND 'LIBERTAD'. THE ADMIRALTY BOUGHT THEM BEFORE DELIVERY TO PREVENT CHILE SELLING THEM TO RUSSIA DURING THE RUSSO-JAPANESE WAR. JAPAN WAS AN ALLY OF GREAT BRITAIN AT THAT TIME. ARMED WITH FOUR 10-INCH AND FOURTEEN 7.5-INCH GUNS THEY PRESENTED A SUPPLY PROBLEM BEING THE ONLY SHIPS IN THE ROYAL NAVY WITH 7.5-INCH GUNS.



DURING THE RUSSO-TURKISH WAR OF 1878, TO HELP AVOID BEING DRAWN INTO WAR WITH RUSSIA, THE BRITISH GOVERNMENT TOOK OVER TWO RAMS AND A BATTLESHIP BEING BUILT IN ENGLAND FOR TURKEY. THEY WERE NOT DELIVERED BECAUSE OF BRITISH NEUTRALITY OBLIGATIONS AND THE GOVERNMENT WAS OBLIGED TO PURCHASE THEM TO RECOMPENSE THE BUILDERS. THE RAMS, RENAMED 'BELLE ISLE' AND 'ORION' WERE DESIGNED IN CONSTANTINOPLE AND REQUIRED EXTENSIVE ALTERATIONS TO R.N. STANDARDS. OF 4,870 TONS AND ARMED WITH FOUR 12 INCH GUNS IN A CENTRAL CITADEL, THEY WERE EXTREMELY UNSUCCESSFUL ADDITIONS TO THE FLEET.

THE BATTLESHIP 'SUPERB' (EX-TURKISH 'HAMDIEH') OF 9,710 TONS, ARMED WITH SIXTEEN 10-INCH GUNS, WAS ALSO VERY UNSTABLE AND A VERY POOR BARGAIN.

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THE ROYAL CANADIAN NAVY'S MAGAZINE

SEPTEMBER, 1959

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PICTURE OF THE MONTH

Upside down over *Shearwater*, one of the Royal Canadian Navy's Banshee all-weather jet fighters displays the Sidewinder guided missiles with which the aircraft are armed. The Sidewinder—the first guided missile to go into operational use in Canada—is named after a desert rattlesnake which has developed a peculiar diagonal looping motion to facilitate its travel across loose sand.

Fired in the general direction of an enemy aircraft, the missile is guided toward its destination by a heat-sensitive device which causes the weapon to home on to the exhaust of the target's engines. (DNS-23541)

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.

The Cover—High in the tree-tops are two UNTD officer cadets, crossing the Burma bridge on Cornwallis' famous assault course. Formidable as the course may seem, there was no loss of life and survivors are back at their desks, confident that from now on life is a cinch. (DB-12621)



RCN NEWS REVIEW

On the occasion of his last appearance at ceremonial divisions, the retiring commanding officer of HMCS Cornwallis, Captain M. J. A. T. Jette, was cheered by the ship's company as he was hauled across the parade ground on a field gun limber. Mrs. Jette followed behind in an open car. Captain Jette, who was succeeded by Captain F. C. Frewer, is attending National Defence College, Kingston.

Ambush Returns To United Kingdom

HM Submarine *Ambush* left Halifax September 10 to return to the United Kingdom. Under the command of Lt.-Cdr. P. F. B. Roe, of Saltash, Cornwall, England, the *Ambush* thus ended a 14-month commission in the Royal Navy's Sixth Submarine Squadron at Halifax.

Relatives and friends bade farewell to officers and men of the *Ambush* on her departure from Jetty 5. A naval band was in attendance.

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

"On your departure from my command I congratulate you all on the outstanding manner in which you have met all commitments. *Ambush* has established a record of service while steaming the equivalent of one and a half times around the world of which you can all be proud. Well done and thank you."

After various trials in waters off Scotland, the *Ambush* will go to Portsmouth, Eng., to pay off. She is to be replaced in Halifax by HMS *Auriga*, due November 12.

Since June 9, 1958, when the *Ambush* sailed from England to Halifax, she has steamed a total of 33,373 miles and has spent 212 days at sea, exercising with units of the RCN and Maritime aircraft of the RCAF.

During her Canadian stay, she has fired "missiles" and carried out attacks during exercises. The amount of time

spent at sea and the miles steamed, speak volumes for the heavy program undertaken by the Sixth Submarine Squadron. Statistics of the *Ambush* on this commission are only slightly above average for submarines here.

"We thoroughly enjoyed our stay here," said Lt.-Cdr. Roe. "Everyone has been very kind to us throughout."

The *Ambush* had one officer and eight men of the RCN in her ship's company of 60-odd, when she sailed back to Britain.

Algerines Given To Belgian Navy

The former Algerine class coastal escorts, HMC Ships *Wallaceburg* and *Winnipeg*, are now in commission as units of the Belgian Navy.

Under the terms of the Canadian program of mutual aid to NATO member nations, they were transferred to Bel-

gium in August. The *Wallaceburg* transfer ceremony took place at Sydney, N.S., on August 1 and that of the *Winnipeg* at Esquimalt on August 7.

Hon. George R. Pearkes, VC, Minister of National Defence, and His Excellency Arthur Gilson, Minister of Defence for Belgium, officiated at the *Winnipeg* transfer ceremony at Esquimalt. The Belgian Defence Minister was accompanied by Commodore L. J. J. Robins, Chief of the Belgian Naval General Staff, who had earlier accepted the *Wallaceburg* at Sydney.

The *Wallaceburg* was officially presented to Belgium by Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Services, who represented Vice-Admiral H. G. DeWolf, Chief of the Naval Staff.

During his visit to the Pacific Command, Mr. Gilson, also witnessed the annual *Venture* graduation ceremony, in which three Belgian cadets were members of the graduation class.

The *Wallaceburg* was built at the Port Arthur Shipbuilding Co. Ltd., Port Arthur, and was commissioned into the Royal Canadian Navy on November 18, 1943. She served on convoy escort duties in the western Atlantic during the war, and afterwards was employed in the training of naval reserves on the Great Lakes during the summer months and on training and operational duties in the Atlantic Command. She was paid off into the Reserve Fleet at Sydney in September 1957.

The *Winnipeg*, also built by the Port Arthur Shipbuilding Company, was

Haidas Remember Old Navy Friends

The Haida Indians of Skidegate Mission have long, long memories. When the destroyer escort *Saguenay* put in at their village this year, the older inhabitants inquired solicitously about their friends, Lieutenant Adams and Lieutenant Lay.

Both officers, their days as lieutenants far behind them, retired from the Royal Canadian Navy in 1958 as rear-admirals. Rear-Admiral H. N. Lay left the rank of lieutenant behind in 1933 and Rear-Admiral K. F. Adams had reached the rank of lieutenant-commander by January 1936.

commissioned on July 29, 1943. Like the *Wallaceburg* she was employed on convoy escort duty during the war. After the war she sailed from Halifax to Esquimalt, where she was placed in reserve in January 1946.

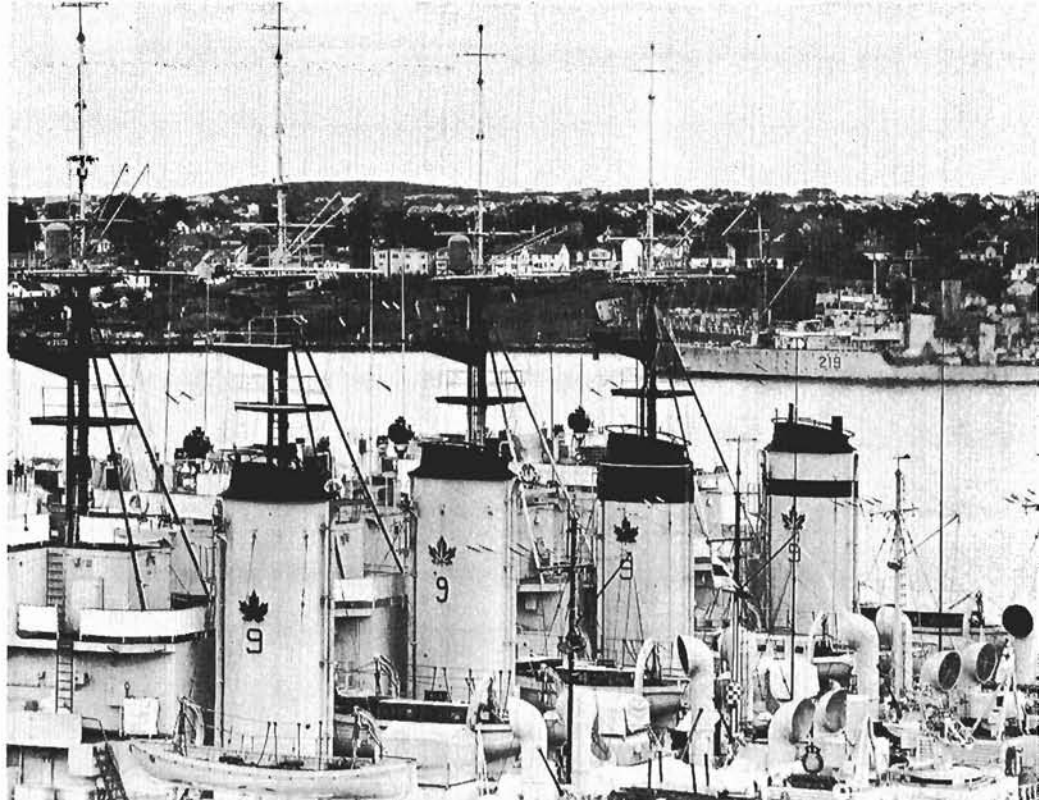
Following refit this year, both ships were equipped and stored before transfer to the Belgian Navy.

Chaplains Take Divisional Course

Clergymen of the Anglican, Lutheran and United Churches of Canada recently completed a Naval Chaplain's Divisional course in *Cornwallis*.

The course, of three weeks duration, included as an introduction to naval life lectures on discipline, organization, administration, principles of leadership, and many other topics of naval interest. In addition to lectures, the chaplains were also given basic parade drill and, to keep them fit and attentive, sports and physical training each day.

Then RCN(R) chaplains from virtually every part of Canada attended the course. They were: Chaplains J. R. Fife, Saskatoon; I. H. Williams, Tavistock, Ont.; John Nickels, Ottawa, and William Walter, Birch Hills, Sask., all of the Anglican Church of Canada; H. Eriksson, New Westminster, B.C.;



Five squadrons of destroyer escorts and frigates are serving in the Atlantic Command of the RCN, following the formation of the Ninth Escort Squadron at Halifax this month. Four of the five frigates of the new squadron are shown together at Jetty Five in the dockyard. Left to right are the *Lauzon*, *Buckingham*, *Cap de la Madeleine* (senior ship) and *La Hullose*. The fifth member of the new squadron, the *Swansea*, was having her annual refit. (HS-58437)

Robert Rock, Dartmouth, N.S., and Edgar Schroeder, Lively, Ont., all of the Lutheran Church, and F. Burn, Ban-

croft, Ont.; David Dickey, Donalda, Alta., and Robert Jackson, Huburn, N.S., all of the United Church of Canada.

ASSOCIATE DEFENCE MINISTER APPOINTED

THE APPOINTMENT of Hon. Pierre Sevigny, Member of Parliament for Longueuil, as Associate Minister of National Defence was announced on August 20. First elected to the House of Commons in 1958, he had been Deputy Speaker since May 12 of that year.

The associate minister in September accepted an invitation to attend as guest of honour the commissioning of the new destroyer escort *Columbia* at North Vancouver on November 7.

Pierre Sevigny was born in Quebec City on September 12, 1917, and was educated at Loyola College, Montreal; Seminaire de Quebec, Quebec City and Laval University in Quebec City.

He joined the militia at the age of 16 and was a sergeant when the Second World War broke out. Commissioned in the Regular Army in 1940, he went overseas as a captain two years later.

When he landed with the 4th Medium Regiment, Royal Canadian Artillery, in Normandy on July 6, 1944, he was a troop commander and forward observation officer.

During the Battle of the Rhine Pierre Sevigny lost his left leg above the knee. He was decorated by the Polish Government with the *Virtuti Militari*, Poland's highest decoration for military achievement, and received the French and Belgian *Croix de Guerre*.

After being wounded, Mr. Sevigny returned to Quebec as a major and learned to walk with an artificial leg. During this period he found time to write "Face a l'ennemi" (Confronting the Enemy), a soldier's story of battle. In 1947 the book won the *Prix Ferrieres* of the *Academie Francaise* for war biographies, but it has not been translated into English.

At the age of 29 he became a lieutenant colonel and Staff Officer with Quebec Command. Leaving the Regular Army in 1946 he was for two years commanding officer of le Regiment de Quebec before retiring.

Mr. Sevigny won the nomination and campaigned as Conservative Federal candidate in *Iles-de-la-Madeleine* riding in 1949. He lost by 50 votes. In

1957 he contested and lost the *Longueuil* riding but on March 31, 1958, he won it.

Mr. Sevigny's father, the Honourable Albert Sevigny is Chief Justice of Quebec, having been Speaker of the House of Commons when chosen as Minister of Inland Revenue in the Borden cabinet in 1917.

Mr. Sevigny was active in construction and real estate. He was president of the Canadian Club of Montreal in 1956-57. Director of *Ste-Jeanne d'Arc* Hospital, director of the *Dieppe* Home for Epileptics and governor of the Montreal General Hospital, Mr. Sevigny is also active in various other charitable organizations.

In 1946 Mr. Sevigny married Corinne Alice Rosemary Kernan, granddaughter of Sir Charles Fitzpatrick, who was a member of Sir Wilfrid Laurier's cabinet. They have one daughter, 12-year old Pierrette, and two sons, Albert, eight, and Robert, five.

Mr. Sevigny's home address is 33 Rosemount Avenue, Westmount.

His hobbies are golf and bridge.

THE BULLETIN BOARD

Ideas Win Cash Awards of \$4,000

Over a 14-month period, 65 members of the RCN and their civilian co-workers have received in cash for their suggestions approximately \$4,000.

The Canadian government was quite happy to part with this substantial amount of money, because suggestions adopted by the Navy last year resulted in a saving of about \$81,000.

The award of these cash prizes is a continuing thing and naval personnel and civil servants can share in them by coming up with ideas on: improving the equipment in the jobs they are familiar with; reducing costs of departmental administration; improving office procedures and simplifying forms; eliminating delays; reducing waste of material and labour; improving working conditions, and so on.

The cash awards are made after the ideas have been accepted and put into practice. The procedure to be adopted in submitting suggestions is given in

General Order 71.1901/3. Suggestions must be sent to:

*The Secretary,
Suggestion Award Committee,
Department of National Defence,
OTTAWA.*

There is nothing in the rules to say that a person winning an award for a suggestion cannot try again. CPO J. F. Brown, who is on the staff of the Principal Naval Overseer, Halifax Area, had three separate suggestions accepted. These earned him two cash prizes and a merchandise award plus the commendation of Naval Headquarters. His ideas had to do with his own specialty, electricity.

Kenneth C. Grey, a member of the Civil Service, employed with the procurement branch at Naval Supply Depot, Ville la Salle, won an award from the Suggestion Award Board and a congratulatory letter from the Naval Secretary by proposing an improvement in certain paperwork methods. It was Mr. Grey's second award.

Two men serving with 32 Utility Squadron at *Shearwater* are past winners. CPO William Bovey suggested an improved signalling technique between the flight deck officer and pilots during take-off preparations on board the *Bonaventure*, while PO Cyril Heaton's idea concerned a gauge to facilitate the servicing of brakes of some naval aircraft.

General Order on Submarine Duty

Regulations covering service of Canadian naval personnel in submarines are given in General Order 10.21/1 which supersedes the previous general order bearing that number.

The new order states that officers and men of the Royal Canadian Navy may apply for service in submarines at any time during their service career. However, to be selected for training in submarines, a man must have at least four years unexpired service remaining at the time of commencing such training or he must re-engage for a further period of service.

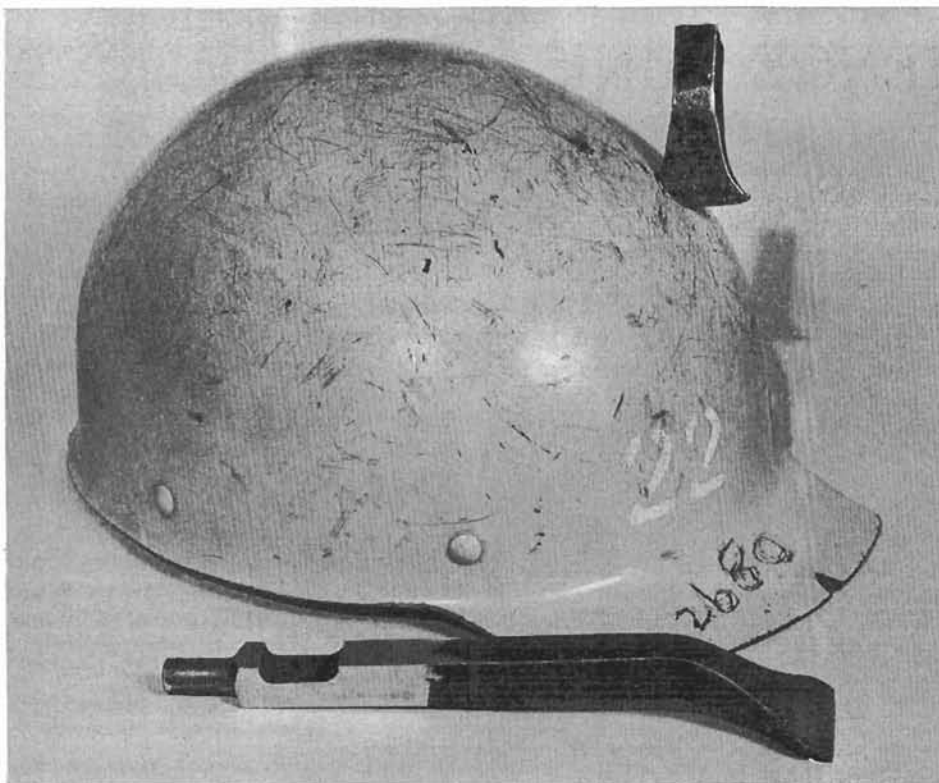
Men qualified in submarines will be allowed to wear the appropriate submarine badge for the remainder of their service in the RCN, subject to its removal on the authority of Naval Headquarters.

An appendix to the order lists the special conditions of service for personnel on duty outside the RCN, in line with the present system under which personnel train with the Royal Navy and serve in RN submarines.

Captain Morland Leaves Service

The Supply Officers of the Atlantic Command dined with Captain (S) T. F. T. Morland, Command Supply Officer, in July in the *Stadacona* wardroom on the occasion of his retirement from the Royal Canadian Navy.

The dinner was presided over by Cdr. (S) W. J. Marshall, of *Shearwater*, and a handsome outfit of fishing equipment was presented to the guest of honour by the officers present. Cdr. (S) D. A. Collins, of the *Bonaventure*, made the presentation.



"'Tis some poor fellow's skull, said he, who fell in that great victory." Only this time it wasn't. The "poor fellow", working in the engineroom of HMCS *Micmac*, was wearing a safety hat when a broken chisel from an air drill was driven downward for 25 feet onto his head. It could have been a fatal accident, instead of a headache. Just more proof that headache tablets are cheaper than engraved tablets and that safety precautions pay. (HS-57126)

A Modern Nelson

By

Cdr. E. E. Kintner, USN

"IN MANY WAYS, his spirit and example seemed to revive in our stern and tragic age the vivid personality and unconquerable, dauntless soul of Nelson himself." These colourful words were used by Winston Churchill in obituary to his old friend, Admiral Sir Roger Keyes.

In the long history of the British Navy, only a few names rank above Keyes for physical courage, reasoned judgment and responsible leadership. In recent times no other naval officer possessed the Nelson virtues in the degree these were included in the personality and character of Roger Keyes.

Although, by the strange workings of history, Keyes had not reached senior rank when 40 years of European peace erupted into the First World War, he contributed greatly to Allied victory. Already retired when the Second World War began, he was largely responsible for the partial, though belated, preparedness of the Navy, and for initiating the development of commando and amphibious tactics and equipment which played such an important part in achieving a second Allied victory.

Like Nelson, Keyes was warmly human. His pride in the Navy and in his position in it was tempered by a constant humility before God and his fellow men. His impetuosity and optimism in the face of long odds were tempered by his own penchant for the most careful planning and preparation. Like most successful naval leaders, he seemed to be blessed, as he himself firmly believed, with a "lucky star".

A more impressive background from which a brilliant naval officer could spring is difficult to imagine. For four centuries, Keyes' ancestors had been in the forefront of British military matters. His grandfather died while serving as an army surgeon in Madras. His father commanded a regiment on the Punjab border during the Indian Mutiny and was recommended twice for the Victoria Cross for instances of unusual bravery. His mother was the daughter of a field marshal. Keyes himself was born at Tundiani Fort in 1872 while his father was commanding the Punjab Frontier Force, and his first five years were spent in that dangerous outpost of the Empire.

Keyes' career as a young officer was filled with impressive examples of personal courage and intrepidity. During the Boxer uprising the Chinese attacked

a company of Indian troops attempting to establish a fortified line near Hong Kong. Keyes and an army friend started off as soon as they heard of the action to get into it. "Long and I agreed that we must settle the show before any general or commodore could arrive. We had 12 or 15 hours clean and our only fear was that the company commander on the spot would attack before we arrived." Long commanded the counter-attack, and Keyes led the charge which broke the Chinese lines. Throughout his naval service, Keyes showed a similar instinct for being in the middle of any dangerous action.

Two months later, Keyes was in command of a British destroyer off Taku Harbour. The Chinese had recently obtained four new destroyers from foreign shipbuilders. Keyes worked up a plan for British destroyers to capture the Chinese ships before they could interfere with Allied operations. He ran his own destroyer, the *Fame*, alongside one of the Chinese destroyers and led a boarding party which caused the Chinese crew to flee ashore. Other British ships followed his example and the four new destroyers were easily captured.

Editor's Note

"While reading a recent book on the Gallipoli Campaign I was struck by the force of the personality of Sir Roger Keyes. My interest induced me to summarize Keyes' fascinating career in the Royal Navy. The attached article is the result.

"In my opinion Keyes' life is a fine example for study by young officers in any navy. Perhaps the impressions it has made on one U.S. naval officer will be of interest to your readers."

In these words Cdr. Edwin E. Kintner, USN, Nuclear Power Superintendent at Mare Island Naval Shipyard, Vallejo, California, explains how he came to write the accompanying glowing appreciation of the career of a famous British naval officer.

The Crownsnest is grateful to Cdr. Kintner for the opportunity of publishing this stimulating and thought-provoking article.

While carrying out the capture of the four Chinese destroyers, Lt. Keyes noted that Hsi-cheng Fort, about 12 miles up river, was strategically important in the Allied operation to relieve the Peking garrisons, and he recommended the immediate capture of the fort to Admiral Bruce, then Commander-in-Chief. Bruce coldly turned down the proposal. In characteristic manner, Keyes then sought out a Russian general in the area and proposed to him that he should lead 2,000 Russian troops to capture the Chinese fortification. Again he was turned down. The Russians estimated 4,000 troops would be required.

Blocked in these two approaches, Keyes proposed to Admiral Bruce's superior, Sir George Warrander, that he (Keyes) should reconnoitre up the river past the fort in the *Fame*. On the second trip up river, without authority from Bruce or Warrander, Keyes went ashore with 32 men, dashed headlong into the fort, found to his surprise that it was unoccupied, and destroyed six modern 6" guns which had effectively blocked the river to passage by Allied ships. Acting outside the orders of his seniors, with men available from his own small ship, the lieutenant captured and destroyed a key fortification which had been estimated to require 4,000 troops to reduce!

Having thus opened the river route to Tientsin, Keyes voluntarily participated in two infantry attacks on Chinese batteries shelling the city and personally rescued a midshipman overboard in the river (for which he received the Royal Humane Society's Bronze Medal).

When the international expeditionary force to relieve Peking reached the city, Keyes was in its vanguard; he planted the first British flag on the walls of the city and was the first man into the Legation Compound.

For having left his vessel to get into the midst of the Peking action, Keyes was relieved from command of the *Fame*, but he marched directly in to the commander-in-chief, told him he had been treated badly, and succeeded in obtaining re-appointment to his command.

As a result of the reputation he had made during the Boxer incident Keyes, now 28 years old, was promoted to commander. Already he was five to six years ahead of his contemporaries—an unusual accomplishment for the British Navy at that time.

BUT KEYES had many military qualities other than physical courage. On his return from China to home waters he became Flotilla Commander of destroyers. Now his administrative and command capabilities, and his abilities in the development of new tactics and weapons began to show. He was instrumental in developing new heavy-weather and night tactics for destroyers—a type of naval vessel which to that time had not been much use in Fleet operations. One successful night attack during exercises of the Home Fleet significantly changed the offensive doctrine for destroyers and increased the regard with which they were held in the Royal Navy.

Keyes made another major contribution as Inspecting Captain of Submarines, the senior billet which Keyes assumed when only 36 in a force then in its infancy. Submarines were considered solely coastal defence vessels when Keyes took command. Their ranges were short and their offensive capabilities limited. The new Inspecting Captain, with his usual energy and effectiveness, turned to correcting their defects.

Recognizing that if submarines were to be improved rapidly the monopoly then held by the Vickers organization would have to be broken, Keyes decided to bring some healthy competition into their design and construction. But Vickers had the wholehearted support of Lord Fisher, the First Sea Lord—as forceful, vindictive and uncompromising an officer as the Navy ever produced.

With Churchill's assistance, Keyes drew up a set of specifications for advanced overseas submarines and forced through, over Fisher's objections, a competition for the design of the first ocean-going submarine types in the British Navy.

In 1912, Keyes conducted the first submarine exercises against a screened fleet, and developed in the submarine force the ability to operate in advanced positions against modern ships. His successes in these activities partially alerted the British Navy to the threat of German submarines and accelerated the development of both pro-submarine and anti-submarine tactics.

By the late summer of 1914, when the First World War broke out, the British submarine force was keyed up and ready for offensive operations. In the first months of the naval war, a phony war, not unlike that in France in the Second World War, developed in the North Sea. The failure of the British to take the offensive irritated the ag-

gressive Keyes, and he initiated his own offensive by sending his submarines into German waters to provide the British Navy with important information concerning German naval movements. When no large surface actions developed, he suggested the offensive sweep into the waters around Denmark which led to the Battle of Heligoland Bight, the first British naval victory of consequence in the First World War.

But Fisher finally caught up with Keyes, and after suggesting (wrongly) that Keyes was partially responsible for the failure of the British to win a larger victory at Dogger Bank, forced Keyes to request transfer out of the submarine post. It was a fortunate time to do so, for Keyes was named as Chief of Staff for the operation then being organized to force the Dardanelles—a position which gave the new commander further opportunity to prove his planning ability.

THE DARDANELLES and the associated Gallipoli land campaign are among the most controversial actions in British military history. Winston Churchill has been weighted down for years by his responsibility for the Dardanelles episode, which ended in ignominious British failure. The plan passed on to Keyes and not very carefully worked out before the decision to attempt it was to force the Straits by naval action alone, using obsolescent British battleships only, so that enough modern ships could be retained in home waters to maintain a clear superiority over the German High Seas Fleet. Keyes, as Chief of Staff, planned the naval actions with his usual detail and audacity.

The combined British and French force made a vigorous and direct assault on the Turkish forts at the Narrows inside the Straits. When the Turkish position was critical, the French battleship *Bouvet* strayed into an unknown and unswept minefield and was lost with all hands. Shortly afterward the British battleship *Inflexible* was mined. The British believed that their ships were being hit by torpedoes fired at long range, or mines floated down stream with the current, and in one of those critical decisions which change the course of history, broke off the action until precautions could be taken. That night Keyes took personal command of a destroyer reconnaissance into the Straits to attempt to save two additional British ships which had been damaged in the action.

It was Keyes' opinion that the failure of the minesweepers manned by civilian

crews to push forward in the face of heavy firing had prevented the fleet from successfully passing the forts. He replaced civilian minesweeper crews with volunteer naval personnel and prepared to lead the sweepers himself in the next attack, confidently expecting that such an attack would be made as soon as the sweepers could be organized and trained. But when this had been accomplished, the commanding admiral lost his nerve and decided to postpone further action until the Army could land and make with the Navy a concerted attack on the Narrows forts.

Perhaps no more pathetic example of the courage and pluck of the Anglo-Saxon race exists than the land actions in Gallipoli. Over 120,000 casualties were suffered by the British, ANZACs, and French in an unsuccessful attempt to open the Straits for the Navy. Keyes led the planning of this unprecedented amphibious operation; considering the lack of any previous experience, the Navy's support of the troops ashore, both logistically and with ships' fire power, was exceptionally sound.

When the bitter decision had been made to abandon the Gallipoli peninsula, Keyes worked out a highly detailed evacuation, carried out at night and with elaborate schemes for deceiving the Germans and Turks who were entrenched only a few thousand yards away. The operation was so difficult that 25,000 casualties were expected by the British staffs, but not a single man was lost in carrying it out!

The part Keyes played in developing the new concepts used in the amphibious landings on and evacuations from the Gallipoli Peninsula display the application of a motto of his military life borrowed from Frederick the Great: The essence of strategy is forethought; the essence of tactics, surprise.

The brightest incidents in the naval operations in the Dardanelles campaign were furnished by the British submarines. These small, uncomfortable vessels made many hair-raising passages through the Straits under the mine fields and through anti-submarine nets to reach the Sea of Marmora. One 600-ton British submarine, during three cruises totalling 97 days in the Marmora, sank 100 vessels, preventing the Turks from supplying or reinforcing their Gallipoli armies from the sea. Keyes' submarine experience contributed much to the success of the Marmora operations.

Until 1917 the Royal Navy had never had a true headquarters staff. In the midst of the war an attempt was made to remedy that deficiency. In the summer of that year Keyes was ordered to

the Admiralty to head up a newly-formed Plans Division. Keyes' stature in the Navy is evident in his selection to organize and initiate this most important section in the new staff organization.

THE PLANS DIVISION received in late 1917 a proposal to block the entrance of the Bruges Canal at Zeebrugge, Belgium. Zeebrugge is six and a half miles from the inland city of Bruges, connected with it by a canal which was being used by large numbers of German submarines based on Bruges itself. Keyes conceived that volunteer Bluejackets and Marines could land on the Zeebrugge Mole and subdue the several hundred heavy guns which protected the canal while block ships were taken into the canal entrance under cover of heavy smoke screens and dynamited. Because he was so openly critical of the anti-submarine measures of the admiral commanding the Dover Patrol, and because he so strongly pushed for execution of the Zeebrugge operation, Keyes was ordered to Dover with instructions to stop German submarine egress through the Strait of Dover, and to prepare to carry out the Zeebrugge attacks.

"It is thought combined with energy, preparation combined with aggressiveness, knowledge with application, that overcomes obstacles and makes achievement sure."

With this motto posted over his deck, Keyes strengthened the minefields in the Channel, increased the Dover patrols, and brightly illuminated the Strait. In a few months submarine losses forced the Germans to give up using the Strait for passage to the open Atlantic. Then Keyes turned to Zeebrugge. After months of planning, training, selecting personnel, preparing block ships, developing new chemical smoke-making devices, Keyes was prepared to conduct one of the most daring naval actions in history.

The Zeebrugge action, as so many audacious actions, did not go completely according to plan. But, like so many such actions, its very audacity provided the surprise which made it successful. After an hour of bloody fighting, two old cruisers rigged as block ships succeeded in sinking themselves in the canal entrance. Thirty to forty German submarines were shut up in Bruges for weeks, seriously reducing the German submarine effort at a most critical time—the height of the German offensive of 1918. Most importantly, the Zeebrugge



Admiral of the Fleet Lord Keyes greets veterans of the Royal Navy in front of the administration building at HMC Dockyard, Esquimalt, during his brief visit to Canada in 1944. (CN-4025)

success boosted Allied morale when the Allies were on the very edge of defeat in France.

Keyes was immediately knighted, and his name and that of Zeebrugge became household words throughout the Allied world. Zeebrugge, an example of careful planning and preparation, carried out with dash and *élan*, typifies the spirit and heart of Roger Keyes, and it is right that his name is most closely linked with that daring action.

Throughout his career Keyes was famous for his personal integrity and forthrightness. Although his loyalty up and down was unquestioned, he never compromised his own judgment so as to fall in line with what his seniors

wanted. On numerous occasions he fought to his own disadvantage for what he felt was right.

When in 1911 Lord Fisher visited the submarine forces at Dover and asked why more submarines of advanced types were not being built, Keyes answered (in the hearing of a considerable official audience) that he (Fisher) was responsible; he had considered submarines nothing more than replacements for defensive minefields, thus delaying the development of large overseas vessels; he had established and supported the Vickers monopoly. Fisher was furious, turned on his heel and left without a word. He immediately spread the rumour that he intended to replace

Keyes; he expected that Keyes would accommodate by requesting transfer to other duties. Keyes fired back a personal memorandum, re-stating and amplifying his charges. Fisher, faced with such a courageous stand, held fire and Keyes, with the support of Churchill, then First Lord of the Admiralty, was allowed to remain.

Again, in the fall of 1915, when it became clear that the Gallipoli land operations would not succeed, Keyes, still a commodore and four echelons down on the organization chart, obtained permission to return to England to press personally for a renewal of the naval attack. In London he worked all the way up to the new First Lord, Balfour, convinced him that a new naval attempt should be made, and that Keyes should be given command of the attacking force. But Balfour required that Lord Kitchener, the Secretary for War, should commit the Army to an all-out attack simultaneously with the naval attempt. Kitchener, however, was convinced by senior army officers at Gallipoli that no military operation could help the Navy. Thus, faced with a Navy which would not attack without army support and with an Army which was convinced that its own attack would be bloodily unsuccessful, Keyes fought for three more weeks to prevent abandonment of the Gallipoli positions—but in the end he was over-ruled. He was obsessed to his dying day with the conviction that one more forceful attack up the Dardanelles would have won through.

AFTER THE FAILURE at the Dardanelles, the war continued for three heart-breaking years. It is now widely agreed that if Keyes' plan had been carried out the Germans would have been forced to make peace in early 1916. Millions of succeeding casualties would have been avoided.

By 1931 Keyes seemed assured of promotion to First Sea Lord, the highest position a British naval officer could hold.

But the world was entering a period of drastic disarmament. The London Naval Conference had recently concluded. The new Board of Admiralty was forced to agree with the serious reduction in strength of the British Navy required by the London Treaty. It was well known that the uncompromising Keyes would have fought hard to prevent the emasculation of the fleet in which he so strongly believed, and so, for obvious political reasons, he was passed over for the position of First Sea Lord and forced to retire in June 1931, with the rank of full admiral. The man who had served the Royal Navy with the most brilliant career in modern time did not reach the top of the British naval structure, although he had aspired through his entire life to do so.

Keyes was too young and too active to accept retirement. He ran for Parliament, and on the basis of his naval reputation was elected. As soon as he was seated in the House he took up the cudgels for the Navy, fought its reductions, fought the restrictive processes of the London Treaty, and succeeded in materially rebuilding the Navy in the years just before the Second World War.

After the British-French failure at Trondheim, Keyes appeared in full uniform in the House to make a furious, fighting speech against the pussy-footing conduct of the war. The speech led to the fall two days later of the Chamberlain government and to the establishment of the Churchill war cabinet.

Following Dunkirk, Churchill implemented his idea of establishing groups of specially-trained troops to harry the German flanks in Europe. He named these troops "commandos", after irregular forces which had been used so successfully in the Boer War, and calling his old associate Sir Roger Keyes out of retirement, named him Director of Combined Operations, and charged him with organizing and training the "commando" units. Keyes developed their special tactics and commenced development of the special vehicles and vessels they needed to carry out amphi-

bious operations. Much of Keyes work at this stage was directly contributory to the vast amphibious operations carried out by British and Americans later in the Second World War.

Keyes fought so hard for immediate offensive action by his commandos that he was in a continuous conflict with the Admiralty and the General Staff. At last, Churchill had no alternative but to relieve his combative friend and replace him with Lord Louis Mountbatten.

In 1945, as a guest of MacArthur, Keyes participated as an observer in the Leyte landings, but here his "star" finally deserted him and he was nearly suffocated by a dense smoke screen. His heart was strained beyond repair, and he returned to England an invalid, dying in his sleep on December 26, 1945.

Keyes was too young for senior rank in the First World War, and too old in the Second World War, yet he left a great impress on the Royal Navy. His offensive spirit and personal courage resurrected some of the dashing, optimistic assurance of the Old Navy. He contributed in a major way to the development of effective fleet tactics for destroyers. He almost singlehandedly prepared the British Navy, both in matériel and organization, for the submarine warfare of the First World War.

He was chief of staff for the planning of the greatest amphibious landings and evacuations carried out up to that time. He planned and personally led the most daring feat of arms in modern naval history—the blocking of the Zeebrugge Canal.

Having lost for political reasons the opportunity to serve in the highest post in the Navy, Keyes continued to serve that Navy in Parliament. When more than 70 years old, he returned to active duty to organize the commandos and commence the development of the new tools and tactics of amphibious warfare of the Second World War.

Certainly this man deserved, as Churchill said, to be considered the closest approach to Nelson in the modern history of the Royal Navy.



OFFICERS AND MEN

Cadets Report at Royal Roads

The Canadian Services College at Royal Roads has begun another training term, and on September 3 welcomed 116 new officer cadets from homes across the country.

Two frigates of the RCN's Pacific Command—HMC Ships *New Glasgow* and *Beacon Hill*—brought the young men from Vancouver to Esquimalt.

At the Canadian Services College, the cadets commenced a two-year period of academic and military training toward a commission in the service they have chosen.

Fifteen of the cadets are from British Columbia; 24 from Alberta; 20 from Saskatchewan; six from Manitoba; 44 from Ontario; three from Quebec; and three from Nova Scotia. One of them is from the United Kingdom.

WEDDINGS

Lieutenant George A. M. Caldwell, VS-880 Squadron, to Miss Rosemary Maxine Breenan, of Dartmouth, N.S.

Lieutenant Ritchie L. Clarke, *Discovery*, to Miss Ruth Lorraine Bligh, of Halifax.

Lieutenant (L) James B. Elson, *Niobe*, to Miss Maxine Frances Greenough, of Westphal, N.S.

Lieutenant Peter J. Gwyn, *Sioux*, to Miss Sandy Dorothy McKinnon, of Milwaukee, Wisconsin.

Sub-Lieutenant Herman Peter Hansen, *Stadacona*, to Miss Olive Victoria Cleveland, of Western Shore, N.S.

Able Seaman Thomas G. Hurtak, *Saguenay*, to Miss Doris Jean Hjalmarson, of Esquimalt.

Sub-Lieutenant John W. Logie, *Cataraqui*, to Miss Margaret Ann McKinstry, of Barbados.

Sub-Lieutenant Peter Michael Mara, *Stadacona*, to Miss Nancy Patricia Detwiler, of Lambeth, Ont.

Lieutenant Jeremy P. H. McCall, RN, HMS *Alliance*, to Miss Audrey Rofhe Joseph, of Cedar Rapids, Iowa.

Lieutenant-Commander (S) William Millman McCulloch, *Star*, to Miss Eleanor Gay Craig, of Burlington, Ont.

Able Seaman R. E. Park, *Kootenay*, to Miss Constance Gay Symons, of Peterborough, Ont.

Able Seaman D. M. Pitman, *Kootenay*, to Miss Carol V. Harding, of Yarmouth, N.S.

Able Seaman K. A. Pringle, *Kootenay*, to Miss Mary R. McDonnell, of Trenton, Ont.

Able Seaman F. H. Rourke, *Kootenay*, to Miss Florence Thorne, of Halifax.

Ordinary Seaman Lawrence Steel, *Cornwallis*, to Miss Ann Mailman, of Annapolis Royal, N.S.

Able Seaman J. A. Steel, *Kootenay*, to Miss Elizabeth Ann Clarke, of Lockhartville, N.S.

Able Seaman G. Warring, *Beacon Hill*, to Miss Maureen Menzies, of Powell River, B.C.

Twenty-nine of the young men are naval officer cadets, while 43 have selected the Army, and 44 the RCAF.

Capt H. P. Stickley, Staff Adjutant, reports several special events coming up for the Royal Roads cadets in the near future. Late in October the officer cadets will visit establishments relating to their respective service. Naval Cadets will visit the United States naval base at Bremerton; arrangements are being made for the Army cadets to visit the army base at Calgary; and the RCAF cadets will visit the RCAF station at Comox.

Early in November Royal Roads will be visited by cadets from the U.S. Air Force Academy of Denver, Colorado: In February the college will be the scene of the annual Canadian Services Colleges sports tournament, with entries from Royal Roads; Royal Military College, Kingston, Ont.; and College Militaire, Royal de Saint-Jean, Saint-Jean, Quebec.

Wartime Director Of Education Dead

Director of Naval Education in Ottawa during the latter part of the Second World War, Inst. Cdr. Percy Lowe, RCN(R) (Ret.) died in Kingston, Ontario, on August 31. He was head of the mathematics department of Royal Military College and a member of the Kingston board of education.

Born in Toronto, the son of Rev. and Mrs. H. P. Lowe, he graduated in mathematics and physics from the University of Toronto in 1920. On obtaining his master's degree in 1921, he began his long association with Royal Military College. He obtained his doctorate from Queen's University in 1925.

Dr. Lowe was the author of papers in scientific journals, his specialties being spectroscopy and electron behaviour. During the summer recess, he conducted research with the National Research Council at Ottawa and the General Electric Company at Schenectady.

He taught signals organization and tactics to officers in training at Queen's University and, in 1941-42, gave a course in electricity and radio for RCAF mechanics.

He joined the RCNVR in 1942, becoming Director of Naval Education in Ottawa in 1944. He gave outstanding support to the Royal Canadian Navy College, Royal Roads, and at the same time was a strong advocate of opening the doors of the Royal Military College to officer cadets of the RCN and RCAF.

Foreign Attachés Visit East Coast

The annual tri-service foreign attaché tour included a visit to the Halifax area naval installations June 18-20. The 30 attachés represented 21 countries.

The group arrived at *Shearwater*, Thursday morning, June 18, where they were met by Captain R. P. Welland, commanding officer. A tour of the station followed and that afternoon they visited *Stadacona*.

On Friday morning they visited the Dockyard, went on board the destroyer escort *Algonquin* and, after visiting the Maritime Air Command of the RCAF

BIRTHS

To Chief Petty Officer A. Bell, *Cornwallis*, and Mrs. Bell, a son.

To Petty Officer W. C. Brown, *Kootenay*, and Mrs. Brown, a daughter.

To Able Seaman A. X. Campbell, *Kootenay*, and Mrs. Campbell, a son.

To Leading Seaman Robert D. Clark, *Kootenay*, and Mrs. Clark, a daughter.

To Leading Seaman D. A. Crevier, *Kootenay*, and Mrs. Crevier, a daughter.

To Chief Petty Officer W. E. Degen, *Cornwallis*, and Mrs. Degen, a daughter.

To Able Seaman J. J. Dejong, *Kootenay*, and Mrs. Dejong, a son.

To Lieutenant W. A. Douglas, *Kootenay*, and Mrs. Douglas, a daughter.

To Leading Seaman Archibald Gray, *Kootenay*, and Mrs. Gray, a daughter.

To Petty Officer Malcom S. Greeley, *Kootenay*, and Mrs. Greeley, a daughter.

To Able Seaman Ramond Hatton, *Kootenay*, and Mrs. Hatton, a daughter.

To Petty Officer Gerald LeFebvre, *Kootenay*, and Mrs. LeFebvre, a son.

To Able Seaman H. O. Mellish, *Kootenay*, and Mrs. Mellish, a daughter.

To Leading Seaman Joseph F. Mroziwski, *Kootenay*, and Mrs. Mroziwski, a son.

To Acting Commander C. L. McLeod, *Unicorn*, and Mrs. McLeod, a son.

To Lieutenant J. V. Searle, CJATC, Rivers, Man., and Mrs. Searle, a daughter.

To Petty Officer Clifford Shillington, *Kootenay*, and Mrs. Shillington, a son.

To Chief Petty Officer H. E. Taylor, *Kootenay*, and Mrs. Taylor, a son.

To Lieutenant-Commander W. K. Weidman, *Cornwallis*, and Mrs. Weidman, a son.

To Petty Officer V. H. Whitmore, *Niobe*, and Mrs. Whitmore, a son.

that afternoon, they departed for Newfoundland on June 20 from *Shearwater*.

While in St. John's, they were guests at a reception in the Crow's Nest Club, the wartime Seagoing Officers' Club, which is now jointly operated by the three services.

The countries they represent include: Brazil, Denmark, Norway, Sweden, Argentina, Turkey, Australia, Belgium, Colombia, Finland, France, Germany, India, the Netherlands, New Zealand, Pakistan, Switzerland, the United Kingdom, the United States, Venezuela and Yugoslavia.

Carleton Band Best in Parade

The silver trumpets of HMCS *Carleton*, Ottawa naval division, marching in the Central Canada Exhibition parade in the national capital, August 22, captured the L. L. Coulter Trophy in competition with 14 of the best bands in the Ottawa area.

During the summer months, the band travelled to many points in Ontario,

Quebec and the United States, always keeping in mind the competition they would face in the exhibition parade.

The 35-piece silver trumpet band is made up of trumpets, baritones, bell lyra and rod tension drums. Although all brass instruments have one valve only, music scores specially written for trumpet bands enable them to play a number of popular pieces such as the scores of "My Fair Lady" and "Around the World in Eighty Days" and selections such as "Canadian Sunset" and many others.

As the bands marched under the Mackenzie King bridge along Ottawa's Scenic Driveway they were judged for appearance as well as playing ability by United States Air Force Band officials. They were judged again in front of the grandstand at the exhibition ground.

All personnel taking part in the parade attended a luncheon where the trophies were to be presented. There was a spontaneous cheer as the bandmaster received the trophy.

The band is under the direction of Bandmaster PO H. J. Leclair, and the divisional officer is Lt. C. T. Wood. It appeared at the exhibition by permission of *Carleton's* commanding officer, Cdr. W. R. Inman.

Fire Chief Posted To Headquarters

Command and base fire chief at Esquimalt for the past three years, Lt.-Cdr. (SB) N. A. Duval has been appointed to Naval Headquarters as Deputy Director of Fire Fighting. He has been succeeded as fire chief by Lt.-Cdr. (SB) Norman Stewardson in a direct exchange of appointments.

Sea Cadets Given Summer Training

More than 4,000 Sea Cadets from Manitoba to Newfoundland took annual naval training this summer in the Atlantic Command of the RCN, beginning July 6.

The biggest centre of activity was HMCS *Acadia*, Sydney, N.S., where a

Best band in the Ottawa Valley—that's HMCS *Carleton's* silver trumpet band, winner of the L. L. Coulter Trophy at the Central Canada Exhibition in Ottawa. The bandmaster, PO H. J. Leclair, is at the far right in the front row beside the divisional officer, Lt. C. T. Wood. By using a delayed action shutter, Bandmaster Leclair, a professional photographer, took the picture himself.



total of 2,400 young lads attended "camp". A staff of 50 naval and cadet personnel conducted the annual training. *Acadia* is commissioned each summer and provides a balanced program of general seamanship instruction, boating and sports. In addition, *Acadia* held leadership courses for 75 older cadets and instruction for 50 bandsmen.

More advanced training also began July 6 elsewhere in the Command, for 170 cadet officers and 200 senior cadets. Gunnery, seamanship and basic navigation were imparted to officers at *Stadacona*, will be three divisional courses at *Cornwallis*. The senior cadet took trades training in various naval subjects at *Stadacona*, *Cornwallis* and *Shearwater*.

Whenever opportunity permitted, cadets were embarked in HMC Ships for varying periods.

The commanding officer of *Acadia* was Lt.-Cdr. D. S. Menzies, the executive officer, Lt.-Cdr. Joseph Jefferies, and the training officer, Lt.-Cdr. C. E. Shaver, all of the RCN.

Lt.-Cdr. Menzies and Lt.-Cdr. Jefferies have been associated with Royal Canadian Sea Cadet activities since 1946.

Son Follows Dad into Navy

Lt.-at-Arms Joseph Ball administered the Oath of Allegiance to his 17-year-old son Kenneth Robert on September 11 at the RCN Recruiting Office in Halifax.

His son has entered the RCN as a cadet in the Regular Officer Training Plan and has begun engineering studies at Mount Allison University in Sackville, N.B.

Lt.-at-Arms Ball, formerly of Winnipeg, has served in *Stadacona* since 1952. He entered the RCNVR in 1931, transferred to the regular force in 1940 and received his commission in 1950. He has a ten-year-old daughter.

Lt.-Cdr. A. T. Love, RCN Area Recruiting Officer, signed Cadet Ball into the Navy.

Chiefs Honoured At Divisions

Two chief petty officers of the Royal Canadian Navy took the salute during the marchpast at ceremonial divisions in *Stadacona* on September 10.

They were given this honour as a parting gesture from shipmates, before they proceed to pension.

They were CPO George E. Jamieson, 38, originally from Six Nations Reserva-



Two Royal Canadian Navy graduates of the second class in nuclear nursing, held at the U.S. Naval Medical School, Bethesda, Maryland, are shown here. They are Lt. (MN) Marguerite Cusson, (left) of *Shearwater*, and Lt. (MN) Elizabeth Marion Hebb, of *Naden*. They graduated July 2 in ceremonies held in the Department of Nuclear Medicine, National Naval Medical Centre, Bethesda. At lower left is Lt.-Cdr. L. Simon, NC, USN, head of the Nuclear Nursing Division. (USN Photo)



PO Stanley Wood, of the *Cayuga*, had a pair of pretty witnesses when he accepted a cheque from Joe Clark, master of ceremonies, for the *Cayuga's* second place in the tug-a-war at the Lobster Festival in Summerside, P.E.I. The cheque was endorsed to the Salvation Army. The girls? Betty Mallet, 1958 *Sea Queen*, and, with crown, Sandra Rogers, current sovereign.

tion at Ohsweken, Ont., and CPO Wallace F. Muloin, 37, formerly of Ouimet, Ont. Both have served approximately 20 years.

CPO Muloin, a quartermaster instruc-

tor, is remaining in Halifax. CPO Jamieson, a torpedo anti-submarine instructor, will serve a further six months at Hamilton before going on pension. His future plans are indefinite.

LIFE RAFTS UNDERGO TESTS AT SEA

"If you can keep your lunch while all about you

Are losing theirs and aiming it at you . . ."

RUDYARD KIPLING might have written his famous "If" that way had he been a passenger on board one of the inflatable life rafts loosed 300 miles east of Halifax this past summer by the destroyer escorts *Crescent* and *Sioux*.

The 34 officers and men who took part in the survival experiments were "rescued" from their bobbing, gyrating craft on the evening of July 22 and were all agreed that the gently rolling decks of the ships were solid land compared to what they had experienced.

The occasion was the evaluation of the RCN life rafts and four other commercial varieties, manufactured for use in the merchant service. The tests were a complete success, in so far as the ruggedness of the various products was concerned, and everyone survived, although there is some uncertainty as to whether everyone wanted to. All the rafts proved capable of supporting their designed quota of men, under cover, until they would be found and picked up.

The one great lesson learned is that the first thing anyone on board a doomed vessel should do before entrusting himself to the mercies of a modern life raft is to pop a "seasick" pill into his mouth.

"You know", said one petty officer sadly, after he had paid his rude respects to Neptune, "it's 23 years since I last did that."

The "survivors" were afloat in the rafts for 37 hours, a time much shorter (out of regard for their feelings) than had been originally intended. However, considering how long a man would be likely to survive in the chill Atlantic in a life jacket or clinging to a Carley float, the length of the experiment was adequate.

After the trial (and it was a trial) was over, the records kept in the rafts were examined and all the human jetsam and flotsam were questioned concerning the adequacy of the arrangements for food, water, comfort and so on. From their answers is being put together a specification of what not only the Navy should require in a life raft but also what can be put into the present raft straight from the manufacturer's shelves.



"Don't sunbathe, don't go swimming and stay under the canopy out of the wind," are three of the cardinal rules of survival in an inflatable life raft, which these Canadian sailors are demonstrating in reverse. They are on board a commercial-type life raft, with canopy collapsed and radar balloon flying. (EKS-519)

It was found that the RCN's standards differed in certain respects from those of the merchant navy. The RCN raft, for example, is constructed in such a way that, in the event of a puncture, not more than a quarter of the air in the buoyancy chamber can escape. Half the air can escape from a punctured merchant navy raft. This reflects the difference in the considered risk of damage to life saving equipment, in that naval equipment is much more likely to be damaged in the circumstances under which a ship may be sunk.

The "survivors" were at a loss for words suitable for entry in an official report when they tried to describe what it feels like to be in a life raft in the open sea. One description (a mild one) was: "It's like riding a pneumatic drill up and down a roller coaster." Everyone was seasick—the only difference was in degree.

Because of the proximity of the Gulf Stream, the drifting sailors were constantly visited by flying fish, particularly at night when the small light on the top of each raft offered a centre of attraction. One even soared through the narrow opening of the canopy and crash-landed on the sleeping buffer's chest.

Fish, in general, both large and small

followed the rafts, although it was not known whether they were inspired by curiosity or hunger. None of the fishermen on board caught any nor, lacking cook stoves and appetite, did any such know what he would do with a fish if he caught one.

Looking at them from a technical view-point, the tests were a success. They provided invaluable information for those responsible for the construction and procurement of life rafts, which are likely to result in improvements to the RCN raft.

The men learned that the survival instructions they had been given were not to be taken lightly. A survivor and his companions have to pit their wits and will-to-live against the ocean and the weather. Skylarking, swimming and sunbathing may be good fun at the beach, but they represent foolhardy risks in the open sea, drawing heavily on bodily energy when food and water are scarce and when vitality is low because of seasickness or drugs taken to combat it.

The life raft is not designed for pleasure cruises. It will keep a survivor afloat and the canopy will keep him dry and give him protection from the wind and the sun. The rest is up to him.

THE NEW RCN TRADE STRUCTURE

30 Questions and Answers

IN NOVEMBER 1957 the Fleet was informed by general message that a new personnel structure was to be established for the Royal Canadian Navy. Further information on the various sections of this new personnel structure was promulgated in the November 1957 and subsequent issues of The Crow'snest.

One of the major changes involves the introduction of a new trade structure for men. The timing and general supporting information concerning this new trade structure were announced to the Fleet in a general message from Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, in July 1959. The text of the message

appears on this page. As the message points out, its contents affect only lower deck personnel of the RCN regular force.

To plan and implement a new trade structure for the Royal Canadian Navy required much detailed study and work. The task was begun under the direction of the Chief of Naval Personnel at

Text of Message to the Fleet

Text of the general message to the Fleet from Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, concerning the Royal Canadian Navy's new trade structure follows:

The initial steps for introducing a new trade structure for men, as recommended by the report of the ad hoc committee on RCN personnel structure have been approved by the Naval Board after consideration by the Flag Officer Atlantic Coast and the Flag Officer Pacific Coast. The detailed content of the new trade structure is now under consideration for final tri-service approval.

The new trade structure, which combines the maintenance and operation functions in one man where appropriate, will be introduced in two phases, phase one consisting of the following new trades, formed from present branches as indicated, will be introduced about January 1960:

- (a) Boatswain (BN), from quartermaster, sailmaker, regulator, master-at-arms and gunnery;
- (b) Weaponman Surface (WS), from gunnery and ordnance;
- (c) Firecontrolman (FC), from gunnery, ordnance and electrical;
- (d) Weaponman Underwater (WU), from TAS and ordnance;
- (e) Sonarman (SN), from TAS and electrical;
- (f) Radar Plotter (RP), from radar plot and electrical;
- (g) Signalman (SG), from communicator visual;
- (h) Radioman (RM), from communicator radio and electrical;
- (i) Radioman Special (RS), from communicator supplementary and electrical;
- (j) Electronic Technician (LT), from radio technician;
- (k) Electrician's Mate (LM) and Electrical Technician (ET), from electrical;

(l) Engineering Mechanic (EM) and Engineering Technician (ER), from engineering;

(m) Hull Technician (HT), from shipwright, plumber, painter and blacksmith;

(n) Administrative Writer (AW), Pay Writer (PW) and Ship's Writer (WR), from writer branch;

(o) Naval Storesman (NS), Victualing Storesman (VS) and Ship's Storesman (ST), from stores branch;

(p) Cook (CK), Steward (SW), and Commissaryman (CM), from cook and steward;

(q) Apprentices (AP) remain as apprentices;

(r) Bandsmen (BD) and Bandsmen Apprentices (BA) remain as bandsmen and bandsmen apprentices;

(s) Photographers (PH) remain as photographers.

Phase two, consisting of air, medical, meteorology, P & RT and clearance diver trades, will be introduced at a later date.

All men now serving shall transfer to the new trades. All future recruits shall be allocated to the new trades in Cornwallis.

All men eligible for transfer to only one of the new trades shall be assigned to that trade. All men eligible for transfer to more than one of the new trades (gunnery, TAS, ordnance and certain electrical) will be given an opportunity, on a date to be established, to state a personal preference (first choice, second choice, etc.) for the new trades as appropriate. Such preferences will be considered in conjunction with service requirement when these men are assigned to the new trades.

All men shall retain the rank, trade group and seniority held at the time of introduction of the new trade structure.

All trade group qualifications, service time, seetime and other promotion qualifications attained in the present trade structure shall be counted as equivalent qualifications in the new trade structure.

Men who are in the zone for promotion to the next higher rank at the time of introduction of the new trade structure will continue to be considered in the zone for promotion in their new trade. Men who are not in the zone at the time of introduction of the new trade structure through lack of seetime only can enter the zone when they attain this qualification. All these men can be promoted, if selected and a vacancy is available. Further promotion for such men shall be conditional upon successful attainment of those qualifications prescribed for the higher rank in their new trade.

All other men who are not in the zone for promotion to the next higher rank at the time of the introduction of the new trade structure will be required to obtain the qualifications prescribed for the next higher rank in their new trade.

Instead of a large scale conversion course program for all men, all formal training for men assigned to the new trades will be given during the course for the next higher trade level. These courses will include those trade subjects in which men are lacking. Candidates for such courses will be chosen on a selective basis. This formal training will be supplemented wherever possible by short specialized courses and pre-commissioning courses.

Men holding Trade Group Four who transfer to a new trade will not be required to re-qualify. Some will be given further training in their new trade on a selective basis.

This message does not affect RCN(R) personnel.

Naval Headquarters and, as indicated by the general message on the subject, the results are now available.

To outline and explain the new trade structure, the following questions and answers have been prepared.

I

What does the formation of a new trade structure involve?

The formation of a new trade structure requires:

- (a) an analysis of the duties performed by men in ships and establishments;
- (b) the review and revision of all trade specifications;
- (c) the review and revision of all complements for men;
- (d) the review and revision of the relationship between the various ranks and trade group levels. At the same time, it is necessary to consider the rights and interests of all men serving in the present trades.

II

What are trade specifications?

Trade specifications contain a description of the operation, maintenance, administration and instruction duties at all levels of each naval trade. They form the basis for all formal training courses and the award of trades pay in the Navy.

III

By whom were the new trade specifications prepared?

The new trade specifications were prepared jointly by Naval Headquarters and representatives from the fleet together with advice from certain naval schools. The first step in this project was accomplished by certain selected Chief and Petty Officers, with recent sea experience, who were brought to Naval Headquarters during 1958 to work under the guidance of the Director of Naval Manning. These men worked in groups and were selected so as to cover all the fields embraced by each new trade. For example, the specification for the new combined maintainer/operator trade of Weaponman Underwater was drafted by a TAS Instructor, an Ordnance Technician and an Electrical Technician. They were given the present trade specifications in the Manual of Advancement and Promotion (MAP) together with the trade summaries of all the new trades contained in the Report of the Ad Hoc Committee on RCN Personnel Structure and, using

this information, they produced the first draft of the new specifications.

IV

What further steps were necessary in the preparation and approval of the new trade specifications?

These draft specifications were examined by the Heads of Branches, i.e., the Electrical Engineer-in-Chief, Director General of Naval Ordnance, Director of Surface and Air Warfare, etc. and schools concerned, re-drafted to reflect their comments and were approved by the Heads of Branches. In addition, these specifications were reviewed and approved by the Flag Officers, Atlantic and Pacific Coasts, and Naval Board. During these processes, certain amendments were made by these authorities until a final version of each specification, acceptable to all concerned, was attained. Subsequently, all trade specifications must be processed through those authorities responsible for tri-service approval. This is required in order to justify trades pay.

V

How were the new trade complements prepared?

As the main requirement of any complement is to get the job done as efficiently and economically as possible, the new trade complements were prepared by determining the minimum rank and trade combination, based on the revised trade specifications, necessary for each individual naval position and then totalling the result. The number of positions required is based on the navy's current commitments, afloat and ashore. As recommended in the Report on RCN Personnel Structure, these new complements reflect an increased emphasis on the trade side.

VI

Will the rank and trade combinations of the new trade structure be the same as they are now?

No. The rank/trade combinations in the new trade structure will be different because of the increased emphasis placed on the trade capability.

VII

What are the minimum trade requirements for each rank?

The minimum trade requirement for promotion to Able Seaman is trade group 1; to Leading Seaman is trade group 2; to Petty Officer 2nd class is trade group 3; to Chief Petty Officer 2nd Class is trade group 4.

VIII

Why is there a difference from what we have now?

The reason for the difference is to allow men of more junior rank to attain higher trade levels but at the same time, to ensure that those men in the higher ranks are technically competent in their own trade as recommended by the Report of the Personnel Structure Committee. In addition, this will allow more men to attain the trade group two and three levels than is possible under the present trade structure.

IX

How will this new trade structure affect those men now serving?

In CANGEN 229/1957, the Chief of the Naval Staff stated that the rights and interests of the individual man would be carefully guarded during the implementation of the new personnel structure. TO COMPLY WITH THIS STATEMENT IT IS INTENDED THAT ALL MEN RETAIN THE RANK, TRADE GROUP AND SENIORITY THEY HOLD AT THE TIME OF INTRODUCTION OF THE NEW TRADE STRUCTURE.

X

What will happen to those men who are in the zone for promotion, (i.e., fully qualified) to the next higher rank at the time of introduction of the new trade structure?

They will continue to be considered in the zone for promotion in their new trades and can be promoted, if selected and a vacancy is available. For example, a P2TG2 who is in the zone for promotion to P1 in his present trade at the time of introduction of the new trade structure will remain so when transferred to a new trade, even though he lacks the minimum trade group required for the new trade structure. Such a man could be promoted to P1TG2.

XI

What will happen to those men who are NOT in the zone for promotion to the next higher rank at the time of introduction of the new trade structure through lack of seetime ONLY?

Such men will be considered in the zone for promotion in their new trades, when they obtain the seetime they lack, and can be promoted, if selected and a vacancy is available.

XII

What are the future promotion prospects for such men?

All subsequent promotion for these men will be conditional upon successful attainment of ALL qualifications prescribed for the higher rank concerned under the new promotion regulations. For example, the man promoted to P1TG2 as described previously would have to attain trade group 4 in his new trade in order to qualify for promotion to Chief Petty Officer 2nd Class.

XIII

What will happen to those men who are NOT in the zone for promotion to the next higher rank at the time of introduction of the new trade structure through lack of qualification OTHER than seetime?

All such men will be required to qualify for promotion in accordance with the new promotion regulations. For example, a P2TG2 NOT in the zone for promotion to P1 through lack of qualification other than seetime will be required to meet all the minimum requirements, including trade group 3 in his new trade.

XIV

Will service time, seetime, trade grouping and other qualifications attained in present rank and trade be recognized in the new trade structure?

Yes. All such qualifications will be counted as equivalent qualification in the new trade structure.

XV

How will the new trades be formed?

The new trades will be formed in the following manner:

- (a) All Quartermasters, Quartermaster Instructors, Sailmakers, Regulators and Masters-at-Arm become BOATSWAINS (BN);
- (b) All Engineering Mechanics (TGS, 1 and 2) remain as ENGINEERING MECHANICS (EM);
- (c) All Engineering Mechanics (TG 3 and 4) and all Engineering Artificers become ENGINEERING TECHNICIANS (ER);
- (d) All Shipwrights, Plumbers, Painters and Blacksmiths become HULL TECHNICIANS (HT);
- (e) All Apprentices remain APPRENTICES (AP);

- (f) All Photographers remain as PHOTOGRAPHERS (PH);
- (g) All Bandsmen and Bandsmen Apprentices remain in these trades;
- (h) All Administrative Writers (AW), Pay Writers (PW) and Writers (WR) remain in these trades;
- (i) All Naval Storesmen (NS), Victualling Storesmen (VS), and Storesmen (ST) remain in these trades;
- (j) All Cooks and Stewards (TGS, 1, 2 and 3) remain in these trades;
- (k) All Cooks and Stewards (TG4) become COMMISSARYMEN (CM);
- (l) All Communicators Visual and Visual Instructors become SIGNALMEN (SG);
- (m) All Communicators Radio and Radio Instructors become RADIOMEN (RM);
- (n) All Communicators Supplementary become RADIOMEN SPECIAL (RS);
- (o) All Radar Plot Rates and Plot and Radar Instructors become RADAR PLOTTERS (RP);
- (p) All Radar Control Rates become FIRECONTROLMEN (FC);
- (q) All Electrical Technicians (Fitter) become ELECTRICAL TECHNICIANS (ET);
- (r) All Electrical Technicians (Fire-control) become FIRECONTROLMEN (FC);
- (s) All Electrical Technicians (Detection) become SONARMEN (SN);
- (t) All Radio Technicians become ELECTRONIC TECHNICIANS (LT), RADIOMEN (RM), RADIOMEN SPECIAL (RS) or RADAR PLOTTERS (RP) according to naval requirement and personal preference;
- (u) All Electrician's Mates remain as ELECTRICIAN'S MATES (LM) or become FIRECONTROLMEN (FC), SONARMEN (SN), RADIOMEN (RM) or RADAR PLOTTERS (RP) according to naval requirement and personal preference;
- (v) All Electrical Technicians remain as ELECTRICAL TECHNICIANS (ET) or become FIRECONTROLMEN (FC), or SONARMEN (SN) according to naval requirement and personal preference;
- (w) All Gunnery Instructors become WEAPONMEN SURFACE (WS), BOATSWAIN (BN) or FIRE-

CONTROLMEN (FC) according to naval requirement and personal preference;

- (x) All Layers, Quarters, and Anti-Aircraft Rates become WEAPONMEN SURFACE (WS) or BOATSWAINS (BN) according to naval requirement and personal preference;
- (y) All Torpedo Instructors and Torpedo Detector Rates become WEAPONMEN UNDERWATER (WU) or SONARMEN (SN) according to naval requirement and personal preference;
- (z) All Ordnance Technicians and Armourer's Mates become WEAPONMEN SURFACE (WS), WEAPONMEN UNDERWATER (WU) or FIRECONTROLMEN (FC) according to naval requirement and personal preference;
- (aa) All Gunnery Armourers become WEAPONMEN SURFACE (WS) or FIRECONTROLMEN (FC) according to naval requirement and personal preference;
- (bb) All Torpedo Armourers become WEAPONMEN UNDERWATER (WU).

XVI

What is meant by "naval requirement" and "personal preference?"

The Navy is committed to performing many duties, afloat and ashore, and the efficient accomplishment of these duties is therefore our main mission. To perform such duties efficiently requires individuals with certain knowledge and skills. Any change in trade structure, therefore, must be based primarily on the accomplishment of the navy's mission and all individuals, no matter what their trade, must be employed so as to ensure that these naval requirements can be accomplished.

As there will be situations in the new trade structure where certain men are equally suitable for more than one of the new trades, it is intended that such men be allowed to state a personal preference for these trades. For example, a Gunnery Instructor could be selected as a Weaponman Surface, Boatswain or Firecontrolman, hence, if he has a preference for any of these, it will be taken into consideration when making a final assignment of trade. Each man eligible to state a preference will list his preference in order of priority (first choice, second choice, etc.). The statement of a personal preference does not constitute any guarantee.

XVII

Why do some trades get a preference privilege and others not?

This privilege is given only to those trades in which a choice of trade is necessary, i.e., Gunnery, TAS, Ordnance and certain Electrical trades. Those men who are considered eligible for one trade only will be assigned to that trade.

XVIII

What information will be available to assist men in stating a personal preference?

It is intended to provide each man concerned with summaries of the applicable new trade specifications. A careful study of these summaries should provide enough information for each man to decide which trade he is most desirous of joining. In addition, the Divisional Officers in each ship and establishment will be provided with copies of the complete trade specifications which will be available for reference.

XIX

Will any information be provided concerning the future promotional prospects in each of the new trades?

No definite information can be provided on this subject. Promotion in all trades is governed, as always, by vacancies in complement. Any changes in complement, therefore, can affect future promotion. As complements are reviewed and subject to change on an annual basis, it is impossible to state whether one trade provides better promotional prospects than another. Every effort, however, will be made to provide reasonable promotion opportunity in all the new trades.

XX

Why are these changes being introduced in two phases?

This allows the changes involved to be spread over a period of time and hence will not affect all men at once, which eases the load on the manning authorities.

XXI

Why not allow all men in their present trades to continue in these trades and only change those men at the recruit level?

If this were done, it would mean having two navies with two promotion systems, two advancement systems, two

drafting systems, two training systems, etc., for 20 years or more with the result that the efficient organization and administration of ships and establishments would be impossible. In addition, there would be little gain from the combined maintainer/operator concept until 5 to 10 years had elapsed.

XXII

How will these changes affect the present efficiency of the fleet?

The present level of efficiency should be maintained and eventually increased through the combined maintainer/operators providing:

- (a) a substantial increase in the quantity of the maintenance staff;
- (b) more efficient application in the operation and maintenance of all naval equipment.

XXIII

Will all men be employed in different jobs immediately after the introduction of the new trade structure?

Not necessarily. After the new trade structure is introduced, most men will be employed in their same jobs although in certain cases with a different trade name and for some, the extent of the trade field has been broadened.

XXIV

How will men become qualified in their new trades?

This is where the evolutionary aspect becomes apparent. Over a period of time, certain of these men will be required to perform both maintenance and operation functions of their new trades. The capability to do this will be attained progressively through both formal courses and on-the-job training.

XXV

Does this mean there will be a long programme of conversion courses?

No. It is emphasized that there is no intention of initiating a large programme of special conversion courses for all men assigned to the new trades. Any formal training given to men in the fields in which they are lacking will be done, in most cases, during the course for the next higher trade level. In addition, it is intended to provide special short courses to increase the capability and effectiveness of certain men transferred to the new trades.

XXVI

Can everyone get a higher trade course in their new trade?

No. As in the past, higher trade courses in all trades will be on a selection basis and every endeavour will be made to ensure that the best qualified and most worthy men are chosen.

XXVII

Will correspondence courses be available in all trades in the near future?

No. The emphasis is being placed initially on the preparation of the formal trade courses given in the schools for all the new trades. From these courses, it is intended to prepare trade manuals and, subsequently, these manuals will form the basis of future correspondence course training.

XXVIII

What will happen to those men who already hold TG4 in their present trade?

All men holding TG4 will not be required to re-qualify at the level shown in the new trade specifications for trade group four. Opportunity will be provided, however, for these men to take further formal training in their new trades on a selection basis.

XXIX

How will these changes affect men who are close to retiring to pension?

Most men holding trade group 2, 3 or 4 with less than 5 years to serve to pension will not be considered for any further formal training and probably will be employed in their present capacity for the remainder of their service.

XXX

Who will assign all men to the new trades, and how will this assignment be accomplished?

The assignment of men to the new trades will be done by Naval Headquarters. The first and most important factor to be considered in this process will be the navy's requirement in each and every trade. In addition, the statement of personnel preference, results of relevant aptitude tests, previous training, experience and medical standards will be considered also.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS Kootenay

Passage through 52 locks for a total of 1,864 vertical feet in a five-month, 16,000-nautical-mile period, is believed to make the *Kootenay* the mountain-climbingest warship in the world.

The *Kootenay* was transferred from the Pacific Command to the Atlantic Command on March 7, 1959, and on September 7, exactly five months later, she passed through St. Lambert Lock, near Montreal, en route to Halifax from the Canadian National Exhibition in Toronto. This made the fifty-second locking through.

The first lock was navigated on April 19, when the *Kootenay* passed through the first of six locks of the Panama Canal for a total of 170 vertical feet. Later the ship was senior ship in the escort of the Royal Yacht during the Royal Visit and traversed the entire seaway, passing through locks 32 times for a total of 1,204 vertical feet.

The *Kootenay* sailed to Halifax at the end of the Royal Visit and then returned to the Great Lakes as part of the Atlantic Fleet visiting the Canadian National Exhibition at Toronto. On this this voyage she passed through 14 locks for a total of 490 vertical feet.

Further interesting things have happened to *Kootenay*, including one additional record or "first". She was the

first large warship to reach the head of the lakes travelling through the newly opened St. Lawrence Seaway. She was followed at that time by HMCS *Gatineau* and HMS *Ulster*. A day later an American destroyer reached Duluth, Minn. The *Kootenay* was open for inspection by the press and by civilians on many occasions and took some 650 guests to sea for short trips.

HMCS Restigouche

The *Restigouche*, lead ship in the RCN's most modern class of destroyer escorts, became acquainted this summer with rugged Newfoundland scenery and the quaint place names of Canada's newest province.

Commanded by Cdr. John W. McDowall, the destroyer escort had Hon. Campbell MacPherson, Lieutenant-Governor of Newfoundland, embarked for visits to a number of the picturesque outports of this ancient New World colony.

The tour began in Botwood, a Second World War naval base, and the ship took the lieutenant-governor and party to many of the communities in Notre Dame Bay. These included Baie Verte, La Scie, Nipper's Harbour, Little Bay Islands, Lush's Bight, Springdale, Leading Ticks, Exploits, Moreton's Harbour, Twillingate, Change Islands, Fogo, Seldom Come By and Lewisporte.

The Newfoundlander is extremely loyal and, in particular this year of the Royal Visit, His Honour's tour caused high interest. This was evident in the response of these small fishing, lumbering or mining communities. The day of the visit was declared a holiday, and houses and jetties were festooned with flags. Youth—taking a lead from Royal Visit protocol—had a prominent place, with Sea Cadets, Scouts, Guides, and similar groups well to the fore.

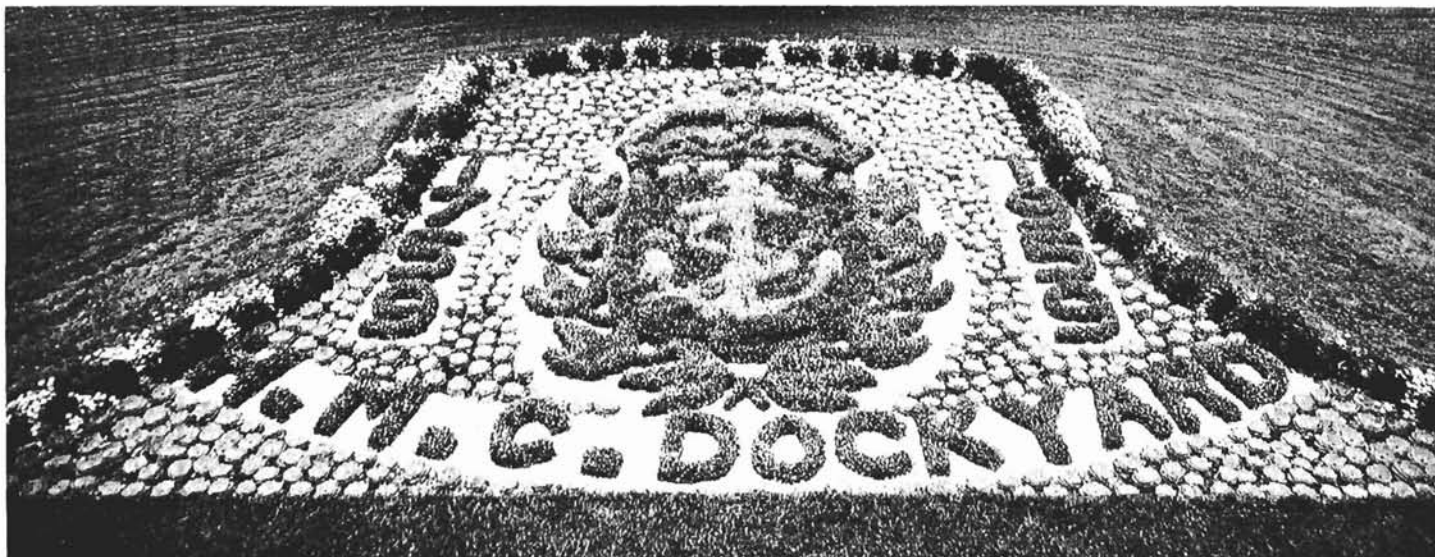
The magnificent vista of the rugged, formidable coastline provided a dramatic backdrop for a sea studded with brilliant-hued icebergs, "growlers" and "bergy bits".

Off St. John's Head by Mother Burke's Rock, the *Restigouche* saw no fewer than 21 icebergs. The ship took the opportunity to get in some gunnery practice and managed very nearly to up-end one large berg after a direct hit from its powerful armament.

Leadership School

The summer UNTD cadet training program in *Cornwallis* drew to a successful conclusion on September 4, with the departure of "*Haida*" and "*Nootka*" Divisions.

From early May through August, 224 UNTD cadets in six divisions completed courses in *Cornwallis*. Although Reserve cadets were trained here in 1958, they



Throughout the past summer this handsome carpet bed in the Halifax Public Garden, with its naval badge and lettering, saluted the bicentenary of the dockyard. George Power, Superintendent of the Halifax Public Gardens, and his gardeners, had the 22-by-18-foot bed installed the last week of June. Mainly blue, gold and red, the handsome design contained alyssum, santolina, blue lobelia, gold and red alternanthera, red iresine and the background is echevaria. (HS-58330)

spent only two weeks in the Leadership School undergoing a divisional course, while *Stadacona* was responsible for the remainder of the syllabus. This summer a more extensive training schedule was carried out. All first-year cadets underwent their two-week divisional and communications courses in *Cornwallis*, while some divisions completed part of their seamanship and navigation courses as well. This meant that approximately 80 cadets were in *Cornwallis* at any one time and that the organization and facilities for cadets had to be considerably expanded over last year.

Lt. B. A. O. Oxholm, was appointed to *Cornwallis* to administer cadet training under the direction of Lt.-Cdr. P. R. Hinton, Officer-in-Charge, Leadership School. A term lieutenant and two cadet captains accompanied each division to assist in running the program. In the main, instruction was carried out within the existing training framework of *Cornwallis*, although additional instructors in seamanship and navigation were provided by *Stadacona* when required.

In general, the cadets felt that *Cornwallis* was an ideal place to train prospective officers. The atmosphere of training and discipline was felt to be beneficial and since there were few outside distractions the cadets were glad to be kept busy practically every moment of the day. Beginning with PT at 0605 daily, the young officer was faced with a bewildering array of musters, inspections, classes, orders and assignments. Being at the right place at the right time was difficult at first, but as he became accustomed to the routine, he began to appreciate the amount of



First and third year cadets—250 of them—had their annual inspection during summer training on the East Coast August 21, by Commodore Duncan L. Raymond, Commodore, RCN Barracks, Halifax. He termed them the best turned-out cadets he had ever inspected. With the Commodore as he inspects the second rank of the guard mounted in his honour, is Cadet Captain Richard Fraser of the University of British Columbia. Behind them is Cdr. Patrick C. Benson, Reserve Training Commander, East Coast. (HS-58593)

training he was receiving in the relatively short time available. In fact, most cadets departed from *Cornwallis* with some regret, and with a feeling of considerable accomplishment.

One of the practical phases of training for cadets was small arms familiarization.

Although practical instruction formed a large part of the divisional course, classroom lectures also had their place. For example, PO G. T. Wallace, of the Leadership School Staff, lectured to the cadets in naval salutes and ceremonial.

During their communications course, cadets were required to attain a standard of six words per minute reading morse by flashing light. All cadets ran the assault course during their divisional course.

HMCS *Cayuga*

At 0930 on July 14, lower decks were cleared on board the *Cayuga* for entering harbour at Summerside, P.E.I. This entry heralded the beginning of a five-day relaxation period while participating in the Summerside Lobster Festival and related activities.

An official reception for 40 guests was held on board the night of arrival, followed by a reception at the Golf and Country Club. The official opening of

the Lobster Festival was marked by a mammoth parade led by a 24-man *Cayuga* guard, with Sub-Lt. William Panteluk as officer-of-the-guard. The week-long festivities at Summerside included a track and field meet, Bill Lynch shows, horse racing, dancing, lobster suppers and stage shows at the Civic Stadium.

The captain, Cdr. E. Petley-Jones, was one of the three judges of the Lobster Festival Queen contest which was held at the Civic Stadium.

The ship's company's participation in the sports program included a number of hard-fought ball games against the Royal Canadian Air Force and the Summerside Legion, and a tug-of-war tournament. AB L. P. Reny lasted four laps in a five-mile race. The *Cayuga* tug-of-war team pulled hard to win second prize. The prize money was handed over to the Salvation Army by PO Stanley Wood, the team's coach.

The people of Summerside, the Royal Canadian Air Force Station and the Canadian Legion extended their warm hospitality to all officers and men to make the visit a complete success. In appreciation of the hospitality to the ship's company, a replica of the ship's badge was presented by the captain to Mayor Currie, of Summerside, in a ceremony held on board.



Wren Margaret G. (Peggy) Bailey, practises using an Aldis lamp while taking a communication course in *Cornwallis*. (DB-12915)

P&RT School

Fifteen candidates successfully completed courses for trade group advancement at the Physical and Recreational Training School in Cornwallis in June. Four qualified for trade group two and 11 for trade group three.

The trade group three course showed great interest in Royal Life Saving Society awards, five members qualifying for the Award of Merit and five for the instructor's certificate.

A campaign, conducted by CPO W. A. Rheubottom in the Cornwallis swimming pools, to qualify personnel in water safety and life saving, was highly successful. At the end of June, Mrs. M. J. A. T. Jette, wife of the commanding officer, presented 39 Royal Life Saving Society certificates, medallions and awards, and 50 Red Cross and water safety awards.

PACIFIC COMMAND

HMCS Ottawa

Although she has been attached to the Pacific Command since early this year, only recently has the *Ottawa* settled into her place as a member of the West Coast fleet. The reason is that, on March 15, shortly after her arrival from the East Coast, she began an extensive refit, from which she did not emerge until July 7.

Once before the *Ottawa* was a "slow starter". That was on the occasion of her christening on April 29, 1953, when she refused to enter the chill waters of the St. Lawrence for a full half hour after the champagne bottle had been shattered on her bows. At that time, Rear-Admiral H. F. Pullen, then Chief of Naval Personnel, who had commanded two previous *Ottawas*, said: "She was a slow starter, but that means she will be a strong finisher".

Immediately after her return to the sea, under Cdr. I. B. Morrow, she was involved in the Royal Visit program. Later she completed her post-refit trials and work-ups and now is carrying out her normal duties in the Second Canadian Escort Squadron.

One of the *Ottawa's* accomplishments since returning to service was to defeat the *Skeena* softball team in Nanoose on July 31.

CPO F. B. Kelly and Petty Officers J. R. Ireland, T. H. Storer and G. Goossen have been active in Victoria's largely Navy-supported Little League baseball league. During the summer they took two teams of the boys to William Head minimum security prison and put on an exhibition game for the inmates.

The high calibre of baseball played by the youngsters was greeted with



CPO Gordon Dark is the "chief" cook in HMCS Assiniboine—the destroyer-escort which carried Her Majesty the Queen and Prince Philip from Vancouver to Nanaimo. Before leaving the ship Her Majesty presented CPO Dark with a personally autographed photograph of the Royal Family. Here are the "Chief", his wife, Anne and daughters Joanne, Jennie and Jean. (E-51300)

great enthusiasm and a return game is planned for 1960.

Fourth Canadian Escort Squadron

In mid-August, the *Sussexvale*, *Stettler*, *Beacon Hill*, *New Glasgow* and *St. Therese*, of the Fourth Canadian Escort Squadron, returned to Esquimalt after a busy seven-week training cruise for 123 Regular Officer Training Plan and College Training Plan cadets.

Of the 123 cadets on board, 84 were first-year cadets who have not been to sea before and 39 were second-year cadets who took their training in the Ontario in 1958.

The ships left Esquimalt on June 22, for Balboa, in the Panama Canal Zone, calling en route at Magdalena Bay and Manzanillo, Mexico. On the return journey, the ships visited San Diego, California. A total of 8,600 miles was steamed.

The purpose of the cruise was to teach the syllabus laid down for ROTP

and CTP cadets in the new General List Officer Training Plan. The timetable was therefore packed with formal lessons and practical work designed to teach the skills and knowledge required by the syllabus.

The ships were blessed with good weather for the whole of the journey except for three days on the homeward leg when they headed into a brisk northerly wind with heavy seas and fog.

During the southernmost leg of the trip, the *Terra Nova*, on her way to Halifax after having been newly commissioned in Esquimalt, made a rendezvous with the ships. After joining the squadron, the *Terra Nova* gave a demonstration of mortar firing for the cadets. She then set out on a separate course and give the ships of the Fourth Escort Squadron a chance to seek her out by radar. When darkness came, night firing of star shell, by all the ships of the squadron, was laid on in an attempt to silhouette the *Terra Nova*.

On completion of this exercise *Terra Nova* joined the squadron and entered Balboa as part of it.

On the morning of July 14 all the cadets and some officers boarded the *Terra Nova* for her trip through the Panama Canal. The cadets left the *Terra Nova* here and went by bus to Colon for a few hours shopping before returning to Balboa by bus late the same evening.

On July 15 all the first-year cadets were taken on a bus tour of an alligator farm and then on to Old Panama City, which Captain Henry Morgan and his band sacked and destroyed by fire. The second-year cadets were taken on a tour of the USS *Swordfish*, the fourth atomic-powered submarine in the United States Navy.

A visit to San Diego from July 28 to August 3, was an interesting one, particularly for the cadets. On Wednesday, July 29, 60 cadets visited a submarine tender and, split into three groups of 20 each, were shown through three submarines attached to the tender. The next morning, 60 more cadets made the same tour. In the afternoon all cadets toured the Naval Air Station, North Island. This is the largest Naval Air Station in the world and houses the Naval All-Weather Fighter Squadron which uses the Skyray—a supersonic fighter. A section of aircraft was scrambled for the cadets to watch. This is the only naval air squadron that is a component of the North American Continental Air Defence.

While in San Diego the *Stettler* cadets played *New Glasgow* cadets in the final volleyball game for cruise points. The *Stettler* team won.

During the cruise various contests were scheduled. These included competitive boatwork, competitive flaghoisting, general drills, and sports events (softball and volleyball). The competition from the beginning was keen and, up to the last event, three of the ships were separated by only a few points. The award went to the *St. Therese*, which had a slight lead on the others. She was declared "Cock of the Cruise" and will challenge again on the next training cruise in January 1960.

HMCS *Jonquiere*

On May 18, the *Jonquiere* along with the *New Waterford* and *Antigonish*, embarked on the first of three summer cruises for the training of reserve officer cadets from University Naval Training Divisions. Twenty-four cadets from colleges and universities all across Canada were embarked in each ship.



This is NOT the prescribed way of leaving a burning building, but this UNTD cadet wasn't concerned with technicalities as he fled the smoke hut on the Cornwallis assault course. (DB-12458)

During their month-long stay in the ships, the cadets underwent an extensive program of training. For those of the executive branch, the greatest emphasis was on navigation and duties of the officer of the watch and use of the weapons fitted in RCN frigates. Cadets of the supply branch worked with the administrative and stores departments, while engineering cadets were employed in the engineroom.

All cadets, participated with enthusiasm in the intership competitions; general drills, seaboard drills and softball games. At the end of the first cruise, the results of these and of the cadet regatta placed *New Waterford* and *Antigonish* cadets in a tie for first place, while the *Jonquiere*s trailed just two points behind.

The three ships first visited Pearl Harbour, Hawaii, where they spent the Memorial Day (May 30) week-end. They then proceeded to Hilo. The ships were met by a troupe of Hawaiian performers who entertained on the jetty with songs and dances. To top it all off, the mayor of Hilo presented the key to the city to Cdr. E. V. P. Sunderland, commanding officer of the group of ships.

The next three days were occupied with visits to Hawaii's dormant volcanoes, national parks, historic sites and lava flows—some as recent as five years

ago. There was even time for a couple of softball games against two Hilo teams, both of whom the combined ships' team defeated 3-2 and 13-10.

The *Jonquiere*, in company with the other two ships, returned to Esquimalt, June 17. During the following two days the ships' sailing and pulling crews participated in the Command Regatta, doing fairly well by placing the ship eighth out of 18 competitors.

The ship, in company with the *New Waterford*, sailed from Esquimalt, June 29, for the second UNTD summer cruise. Both ships spent a day at Bedwell Harbour, and proceeded to Vancouver. On Dominion Day, each ship transported about 100 members of the Canadian Army (Militia) to Nanaimo and then both carried on to Nanoose Harbour.

From there they went to San Francisco for a three-day visit, returning to Esquimalt July 12. For the next few days the ship was busy preparing for the visit of Her Majesty, the Queen, to Victoria. On Friday of that week, *Jonquiere* sailed the short distance to Ross Bay, near Victoria's Beacon Hill Park. In company with the other ships in the command, she participated in the illumination and fireworks display that evening. Following the display, the *Jonquiere* and *New Waterford* proceeded to the Queen Charlotte Islands to continue with the second half of the training cruise.

Having arrived at Louscoone Inlet, all of our hunters, fishermen, and naturalists became activated. AB Ron Duffy practically won himself a page in the ship's history by bagging the *Jonquiere*'s first black bear. (Those who read the last account will remember that the black bear of the Queen Charlottes — *Eractos Americana*, *Carlotta* — is the emblem on the ship's unofficial flag).

A banyan on the beach with a roaring bonfire, bucketfuls of baked clams, and a friendly singsong brought both ships' companies together for an enjoyable evening in the wilderness.

While in Louscoone Inlet, the cadet whaler pulling regatta took place. In this the *Jonquiere*'s cadets won all four events, making a clean sweep of the competition. This was instrumental in giving the ship possession for the first time of the specially decorated broom which signified her supremacy.

After the ships returned to Esquimalt, the *Jonquiere* and *New Waterford* both participated in the "Sailor for a Day" program, part of the command's Navy Day. The two ships embarked a total of nearly 7,000 boys on a series of two-hour cruises in the vicinity of Victoria.



Famed totem pole carver Chief Mungo Martin watches as Captain E. T. G. Madgwick, Chief of Staff to the Flag Officer Pacific Coast, makes the first cut into a 25-foot log, which has since been made into a totem pole for HMS *Excellent*, the Royal Navy's gunnery school at Whale Island, Portsmouth, England. Looking on is Chief Martin's great-granddaughter, 16-year-old Shirley Hunt. The totem pole will be presented to Whale Island in recognition of the long association between gunners of the Royal Navy and Royal Canadian Navy. (Victoria Colonist photo by Jim Ryan.)

A TOTEM POLE FOR WHALE ISLAND

SYMBOLS appropriate to the ancient art of gunnery adorn a British Columbia totem pole, which is being presented to the Royal Navy's gunnery school, HMS *Excellent*, Portsmouth, at Whale Island.

The presentation is being made in honour of the half-century of close association between the gunners of the Royal Navy and the RCN and has been made possible by the financial contributions of RCN gunnery officers and men who trained in HMS *Excellent*. A committee headed by Rear-Admiral E. P. Tisdall, Vice-Chief of Naval Staff, who qualified as a gunnery officer at Whale Island in 1932, organized collections for the Whale Island Presentation Fund.

The work of creating the totem pole was entrusted to the noted totem pole carver, Mungo Martin, who was assisted by his nephew, Henry Hunt. Both are members of the Kwakiutl tribe of West Coast Indians and have won wide renown in their specialty. One of their better known masterpieces is the 100-foot Centennial Totem Pole, which was presented to Her Majesty Queen Elizabeth II by the people of

British Columbia and which now stands in the grounds of Windsor Great Park.

The cedar log from which the Whale Island totem pole has been carved was donated by British Columbia Forest Products Limited and taken to Thunderbird Park in Victoria, where the ceremony of cutting the first chip was performed on May 1 by Captain E. T. G. Madgwick, who is Chief of Staff to the Flag Officer Pacific Coast and who qualified in gunnery at HMS *Excellent* in 1941. It had originally been intended that the "first chip" ceremony be performed by Rear-Admiral V. G. Brodeur, who was the first Canadian gunnery officer to train in *Excellent*, but illness prevented the retired admiral from attending.

Officers and men of the Royal Canadian Navy no longer train at Whale Island, but the totem pole will long recall the contribution which the gunnery branch of the Royal Navy was able to make to the young RCN.

The brightly-painted figures on the totem pole are a Thunderbird, a Killer Whale and a Speaker.

The *Thunderbird* is a mythological bird which appears as an important



character in the origin myths of several Kwakiutl tribes, and was frequently displayed as a "family crest" on totem poles. Thunderbird lived on the snow-capped mountain peaks and descended to the sea to hunt Killer Whales. Lightning was attributed to the flashing of the terrible eyes and thunder to the beats of his wings.

The Killer Whale also appears frequently on Kwakiutl totem poles and is derived from the actual animal which is a small-toothed whale fairly abundant in British Columbia's coastal waters. The Killer Whale, like the Thunderbird, is a character in some of the Kwakiutl origin myths.



A Speaker. This figure usually represents a man addressing an audience; he holds a staff denoting his authority.

Mr. Martin has carved the face in such a way as to represent a man giving orders — a man, as it were, training other men.

How appropriately these symbols represent the World of Naval Gunnery becomes apparent when one looks upon the Thunderbird as symbolizing the roar and flash of guns, the Killer Whale as representative of Whale Island and the Speaker to be that most awesome personage of the parade ground, the Chief Gunnery Instructor.

The totem pole fund is still open and contributions will be welcomed by the committee from officers and men who are old Whale Islanders.

DIVERS RETURN HOME

A VOLUNTEER team of nine Royal Canadian Navy clearance divers has wound up operations—one of them "next to impossible"—in the eastern Canadian Arctic and Greenland for the Military Sea Transportation Service of the United States Navy. It has been warmly applauded for its efforts up North this summer.

Rear-Admiral D. T. Eller, USN, who is in overall charge of the annual re-supply of eastern Arctic military installations, has sent the following in a message to Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, from whose command the frogmen came:

"The RCN clearance divers have successfully completed all assigned missions. They have contributed materially to the overall success of Military Sea Transportation Service's Arctic Operation East. I was most impressed with their professional, seamanlike approach to new problems, together with their enthusiastic drive and energy. My sincere appreciation and thanks to the RCN for the loan of their clearance divers for this operation."

The divers, headed by Lt. Arthur W. Rowse, arrived in mid-September at Harmon, Newfoundland, to finish clearing RCN Second World War ammunition from the bottom of St. George Bay. They were due back in Halifax in October.

Admiral Eller also sent a message to the team itself, code-named "UDU Bravo":

"Again UDU has lived up to its fine reputation in contributing significantly to MSTs Arctic Operation, East, 1959. The Royal Canadian Naval Clearance Diver (team) under the leadership of Lt. Rowse, has accomplished next to the

impossible by deeping the Sandy Point channel as well as the excellent work in installing the new submarine pipeline at Goose Bay and then the fine work of installing the new polynia system alongside the deLong Pier, Thule. The clearance divers can be proud of their splendid achievements and are a credit to the RCN. I wish to highly commend UDU Bravo on a job well done."

The team accomplished the following:

1. Blasted a deep channel into the anchorage of Goose Bay, Labrador, thereby enabling the passage through of deep-draught ships. The "Ripple Rock" they demolished was some 5,000 cubic feet in volume and had hampered off-loading of supply ships to the extent of \$900,000 worth of time and effort hitherto.

2. Laid an elaborate pipe line system some thousands of feet in total length at Goose Bay so that tankers could pump various fuel oils into a "tank farm" and ships could draw on it with relative ease throughout the short re-supply shipping season.

3. Laid a bigger polynia system in the harbour at Thule Air Force Base, Greenland, so that the bubble-producing pipes could keep the harbour free of ice throughout the winter.

In addition to Lt. Rowse, the team includes CPO Peter Nicholson, PO Francis MacArthur, Leading Seamen James Poidevin, Glendon Frausel, Nelson Eisener, Stanley J. Stephenson, Roy Everts, and Kenneth Whitney.

This was the third year of Arctic operations for PO MacArthur, the second for Ldg. Sea. Stephenson. The others went North for the first time.



When the village of Manotick, south of Ottawa, staged a bang-up centennial celebration in early August, one of the ghosts from the past was a British naval officer of 1859. The uniform is that of a lieutenant, the curl having not appeared until 1860 and the second stripe until 1864. Inside the uniform is Lt. (SB) Philip Chaplin. RCN(R), (Ret.) of the Naval Historian's staff. (O-12202)

RESCUE OFF ARCACHAN

WHEN THE DISTINGUISHED soldier and diplomat Major-General George P. Vanier was installed as Governor General of Canada on September 15, the Royal Canadian Navy was able to recall an incident of the darkest days of the Second World War which may have had a very direct bearing on the event in Ottawa.

The war-time incident was the rescue by HMCS *Fraser* of Sir Ronald Campbell, the British ambassador, General Vanier, then Canadian minister to Paris, and a party of 16 from a sardine boat in the Bay of Biscay in June 1940.

The captain of the *Fraser* was Cdr. Wallace B. Creery, now a retired Rear-Admiral and an Ottawa businessman. He told the story of the rescue recently to Walter Gilhooly, columnist with *The Ottawa Journal* and himself a retired naval officer. Here is Admiral Creery's story as set down by Lt.-Cdr. Gilhooly:

"I was in command of the destroyer HMCS *Fraser*, in the West Indies when I received orders to proceed forthwith to Devonport. We steamed up the English Channel when the evacuation of the British Army at Dunkirk was at its height.

"Through the thick fog we could hear over the radio the Army describing its position. We could hear calls for help under the bombing and replies from ships going in to take troops off the beach. It was frustrating for us not to be able to go to their assistance."

Plymouth harbour was chockful of shipping—French naval units, French and Polish soldiers. The *Fraser* had changes made in her armament and a week later escorted four ships loaded with tanks and armoured cars into Brest.

"I expect the Germans got them right away," Admiral Creery said.

The *Fraser* was next ordered to rendezvous in the Atlantic with the battleship *Hood* and three destroyers, and the group escorted the troop-carrying *Queen Mary*, *Queen Elizabeth*, *Mauretania* and *Andes* into the Clyde. Another troop convoy was guided into Plymouth and on June 18 the commander-in-chief, western approaches, sent for the *Fraser's* captain.

"He told me to take an evacuation party consisting of a Royal Navy captain and 34 ratings to St. Jean-de-Luz in the bottom corner of the Bay of Biscay on the French-Spanish border. My

orders were to land the party and remain in the vicinity to protect merchant vessels engaged in the actual evacuation. On no account was I to leave the party ashore.



His Excellency the Governor General, Major-General G. P. Vanier, DSO, MC, CD.

"I told him he was placing me under the admiral commanding that section of coast, so what was my position if he should have other orders for me? His reply was in the best traditions of the Navy. I was to use my discretion.

"We left Plymouth on June 20 and arrived off the St. Jean-de-Luz breakwater the next night. A day was spent patrolling outside the small artificial harbour with other destroyers and at midnight I received a badly garbled cypher message. Most of the night was spent trying for a repeat. It came next morning about seven o'clock.

"It told me to proceed at best speed to the vicinity of Arcachan and look there for a party of diplomats headed by Sir Ronald Campbell. It might be on a spit of land or might have had to take to the sea. The message added there was a U-boat in the area. The



message further said to rendezvous there with HMS *Galatea*, flagship of the admiral in command of the coast.

"We proceeded at 34 knots, under water, it seemed, most of the time. The day was mean—raining and the sea was rough. We closed *Galatea* around nine o'clock. A heaving line passed us a canvas bag containing a letter for French Admiral Darlan whose last known address was Bordeaux. My instructions were to turn it over to Sir Ronald Campbell and he was to send it ashore by courier for delivery to the admiral.

"At noon we were off Arcachan. The visibility was bad. We came in as close as we could, saw nothing on the beach and a lookout spotted a small boat about a mile to seaward. We turned about and came up to it.

"It was a sardine fisherman's open motor boat. In it was huddled the party we'd come to get—some sick and all soaking wet. They'd been out there for hours. I was more than surprised to see one of them was General Vanier.

"It was difficult transferring them to the deck of the *Fraser* in the running sea. We lowered scrambling nets, the sailors lend them a hand and they made it. It was amazing the agility General Vanier showed, handicapped as he was by an artificial leg.

"His first words to me were, 'What are you doing in this ship?' I told him he was aboard a Canadian destroyer. He was delighted a Canadian ship had done the job.

"I handed Sir Ronald Campbell the letter for Darlan. He read it, shrugged and said it was hopeless to try to have it delivered. He probably knew, then, all about Darlan.

"Our passengers were taken below to my cabin, given dry clothing, fed some soup and it's just possible some hot rum, although I wouldn't know. I wasn't present. This was a Sunday and later they had our Sunday dinner—turkey, of course."

The *Fraser* steamed for St. Jean-de-Luz at 20 knots, anchored outside the breakwater and her distinguished guests had one last uncomfortable trip in a motor boat to the *Galatea*. The cruiser took them to London.

The cruiser *Calcutta* and six destroyers carried on the harbour approaches patrol while the evacuation continued.

"At 1.35 a.m., June 25, the armistice between France, Germany and Italy be-

came effective and the French authorities gave us until noon to get clear of the harbour. It was filled with merchant ships loading evacuees and two waited outside. We brought these in at daybreak. The evacuation party we'd brought from Plymouth returned aboard.

"At one p.m., we spotted a tank, an armoured car and a field gun coming over a hill behind the town. This was the German vanguard. It was time to get out. The *Fraser* helped herd the merchant ships out and left right on their heels. It was regrettable to have to abandon people there on the jetties but there was nothing we could do about it."

Name Not Fitting —But Enduring

During the Second World War the Royal Canadian Navy dredged up an old name for a new class of ships and what it did has affected the navies of most of the world.

The word which the RCN re-introduced was "frigate". How it happened is told in the new book, "British Warship Names", by Captain T. D. Manning and Cdr. C. F. Walker:

"On the outbreak of war in 1939 a new class of small escorts, built on mercantile lines, were rated corvettes, but when the design was later modified to incorporate twin screws, the Canadians, to whom some of new ships were allocated, began to refer to them as frigates; a historical solecism which the Admiralty unhappily condoned by copying, in order to avoid confusion in signals and correspondence. These little ships, useful though they were, of course bore no relation whatever either in relative size, complement, fighting power or functions, to the frigates of old, whose lineal descendants were the much larger ships which our grandfathers miscalled cruisers."

Persons not familiar with the word "solecism" used above, will find on consulting their dictionary that it is a pretty strong word. "The Concise Oxford Dictionary" defines it as an "offence against grammar or idiom, blunder in the manner of speaking or writing; piece of ill breeding or incorrect behaviour." It comes from a Greek word meaning "barbarous".

The Royal Navy, since the war, has compounded the felony by applying the term "frigate" to single-screw corvettes of the Castle class. The United States Navy, on the other hand, has restored the name to something of its old dignity by giving it to destroyer leaders and guided-missile warships of substantial tonnage and striking power.

The facts would appear to be that "frigate" proved to be a very handy word to apply to classes of warships for which no general term was in existence and that it will endure as long as warships remain afloat on the oceans.

Letter to the Editor

LIFE IN HMS CORNWALL

Dear Sir:

I would like to write a few lines to you about an account you published some time ago about HMS *Cornwall*. I was a seaman rating in that ship in World War I. I found it very interesting. I would have written before but I was hospitalised early in the year. It was a pleasant surprise for me when I saw the photo of the *Cornwall*. I joined this ship on 14th May, 1913, and I was in her till March 1917. I remember some of the men talking about the events you mention in a "Study in Seaman-ship".

This ship while I was with her had quite a time. We were with Admiral Sir Doyeton Sturdee's squadron in the action off the Falkland Islands December 8th, 1914, then away to St. Helena to take some gold-bullion from HMS *Albion*. We made for Sierra Leone, from where we then left with six troopships for Plymouth. Rounding the Ushant, for a fast run to Plymouth, in fog we collided with HMS *Achates*, the first of an escort coming out to us. HMS *Ambuscade* towed her up the harbour. We lost an anchor. Next morning we unloaded the gold and then went to Avonmouth for a refit and some leave. Away for Capetown, we fixed the boats up to go up the Rufiji River after the German cruiser *Königsberg*. But the operation was cancelled and we proceeded up the coast to the Red Sea; passed through the Suez Canal and to Gallipoli. The *Cornwall's* battle honours included Falkland Islands and Dardanelles. I was ashore there with the beach party. It was some place. I had a look at the peninsula in 1919 as we passed through the Straits on our way to Constantinople and the Black Sea. The peninsula was very quiet then—quite different to 1915—and I was in HMS *Centaur* then.

Back to HMS *Cornwall*: We left the Dardanelles and went to the Far East where Singapore was our base. We patrolled a lot to Australia and Hong Kong. We had a small event in seaman-ship one night steaming through the Rhio Strait to Singapore, "Man overboard, stop both engines, hard astarboard!"*

* Editor's Note: This would be the helm order of those days. The ship would actually go to port to avoid entangling the victim in the screws.

The man went over the port side and he landed right on the buoy dropped from the quarterdeck. The lifeboat got away real smart and the torpedoman of the watch had the searchlight on him. The boat was back and hoisted, with the whole operation only lasting about 20 minutes. He was lucky.

Well, we left that part of the world late in 1916 for Plymouth via the Cape where we picked up another load of gold bullion for London, and some more troopships to escort. We made a good trip to Plymouth where we landed the gold. I well remember rounding Drakes Island with the band playing "Rolling Home", the paying-off pennant streaming out astern. We payed off and that was the last I saw of the old *Cornwall*. She was a good ship and I intend to send for a picture of her. Her crest was 15 balls on a shield (Cornish of course) and her motto "All for one; one for all".

Her captain Walter Ellerton was afterwards Rear-Admiral Sir Walter Ellerton. I am writing of events that took place nearly half a century ago, but they remain clear to me.

Did any other member of this ship's crew write to you? I may know them. I was with the RCNR for 15 years and worked as a bench rigger in HMC Dockyard, Esquimalt, so I have been around ships for a long time.

I could have mentioned other events that happened in this ship. We missed the *Karlsruhe* in the mouth of the Amazon River by 24 hours, captured the Italian liner *Re Vittoria* with 400 German reservists aboard, took her to Gibraltar, met the RMS *Carmania* after her action with the Cap Trafalgar at Trinidad Island, South Atlantic. One ship always seems to stand out it was the *Cornwall* for me. She displaced 9,800 tons, her speed was 24 knots and she carried 14.6" guns.

Yours truly,
W. S. WOODS

P.S.—I have a photo print of HMCS Submarine C.H. 15 taken at Bermuda 1922, commanded by Ronald Watson. I was in her at the time.

1180 Palmer Road,
Lakehill,
Victoria, B.C.

THE NAVY PLAYS

Submariners Soccer Titlists

Cornwallis was host to the Atlantic Command Soccer Championships in which the Sixth Submarine Squadron captured the title.

In the eliminations *Cornwallis* downed *Cortron* 7 by 6-1, and the Submariners downed *Stadacona* 2-1.

Cornwallis and *Stad* played for the Consolation honours with *Stad* coming out on top 7-0.

Halifax Sailors Out-Sail Soldiers

The Royal Canadian Navy Sailing Association at Halifax, for the first time in five years, defeated the Halifax Garrison Sailing Club for the Headquarters Eastern Command trophy.

In the two-part race the RCNSA downed the soldier sailors in the whaler races and the following day topped the dinghy field in a two-race series.

Leading skipper of the sailing battle was Fred Bradley with a first and a second. Next in line was Sid Bryant with a first and fourth.

Bryant also captured the Jordan Trophy, which was presented to the club this year by Lt.-Cdr. and Mrs. John Jordan for competition in the dinghy fleet.

Navy Excels in Track and Field

A Navy team from *Naden*, outjumped, outran and generally outclassed the Army and Air Force in the annual Tri-Service Track and Field Meet.

Chalking up 138½ points, the sailors won eight of 11 events, and a Navy man, Dave Cooper, won the individual championship.

Army held second place with 100 points and RCAF trailed with 74½.

Cooper set a new record of 5 feet, 8½ inches in the high jump, despite poor conditions. He also won the broad jump and the hop, step and jump and placed third in the discus throw and shot put for a total of 26 points.

Stad Captures Softball Title

Stadacona toppled *Coverdale* 9-4 to win the Atlantic Command softball championships.



Captain F. C. Frewer, commanding officer HMCS *Cornwallis*, presents the Atlantic Command Soccer Cup to Ldg. Sea. Peter Whitehead, captain of the victorious Sixth Submarine Squadron soccer team. (DB-13043)

Coverdale earlier reached the finals by downing *Cortron* Five, 17-6. Other teams in the two-day tourney were *Shearwater*, *Shelburne* and *Cornwallis*.

Shearwater Takes Football Opener

In the first football game of the season for the Nova Scotia Football League the *Shearwater* Flyers tangled with *Stadacona* Sailors and came out on top 34-23.

It was a dramatic and explosive game, see-sawing back and forth for three frames. Then in the fourth the Flyers let loose for 21 unanswered points.

Stad scored 7 in the first to the Flyers 13, neither made points in the second and *Stad* forged ahead with 16 more points in the third holding *Shearwater* scoreless. The final frame saw the Flyers push their score to 34.

Apprentices Score At Junior Meet

The Technical Apprentices' track and field team travelled to Nanaimo, B.C.,

in September and competed in the B.C. junior meet, scoring five firsts and six seconds.

Ord. Sea. "Ken" Neids won firsts in discus and shot put and Ordinary Seaman Gordon Cahill and Barry Tulip won the 220 and 100 yard sprints respectively. Tulip was also on the mile relay team, with Durham, Irwin and Cahill, which won this event.

Second places were won by Tulip, 100-yard dash; AB A. Dirwin, 200-yard dash; Ord. Sea. S. Price, 880-yard run and two mile; and Ord. Sea. Cahill, discus and shot put.

Service Golfers Compete at Digby

The Digby Pines Golf Course was the assembly point for 77 golfers from nine units and establishments for the annual tri-service golf tournament.

The Lieutenant-Governor of Nova Scotia, Major-General E. C. Plow, presented the trophies upon completion of the tournament and donated the new Lieutenant-Governor's Trophy for the best 18 holes. This trophy was won by LAC Larry Marsh, from Maritime

Air Command Headquarters, Halifax, with a two-over-par 73. Par at the course has not been broken in eight years and has been equalled only three times.

PO Rodger Gravelle, of HMCS *Haida*, pressed Marsh all the way ending with a 75.

Winners, trophies and scores were:

Low gross, LAC L. Marsh, MACHQ, 151; runner-up low gross PO Gravelle, *Haida*, 156; best 18 holes LAC L. Marsh, MACHQ, 73; low net Cdr. R. W. J. Cocks, *Cornwallis*, 126; runner-up low net Lt.-Cdr. J. A. Arnott, *Cornwallis*, PO Cy Mann, *Cornwallis*, 137; low gross unit team, RCAF 642; runner up low gross unit team, Navy, 677; team trophy, RCAF Greenwood, 642; and runner-up team trophy, *Cornwallis*, 670.

Good Season For Wrestlers

West Coast grapplers, sparked by Veteran CPO "Jim" Goodman, are enjoying an active and successful season. Their latest successes were in Vancouver at the PNE.

AB Dave Thera, from the *Margaree*, who is making a name for himself in wrestling circles, fought his way to the tourney's middleweight championship. This was Thera's third win in as many tournaments.

The old maestro CPO Goodman, won the light-heavy division and also placed third in the heavyweight class.



This one didn't get away and, too big to be held at arm's length for the photographer, was lashed to a post. CPO Dick James, of Naden, a leading light in the Pacific Command RCN Anglers' Association, landed the 33-pound, seven-ounce spring salmon in Cowichan Bay. (E-51646)

Page twenty-six



Cdr. L. J. Hutchins, Commodore of the Ottawa Squadron of the RCNSA, receives the Hamilton Squadron Trophy from Lt.-Cdr. (L) R. G. Wilson, Commodore of the Hamilton Squadron. The cup was presented to the Ottawa club on the occasion of its winning the two-day sailing regatta held in Hamilton, in which three squadrons from Hamilton, Toronto, and Ottawa, participated. (COND-5381)

AB "Lowie" Perron, of the *Sussexvale*, tied for first place among the light-weights and PO Ira Lefebvre, from the *Stettler*, placed third in featherweight.

Island Softball Titles Decided

On the West Coast softball scene, the Navy's senior "A" entry in the Victoria Softball League finished the season in fourth place in a five-team league, but only five games separated the Navy's entry from the leaders. The team was knocked out of the play-offs in straight games.

The Navy's Pat Bay entry (VU 33 Squadron) won the Victoria City Senior "C" championship by defeating a civilian entry 3 games to 2.

In Command softball, *Venture* and *St. Laurent* worked their way to the final where *Venture* scored an easy 18-2 win over *St. Laurent*. A line-up of heavy hitters combined with CPO George Kinch's pitching were the main contributions towards the victory.

Cornwallis Takes Tennis Honours

Cornwallis carried off team honours in the annual Atlantic Command tennis tournament played on *Stadacona* courts in August. *Cornwallis* had 11 points, three better than *Stad* and four more than ships.

Cadet Dahnberg, UNTD Western University varsity champion, took the men's single from Cadet Oullett, Ottawa University, 6-8, 6-2, 6-3.

In doubles Perron and Moillet eliminated Costan and Binnie, 3-6, 6-3, 6-2. Perron is a former Quebec junior champ. Mixed doubles went to Frost and Fotheringham, 6-4, 6-3 over Tilley and Lawrence.

College Journal Ready in November

This year's issue of *The RCAF Staff College Journal*, published annually by the RCAF Staff College, Toronto, will be off the press early in November.

Most of the articles are by well known writers on military affairs and range in their subject matter from global strategy, through limited war possibilities to problems of national security.

The managing editor, Wing Commander M. Davies, reports that the 1959 Essay Contest entries reflect expanding tri-service and civil service interest in contemporary military problems.

The Journal is available at one dollar a copy from: The Editor, *RCAF Staff College Journal*, Armour Heights Toronto 12, Ontario.

LOWER DECK PROMOTIONS

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

AUBET, RogerLSEM1
 BALL, Donald R.LSEM1
 BALL, Raymond, C.LSEM1
 BARTLETT, Earl R.LSEM1
 BELANGER, JacquesP2EM2
 BELLIVEAU, Reginald T.P2EM2
 BENNETT, Thomas L.LSAM2
 BLANCHETTE, Edmond J.LSEM2
 BODNARCHUK, JerryC2EM4
 BONNETT, Robert H.LSEM1
 BRINSTON, Arthur F.LSEM1
 BROOKS, Cyrus A.C2EM4
 BURROUGHSFORD, Alan T. ...LSVS2
 CAMPBELL, Percy J.LSEM1

CARR, Ronald F.LSEM1
 CHISHOLM, John A.C2ER4
 COLES, Ronald C.LSEM1
 CUMMINGS, James L.LSEM1
 DELANEY, John D.LSEM1
 DICKINSON, Rodney, W.LSEM1
 DIX, Kenneth H.LSEM1
 DORCAS, Aubrey W.LSEM1
 DOUTHWRIGHT, Malcolm N. ...LSEM1
 DRISDELLE, Gerald J.LSEM1
 DUBOURDIEU, CyrilP1EM4
 EISNOR, Murray E.LSEM1
 FIELD, Alan F.LSEM1
 FONG, Leonard Q.LSEM1
 FRANK, Ronald A.LSEM1
 FRASER, Gerald F.C2ER4
 GILLINGHAM, Alfred E.LSCK2
 GOHM, James E.LSEM1

GOODERIDGE, Frederick W. ...LSVS2
 GORAL, WalterLSAM2
 GREENLAW, Kenneth S.LSAP2
 GRIST, Cecil B.P2EM2
 GRUDNISKI, Alfred E.LSEM1
 HACKETT, John F.LSEM1
 HARRETT, Carman G.P2EM2
 HAWKINS, Clifford R.P1EM4
 HEWITT, Douglas F.C2ER4
 HILDEBRANDT, AbramLSEM1
 HOGG, AlexanderP1TA4
 HORTON, Donald E.LSEM1
 HUGHSTON, Thomas C.LSEM1
 IGOE, John M.P2EM2
 ISLES, Kenneth M.C2ER4
 JAMES, Donald R.LSEM1
 JEFFRIES, Albert W.LSEM1
 JEWER, Edwin C.LSEM1
 JIPPES, AlbertusLSEM1



The Royal Navy's new all-weather jet fighter, the Sea Vixen, began operational service in July. The new aircraft is armed with the Firestreak air-to-air guided missile. The Sea Vixen is said to have twice the operational capacity of the Sea Venom, which it replaces. It climbs faster, has a higher operational ceiling and far greater combat-patrol endurance. (Photo from United Kingdom Information Service.)

JOHNSON, Mervyn L.LSEM1
 JOHNSTON, JackP2EM2
 JUDD, Frank S.C2EM4

KENDALL, Floyd V.LSEM1
 KERESMAN, JohnP2EM2

LANE, Edward F.LSEM1
 LANDER, Thomas H.PIEM4
 LEE, Clifford M.C2SH4
 LEGAULT, Maurice G.LSEM1
 LOTT, Robert J.LSEM1
 LOVELACE, James B.LSEM1

MacDONALD, William W.LSCR1
 MacKERETH, Edmund B.LSEM1
 McARDLE, Kevin F.LSEM1
 McCALLUM, David P.LSEM1
 McCANN, Robert A.P1CK3
 McCULLOCK, David J.P2EM2
 McLEAN, Ian S.LSCK2
 McLELLAN, Lloyd Q.LSEM1
 McMULLEN, Clarence G.LSNS2
 McPHERSON, Ronald G.LSEM1
 MOSSSES, William H.C2EM4
 MUIR, Edwin J.LSEM1
 MUIR, JerraldPIEM4
 MULOCK, William R.P2EM2
 MYERS, Stephen E.LSEM1



NUTTALL, Howard G.LSCK2
 O'BRIGHT, Gerald A.LSEM1
 O'NEIL, Robert K.P1ED4
 PARK, Gerald E.LSEM1
 PETRIE, DavidLSEM1

POIDEVIN, James J.P2EM2
 RANDALL, Robert E.LSEM1
 READY, Wilmer F.LSEM1
 REISER, Gordon G.LSEM1
 RICE, Howard J.LSEM1
 ROGERS, Eric P.LSEM1
 ROY, Arnel J.LSEM1

SHARPLES, Edward J.P2EM2

THORNE, Eric G.C2EM4
 THOMSON, Brian C.LSMA2
 TOMSETT, David E.LSEM1
 TOUSIGNANT, William L.P2SW2
 TREVELYAN, Donald J.LSEM1
 TURLEY, David L.LSEM1
 TURNBULL, Andrew J.P2EM2
 TWETER, Robert L.LSLM2

VALOIS, Jean-PaulC2EM4

WARD, Robert G.LSEM1
 WEBBER, Richard J.LSEM1
 WHITE, Eric M.LSNS2
 WILKINSON, Henry J.LSEM1
 WYNNYK, JaroslawP2TA3

ZOLLNER, Charles M.LSCR1



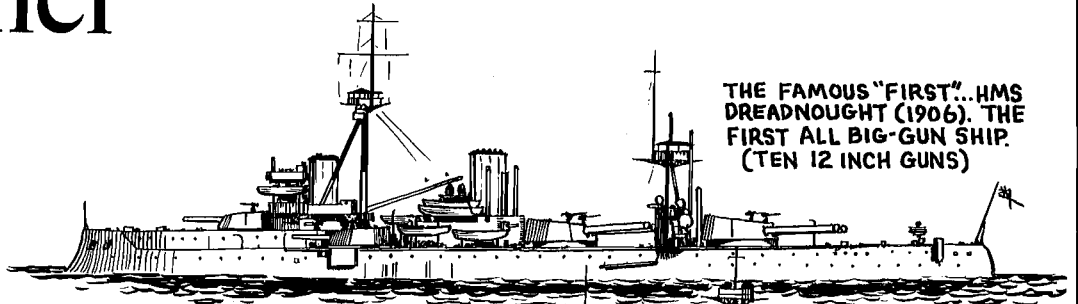
Eighty civil servants from Naval Headquarters were guests on board the destroyer escorts St. Croix and Kootenay Labour Day week-end in the St. Lawrence Seaway. The civilian employees of the Navy were taken by Army bus from Ottawa to Iroquois Lock, where they boarded the ships in groups of 40. They remained with the ships until they reached the Beauharnois Lock near Montreal. While on board the civil servants were taken on conducted tours of the ships and watched the sailors navigate through the International Rapids, Lake St. Francis and Soulanges sections of the Seaway. In the photo at the left, Lt.-Cdr. A. J. R. Smedley, Executive Officer of HMCS St. Croix is shown with Mrs. Helen McKeown, employee of the Engineer-in-Chief Office. At the right the group disembarks at Beauharnois Locks for return by bus to Ottawa.

Naval Lore Corner

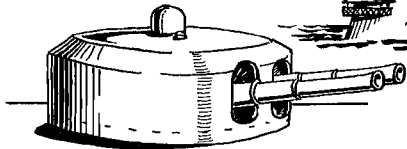
Number 75
THE EVOLUTION OF THE BIG-GUN
TURRET...



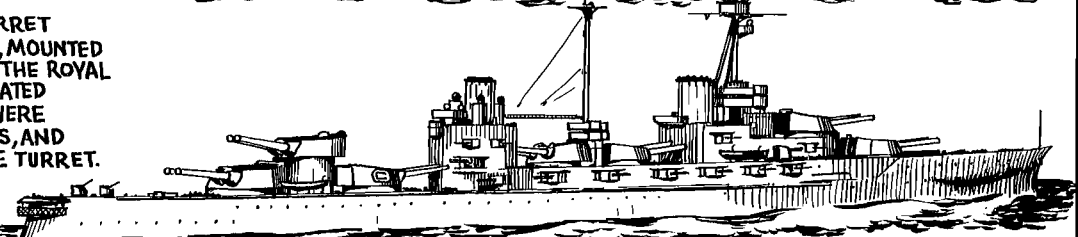
THE FIRST SEA-GOING TURRET SHIP, HMS MONARCH (1869), MOUNTED THE FIRST 12-INCH GUNS IN THE ROYAL NAVY IN TWO STEAM-OPERATED TURRETS (ABOVE). THEY WERE 25-TON MUZZLE LOADERS, AND WERE LOADED WITHIN THE TURRET.



THE FAMOUS "FIRST"...HMS DREADNOUGHT (1906). THE FIRST ALL-BIG-GUN SHIP. (TEN 12 INCH GUNS)

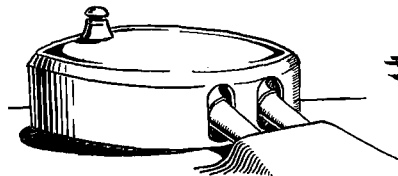
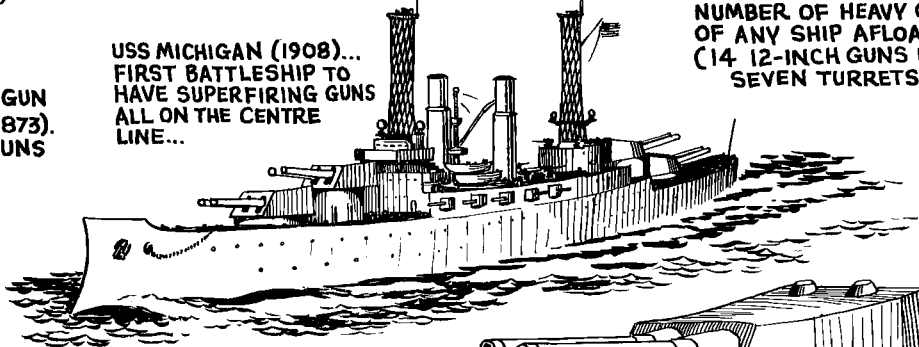


TWIN 10-INCH BREECH-LOADING GUN TURRET OF HMS DEVASTATION (1873). THE HEAVIEST HAND-OPERATED GUNS IN THE ROYAL NAVY.

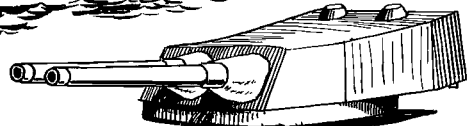


HMS AGINCOURT (1914) CARRIED THE LARGEST NUMBER OF HEAVY GUNS OF ANY SHIP AFLOAT. (14 12-INCH GUNS IN SEVEN TURRETS).

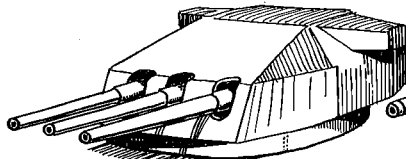
USS MICHIGAN (1908)... FIRST BATTLESHIP TO HAVE SUPERFIRING GUNS ALL ON THE CENTRE LINE...



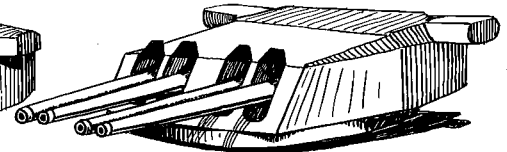
TWIN 16-INCH GUN TURRET OF HMS INFLEXIBLE (1881). MUZZLE-LOADERS, THEY WERE DEPRESSED INTO GLACIS IN THE DECK FOR LOADING FROM HYDRAULIC LOADING TUBES BELOW.



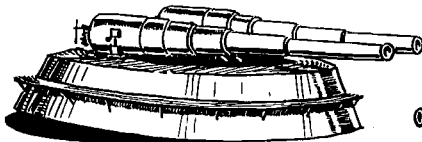
TYPICAL BRITISH TWIN 15-INCH GUN TURRET



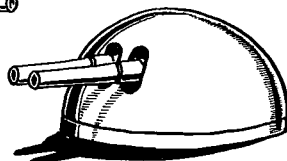
HEAVILY ARMoured TRIPLE 11-INCH TURRET OF GERMAN BATTLECRUISER SCHARNHORST. (1940)



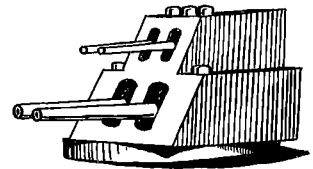
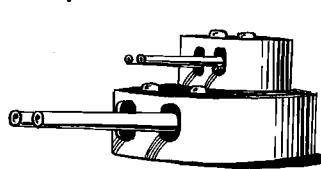
QUADRUPLE 15-INCH TURRET OF FRENCH BATTLESHIP RICHELIEU (1940)



TWIN 13.5-INCH BREECH-LOADING GUNS OF HMS CAMPERDOWN (1889) WITH OPEN BARBETTE



DOMe TURRET WITH 2 17-INCH GUNS AS MOUNTED IN ITALIAN BATTLESHIP RUGGIERO DI LAURIA (1884)



SUPERPOSED GUN TURRETS INTRODUCED INTO THE U.S. NAVY. KENTUCKY CLASS (LEFT, 1897) WITH TWO 13-INCH GUNS AND TWO 8-INCH GUNS AND NEW JERSEY CLASS (RIGHT) WITH TWO 12-INCH GUNS AND TWO 8-INCH GUNS.

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The CROWSNEST



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October, 1959



IN MEMORY
OF OUR SHIPMATES
WHO MADE THE
SUPREME SACRIFICE
1939-1945

The CROWSNEST

Vol. 11 No. 12

THE ROYAL CANADIAN NAVY'S MAGAZINE

OCTOBER, 1959

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<i>Naval Lore Corner No. 76</i>	<i>Inside Back Cover</i>

The Cover—Here is a glimpse into the eerie world of the diver. Exploring the bottom of Esquimalt Harbour is Lt.-Cdr. Ben Ackerman, officer-in-charge of the operational diving unit at Esquimalt. He was not alone. Lt. John Turner, Command Photographic Officer, was down there taking pictures. (E-52376)

PICTURE OF THE MONTH

Autumn is above all other seasons a time of remembrance in the Navy, whether it be of great triumphs or great sorrows. After the bustle of the summer, the grey days and russet countryside are conducive to reminiscence and contemplation.

One day has been singled out as the occasion for recalling the sacrifices of two World Wars and it is the spirit of Remembrance Day that is pictorially represented on the opposite page by Sea Cadets of RCSCC *Courageous* during a memorial service on the quarterdeck of HMCS *Prevost*, the London, Ontario, naval division.

The picture was taken by Kenneth J. Smith, for *The London Free Press*, through whose courtesy it appears here.

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Ottawa, Ont.



RCN NEWS REVIEW

Fifteen ships of the RCN's Pacific Command visited the Comox area of Vancouver Island during the early autumn on the largest peace-time exercises ever staged by the navy on the West Coast. In the foreground is the *Ottawa*, one of six anti-submarine destroyer-escorts participating, along with frigates and minesweepers. In overall command was Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast. Auxiliary vessels, RCN aircraft and planes of the RCAF also took part. (E-52101)

Pacific Fleets Out in Force

In the early morning of September 14, the largest peace-time concentration of the Pacific Fleet, consisting of all available operational units and auxiliary vessels, under the command of Rear-Admiral H. S. Rayner, sailed from Esquimalt to take part in fleet exercises off the west coast of Vancouver Island.

The fleet, under the tactical direction of Captain J. C. Pratt, in the *Assiniboine*, consisted of six units of the Second Canadian Escort Squadron, the *Assiniboine*, *Fraser*, *Skeena*, *Ottawa*, *St. Laurent* and *Margaree*, five units of the fourth Canadian Escort Squadron, the *Sussexvale*, *St. Therese*, *Stettler*, *New Glasgow* and *Jonquiere*, under the command of Captain H. A. Porter, and four units of the Second Canadian Minesweeping Squadron, the *Fortune*, *Cowichan*, *James Bay* and *Miramichi*, under the command of Lt.-Cdr. D. M. Waters.

The convoy, consisting of CNA Vessels *Laymore*, *Dundurn* and *Heatherton*, was under the command of Lt.-Cdr. J. E. Francois, RCN(R) (Ret.), the convoy commodore and master of the *Laymore*.

At the outset of the exercises, units of the Second Canadian Minesweeping Squadron slipped from their berths in Esquimalt and swept the channel entrance for the convoy and the destroyers and frigates providing the escort force. As the fleet proceeded up the Straits of Juan De Fuca towards the Pacific, the ships of the screen exercised

many complex manoeuvres. Once clear of the Straits, surface and anti-aircraft firings were carried out by all participating units and the gun crews scored a gratifying number of hits.

En route up the West Coast of Vancouver Island, air defence exercises were conducted. Attack after attack was launched by CF-100s and Neptune aircraft from the RCAF station at Comox and RCN Avengers from Patricia Bay.

In addition to the numerous tactical exercises which took place, seamanship exercises, general drills, fleet manoeuvres and officer-of-the-watch manoeuvres were carried out continually on the way to the fleet anchorage at Comox.

During the night as well, drills were carried out, with ships darkened for night illumination exercises and drills.

As the exercises and drills took place, Rear-Admiral Rayner transferred by jackstay to both frigates and the minesweepers in order to observe the progress of exercises.

Boston Tea Party All Over Again

"The ultimate in Anglo-U.S. relations was achieved recently. Lt. R. H. Mann (Commanding officer, HM Submarine *Astute*) found himself drinking in the U.S. Destroyer *John Paul Jones*; the drink—ice cold tea; the place—Boston, Massachusetts."

So reports Cdr. E. C. Gowan, RN, commander of the Sixth Submarine Squadron in Halifax, of which the *Astute* is a part.

The next phase of this large scale evolution was carried out from the fleet anchorage at Comox. The ships of the Pacific Command provided an impressive sight as they lay at anchor, extended for miles from the inner harbour at Comox to Baynes Sound.

During the period of the anchoring, the harbour was a beehive of activity. Ship's boats plied back and forth and signal lamps flashed from ship to ship. All ships landed small arms and sabotage parties and round-the-clock exercises were carried out.

However, some relaxation and enjoyment was derived from the sports competition held for the Cock-of-the-Fleet, an award presented to the best ship in competitive activities.

The activities consisted of a salmon derby, inter-ship sports and a pulling and sailing regatta. Competition was keen throughout the fleet but, despite the efforts of the destroyer escorts and the sweepers, the frigates emerged victorious with top honours going to the *Jonquiere*, *Sussexvale* and *St. Therese*. The largest fish caught during the fishing derby was a 40-pound, eight-ounce Tye, caught by Captain H. A. Porter.

The *St. Therese* and *Jonquiere* secured alongside Comox jetty and were opened for visits by the school children of Comox, Courtenay and vicinity.

Throughout the extensive exercises much fun was had and a wealth of valuable experience gained.

"I am very well satisfied with the way the exercises were carried out,"

Admiral Rayner said. "All ships, aircraft—both RCAF and RCN—and the clearance diving unit put forth a very good effort. The task group was well supported by the auxiliary vessels.

"The aim of exercising all squadrons in company was successfully achieved. I think that all hands derived a good deal of benefit from the exercises and we look forward to more of the same type."

Air Proficiency Trophy Given

A trophy to be awarded annually by the Commanding Officer Naval Divisions to the most proficient reserve air squadron, has been donated by the Fairey Aviation Company of Canada Ltd.

The trophy consists of a model of a Tracker aircraft, mounted on an attractive base with a suitable inscription and brass plates which will be inscribed with the name of the annual winner.

The trophy will be awarded annually to the squadron judged most proficient in all phases of its operation. Selection of the winner will be based primarily on the results of the annual inspection by the Commanding Officer Naval Divisions. Every phase of a squadron's operation will be investigated and compared with the results of the previous inspection, as well as with the results of the inspection of the other squadrons.

Since a tie was declared following the last annual inspection between VC 920, Toronto and VC 922 Victoria, it has been decided that the names of both squadrons should appear on the first brass plate. (COND 5379)



Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, presents the L. W. Murray Trophy, symbolic of the gunnery championship of the RCN, to Cdr. J. R. Coulter, commanding officer of the winning ship, HMCS *Crescent*. An example of the *Crescent's* high standard of marksmanship occurred last spring when her four-inch guns demolished a high-speed drone off Bermuda. (HS-67525)

Shearwater Host To Halifax Public

The 2,100 officers and men and 700 civilian employees of *Shearwater* played host to the public on September 12 for the first time in nine years.

The *Shearwater* Air Show and Open House saw flying performances by every type of aircraft used by the Navy, air and industrial exhibits, a children's carnival, a bit of pageantry on the ground, chicken barbequed in the open air and a big dance at night.

Special transportation arrangements were made to bring the 18,500 spectators to the station. Private car drivers were provided with unlimited parking space. Cameras were encouraged in this first relaxing of security at *Shearwater* and the canteens carried stocks of spare film to tide enthusiastic shutter-bugs over the event-packed day.

The main gate opened at 1:30 p.m. Normal week-end leave had been curtailed, so that there was an ample number of *Shearwater* personnel available to assist as hosts.

Admission to the station and most of the events was free but a modest charge was levied for refreshments, rides and various amusements. All profits from these ventures are being directed to worthy Halifax-Dartmouth organizations via the *Shearwater* Central Charities Fund.

Events got under way at 2 p.m. A private flying firm, for a charge of \$3, gave passengers ten-minute rides over Halifax and Dartmouth.

There was a static display of a Banshee jet fighter, a Tracker aircraft, both carrier-borne types, and also a display of aircraft of the RCAF. There were also industrial displays and one outlining the evolution of man.

Meanwhile, 15 of the twin-engine Tracker aircraft went thundering over city, town and air station, in close formation.

A Banshee jet fighter, on the ground where people could have a good look, poured fire concentrated from its four 20mm cannon into special butts. The carnival, by the way, had a shooting gallery for .22 target fans.

The band of HMCS *Shearwater* (17 members of which formed the big dance orchestra in the evening), put on a musical march at 3:15. This was followed by a gymnastic display by air station PT instructors and protégés, alternating in the limelight with a "rock n' roll" combo from Helicopter Squadron 21.

The flying display began shortly before 5 p.m. Starting it off were the gyrations of a vintage Tiger Moth biplane kept on the station. The highlight was the display of the precise aerobatics of a team of crack Banshee

jet pilots of Fighter Squadron 870, who are known as "The Grey Ghosts".

The Canadian Army's stellar attraction took over at 6:15. The pipes and drums of the 1st Battalion, the Black Watch RHR of Canada, performed the ceremonial retreat. The Army provided tents and other facilities to ensure the success of the open house, as well.

The big dance opened at 6:30 in "B" Hangar and, along with bingo, continued until 10 p.m.

S/M Flag Officer Visits Canada

Rear-Admiral Bertram W. Taylor, Flag Officer Submarines for the Royal Navy, visited Ottawa and Halifax in the course of his two-month round-the-world tour of Commonwealth and NATO countries.

Rear-Admiral Taylor arrived in Ottawa Thursday, September 24, left for Halifax September 30 and stayed there until October 5.

On his arrival in Ottawa he was met by Captain R. G. Dreyer, Senior Naval Liaison Officer (United Kingdom) in Canada, with whom he stayed during his Ottawa visit.

On September 28, Rear-Admiral Taylor called on Vice-Admiral H. G. De-

Wolf, Chief of the Naval Staff, and met with the Naval Board.

During his Halifax visit, Rear-Admiral Taylor called on Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, and the Lieutenant-Governor of Nova Scotia, Major-General, the Hon. E. C. Plow. While at the Atlantic Command, he inspected the Royal Navy's Sixth Submarine Squadron.

This marked his second visit to the squadron. He last visited the squadron at Halifax in May 1958.

Minister Attends Venture Ceremony

An important milestone in their careers was reached Friday, August 7, by 38 young men of HMCS *Venture*. Their graduation ceremonies, marking the end of two years of concentrated academic and naval training, were held on that day with Hon. G. R. Pearkes, VC, Minister of National Defence, as guest of honour. He inspected and addressed the graduating class.

An international flavour was evident at the exercises, with a number of top-ranking officials of Belgium also attending. The Belgian party included Belgian Defence Minister Arthur Gillson, Chief of the Belgian Naval Staff;

Commodore L. J. J. Robins, and His Excellency Jacques de Thier, Ambassador of Belgium. Earlier that day they attended ceremonies marking the transfer of the Canadian coastal escort HMCS *Winnipeg* to the Belgian Navy.

The graduating class of *Venture* included four Belgian cadets. They took the two-year course under a NATO arrangement, and had earlier returned to their homeland on leave.

Victoriaville Begins Service

HMCS *Victoriaville*, which accepted the surrender of the first Nazi U-boat to an RCN ship during the Second World War, was commissioned at Point Edward Naval Base on September 25, under the command of Lt.-Cdr. George B. Wither.

The *Victoriaville* is the fourth frigate from the "mothball" fleet to be returned to active service in the Atlantic Command.

Commodore M. A. Medland, Senior Officer Afloat Atlantic, welcomed the ship into the fleet on behalf of Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast.

Charles L. Beazley, QC, Nova Scotia's deputy provincial secretary, was guest of honour at the commissioning ceremony and inspected the guard.

The *Victoriaville* was launched in June 1944 at Lauzon, Que., and was commissioned five months later and proceeded on escort duty in the Atlantic.

She carried out a number of inconclusive attacks on U-boats during her patrols and, at the end of hostilities in Europe, her captain accepted the surrender of the U-190. The submarine was escorted into Newfoundland and later was commissioned as a training and experimental vessel in the RCN.

The *Victoriaville* was selected for service in the Pacific theatre, but the end of the Pacific war halted "tropicalization" and she was paid off in November 1945. She was re-acquired by the Navy in 1951 and taken in hand at Sorel for modernization the next year. On completion, she was placed in reserve at Sydney.

Modernized Sub Calls at Halifax

The modernized British submarine *Thermopylae* paid a recreational visit to Halifax September 22-26 in the course of exercises in North American waters.

The boat, commanded by Lt.-Cdr. B. A. Large, is based at Portsmouth, England.

HMC Dockyard

In Halifax, 'The Warden of the North'
HMC Dockyard stands—a sentinel;
From here in wars, the Fleet oft-times set forth
To share the victories we proudly tell.

This vantage point two hundred years ago,
Was chosen for the site on which to lay
Foundations of the structures which we know
As this great Dockyard as it stands today.

The nine ships wrecked by hurricane and storm
Repaired by seamen left to winter here,
Was the beginning of its present form
Till now, two centuries have marked the year.

We know not what the future holds in store,
We pray that now a lasting peace may reign,
But if the clouds of war engulf our shore
Our Dockyard is prepared to serve again!

ANNE HUME

NOTE—Miss Hume is secretary to the Superintendent of Stores in the Naval Supply Depot, Halifax, and is also recording secretary of the Nova Scotia Poetry Society.—Ed.



The Siege of Quebec, by Francis Swaine (d.1782), from the original in the Public Archives of Canada.

SEAPOWER AT QUEBEC

The Royal Navy's undisputed control of the seas decided the fate of New France

THIS YEAR Canada observed the 200th anniversary of the Battle of the Plains of Abraham, which is popularly supposed to have decided the political fate of this country.

The rotogravure type of history depicts the struggle between Britain and France for Canada as a tableau with two dauntless heroes, Wolfe and Montcalm, fighting and dying in the foreground while a few extras, dressed up as Indians and colourful army types, look sadly on to the accompaniment of tragic martial music. There isn't a ship in

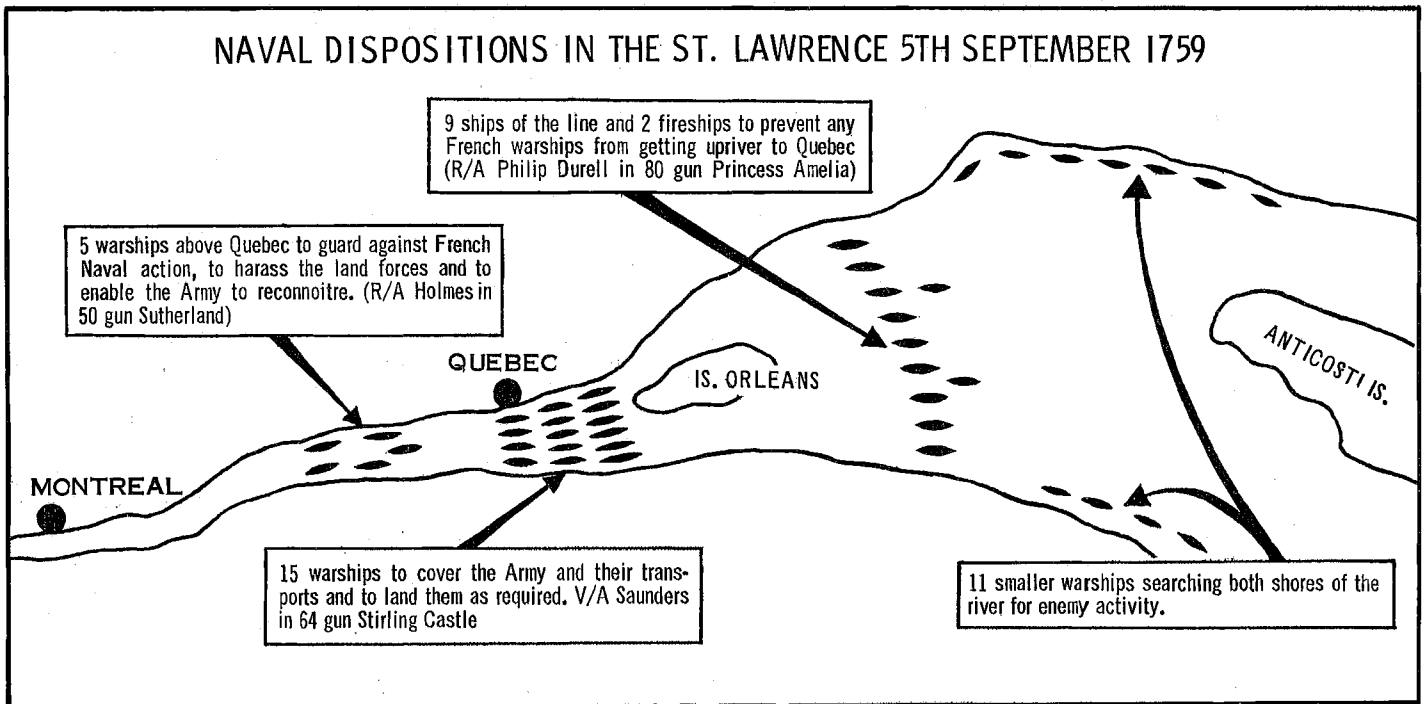
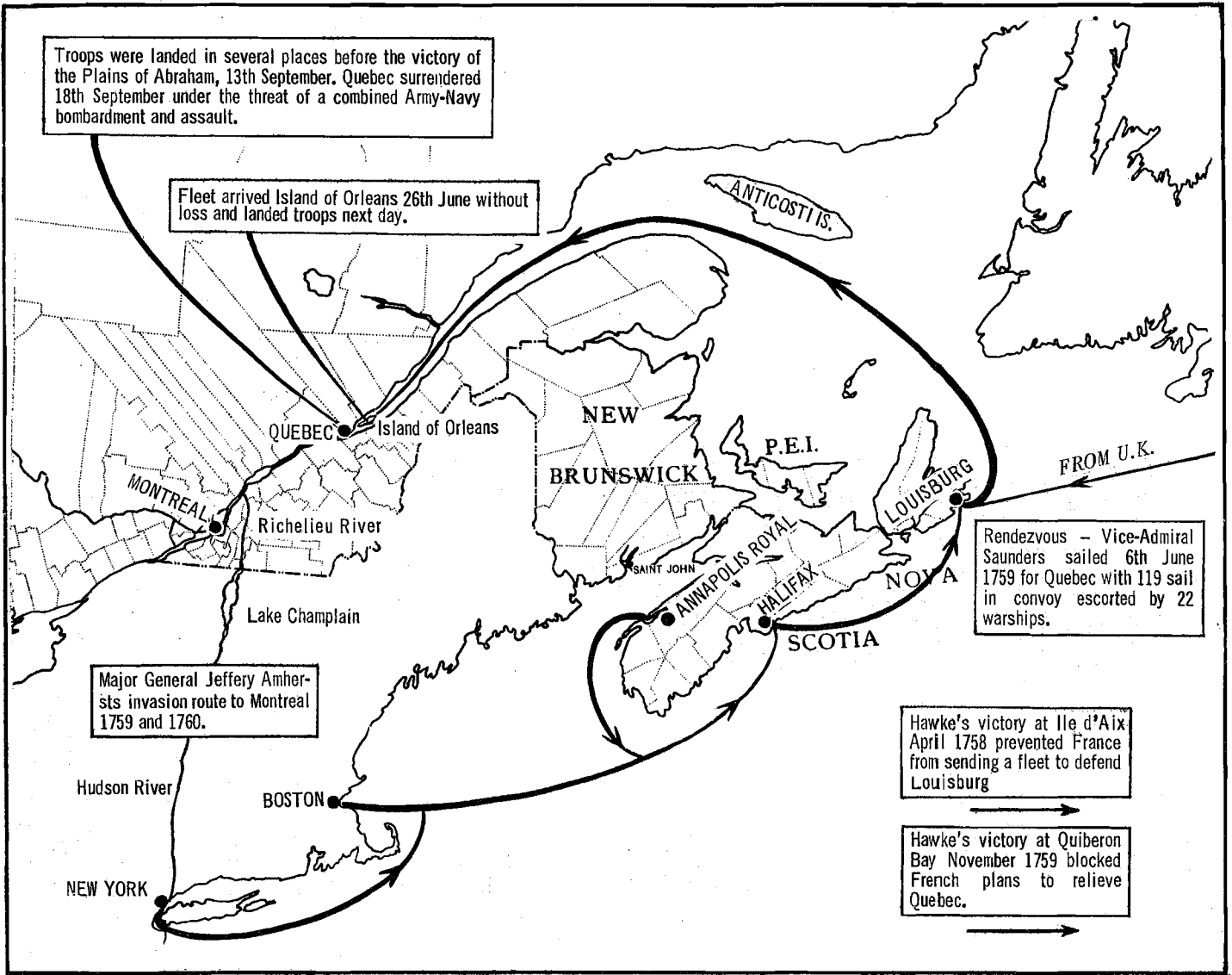
sight despite the fact that the dominant factor in the whole campaign was sea power!

Historiographers have played up the role of the two generals with such success that schoolboys in the far reaches of the Empire think of Canada as the result of a personal conflict between two generals. In the meantime the Navy has maintained a well-bred silence, and has made little effort to put the matter in realistic perspective.

Quebec was just one incident in a campaign carefully planned by William

Pitt the Younger to attack France in her overseas possessions, where Britain's control of the seas gave her the advantages of mobility and surprise, where also France's superiority in numbers could be reduced. The one continuing requirement for the success of this plan was sea power; the ability to move men and material by water, and to deny these facilities to the enemy.

As early as 1756 the British Government had decided to conquer Canada through the reduction of Louisbourg and Quebec by combined operations from



sea, together with an attack on French establishments in the Montreal and Lower Lakes areas, by an overland expedition from New York. Control of the North Atlantic for the unhindered passage of troops and supplies was the first requisite.

Louisbourg was to have been attacked that year, and troops were actually embarked in England for the purpose, but the plan was abandoned.

Then in 1757 Sir Charles Hardy, who had retired and had been made Governor of New York, was called back to the service with the rank of rear-admiral. After consultation with local authorities, Hardy assembled ships and men and prepared to sail for Nova Scotia. Flying his flag in the 50-gun *Sutherland*, he convoyed 88 assorted transports, storeships, victuallers (even a horseship) carrying 10,533 troops and their impedimenta on a ten-day run from Sandy Hook to Halifax, where all arrived safely June 30.

In the meantime, Vice-Admiral Francis Holburne had sailed from England with a sizable fleet to take naval command of the expedition, and he too arrived in Halifax shortly afterwards. However, intelligence from a captured French ship indicated that Louisbourg had been strengthened, and that 23 warships and a garrison of 7,000 awaited the British. It was decided to disperse the troops, and to establish a naval blockade of Louisbourg, but a September hurricane scattered and badly damaged the squadron.

It was not until 1758 that a full-scale attack could be launched. On May 28 Admiral Boscawen sailed from Halifax in the 90-gun *Namur* with 157* vessels of all kinds—probably the largest group of ships ever to leave that East coast Canadian port at any one time. Landed and guarded by the fleet, the British troops invested the fortress. Finally on July 26, when no help came from across the sea, the French governor capitulated.

Why did the French not come to the aid of Louisbourg? The answer is that they did try, and were prevented. During the winter months of 1758 they collected a convoy carrying stores, munitions, and 3,000 troops destined for Louisbourg, but early in April Admiral Sir Edward Hawke swooped down near the Island of Aix on the French Atlantic seaboard, and destroyed both convoy and escort. The French did not recover from this exercise of sea power until

* The number varies with the source but I rely on "Collections of the Nova Scotia Historical Society", Vol. VIII, p. 54, and also Schomberg's "Chronology".—Author

it was too late to support their naval base in Cape Breton.

When the sea lane to the St. Lawrence was open, planning for the attack on Quebec proceeded. Fortunately, we have the despatches of the officer entrusted with the naval command—Vice-Admiral Charles Saunders—and from them can be obtained the main outline of the vast naval effort which put the army in position to besiege the French fortress.

The Navy and Quebec

A lot of questions go unanswered in the school textbooks in their chapters on the fall of Quebec: How did the British army get there? How was it supported during the summer of 1759? Would the defeat of Wolfe on the Plains of Abraham have meant the failure of the campaign? Who was Vice-Admiral Charles Saunders?

Two hundred years after the Battle of the Plains of Abraham, it seems quite probable that most Canadians have never heard these questions asked, let alone answered.

The size of the naval contribution and its effectiveness have been summed up as follows: "The record shows that during the campaign for Quebec 277 different British vessels (including 49 warships) supported the Army; during this same period not one French ship came to Quebec from the Atlantic."

This sentence appears in the foreword to a pamphlet published by the Maritime Museum of Canada, in Halifax: "Despatches of Vice-Admiral Saunders 1759-1760; The Naval Side of the Capture of Quebec."

The paper was prepared and edited by Inst. Cdr. C. H. Little, RCN (Ret.) who, in the accompanying article, supports the position that the fall of Quebec largely came about because of far-flung but closely integrated naval enterprises.

On February 14, 1759, Rear-Admiral Charles Saunders Holmes, later to fly his flag in the 74-gun *Dublin*, sailed from Spithead in the *Somerset* with 66 transports; on the 16th Vice-Admiral Saunders sailed in the *Neptune* (90 guns) with the main fleet and the convoy stragglers. Hampered by contrary winds and several hard gales and

stopped from approaching Louisbourg by a body of ice, Saunders and most of the convoy finally came to anchor in Halifax on the last day of April.

For the next six weeks, warships and merchantmen from the United Kingdom, from New York, from Boston, from the Bay of Fundy and from Halifax gathered at Louisbourg, but as late as May 27 that harbour was entirely filled with ice. And yet somehow the rendezvous was effected, and on June 6, Saunders reported that he was off Scatarie with 119 sail, escorted by 22 warships, standing for the River St. Lawrence.

During all these months Saunders' only mention of enemy activity at sea was the capture by the 64-gun *Alcide* (herself captured from the French by Boscawen in 1755) of a 280-ton victualer from La Rochelle with military stores and supplies for the Quebec garrison. The absence of French warships bears eloquent testimony to the Royal Navy's command of the sea. In all fairness it should be recored that France had—unknown to Saunders and Durrell—passed a convoy of three frigates and seventeen supply ships up river just when the ice went out in the spring but this exploit did not interfere with Saunders' freedom of movement.

Not the least of the naval contributions to the success of the Quebec campaign was the safe passage up the river of all the British transports and supply ships. This success, which enabled Admiral Saunders to report from Pointe Levis: "I got thus far, without any loss or accident whatever", was due to a number of factors—good seamanship, captured charts, the assistance of French pilots who joined Admiral Durrell at the Ile aux Coudres, under the impression that he was leading a French fleet, and to the navigational information obtained by Durrell's squadron.

It has been claimed that the responsibility for the compilation of this navigational knowledge was entrusted to James Cook, Master of the 60-gun *Pembroke*, and later Captain, R.N., and world famous explorer. Durrell arrived at Coudres on 25th May and landed troops. His ships then proceeded to sound the river, check their charts and replace the aids to navigation which had been removed or washed away. Cook says in his log: "9th June, the boats of the fleet engaged sounding the channel of the Traverse", and again, "June 11th, retired satisfied with being acquainted with the channel". The Traverse is the notorious passage from the North Shore of the St. Lawrence at Cap Tourment to the South Shore between Ile Madame and the eastern

tip of Ile d'Orleans. It is fearsome enough for high-powered twentieth century vessels—what a trial it must have been for captains and masters two centuries ago in sailing vessels, making their first acquaintance with the area, and how grateful they must have been for the markers and sailing direction!

However, there is no mention in Saunders' despatches, nor in the despatches of any other authority or even in the log of the *Pembroke*, that Cook was actually in charge of the work.

Saunders' plan of campaign was four-fold. First he guarded the mouth of the River St. Lawrence with a force of ships-of-the-line or great ships under Durell in the *Princess Amelia*, and with additional smaller ships to reconnoitre the shorelines, the channels and the islands. Secondly, he conveyed the troops and their supplies to the vicinity of Quebec, landed them, placed them in a position of attack, and arranged for their care and maintenance throughout the summer. Thirdly, he placed his ships entirely at the disposal of the Army commanders and thus provided them with the mobility which finally decided the issue. Finally as the siege developed he sent five smaller ships under Holmes in the frigate *Sutherland* to search the river above Quebec, and to prevent any interference from the light French naval forces lying between Montreal and the citadel. As has been said elsewhere "the abundant supplies and baffling mobility enjoyed by the British gave them advantages which the French could never overcome".

On June 27 Admiral Saunders landed the troops, and directly after this had been completed, a gale came on causing many boats and anchors to be lost, but all the ships survived. At midnight on the 28th the French sent seven fire-ships down on the tide, but they were all towed clear and beached without causing any damage. The following night Brigadier Monckton was taken across to Pointe Lévis with his brigade, and Major-General Wolfe moved to the western end of the Isle of Orleans. Saunders moved up opposite the citadel, and on the night of July 8 covered the army's first landing on the north shore. Then on the 18th Wolfe and a number of troops were taken up-river to reconnoitre, but the general decided against landing.

A month after their first attempt, the French again tried to defeat the Royal Navy by fire. At midnight on July 28 they sent down a raft of nearly a hundred fire-stages, but these succeeded no better than the fire ships. These two ineffectual attacks were the only naval opposition encountered during the



Admiral Sir Charles Saunders, from the painting by Sir Joshua Reynolds. (Photo courtesy Public Archives of Canada)

whole campaign. The Montmorency camp below the falls was fitted out and then supplied by the ships for over two months before Wolfe decided to withdraw from it and try his fortunes up-river.

At the end of July Wolfe decided to land a number of troops above Montmorency Falls in an effort to break the French defences. Saunders carried the troops ashore, bombarded the land batteries and re-embarked the group that could not get through.

In the meantime there was great activity above Quebec. On one occasion 20 flat-bottomed boats were sent up-river to embark over 1,200 men; on another Admiral Holmes led an expedition ten or twelve leagues above the town; on still another a French maga-

zine was captured. The French troops were kept in constant uncertainty where the attack would come. This activity was maintained throughout Wolfe's illness and indecision until the first week in September.

The preparations for the final attack on Quebec are well described by the following excerpts from Admiral Saunders' despatches to the Secretary of the Admiralty dated September 5 and October 5:

"General Wolfe having resolved to quit the Camp of Montmorenci, & go above the Town, in hopes of getting between the Enemy and their Provisions (supposed to be in the Ships there) and by that Means force them to an Action; I sent up, on the 29th. at Night, the *Seahorse*, and two armed Sloops, with

two Catts laden with Provisions, to join the rest above Quebec; and having taken off all the Artillery from the camp at Montmorenci on the 3d. instant, in the Forenoon, the Troops embarked from thence, & landed at Point Levi; the 4th. at Night, I sent all the flat bottomed Boats up, & this Night a part of the Troops will march up the South Shore above the Town to be embarked in the Ships & Vessels there, and to morrow Night the Rest will follow: Admiral Holmes is also gone up again to assist in their future Operations, and to try, if, with the assistance of the Troops, it is practicable to get at the Enemy's Ships."

And then later on:

"I wrote to You on the 5th. instant, & inclose You a Duplicate thereof; The Troops mentioned in that letter embarked on board the Ships and Vessels above the Town in the Night of the 6th of September, and at 4 in the Morning of the 13th. began to land on the North Shore, about a Mile and a half above the Town.

"The Night of their Landing, Admiral Holmes with the Ships and Troops was about three Leagues above the intended Landing Place; General Wolfe, with about half his troops set off in the Boats and Dropped down with the Tide, and were, by that Means, less liable to be discovered by the Centinels posted all along the Coast. The Ships followed

them about 3/4 of an hour afterwards & got to the Landing Place; and, considering the Darkness and the Night & the Rapidity of the Current, this was a very critical Operation, and very properly and successfully conducted; When General Wolfe & the Troops with him landed, the Difficulty of gaining the Top of the Hill is scarce credible, it was very steep in its Ascent, & high, had no Path where two could go abreast, but they were obliged to pull themselves up by the Stumps and boughs of Trees that covered the Declivity."

It is the way of the world to be dazzled by surface appearances but the blaze of glory that flared on the Plains of Abraham 200 years ago should not blind us to the deeper reality that the conquest and retention of Canada by Britain were made possible by sea power and that Louisbourg, Quebec and Montreal were the land incidents in a campaign decided at sea.

The desperation of France's position becomes apparent when we study Saunder's laconic report of September 5: "No ships of the Enemy have come this way that I have had any Intelligence of, since my Arrival in the River, except one, laden with flour and Brandy, which was taken by Captain Doake of the Lizard."

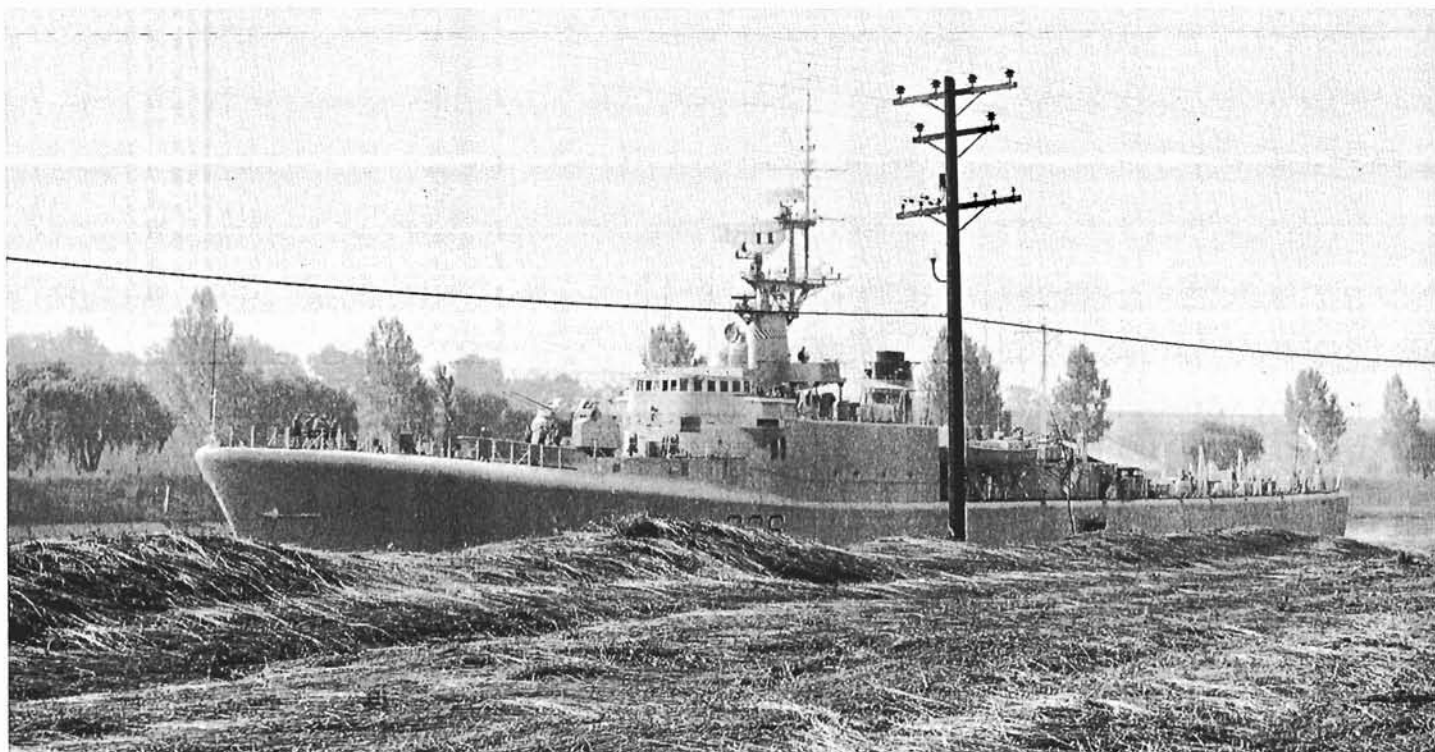
When two countries are at war they must have freedom of movement or they face siege and starvation—this axiom

was dramatically proved in the spring of 1760 when 11,000 French troops under General Levis had a ring of rifles around Murray's weary, starving Quebec garrison. Both sides paused to see whose ships would sail up the St. Lawrence when the ice went out, for they knew instinctively that Canada's future could be foretold by their nationality.

As reported by Rear-Admiral Lord Colville "The Governor (Brigadier-General Murray) acquainted me that the enemy had raised the siege having begun to retreat in the utmost confusion upon Captain Swanton's appearance who arrived in the *Vanguard* together with the *Diana* two days before me."

That the ships were British and not French was determined by Hawke's victory at Quiberon Bay, months earlier and thousands of miles away.

Quebec remained British because of sea power, and without control of the stormy North Atlantic the citadel would have reverted to the French a few months after its capture. Without detracting in any way from the honour due to the soldiers of Britain, France and the New World, this is the enduring lesson of the four-year campaign for Canada: the ability to move men and material by water is a constant, irreplaceable factor in our national life. —C.H.L.



One of the strange sights made possible by the opening of the St. Lawrence Seaway was that of a warship steaming peacefully along through a hayfield. The ship—HMCS Gatineau; the place—the Welland Canal. (COND-5349)

OFFICERS AND MEN

Lord Mountbatten Meets Rescuer

During his visit to the Canadian National Exhibition, Admiral of the Fleet, the Earl Mountbatten of Burma, Chief of Defence Staff of the United Kingdom, met a Toronto man who once towed the Admiral's stricken ship safely into harbour.

When he called on the Naval Veteran's Association, the Admiral had an

opportunity to recall this event when he chatted with Alexander R. Cardno, a member of the Association. Now mate of the Royal Canadian Yacht Club ferry in Toronto harbour, Mr. Cardno was a lieutenant, Royal Naval Reserve, when he commanded the ship that rescued Admiral Mountbatten, then a captain, and his ship's company.

As Captain (D) of the Fifth Destroyer Flotilla of the Royal Navy, Captain

forecastle folded up and back to the bridge, the *Javelin* was immediately given a protective screen by the other four British destroyers. A radio message requested a salvage ship to try to save the severely damaged destroyer while the *Javelin's* crew hurriedly shored up exposed bulkheads.

Out from Falmouth came His Majesty's Rescue Tug *Caroline Moller*, commanded by Lt. Cardno. Taking Mountbatten's near-foundering *Javelin* in tow stern first, the tug shaped course for Plymouth. But the fight was not over yet. By air reconnaissance the Luftwaffe could see the prey making for safety. Before Lt. Cardno got his charge into Plymouth next morning the tug and tow and escorting destroyers were under almost constant attack by German medium bombers from the French Coast. Three of the bombers are said to have been shot down during this battle in the narrow seas.

Now after nearly 19 years, the two captains met for the second time and recalled a most gallant episode of the war at sea.

WEDDINGS

Lieutenant G. Gordon Armstrong, *Terra Nova*, to Sub-Lieutenant (MN) Elizabeth Adair MacManus, *Naden*.

Sub-Lieutenant Herbert Ray Beagle, *Sioux*, to Miss Judith Stephanie Peters, Halifax.

Lieutenant Bryan John Berryman, *Naden*, to Miss Carolyn Jane Robertson, Toronto, Ont.

Ordinary Seaman Jeff Burgess, *Cornwallis*, to Miss Mary Lorraine Deir, of Brockville, Ont.

Sub-Lieutenant John Gordon Carruthers, *Buckingham*, to Miss Shirley Sanford, Kingston, N.S.

Lieutenant Frederick M. Goodfellow, *Shearwater*, to Miss Elizabeth Ann Bartle, St. John's, Newfoundland.

Able Seaman James D. Grant, *Jonquiere*, to Miss Rose Drappier, of Nanaimo.

Able Seaman Gerald Guenther, *Jonquiere*, to Miss Virginia Ann Lindel, of Victoria.

Sub-Lieutenant Reginald J. M. Hardy, *Restigouche*, to Sandra Lee Smith, Saint John, N.B.

Ordinary Seaman Peter Alfred Hartoon, *Crescent*, to Miss Anne Mary Saunders, of Sarnia, Ont.

Able Seaman George Haworth, *Naden*, to Miss Sheila Mae Neilson, Cobalt, Ont.

Lieutenant John Kinross Kennedy, *Beacon Hill*, to Miss Judith Anne Watson, Victoria.

Sub-Lieutenant Peter Howard Douglas MacArthur, *Kootenay*, to Miss Rosemary Elizabeth Wilson, Kingston, Ont.

Able Seaman Ronald Moxham, *Resolute*, to Miss Londa Camerson, of Stellarton, N.S.

Able Seaman Reginald F. Rainbow, *Jonquiere*, to Miss Margaret Young, of Saskatoon.

Sub-Lieutenant Donald George Thomson, *Stettler*, to Miss Barbara Georgina German, Vancouver.

Sub-Lieutenant John M. C. Tynan, *Ottawa*, to Miss Margaret Ross Melcolm, Vancouver.

Sub-Lieutenant Robert Edward Wanless, *Stadacona*, to Miss Maida Evelyn Florence Barker, Kamloops, B.C.

Chief Petty Officer John C. Wilson, Gander, Newfoundland, to Miss Yvette Pelletier, Ottawa.

Able Seaman Lloyd William Wood, *Stadacona*, to Miss Audrey Elizabeth Benson, Halifax.

Able Seaman Glenn Wylie, *Resolute*, to Miss Evelyn Tompkins, of Amherst, N.S.

Able Seaman Ronald Hollins, Newport Corner, to Miss Evelyn Joyce Woodland, Annapolis Royal, N.S.



Rescuer and rescued of 19 years ago met during the CNE in the persons of Alex R. Cardno, former Lieutenant, RNR, and Admiral of the Fleet, the Earl Mountbatten of Burma, Chief of Defence Staff for the U.K. Lt. Cardno's rescue tug towed (then) Captain Mountbatten's twice-torpedoed destroyer HMS *Javelin* to safety following a Channel action. (COND-5428)

Mountbatten was in the destroyer *Javelin* on patrol in the English Channel between Land's End and Start Point. These were the dark days of 1940, after Dunkirk and the fall of France, when Britons expected imminent invasion from across the Channel.

In the darkness of the early morning of November 29, 1940, German destroyers were sighted and the Fifth Flotilla went immediately to action stations. The destroyers' gunners opened fire on the enemy who almost at once altered course to withdraw. In a matter of minutes, however, HMS *Javelin* was the target of a spread of enemy torpedoes; one struck forward and one ploughed into the stern.

Brought to a standstill with her stern blown off and, as Mr. Cardno says, her

Senior Officers In New Posts

Changes in the appointments of nine senior naval officers and formation of a new sub-command within the Atlantic Command have been announced in recent weeks.

Commodore Duncan L. Raymond, Commodore of the RCN Barracks and

BIRTHS

To Leading Seaman Stanley Cook, *Jonquiere*, and Mrs. Cook, a daughter.

To Able Seaman Dan Cox, *Jonquiere*, and Mrs. Cox, a daughter.

To Leading Seaman H. Crosswell, *Resolute*, and Mrs. Crosswell, a son.

To Able Seaman P. W. Donaldson, *Jonquiere*, and Mrs. Donaldson, a daughter.

To Able Seaman N. A. Hood, *D'Iberville*, and Mrs. Hood, a daughter.

To Able Seaman K. T. Hughes, *D'Iberville*, and Mrs. Hughes, a daughter.

To Chief Petty Officer A. J. Hurtubise, *D'Iberville*, and Mrs. Hurtubise, a son.

To Lieutenant D. C. Lory, *Bytown*, and Mrs. Lory, a son.

To Leading Seaman M. J. McQuillen, *Resolute*, and Mrs. McQuillen, a son.

To Leading Seaman S. E. Myers, *Resolute*, and Mrs. Myers, a daughter.

To Able Seaman Gordon Reekie, *Jonquiere*, and Mrs. Reekie, a son.

commanding officer of HMCS *Stadacona* since March 1958, proceeds on retirement leave on November 14.

His successor is Commodore Morson Alexander Medland, who has held the appointment as Senior Canadian Officer Afloat Atlantic since August 1958.

Commodore James Plomer, Deputy Chief of Naval Personnel at Naval Headquarters, since January 1956, became Senior Canadian Officer Afloat Atlantic on October 22.

Commodore Patrick D. Budge, succeeded Commodore Plomer at Headquarters in early October.

Commodore William M. Landymore was promoted to that rank on succeeding Commodore Budge as Chief of Staff to the Flag Officer Atlantic Coast on October 1. Commodore Landymore formerly commanded the *Bonaventure*.

Captain John C. O'Brien succeeded Captain Landymore in command of the *Bonaventure* September 12. Captain O'Brien's successor as Co-ordinator of the Committee on RCN Personnel Structure is Captain (S) F. D. Elcock.

Commodore Paul Whitney Earl, of Montreal, Senior Naval Officer, Montreal Area, since February, 1952, was appointed to the retired list of the Royal Canadian Navy (Reserve) on September 28.

He was succeeded by Commodore Howard L. Quinn, who was promoted to that rank on assuming his appointment with the new title of Senior Naval Officer River St. Lawrence Area. Commodore Quinn will also hold the appointments of Naval Officer in Charge Montreal and Senior Officer in Command. He will exercise general authority and command and will be responsible for the administration of naval establishments in the River St. Lawrence Area.

The River St. Lawrence Area is a newly created sub-command within the Atlantic Command of the Royal Canadian Navy. It extends from Father Point, below Rimouski, to the Ontario-Quebec border.

Officer Takes Academic Prizes

A young reserve officer from HMCS *Montcalm* in Quebec City, Lt. Pierre Larue was awarded several medals and prizes upon graduating from the Faculty of Law of Laval University this year.

Besides obtaining his Licence in Law with "Very Great Distinction" (the highest academic quotation for a graduate at Laval) Lt. Larue was awarded the Governor General's Gold Medal for



LT. PIERRE LARUE

highest marks at the final examinations for the licence in law and the Silver Medal for highest marks on the overall of the past three years at University.

First prizes were also awarded to Lt. Larue in recognition of his brilliant marks in civil procedure, in commercial law and labour law and he also received second prize in civil law.

Lt. Larue joined the RCN(R) in October 1954 and was promoted to the rank of sub lieutenant in July 1957. He served thereafter in *Montcalm* as seaman's instructor and divisional officer for UNTD cadets of Laval University.

He was promoted to the rank of lieutenant in July 1957.

54 New Cadets Join Venture

Fifty-four young men from across Canada began training this fall as naval cadets at HMCS *Venture*.

The *Venture* Plan has become primarily an avenue of entry for naval aircrew officers. High school students who have a junior matriculation standing or better are enrolled on a seven-year appointment with opportunity to transfer to permanent status.

Besides academic instruction, the cadets receive basic instruction, ashore and afloat, in pilotage and navigation, marine engineering, seamanship and other naval subjects. They receive sufficient flying training with the Victoria Flying Club to qualify for an "A" licence. A comprehensive sports and

recreation program is also undertaken by the cadets.

On graduation from HMCS *Venture*, cadets are promoted to Acting Sub-Lieutenant and undergo flying training to wings standard with the RCAF at Centralia, Ont., followed by operational flying training with the RCN before becoming naval aviators. Previously this training was with the USN at Pensacola, Florida.

This year's group included two men who had been serving on the lower deck and have qualified for officer training. They were Ord. Sea. Brian L. Sinkinson and AB James Dodgson.

Norwegian Admiral Pays Ottawa Visit

Vice-Admiral E. Hostevdt, Commander-in-Chief of the Royal Norwegian Navy, paid a one-day visit to Ottawa in early October.

Admiral Hostevdt, who was accompanied by Rear-Admiral D. E. Kjiholt, the Norwegian Military and Naval Attaché in Washington, D.C., arrived by air at Uplands on Tuesday evening, October 6, following a visit to Washington.

The next day he held discussions with Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, and met members of the Naval Board.

Admiral Hostevdt left Ottawa by air on October 8.

RCN Flyer Makes History in U.S. Ship

Sub-Lt. Nils O. Frolen, Royal Canadian Navy, became the first foreign officer ever to man an even thousandth landing on the USS *Antietam* (CFS-36) and, probably, on any U.S. carrier. This 21-year-old Canadian naval officer made the 65,000th arrested landing aboard the *Antietam* Thursday afternoon, September 3, while the ship cruised in the Gulf of Mexico qualifying students from Pensacola, Florida and Corpus Christi, Texas.

Sub-Lt. Floren, a native of Montreal, graduated from HMCS *Venture*, Esquimalt, B.C., in August 1958. He has been in the Royal Canadian Navy since September 4, 1956.

After his *Venture* training, which included cruises to the Far East and Australia in the cruiser *Ontario* and the frigate *Stettler*, Sub-Lt. Floren reported to NAS Pensacola, Florida, on September 30, 1958, for flight training. After making the 65,000th landing on the *Antietam*, he was congratulated and presented with a large cake in the wardroom by Captain Charles H. Turner, captain of the ship. This was Sub-Lt. Floren's first time in a carrier.—Fly.

Ex-CPO Given Commission

A former chief petty officer, Michael A. Ruymar, has been promoted to the rank of acting commissioned officer (SB).

He has been appointed to HMCS Gloucester, naval radio station near Ottawa.

Cd. Off. Ruymar entered the RCN at HMCS Chippawa, Winnipeg naval division, in February 1946. He has served on both coasts, at sea in the *St. Laurent* and in the naval radio stations, *Coverdale*, *Churchill* and *Gloucester*.

Saint John Sea Cadets Lend Hand to Regatta

As pleasure boat enthusiasts, trailer sailors and tourists departed from New Brunswick's Saint John River Inland Waterway in the wake of the first Fredericton International Regatta, many had reason to be grateful for three days of helpful service provided by Royal Canadian Sea Cadets and their ship *TS Fredericton*.

From the arrival of the first guests up the beautiful Saint John River July 17 until the last gun was fired July 19, the Sea Cadets were on constant river patrol providing information, guiding boats to their moorings, keeping an eagle eye peeled for "a man overboard"



Fatigue and anxiety showing on his face, a youthful swimmer is about to be hauled on board *TS Fredericton*, training ship of the Sea Cadet Corps in the New Brunswick capital. The youngster was one of several swimmers who were hauled to safety by the Sea Cadets when they tired during the three-day round of water sports at the Fredericton International Regatta, July 17-19. (Sea Cadet photo.)

and generally taking responsibility for policing operations throughout the event.

The teenagers, under the command of Lt. Robert H. Spurway, RCSC, a Royal Navy Fleet Air Arm veteran of the Second World War, showed that they had been amply trained for the heavy round of duties that confronted them and their 13-ton vessel.

Visitors were high in their praise of the professional bearing of the sailors of tomorrow and Fredericton Boat Club officials complemented them for a job well done and added that the International Regatta was free from any serious accidents because, in a large measure, the Royal Canadian Sea Cadets had been constantly on the alert.

During the three-day period, the Sea Cadets kept stragglers out of the American Power Boat Association's raceway and hauled several persons from the water. One United States guest expressed amazement at the speed and accuracy of the Sea Cadets' man overboard drill.

Sea Cadets who were posted ashore during the regatta helped man first aid stations and distributed programs to the thousands of visitors who gathered in this provincial capital to take part in, or witness, the round of gala activities.

Fredericton Boat Club Commodore F. Cedric Cooper said that in future regattas, the Royal Canadian Sea Cadets will play an even more prominent role.



Twenty years of service with the Royal Canadian Navy have ended for Chief Petty Officer William V. Adie, 43, of Victoria, and he has now proceeded on retirement leave. He received a special service certificate from Commodore H. V. W. Groos, commanding officer of Naden and Commodore of RCN Barracks, Esquimalt. CPO Adie joined the Navy in November 1938 as an assistant cook. Since that time he has served in a large number of ships and establishments, including units of the fleet which saw considerable action on the North Atlantic during the Second World War. (E-50893)



HMCS Kootenay, as photographed by Alan B. Stone, of Montreal, during the Fleet Review on Lake St. Louis following the official opening of the St. Lawrence Seaway by Her Majesty the Queen and President Eisenhower.

FLEET REVIEW ON LAKE ST. LOUIS

"I send my best congratulations for the fine display of United States and Canadian ships drawn up in Lake St. Louis on this important occasion and thank them for their kind welcome. They all looked very smart. I send all on board my best wishes for the future.

ELIZABETH R."

THE ABOVE is the message from HM the Queen received by the officers and men of the Atlantic Command on the conclusion of the Naval Review by Her Majesty and the President of the United States, in Lake St. Louis, on Friday afternoon, 26th June, 1959.

I have been greatly surprised by the lack of press coverage of this most historically important event and even at this late date want to write about it.

I believe I am correct in stating that, although HRH Princess Margaret reviewed the Fleet on the west coast during her Canadian tour in 1958, this was

The Author

An interesting account of the occasion last June when ships of the RCN and USN were reviewed by Her Majesty the Queen and by the President of the United States appeared a few weeks after the event in The Ottawa Journal. An added point of interest was that the story bore the by-line "Dorothy German". The writer of the story, which is reprinted here with due acknowledgement to The Journal, is none other than Mrs. Barry German—wife of Captain Barry German, RCN (Ret.), mother of Cdr. A. B. C. German, commanding officer of the Micmac, and mother-in-law of Captain F. C. Frewer, commanding officer of Cornwallis.

the first occasion in Canadian history on which a reigning British Monarch has honoured our Silent Service by holding a naval review in Canadian waters.

* * *

Unfortunately, it was impossible for more than the relations of officers and men, plus a few official guests, to be accommodated on board the ships involved, but as many as could be were invited to spend the day with the Fleet, and as my husband and I were two of the lucky people who were given the privilege of an invitation to HMCS *Micmac*, we would like to try to share that rare treat with others who could not be present on that thrilling occasion.

First the setting. It was a perfect day. Driving through Ile Perrot to Lake St. Louis, the gardens were blooming in their early summer glory, and when we had parked our car in the excellent space provided, and walked to the brow of the hill approaching the jetty, we got our first view of the line of ships lying at anchor in the mist-shrouded lake. Sixteen naval vessels of USN and RCN, dressed overall, and berthed alternately as to nationality, their grey hulls emerging from the mist with a wraith-like quality that added to the beauty of the scene.

We embarked from the jetty in a ship's boat from HMCS *Micmac*, manned by four young ratings, looking extremely smart in their summer "whites". The ships lay roughly a mile from shore, so during our passage we had an excellent view of the line.

Having negotiated the gangway, the captain welcomed us on board and took us to his cabin. After an interval below we were escorted to the upper deck, where we were entertained by the officers to a delicious and beautifully prepared buffet-luncheon. An awning had been spread above the deck for the protection of the guests and a light breeze off the lake added to our enjoyment. At the same time the ship's company was entertaining relations at a similar luncheon in their quarters.

* * *

The Royal Yacht *Britannia* was not due to pass down the line until 4 p.m.,



A particularly fine vantage point from which to view the Royal Tour was chosen by Sea Cadets Kenneth Keeler and Michael Malin. The boys, both members of the Halifax Sea Cadet Corps, went to sea with their fathers, whose ship, HMCS *Algonquin*, was taking part in Royal Escort duties. Above are the Keelers and, below, young Michael Malin poses with his dad. In the background is the Royal Yacht *Britannia*.

but there was no lack of entertainment while waiting. It was enough to be seated on the port side of the ship and to look right and left along the graceful line of ships with their flags fluttering in the breeze, and all swinging slightly with the current. But, should that lovely sight pall, we only had to look down to be highly entertained by every conceivable sort of small craft which were rushing madly over the course from every direction.

Shortly before 4 o'clock, one suddenly became aware of an under-current of excitement pervading the ship. Ribbons were replaced by medals, according to regulations for such full dress occasions; officers buckled on their swords, and ships companies began lining up on the port side of their ships. All eyes were turned aft, straining for the first sight of the *Britannia*.

Precisely at 4 p.m. her blue and white bow emerged from the mist, and a few moments later the sun broke through! Queen's weather! As soon as the Royal Yacht was sighted the signal was given for the simultaneous firing by all ships of the 21-gun salute. On she came, very slowly, escorted astern by a U.S. destroyer and our latest sub-chaser HMCS *Kootenay*. The *Britannia* steamed much closer to the line of ships than had been anticipated thus affording naval personnel and their guests a clear view of Her Majesty Queen Elizabeth II, HRH Prince Philip, the President of the United States and Mrs. Eisenhower, and the Prime Minister and Mrs. Diefenbaker, all standing on the Queen's bridge. It was thrilling to see the ship's companies "Off Caps" and to hear their resounding cheers echoing over the water for the Queen of Canada and the President of the United States.

This was a day of twice history-in-the-making for Canada. The official opening of the St. Lawrence Seaway, a magnificent feat of engineering that stirs the most sluggish imagination. A project of the second Elizabethan age of adventure of which Canadians and Americans should be justly proud. All this, followed by the age-old ceremony of a naval review re-enacted in Canadian waters, a day to live in the memory with pride.

Before leaving the *Micmac* we had the satisfaction of hearing the captain relay the following message from the Chief of Naval Staff to the ship's company: "Your ships present a fine sight and I am proud of you all today". This signal, coupled with Her Majesty's message of approval and good wishes, seemed a well earned reward for the weeks of training which the smartness of the drill must have entailed.

NEW SLANT TO COURSES AT NADEN

LAST JANUARY, the first of the new Branch Officer Candidates' Educational Courses began in HMCS *Naden*. It ended August 21. Long known familiarly as the "Prep" school, and now officially as the RCN Preparatory School, the West Coast's Educational Establishment has initiated a new concept in Branch Officer Candidate training—a course less intended to cram the student with facts and figures than to guide and develop his reasoning faculties. In general terms, the course follows the tone and pattern of second-year university studies in the liberal arts. It is a vital part of the RCN's new educational program.

Drawn from nine different branches, the 22 senior chief and petty officers who made up the first class, all underwent exactly the same instruction; all were required to attain the same minimum standards, and all passed.

The course differed substantially from those given previously, in which classes were made up of various candidates whose requirements varied from branch to branch. The immediate effect of submitting the class to equally distributed pressure has been that the individuals in it welded themselves together into a single unit with a very high esprit de corps.

Specifically, the course covers six subjects: mathematics, science, English literature, Canadian history and government, political geography and communication. A seventh subject, games and sports, is rightly part of the leadership and divisional courses which lie in the future, but its inclusion as a complement to the academic instruction is most appropriate and welcomed by all at the end of a long academic day. In many other ways, not as immediately apparent perhaps in the school's curriculum, the 22 candidates found themselves being prepared to take up their new positions in the service.

Another innovation has been the skill and sound psychology employed in candidate—"prep" school-family relationships. It has at last been realized that where high academic standards are involved, the "prep school windows" are as much involved as the candidates



"And it comes out here." CPO L. C. Laurie explains the operation of one of the training aids to his wife, Shirley, during an "at home" held at the RCN Preparatory School, Naden. Below, CPO J. A. Houle faces up to the hard facts of mid-term exams.



themselves. Most of the dependents were camped about Victoria in auto courts and in the past had been cut off from the usual activities and home life. It made adjustment very difficult. This year, however, the course began with an open-house evening at the school, an event which enabled the wives to meet and plan future get-togethers. Dependents also accompany their husbands on the field trips which are part of the course and the unofficial social evenings that resulted from these meetings contributed largely to the relaxation of the

tensions under which both the students and their dependents found themselves.

Because it is a new type of course, the BOCEC can be said to be something of an experiment. Yet it is an experiment based upon a clear understanding of the needs of the senior non-commissioned man who is about to undergo a radical change in his way of life and his way of service. It is an experiment based upon a clear appreciation of the real needs of our modern fighting Navy in its executive and administrative structure.—E.B.

HMC MU TUMULT



Pictured here is the badge of the good ship Tumult which forever sails the Tarmac Sea—a sea unlike the rest in that it is completely surrounded by island. As befits an unusual ship, which makes a lot of fuss and bother about going nowhere, the badge of the Tumult differs in certain respects from the badges of other HMC Ships.

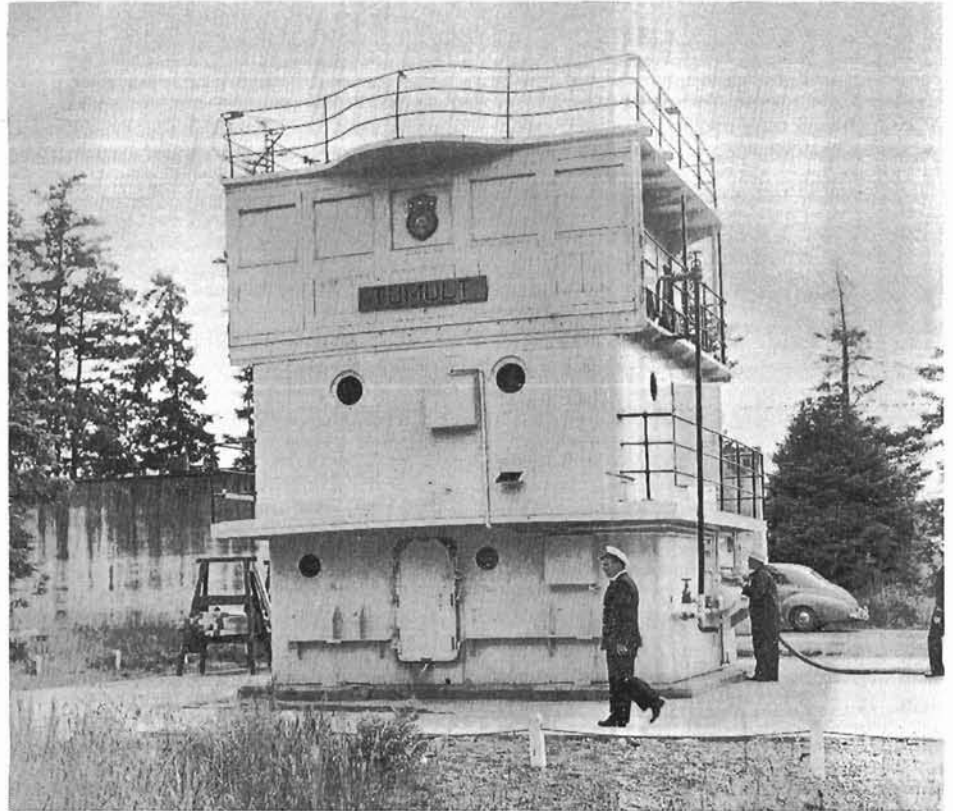
For proper description, the badge was referred to our expert in the art of heraldry, who emerged from his fusty, dusty study and presented the following: HMC MU (for Mock-up) TUMULT

BLAZON: Azure a base Barry invected of argent and the field and arising therefrom an atomic mushroom cloud proper, emitting rays gules and charged with a fine triangle of the same, between two telephone sets manual, or reversed, their cord sable arched over the cloud and severed, erased, at the chief point.

SIGNIFICANCE: HMC MU Tumult is an installation for damage-control training at Esquimalt, the badge incorporating symbols for the sea, the violence of the enemy and damage-control training and equipment. It is ensigned with a gold fool's cap with silver bells as is proper for a mock-up.

COLOURS: Blue and white.

MOTTO: Tumultus in parvo.



Victim of countless marine disasters, the Tumult is based at the ABCD Training Centre, Esquimalt. Built for the most part of sections of old ships, the steel structure provides training in dealing with flooded compartments, shipboard fires, atomic fallout and other troubles and inconveniences of wartime seafaring (E-50751). In the lower photo two men enter a flooded compartment to shore up a damaged bulkhead. A valve manifold makes it possible to flood the various compartments selectively with water under pressure of ten pounds a square inch. (E-50745)



AFLOAT AND ASHORE

PACIFIC COMMAND

HMCS *Jonquiere*

The summer months have been busy ones for the *Jonquiere*. During August, accompanied by the *New Waterford*, she carried out the final UNTD cadet training cruise of the summer.

The two ships took the cadets for a short visit to Pearl Harbour and also stopped off at Kailua Bay and Kealakekua Bay. Kailua is rarely visited by naval ships, yet it is in some respects more interesting than Waikiki. This was the seat of government during the period of Hawaiian monarchy. The large Victorian house (called the Huli-kee Palace) is still well preserved and is now a museum. It recalls the origin of the Union Jack's place in the Hawaiian flag.

At Kealakekua Bay, the historic spot where Captain Cook was slain by the natives in 1779, a work party was sent ashore to "tiddley-up" the monument erected to the memory of the gallant explorer.

In the week after the *Jonquiere's* return to Esquimalt preparations were made for a change of commanding officer. Books, documents and records were mustered; all compartments were opened for inspection, and all the necessary procedures carried out as the ship and everything in her were turned over to the new captain. On September 9, Cdr. E. V. P. Sunderland relinquished command to his successor, Lt.-Cdr. H. V. Clark. Cdr. Sunderland has since assumed command of the *Margaree*, of the Second Escort Squadron.

Participating in the maritime exercises which began September 14 gave the ship her first opportunity in several months to work with the rest of the squadron. These exercises both in Barkley Sound area and the vicinity of Comox, B.C., were carried out with the Second and Fourth Escort Squadrons, the Second Minesweeping Squadron, RCN Air Squadron VU 33, and RCAF 407 Squadron. The operation was the largest peace-time manoeuvre of its kind ever undertaken on the West Coast.

RCN Admiral First from Alaska

"When Captain Henry L. Miller, skipper of the aircraft carrier USS *Hancock* becomes a rear-admiral, he will have the distinction of being the first Navy flag officer from the state of Alaska," says the Army Navy Air Force Journal of September 26.

Captain Miller was born July 18, 1912, at Fairbanks, Alaska, and graduated from the U.S. Naval Academy in 1934. He has been selected for promotion to rear-admiral.

A bit of inadvertent "one-up-manship" lies in the fact that the Royal Canadian Navy already has had an officer of flag rank from the 49th State. He is Rear-Admiral H. N. Lay, RCN (Ret.), who was born in Skagway in 1903 and who went on retirement leave in January 1958. He attained the rank of rear-admiral in October 1954. He was Canada's first aircraft carrier captain.

However, at the time of Admiral Lay's birth Skagway stood on disputed territory and he considers himself British-born.

HMCS *St. Laurent*

Many a good sailor has at some time or other in his career "gone adrift", though this is not a custom which naval authorities take kindly to. To be adrift, though, has happened to some rather famous naval persons, and to their illustrious company, surprisingly enough, was added on more than one occasion, the Ship's Bible of HMCS *St. Laurent*.

The *St. Laurent's* Bible is a beautifully bound edition, which was presented by the Royal Navy to HMS *Cygnat* when she was commissioned into the RCN on February 17, 1937, as HMCS *St. Laurent* under the command of Lt.-Cdr. R. E. S. Bidwell, now Rear-Admiral Bidwell (Retired).

On the paying off of the *St. Laurent* in September 1945 the Bible was presented to HMCS *Haida* by A/Cdr. G. H. Stephens, but somehow or other the Good Book "went adrift" from the *Haida* and was not seen again until it turned up in the *Iroquois* in October, 1949, and Lt.-Cdr. T. C. Pullen, sent the wanderer back to her proper ship.

A taste of freedom was too much for the Bible, apparently, for once again, in September 1952 it was discovered by



Victoria's Mayor Percy Scurrah returns a call of Lt.-Cdr. A. G. Kilpatrick, commanding officer of the frigate *Beacon Hill*. After touring through the ship, which the city of Victoria regards as its own, Mayor Scurrah was presented with a mounted photograph of the frigate. (E-51831)

Cdr. John C. Littler, of HMCS *Crescent* in his ship and he sent the rover off to foreign duty with *Haida* in Korean waters. Commander Littler instructed the *Haida* to present the Good Book to the new *St. Laurent* when she commissioned. Commended by Captain John A. Charles, of the *Haida*, as having served well in far Eastern Waters, the Bible at last came to the new *St. Laurent* in January, 1956, and Cdr. Robert Timbrell, with characteristic charity, inscribed on its fly-leaf, "May it be our guide".

Content at last, the Bible has remained in the *St. Laurent* and each commanding officer as he passed the Good Book along, has added a kindly comment to its pages: Captain A. G. Boulton, Captain H. L. Quinn and Lt.-Cdr. E. Petley-Jones. Cdr. M. H. E. Page, the present captain of the *St. Laurent*, says, when his turn comes, he too will have some words to inscribe on what are by now the historic pages of the Ship's Bible.

ATLANTIC COMMAND

First Canadian Minesweeping Squadron

After a month-long leave period at Halifax, the Atlantic minesweepers headed up the coast of Nova Scotia on September 7. Beautiful fall weather favoured a vigorous week of training in the picturesque inlet of Sheet Harbour. Regular stops for ship's company bathing were made and, although the sea was a chilly 63, dips over the side proved very popular.

The following week the squadron was invited to participate in the activities and excitement of the now famous Lunenburg Fisheries Exhibition. Much hospitality was shown to officers and men and the accompanying fair provided its usual attractions. The owners of the sideshows were becoming alarmed towards the end of the exhibition with the number of crack-shots amongst the visiting sailors, who in turn were carrying away innumerable giant pandas and poodle dogs.

The squadron adopted the *Nelson Sea Cadet Corps* of Halifax during September, transporting over 80 of the cadets from Lunenburg to Halifax on September 20 as part of its adoption program.

The month was climaxed by a full scale minesweeping exercise for the whole squadron off Halifax. The exercise as usual inspired keen rivalry between ships, each one trying for the best score of mines. Totals at the end of the exercise showed *Thunder* to be the winner with *Quinte* a close second.



A cheque for more than \$2,000 is handed to Salvation Army Major T. J. Dyck, left, by Commodore (L) H. G. Burchell, Commodore Superintendent Atlantic Coast. The presentation was made on behalf of Dockyard employees who, through their annual charitable campaign, contribute to most charities in the Halifax-Dartmouth area. (HS-58130)

Shannon Park

In 1749, the Halifax area was being pioneered by hardy, determined settlers. Two hundred and ten years later, the descendants of those stalwart souls lined the streets in pouring rain to watch their annual Natal Day parade.

This year, Shannon Park's float was like a page out of a history book. It depicted a covered wagon, complete with water kegs, wash tub and scrub board. The wagon held beautiful little pioneer brides, who were guarded by their service husbands. One apparently was married to a scarlet coated grenadier. Another had espoused a naval rating, who was dressed in bell bottoms, a striped jersey and straw hat. Still another was the wife of a naval officer (vintage 1749) who was resplendent in lacy finery. The spirited wooden horses were guided by a black-bearded out-rider.

Lurking in the bushes ahead of the wagon, were three fierce looking Indians. They originally were intended to be Mic Macs, but due to the inclement weather, they became Apaches—more clothes.

The float won a prize in Dartmouth, and honourable mention in Halifax. This was the fifth year that Shannon Park entered an original float and captured at least one prize. Each year the float is built by a small, hard-working group of residents.

Leadership School

Several staff changes have taken place recently at the Leadership School in *Cornwallis*.

Lt. (P) B. A. O. Oxholm has left the school to attend the JOTL course in *Stadacona*. Lt. (S) P. J. Obendor has gone to *Hochelaga* for a course and has been relieved by Sub-Lt. (S) P. O. McWade. PO G. T. Wallace has been succeeded as officers' course petty officer by PO W. R. Smith who joined the school from the new entry staff.

Communications School

Graduation appears to be the only way of loosening the hold of Visual Communications course 109 on the Matheson Flaghoisting crown. CV-109 by the end of September had won the competition for three months in a row.

CR 130 showed its mettle in the radio relay competition, completing the test in only 58 seconds short of the record.

Competitions for CW transmitting and light transmitting have been in operation for two months, with a view to creating interest in transmitting technique. The winner receives a silver automatic pencil, engraved with his name, and competition for the awards has been keen.

Ord. Sea. S. Reid, of CV 108, was the winner of the flashing light transmitting contest for September and the top man in CW transmitting was Ord. Sea. R. Frenette, of CR 131.

Eight officers began a Long "C" course on September 8, with Lt.-Cdr. (C) F. J. Dunbar as course officer. They are Lieutenants R. F. Smyth, R. J. Fortin, T. C. Arkell, W. H. Hall, H. R. Steele, J. C. Till, M. D. Cameron and R. G. Campbell.

The following members of CR 128 completed their trade group one course in September and were presented with certificates by Commander E. J. Semmens: L. Bolwell, R. Chapdelaine (top man with 97 per cent), C. Lalonde, D. Frost, W. Sparks, W. Wagner, C. LeBlanc and R. Morrisey.

Graduates of CR 129 trade group one course on September 25 were: H. Marshall (93.8 per cent), B. Strong, D. Villeneuve, R. Kent, M. Jones, J. Andrews, W. Morris and R. Biro.

CV 107, headed by C. Daly, completed August 27. Other graduates were: F. Crawford, J. Dumont, A. MacIsaac, R. McNaught, J. McRae, F. Sullivan, and L. Uhlin.

NAVAL DIVISIONS

CNAV *Scatari*

Listed in "Jane's Fighting Ships" as a Supply Ship, the sturdy little wooden-hulled 233-ton vessel *Scatari* (ex-RCAF Tender *Malahat*), is used by COND as a maid-of-all-work, carrying out innumerable and diverse tasks during the summer training season, from her home port of Hamilton, Ontario.

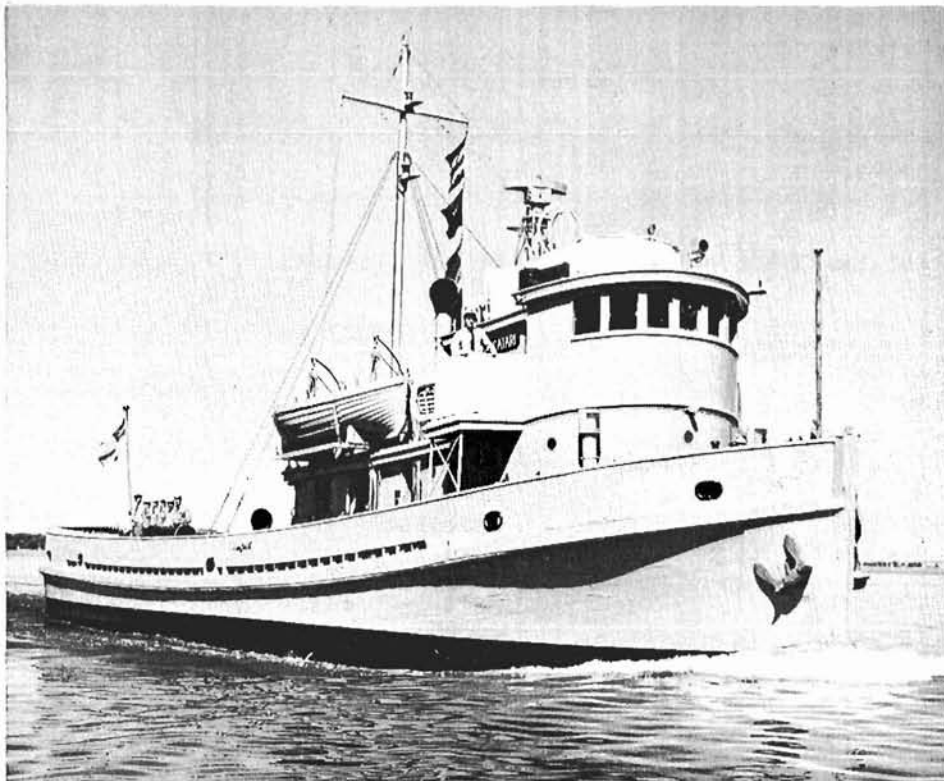
During her 1959 commission, from May 25 to September 11, she steamed nearly 2,000 miles in Lakes Ontario and Erie, visiting a wide range of Canadian and U.S. ports from Kingston in the East to Erieau in the West.

Included in her varied missions were taking Naval Reserves and Sea Cadets on short day and week-end cruises, serving as an overflow ship for New Entry trainees, towing "Dragon" class yachts (including Prince Philip's *Blue-bottle*) between Toronto and Kingston and assisting in towing HMY *Britannia* from her berth in Hamilton harbour.

Finally, as a tender at the Seaway Natex Operation in Toronto, she laid dan buoys for the visiting warships to anchor on, and carried hundreds of libertymen and sightseers and quantities of stores of all kinds to and from the ships in the anchorage.

HMCS *York*

The Royal Tour is now history but the memory of those few busy days is vivid. HMCS *York* was represented at various functions by more than 100 members of the ship's company. The functions included seawall-liners, berthing parties, street-liners and hall-liners



Flying the White Ensign as a tender to HMCS *Patriot* and with a naval ship's company on board, CNAV *Scatari* is shown during one of the busiest summers of her career. From May to September she steamed about 2,000 miles on Great Lakes Training, Royal Tour, NATO Fleet Review and other duties. (COND-5411)

during the State Banquet at the Royal York Hotel.

The seawall liners got the first Toronto glimpse of Her Majesty and His Royal Highness when they appeared on the quarterdeck of the Royal Yacht as she sailed past *York*. Her Majesty was seen to wave in the direction of the party on the seawall.

Twenty-two men and five officers from *York* spent a summer week-end aboard CNAV *Scatari*, tender to



COND. The ship visited Presqu'ile and Cobourg and reached the approaches to Niagara-on-the-Lake before returning to Toronto.

The cruise left Toronto harbour at 2000 on Friday, July 17, and returned at 2030 Sunday evening July 19. The week-end was taken up with various training evolutions.

Saturday evening was spent in Cobourg harbour where the mayor was one of the many visitors on board the ship.

HMCS *Griffon*

All personnel of *Griffon* were on the go during the Royal Visit of Her Majesty Queen Elizabeth to the Lakehead.

After a busy day of street lining and berthing the visiting ships HMCS *Gatineau*, HMCS *Kootenay* and HMS *Ulster*. Officers from *Griffon* and visiting ships attended a dinner given by the City of Port Arthur. Speakers included Vice-Admiral Peter Dawnay, Flag Officer, Royal Yachts, who amused all with his comments, especially those regarding the "intimate" escort provided by local boating enthusiasts.

Most of the dinner guests, including many of the officers of the *Britannia* were entertained later in the evening in the wardroom of *Griffon*. Receptions were also held on board the *Kootenay* and *Ulster* during their visit to the Lakehead cities in July.

Griffon was host to the U.S. Coast Guard ship *Woodrush* on Thanksgiving week-end. The officers and men from the *Woodrush* were special guests at the Ship's Company Party. This is the third year that the Coast Guard ship has visited Port Arthur.

'SCATTER' RADIO AND RADAR

THE SUPREME Headquarters Allied Powers Europe (SHAPE), received control on May 22 of a new radio network of advanced design which will give the Supreme Commander instantaneous and reliable command communications with his subordinate NATO military headquarters at Naples and Izmir (Smyrna), Turkey. The system was put into official operation during a ceremony at Naples.

SHAPE's Chief Signal Officer, Major General Victor A. Conrad, accepted the new communications network from its developers and put into operation a system known as "Double Jump", which links the Paris military NATO Headquarters with those of Naples and Izmir. The unique system is based upon the "ionoscatter" (Ionospheric Forward Scatter) technique, or the principle of reflecting very high frequency radio waves off ion layers beyond the Earth's atmosphere. The system was worked out and supervised by SHAPE Aid Defence Technical Centre of the Dutch defence research institute RVO-TNO, The Hague, and was built by Page Communications Engineers Incorporated, of Washington, D.C.

Dr. Nic Knudtson, Communications Group Chief of the Air Defence Technical Centre, explained that the ionoscatter system works like a searchlight beamed at a cloud, which reflects or "scatters" a certain amount of diffused light back to Earth. In the new ionoscatter technique, when very high frequency radio waves are beamed at a prescribed point in the sky, some of the waves are "scattered" by the ionized layer of the ionosphere back to a predictable area on the ground. At the point of ground impact, highly sensitive receiver equipment picks up the signal.

Such a system is ideal for this application, where the NATO military headquarters are as much as 800 miles apart. The system will provide almost uninterrupted service.

Reliable communications are essential to the integrated defence of the NATO countries. The need for quick reaction to aggression rendered it essential to have instant, dependable communications between the Supreme Headquarters Allied Powers Europe (SHAPE) at Paris and the various NATO military headquarters. DOUBLE JUMP links Paris (SHAPE) with Naples (Allied Forces, Southern Europe) and Izmir

(Allied land Forces, South East). This system is an advanced component of a planned Europe-wide network.

These headquarters are separated by approximately 800 miles. For direct communication over such distances the so called "ionoscatter" mode of propa-

Submariners Need Special Qualities

The submariner of the future, even more than the underwater sailor of today, will need to have iron nerves, an even disposition and great physical endurance.

This conclusion is to be drawn from an address to the American Psychiatric Association in Philadelphia by the medical officer of the U.S. nuclear submarine Sea-wolf, Dr. John E. Ebersole.

Because of the greater endurance of nuclear submarines, patrols may be extended to 100 days or more, as compared with the 40-day patrols of the Second World War.

As reported by "Science Service", Dr. Ebersole said the submarine of the future will not merely be a destroyer of merchant ships—it will be used to hunt and sink enemy submarines. This will mean hovering, perhaps for weeks, at great depths, alertly listening for the enemy. Since noise must be avoided, most equipment will be shut down or operating at low power levels. This will include air conditioning and air revitalizing equipment.

Sea noise may cause repeated false alarms that the enemy is near, the report continues. This will cause stress for the crew in addition to the effects of bad air, fatigue, monotony and the apprehension arising from living close to a nuclear reactor.

Dr. Ebersole said, however, that the officers and men of the Sea-Wolf had stood up well during their 60 days of continuous submergence, which began on August 7, 1958. The men were anxious about their families, but handled their worries well and showed no falling off in the performance of their duties.

gation of very high frequencies has proved to be particularly well suited and reliable. The mechanism of ionoscatter propagation can be visualized by an analogy in which the transmitter is replaced by a powerful searchlight which shines upon a "cloud" representing an ionized layer in the upper atmosphere, and the receiver by an observer beyond the horizon. The observer can still detect the glow produced by the light scattered from the "cloud". Because the ionized region where the scattering takes place is always present, a high degree of reliability is obtained. The system has been designed for high circuit availability. These features, together with the absence of numerous frequency changes as experienced with short wave communications, combine to provide almost uninterrupted service. The system will primarily carry teleprinter circuits.

The ionoscatter system has cost approximately \$4,250,000. The host countries have made the land available for the stations. All the other costs of providing this system have been covered by the United States.

Each station has one building containing the radio equipment, office, maintenance workshop, store for spare parts, staff room, etc., and one building for the diesel generators which start automatically if the local power supply fails.

The technical groups which will operate and maintain the system are composed of military personnel from the host countries and the United States. In addition to having been given formal classroom training, they have assisted with the installation, thereby acquiring working knowledge of the equipment.—NATO Letter.

RADAR CAN SPOT ICBM

THE U.S. NAVY has announced an experimental new radar believed capable of spanning thousands of miles to spot a missile launching almost immediately after blastoff.

It may double the warning time allowed by present day surveillance devices.

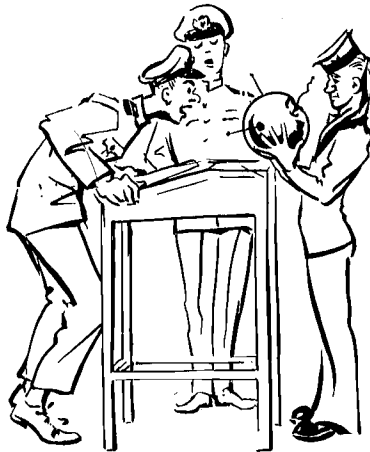
The importance of this disclosure is attested to by the fact that it would

take only 30 minutes for an ICBM to travel from Russia to the United States and conventional radar allows just 15 minutes of warning time.

Known as High Frequency Ionospheric Back Scatter Radar, the new device has already detected Cape Canaveral missile firings from an undisclosed U.S. location.

It also has detected the Project Argus nuclear blasts fired in the South Atlantic as well as earlier, more powerful atomic explosions in mid-Pacific at "intercontinental ranges." Hence naval authorities believe that it might offer a method for detecting violations of nuclear test ban agreements.

The new radar overcomes the "line of sight" limitations of present day systems. Like television, conventional radar is limited in range because the



"IT SEEMS THAT A. B. JONES BROUGHT IT DOWN WITH THE AFTER BOFORS, SIR"

waves travel in straight lines and cannot "look" beyond the horizon.

But the Ionospheric Back Scatter radar bounces radio waves off the ionosphere—the thick layer of charged particles extending about 250 miles above the earth's surface. When a large rocket is fired, hot gases from its exhaust also are ionized and reflect radar waves back to the device's oscilloscope in a distinctive pattern that discloses the missile's location.

Dr. William J. Thaler, Office of Naval Research, conceived the new method and is in charge of the experiments which make up "Project Tepee". He warned newsmen that the new radar was still under experiment and that it might be several years before it could be developed into a finished surveillance system.

At the present time, he added, it is desirable to aim the device's antenna directly at the launching pads or nuclear bursts but he said he believes that it will be possible to develop the principle into a system capable of "scoping" hundreds of thousands of square miles.

Concerning costs, Dr. Thaler said that the equipment is relatively simple and inexpensive. As to development expense, he reported that Project Tepee was allowed \$10,000 in 1957 but that early experiments were so promising the Navy allotted it \$400,000 the following year. This year it has been granted \$1.5 million.

Co-operating with the Navy on Project Tepee are scientists from Yale and Stanford Universities. American Car and Foundry Corporation is the only industrial firm involved in the project.

—AFPS.

Inertial Navigation Anticipated in 1873

The principles of inertial navigation—the latest scientific wonder—were discussed nearly a hundred years ago by an Irishman, according to a letter addressed to *Nature*, the British scientific weekly, by D. Chilton, of the Department of Astronomy and Geophysics, Science Museum, London. The letter, published in January 3, 1959, issue of *Nature*, says:

The recent voyage of the submarine *Nautilus* below the polar ice has caused interest to be focused on the subject of "inertial navigation". This recalls to mind a communication which was published in *Nature* (7,483; 1873). A correspondent, Joseph John Murphy of County Antrim, discounted the idea that "the instinct of direction in animals is the same kind as the faculty by which men find their way" and suggested instead a mechanical analogy basically identical with "inertial navigation", namely:

"If a ball is freely suspended from the roof of a railway carriage it will receive a shock sufficient to move it, when the carriage is set in motion: and the magnitude and direction of the shock . . . will depend on the magnitude and direction of the force with which the carriage begins to move . . ." ". . . every change in . . . the motion of the carriage . . . will give a shock of corresponding magnitude and direction to the ball. Now, it is conceivably quite possible, though such delicacy of mechanism is not to be hoped for (my italics. D.C.), that a machine should be constructed . . . for registering the magnitude and direction of all these shocks, with the time at which each occurred . . . from these data the position of the carriage . . . might be calculated at any moment."

Murphy went on to detail the possible mechanism by reference to the recording anemometers of his day, and even suggested dial indication of instantaneous distance and direction from the starting point.



FEAR GOD AND DREAD NOUGHT

THE THIRD VOLUME of "Fear God and Dread Nought" brings to the reader another book bursting with the meaty, rich correspondence of Admiral of the Fleet Lord Fisher of Kilverstone.

Through the medium of letters to and from the greats and near greats of his era, "Jackie" Fisher strides his flamboyant way through vindication, glory, frustration, banishment and ultimate illness and death. In this, the final volume of the trilogy, Arthur J. Marder presents Admiral Fisher's last years—1914 to 1920.

Mr. Marder has once more produced a skilful selection of the Admiral's letters and memoranda and he has provided sufficient background narrative to set the scene for each section. But it is Admiral Fisher who dominates the pages and from his forceful, sometimes discordant, words we achieve a magnificent view of a doughty, nearly indestructible warrior.

Admiral Fisher was a man of vision, though history was not always to prove his vision true. In the first volume, as a junior officer, he was forecasting the end of sail and the advent of oil-fired turbines—an outlook ridiculed by my lords of a nineteenth century Admiralty. In the second, Fisher's dream was the *Dreadnought* and the large gun, and much of the book portrayed the Admiral's relentless struggle to make it all come to pass. This, the third volume, reveals the Admiral's vision of the submarine and aircraft as the weapon of the future.

It was not easy to dismiss his forecasts. In 1910 he had predicted the outbreak of war with Germany in the autumn of 1914. A few months before the war he warned that German U-boats would attack seagoing commerce—an evaluation soundly pooh-poohed by Winston Churchill.

Admiral Fisher saw the war clearly. He felt he knew exactly what was needed to subdue Germany and he worked to be ready. Years before the conflict he had hand-picked the officer who was to command the Grand Fleet and had groomed him for his post. That officer was Admiral Jellicoe.

To the fury of his enemies at home and abroad, "Jackie" Fisher was more often right than wrong.

"And so the great war had come at last . . ." At Admiralty was Winston Churchill as First Lord, and in the wings, awaiting his recall, was Admiral

of the Fleet, Lord Fisher, one time First Sea Lord and in retirement since 1910. England, suspicious of the German connections of the incumbent First Sea Lord, Prince Louis of Battenburg, clamoured for Fisher's return. The country had not long to wait. In October 1914 Prince Louis bowed to public opinion and resigned. Fisher was back!

As is chronicled in the book . . . "Shortly after his appointment he prayed at Westminster Abbey and was heard to mutter as he left: 'Resurrected! Resurrected! Resurrected! Again!'"

The Royal Navy's feeling were probably best expressed by Admiral Beatty, commanding the Battle Cruiser Squadron, who wrote: "Well! I think he is

BOOKS for the SAILOR

the best they could have done. . . . He still has fine zeal, energy and determination, coupled with low cunning, which is eminently desirable just now."

Throughout the section of this volume which accounts for Fisher's second tenure of office as First Sea Lord, the majority of the letters are to Admiral Jellicoe—"My beloved Jellicoe," as Fisher addressed him—and discuss the Fisher views on the employment of the Grand Fleet. The letters make it perfectly clear that Fisher was the puppeteer and Jellicoe the puppet.

Harboured in Scapa Flow aboard the remote fastness of HMS *Iron Duke*, Jellicoe played his part readily enough, though the reader may wonder if the Grand Fleet commander didn't come to view the Fisher envelopes with jaundiced eye!

This, too, was the period of Fisher's honeymoon with Winston Churchill. Admiralty must have been a lively place with the crusty old First Sea Lord and the young, cherubic First Lord dwelling within the same walls. But it was a short marriage. They were, each in their own way, too egotistical, too forceful, too powerful and intolerant of personal criticism to hold together harmoniously. Captain Thomas Crease, Fisher's Naval Assistant, recorded "the deep personal irritation caused Fisher

by the First Lord's methods of conducting business . . . the constant bombardment of memoranda and minutes on every conceivable subject . . . entirely within the First Sea Lord's province . . . caused Lord Fisher's resignation." Speaking of Churchill, Fisher once said, "He out-argues me." A feat that probably only a Churchill could accomplish!

The military campaign in the Dardanelles caused the final break between the two men. Bitterly opposed to any scheme that would rob the Grand Fleet of ships or material, Fisher was not in accord with Churchill's brain child. When, in his view, Churchill placed unwarranted demands on the Fleet for support of the campaign, "Jackie" Fisher immediately resigned. To put it literally, he walked off the job!

His resignation cannot have come as too great a surprise to the Government for he had held the threat of resignation as a stick over the Government's head almost from the day he assumed office. Fisher found it a good weapon for getting his own way.

His resignation came during the May 1915 crisis of the government, and, confident that reconstruction on coalition lines was imminent, Fisher was sure that he would be recalled and Churchill forced to go.

In a blind belief that he was indispensable and the majority in the cabinet on his side, Lord Fisher committed the great blunder of his life—a blunder that was to prove fatal to his future prospects. On May 19 he forwarded a memorandum to the Prime Minister *dictating* his own terms regarding naval policy and personnel and bluntly stating that he would stay on only if the Prime Minister accepted his terms unconditionally. The memorandum was couched in the words of an ultimatum and Asquith had no option but to reject it and, with it, Lord Fisher.

The old Admiral was never to regain a position of power in the land.

There is sadness in the final years. He was relegated to a minor post of war work as Chairman of the Board of Inventions—a debating society as Fisher called it. The Battle of Jutland and Jellicoe's conduct of the Grand Fleet distressed him, and that strong friendship was to founder on the shoals of politics and misunderstanding.

Fisher was living in the past now. He could not forget that for many years he had been the Prophet of the Royal Navy

and all that was modern was, in a sense, his creation. He harped on past events and was ever reminding people that the destruction of Von Spee's fleet at the Falkland Islands by Sturdee's squadron was due to his foresight in forcing a reluctant Admiral Sturdee to sea and guiding him into position off Falkland minutes before the German ships could make good their escape.

Lord Fisher never gave Sturdee an ounce of credit for the victory. Here is a typical Fisher letter commenting on the event:

Dear Beatty:

Your kind telegram much appreciated. Sturdee's mob asked to put off sailing from Devonport till Friday, November 13. (IMAGINE being such d -- d fools as to sail on a Friday and on the 13th!) The answer went "SAIL WEDNESDAY" . . . AND THEY LEFT! They only reached von Spee TO THE VERY MINUTE! 'Hustle' is a good word. Things done in a hurry are always done best! Nelson said the whole secret of war was being there one quarter of an hour before the other chap. That was as nearly as possible Sturdee on von Spee, but perhaps it was 10 minutes! Yours till death.

Fisher.

When Jellicoe became First Sea Lord, the old Admiral was hurt. Jellicoe had accepted the post against Lord Fisher's advice. When Fisher's offer to serve under Jellicoe was refused by his former protege, he was bitterly disappointed. Consciously or not, Fisher realized that Jellicoe's elevation spelt the death-knell to his own hope of regaining the First Sea Lord's seat. He resented Jellicoe for thwarting him in the final lap of life and the once warm association was to cool and perish and no more "My beloved Jellicoe" letters appear in the book.

"Jackie" Fisher's declining years reveal the frustration and bitterness of a man who cannot face the fact that he has had his moment in history and it has passed. To the last he fired his opinionated broadsides to all who cared to listen, but it was with lessening force and vigour now, and many of his salvos exploded with the impact of damp squibs.

Death finally came to his rescue on July 10, 1920, in his eightieth year.

No matter what evaluation history may put on "Jackie" Fisher, no one can deny the supreme gusto and relish with which he tackled his daily round. Fortunately, he lived in the age before the telephone became the primary means of

immediate communication, so his vivid style and angry thoughts have been preserved for posterity. Lord Fisher said what he damned well pleased, the devil take the hindmost, and he thought nothing of committing such words to paper:

"Don't be cajoled privately by the PM to keep silence . . . I don't want to stay but Winston Churchill MUST go at all costs! AT ONCE! . . . W.C. is leading them . . . straight to ruin . . . (he) is a bigger danger than the Germans by a long way in what is just now imminent in the Dardanelles . . ."

"Please burn and don't mention. Very SECRET AND PRIVATE. This evening Winston sent Lambert, the Civil Lord of the Admiralty, to offer me a seat in the cabinet if I would return as First Sea Lord with him (Winston) as First Lord!! I rejected the 30 pieces of silver to betray my country."

As Admiral of the Fleet Lord Fisher of Kilverstone might have said, this is the real Bovril!—C.T.

FEAR GOD and DREAD NOUGHT Vol. 111. The Correspondence of Admiral of the Fleet Lord Fisher of Kilverstone edited by Arthur J. Marder. Published in Canada by Clarke, Irwin and Company Limited, 795 St. Clair Ave., West, Toronto; illustrated: \$11.00.



On one of the rare hot August afternoons experienced in Nova Scotia this year, naval firemen, by the sheerest of coincidences, decided to test the hydrants in Shannon Park. The swarming children, in turn, tested the spray and pronounced it cold, wet and wonderful. (HS-58763)

A QUERY ABOUT THE RAINBOW

Dear Sir:

While perusing your excellent magazine *The Crownsnest* I have often wondered why HMCS *Rainbow* was not perpetuated in the RCN by retaining her name for subsequent ships or perhaps some naval establishment. Is the name still used in the RN?

I believe, according to the battle honours on the hand steering wheels aft in *Rainbow*, which I repainted several times, the name "Rainbow" had quite a colourful career in naval history.

Also could you tell me whether there is a water colour or oil painting of HMCS *Niobe* arriving in Halifax October 21, 1910? I believe, if my memory does not fail me, that a Mr. Napier-Hemy, a prominent water colour artist, took passage with us from Plymouth to Halifax with this idea in mind. I have often wondered whether this gentleman completed his task and what became of the paintings, whether they hang in Naval Headquarters or in naval museums. Your answer to these questions I look forward to with pleasure.

Forty-nine years ago this October 21 the RCN became a reality and a lot of water has passed under our ships since then, and with much honour to them.

Yours truly,

A. G. W. GERMAN,
Ex-CPO Painter *Niobe*
PO 1 Painter *Rainbow*.

2086 Newport Street,
Vancouver 16, B.C.

The questions raised by Mr. German in his letter were referred to the Naval Historian, E. C. Russell. He reports as follows:

One reason that the name of *Rainbow* has not been revived in the RCN is that it was borne by one of HM Submarines from 1930 to 1940. Since then most of HMC Ships have been given geographical names.

The steering wheels referred to are still in existence: One in the National War Museum in Ottawa, one in the wardroom at HMCS *Naden* and the third is said to be either in the Royal Victoria Yacht Club or in the possession of RCSCC *Rainbow*, Victoria.

The wheels were mounted on a single shaft so that six men could work them in heavy weather when the weight and strength of all six might be required.

Seven ships before her had borne the name *Rainbow* and their battle honours were lettered on the wheels in gold leaf over the white enamel as follows: On the foremast: HMCS RAINBOW flanked by FRIGATE and FRIGATE HEBE 1782; on the second: SPANISH ARMADA 1588, BREST 1599, CADIZ 1596; on the aftermost: LOWESTOFT 1655, NORTH FORELAND 1666, LAGOS BAY 1759.

Another unofficial list (that published in "British Warship Names" by Manning and Walker, London, Putnam, 1959—reviewed in *The Crownsnest* July 1959) omits the honours for Brest, the North Foreland and the two frigate duels but adds: PORTLAND 1653, GABBARD 1653, SCHVENINGEN 1653, FOUR

DAYS' BATTLE 1666, ORFORDNESS 1666, SOLEBAY 1672, SCHOONEVELD 1673 and TEXEL 1673.

A photograph on file at Naval Headquarters (CN-2869) shows a young seaman of the Pacific Division, RNCVR, standing by the hand steering position under the break of the poop in the *Rainbow*. Another photograph appears in "HMCS *Naden*, Naval Barracks", by F. V. Longstaff, Victoria, the author, 1957.

The artist who took passage in HMCS *Niobe* in 1910 was evidently Charles Napier-Hemy, Royal Academy, born May 24, 1841, died September 30, 1917. He was a marine painter of some note and his son Hubert was an Engineer Sub-Lieutenant in the *Niobe* at the time. Nothing is known at present of any painting that may have been executed.



One dark night during Admiral's Inspection in HMCS *Cornwallis* in August, a fire evacuation drill was carried out in Ottawa Block upon orders from Commodore P. D. Budge, Chief of Staff to the Flag Office Atlantic Coast.

The building was evacuated in record time except for one tired Ordinary Seaman who slept blissfully through the drill. When this was brought to the Chief of Staff's attention he had the miscreant carried outside, bed, bag and baggage. His cubicle partner earned a well-deserved blast from the Senior Officer.

In order to impress upon those present the value to be obtained from these evolutions, the whole division was then marched up and down the roadway until they had learned to chant that old

familiar rhyme "The Duke of York's Light Horse".

The following afternoon at Ceremonial Divisions, Cd. Gunner J. B. Bing, block officer received a plaque in commemoration of the night's activities upon which was inscribed:

OTTAWA DIVISION
THERE HAVE BEEN MANY OTTAWA
DIVISIONS
BUT THIS ONE SHOULD BE
KNOWN AS:—
THE DUKE OF YORK'S
LIGHT HORSE

"We are the Duke of York's Light Horse,

A Hundred Thousand Men.
The Colonel, He marched us up the Hill,
Then He marched us down again."

THE NAVY PLAYS

Women Attend PT Classes

Women's PT classes have started in a fall and winter program at *Naden*. The class is made up of nursing sisters, wren officers and naval wives. It has become a very popular program with the ladies. The registration is now 118.

Instructions are given in progressive "Ladies' PT tables", games and swimming. The weekly program consists of 45 minutes of PT followed by 45 minutes of games, 15 minutes of swimming exercises and 15 minutes of recreational swimming.

Badminton Club Elects Officers

Lt.-Cdr. C. R. Manifold was elected president of the Pacific Command Badminton Club for the 1959-60 season. C. W. Tolson is vice-president and Miss Irene Godfrey is secretary-treasurer.

This year the club has joined the Canadian Badminton Association. There is a membership of 50 with more expected to join. Club nights are Monday, with Wednesday reserved for invitational and competitive play.

Hockey Team Being Readied

For the second consecutive year PO Norman Jones is coaching the Navy's hockey entry in the Victoria Commercial Hockey League. Last year under PO Jones' leadership the team won the city and Island championships. They were semi-finalists in the B.C. Coy Cup competition.

The team has passed the working up state and a fair nucleus of last year's players is turning out. Like the coach, most of them are veterans. These include: PO R. Derry, Ldg. Sea. J. Bond, Ldg. Sea. N. Standley, AB A. Christeans, Ldg. Sea. D. Hill, AB W. McLeod, Ldg. Sea. J. Tanner, AB I. Norris, AB C. Uhren, PO P. LaPointe.

Jonquiere Named Cock of the Fleet

Ships of the Pacific fleet during a September visit to Comox matched their powers in a series of hotly contested competitions designed to determine the "Cock of the Fleet". There were five



All set for a "big plunge" is PO Roger Twiss, of the sweeper *Miramichi*. Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, presented the novel "plunger award" to PO Twiss for the latter's landing of the smallest fish (a 10-ounce grilse) in a fishing derby held by units of the fleet during off-duty hours of recent exercises in Vancouver Island waters. Top award of the fishing contest went to Captain H. A. Porter, Commander Fourth Canadian Escort Squadron, who brought in a 40-pound, eight-ounce spring salmon. (E-52305)

events: volleyball, softball, sailing, boat-pulling and a salmon derby.

After a series of easy wins in volleyball early in the week, *Jonquieres* battled tooth and nail in the remaining competitions. It was the very final softball game that eventually gave them a small margin over their closest rivals, *Sussexvale*, *St. Therese* and *Fraser*. On Thursday afternoon, September 21, as *Jonquieres* sailed proudly past the fleet at anchor, she was not only the best but also the happiest ship on the West Coast.

Special mention must be made of the *Jonquiere's* volleyball team and of CPO Ken Neal's 39-pounder, which placed second in the salmon derby.

Sailing Group's Officers Chosen

Lt.-Cdr. F. C. Douglas has been elected commodore of the Royal Canadian Naval Sailing Association, Esquimalt.

Others elected were John Davies, vice-commodore; Lt. Harold Moist, rear-

commodore; L. Seddon, fleet captain; PO F. Davies, service boat captain; Lt. B. Berryman, treasurer, and Lt. G. A. Dufour, secretary. Lt. C. McLaughlin, E. Stefanik and Lt.-Cdr. M. Connor became members of the executive committee.

Before the election, retiring commodore Frank Piddington presented trophies won during the past season.

Submariners Win Rugby Contest

Sixth Submarine Squadron downed a short-staffed Halifax Wanderers squad 16-5 in a Mainland Rugger League contest at *Stadacona*.

Joe Stafford, part of the three-quarter line, paced the winners with a try, scored on 80-yard thrust through the line, a convert and a successive penalty kick. Petty Officers Forth and Russel each registered a try in support.

Alec MacKenzie, on the three-quarter line, got the losers' only try. Scrum half Sandy Munroe kicked the convert.

Meanwhile, at *Cornwallis*, Halifax Navy drubbed *Cornwallis* 13-0 in a tilt played for the same league.

Young, Pearkes and Clarke scored tries with Young and Luke kicking converts.

Squadron Holds Golf Tourney

Gorge Vale Golf Club, Victoria, was the scene of the Fourth Escort Squadron's golf tournament in September.

The trophy for low gross score was taken by the *Jonquiere's* team, Lt.-Cdr. H. V. Clark, Lt. J. L. Woodbury, Sub-Lt. P. D. Crofton, PO F. Barron and Ldg. Sea. J. Ramsay, with a total of 368 for eighteen holes. The *Beacon Hill's* team came a close second with 379. (Four best scores in each five-man team were counted).

Winners of individual prizes were: PO F. Barron, *Jonquiere*, hidden hole;

AB J. England, *New Glasgow*, low net CPO Ogilvie, and *New Waterford*, kickers handicap.

Most unusual winner was AB England, who stroked 147, and had his score reduced by a 76 handicap to a one-under-par 71. PO F. Barron, who shot 78 and had a 7 handicap, tied for low net but was drawn out.

The tournament was initiated last year and first was won by the *Antigonish* when the squadron played off for it in Pearl Harbour.

Buckingham Wins NATO Whaler Race

The International Whaler Race held at the Canadian National Exhibition saw a crew from HMCS *Buckingham* beat out the finalists of whaler crews from warships of six NATO nations.

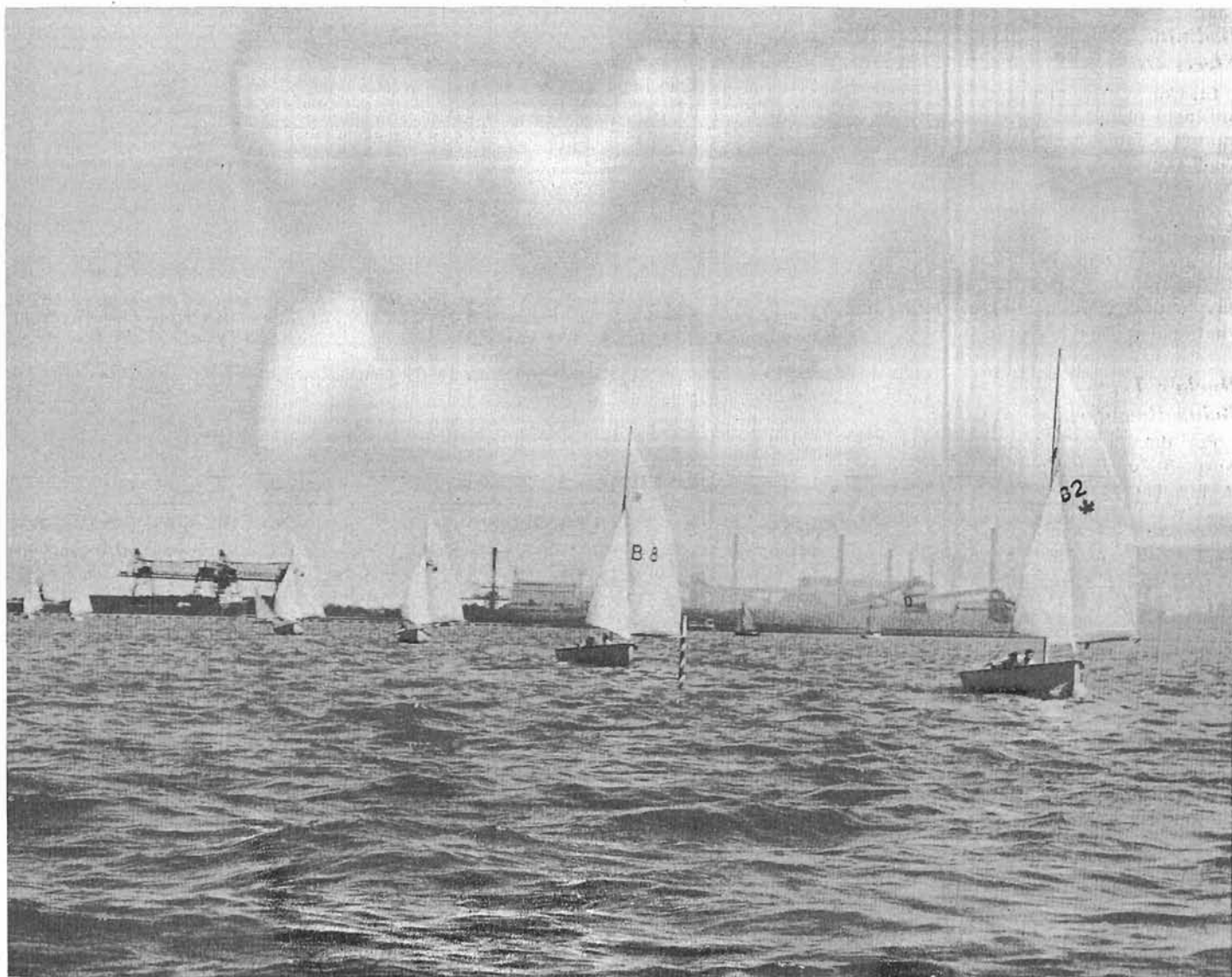
The *Buckingham's* crew consisted of Ldg. Sea. Kevin Hynes, Ldg. Sea. Don

Doucette, Ldg. Sea. Robert Peuparte, Lt. Derek Chandler and AB Norman Gagnon. The coxswain was PO Gerry McLennon.

Young Swimmers Grow in Number

The children's swimming classes in the Pacific Command grow larger each year. This year the organization has grown into 10 classes with approximately 35 children a class and there are as many more on a waiting list.

Classes are held at *Naden* and Royal Roads pools every Saturday. Each class receives a one-hour period of instructions. The children are taught at all levels of proficiency and they may advance as far as an Award of Merit (Royal Life Saving). Red Cross standards are used with the exception of the Award of Merit Class.



RCN Sailing Association dinghies "running free" during the second day of the two-day regatta in which the Ottawa club outsailed the Toronto and Hamilton squadrons. The regatta was held at Hamilton. (COND-5380)

LOWER DECK PROMOTIONS

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

ACKERMAN, George W.PIC14

BARFOOT, Gordon C.LSTD1
 BARDY, Gordon E.LSTD1
 BASKERVILLE, Douglas C.LSRC2
 BATEMAN, Clifford D.LSEA2
 BENNETT, DonaldP2EM2
 BISHOP, Foster F.P2EF3
 BOYD, John T.LSEM1
 BRASSARD, Louis F.P2SH3
 BURCHILL, Douglas G.LSRP1
 BURDETTE, Richard W.LSTD1

CARRICK, GeorgeP2RC2
 CARROLL, George W.P2SW3
 CHAPLIN, Arnold D.P1QM3
 CHASE, Edwin A.LSEM1
 CISMAS, John G.LSAM2
 COLE, Howard F.LSRP1
 COLLINS, Donald J.P1BD3
 COLLISON, WilliamLSTD1
 COTE, Yvon D.LSQM1
 CRIPPS, Keith M.LSRP1
 CYR, Yvon J.LSSW1
 CYRENNE, Maurice J.LSEM1

DAVIS, Laurence W.P2ER3
 DE BRUIJN, Paulina, E.WLNP2
 DENNIS, John H.LSTD1
 DICKSON, Cameron S.P2BD3
 DONNELLY, Robert D.LSTD1
 DOWNEY, Eric J.LSEA2
 DOWTHWAITE, John A.LSCR1
 DOYLE, Joseph R.LSRT2
 DUVAL, Claude J.LSEM1
 DYSON, James A.C2RT4

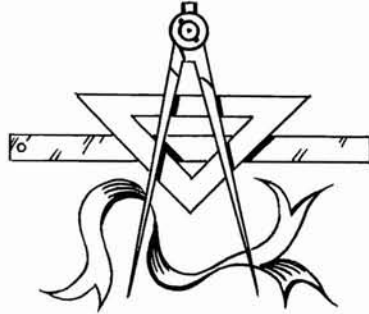
ELDRIDGE, Ronald S.P2EM2
 ELFORD, Gerald A.LSTD1
 EVANS, Gordon R.LSQR1

EVANS, Roger C.LSED2

FEHR, EdwardP2SH3
 FELKER, Stanley G.LSTD1

GAUDET, Charles J.LSLR1
 GIBBS, Donald B.P2BD3
 GOULD, Paul D.LSRP1
 GROOM, Harold W.C2PH4
 GRZYB, John S.LSEM1

HASTINGS, William H.P2BD3
 HENDERSON, William J.P1ED4



HICKS, Joseph N.LSEM1
 HIGGINBOTHAM, Ross J.LSAA1

JOHNSON, JohnP2AT3
 JUPP, Robert H.P1AA2

KENNEDY, Robert E.P2ER3
 KERR, DennisP2SH3
 KILLORAN, George F.LSAA1
 KIPFER, Robert A.LSRT2

LAKER, David S.P2AT3
 LONG, John H.LSTD1
 LYONS, Richard A.LSAA1

MacLACHLAN, Allen W.LSQM1
 MAHEU, Raymond L.P2AT3
 MANN, William O.LSQR1
 MANUGE, Ralph F.C2SW4
 MARINUCCI, Francesco L.LSEM1

MARRIOTT, Clayton S.LSRP1
 MATTICE, Peter A.LSRP1
 McCLINCHEY, Reginald G.LSAA1
 McCONNELL, Desmond H.LSRP1
 McGIBBON, David B.LSAP2
 McINTYRE, Ian R.LSQM1
 McKENNA, James J.LSRC2
 MILLS, JamesLSRP1
 MORRELL, Hector J.LSLR1
 MUNROE, Gordon H.P2ER3

NELSON, John W.LSEA2
 NEWTON, John D.P1QR2
 NOLEN, Clifford F.P1EM4

OAKES, Carl S.P2AA2
 OAKES, StanleyLSRP1

PAGE, Arthur T.LSTD1
 PARKER, AustinLSEM1
 PARKER, Willard M.P2ER3
 PAUL, Pierre J.LSEM1
 PEARSON, Arnold L.LSTD1
 POLLARD, Brian G.LSAA1
 PRIZEMAN, Robert J.P1VS3

RANGER, Lionel H.P2EF3
 RASMUSSEN, Bruce H.LSRP2
 RICHARDSON, Donald B.P2CV2
 ROYLE, Robert R.P2QM3
 RYCKMAN, Norman W.LSEM1

SAVARD, Marcel J.P2QM2
 SHAFFNER, William R.P2ER3
 SKINNER, James H.LSEM1
 SPENCE, Gerald T.LSAA1
 STACEY, Graht K.P2ER3
 STEAD, Lorne B.LSRC1

TAPHOUSE, Norman E.LSRC1
 TAYLOR, Kenneth L.C2EM4
 TITUS, Morris W.LSEM1
 TODD, Richard G.LSQM1

VOOGT, Jacobus C.P2RA3

WATERS, Brian J.LSEM1
 WATTERSON, Ernest G.LSRP1
 WELDON, Graham C.LSEM1
 WINTER, ReginaldC1G14

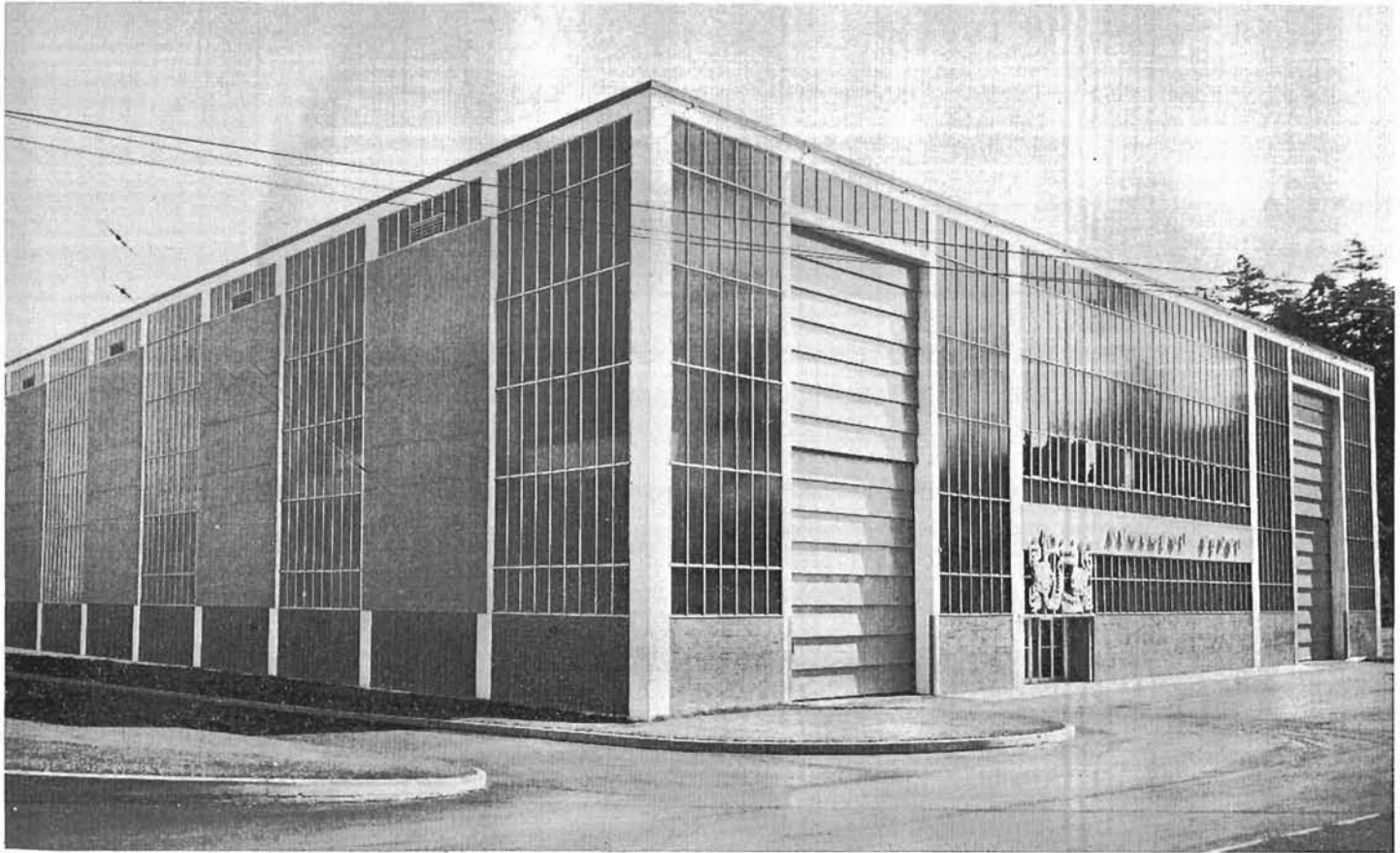


A 24-man guard from the Cayuga marches off to lead the parade marking the opening of the annual Lobster Festival in Summerside, P.E.I. Sub-Lt. William Panteluk is officer-of-the-guard.

RETIREMENTS

CPO WILLIAM HENRY ROBERTS, 41, C1G14, of Montreal, Que.; joined September 9, 1939; served in *Stadacona*, *Saguenay*, *Restigouche*, *Cornwallis*, *Avalon*, *Niobe*, *HMS Foxhound*, *Qu'Appelle*, *HMS Excellent*, *Nootka*, *La Hullose*, *Haida*, *Bytown*, *Niagara*, *Donnacona*, *Bonaventure*; awarded Long Service and Good Conduct Medal Nov. 4, 1959; retired September 9, 1959.

CPO THOMAS DAVIS ANGUS, 40, C1OT4, of Donaghadee, Ulster, Ireland; joined RCNVR December 28, 1937; transferred to RCN, October, 1941; served in *Naden*, *Nootka*, *Stadacona*, *HMS Rampuia*, *HMS Victory*, *HMS Wolfe*, *Niagara*, *Cornwallis*, *Niobe*, *HMS Excellent*, *Prince Robert*, *Peregrine*, *Ontario*, *Tecumseh*, *Warrior*, *Athabaskan*, *Sioux*, *Griffon*; awarded CD September, 1951; retired September 9, 1959.



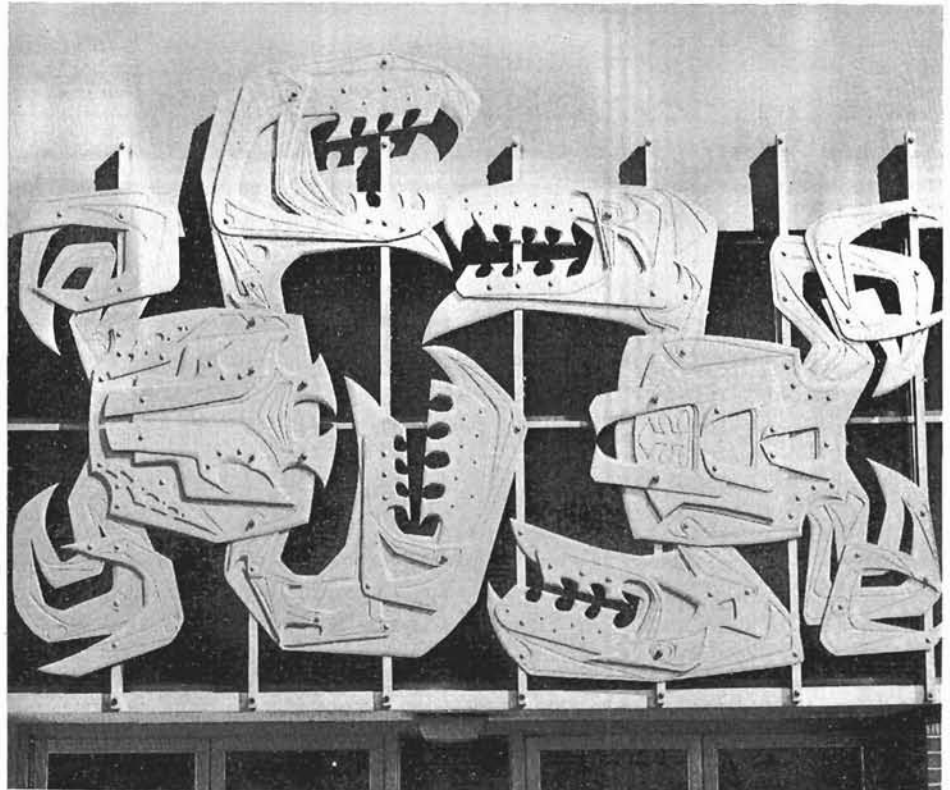
CPO ROBERT JOHN CAMPBELL, 41, CIVI4, of Montreal, Que.; joined RCNVR November 11, 1938; transferred to RCN Feb 5, 1944; served in *Stadacona*, *NSHQ Annapolis*, *Venture*, *St. Hyacinthe*, *St. Laurent*, *St. Francis*, *Avalon*, *Chaudiere*, *Niobe*, *Peregrine*, *HMS Trumpeter*, *Warrior*, *La Hullose*, *Portage*, *Micmac*, *Cornwallis*, *Magnificent*, *Fort Erie*; awarded CD August 26, 1952; retired September 21, 1959.

CPO JOHN MULFORD MOLYARD, 43 C2EM4, of Edmonton, Alberta, joined RCNVR October 25, 1938 transferred to RCN May 6, 1940; served in *Naden*, *Wetaskiwin*, *Stadacona*, *Cornwallis*, *Dunvegan*, *Givenchy*, *Prince Rupert*, *Avalon*, *Whitby*, *Peregrine*, *Border Cities*, *New Waterford*, *Uganda*, *Rockcliffe*, *Crescent*, *Ontario*, *Lauzon*, *Jonquiere*, awarded CD September, 1951; retired September 10, 1959.

CPO GABRIEL SARTER GIRARD, 45, CIHA4, of Magog, Que.; joined September 20, 1939; served in *Stadacona*, *SS Pasteur*, *Niagara*, *Chaleur*, *Fort Ramsay*, *Magnificent*, *Cornwallis*, *Montcalm*, *d'Iberville*, *Quebec*, *Cape Breton*; awarded CD September, 1951; retired September 19, 1959.

CPO LANCE VICTOR SMITH, 39, C2MA4, of Stamford, Ontario; joined September 14, 1939; served in *Stadacona*, *St. Laurent*, *St. Clair*, *Cornwallis*, *Scotian*, *York*, *Naden*, *Cayuga*, *Ontario*; awarded CD January 3, 1952; retired September, 1959.

CPO LAWRENCE EARL BOUTILIER, 41, C2CK4, of Vancouver, B.C.; joined RCNVR September 13, 1938; transferred to RCN January 15, 1940; served in *Naden*, *Sans Peur*, *Givenchy*, *Macdonald*, *Royal Roads*, *Prince Henry*, *Stadacona*, *Wetaskiwin*, *Avalon*, *Preserver*, *Cornwallis*, *York*, *Uganda*, *Sioux*, *Ontario*, *Athabaskan*, *Hochelaga*, *Donnacona*; awarded CD May 7, 1952; retired September 9, 1959.



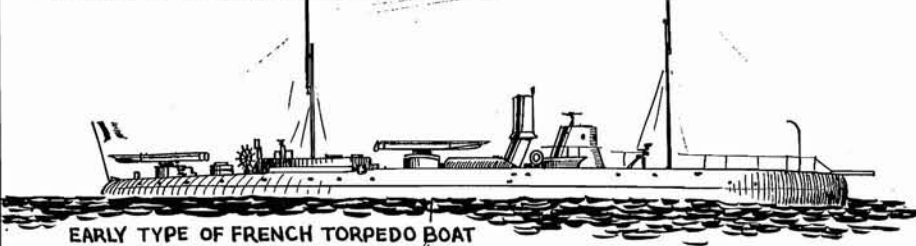
Which way is up and what is it? If you haven't already guessed, it depicts two obviously vicious crabs all set to do battle. The arty emblem appears over the main doorway of the Pacific Command's new Naval Armament Depot. The completed depot is being equipped to handle all the armament maintenance and repair work of the Command. The building is 45,000 square feet in area, rises 50 feet, and has two huge workshop areas separated by a two-storey mezzanine. (E-51719.) (Top picture: E-50900.)

Naval Lore Corner

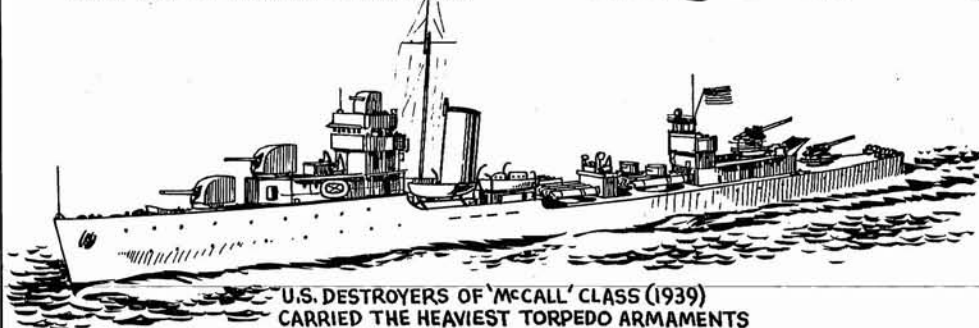
Number 76
TORPEDOES AND TORPEDO
VESSELS



VERY EARLY TYPE OF TORPEDO BOAT. NOTE SPAR (OR OUTRIGGER) TORPEDO IN BOWS AND DROPPING GEAR AMIDSHIPS.



EARLY TYPE OF FRENCH TORPEDO BOAT



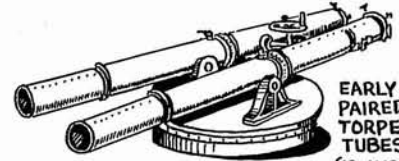
U.S. DESTROYERS OF 'MCCALL' CLASS (1939) CARRIED THE HEAVIEST TORPEDO ARMAMENTS MOUNTED IN DESTROYERS... SIXTEEN TUBES IN FOUR QUADRUPLE MOUNTS.



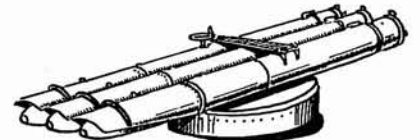
JAPANESE 'KUMA' CLASS CRUISERS, REFITTED AS 'TORPEDO CRUISERS' IN WORLD WAR II, CARRIED THE HEAVIEST TORPEDO ARMAMENTS AFOAT... FORTY 24-INCH TORPEDO TUBES.



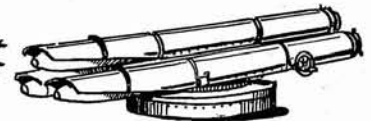
SINGLE TORPEDO TUBE (EARLY TORPEDO BOATS)



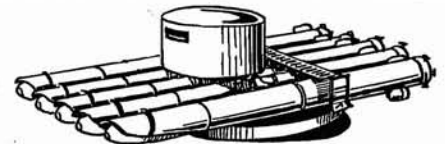
EARLY PAIRED TORPEDO TUBES (18-INCH)



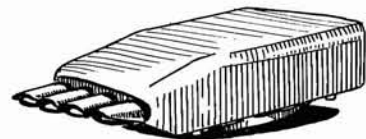
TRIPLE 21-INCH TORPEDO TUBES AS MOUNTED IN PRE-WAR DESTROYERS



TRIPLE TUBES AS MOUNTED IN BRITISH 'V' & 'W' CLASS DESTROYERS



QUINTUPLED 21-INCH TORPEDO TUBES WITH ARMoured CUPOLA AS FITTED IN WORLD WAR II BRITISH DESTROYERS.



QUADRUPLE TUBES IN ARMoured MOUNTING AS FITTED IN GERMAN POCKET BATTLESHIPS (21-INCH).

EARLY TORPEDOES



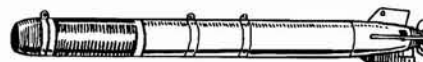
MK.1 14-INCH TORPEDO



18 INCH WHITEHEAD TORPEDO



EARLY 16-INCH WHITEHEAD TORPEDO



MODERN HOMING TORPEDO

The Queen's Printer
OTTAWA

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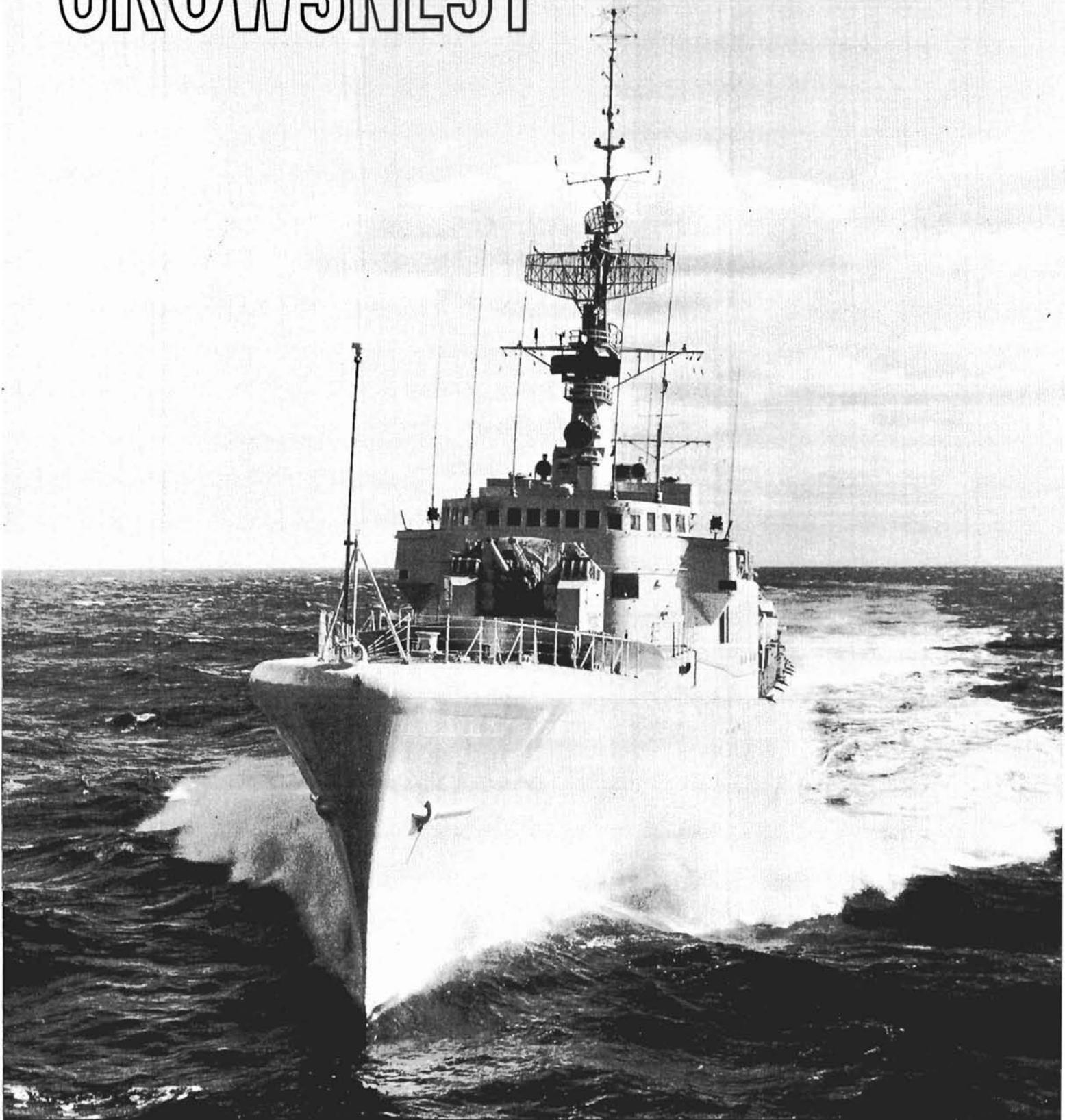
The Queen's Printer, Ottawa, Canada

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December, 1959



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The CROWSNEST

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DECEMBER, 1959

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The Cover—The single word that best translates "Chaudiere" from French to English is, perhaps, "cauldron" and, when the cover photograph was taken by AB E. E. Kembal, of the naval photographic staff at *Shearwater*, the cauldron was really steaming. The ship is, naturally, HMCS *Chaudiere*, commissioned at Halifax on November 14. (DNS-24559)

LADY OF THE MONTH

With the commissioning of HMCS *Columbia* at North Vancouver on November 7 and HMCS *Chaudiere* at Halifax on November 14, the 14-ship destroyer escort program, which began with the laying down of the *St. Laurent* on November 22, 1950, came to an end. The extensive modifications which were made to the original design, led to the last seven ships being designated "Restigouche" class. Already a new class, with further important modifications and known as the "Repeat Restigouche" class, is under construction.

The ship pictured on the opposite page is the *Columbia*, laid down, launched and commissioned in each case just a few days ahead of her sister ship, the *Chaudiere*, with which she will serve in the Atlantic Command. (E-51743)

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Naval Headquarters,
Ottawa, Ont.



RCN NEWS REVIEW

A gift that costs the giver nothing, that can speed recovery from illness or even save a life—that's the meaning of a donation to the blood bank of the Canadian Red Cross, symbolized in this picture taken at HMCS Hochelaga. (ML-8085)

Storm-Beset Ships Return to Halifax

On the eve of the return Sunday, December 13, to Halifax of the five-ship Task Force under his command for the previous six weeks, Commodore James Plomer, Senior Canadian Officer Afloat, Atlantic, sent a message to the force, which had operated successfully with NATO forces overseas:

"In the past six weeks we have not been fortunate in the matter of weather . . . It was pleasing to see that the ships, usually, more than held their own. It was noticeable that they made a considerable improvement after each succeeding exercise, and credit is also due in the manner in which neither breakdown nor weather kept them out of operation.

"The air squadrons . . . whenever it was possible to be airborne either from the ship or ashore . . . were extremely effective. Nothing can keep their spirits down.

"The storm was an event whose material expense is partially off-set by the valuable experience gained. The small number of injuries among personnel is gratifying.

"All personnel are to be congratulated on their generally good behaviour and appearance ashore."

The force consisted of the aircraft carrier *Bonaventure*, and destroyer escorts *Algonquin*, *Iroquois*, *Sioux* and *Athabaskan*, whose personnel totalled 2,000 officers and men.

The task force from Halifax, after an exceptionally smooth passage, operated in a two-week NATO exercise with naval units of the British, Norwegian, Danish, French and Dutch navies in the British waters north of Ireland and met the objectives of the manoeuvres despite unfavourable weather. The *Bonaventure* also visited Portsmouth, and the four destroyer escorts visited Antwerp.

A Banshee jet was lost en route to the United Kingdom but the pilot was recovered uninjured.

A sailor from HMCS *Sioux* fell over the side in Antwerp and was drowned as he came off duty at midnight one night.

A hurricane assailed the Canadian force 500 miles northeast of the Azores December 6, causing it to heave to throughout that Sunday. The storm

caused considerable weather damage to the upper decks of the ships although the operational efficiency of the *Bonaventure* (separated by more than 100 miles from the others) and the destroyer escorts was not impaired.

The supply officer of the *Iroquois* was placed in hospital at the Azores fuelling stop of Ponta del Gada as a result of internal injuries sustained in the storm. However, despite the storm's violence, the *Bonaventure* had only five people superficially injured and few if any were hurt in the destroyers. The *Algonquin* regrettably "wrote off" 75 pounds of hamburger which hit the deck in the rough weather, but the galleys in all ships operated on schedule throughout.

Tragedy struck Saturday morning, one day away from home. The second of two Tracker aircraft to take off from the *Bonaventure* at first light for an exercise with the submarine *Alderney* nosed into the sea about a quarter-mile ahead of the carrier and left no trace of its four-man crew and no wreckage.

The ships arrived home on a gusty Sunday morning that eventually teemed rain. To this, relatives and friends were

oblivious, turning out in the hundreds and welcoming the ships home with enthusiastic beeps on car horns as well as with much more enthusiastic busses once the gangways were open.

Veterans Prepare For Sixth Reunion

The Cobourg-Port Hope Veterans Association is already making plans for the six annual reunion of naval veterans in Cobourg next June.

About 2,500 former naval men and their wives are expected to attend the two-day gathering.

No agenda has yet been drawn up for the reunion, but it is expected that association business will be discussed on the first day, and that this will be followed by a banquet and a dance. On the second day it is expected there will be a parade to the Cenotaph, and church services.

President Ed Kelly has called on all members for an all-out drive to make the reunion a success. Initial plans are being prepared by a committee whose officers are George Clinton, chairman; H. J. F. Hibbard, secretary, and Cliff Donahue, treasurer. Committee chairmen are: Claude Courville, registration; Harry McDougall, banquet; Tom Brown, dance; Joe Ham, refreshment, and Jim Baskey, reserve party.

Previous reunions have been held in Peterborough, Oshawa, Woodstock, Belleville and Hamilton.

Officer's Wife Saved from Sea

The wife of a Victoria naval officer narrowly escaped death on the late afternoon of November 18 when a late model station wagon she was driving plunged off the Esquimalt harbour naval fuelling jetty into 35 feet of icy water.

Good luck, combined with fast thinking and action by a naval officer, saved the life of Mrs. Harry Locke, wife of Lt.-Cdr. Maurice M. Locke, engineer officer in the *Margaree*.

Mrs. Locke had driven her husband to the jetty where he boarded his ship. She then proceeded to leave the scene.

"I started the car, and suddenly . . . I don't know what happened . . . it skidded or something, and went over the side." Mrs. Lock explained later.

The vehicle mounted a 10-by-10-inch guard timber and dropped 12 feet to the water.

Mrs. Locke said the door on her side was flung open as she hit the water. She was able to get out as the station wagon started to sink.

Only witness to the accident was Lt. Robert Duston, on duty at the brow of



When a naval officer's wife was carried in her station wagon over the edge of the fuelling jetty at Esquimalt into 35 feet of chill water, it was her good fortune that Lt. Robert Duston happened to see the accident. He plunged into the harbour and brought her to safety. Naval divers later assisted in raising the car. Inset is Lt. Duston's picture. (E-53095; E-53096)

the *Margaree* at the time. He immediately ran down the gangway, sprinted some 150 feet (shedding his jacket as he ran) and plunged into the water to rescue Mrs. Locke. The two managed to get to a fender log, and within minutes were picked up by a harbour craft which had raced to the scene.

A team of naval divers had been hurried to the jetty, and within 40 minutes the sunken vehicle had been reclaimed. Divers taking part were PO Jim Connolly, PO William Fenn and AB Mervyn MacDonald.

Mrs. Locke was taken by a naval ambulance to Victoria's Royal Jubilee Hospital where she underwent a check-up in the emergency ward. Soon after she was released to her home. She suffered a few minor bruises and shock.

Congratulatory messages to all concerned in the rescue operations were dispatched by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast.

In the "very well done" message to Lt. Duston, it was noted "his action was in the best traditions of the service."

Inch Arran Commissioned

Another frigate destined for service in the Atlantic Command was commissioned at Sydney, Nova Scotia, on November 25. She is HMCS *Inch Arran*,

commanded by Lt.-Cdr. Philip C. H. Cooke.

The *Inch Arran* was the fifty-eighth of sixty frigates constructed in Canada during the war. Built by the Davie Shipbuilding Co. Ltd., at Lauzon, Que., she was ready for service in November 1944, less than a year after her keel had been laid. Her name, *Inch Arran*, was chosen from several suggested by the town of Dalhousie, N.B., which adopted the ship. The new ship was not named after the town itself because there was already a *Dalhousie* in service with the Royal Indian Navy.

Inch Arran is a point of land, now called Bon Ami Point, which juts into Chaleur Bay a short distance east of the town of Dalhousie. The name of the point originated with Scottish settlers of the nineteenth century and is derived from an island on the west coast of Scotland traditionally associated with Robert the Bruce, the national hero.

Shortly after her first commissioning the frigate paid a visit to Dalhousie, where she was given an overwhelming welcome. The *Inch Arran* worked up at Bermuda, following which she embarked upon escort and support group duties in the North Atlantic. Although never fortunate enough to "bag" a submarine, the *Inch Arran* took part in many attacks on suspected U-boat contacts.

Following the surrender of Germany, the *Inch Arran* began refit and tropicalization in preparation for the Pacific war, but this was forestalled by the surrender of Japan.

Stripped of her armament and technical equipment, she was sold to Marine Industries Limited. Later, an agreement was made with the firm to maintain her in a "state of partial preservation", and in this state she remained for over five years at Sorel, Quebec.

In 1951 the *Inch Arran* was repurchased by the Government, and for the next two and a half years remained at Saint John, N.B. where she was refitted and converted into a "Prestonian" class frigate. Following conversion, the *Inch Arran* was towed to Sydney, N.S., and placed in the reserve fleet.

Naval MO Heads Medical Services

Medical Director General of the Royal Canadian Navy since September 1958, Surgeon Commodore T. Blair McLean has been appointed Surgeon General of the Armed Forces, Hon. G. R. Pearkes, VC, Minister of National Defence, announced on December 8.

Coincident with Surgeon Commodore McLean's taking up his appointment on January 1 was his promotion to the rank of Surgeon Rear-Admiral.

Surgeon Commodore McLean's predecessor as Surgeon General of the

Armed Forces, Major-General Kenneth Adams Hunter, was to proceed on retirement leave on December 30.

Timothy Blair McLean was born on a homestead near Legal, Alberta, on September 29, 1910. His family moved shortly afterward to Edmonton, where he attended public and high school and the University of Alberta, from which he obtained his medical degree.

Commodore McLean entered the RCNVR as an ordinary seaman in September 1929 and served continuously in the naval reserve for the next 10 years. At the outbreak of the Second World War he was called to active service as a surgeon lieutenant.

During the early part of the war he served as medical officer in the destroyers *Ottawa*, *Saguenay*, *Fraser* and *Margaree*, surviving the sinking of the latter two. His services at the time the *Fraser* was lost were recognized with a mention in dispatches. For the balance of the war he served in various medical appointments ashore and as Principal Medical Officer of the cruiser *Uganda*.

In October 1945 Commodore McLean transferred to the regular force with the acting rank of commander. He was appointed Principal Medical Officer of the RCN Hospital at Esquimalt in March 1947 and in July was confirmed as a commander. In October 1948 he was appointed Command Medical Officer, Esquimalt.

Surgeon Commodore McLean began two years of further surgery training at the U.S. Naval Hospital, San Diego, California, in August 1950, after which he was appointed Deputy Medical Director General at Naval Headquarters. Two years later he returned to the West Coast as Principal Medical Officer of *Naden* and Command Medical Officer.

He took up the appointment of Medical Director General of the RCN in September 1958.

Rear-Admiral's Rank For Comptroller

Commodore (S) Rupert A. Wright, who has been Naval Comptroller since August 1956, has been promoted to the rank of Rear-Admiral, it was announced in December by Hon. G. R. Pearkes, VC, Minister of National Defence.

The Naval Comptroller is a member of the Naval Board. He is responsible primarily for ensuring the most effective use is made of manpower, material and financial resources available to the RCN in carrying out approved policies and programs.



REAR-ADMIRAL R. A. WRIGHT

Rear-Admiral Wright was born on August 31, 1906, in England and entered the RCN as a paymaster cadet in 1924. He has held various senior appointments, including those of Director General of Supply and Fleet Accounting, Command Supply Officer on both coasts, Naval Secretary and Secretary to the Naval Board, and Supply Officer-in-Chief. He was appointed Comptroller when the position was created in 1956.

Admiral Confers With RCN Officers

Rear-Admiral N. E. Denning, due to become Director of Naval Intelligence for the Royal Navy January 1, visited Ottawa, November 21 to 24, to confer with senior officers of the Royal Canadian Navy.

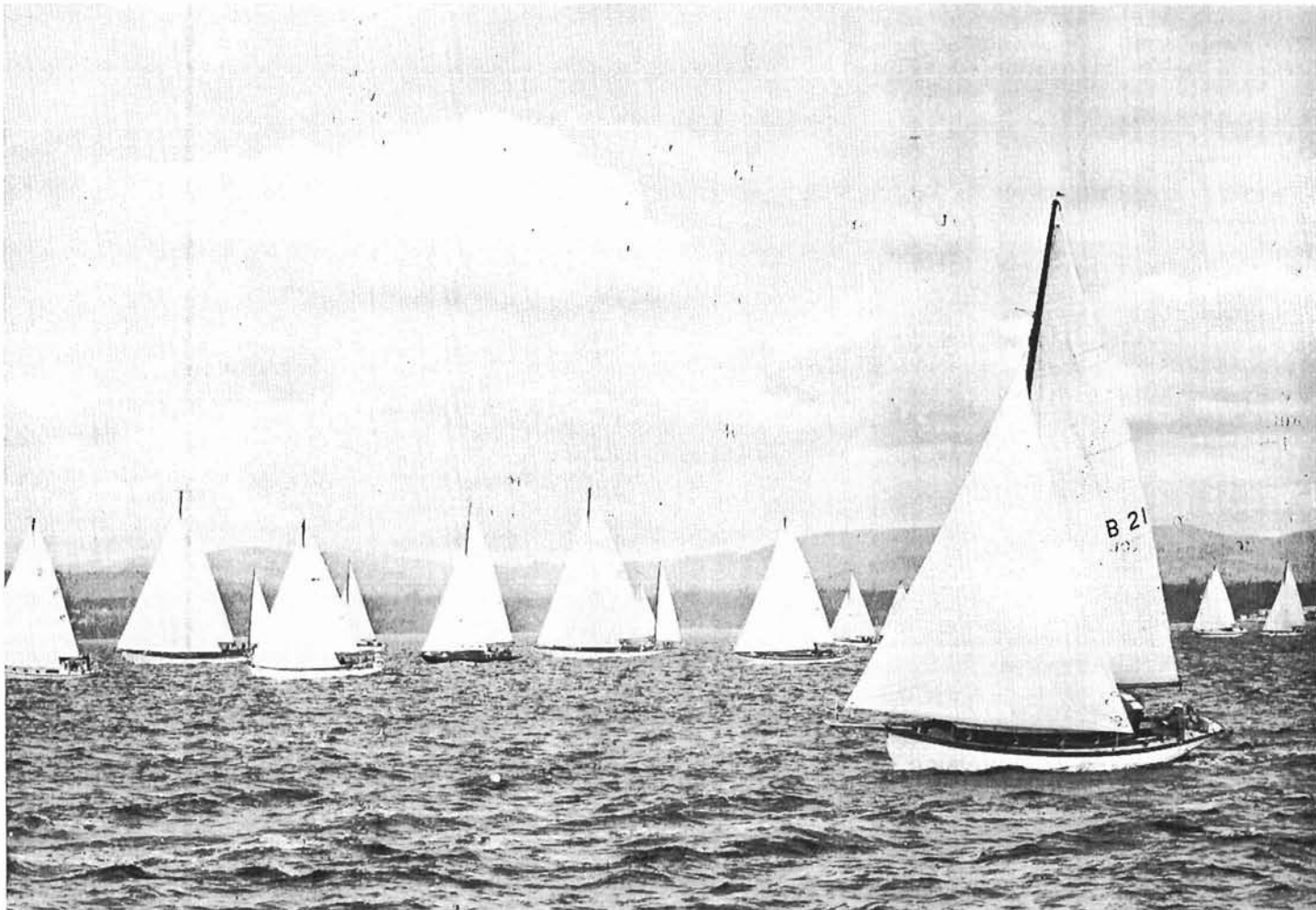
Rear-Admiral entered the Royal Navy in 1922 as a cadet and, after sea appointments, joined the staff of the Director of Naval Intelligence at the Admiralty in 1936, where he remained until the end of the Second World War.

Following the war, he served in HMS *Anson* (battleship), and the aircraft carriers *Implacable* and *Indomitable*.

He also held the appointments of Director of Administrative Planning, Director of Supply and Secretariat, Deputy Chief of Naval Personnel (Training and Manning) and Director General of Manpower.



The ship's company of the destroyer escort *Restigouche* recently presented a silver stein to be awarded to the best all round man of *Restigouche* division recently graduated from Cornwallis. The voluntary gesture on the part of the ship was greatly appreciated at Cornwallis as evidence that the Fleet is taking an active interest in what happens in the "Cradle of the Navy".



Some of the 39 starters in the 1959 Swiftsure Classic cross the line off the Victoria waterfront. Photo by James A. McVie, FPSA.

ORIOLE'S GOOD TRY

"The race is not to the swift, nor the battle to the strong . . ." (Ecclesiastes)

THE FINAL preparations for the Swiftsure Classic were completed on the day before the Race. The last minute adjustments to the *Oriole's* rigging had been accomplished and finishing touches were being applied to the paint work.

Her regular crew of six men plus 21 *Venture* cadets had been working up for the race for two weeks. The arduous training schedule had been designed to give them confidence in their teamwork and served also to heighten their anticipation for the coming contest. For the cadets, it was quite an honour to be chosen for the race.

THURSDAY, May 28, 1959

The City of Victoria rendered her traditional welcome to the competing

yachts, which assembled in the Inner Harbour on "Swiftsure Night", the eve of the race. The *Oriole* came round from Esquimalt for the ceremonies and made a suitable entrance, dressed overall, with her cadet crew aloft manning the four spreaders. Her commanding officer, Lt.-Cdr. C. A. Prosser, manoeuvred her (under power) into the crowded haven very gingerly, having in mind the precarious perch of those in the rigging overhead. The cadets, some of them 65 feet above the deck, had a grand view of some forty yachts, pennants flying, nestled together in the cove at the foot of the ivied façade of Victoria's Empress Hotel. Amid the forest of masts some old friends from previous years' races were soon recognized. The *Diamond Head* was there,

a majestic 72-foot ketch, which was last year's winner of the Victoria Cup. Her dogged rival *Maruffa* was there as well. There were other tall craft with poetic names such as *Sea Fever*, *Troubador*, *Circe* and *Spirit*. Little ones were clustered around. The *ONO* was there, last year's winner of the race and although a comparative midget (38 feet) she was a strong contender, as she carried almost three times the time allowance of the *Oriole*.

After the welcoming speeches, and the Sunset Ceremony performed by the Navy, the *Oriole* returned to Esquimalt for the night.

FRIDAY, May 29, 1959

The race was to begin at 0930. The *Oriole* slipped and motored out about

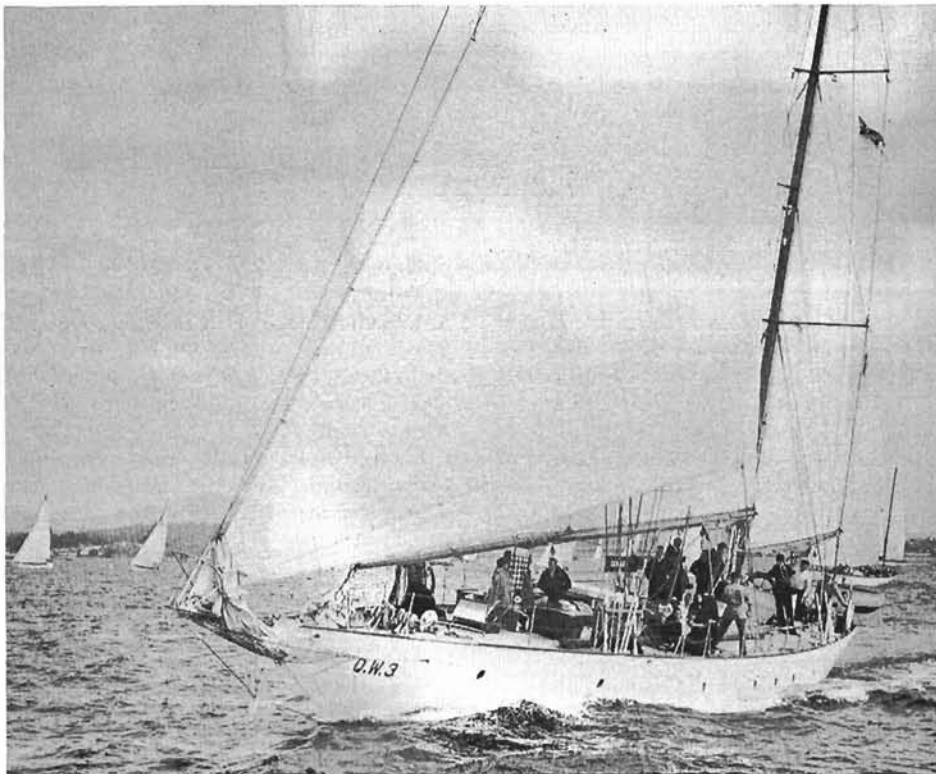
an hour beforehand and exchanged courtesies with the ships alongside. On board the *Skeena*, a gigantic placard was displayed saying, "WE HOPE YOU WIN". We hoped so too.

The *Oriole* set her working sail off Brochie Ledge, which marked the landward end of the starting line. A light westerly at right angles to the starting line filled her canvas and gave her five knots with which to manoeuvre. Thousands of townspeople watched the spectacle from Beacon Hill Park as the yachts tacked and tacked again behind the line awaiting the start of the race. The ten-minute gun was fired from the committee boat, the tug CNAV *Clifton*, which marked the seaward end of the starting line. The yachts in unison came about onto the port tack and paraded down the starting line. They continued on, intending to return on the starboard tack in a nicely-timed manoeuvre which would carry them back over the line with the starting gun. This dense pack of boats was no place for the *Oriole's* 90-foot bulk, so she lay well behind the line, sailing easily. At a carefully calculated moment she came about and made for the line, close hauled on the starb'd tack. The freshening breeze bore her along at six knots. Now the tight group of yachts were returning on their timed manoeuvre, all heeled over, each vying with the other for a favourable position on the line.

The *Oriole's* wake boiled behind her as the seconds were counted off. With 20 yards to go the *Oriole* was out in front—it looked as if she was too soon.

There was no possibility of delaying now, as the yachts were funnelling in on all sides. The *Oriole* held on, and sliced over the centre of the line as the starting gun went off. The tension was eased but there was hardly time to express relief as the course was immediately set, and sails trimmed for the first time. The 136-mile Swiftsure Race was on.

Diamond Head and *Maruffa* cut over the line together a few seconds later—they were followed by *Cotton Blossom* and a multitude of smaller boats. *Oriole* held the distance between herself and the boats astern and then, to everyone's immense satisfaction, almost amazement, she began to draw ahead of all those magnificent greyhounds astern of her. Was she really the oldest ship in the Navy? This was her one brief moment of glory in the long race. With her lee rail almost under and her bow cutting away the wake at a spanking eight knots, and with her counter showing to 37 other yachts, the prospects looked very bright indeed. Her crew was in lively spirits. The events that soon transpired however, changed the situation into a very unfavourable one for the RCN contender.



The *Oriole*, skippered by Lt.Cdr. C. A. Prosser and with her crew augmented by Venture cadets, is first across the starting line in the 1959 Swiftsure race. All 39 starters were over the line in 50 seconds. (Photo by James A. McVie, FPSA.)

Heeling over in the 15-knot westerly, the *Oriole* was being sailed harder than she liked. The large Yankee jib was providing the main driving force, enabling her to hug the wind, but the nylon sheet on this sail was stretching. The *Oriole* had to be luffed repeatedly to enable it to be taken in, and each time she did so the large boats astern gained on her. The *Diamond Head* and *Maruffa*, fighting a duel between themselves, clawed their way to windward, closed to the straits. Their mainsails luffed untidily but, on board the *Oriole*, it was their large Yankee jib which drew them powerfully to the windward.

The wind continued to freshen until it became too heavy for the light Yankee jib, and it had to be struck. The *Diamond Head* and *Maruffa* followed suit. The *Oriole* now sailed under jib topsail, working Genoa, staysail (jumbo), mainsail and mizzen sail.

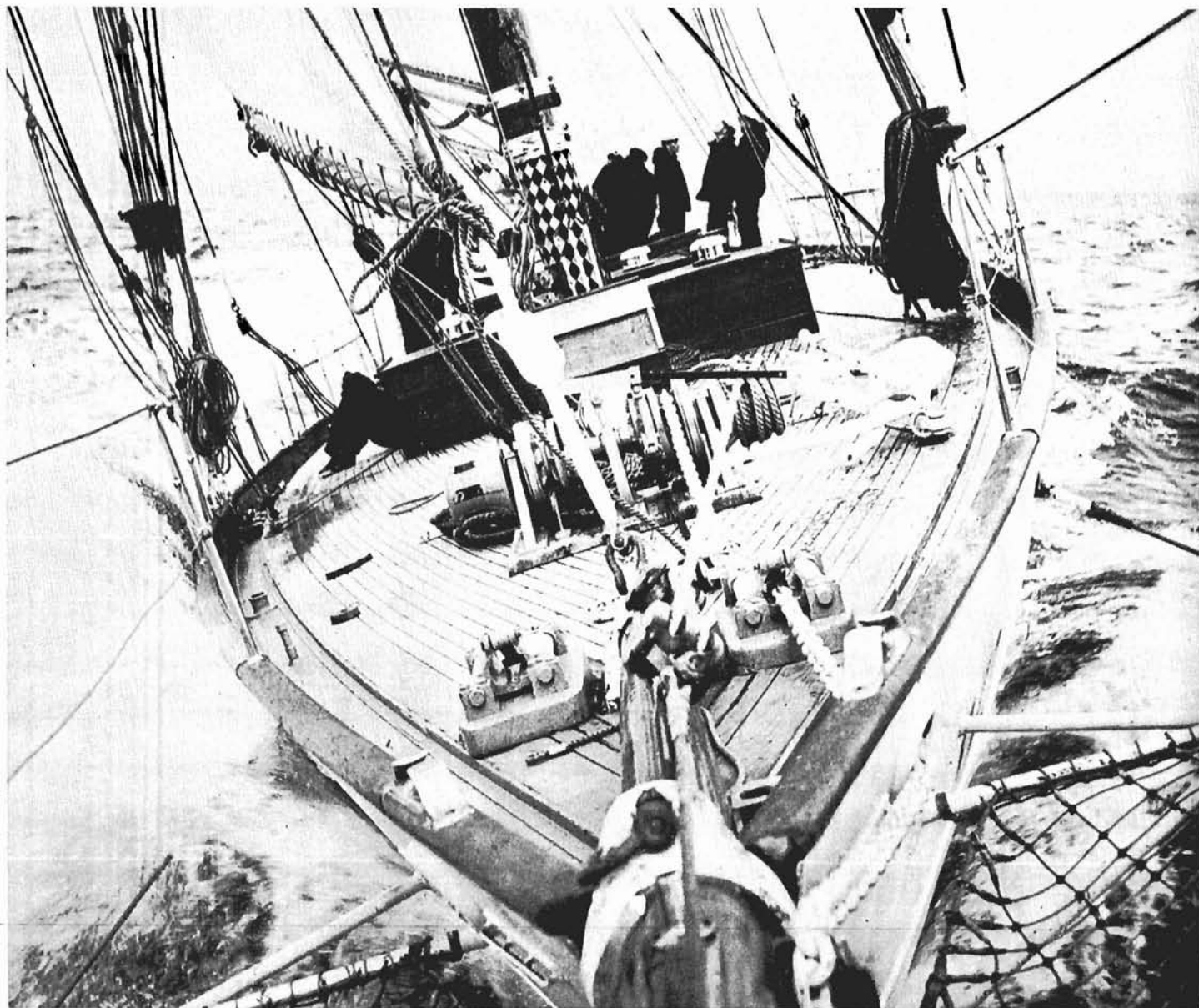
At 1145 the watch on deck was startled by a loud "BANG" from aloft. The topsail had burst and was streaming in tatters. A second topsail was hastily brought up to replace it. The other large yachts seemed to be sailing closer to the wind than the *Oriole*, so in an effort to pinch her even more the Yankee jib was sent aloft once more. Five minutes later an ominous split appeared at the leach, and it was quickly struck. The working Genoa was set again in its place.

By 2 o'clock the westerly, coming straight off the Pacific, was putting the *Oriole's* lee rail under and forced her to reduce sail again. She followed close along the American shore, picking up the ebb tide.

At 1700 another minor accident beset the *Oriole*. The watch on deck was heaving in on the nylon sheet of the Genoa when a ring bolt parted under the strain of the lead snatchblock. The watch was sent sprawling over the deck and the snatchblock lashed viciously amongst them. The *Oriole* was luffed hastily as the sheet was brought under control, and her rivals gained a few more yards to the windward.

The sheet was hardly secured before the wind burst the jib and tore it right out of her. The *Oriole* was immediately reduced to six knots. There was no replacement, and frantic efforts were made on the sail with needle and palm as her opponents drew further ahead.

At 2300 the repaired sail was hoisted, and the *Oriole* picked up again. However, the breeze slackened before she could reach the light vessel at 0100 on Saturday May 30, she was becalmed. She remained so during the night, lying 15 miles east of the light vessel.



HMCS Oriole was logging a good ten knots when James A. McVie, well-known Victoria marine photographer, clambered out on the bowsprit to take this picture during the yacht's 1959 Swiftsure "shakedown".

SATURDAY, May 30, 1959

Morning heralded a dull day with not a breath of wind. All around yachts were seen drifting on a glassy sea, their sagging sails held hopefully aloft. A few smaller boats ghosted by on their way home, having made it around the lightship before the wind had died. The *Oriole's* sails slapped back and forth in the gentle rolling swell.

At 1230 a Westerly breeze sprang up, wafting the *Oriole* along at two knots. (This was "trolling speed" to the coxswain who set his line and caught a very fine Cohoe.) She sailed over to the Canadian shore and tacked back again to round the Swiftsure Light vessel. Shortly after 1700 the *Oriole* rounded the light ship and her crew exchanged

pleasantries with the Coast Guardsmen on board.

Her spinnaker was hoisted in stops, released, and allowed to billow ahead. This gigantic canopy, 6,216 square feet of nylon, drew her along at four knots in a barely perceptible breeze. The mizzen staysail and mainsail were added to lend what additional assistance they could, and her speed increased to six knots as the breeze picked up.

Later in the evening the crew heard that the first yachts, carrying this breeze all the way, had crossed the line. The *Cotton Blossom*, a class AA boat of 49-foot length, won the Victoria Trophy for the first yacht over the line and the *Rebel*, a class BB yacht won on corrected time. However, the *Oriole's* crew, having entered the race, was in

favour of completing what it had started.

SUNDAY, May 31, 1959

The wind slackened during the middle watch; it veered to light northerly and fog descended at 0500. HMCS *New Glasgow*, the race guardship, felt her way by shortly thereafter, checking on her charges. The light breeze held until 0730 when the *Oriole* found herself becalmed three miles off Sooke Bay and 22 miles from the finish of the race. Fortunately the tide was flooding, which at least kept her heading in the right direction, although it was soon found that she was drifting inshore.

The navigational aids available in the sailing ship suddenly seemed very few,

and a certain amount of imagination was required in determining her position. The navigating officer had several sources of information to choose from—some of them perhaps not too traditional. The direction of Sherringham Point foghorn was roughly determined and a DF bearing taken of Race Rocks with a home-made DF set, which was lined up with the planks of the *Oriole's* deck. A rough bearing was taken of the sound of shotgun blasts coming from the Victoria Skeet Club, which had chosen that time on Sunday morning to have a competition at its range on Sooke Spit. The inn-keeper's dog at the Sooke Harbour House added corroborating information. All this information was carefully plotted on the chart and, yes, a sounding taken which produced, if not a 'fix', at least an "area of probability". The *Oriole's* crew was watching these proceedings with some amusement and dubbed this "the Barking Dog Fix". Fortunately for the Commanding Officer's state of nerves, the *New Glasgow* approached warily once more and confirmed the *Oriole's* position by radar. She was one mile off shore.

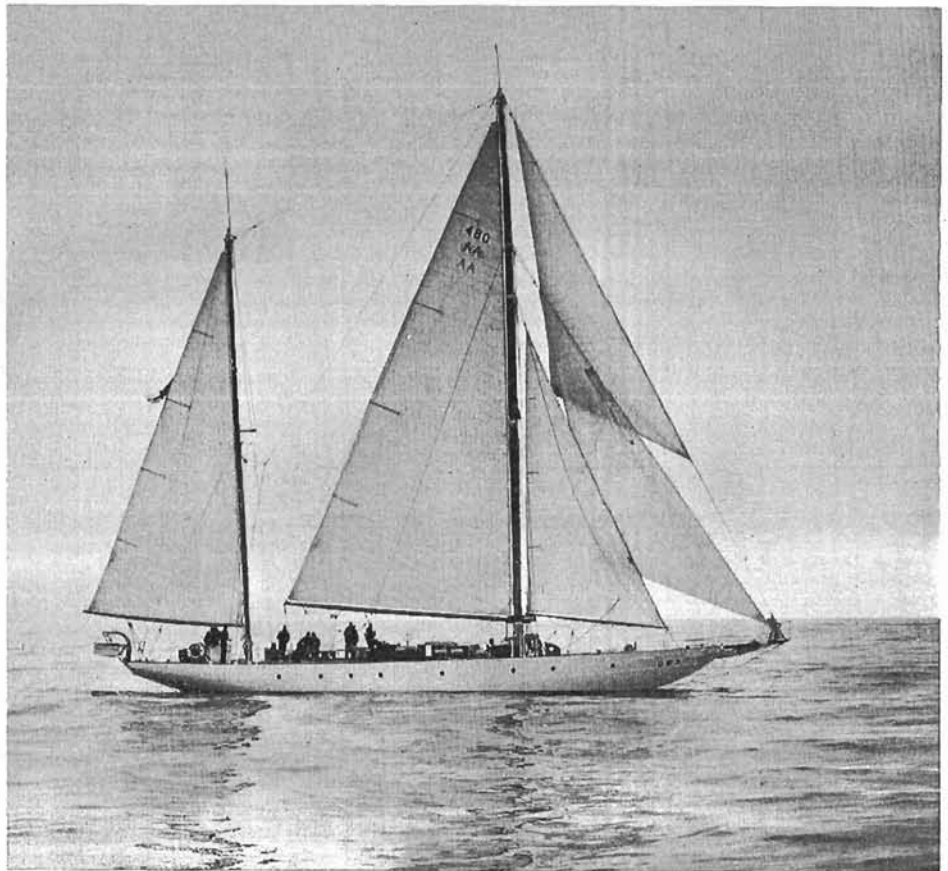
The *Oriole* remained becalmed for six hours, until at last a strong southeasterly breeze overtook her. The fog had by this time lifted and the *Oriole* could see Race Rocks light quite clearly which was the last point to round before heading on the last leg to Victoria Harbour and the Finnish Line.

At 1315 the *Oriole* set off under mainsail, mizzen sail and Yankee jib at 6½ knots in the 15-knot breeze. The wind direction was disappointing, as having beaten out of the straits against a westerly, the *Oriole* had now to beat her way home in an easterly.

She sailed for the short-cut through Race Passage but again ill fortune attended her. The wind slackened as she nosed back into the passage and the ebb tide threatened to send her back. Discretion was favoured so she was headed south back into the straits again, at 1600. An hour later she tacked clear of Race Rocks with nine miles to go, her speed now down to four knots.

The wind abated, and at 1800 she was making two knots under Yankee jib, mainsail, mizzen sail and mizzen staysail. The mizzen staysail was the *Oriole's* second largest sail and was made of light nylon. It enveloped a good portion of the mainsail and was ideal for this light air which could barely fill the sails.

The crew could now clearly see the Finish Line and short of that, a wind



The thrill of showing her heels to the rest of the yachting fleet faded with the wind as the *Oriole* found herself becalmed off Cape Flattery. (Photo by James A. McVie, FPSA.)

line where the breeze lifted off the water leaving a glassy surface beyond. The *Oriole* eased into this area and as anticipated the sheets slackened and she came to rest once again. The prospect of spending the night drifting aimlessly four and a half miles short of the finish was not relished. Another yacht could be seen off the harbour mouth, also becalmed.

The *Oriole* was not expecting any favours from the elements. However, her only break in the race arrived an hour later in the form of the merest breath from the northwest. It stirred the sails enough to give the *Oriole* crawling speed.

At this point the Flag Officer Pacific Coast came out in his barge and hailed the *Oriole*, offering much needed encouragement.

The *Oriole* continued her painfully slow progress on the last four miles, the crew not knowing at what point the wind might die and leave her stranded. The yacht ahead, the *Blue Wave*, gave up the struggle and motored away. Time dragged on—1900, 2000, 2100, 2200. At 2205 she crept past the breakwater—two cables to go. The wind inside was even lighter. The harbour was dark and quiet and for the *Oriole's* crew somewhat cheerless. The Race Com-

mittee at the Finish Line had long since ceased their watch. Then quite unexpectedly on the end of a breakwater a beacon fire was lit and a loud cheer rang out—"WELCOME HOME *ORIOLE!*" It was the *Oriole's* dependents, bless their hearts.

Twenty anxious minutes later she inched her way over the Finish Line and the race for her was over. A gun was discharged on deck to mark the occasion and the sails were dropped. The commanding officer of *Venture* was on hand to flash a welcoming message from shore.

Back in Esquimalt, the *Oriole* was secured to her berth at the *Venture* floats. The crew gathered on deck for a lively résumé of the race and one heard quite often—"If only . . .", and then "Next year . . .".

A messenger arrived with the following message from the Flag Officer Pacific Coast:

"WE ARE PROUD THAT ONCE AGAIN YOU HAVE FINISHED THE COURSE IN THE FACE OF DISAPPOINTING CONDITIONS. WE WILL ALWAYS REMEMBER YOUR SORTIE FROM ESQUIMALT AND ENTRY TO VICTORIA THURSDAY NIGHT. WELL DONE ALL."

—K.

OFFICERS AND MEN

RCN Course for RCAF Personnel

Throughout the years the Royal Canadian Navy has availed itself of RCAF facilities for the training of personnel in those phases of aviation common to the two services. Now the RCN is making a small payment on account.

One officer and 11 men of the RCAF on November 30 commenced a three-week course of instruction in jet engine theory and maintenance at the Naval Aircraft Maintenance School, *Shearwater*.

The members of the course are key personnel employed in the maintenance and repair of Neptune aircraft of the Maritime Air Command, based at Greenwood, Nova Scotia, and Summerside, Prince Edward Island.

The Neptunes have recently been fitted with two J34WE36 turbo-jet engines, outboard of the piston engines, in a pod beneath each wing. The engines are closely similar to the J34WE34 engines installed in the RCN's Banshee aircraft.

Since the RCAF did not have a familiarization course on the new engines, an approach was made to *Shearwater* to determine whether the standard J-34 course given at the Naval Aircraft Maintenance School could be adapted to the needs of the Air Force.

The necessary adaptations were made and the instructional staff at the school feels the course is the best possible in the time available. Two similar courses are planned for other personnel from Neptune operating units early in the new year.

Shearwater POs Win Awards

Two petty officers, both serving at *Shearwater*, have put forward suggestions which have earned them cash awards from the Suggestion Award Board of the Public Service of Canada and letters of commendation from Naval Headquarters.

They are PO John K. Wilson, who suggested a carrying rack for a radio unit used by the RCN, and PO Cleo A. Call, who recommended a modification to a compass indicator used in naval aircraft.

PO Wilson, born in Stoney Mountain, Manitoba, served in the RCNVR during



There was a wholehearted response from the officers and ship's company of Hochelaga, the Naval Supply School near Montreal, when the Canadian Red Cross set up a blood donors' clinic there. AB Edgar Mantha, aided and abetted by Red Cross assistant Nicole Clermont, parts with a pint of blood and a smile. (ML-8087)

the Second World War and in the regular force from August 1947 to August 1957. He joined the Navy for the third time in June 1958.

PO Call, who was born in Magog, Quebec, joined the RCNVR in January 1943 and served until he was demobilized November 1945. He joined the permanent force at *Donnacona* in January 1952.

Veterans Choose 1960 Executive

One of the most active naval veterans' organizations in the country, the Chief and Petty Officers' Association of Victoria has chosen its 1960 executive.

Officers are: J. S. Petterson, president; R. R. Benson, first vice-president; C. Shipley, second vice-president, and F. B. Hilton, secretary.

The following committee chairmen have also been named: T. Dobson, constitution; R. Sears, welfare; N. Crisp, employment; F. L. Waters, sick visiting; C. Henze, membership and pub-

licity; L. E. Boutilier, entertainment; H. Kelvington, finance; F. B. Hilton, education, and J. D. McIntyre, advisory.

Commission in Engineering Branch

A former chief petty officer, William Lawford Hitch has been promoted to the rank of Acting Commissioned Engineer in the Royal Canadian Navy. He has been appointed to *Stadacona*.

A/Cd. Eng. Hitch served in the wartime RCNVR for three years and joined the permanent force at *Carleton*, Ottawa naval division, on May 8, 1951. He has served on both coasts, and saw action in the Korean theatre on board the *Iroquois*.

Main Brace Club Backs Cadet Corps

A new corps of Navy League Cadets, for boys 12 to 14 years, has been sponsored by the Main Brace Naval Veterans' Association in Charlottetown,

Prince Edward Island. Some 40 boys have joined the group since it was formed in October.

The youngsters drill once a week on board HMCS *Queen Charlotte*, the Charlottetown naval division, their syllabus being similar to that of the sea cadets.

New Officer Once Served in Army

A former chief petty officer, Walter Edward Miles Cole has been promoted to the rank of Acting Commissioned Writer Officer. He has been appointed to *Naden*.

A/Cd. Off. Cole served in the Canadian Army before enlisting in the RCN at *Unicorn*, Saskatoon naval division, in October 1945 as a probationary writer. He has served on both coasts and saw action in the Korean theatre on board the *Crusader*.

Dilley President Of Lakehead NOA

W. C. Dilley was elected president of the Naval Officers' Association of Canada (Lakehead Branch) at the annual meeting December 9 in the wardroom of HMCS *Griffon*. He succeeds C. W. King.

Other officers elected were: Frank Bryan, first vice-president; J. C. Campbell, secretary-treasurer; directors, J. Simpson, J. Crooks and T. Luck.

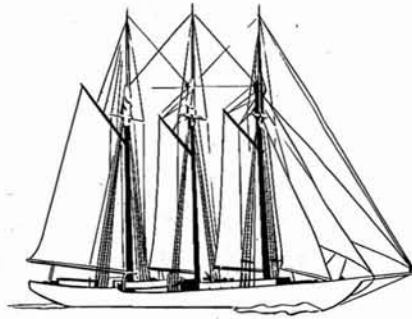
The group discussed ways and means of forming a local squadron of the Royal Canadian Navy Sailing Association. Following the meeting a successful turkey shoot was held at the *Griffon* rifle range.

Ambush Assigned To Singapore

A submarine well-known to Canadian sailors through her long service in the Atlantic Command as a member of the Sixth Submarine Squadron, HMS *Ambush* has been assigned to the Royal Navy's 10th Submarine Squadron, officially formed at Singapore on November 30, for service on the Far East Station.

The squadron's first commanding officer is Cdr. A. J. Boyall, DSC, RN, who has himself commanded submarines and until recently was Flotilla Operations Officer on the staff of Flag Officer, Submarines. He will also be submarine adviser to the Commander-in-Chief, Far East.

The 10th Submarine Squadron, which will form the submarine arm of the



Far East Fleet, will also provide operational boats to meet the increased training needs of the Commonwealth navies, especially India, Pakistan and Ceylon.

In this role it will be additional to the Fourth Submarine Squadron, based on Sydney, which works primarily with the Royal Australian Navy and the Royal New Zealand Navy, in the same way that the Sixth Squadron at Halifax works with the Royal Canadian Navy.

First boats for the new squadron, which will have berthing and accommodation facilities at the RN Barracks, will be HMS *Tactician*, which has been refitting in the dockyard, and is being transferred from the Fourth Squadron,

and the *Ambush*, arriving at the base from the United Kingdom. Other submarines will join the squadron in 1960.

Supply Branch PO Wins Commission

A former petty officer, Robert Douglas Crockatt has been promoted to the rank of Acting Commissioned Stores Officer. He has been appointed to the *Saguenay*.

A/Cd. Off. Crockatt entered the RCN March 22, 1946, at *Discovery*, Vancouver naval division, as a probationary storesman. He has served on both coasts and saw action in the Korean theatre on board the *Sioux*.

Ex-PO Appointed To Gloucester

A former petty officer, Edward Arthur Burke has been promoted to the rank of Acting Commissioned Officer (Special Branch). He has been appointed to *Gloucester* naval radio station near Ottawa.

A/Cd. Off. Burke served in the Royal Navy from 1943 to 1946. He enlisted in the RCN on September 11, 1950, at *Star*, Hamilton naval division, as a radio operator. He has served in naval radio stations at Ottawa, Aklavik, Churchill and Coverdale, N.B.



Brown Owl Mrs. Dot Peterson was especially happy to present the above Brownie with her "wings", in order that she could "fly up" to the Shannon Park 2nd Guide Company. The Brownie being honoured was Colleen Peterson, Brown Owl Peterson's daughter. After receiving the award, Colleen, whose father is CPO Lloyd Peterson, made her way through a "tunnel of Brownies" to a waiting group of Girl Guides. (HS-59649)



The pattern of disturbed patches on the smooth surface of Thule Harbour, in Greenland, indicates that the polynia system, installed with the assistance of RCN divers, is functioning as it should. The slightly warmer water of the harbour bottom is carried to the surface by air bubbles to prevent the formation of ice. (Official U.S. Navy Photograph)

Arctic Supply Season Closes

The 1959 Arctic Operations came to a close at Thule, Greenland, as the Military Sea Transportation Service cargo ship USNS *Mizar* completed rapid discharge of the season's last northbound cargo in late October. After offloading Thule's cargo the ice-strengthened *Mizar* travelled south to Sondrestrom, Greenland, where she unloaded her remaining cargo and sealed that port to winter cargo shipping.

It was necessary for Thule port facilities to be kept open several weeks after its usual closing date to complete the unloading operations. In doing this, the late cargo life became the first MSTS operation to use the fully developed polynia system which has been installed with the assistance of RCN clearance divers. The entire length of the port's DeLong pier was ice-free for the ship's docking and unloading operation. The "bubbling" system had to be turned off during the two days of unloading because the air bubbles

pulled in through the ship's cooling system could cause damage to the engines. This allowed some skim ice to form in the pier areas. However, the system was again put into operation and the skim ice rapidly dispersed.

Task Force Six, which conducted the "Sealift for Security" Arctic program, is commanded by Rear-Admiral Donald T. Eller, USN, who is also Commander Military Sea Transportation Service, Atlantic Area, with headquarters at the Brooklyn Army Terminal.

The work of the RCN diving team code-named "UDU Bravo", commanded by Lt. R. W. Rowse, in installing the polynia system at Thule and carrying out other work in the North was the subject of a message from Vice-Admiral Roy A. Gano, over-all commander of the Military Sea Transportation Service. Admiral Gano said:

"The performance of duty exhibited by UDU Bravo officers and men in support of MSTSLANT Arctic Operations East 1959 has reflected great credit upon the Royal Canadian Navy. The pro-

fessional skill, courage, initiative and dependability displayed by Royal Canadian Naval clearance divers under the leadership of Lt. Rowse, while working on special projects at Goose Bay and Thule, was outstanding. Please extend my appreciation and congratulations to all hands for jobs well done."

Relay Tester for Guns Suggested

Cash and a certificate have been awarded to CPO Andrews by the Suggestion Award Board of the Public Service of Canada.

CPO Andrews suggested a relay tester for automatic guns used in the RCN. The modification which has been adopted by the RCN, is expected to result in increased efficiency of the armament.

CPO Andrews was born in Dartmouth April 27, 1922, and saw service during the Second World War and in the Korean Theatre. He has served on both coasts and at sea in various ships. He is now in *Stadacona*.

THE EARLY DAYS OF THE RNVR

The group of enthusiastic civilians, who banded themselves together in 1913 to launch the Royal Naval Canadian Volunteer Reserve, were greeted rather coldly in official circles, but their persistence at last won them official recognition. A similar situation existed when the RNVR was formed ten years earlier in the United Kingdom. Lt. Stanley Geary, RNVR, joined the organization in 1904 and was also one of the earliest members of the RNCVR. He makes his home in England where he is chairman of the council of the Royal Naval Volunteer Association. Lt. Geary's account of the early days of the RNCVR appeared in the March 1959 issue of *The Crow's Nest*. Here he dips further back into history to tell of the beginnings of the RNVR.

THE ROYAL Naval Volunteer Reserve was officially formed in October 1903.

At its inception Senior Service personnel were very sceptical. They could not conceive that men drawn from all walks of civil life could ever prove an efficient reserve for the Royal Navy. Was it to be wondered at, then, that there arose unfortunate and sometimes amusing incidents in those days?

As an example here is an authentic account (published in the *Military Mail*) of the first party of volunteers to proceed for a fortnight's gunnery course in 1904:

The party presented themselves before the commander of one of our Naval Stations. Through some oversight at Headquarters, however, he had not been apprised of their visit, and stared at the intruders. Anyway their papers seemed all in order and, assuming some omission had been made, put the best face on the matter.

Turning to the first man he said: "What are you?" "I am an electrician, Sir." "Oh go down below and report yourself to the electrician. I expect he can find you something to do."

And turning to the second man: "What are you?" "I am an engineer, Sir." "Very well, go down to the engine room and see what they can show you."

In this way the commander got slowly down the line, racking his brains as to how to fit these new hands to their work. His patience was getting exhausted, as luck would have it, as he was approaching the knottiest problem.

"And what are you?" he said to a sprightly young man. "A journalist," came the answer. "A what?" gasped the commander. "A journalist—a writer, sir." "Oh you go to h—," was the reply. "You go for'd

and stay there." There was only one more left. "And what are you?" said the commander in despairing tones. "Me? I'm a stockbroker." "A stockbroker, eh? Well, we've got no d—d money or stocks and shares for you to handle here. See what they can find you to do down below."

And so it was that these keen volunteers returned to Headquarters complaining that for a fortnight they were employed on scraping paint off the ship's sides, mopping decks and so forth with never a single period of instruction in gunnery.

As a result of this unfortunate episode questions were asked in Parliament, and rightly so, for the naval volunteers were exceptionally keen about their work and hardly thought this kind of treatment proper or encouraging.

Shortly after this rumours got afloat to the effect that the new Reserve was to be disbanded. The following reply, however, was given to a question by Mr. Smeaton in the House of Commons:

Mr. E. Robertson, Financial Secretary to the Admiralty, said there was no intention whatever of disbanding the RNVR. The Admiralty regarded them as an efficient and essential part of the naval service. He took the opportunity of denying one of the mischievous and baseless rumours that had been floating about regarding the intentions of the Admiralty. In point of fact, there was a bill before Parliament, which he hoped the House would pass, for strengthening their position.

In spite of this official announcement it took some time for the RN to appreciate the possibilities and growing efficiency of this reserve.

An amusing story of an RNVR ex-public school boy, who was serving in one of HM Cruisers for a month's training, is worth recording here.

"Hands to bathe" had been piped for the ship's company. Our young friend, being an exceptionally strong swimmer, swam out a long distance, as was his wont. The hands were recalled but, at such a distance, it was some time before he could reach the ship. When he did he was promptly ushered on to the quarterdeck by the master-at-arms, as a defaulter before the officer of the watch.

The jaunty made the charge of disregarding the order when piped. The OOW then turned to the delinquent and said: "Have you anything to say, my man?"

The reply came in a most natural way.

"Sir, (pointing to the MAA) I deny this gentleman's allegations in toto."

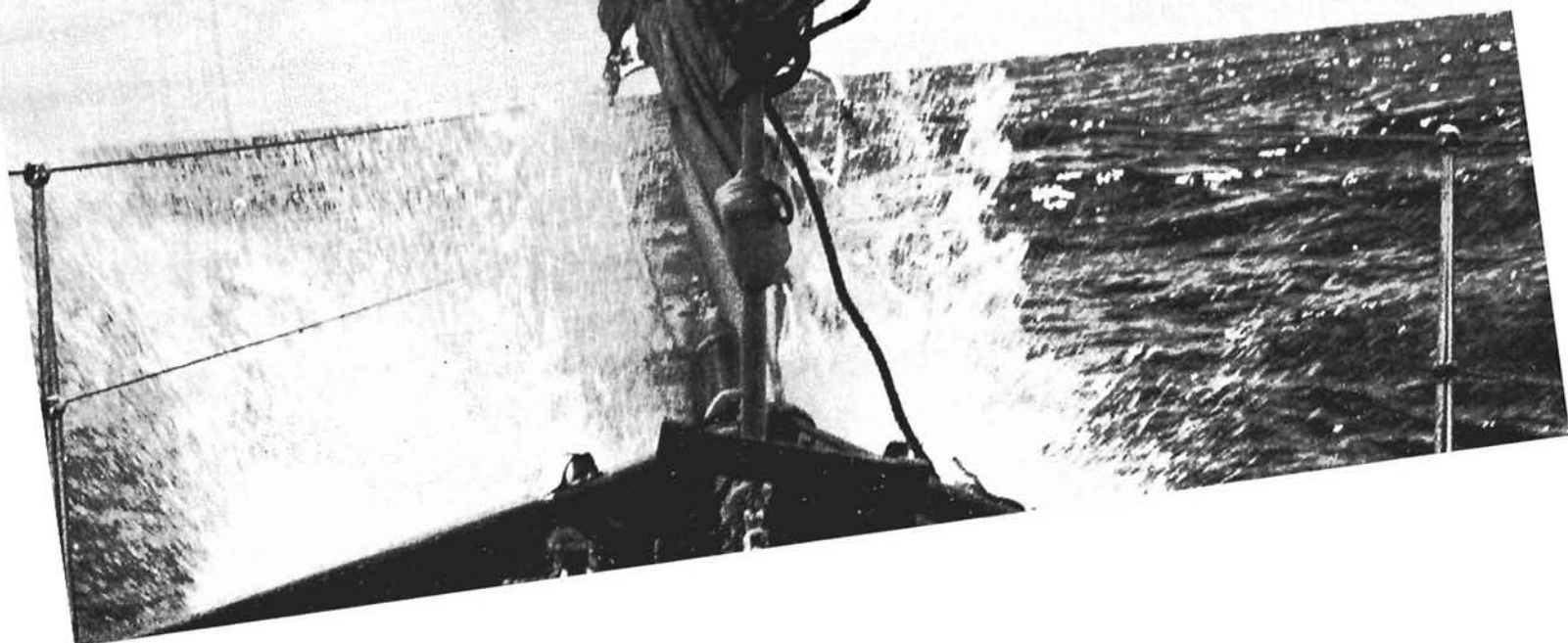
Finale . . . The OOW, restraining with difficulty his emotions hurriedly dismissed the case and evidently went below to recount this unheard of incident to the wardroom, while the MAA was stunned, thinking the culprit was talking in a foreign language or was crackers. Incidentally, the volunteer later received his commission in the Royal Naval Air Service and, as a pilot, over Dusseldorf, won one of the first DSOs of the First World War.

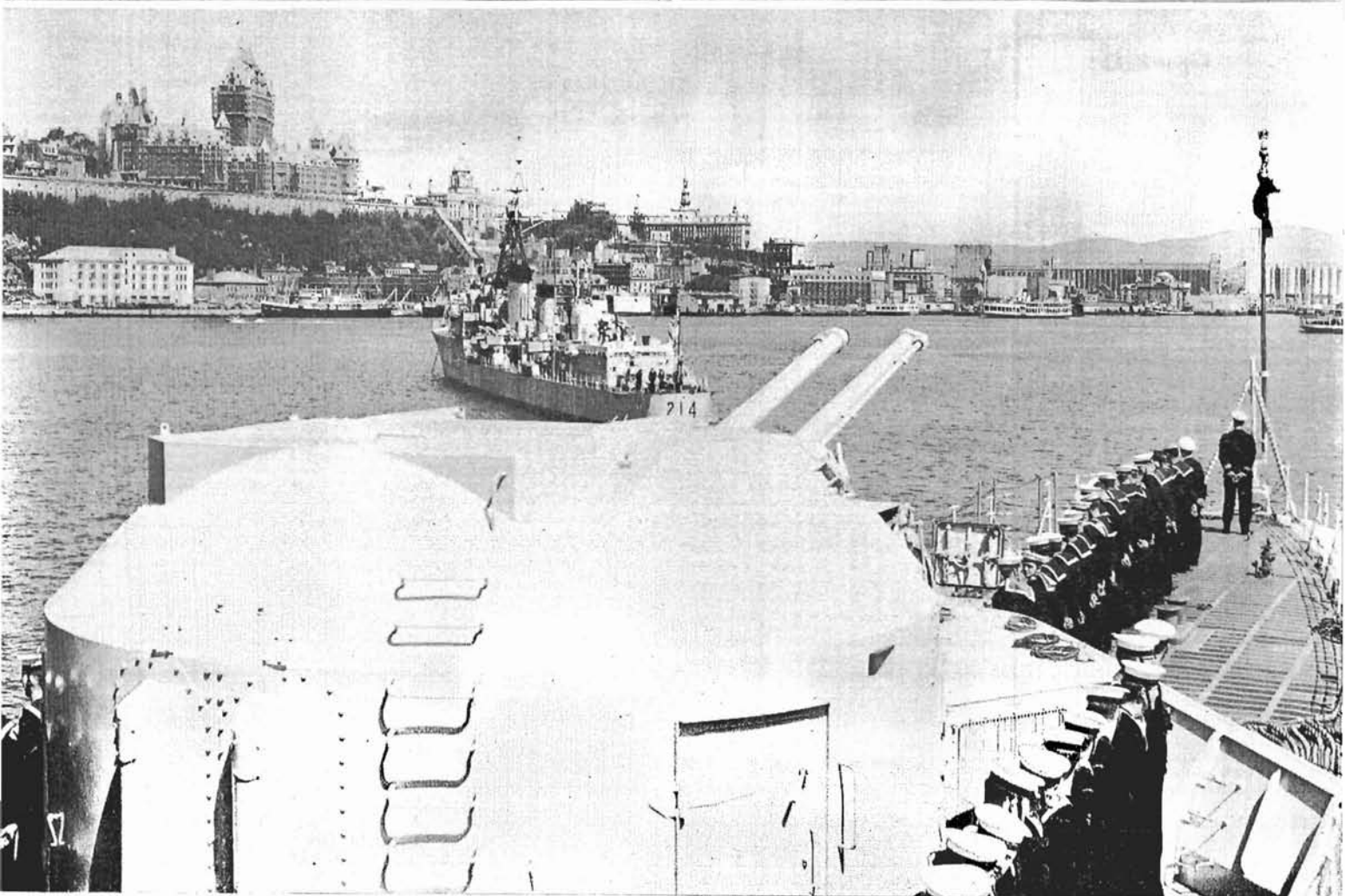
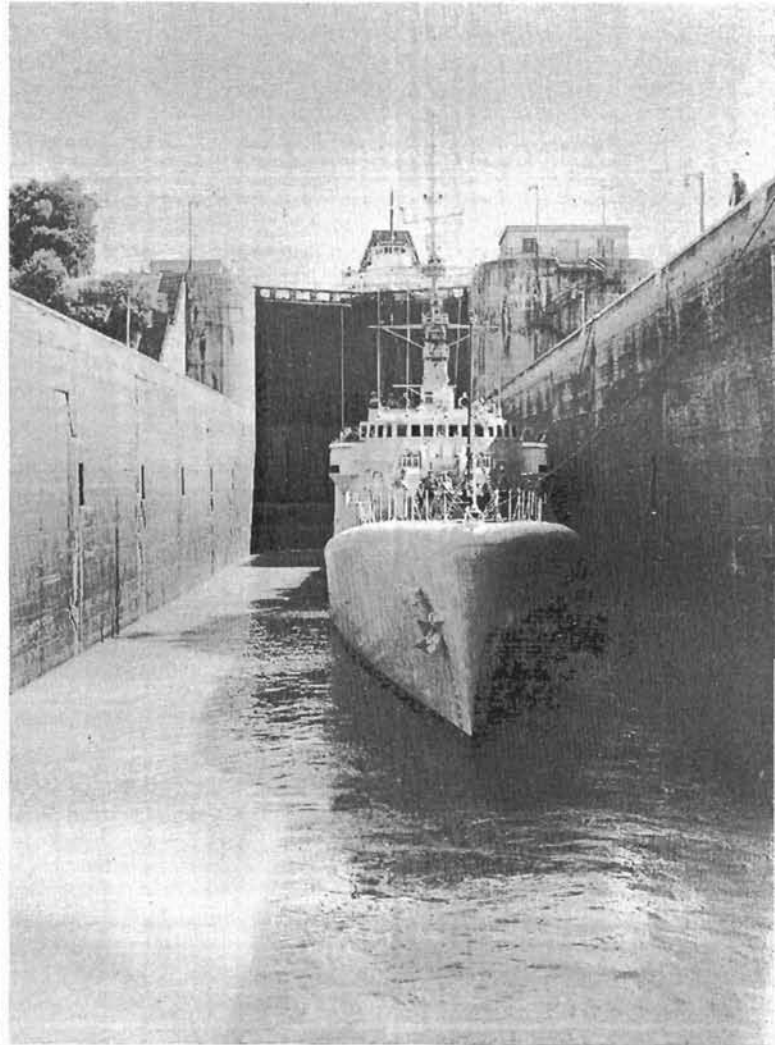
One other story demonstrates the various types of rookies in those early days. All ratings could volunteer for 14 to 28 days training in one of HM's fully commissioned ships. During one of these cruises a certain keen rating was detailed by a PO to be captain of the head. In his blissful ignorance he was elated rushed down to inform his messmates that he had already been promoted and beaten them all. When greeted with derisive roars of laughter at this startling news, he received a shock and that episode was never forgotten.

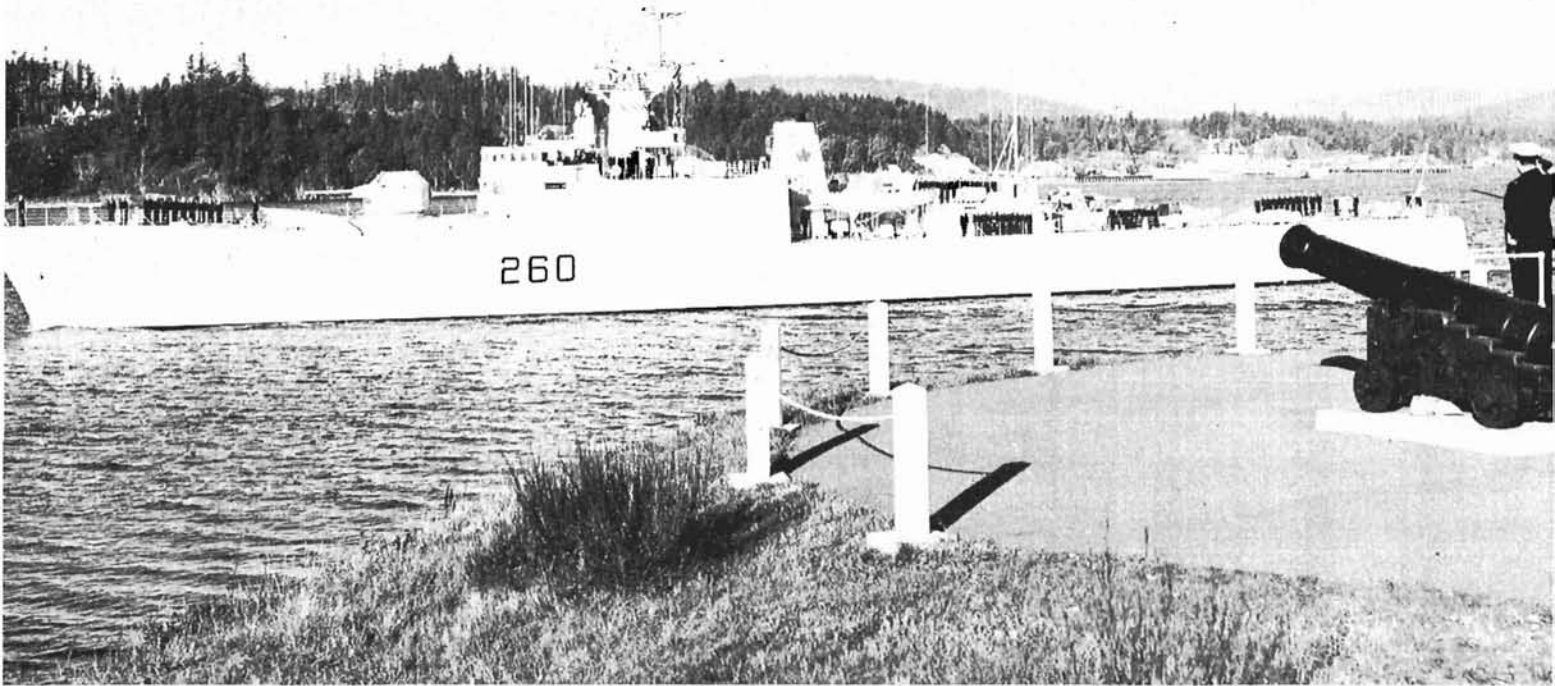
The point to emphasize is that in those early days, whatever a man's position in civil life, he joined up from a loyal sense of duty to his country and his one objective was eventually to become as efficient as the pucker matelot. How well they succeeded especially in the Second World War, is now naval history.

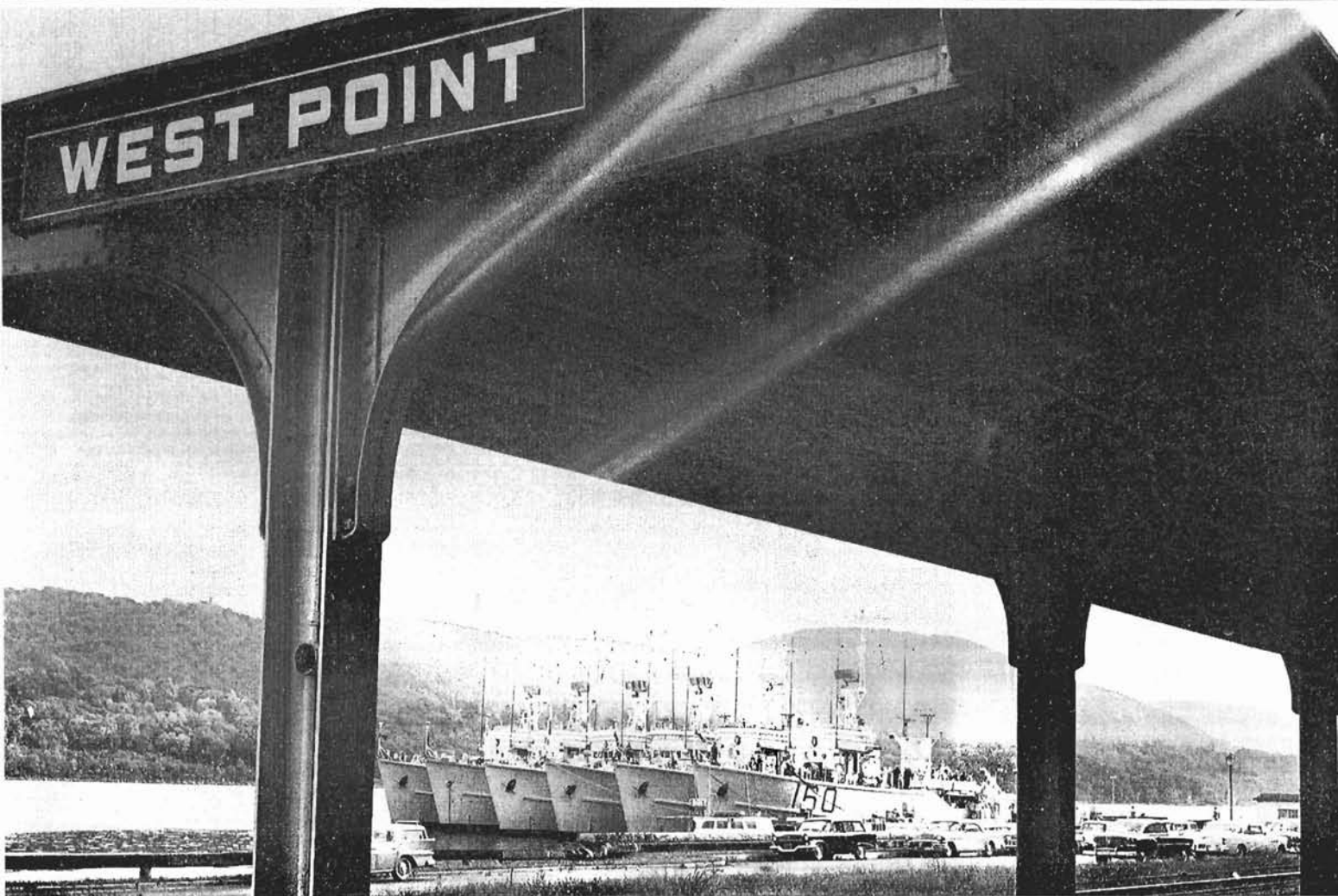
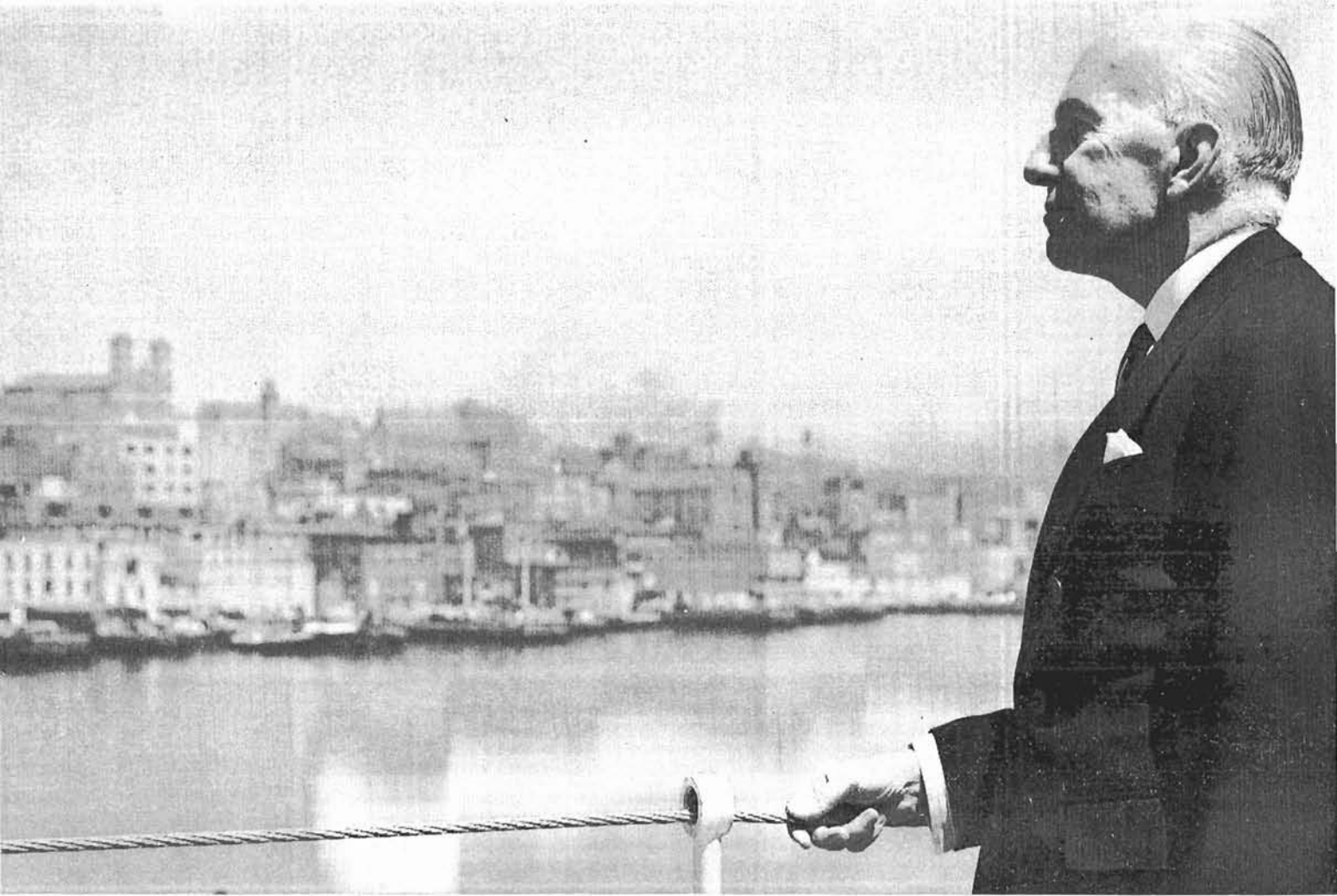
Had those early pioneers not displayed the enthusiasm they did and not stuck to their training in spite of adverse criticism and discouragement, the RN would never have had sufficient officers or ratings to man the Fleet in the Second World War.—S.G.

Memories of 1959









THE BATTLE OF CAPE ESPERANCE

This much-needed victory in the South Pacific taught many valuable lessons

THE NIGHT Surface Battle of Cape Esperance was unique in many ways and the lessons learned are deserving of more consideration than history has so far recorded. A lot of water has rolled over the dam since that fateful night of October 11-12, 1942, and if ever the facts are to be correctly recorded, now is the time when most of the few individuals that had a ring side view are still around to tell about it.

The U.S. ships participating in the battle were an accumulation of all the cruisers and destroyers that could be spared in the area. They had never exercised together as a unit. Their mission was to help cover the landing of U.S. soldiers from Noumea, to reinforce the hard pressed Marines, and at the same time, to stop the "Tokyo Express", which was frequently running down the "slot" by night and shelling our beachhead, and landing reinforcements and supplies to their army units.

The cruiser task group was under the command of Rear-Admiral Norman Scott ("Death Valley Scotty" from that day on to those who fought under him). This group covered the area from the south-west, the gateway to Iron Bottom Bay. The force consisted of the heavy cruisers *San Francisco* (flagship) and *Salt Lake City*, light cruisers *Helena* and *Boise* and five destroyers under the command of Captain R. G. Tobin, ComDesRon 12, in the *Farenholt*. This group left Espiritu Santo and arrived off Guadalcanal. On October 11, after watching and waiting while troops were being unloaded with little enemy interference, intelligence reports were received that indicated that a strong Japanese surface force was headed toward "Guadal". Imperial Cruiser Division Six, the proud victors of Savo Island under command of Admiral Goto, was starting down the "Slot". His ships consisted of the heavy cruisers *Aoba* (F), *Furutaka* and *Kinugasa*, screened by the destroyers *Fubuki* and *Hatsuyuki*.

Just prior to contact, the American force was steaming in a north-east direction in the following order: *Farenholt*, *Duncan*, and *Laffey* in the van with the cruisers *San Francisco*, *Boise*, *Salt Lake City* and *Helena* followed by

the destroyers *Buchanan* and *McCalla*. About 2330 the *Helena's* radar picked up the enemy at about 27,800 yards. About this time (2332 according to Admiral Morison)* and in order to better counter the Japanese approach, Admiral Scott reversed the direction of his force without giving the leading destroyers a chance to get around. The cruisers completed a column movement and were in the most favourable tactical position that an American commander had ever positioned his force. The "T" was "capped"! However, the van destroyers were on the engaged side and

By

CAPTAIN L. J. BAIRD, USN

trying vainly at small speed differential to reach an ahead attack position.

When fire was opened, Admiral Goto blindly swung his ships around possibly thinking that his own troop carriers were firing at his force. The *Fubuki* never completed the turn and sank immediately. The heavy cruiser *Aoba*, with Admiral Goto dead, and the *Furutaka* (later sunk) were blazing and almost impotent hulks by the time they completed their turn. Only the *Kinugasa* and *Hatsuyuki*, with minor damage, were able to carry on the Japanese

retaliatory fire. The American casualties consisted of the *Duncan* sunk, *Boise* heavily damaged, and *Farenholt* and *Salt Lake City* receiving minor damage. The *Farenholt* was struck several times, possibly by our own force.

Shortly after the battle was over, Admiral Scott detached the destroyer *McCalla* to search for survivors. The *McCalla* found the burning and abandoned *Duncan*. A boarding party was sent, but the ship was too far gone for salvage. About daylight, the floating survivors of the *Duncan* were rescued from the shark-infested water's near Savo Island. A short time before and not too far away, the Japanese destroyer *Murakumo* had rescued many Japanese survivors. The crippled *Boise* and *Farenholt* later rejoined the group under their own power.

Why was the battle unique? For one thing, although its presence was not noted by Samuel Eliot Morison in his account of the battle, it is believed to be the first time that a U.S. submarine was employed with an American battle force during an actual engagement. This was a departure from customary tactics, even though the submarine actually played no part in the battle other than performing pre-battle reconnaissance. On the other hand, it was the exception for the Japanese not to use their submarines offensively with their battle force. Later, the American advances across the Pacific forced her to rely on subs as the primary means of supply for her many by-passed troops.

Next, this was the first surface battle in which radar gave our forces a definite advantage. Radar, up to that time had been veiled in a "hush hush" status and few seniors had a chance to become fully acquainted with all of its capabilities. Two of our cruisers (*Helena* and *Boise*) had the new "Sugar George" radar and were, for the first time in night battle, able to search and track the enemy at significant ranges in a land-locked area. This capability was partly nullified, however, by the fact that the OTC chose to ride one of our heavy cruisers with inadequate

Editor's Note

Captain L. J. Baird, USN, has contributed to The Crownsnest the accompanying interesting account of a sea battle in the South Pacific that gave the United States Navy a much-needed victory after many reverses. Captain Baird is commanding officer of USS Chuckawan, a 25,000-ton fleet oiler. He had a ring-side seat and active part at the Battle of Cape Esperance as the forward AA secondary battery control officer in the USS Helena. The opinions or assertions contained in the article are the private ones of the author and are not to be construed as official or reflecting the views of the Navy Department of the United States.

* Rear-Admiral Samuel Eliot Morison, USNR, who has written the official history of the USN in the Second World War.

radar, literally letting "the blind" lead "the seeing". This was excusable, since his flagship the USS *San Francisco* was the only ship present with flag quarters and space for his staff. The picture was further complicated by the fact that the *Helena* reported the enemy on true bearings and the *Boise* on relative bearings, probably creating the impression in the Admiral's mind that his force was surrounded. (Admiral Morrison in his account mentions a Japanese reinforcement group which was also in the vicinity. The *Helena* at no time had radar contact with this group). Nevertheless, the enemy was picked up at a then-phenomenal range of about 14 miles. The battle could have been fought outside of torpedo range if all or most of the U.S. ships had been equipped with the new SG radar.

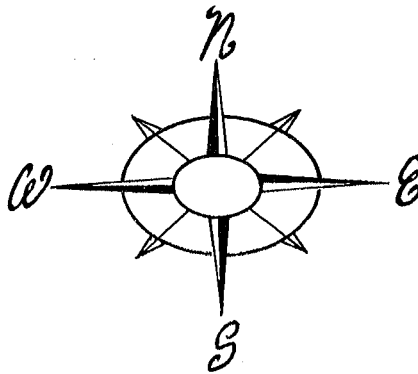
The battle was a perfect example of crossing the "T", where all of the ships capping the "T" can utilize full broadsides and the capped column has most of its guns and torpedo tubes masked. Not since Britain's Admiral Jellicoe caught German Admiral Scheer's battle line in the Battle of Jutland during the First World War has such a favourable advantage occurred in battle. Scheer was able to extricate his battle line with little damage by the then-revolutionary manoeuvre of a simultaneous "ships about".

The U.S. force was also unable to take full advantage of its excellent tactical position, partly due to the confused picture of the enemy's position, but mostly because the three van destroyers left behind during the counter-march were still fouling the range. This was caused by an incorrect signal. Admiral Scott had been manoeuvring his force in a circular formation during most of the day for air protection. He gave a "wheel" order appropriate for a ring formation instead of a column or turn signal. None of his ships was sure of what to do. When nothing happened, he ordered his flagship to turn and the ships astern followed around in column, leaving the van destroyers behind. A counter-march in the face of the enemy is considered bad tactics! Admiral Burke has stated that he has never heard of anything of the sort being done before or since.

As the range closed and the tension mounted, another circumstance added to the problem. The word "Roger" was used both for the acknowledgement of messages and for the signal book order "Commence Fire".

This was an undesirable combination—but in this instance, due to the close range, it may have saved many American lives.

The USS *Helena* (CL-50) had picked up the enemy at about 27,800 yards (at least this was the first range from the sky forward radar, which was coached on to the contact by the SG radar), and soon began reporting the composition, true bearing, and distance of the enemy to the flagship and task group. When the force was well within gun range, from about 18,000 yards on down, the *Helena* frequently asked for permission to open fire in the hopes of engaging the enemy outside of torpedo range. She had aboard a few survivors from the sunken heavy cruisers *Quincy*, *Vincennes* and *Astoria* and the heavily-damaged *Chicago*. These cruisers had, to their regret, tangled with Japanese surface ships two months earlier and the survivors furnished plenty of first-hand reasons for not wanting to give the enemy more torpedo targets.



Finally, the *Helena's* captain (Captain Gilbert Hoover), hoping to open fire before being "rammed", asked the flagship if his request to "open fire" had been received. The question was answered with "ROGER" which, no doubt, meant "Received" to the communicators on the flagship, but it meant "Commence Fire" to the *Helena's* CO and her eager gunners. The range to the closest Japanese destroyer at the moment of open fire was 3,800 yards and closing fast.

Another mistake or, if you will, a lesson from the battle was contributed by the Japanese. They were overconfident and intent upon bombarding Henderson Field. Hence, their torpedo tubes were trained in and bombardment rather than armour-piercing ammunition was in their ready racks. Further, the reinforcement group was separated and out of contact with the support force. Thus, a numerically inferior but concentrated U.S. force was able to capitalize on its position.

Another lesson of the battle was that the use of searchlights in combat was proven to be an immediate invitation to destruction. Most of the personnel

concerned on the ships with "SG" radar had surmised, as they became more familiar with their new equipment, that the use of searchlights was a faulty battle doctrine. However, one of the U.S. cruisers momentarily turned her searchlights on one of our own attacking destroyers, which was slowly pulling up to the van on the engaged side, and "let go" with an eight-inch salvo at close range. The destroyer attempted to show her recognition lights but could only get off an emergency flare due to loss of power. The cruiser immediately saw her error, but it was too late! She ceased fire and doused her lights, but enough damage had occurred, along with what the Japs inflicted, to injure mortally a brave fighting ship, the USS *Duncan* (commanded by Lt.-Cdr. Edmon B. "Whitey" Taylor, now Rear-Admiral, USN).

The searchlights had furnished the Japs a point of aim and a necessary range. Almost immediately the heavy cruiser concerned took several hits and some of the other U.S. ships were straddled. The next ship to turn on her searchlights was the USS *Boise*. She was immediately "clobbered" for her efforts. Her number one and two turrets blew up from shell hits in the magazine below and she had to haul out of the battle line with her bow a mass of flames. Her blazing bow and the many dead more than convinced the remaining ships that their searchlights were excess baggage.

The next unique circumstance refers to an aftermath of the battle. The USS *Boise* claimed the sinking of six Japanese ships and had painted six ship silhouettes on each side of her bridge by the time she reached Espiritu Santo. The inclination to exaggerate claims is not uncommon in war and at times our fighting forces as well as our enemies suffered from this disease! During hostilities doubtful claims sometimes stand for a while because of the lack of practical ways to confirm them or because of morale purposes. Nevertheless, in this instance the publicity was a demoralizing influence to those who remained behind and knew differently. The *Boise* did some good shooting that night before heavy damage forced her to haul out of the battle. However, five Japanese ships were engaged and only two were sunk (cruiser *Furutaka* and destroyer *Fubuki*).

In a night battle with multi-ships and multi-battery firing, many at the same target, it is not possible for any one ship to be positive as to its claims concerning specific sinkings. The cruiser *Helena*, for instance, did pretty well that night and managed to keep

her guns off friendly ships and, with both batteries, managed to fire at what was believed to be all five enemy ships. But, she like the others could not be sure that she sank a single ship.

An additional and unusual aspect of the battle was that in such a technical day and age when the airplane had changed the whole concept of naval warfare and, according to some, had even made warships obsolete, aircraft played little or no significant part. Why? It was a period of few airfields and aircraft production on both sides had not been geared to replace battle attrition.

All U.S. carriers except the *Hornet* (soon to be sunk) had been sunk or damaged and had left the area.

Having four Marine fighter pilots like Joe Foss (now Governor of South Dakota) and their Grumman planes from Henderson Field as fighter escort during the day seemed almost like keeping our money in the mint. It was adequate and the only air coverage available. Occasionally a Jap Mavis flying boat would accompany our task group just outside of gun range. Jokingly, it was called "the escort" and usually appeared when the Henderson Field fighters were out of range or needed elsewhere.

Japanese carriers were reported to the north (Truk area), but large-scale air raids had not yet commenced.

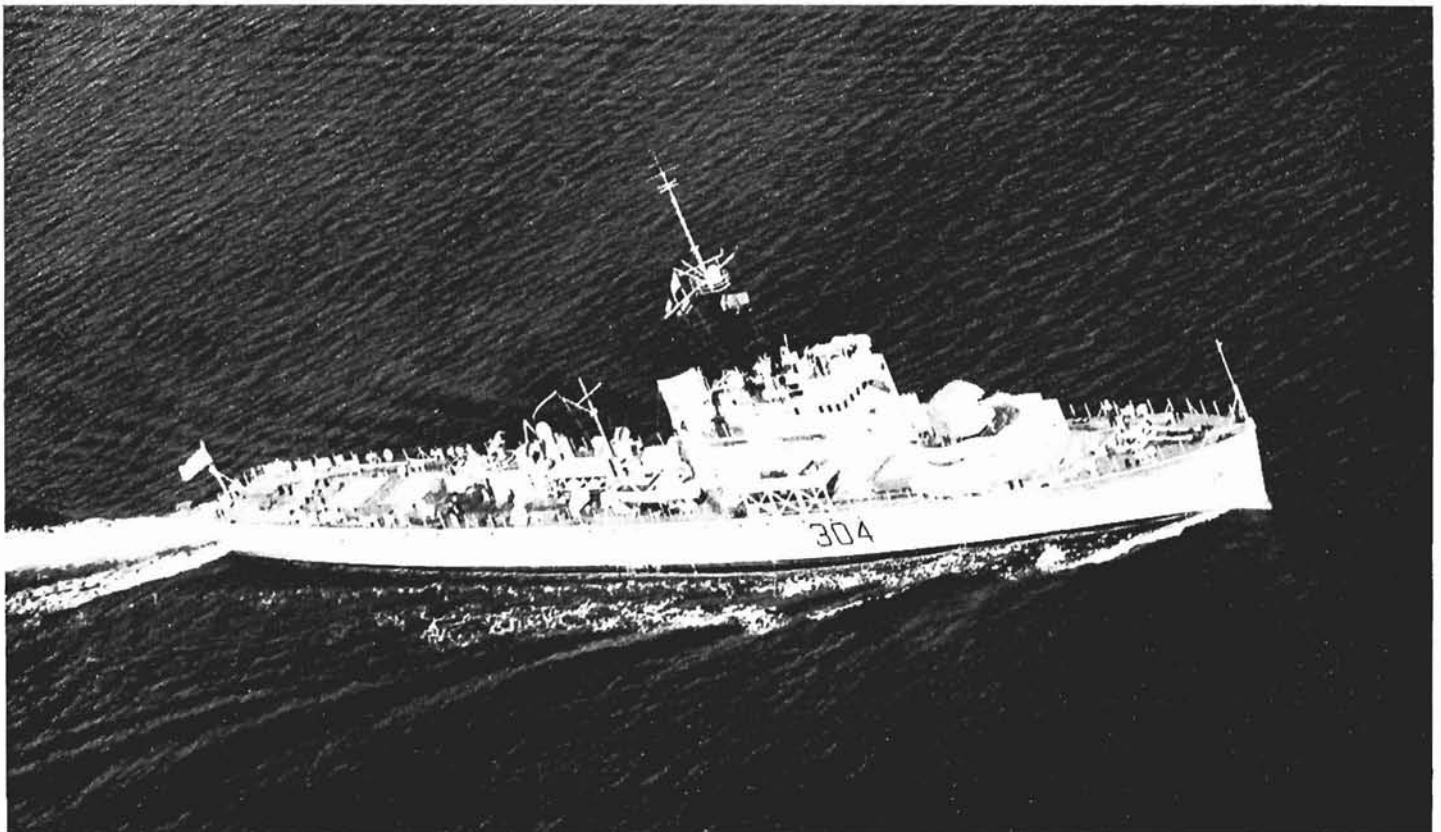
Each cruiser's aircraft consisted of two ancient SOCs (Scout Observation Curtis) and they usually took turns scouting and performing anti-submarine coverage during daylight hours. At times they even seemed to accompany the Jap Mavis on the horizon. On the evening of the battle, the anti-submarine patrol (four SOCs) landed at Tulagi Harbor with instructions to rejoin the next day. At about 2200 when battle was certain, the remaining plane from each cruiser was catapulted for battle observation and illumination purposes as well as to reduce the fire hazards aboard ship. The second *Helena* plane had to be jettisoned over the side because of engine failure and the *Salt Lake's* second plane caught fire immediately after being launched. The burning plane illuminated the entire area and it appeared that this disaster would surely tip off the enemy as to our force's presence. Fortunately, such was not the case and the pilot and observer were able to make it by rubber raft to our beachhead. Also, the primary pre-battle intelligence was derived from Australian coast watchers (usually pre-war planters or government workers who had been driven from their plantations or had volunteered for this work) and not from air reconnaissance.

The Japanese sortie, speed and destination was firmly estimated and

reported. With this initial information the OTC was able and did utilize to full advantage the primitive and timely intelligence received. The information furnished, along with its verification by search planes permitted Admiral Scott to be at the right place at the right time with sufficient force ("Firstus with the mostus" as the Confederate General Forrest once expressed it!).

In addition to the unusual tactical aspects, it is considered appropriate to mention some of the more important strategical results of the battle. It was the very first battle after several reverses in which United States surface ships had "slugged it out" with Japanese ships and more than held their own. Although not fully realized at the time, just breaking even with Japan in ship losses was a distinct victory due to the differences in industrial capabilities of the nations involved. Further, at last a sea victory had been achieved, even if not all the claimed ships had been sunk. The Japs were stoppable, their ship superiority in the area was reduced and the Savo Island battle had been partially avenged, the Marines on Guadalcanal were reinforced, and above all there was renewed hope. "The Golden Gate by '48" was now more than a dream.

Esperance, meaning HOPE in French, was appropriately named!



HMCS New Waterford, en route from Esquimalt to her new base at Halifax. (E-44990)



"Fill your hearts with love for little children and you will never grow old."

Dr. Thomas John Barnardo, who wrote these words, planned to become a medical missionary in China. The chance discovery that a small boy who attended the Ragged School in the London slums was literally homeless led to the discovery that hundreds of other children were in like predicament. The need was so great that he abandoned his earlier plans, and began to establish shelters for the homeless waifs. From this grew that great and world-famous enterprise, Dr. Barnardo's Homes.

Every Christmas Royal Canadian Navy personnel at the Canadian Joint Staff in London entertain a group of Barnardo children on an afternoon outing. The children are first taken to the Bertram Mills Circus at Olympia and are then taken to a large restaurant for a tea party. After the party the children—all boys from six to 16 years of age—are returned to their Dr. Barnardo's Homes, the Dalziel of Wooler house and William Baker Technical School, where they find individual Christmas gifts awaiting them.

The two accompanying pictures were taken while the boys were attending the circus. The boys who are petting the burro in the lower picture are probably aware that the Ragged School, which so greatly affected Dr. Barnardo's career, held its classes in a dilapidated donkey shed.

AFLOAT AND ASHORE

ATLANTIC COMMAND

HMCS *Crusader*

Eighteen youngsters from Kentville, Nova Scotia, spent five hours November 30 in the world of the sailor.

The Grade V students, mostly boys, were the special guests of the *Crusader's* officers and men for a cruise outside and inside Halifax Harbour.

A highlight of the day was the presentation from the 161 members of the destroyer escort's crew of a cheque for \$200 to the Kentville Elementary School. Ldg. Sea. Glen Hernden, representing his shipmates, turned the gift over to R. L. Barnes, the ex-Navy teacher in the Kentville school who had originally approached the Navy for a student tour.

Some 50 wives and children of the sailors were included in the 11 a.m. to 4 p.m. cruise. The galley and canteen staffs produced a seemingly endless supply of hot dogs, hamburgers, cakes, cookies, sweets, ice cream, peanuts and pop for the voracious youngsters.

But the Kentville kiddies were way ahead. Practically all of them wheedled an old cap from their indulgent sailor hosts. Lt.-Cdr. Fred Little, the executive officer, observed drily: "They've managed more than I could ever do. I've been trying, vainly, to get the men to clear out their old caps ever since I joined the ship!"

The cruise for the Kentville class came about from a plea from their teacher, Mr. Barnes, who wrote to Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast. The admiral heartily endorsed the request and the *Crusader* proceeded to do the honours.

HMCS *Avalon*

The Buckmaster's Players, formed in September 1959, with the objective of forming an outlet for the dramatic and entertainment talents of Service and civilian personnel, have made a successful debut in St. John's.

Membership in the group is open to all personnel of Her Majesty's Forces in St. John's, Newfoundland, who are serving in or have served in Buckmaster's Field and RCAF Station, Torbay, as well as their immediate families and civilians employed by the Department of National Defence.



The Buckmaster's Players, composed of service personnel and their civilian associates in St. John's and Torbay, Newfoundland, have successfully presented their first play, "While the Sun Shines". The producer, Lt.-Cdr. R. S. Portchmouth (front row, left) is shown with members of the cast: Mrs. Portchmouth, Pat Treacher, Mrs. G. T. White and Lt. G. T. White, and (standing), Sub-Lt. W. Westcott, Mrs. T. Giannou and Captain J. Allston, Canadian Army.

Buckmaster's Field, war-time barracks of the RCN, contains the Joint Services Headquarters of which HMCS *Avalon* is the naval establishment. HMCS *Cabot*, which is also in the confines of the Field, is the reserve establishment.

The group's first production was the sophisticated war-time comedy "While the Sun Shines" by Terence Rattigan. It was presented for three nights, November 26, 27 and 28.

The group was fortunate in having the talents of Lt.-Cdr. R. S. Portchmouth in directing this production. He will be remembered in the Shearwater Players in which he and his wife were most active. Other naval members of the group are Lt. and Mrs. G. T. White and Sub-Lt. W. Westcott. Sound engineering was directed by Lt. T. E. Giannou, RCN(R) (Ret.). The difficult task of prompting was done by Mrs. Giannou.

The colourful set, which was used for the play, showed the artistic talents of Ldg. Sea. J. Jodoin. The task of the front of house manager, with its numerous difficulties, was ably handled by PO G. Sherwood, assisted by Ldg. Sea. G. Dinn. Photography for the group was handled by PO E. Miller.

The first production was so successful that the group is anxious now to go on to another production. Mentioned among these is the comedy "The Middle Watch".

NAVAL DIVISIONS

HMCS *Queen*

The annual Trafalgar Day Ball, held at *Queen*, has become Regina's social event of the season, thanks to the efforts of the officers who have undertaken its organization.

A highlight of this year's ball was the presentation of 12 Regina debutantes to His Honour F. L. Bastedo, Lieutenant-Governor of Saskatchewan.

HMCS *Griffon*

In commemoration of Nelson's victory at the Battle of Trafalgar, a ball was held at *Griffon* Friday evening, October 23.

In keeping with the nautical theme, all guests were "piped" aboard on arrival. For the occasion, the drill deck presented an old-world atmosphere of gay formality.

In receiving line were Cdr. T. C. Luck, commanding officer of *Griffon*,

and Mrs. Luck; Lt.-Cdr. D. H. Botly, executive officer, and Mrs. Botly.

Special guests included Lt. Col. G. Burke, officer commanding Port Arthur Armoury and Mrs. Burke; Lt.-Cdr. H. Craig, USN(R), commanding officer of the U.S. Naval and Marine Corps Reserve Training Centre, Duluth, and Mrs. Craig.—M.L.P.

HMCS York

Two officers with long service at York have retired. Cdr. R. S. Bunyard, the executive officer, and Lt.-Cdr. D. B. Gill, first lieutenant-commander, retired in November due to the pressure of their civilian businesses.

Captain John Goodchild, commanding officer of the Toronto naval division, announced that Lt.-Cdr. Harry Lingwood would succeed Cdr. Bunyard, and Lt.-Cdr. Peter Wilch would succeed Lt.-Cdr. Gill.

Cdr. Bunyard has been associated with the Navy for the past 21 years. Born in England, he joined the Royal Naval Volunteer Reserve in 1938 and was under training in the summer of 1939 when war broke out. He continued on active service until 1946.

In the dark days of the Second World War, when the German armies were pushing across Europe, he was serving in the Royal Navy destroyer HMS Wakefield as an ordinary signalman. His ship was called upon to help with the evacuation of Dunkirk. During this operation the ship was torpedoed and Cdr. Bunyard recalls that the Wakefield "went down in a minute". He spent an hour and a half swimming before he was picked up.

Back in England, he was recommended for a commission. After obtaining it, he joined the Fleet Air Arm in 1941 and was appointed to Canada in 1942.

After demobilization in England he came to Canada to live and transferred to the Royal Canadian Navy (Reserve). He joined the active list of York in



Queen's Commendations, awarded for bravery shown while helping to fight a fire in the Norwegian freighter SS Ferngulf near Vancouver last spring, were presented by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, during an impressive ceremony on board HMCS Assiniboine November 30. Shown with their certificates of commendation are (front row) Cdr. K. E. Lewis, and (back) Ldg. Sea. Charles Clyde Rose and PO Richard George Seager. (E-53214)

1949 and in 1953 became the first commanding officer of Canada's first reserve air squadron, VC 920. He held this command until 1955, when he became training commander of York. He was appointed executive officer in November 1958.

The retirement of Lt.-Cdr. Gill brings to an end nearly 15 years of continuous naval experience.

Although born in Hamilton, Lt.-Cdr. Gill spent a good deal of his younger life in England and was there when the war broke out. When he was old enough, he joined the Royal Naval Volunteer Reserve as a naval airman second class.

He trained as an observer and won his wings in the Number One Observer School in Trinidad. He was appointed to 825 Squadron, the first Canadian squadron, and was the second Canadian observer to serve with this fighting team. He was demobilized in 1947.

Coming to Canada, he attended the University of Toronto and during the summers served with the RCN. Upon graduation, he joined the active list of York and served with VC 920. He was appointed officer in charge of officer personnel a few years later and took up the office of first lieutenant-commander in April 1958.



CDR. R. S. BUNYARD LT.-CDR. D. B. GILL

THE SURVIVORS

BEFORE the Second World War fewer than one man in a hundred survived for more than 28 days in open boats adrift on the world's oceans. It was thus believed that the maximum period any man could hope to survive in an open boat was somewhere between 30 and 40 days, but the fallacy of this was time and again disproved during the war in cases which have been investigated and substantiated by the British Admiralty.

We have on record a drift of 77 days and another which must set a world record, of a Chinese waiter who managed to board a raft after being torpedoed and who drifted about fully exposed to the elements for 130 days before being rescued. He survived.

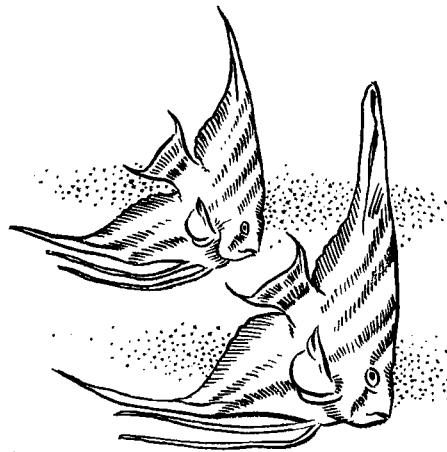
In the spring of 1943 an able seaman named Henry Heinson, of London, received the British Empire Medal for his "spirit and resources in living for 18 days on a piece of wrecked ship still afloat." This was reported by the Ministry of War Transport in 1944. What actually happened was that Heinson's case was unique. He was thrown into the water after his ship was torpedoed and managed to reach a half section of an invasion barge which, miraculously, was still afloat, albeit barely a few inches clear of the surface.

Soaked through and cold, the sea being 50 degrees Fahrenheit, Heinson found a locker which was just above water level and crept into it. He saw something bumping against the wreckage and fetched it from the water to find a piece of sea-soaked cabbage. It began to rain soon after, and this was followed by snow and hail. Using a piece of canvas which he tore from a canvas door, Heinson collected rain-water and snow, but it was not until 14 days later that he discovered a two-gallon jar of distilled water of the type used for batteries, and with this he eked out his meagre supply of drinking water.

To overcome the monotony, Heinson took a watersoaked photograph of his wife from his shirt pocket and talked to it for hours. Other times he carefully walked up and down the wreckage in order to exercise his legs, and daily he massaged his legs, arms and body. Heinson was found on the 18th day and rescued. He not only survived the ordeal—all he had had for food during the whole period was the piece of cabbage—but within a short time the tough

Londoner was back, serving under the Red Duster. His voyage was the only one exceeding 15 days in length at a temperature below 50 degrees Fahrenheit (in actual fact it was a few degrees below) in which a seaman survived.

Captain Donald Blyth, a one-legged ship's master, received the OBE for courage. While many men claimed that it was impossible to survive for long in water which is colder than 65 degrees Fahrenheit, Captain Blyth led eight of his men—the only survivors after his ship was torpedoed—in swimming for



11 hours in the open sea before they were spotted by an Allied seaplane which dropped them two rubber dinghies. They were rescued soon afterwards and all the men survived.

During the war men sustained life by diving overboard and scraping seaweed from the keels of lifeboats and chewing it and by catching flying fish. But very few men can claim to have had their lives saved with toothpaste.

In July 1941, when the *Saint Anselm* was torpedoed and sunk, her survivors were in an open boat for 18 days. On the eighteenth day one of the seamen appeared to be dying. There was no water on board and the chief engineer began to wonder about a tube of toothpaste which he had in his pocket. What would happen if one mixed a little toothpaste with seawater? Would it perhaps become drinkable? He thought to make the dying man's end a little easier by moistening his lips and scooped up some sea water into which he squeezed a liberal helping of toothpaste, mixing it thoroughly and then holding it to the man's lips. The dying man gulped the water down.

Within an hour the "dying" man sat up! The survivors were picked up about five hours later by a Spanish ship and upon their return to Britain reported the toothpaste incident to the Ministry who asked the toothpaste manufacturers whether it contained anything which would account for the seaman's recovery. The manufacturers replied that to the best of their knowledge it did not—yet the fact remains that the man recovered.

One of the oddest rescues occurred when the *San Florentino* was lost. The vessel was struck by four torpedoes and broke in two, the forepart upending, floating vertically in the Atlantic with the stem protruding 100 feet in the air.

Third Officer G. D. Todd and Able Seaman T. Clayton climbed the stem and remained perched in their dangerous position for 13 hours, their legs claspng the bow 100 feet above the sea all the time with a high westerly wind blowing and the sea storming beneath them. When help eventually arrived, the two men had to climb 150 feet down the foretopmast stay. Neither man had had anything to eat or drink for some 20 hours but both survived to serve again.

Ingenious ideas saved men from almost certain death. When his ship was sunk in Arctic waters near Nova Zemla a British seaman, who had had little to eat for two days, made two landings on Nova Zemla to get water. When he landed the second time in the autumn of 1942, he saw an immense number of ducks on the rocks below him.

He fetched a rope from his boat and made a running bowline which he let down carefully among the ducks. The moment a duck placed his head in the noose, the man drew the bowline taut and up came the duck. In this manner, he caught no less than 140 ducks. In addition he made a fire without matches, roasted the ducks—and survived to sail again.

Without water no man can survive for long on the wild, almost inaccessible coast of northern South West Africa. Thus there was little hope for the 22 survivors of the British *Bradford City* who reached the desert coast some 130 miles north of Walvis Bay on November 7, 1941 after their ship had been torpedoed on November 1 in long. 22° 59' S, lat. 09° 49' E by U-68.

The castaways, without a drop of water, tried to distill water but with meagre success, then scrawled on the

wet beach in huge letters "Food and Water". On their second day an Anson aircraft of the South African Air Force spotted the survivors but realized it would be many days before military trucks could reach them.

The aircraft sped back to base and hastily filled a few inner tubes of cars with fresh water, flew back and dropped these together with some rations and a note reading, "Help coming from land and sea. Love and kisses from South African Air Force." The gallant pilots kept up the feeding and watering of the desperate men until they were rescued. Tubes were used because the plane, coming in low could drop them safely on the sand without bursting them.

There are some cases of endurance which no man would be apt to believe were it not for the abundant proof. One such case was that of Captain D. J. Williams, OBE.

After Captain Williams' ship was torpedoed and sunk he kept two lifeboats together for 14 days under such rigid discipline against drinking sea water that he did not lose a single one of his 49 men, this in spite of the fact that they had no water to start with. Upon sighting land on the fourteenth day, Captain Williams wrote: "So I got up. I had not slept night or day for 13 days. The weather and worry kept me awake. We had been getting weaker each day. It was pitiful to see the men, in fact, all of us, when it rained trying to catch

water, all standing up, tongues out, tins ready, to get the rain.

The voyage of longest duration lasted 77 days. There were no deaths until the 35th day after which the men had neither food nor water. When the boat was eventually found after more than two and a half months, there was only one survivor.

Probably the longest voyage in an open boat during the war was one which covered 1,200 miles. There were 50 men in two boats with the master in charge of one and the chief officer in the second. The master' boat drifted 1,200 miles in 28 days and fetched upon St. Bartholomew's Island; the other boat was picked up on the 26th day only 450 miles from where their ship had been torpedoed.

There are some other remarkable cases of men surviving although every card in the deck was stacked against them. One master, aged 27 was torpedoed no fewer than six times while a chief steward, aged 40, who was landed in Scotland late in the war, had survived ten torpedoings. There was also the oddity of the seaman who, landed on the same quay after his second torpedoing, said: "Well, third time lucky. I'll bet next time I'll be put off here, too." And he was! Barely months later a ship picked him up in mid-ocean after his own ship had been torpedoed and brought him to Britain and landed him at the very same quay as his first two landings.

One captain arrived in Britain in shirt and trousers only after being adrift in an open boat near Iceland for seven days. A few months later the same captain was picked up in the Atlantic after being adrift in an open boat for 24 days, living off what food he could scrounge from the sea and rationing himself to a couple of table spoonfuls of fresh water from his small supply daily.

Human endurance knows no limit and we might end this saga of the survivors with the brief story of a Lascar who went overboard some 250 miles off the African coast in 1941. He clung to a piece of driftwood, saw an upturned lifeboat and clambered onto it.

He managed to catch a few flying fish and one unwary smallish shark; it rained and he lived. When he eventually fetched upon the shore he was found by aboriginals who took him in and nursed him back to health.

Sometime in 1949 a Lascar arrived in Dahomey and began to hunt for the tribe who had rescued and helped him. When he found them, he presented them with a sum of money he had meticulously saved up for that day—£50, which, need we say, to a Lascar is a mighty big sum of money. But the grateful seaman never forgot that tribe of savages who turned out to be his saviours when the sea tossed him up on their shores.

(Article by Bill Wharton in Commando, official magazine of the South African Defence Forces.)



THE NAVY PLAYS

Pearkes Trophy Taken by RCAF

Early in November, a representative RCN soccer team went down to defeat in the tri-service match for the Pearkes Trophy, losing to RCAF Station, St. John's, Quebec. The game was played at RCAF Station Rockcliffe, Ottawa.

Hon. G. R. Pearkes, Minister of National Defence, presented the trophy following the match. RCAF St. John's was the Pearkes Trophy winner last year as well.

In the Ottawa area four service teams have been competing throughout the year, and the winner in this league was the RCN team, captained by Cdr. P. C. Berry. Cdr. Berry is also the new president of the Department of National Defence Soccer League.

The team was composed of personnel from HMCS *Bytown* and HMCS *Gloucester* and the new trophy for this league will spend six months at *Gloucester* and six months on display at *Bytown*.

Blandy Commodore Of Halifax RCNSA

Lt.-Cdr. Walter S. Blandy, *Stadacona*, was elected Commodore of the RCN Sailing Association, Halifax Squadron, at the annual meeting held in mid-December in their new clubhouse near the Royal Nova Scotia Yacht Squadron anchorage.

Others elected included: CPO Charles Church, *Crusader*, vice-commodore; CPO Lester Bell, *Stadacona*, rear-commodore; Lt.-Cdr. J. J. Coates, *Stadacona*, fleet captain (yachts); Lt. J. W. Lane, *Shearwater*, fleet captain (service craft); and Lt. John Goudy, *Stadacona*, secretary-treasurer.

Ex-officio members include Captain M. A. Davidson, *Stadacona*; Captain A. F. Pickard, *Algonquin*; L. J. Payzant, Naval Research Establishment, and William Baxter, HMC Dockyard.

Former vice-commodore Cdr. F. W. Bradley, acting commodore for the latter part of the season, turned over the association to the new slate.

At the meeting it was announced that "catamarans" (twin-hulled yachts) would be introduced next summer by Captain Basil Seaton, Garrison sailing enthusiast.



The Wolfenden Trophy, presented annually for the highest aggregate points in races sailed by the Ottawa Squadron of the Royal Canadian Naval Sailing Association, was awarded to Henry A. "Sandy" McCandless, 15, son of Captain (S) H. A. McCandless, Deputy Supply Officer in Chief. The trophy was presented by Lt.-Cdr. T. E. Appleton, RCN(R) (Ret) in the Officers' Mess of HMCS *Bytown*, on November 27. (O-12335)

Members of the Army's Halifax Garrison Sailing Club attended the meeting. The RCNSA had its roots in the old *Shearwater* Yacht Club of 1949-50 and the Army joined forces with it about a year ago. The combined membership numbers about 150 men and women sailing private and service boats, including well-known international racers. The clubhouse was built entirely by the members and was occupied last summer.

Cornwallis Brings Back Football

Canadian football was revived at *Cornwallis* in 1959 when it was added to the new entries' training program. The game had been played at *Cornwallis*, until 1953, under the Nova Scotia Football League. It was shelved due to training commitments.

Last fall, under the direction of CPO Charles (Skip) Bryan and head coach CPO Lawrence (Ginger) O'Brien, 13 league and exhibition games were played with ten teams taking part.

Navy Hoopsters Bow to Middleton

A strong second half attack carried Middleton to a 56-54 exhibition basket-

ball victory on home grounds over *Cornwallis* in early December. *Cornwallis* led 22-15 at the half but the locals, led by Barry Isaac's 26-point performance, outplayed the visitors in the late stages.

Atlantic Command Boxers in Training

Training of up-and-coming boxers is under way in *Stadacona* gymnasium in preparation for the Atlantic Command boxing championships, to be held in February.

The *Stadacona* boxers work out under PO Eddie Roberts and Ldg. Sea. D. B. Scopie. Aspirants from HMC Ships are training under the direction of PO Bob Coe.

Submariners Win Soccer Title

Royal Navy Sixth Submarine Squadron, taking its cue from a defence which plugged nearly all entrances, pummeled RCAF Chatham Dynamos 7-1 at Halifax to capture the Maritime soccer championship.

To the victors went the Angus L. Macdonald trophy, long contested.

After the game, Nova Scotia Football

(Soccer) Association president Roy Clements, presented the trophy to team captain Dave Davis.

Davis, centre forward, personally led the onslaught against the New Brun-

wick squad, kicking three goals, one in the first half and two in the second. Bob Roberts added two tallies and Peter Robinson and Allen Stafford each booted one.

Dick Shaw accounted for the Dynamos' only marker, late in the first half. He booted the ball from in close, it hit a Subs player standing in front of the net and dribbled in.

THE CATAMARAN

— *This fast, double-hulled craft wins new favour*

CATAMARANS, says a recent announcement by the Council of the Royal Yachting Association, have come to stay. Thus the seal of authority is added to the claims of those who have been enthusiastically sailing these craft for the last two or three seasons. Despite the gloomy predictions of anti-catamaran prophets, these sleek, twin-hulled boats have proved to be not only safe but fast, nimble—and popular. Air Service Training, one of the first British catamaran builders, has sold over 200 of its 16-foot "Jumpahead" catamarans, both racing and family models, the latter being a modified version designed for those who like to sail in limousine comfort.

While the "Jumpahead" proved the perfect craft for the open water enthusiast, AST catamaran designer Bill O'Brien felt that something smaller was needed for congested waterways. Now, as a result, appears the "River Cat", a 12-foot catamaran designed for two adults, but docile enough to be sailed by a girl in anything but the most severe conditions.

So far only a few connoisseurs have sailed the "River Cat", and each has sung her praises as an astonishingly manoeuvrable craft with a remarkable turn of speed which rivals that of her bigger sister, the "Jumpahead". In addition, the "River Cat" retains all the inherent stability of twin-hulled craft. Mr. O'Brien compares the catamaran's stability with that of a motor car.

"The two hulls are equivalent to the off-side and nearside wheels of a motor

car", he explains. "If the boat rolls over, the whole weight of crew, mast and the other hull tends to bring it back on an even keel. A sailing dinghy, on the other hand, is like a motor-cycle: you have to learn to balance it before you can control it".

The yachting correspondent of a well-known newspaper recently summed up what this means in human terms. "Many wives and girl friends", he wrote, "find the idea of projecting themselves over the gunwale of a racing dinghy, with their feet hooked into toe-straps, quite distasteful. Here, the racing man—while retaining all the speed he wants—can offer his passenger a comfortable ride on a stable platform".

Although the "River Cat" is designed for inland waterways where conditions are seldom rough, this is certainly no fair-weather boat. A correspondent who sailed her in very squally weather at the beginning of March confirms this.

"I wanted to try out this new Cat in the worst possible conditions", he writes. "I got them. It was wet, squally, cold and bleak when I picked up the boat at Hamble. The river was quite smooth near the shore, but some 200 yards out was very choppy. There wasn't a single other boat sailing".

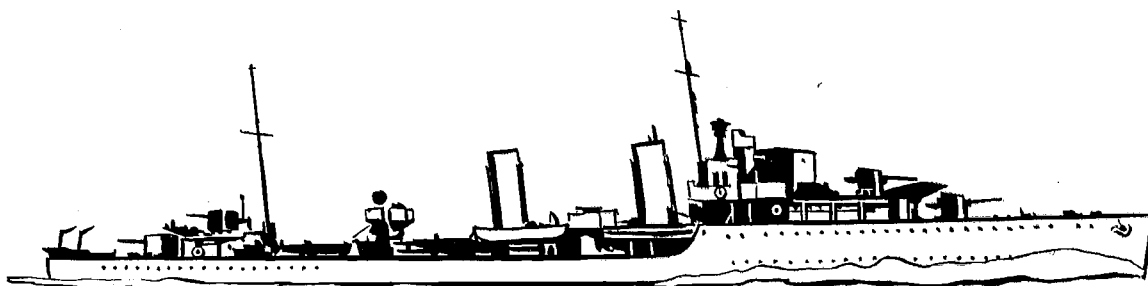
After praising the ease with which the mast, rigging and terylene sails of the "River Cat" are fixed in position (six minutes flat, he reports), the correspondent goes on to describe his trip. "We glided out from the shore as smoothly as a luxury motor car on a boulevard. The boat seemed to make

no effort: there was no discomfort at all. When we caught the breeze we sliced through the water at an easy 12 or 13 knots. It was not until we reached the really rough water that the spray hit us, by which time we were touching about 18 knots, I would estimate".

These conditions are much more severe than the "River Cat" is designed for, yet even then the boat remained absolutely stable and extremely manoeuvrable. "We went about in a matter of seconds," writes our correspondent. "She tacked in a manner that no dinghy could ever equal."

Mr. O'Brien considers this the final vindication of the catamaran. "The great argument against the early catamarans was that they could not tack", he recalls. "They were far too heavy, owing to the weight of the twin hulls. Nowadays, a catamaran can be made from very light-weight plywood and fibreglass, and can alter course much more easily than any other type of sailing boat."

The "River Cat" is extremely light—she weighs only 275 pounds complete with sails, etc—and can be towed on a trailer behind a small motor car. With a beam of nearly 6 feet 4 inches (just over half her length) and a height of 23 feet, 6 inches she combines a comforting impression of stability with an elegantly high aspect ratio. Like the "Jumpahead" and the "Family Cat", the boat may be bought complete or in kit form.—*Hawker Siddeley Review.*



Sea Control Still Vital

In a speech at Plymouth on September 24 Field-Marshal Viscount Montgomery said that in any future war the essence of the struggle would be, as it had been in the late war, for the control of sea communications.

"Some people thought that air power had made sea power obsolete. Never was there a greater error. The aircraft functioned as an instrument of sea power. The aircraft carrier won for itself in Hitler's war a place in the fleet second to none.

"In the future, the nuclear-powered submarine will represent a revolutionary advance in naval warfare as great as the change from sail to steam.

"Indeed, I look forward to the day when all the ships of the Royal Navy will be nuclear-powered—as, of course, they must be," the Field-Marshal said.

British strategy had always been based on sea power, and after giving some examples Viscount Montgomery went on: "There are some who think that there will be no role for the British Navy in future war. Don't believe such people.

"The late war was, in essence, a struggle for the control of sea communications and, until we had won that struggle, and could use sea-borne transportation freely, we could not proceed with our plans to win the war. It will be the same in future war.

"Three-quarters of the surface of the world is under water. The western Alliance must have the free use of the water areas in peace and in war.

"The teaching of history is that from the days of early Rome the nation which had control of the major oceans and seas, and of the transit areas, in the end prevailed.

"Today the sea must be exploited increasingly to provide strategic and tactical mobility and to provide mobile launching sites for nuclear weapons."

Lord Montgomery was opening the restored Guildhall at Plymouth which was burnt-out during an air-raid on the city in 1941.—*Admiralty News Summary.*



The Old Colour was laid up in the Church of St. Nicholas, HMCS Stadacona, on Trafalgar Day, October 21. Shown at the end of the brief afternoon service are, left to right, Chaplain Bruce A. Peglar, Command Chaplain (P), who conducted the service; Rear-Admiral H. F. Pullen, who delivered the Colour to his hands; Chaplain A. Gordon Faraday and Cdr. Joseph Paul. Admiral Pullen was in command of the escort company when the King's Colour was presented in 1939 to the RCN on Vancouver Island and Cdr. Paul was in the Colour party. (HS-59253)



CPO C. L. Benjamin, Shearwater, is awarded a pin recognizing his 30 blood donations to the Red Cross by Major General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia. There were 11 naval personnel among the citizens of Halifax and Dartmouth awarded 20-donation scrolls and 30-donation pins during the ceremony October 26 in the Red Chamber of Province House. (HS-59276)



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.

ATKINS, Ambrose A.P2CS3
 BALTIMORE, Elmer W.P2CR2
 BLACK, Edward J.C2AO4
 BRUCE, Donald E.P1CR3
 BRYGADYR, David M.LSEF2
 CAKE, David G.P2CR2
 COAKLEY, David J.P2OM2
 DAROWSKI, StanleyP1CS3
 FEARON, James C.LSED2
 FITZGERALD, Malcolm G.LSCR1
 FLETCHER, Ronald J.P2OM2
 FOWLER, SidneyP1CS3
 FRASER, John S.LSCS2
 HAMILTON, John H.LSBD2
 HANNAH, Lynn E.LSAF2
 HUFF, Warren B.C2CR3
 HUTCHINSON, BoydC2CR3
 JACKLIN, Charles G.P1AO3
 LEMIEUX, LucienLSCS2
 LEPPARD, Edward A.C2CR3
 MASER, William J.LSRT2
 MEAD, Kenneth E.C2PC4
 MEDCRAFT, Francis M.LSCV1
 MacDONALD, Stephen J.P1PC3
 McPHERSON, Robert R.P1CR3
 NELSON, Brian M.LSEG2
 OTWAY, Albert A.LSCS2

PHILLIPS, Terrence A.LSEF2
 POECKENS, Dennis E.LSCS2
 PRINGLE, Gilbert J.P1AC3
 ROBERTS, ArthurP1CR3
 ROY, Leon F.P1PC3

SEWARD, William K.P2CR2
 SEYMOUR, Paul A.P2BD3
 VANDEWATER, Vernon R.C2PC4
 WIGHT, Roy W.LSCV1
 WILSON, Frederick W.P2CR2

RETIREMENTS

CPO WILLIAM VERNON ADIE, 43, C2CK3, of Victoria, B.C., joined November 18, 1938; served in *Naden, Ottawa, Stadacona, Cornwallis, St. Croix, Avalon, York, Protector, Ontario, Beacon Hill, Cayuga*; awarded Long Service and Good Conduct Medal November 18, 1953; retired November 17, 1959.

CPO JOSEPH HERMENEGILDE MAURICE DARVEAU, 45, C1G14, of Quebec, P.Q. joined RCNVR April 28, 1932, RCN August 18, 1934; served in *Stadacona, Saguenay, Champlain, St. Laurent, HMS Excellent, Prince Henry, Cornwallis, Annapolis, Huron, Peregrine, Niobe, Ontario, Naden, Haligonian, Nootka, Magnificent, Montcalm, D'Iberville*; awarded Long Service and Good Conduct Medal April 24, 1950; retired November 19, 1959.

CPO LAWRENCE WILLIAM THOMAS HOWE, 45, C1EM3, of Halifax, N.S.; joined November 12, 1934; served in *Stadacona, Saguenay, St. Laurent, Skeena, HMS Victory, Assiniboine, Scotian, Iroquois, La Hullose, Micmac*; awarded Long Service and Good Conduct Medal November 12, 1949; retired November 11, 1959.

CPO HARRY KILVINGTON, 39, C2Q14, of Calgary, Alberta; joined April 17, 1939; served in *Naden, Stadacona, Assiniboine, HMS Excellent, Eyebright, Avalon, Hepatica, Oakville, Cornwallis, Niobe, Saskatchewan, Edmunston, Peregrine, HMS Ferret, Matane, Gryme, Givenchy, Ehkoti, Chippawa, Crusader, Beacon Hill, New Glasgow*; awarded Long Service and Good Conduct Medal December 7, 1953; retired November 25, 1959.

CPO GORDON WILLIAM MacNEILL, 42, C1RT4, of Ottawa, Ont.; joined RCNVR Feb. 7, 1939; transferred to RCN Dec. 11, 1939; served on Div. Strength, Ottawa, and in *Stadacona, Assiniboine, HMS Dominion, Ottawa, St. Hyacinthe, Venture, Lamalbaie, Scotian, Bytown, Newport Corner, Warrior, Magnificent, Gloucester, Quebec, Donnacona, Albro Lake, Lanark*; awarded CD March 16, 1953; retired November 6, 1959.

CPO CHARLES PHILIP MORAN, 50, C1ST4, of Bethune, Sask.; joined RCNVR September 14, 1939, RCN Jan. 14, 1941; served in *Naden, Givenchy, NOIC Vancouver, Prince Robert, Burrard, Peregrine, Chaleur, Discovery, Tecumseh, Ontario, Cornwallis, Stadacona, Shearwater*; awarded CD September, 1952; retired November, 1959.

CPO RALPH SYDNEY MOTT, 42, C2EM4, of Dartmouth, N.S.; joined RCNR Nov. 15, 1939; transferred to RCN March 1, 1941; served in *Stadacona, Interceptor, Collingwood, Cornwallis, Protector, BD3, Niobe, Devonshire, Uganda, Kincardine, Scotian, Nootka, St. Stephen, La Hullose, Crescent, Quebec, Huron, Cape Breton, Hunter, Iroquois*; awarded CD January 21, 1952; retired November 14, 1959.

CPO HENRI LOUIS PARE, 40, C1CK3, of Lake Magantic, Que.; joined RCNR November 24, 1939; transferred to RCN September 4, 1945; served in *Stadacona, Prince David, Prince Henry, Naden, St. Hyacinthe, Cornwallis, Avalon, Scotian, Warrior, Magnificent, Shearwater, Nootka, Bonaventure*; awarded CD April 22, 1952; retired November 24, 1959.

LDG. SEA. JOHN LACKIE PATTERSON, 38, L5QM2, of Nanton, Alberta; joined September 16, 1940; served in *Naden, HMS Dominion, Saguenay, Stadacona, Venture, Q-053, Niobe, Avalon, Brandon, Sunbeam, Hochelega II, Peregrine, Micmac, Llewellyn, Scotian, Iroquois, Warrior, RCNAS Dartmouth, Lloyd George, Antigonish, Sault Ste. Marie, Tecumseh, Quebec, Magnificent, Bonaventure*; awarded CD August 6, 1953; retired November 16, 1959.

CPO ROBERT RYAN RICHARDS, 43, C2ER4, of Quebec, P.Q.; joined RCNVR February 16, 1934; transferred to RCN October 5, 1945; served on Quebec Div. strength and in *Stadacona, Viernoe, Marlis, Ste. Eloi, Mata-pedia, Niobe, HMS Ferret, Avalon, Lethbridge, Peregrine, Vegreville, Cornwallis, Sussexvale, Shelburne, Montcalm, Orangeville, Scotian, Crescent, Swansea, Prestonian, RNEO Pictou, Lauzon, Labrador*; awarded CD October 30, 1951; retired November, 1959.

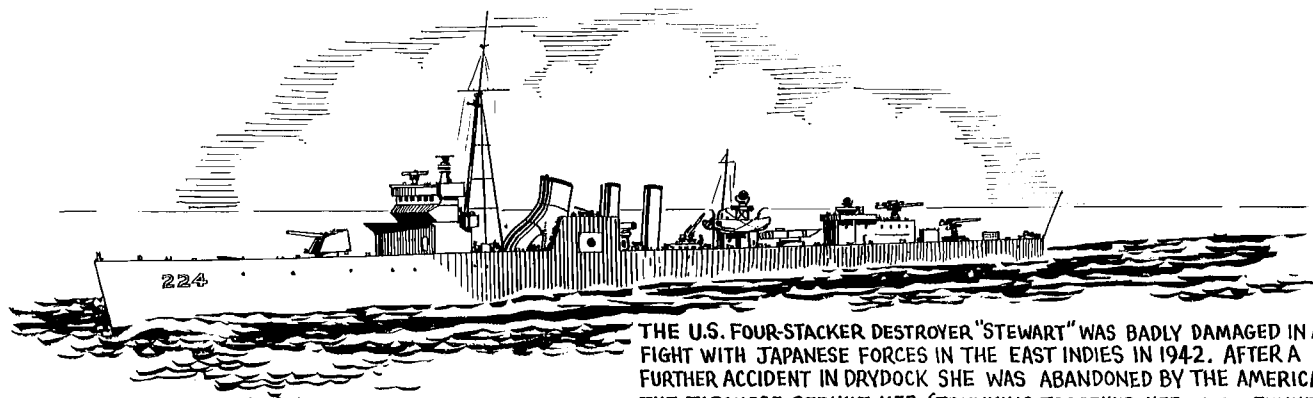
CPO JOHN CHARLES SPIDELL, 40, C1SH3, of Halifax, N.S.; joined RCNVR November 10, 1939; transferred to RCN Feb. 17, 1944; served *Stadacona, NOIC Toronto, HMS Puncher, Cornwallis, Niobe, Scotian, Warrior, Magnificent, Sydney, Cape Scott*; awarded CD November 20, 1951; retired November 10, 1959.



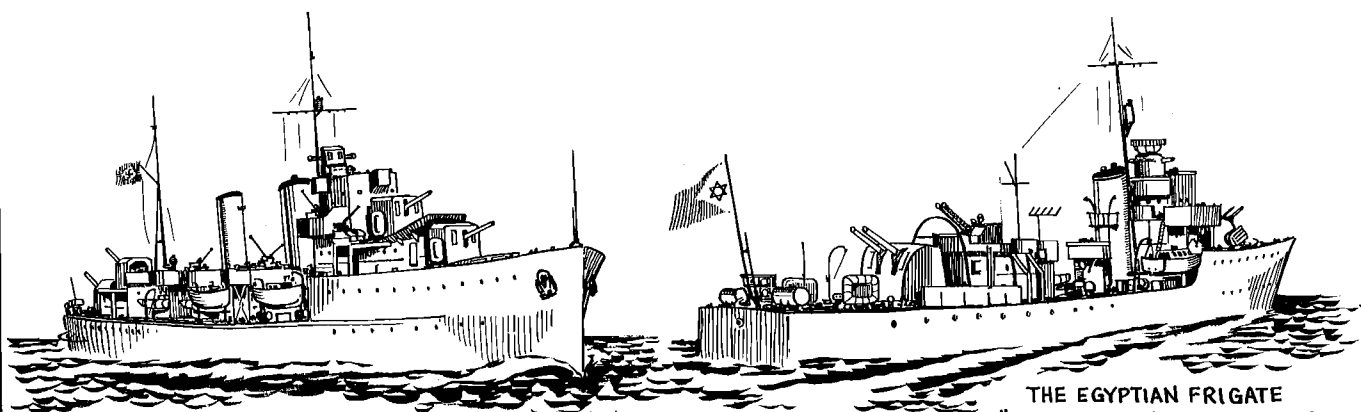
The Second Branch Officer Candidates' Educational Course got underway at Naden in October, rather than in January as similar previous courses. The 18 candidates will complete a course consisting of science, mathematics, political geography, history and literature built around a core of communication of ideas with the pen and voice. Candidates are (left to right) front row: Chief Petty Officers J. H. Gower, M. T. Semenick, K. A. Day, J. W. Williamson; H. E. Warman; H. J. Achtzener; William Curry; W. E. Rhodes, and D. J. De Ste. Croix. Rear row: Chief Petty Officer Steve Cowell; C. D. Allen; H. B. Cutler, and N. H. Thompson; Petty Officers W. G. Gray and J. C. Jessop; CPO K. B. Leadley and PO C. S. Brown. (E-52800)

Naval Lore Corner

Number 78
"SHIPS THAT CHANGED SIDES"

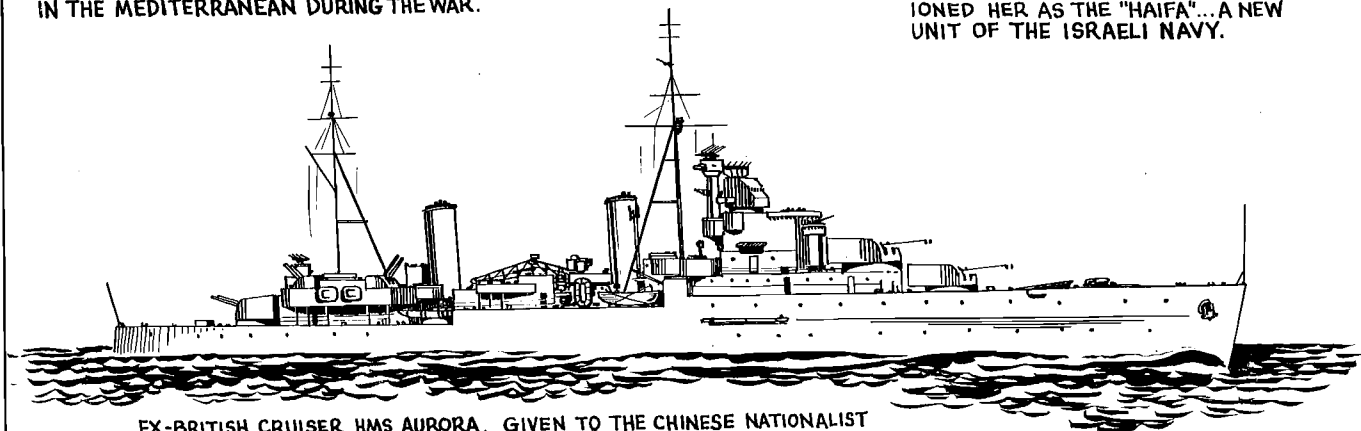


THE U.S. FOUR-STACKER DESTROYER "STEWART" WAS BADLY DAMAGED IN A FIGHT WITH JAPANESE FORCES IN THE EAST INDIES IN 1942. AFTER A FURTHER ACCIDENT IN DRYDOCK SHE WAS ABANDONED BY THE AMERICANS. THE JAPANESE REBUILT HER (TRUNKING TOGETHER HER FORE-FUNNELS). SHE SURVIVED THE WAR AND FELL BACK INTO U.S. HANDS IN 1945.



EX-GREEK DESTROYER "VASILEFS GEORGIOSI" CAPTURED BY AXIS FORCES AND RENAMED "HERMES". SHE WAS ONE OF THE VERY FEW GERMAN-MANNED SURFACE UNITS IN THE MEDITERRANEAN DURING THE WAR.

THE EGYPTIAN FRIGATE "IBRAHIM AWAL" SURRENDERED TO ISRAELI NAVAL FORCES HALF AN HOUR AFTER SHE COMMENCED SHELLING HAIFA BAY ON 31 OCT, 1956. THE ISRAELIS TOWED HER INTO PORT AND RE-COMMISSIONED HER AS THE "HAIFA"... A NEW UNIT OF THE ISRAELI NAVY.



EX-BRITISH CRUISER HMS AURORA, GIVEN TO THE CHINESE NATIONALIST NAVY IN 1948, DEFECTED TO THE COMMUNISTS IN EARLY 1949. SHE WAS LATER BOMBED AND SUNK BY HER FORMER OWNERS, BUT WAS SALVAGED AND RE-COMMISSIONED BY THE REDS. SHE IS NOW NO LONGER EFFECTIVE.

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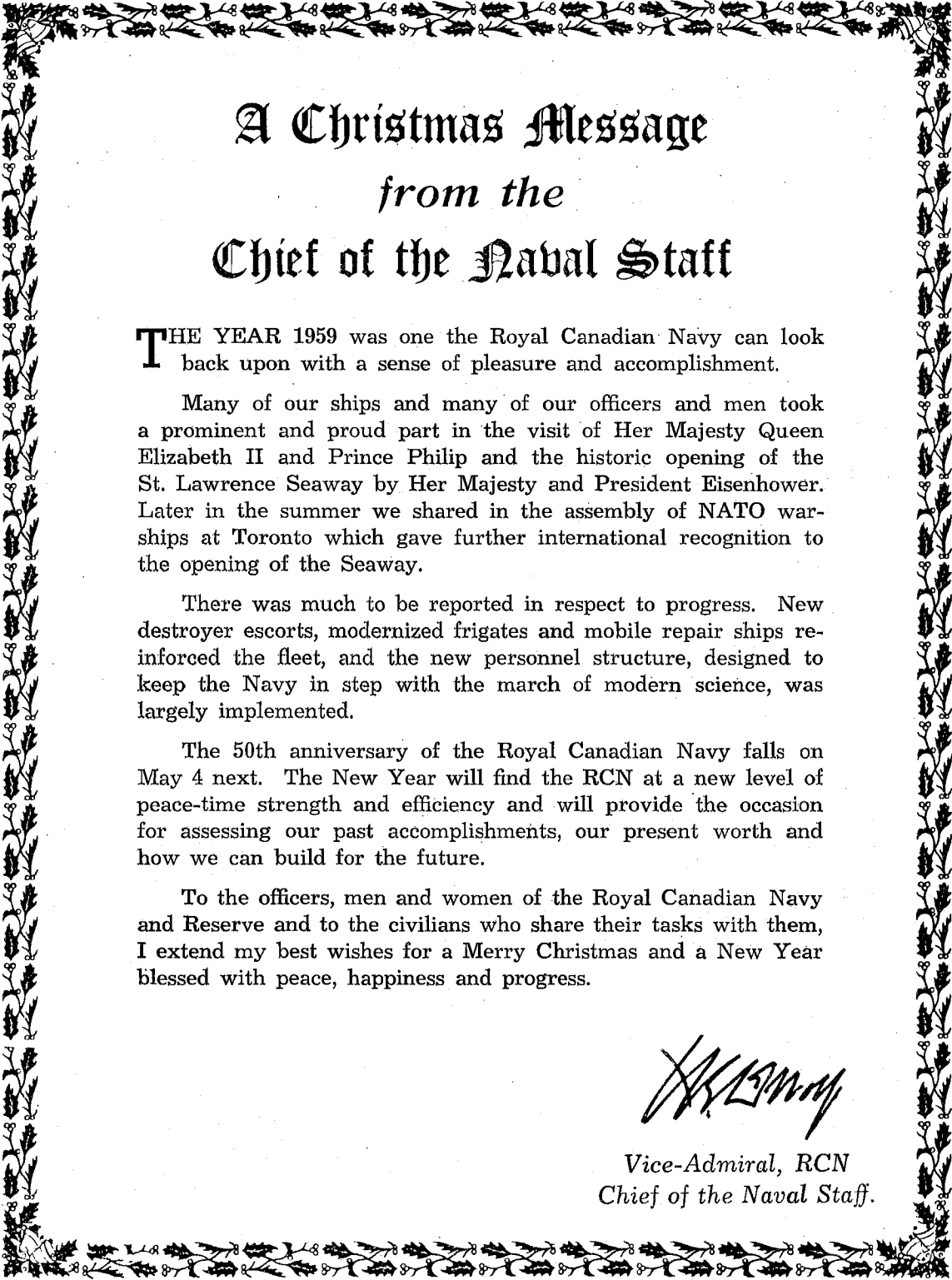


The CROWSNEST



Vol. 12 No. 1

Christmas, 1959



A Christmas Message from the Chief of the Naval Staff

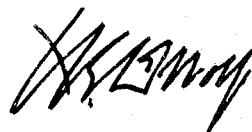
THE YEAR 1959 was one the Royal Canadian Navy can look back upon with a sense of pleasure and accomplishment.

Many of our ships and many of our officers and men took a prominent and proud part in the visit of Her Majesty Queen Elizabeth II and Prince Philip and the historic opening of the St. Lawrence Seaway by Her Majesty and President Eisenhower. Later in the summer we shared in the assembly of NATO warships at Toronto which gave further international recognition to the opening of the Seaway.

There was much to be reported in respect to progress. New destroyer escorts, modernized frigates and mobile repair ships reinforced the fleet, and the new personnel structure, designed to keep the Navy in step with the march of modern science, was largely implemented.

The 50th anniversary of the Royal Canadian Navy falls on May 4 next. The New Year will find the RCN at a new level of peace-time strength and efficiency and will provide the occasion for assessing our past accomplishments, our present worth and how we can build for the future.

To the officers, men and women of the Royal Canadian Navy and Reserve and to the civilians who share their tasks with them, I extend my best wishes for a Merry Christmas and a New Year blessed with peace, happiness and progress.



Vice-Admiral, RCN
Chief of the Naval Staff.

The CROWSNEST

Vol. 12 No. 1

THE ROYAL CANADIAN NAVY'S MAGAZINE

NOVEMBER, 1959

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The Cover—The airborne saint has had rather a rough time of it in recent years, but he still remains the symbol of generosity, merriment and thoughtfulness for others and plays a stellar role in Christmas festivities. The ship on the moonlit sea is the *St. Laurent*.

The Crowsnest Extends to Its Readers All Best Wishes for Christmas and the New Year

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RCN NEWS REVIEW

Supplies go on board the Cape Breton at Esquimalt in anticipation of her commissioning as the Royal Canadian Navy's second mobile repair ship on November 16. (E-52984)

First Sea Lord Visits Canada

The First Sea Lord, Admiral Sir Charles Lambe, accompanied by Lady Lambe, visited Canada and the United States in late October and early November to meet the Chief of the Canadian Naval Staff and the Chief of Naval Operations, United States Navy. The talks were confined to exchanges of views on naval matters of mutual interest.

The First Sea Lord was in Canada from October 27 to October 30 and in the U.S.A. from October 30 to November 8. It was the first visit of Admiral Sir Charles Lambe as First Sea Lord, to Canada and the United States.

Admiral and Lady Lambe arrived by air at Montreal's Dorval airport, where they were met by Commodore H. L. Quinn, Senior Naval Officer, River St. Lawrence Area, and Captain R. G. Dreyer, Senior Naval Liaison Officer for the United Kingdom in Canada. They then flew to Ottawa.

On arrival at Uplands airport Admiral Lambe and Lady Lambe were met by Vice-Admiral H. G. DeWolf, Chief of the Naval Staff. During their stay in Ottawa they were guests of the United

Kingdom High Commissioner, at Earncliffe.

During his Ottawa visit, Admiral Lambe called on Hon. George R. Pearkes, VC, Minister of National Defence, and Vice-Admiral DeWolf and met informally with the Chiefs of Staff and with the Naval Board.

Admiral Lambe was guest of the Navy at a mess dinner at HMCS Carleton on Wednesday evening.

On Friday morning, October 30, Admiral and Lady Lambe left from Uplands airport for Washington.

Record Blood Clinic Held

Naval personnel of the Atlantic Command were prominent in blood donations to the Red Cross during October, with one record clinic achieved and recognition for 11 naval donors from the Lieutenant-Governor of the Province, Major-General the Hon. E. C. Plow.

The aircraft carrier *Bonaventure* contributed a record 368 pints to the Red Cross on the afternoon of October 22 and most of the 23rd. This compared to 251 pints realized last January and 234 in 1957. The Third Escort Squadron gave a healthy 204 pints on the morn-

ing of the 22nd, the destroyer escort *Cayuga* leading squadron ships with 89 donors.

On the 26th, 11 naval personnel were involved in presentation of 30-donation pins and 20-donation scrolls by the Lieutenant-Governor in the Red Chamber of the Province House. A total of 170 Halifax-Dartmouth citizens were being honoured at that ceremony.

Awarded pins were CPO C. L. Benjamin, *Shearwater*; Lt. Ronald Costar, *Fort Erie*; Inst. Lt. A. H. Gibson, *Bonaventure*; Ldg. Sea. Jack Ellison, *Stadacona*; PO Ralph Paulsen, *Stadacona*; CPO Ronald Pearson, *Sioux*; PO Owen Smith, *Stadacona*; CPO David Weir, *Bonaventure*, and PO William Hargreaves, *Bonaventure*.

Awarded scrolls were PO Arthur Tippet, *Huron* and PO Wilburne Shaw, *Stadacona*.

College Courses For 10 Sailors

Ten men from the lower deck were promoted to the rank of Cadet, RCN, this fall and are attending Canadian Services Colleges or Universities under the RCN's College Training Plan. The CTP provides fully subsidized university education leading to a degree and a commission in the Navy.

The ten men, with their former ranks are: Ldg. Sea. Gerhard Franz Biesinger; AB Earl C. Cole; PO Gordon Coon; PO John A. Forbes; PO Michael J. Kendrick; Ord. Sea. Mark E. McDonnell; PO Jerry P. Stevenson; Ldg. Sea. John R. Walter; PO Stuart B. Wiley and PO Brian Wyatt.

Cadet Biesinger will take a four-year course in electrical engineering at

Queen's University. Born in Germany, he entered the RCN in March 1955 and later specialized as an electrician's mate and radio artificer. He is a qualified clearance diver.

Cadet Cole will attend Royal Military College. Born in Saskatoon, he entered the RCN in November 1957 and was an administrative writer.

Cadet Coon will take a three-year

course in mathematics and physics at the University of New Brunswick. He was born in Eaton, Sask., and entered the RCN at Vancouver in November, 1951. He was an engineering mechanic and served in the *Ontario*, *Sioux*, *Cru-sader* and *Cayuga*.

Cadet Forbes will take a three-year course in mathematics and physics at Queen's University. He was born in

QUEEN'S COMMENDATION AWARDED THREE



CDR. KENNETH LEWIS



PO R. G. SEAGER



LDG. SEA. C. CLYDE ROSE

HER MAJESTY THE QUEEN has been pleased to approve the award of the Queen's Commendation for Brave Conduct to one officer and two men of the Royal Canadian Navy in recognition of their bravery in fighting a serious fire in the engineroom of the Norwegian Motor Ship *Ferngulf* near Vancouver May 1, 1959.

The awards have been made to Cdr. (E) Kenneth E. Lewis; PO Richard Seager, and Ldg. Sea. Charles Clyde Rose.

Cdr. Lewis' citation reads: "Commander Lewis, on May 1, 1959, off Vancouver, B.C., led a fire fighting team of RCN and USN personnel to fight a serious fire in the engine room of the M/S *Ferngulf*. With great coolness Commander Lewis entered the burning engine room and personally directed fire fighting operations in spite of the smoke, heat, and complete lack of light. Despite the fact that all signs and tallies were written in Norwegian, which he could not understand, this officer succeeded in finding the main supply lines and cutting off the flow of oil that was feeding the fire. He also, with great personal courage, fought a bilge fire

below one of the high-pressure-air starting tanks for the diesel engines, knowing full well that there was a danger that the tanks might explode violently from excessive pressure. By cool-headed application of his technical skill and by fine personal leadership this officer saved the ship from being a total loss and undoubtedly saved lives that would have been lost had she blown up."

PO Seager is cited for taking charge of a section of men and "skilfully and diligently directed their efforts towards extinguishing a dangerous bilge fire . . ." The citation adds, "The courage and leadership displayed by Petty Officer Seager were of the highest order and did much to inspire his men."

The citation for Ldg. Sea. Rose reads, in part: "He displayed qualities of initiative and leadership beyond that normally found in a man of his rank. On several occasions he volunteered for the dangerous job of crawling into the bilges to remove and extinguish burning debris and by these actions and his alacrity in carrying out the work assigned to him, he brought the highest

credit to the Royal Canadian Navy."

At the time, Cdr. Lewis was serving in HMCS *Assiniboine* as Squadron Technical Officer, PO Seager was in the *Saguenay* and Ldg. Sea. Rose in the *Assiniboine*. The ships were visiting in Vancouver as was the U.S. Submarine *Capitane*.

When word of the fire was received a volunteer firefighting party was immediately organized with Cdr. Lewis in charge. It consisted of three officers and three men from the *Saguenay*, four men from the *Assiniboine* and ten men from the *Capitane*.

On arrival, Cdr. Lewis quickly deployed his volunteer firefighters and on finding most of the ship's fire extinguishers already emptied, ordered a Terry pump on board a nearby tug to be manned and "fog" was applied to the starboard side of the engine room to prevent a second explosion.

The fire was attacked at 7:15 p.m. and was under control 25 minutes later.

Cdr. Lewis is now serving at *Naden* as Apprentice Training Officer. PO Seager and Ldg. Sea. Rose are still with the *Saguenay* and *Assiniboine*.

Kingston, Ont., and entered the RCN in August 1952 at Vancouver, and was in visual communications.

Cadet Kendrick will take a three-year course in mathematics and physics at the University of New Brunswick. He entered the RCN in March 1954 and was in the ordnance branch.

Cadet Mark Edgar McDonnell will attend the University of Western Ontario, taking a science course. He was born in Peninsula, Ontario, and entered the RCN in 1958. He specialized in radar plot.

Cadet Stevenson will take a three-year mathematics and physics course at the University of British Columbia. He entered the RCN in January 1952 and was in radio communications.

Cadet Walter will take a four-year course in electronic engineering at the University of Toronto. He was born in Toronto, and entered the RCN in 1955, specializing in radar.

Cadet Wiley will take a four-year course in mechanical engineering at the University of Manitoba. He was born in Winnipeg and joined the RCN in 1955, serving as an engineering mechanic.

Cadet Wyatt will take a three-year course in mathematics and physics at the University of Western Ontario. He was born in England and was in the Royal Navy nine years before transferring to the RCN in 1954. He was an administrative writer.

Officers from 13 Nations Visit RCN

Fifteen senior naval officers from 13 nations have toured Canadian naval and commercial installations as guests of the Royal Canadian Navy.

The officers were participants in a United States Navy Senior Allied Officers Supply Management Course in Washington, D.C. The purpose of the course was to acquaint officers from other nations with USN supply method. This was the first time a visit to naval and industrial establishments in Canada had been arranged.

Countries represented were: Canada, Ecuador, Germany, Greece, Japan, Korea, Norway, Peru, Philippines, Taiwan, Turkey, Spain and the United States.

Captain (S) Leonard J. Nairn, RCN, of Vancouver and Ottawa, was the Canadian naval officer taking the course.

The officers arrived November 5, in Montreal, where they visited the Naval Supply Depot, the RCN Supply School, and Canadair Limited.

On November 8, the group visited Ottawa, and the next day flew to Halifax. They toured the *Cape Scott*, RCN



The U.S. schooner *Lady of Fatima* radioed for help 40-odd miles off Halifax so an injured crew man could be hospitalized October 23. The RCN Air Station sent off a Tracker and two helicopters for the mission. When the fishing vessel's rigging prevented a pick-up from the deck, the patient was towed astern in a dory. The rescue helicopter piloted by Lt.-Cdr. William Frayn, commanding officer of HU 21, approached the dory for the transfer. The injured man, wearing a life jacket, sits facing the aircraft. He had mangled his hand in a winch. (DNS-24578)

fleet maintenance and supply vessel, *Stadacona* and *Shearwater*.

They returned to Montreal by air November 11 and proceeded by train for Washington.

Students Go to Sea In West Coast Ships

Representative students and staff members of high schools, private schools and colleges of the lower British Columbia area have been spending time at sea with the Royal Canadian Navy.

Between September 26 and October 10, a series of one-day cruises were conducted by five destroyer-escorts of the Pacific Command's Second Canadian Escort Squadron.

Taking part in the student cruises were HMC Ships *Assiniboine*, (senior ship of the squadron), *Margaree*, *Fraser*, *St. Laurent* and *Ottawa*. Invitations for the one-day trips went to private and high schools, and colleges of the Victoria, Nanaimo, Vancouver and Fraser Valley areas, and included Victoria College and the University of British Columbia.

The cruises were designed to familiarize the students and school staff representatives with ships of the Royal Canadian Navy, their functions and capabilities, and their officers and men.

The program also provided a first-hand insight into career opportunities in the Navy.

Responsible for arrangements were Lt. Albert A. Allen and Inst. Lt. James M. Clark—both Schools Relations Officers for the British Columbia area.

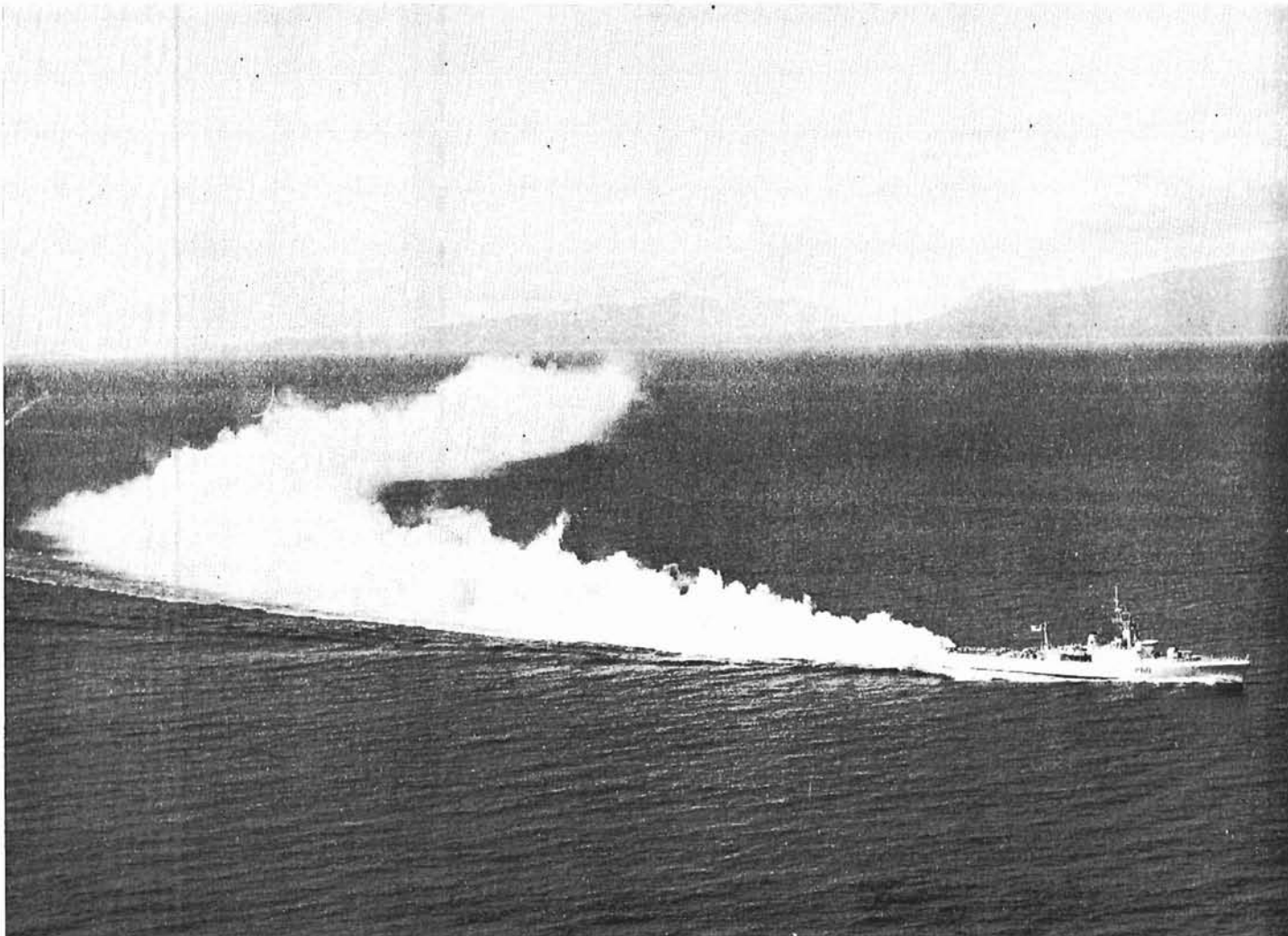
Astute Ends Third East Coast Tour

The submarine *Astute* left Halifax for the United Kingdom November 10 to close off a tour of duty with the Royal Navy's Sixth Submarine Squadron here that began towards the end of June.

The *Astute* steamed about 10,000 miles while attached to the Halifax station, visiting Bermuda, Boston and St. John's, Nfld., in the course of her operations.

She was replaced by another streamlined "A" class submarine, HMS *Auriga*, which arrived in Halifax two days later.

This was the third tour of duty in Halifax for the *Astute*. For part of 1950, the boat operated out of Halifax and, in 1955-56, she was the first submarine in the then newly constituted Sixth Submarine Squadron of the RN here. Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, said a personal farewell. The band of the RCN Air Station, *Shearwater*, provided music as service and community friends saw the *Astute* away.



The newest in a long line of Columbias lays down a smoke screen during trials in West Coast waters. (E-51481)

TWO FOR THE FLEET

Columbia, Chaudiere commissioned in November on Canada's opposite coasts

TWO BRAND NEW ships were commissioned into the RCN in November, a continent apart in space but only a week apart in time.

At Vancouver, the sixth destroyer escort of the Restigouche class, HMCS *Columbia*, entered the Navy's service on November 7, and later sailed for Halifax to join the Fifth Canadian Escort Squadron, which is composed of ships of her own class.

And in an impressive ceremony at Halifax on November 14, at which the Prime Minister was the guest of honour, HMCS *Chaudiere* became the Fleet's latest acquisition. The Chief of the

Naval Staff, Vice-Admiral H. G. De-Wolf, attended at the commissioning of the *Chaudiere*, and the service was conducted by the two Chaplains General of Canada's Armed Forces.

Up-to-date in every respect, both the new ships carry the latest weapons and equipment, and are rated among the most modern and effective anti-submarine ships in the world.

Both ships take their names from illustrious predecessors. The *Columbia* is the fifth warship to bear the name. Perhaps her immediate predecessor, the ex-USS *Haraden*, a World War One "four stacker" which rendered yeoman

and inspiring service on convoy escort duty in the Second World War will be the most remembered.

HMCS *Chaudiere* had only one predecessor, the former Royal Navy destroyer HMS *Hero*, which was turned over the RCN in 1943.

Prime Minister John Diefenbaker, at the commissioning of the *Chaudiere*, spoke only briefly, out of consideration for the hundreds of civilians and sailors who stood in the cold drizzle that attended the ceremony. The religious ceremony was conducted by Brigadier the Venerable John W. Forth, Protestant Chaplain General, and the Right

Rev. Ronald Maclean, Roman Catholic Chaplain General.

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, paid tribute to the workmanship of HMC Dockyard's "neighbour", the Halifax Shipyards.

The ship was handed over by John Lezie, general manager of Halifax Shipyards, and the acceptance papers were signed by Rear-Admiral (E) B. R. Spencer, Chief of Naval Technical Services, and Cdr. V. J. Wilgress, commanding officer of the new ship, on behalf of the Royal Canadian Navy.

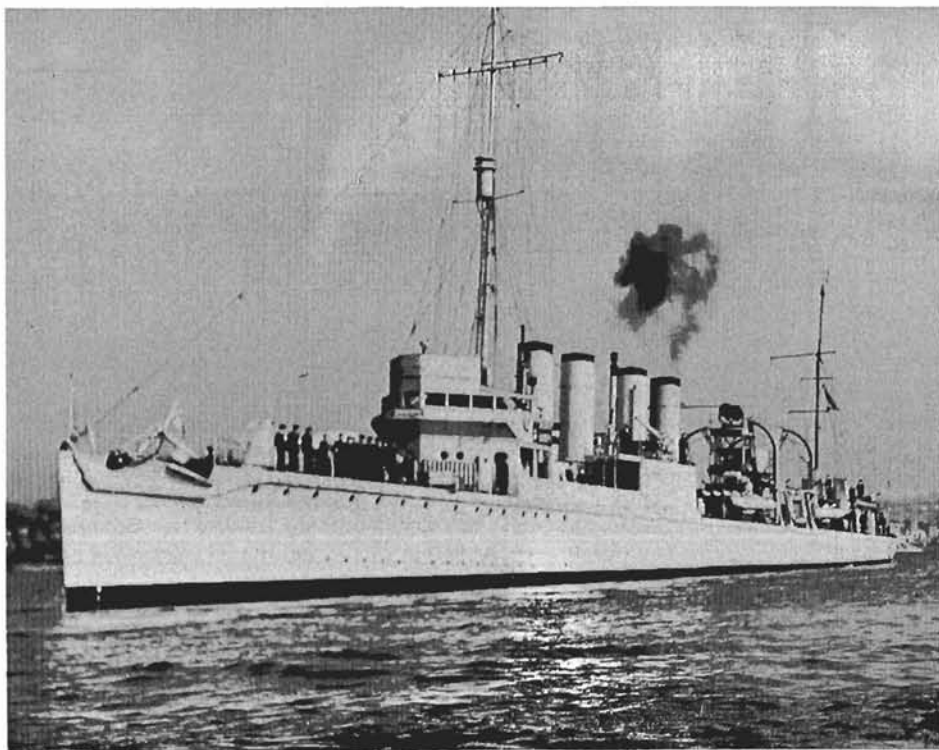
Admiral Spencer was also present at the commissioning of the *Columbia* a week earlier in Vancouver. The new ship was welcomed on behalf of the Dominion Government by W. H. Payne, MP for Coast-Capilano. Other speakers were Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, and Cdr. O. H. Messeck, Resident Naval Overseer.

Religious services for the *Columbia* were conducted by Brigadier Forth and Chaplain of the Fleet (RC) J. E. Whelley.

Hon. Clarence Wallace, president of Burrard Drydock Company, formally handed over the ship and she was accepted into the RCN by Rear-Admiral Spencer and Cdr. W. P. Hayes, the *Columbia's* commanding officer.

Like their sister-ships, the *Chaudiere* and *Columbia* are equipped with the most modern equipment and weapons for the detection and destruction of submarines.

This is the four-stacker destroyer, HMCS *Columbia*, of the Second World War, but needless to say, she did not often present the tiddley appearance shown here. (H-491)



HMCS *Chaudiere*, Second World War destroyer, was the first to bear the name. She was formerly HMS *Hero*. (A-1004)

The sonar, which is the result of intensive study and exhaustive trials in Canada, has a greater range than the types previously in use.

Anti-submarine weapons are the principal armament. These include two mortar mountings, each capable of firing three high explosive projectiles rapidly and with great accuracy in any direction. The mortar is controlled by means of electronic apparatus which locates and tracks the submarine and fires the mortar at the correct moment.

They are also equipped with homing torpedoes—with improved capabilities over those fitted in earlier destroyer escorts—which can alter course to pur-

sue any enemy target taking evasive action on or below the surface.

Other weapons include one twin 3-inch-70 calibre gun mounted forward and one twin 3-inch-50 calibre mounting aft. Although primarily anti-aircraft weapons, each with an extremely high rate of fire, they can be used effectively in surface action.

Chaudiere

The first *Chaudiere* was a former Royal Navy destroyer turned over to Canada and commissioned with her new name on November 15, 1943.

As HMS *Hero* she had seen considerable action against the enemy; and as HMCS *Chaudiere* she took part in the destruction of three U-boats within a period of less than seven months.

During the forenoon of March 5, 1944, while the escort group of which the *Chaudiere* was a unit was escorting a convoy bound for the United Kingdom, HMCS *Gatineau* obtained a submarine contact. This was the U-744, which was to lead its pursuers on what was to become the second longest "hunt to exhaustion" for a submarine on record. It took the destroyers, including the *Chaudiere*, a total of 32½ hours and 291 depth charges to vanquish the U-boat.

In April 1944 the *Chaudiere* was assigned to EG-11, a hunter-killer group of RCN destroyers based at Londonderry.

In August of that year the *Chaudiere* teamed with other ships of this group in the destruction of the U-621 in the Bay of Biscay, west of La Rochelle.

The third U-boat sinking in which she was to play a part took place only two days later. Returning to Londonderry on August 20, HMCS Ships *Chaudiere*, *Ottawa* and *Kootenay* vigorously attacked a submarine contact about 20 miles southwest of Ushant,

most westerly point of France. However, it was not until some time later that the three Canadian destroyers were credited with the destruction of the U-984.

The *Chaudiere* returned to Canada in November, 1944, for refitting but, with the disbanding of EG-11 on June 6, 1945, she was declared surplus to requirements and was eventually sold for scrap.

To her successor she left the battle honours: Atlantic 1944, Normandy 1944, and Biscay 1944.

Columbia

The first *Columbia* was an ex-privateer brig which, sailing out of Boston under the name "Curlew", was captured near Cape Sable in 1812 and commissioned as HM Sloop of War *Columbia*. The second was a steam paddle vessel which served on the North American Station from 1832 until 1857. The next to bear the name was a British trawler which saw service in 1914-1915 and was commanded by a Canadian, Lt.-Cdr. W. H. Hawthorne, RNR. The fourth *Columbia*, and the best-known of the new ship's predecessors, was the

Second World War destroyer, one of seven U.S. Navy "four-stackers" which were turned over to Canada.

Formerly the USS *Haraden*, she was commissioned into the RCN at Halifax, on September 24, 1940, and was principally engaged in escort duties during her active service with the Navy.

In early 1941 she was assigned to the Fourth Escort Flotilla of the Clyde Escort Force and remained with that group until June of the same year when along with other Canadian warships, she was withdrawn from the United Kingdom waters to be re-assigned to the Newfoundland Escort Force.

In January 1942 the *Columbia* was transferred to the Western Local Escort Force which had its base at Halifax.

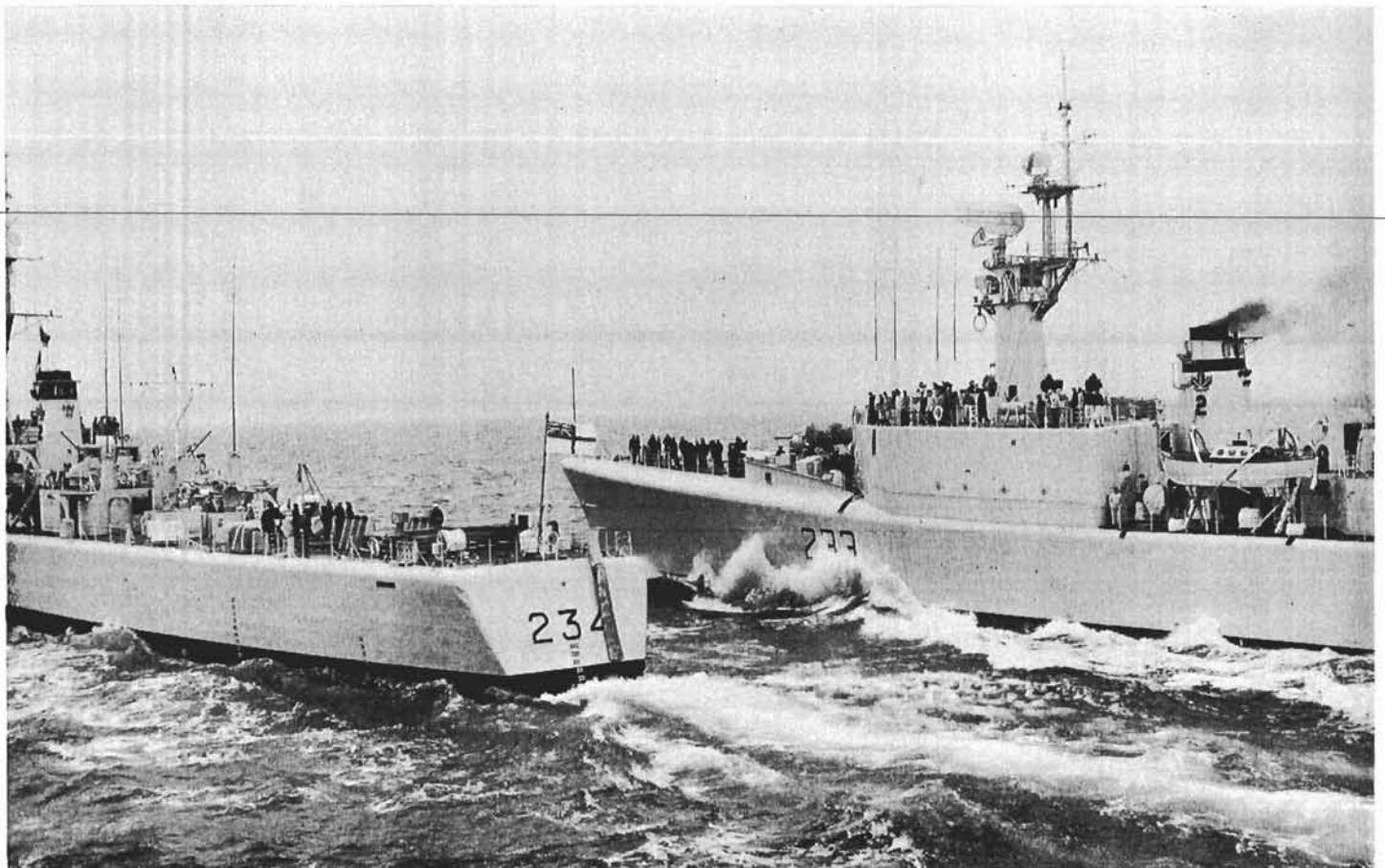
It was while engaged in local escort duties that the *Columbia* played a vital part in the saving of two ships, a merchantman and a disabled British destroyer.

In October 1942 a merchant ship, the SS *Mathew Luckenbach*, was rammed in the starboard quarter by another merchant ship. The crew, abandoning the ship when the engine room began to flood, later returned to it after a

party from the *Columbia* boarded the *Mathew Luckenbach* and carried out emergency repairs. With volunteers from the ship assisting them, the *Columbia's* personnel were able to get the ship under way and she finally reached Halifax under her own power.

In January 1943 the *Columbia* performed her second rescue mission. This was the towing to Halifax, in high seas and rough conditions, of the British destroyer HMS *Caldwell*. The *Caldwell*, previously damaged in a storm, was being towed by a tug from St. John's, Newfoundland, to Boston for repairs when a storm of hurricane force blew up. The tow parted and attempts by other ships to take the *Caldwell* once more in tow were unsuccessful until the *Columbia*, on her second try, was able to pass a line which the *Caldwell* held. The tow, a distance of 370 miles, took 43 hours.

Following an accident in February 1944, when she damaged her bow against a cliffside in heavy fog, the *Columbia* was retired from active service. She was later used as a fuel and ammunition hulk for ships refitting at Liverpool, N.S.



Cruises on board warships of both the Atlantic and Pacific Commands were arranged for high school students during the autumn. On the occasion pictured here the bridge was aswarm with students as the Fraser (right) came alongside with the Assiniboine for a jackstay transfer of personnel during a West Coast cruise. (E-52450)

OFFICERS AND MEN

Cadets Taken on Tour of Bases

Nearly 200 officer cadets and staff members of the Canadian Services College, Royal Roads, observed their annual "military week-end" program in late October.

Sixty of the young officers-of-tomorrow went to the big United States Navy base at Bremerton, Washington, for a tour of ships and establishments there. They journeyed to and from the U.S. base in the frigate *Sussexvale*.

Fifty-five of the officer cadets travelled to Calgary to visit army installations of that area, while 63 of them toured the Royal Canadian Air Force station at Comox. At each place the cadets studied the functions and operations of the military base being visited.

The annual "military week-end" program is designed to familiarize the officer cadets with activities of all three armed forces.

U.K. NATO Officers On Visit to Canada

Admiral Sir William Davis, Commander-in-Chief of NATO's Eastern Atlantic Area, and Air Marshal Sir Edward Chilton, Commander-in-Chief Air, Eastern Atlantic Area, visited Canada in early November.

During their visit they conferred with

senior officers of the Canadian Armed Forces.

The party arrived at *Shearwater* Tuesday afternoon, November 3. The next day they flew to the RCAF station at Greenwood, N.S. and later that day took off for Ottawa for a two day visit.

The party left for the United Kingdom from Montreal November 9.

Admiral Davis, who is also Commander-in-Chief of the British Home Fleet, was accompanied by his Chief of Staff, Rear-Admiral J. B. Frewen. Air Marshal Chilton, who also holds the position of Air Officer Commander-in-Chief, RAF Coastal Command, was accompanied by Air Vice-Marshal W. E. Oulton, his Senior Air Staff Officer.

Fuel Economy Is Aim of Suggestion

A suggestion by CPO Keith Arthur Toll has earned him a cash award from the Suggestion Award Board of the Public Service of Canada.

CPO Toll suggested a damper control for oil flow transmitters used in ships of the RCN. This modification is expected to save in fuel used by ships and result in more economical steaming.

CPO Toll was born in London, Ontario, February 25, 1924. He entered the wartime RCNVR in May 1942 and transferred to the permanent force March 20, 1944. He is now serving in the *Fraser*.

Promotion for Petty Officer

Former Petty Officer Ronald Dick Speed has been promoted to the rank of Acting Commissioned Boatswain. He has been appointed to the *Fraser*.

A/Cd. Bos'n Speed served in the wartime RCNVR and joined the permanent force at HMCS *Chippawa*, Winnipeg naval division in May 1946. He has served on both coasts and at sea in the aircraft carrier *Magnificent*, the cruiser *Ontario* and the destroyer escorts *Cayuga*, *Crescent* and *Crusader*.

Three Officers to Serve in Viet-Nam

Appointment changes for officers of the Royal Canadian Navy serving with the Military Component, Canadian Delegation, Viet-Nam on the International

Supervisory Commission in Indo-China have been announced effective December 7.

Appointed for duty with the Military Component in Viet-Nam are: Lieutenant-Commanders Benjamin N. Weber, Vincent F. Lambie, Frank B. Barclay.

Returning to Canada from Viet-Nam are Lieutenant-Commanders F. M. Proud, Stuart B. Fraser, and Acting Lt.-Cdr. John C. Payne.

Lt.-Cdr. Proud has been appointed Area Recruiting Officer at HMCS *Discovery*, Vancouver, effective April 1960; Lt.-Cdr. Fraser will join the Directorate of Naval Training at Naval Headquarters, and A/Lt.-Cdr. Payne has been appointed to the Retired List of the Royal Canadian Navy (Reserve).

Outstanding Sea Cadet Named

PO Silvere Maurice Brochez, son of Mr. and Mrs. A. Brochez, of Brandon, Manitoba, has been selected as Canada's outstanding sea cadet for 1959. The announcement was made in late October at the annual meeting of the Navy League of Canada in Quebec.

PO Brochez, 19, was born in East Flanders, Belgium, and came to Canada and Brandon in 1953. Two days later, he attended his first sea cadet parade with a friend and he has been one of the top Brandon cadets ever since.

WEDDINGS

Lieutenant (N) G. G. Armstrong, *Terra Nova*, to Sub-Lieutenant (MN) Elizabeth MacManus, *Naden*.

Able Seaman Earl Bartlett, *St. Croix*, to Miss Elva Lillian Collins, McGivney, N.B.

Leading Seaman J. H. Benson, *Quinte*, to Miss C. Poirier, Charlottetown, P.E.I.

Lieutenant (S) Bryan S. Berryman, HMC Dockyard, Esquimalt, to Sub-Lieutenant (MT) Carlyn Jane Robertson, *Naden*.

Lieutenant (P&RT) R. W. Carlyle, *Fundy*, to Lieutenant (MN) M. M. McGuire, *Stadacona*.

Leading Seaman J. W. Charlton, *Quinte*, to Miss P. Landry, Halifax, N.S.

Able Seaman John A. Clint, *Naden*, to Miss Gwen Huntley, Victoria.

Lieutenant John K. Kennedy, *Beacon Hill*, to Judith Ann Watson, of Victoria, B.C.

Sub-Lieutenant Paul S. LeGallais, *Lauzon*, to Miss Mona Lillian Macdonald, Fairview, N.S.

Able Seaman Ray Senger, *Naden*, to Miss Donna Mitchell, of Nanaimo, B.C.

Ordinary Seaman R. W. Swan, *Cornwallis*, to Miss Doreen Hubley, of Clementsvalle, N.S.

BIRTHS

To Able Seaman R. J. Bannister, *Naden*, and Mrs. Bannister, a son.

To Leading Seaman D. R. Beaudin, *Bytown*, and Mrs. Beaudin, a daughter.

To Petty Officer G. A. Bouchard, *Naden*, and Mrs. Bouchard, a son.

To Petty Officer G. R. Brown, *Naden*, and Mrs. Brown, a daughter.

To Ordinary Seaman M. G. Dymock, *Naden*, and Mrs. Dymock, a daughter.

To Leading Seaman R. T. Falshaw, *Stadacona*, and Mrs. Falshaw, a daughter.

To Petty Officer D. B. Gibbs, *Naden*, and Mrs. Gibbs, a daughter.

To Leading Seaman E. J. Griffin, *Quinte*, and Mrs. Griffin, a son.

To Cd. Off. P. A. Medcalf, *Naden*, and Mrs. Medcalf, a daughter.

To Leading Seaman Frank Merkl, *Margaree*, and Mrs. Merkl, a son.

To Leading Seaman K. J. Mooney, *Fundy*, and Mrs. Mooney, a daughter.

To Lieutenant H. W. Plant, *Margaree*, and Mrs. Plant, a daughter.

To Leading Seaman Ronald Orton, *Margaree*, and Mrs. Orton, a son.

To Leading Seaman Victor Stashewsky, *Margaree*, and Mrs. Stashewsky, a son.

Unable to speak English on his arrival, Brochez quickly mastered the language and at present can speak and write fluently in four languages, Dutch, Flemish, French and English.

During his training he has qualified as quartermaster, communicator third class and recently has held the position of Chief Gunner's Mate. He resigned from RCSCC *Swiftsure* at the end of October and left for Regina to begin training with the RCMP.

In the summers of 1955 and 1956, Brochez attended training courses at HMCS *Quadra* at Comox, B.C., and in 1957 took a quartermaster's course at *Naden*. He was selected in 1958 for a four-month training cruise in the *Crescent* to ports in the U.S., Hawaii, Japan and Indo-China.

Four times in his cadet career, PO Brochez has received special awards. In the spring of 1956, he was named lead bugler in the cadet 20-piece band. He received the IODE shield for best all round cadet at annual inspection in 1956 and the IODE shield for leadership at the 1957 annual inspection.

While at *Naden* in 1957, he was awarded a boatswain's call for outstanding duties. He received the award for organizing publication of a course yearbook, the first ever published at a sea cadet course.

PO Brochez was named in 1958 to represent the Cadet Corps at Princess Margaret's Royal Fleet review in Victoria and during the review he held quarterdeck duties aboard the *New Glasgow*.

The latest award, accompanied by the President's trophy, is the highest available to Canada's 15,000 sea cadets.

Sea Appointment For Cdr. T. H. Crone

Cdr. Thomas H. Crone, has been appointed to take command of the *Skeena* in January.

He is a former instructor-lieutenant, who, following several years service as personnel selection officer, transferred to the executive branch.

Since 1956, Cdr. Crone has been at Naval Headquarters, as Director of Service Conditions and Welfare.

17 Complete Naden Courses

Seventeen medical assistants have completed courses at the Medical Branch School, *Naden*, and have received the following drafts:

Trade Group Four: Petty Officers H. N. Bailey, *Coyuga*; L. G. Bouchard,

Haida; G. J. Bruneau, *Stadacona*; A. H. D'Orsay, *Columbia*; W. D. Fawns, *Naden*, L. Osland, *Naden*, and S. Tippet, *Huron*.

Trade Group Three: Petty Officers H. C. Bell, Canadian Forces Hospital, Kingston, and J. K. Takaoka, *Inch Arran*, and Leading Seamen D. R. Beaudin, Canadian Forces Hospital, Rockcliffe; R. A. Burns, *Stadacona*; A. Caulier, *Shearwater*; W. Chillbeck, *Cornwallis*; R. T. Falshaw, *Stadacona*, and W. N. Lennox, C. L. Lumsden and C. W. Patterson, to *Naden*.

Cedarwood Back As Coastal Freighter

The former HMCS *Cedarwood* refuses to give up. She has been purchased by Vancouver shipping interests to be operated as a freighter on the British Columbia coast. The 166-foot, wooden-hulled ship was built in Nova Scotia in 1944, and was employed by the Canadian Army for carrying troops and supplies to Newfoundland before she was acquired by the Navy.

She arrived on the West coast in 1948 and for eight years was used as a research ship by scientists of the Pacific Naval Laboratory at Esquimalt.

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.

- CADUE, Edward F.P1QM3
- DICKSON, Brian D.P2RT3
- DICKSON, Frank I.P2AT3
- DOBSON, Wayne P.LSEM1
- FINLAY, Kenneth J.P2AT3
- GEISSLER, Manfred M.LSRT2
- GLENCROSS, James F.LSEA2
- GRANT, JamesP2RT3
- GROSETH, Robert B.P1EF4
- HOLLAND, Anthony W.LSAP2
- KAZIMER, IvanLSEM1
- LEWIS, David A.LSEA2
- MacPHEE, Robert W.LSEF2
- OLSON, James W.LSRT2
- RUPPERT, George W.P2RA3
- ST. JOHN, Ross G.P2RA3
- SCOTT, David A.LSRT2
- SINCLAIR, Thomas E.P2EF3
- WILKINSON, Alan S.LSEA3
- YOUNG, William H.LSEA2

In 1949 the *Cedarwood* sailed on an extended joint operation to the Arctic with members of the naval electronics laboratory at San Diego. She came close to sinking in December 1954, when she was battered by a 60 mile-an-hour gale in Hecate Strait. Her ship's company battled for three days to keep her afloat before reaching port safely.

The *Cedarwood* was retired from naval duties in 1956, but was brought out of retirement in 1958 to take part in British Columbia's centennial celebrations. For this, she was converted temporarily into a replica of the SS *Commodore*—a famous paddle steamer which brought the first party of gold seekers to Victoria from San Francisco in 1858.

Bandsman Gains Commission

A former petty officer bandsman, Peter Alan Medcalf has been promoted to the rank of Acting Commissioned Officer (Special Branch) in the Royal Canadian Navy. He has been appointed to the School of Music at *Naden*.

A/Cd. Officer Medcalf served in the Royal Marines for 15 years and joined the RCN at HMCS *Niobe*, RCN naval establishment in London, England, in August 1954. He has since served in naval shore establishments on both coasts.

Cdr. H. Smith New Huron CO

Cdr. Herbert Smith, of Youngstown, Alta., and Saanich, B.C., has been appointed to take command of the *Huron* on December 16, 1959. The *Huron* is a unit of the First Canadian Escort Squadron based at Halifax.

He succeeds Cdr. William H. Howe, who has been appointed to *Stadacona*, additional on the staff of the Flag Officer Atlantic Coast. Cdr. Howe will take up his new appointment early in the new year.

New Officer Goes To New Escort

Former Chief Petty Officer John Albert Norris has been promoted to the rank of Acting Commissioned Gunner. He has been appointed to the *Chaudiere* (destroyer escort) which commissioned at Halifax Shipyards, Halifax on November 14.

A/Cd. Gunner Norris served in the Royal Navy for 16 years before entering the Royal Canadian Navy in June 1952. He has since served on both coasts and at sea in the aircraft carrier *Magnificent*.

Naval Ancestor's Church for Wedding

Sub-Lt. Reginald J. M. Hardy, RCN, of Kitchener, Ont., took Miss Sandra Lee Smith for his bride in historic St. Paul's Church, Halifax, Saturday afternoon, October 3. His great great-grandfather, Sir Thomas Masterman Hardy, was married in the same church 152 years before.

Sir Thomas was married to Anne Louise Emily, daughter of a British official, Sir George Grandfield Berkeley, in Halifax in 1807, while he was serving on the North American station. One year before, he had been created a baronet for his services in the Royal Navy as Nelson's flag captain in the *Victory* at the Battle of Trafalgar. Sir Thomas later was made First Sea Lord.

Sub-Lt. Hardy is the son of Mr. and Mrs. Malcolm A. Hardy, Kitchener, Ont., and the bride is the daughter of Mr. and Mrs. Dougall Smith, Saint John, N.B.

The service was performed by Rev. Canon H. St. Clair Hilchey. The bride was given in marriage by her father.

Best man was Sub-Lt. Leo MacDonald and the ushers were Sub-Lt. Gareth Eldridge and Lt. Sydney Smith. A naval guard of honour was formed by officers of the *Restigouche*, the groom's ship.

The bride is a graduate of the Victoria General Hospital School of Nursing in Halifax and the groom received his cadet training at *Venture*.

Guy Carr, Sea Story Writer, Dies

One of Canada's most prolific writers about the navy and the sea, Cdr. William James Guy Carr, RCN(R) (Ret.), died in Sunnybrook Hospital, Toronto, on October 2 at the age of 64.

Cdr. Carr served as a naval officer in both World Wars. His first book, about the submarine service, was entitled "By Guess and by God", and was published in 1930. Later works included: "Hell's Angels of the Deep", "A Century of Sea Stories", "High and Dry", "Good Hunting", "Brass Hats and Bell Bottomed Trousers", "Out of the Mist" and "Checkmate in the North".

Sailors Give 749 Pints of Blood

Naval personnel in the Halifax area donated 749 pints of blood to revive badly depleted Red Cross stocks during the week beginning August 17.

Officers and men of the destroyer escort *Algonquin* donated 116 pints in the ship clinic on the 17th and during



Sailors of HMCS Stadacona, RCN barracks, Halifax, donated blood to the Red Cross during a three-day clinic August 18-20. Red Cross nurse Thelma Foote, of Red Island, Newfoundland, attends to AB C. J. Bucior. The sailors gave 633 pints. (HS-58571)

the following three days, 633 *Stadacona* personnel gave blood at the clinic in the living block of the RCN Barracks in Halifax.

Flight Simulator For Air Station

A CS2F1 flight simulator and tactics trainer was off-loaded from the Cunard Line's SS *Andria* at the carrier jetty on the RCN Air Station, Dartmouth, August 29.

Housed for the most part in a large trailer, the simulator came from Redifon Co., Crawley, Sussex, England, where it had been accepted by a detachment of VX-10, under Lt.-Cdr. S. W. Grossmith.

Cadets Embarked In Valley Forge

Five cadets of the University Naval Training Divisions were embarked in the U.S. Navy aircraft carrier *Valley Forge* when she sailed from Halifax July 16.

The Canadians, all third-year cadets undergoing annual training on the East Coast trained with U.S. Naval Officer Reserve Training Corps midshipmen in the aircraft carrier, until they disembarked at Norfolk, Virginia, August 13.

Other Canadian cadets have taken amphibious training with the USN in other years.

The Canadians included: Cadet David J. Johns, University of Western Ontario; Cadet Aubrey J. Mallard, McMaster University; Cadet (S) J. H. MacIntosh, Dalhousie University; Cadet (E) Andre Thivierge, Laval University, and Cadet Wallace S. Turnbull, Dalhousie, University.

They returned by air to Halifax in mid-August.

DOT Takes Over Ice Forecasting

Canada's ice-forecasting service — started last year by the Royal Canadian Navy on behalf of the Department of Transport — was taken over by the Meteorological Branch of the department on Thursday, October 1, 1959.

Until then, by Joint RCN-DOT agreement, naval personnel assisted the Department in inaugurating and operating the Ice Forecasting Service. During the past summer the DOT provided personnel to work with this service in order to make a smooth and efficient turn over of responsibility possible.

The Ice Forecasting Central, previously located at *Shearwater*, has been transferred to the Department of Transport meteorological offices in Halifax.

In charge is W. E. Markham, of Dartmouth and Edmonton. Previously responsible for the Ice Forecasting Service as a lieutenant-commander in the RCN,

he resumed civilian duties with the DOT shortly after the transfer date.

The ice forecasting service is part of a co-ordinated Canada - U.S. program based mainly on ice observations and weather conditions. For a considerable number of years the Marine Branch, DOT, provided ice reconnaissance and observation over the Gulf of St. Lawrence and over the Churchill shipping routes.

The present service was inaugurated by the Royal Canadian Navy as an expansion of this program and at the same time the Meteorological Branch, DOT, arranged to provide ice reconnaissance. These co-ordinated services now cover the Gulf of St. Lawrence, Hudson Bay, Hudson Strait, the Northern Coast of continental Canada and the Arctic Archipelago.

From Halifax, ice forecasts for the Gulf of St. Lawrence and the Strait of Belle Isle are issued during the winter and during the spring break-up. During the summer months, field offices set up in the Arctic provide on-the-spot information to assist shipping employed in the sea re-supply of the Distant Early Warning Line sites and re-supply of the point Arctic weather stations. In addition, longer range forecasts for planning purposes are issued from Halifax.

The new service began officially on March 5, 1958, and since then field forecast units have been established during the shipping seasons at Churchill, on the western side of Hudson Bay, at Cambridge Bay on the south-east tip of Victoria Island and at Frobisher Bay, in the southerly portion of Baffin Island.



Three-year-old Donna Thorburn, of Yarmouth, N.S. with her 14-year-old rescuer, Able Cadet Douglas Surette, of Yarmouth, N.S. (Bob Brooks Photo, Yarmouth)

Sea Cadet Saves Life of Child

A three-year-old girl owes her life to the prompt action and courage of a 14-year-old Yarmouth, N.S., Sea Cadet.

She is Donna Jean Thorburn, daughter of Mrs. Jean Thorburn, of Shelburne and Yarmouth. She was saved from drowning by Able Cadet Douglas Surette, son of Mr. and Mrs. Ronald Surette, 5 East Street, Yarmouth.

The incident occurred on a Water Street wharf. Surette and a group of his friends were playing nearby when Donna fell through an opening in the wharf and into 15-foot-deep cold water.

Donna's sister, who was playing with her, ran for help. Douglas pulled off his heavy trousers and dived into the water. He succeeded in getting her to the ladder, where several men helped them both up. Taken home, the little girl was found to be uninjured and suffering only from a mild state of shock.

Able Cadet Surette is a second-year member of the Royal Canadian Sea Cadet Corps *Chebogue*.

Royal Marines Appear in Ottawa

One of the oldest ceremonies in military history was performed for the Ottawa public on the lawns of the Parliament Buildings, Thursday evening, September 17, when "Beat Retreat" was staged by the world-famed band of Her Majesty's Royal Marines.

The Royal Marine Band appeared in Ottawa at the invitation of the Hon. George R. Pearkes, VC, Minister of National Defence, who took the salute during the ceremony.

Royal Canadian Navy personnel from HMCS *Gloucester*, the naval radio station near Ottawa, assisted in the colourful event. Two sailors raised and lowered the White Ensign while 14 sailors acted as bearers of the Royal Marines' Memorial Silver Trumpets on which fanfares were played. *Gloucester* sailors also lined the perimeter of the parade square.

Religious Rites Mark Opening

Monday, September 14, was the official beginning of the new academic year at College Militaire Royal de Saint-Jean. The occasion was marked by special religious services held for the officers, professors and officer cadets.

The Roman Catholic members of the staff and students attended a mass celebrated in the cathedral by the Rt.

Reverend G. M. Coderre, Bishop of Saint-Jean. The officer cadets paraded to the cathedral, and His Excellency the Bishop, accompanied by the commandant and some of the senior members of the staff, took the salute before the Holy Mass.

At the same time, the Protestant members of the staff and officer cadets paraded to the St. James' Anglican Church. After having taken the salute, the Reverend Temple-Hill officiated at the service.

The officer cadets returned to the college on September 1, after having completed one phase of summer military training, and taken a few weeks leave. Last year's juniors are seniors now, and responsible for discipline and command in the cadet wing. They are replaced as Juniors by last year's recruits who seem very pleased to change their status of uninitiated recruits for the more respected one of juniors.

As for the new recruits, they arrived on September 3, from all parts of the country. They number 181, which is the biggest intake since the college opened its doors for the first time in the fall of 1952.

RCN Officer Edits Army Newspaper

The Army is finding itself talked about by the Navy at Camp Borden, as a result of the recent appointment of Cdr. K. E. Grant, commandant of the ABCD School there, as editor-in-chief of the *Camp Borden Citizen*.



Lakehead Wrenettes shared in the annual Sea Cadet inspection at HMCS Griffon, Port Arthur naval division, at which Cdr. T. C. Luck, Griffon's commanding officer, was the inspecting officer. (Courtesy Lakehead Photo)

Cdr. Grant is a former newspaperman, a frequent contributor to *The Crow'snest* and the author of the prize-winning essay in this year's Navy issue of *Canadian Shipping and Marine Engineering News*.

Veterans Give Scholarships

University scholarships valued at \$150 each were presented to Walter R. Benson and Joseph P. McDonald at a recent meeting of the Chief and Petty Officers' Association, Victoria. Walter is the son of ex-Chief Yeoman of Signals R. R. Benson and Joseph is the son of ex-PO Peter McDonald.

The presentations were made to the young university students by J. S. Pettersson, president of the association.

Money for the scholarships is raised by a Christmas "tombola", with the surplus going to Victoria charities.

Wartime Head of WRNS Dies

The death occurred on Friday, September 25, of Dame Vera Laughton Matthews, DBE, Director of the Women's Royal Naval Service from 1933 to 1946. A solemn requiem mass, attended by naval personnel, took place at Westminster Cathedral on October 2. Dame Vera was 71 years of age.

The daughter of Sir John Laughton, RN, naval historian, she first joined the Wrens in 1917 on the day of the formation of the service and served until the WRNS was disbanded after the First World War.

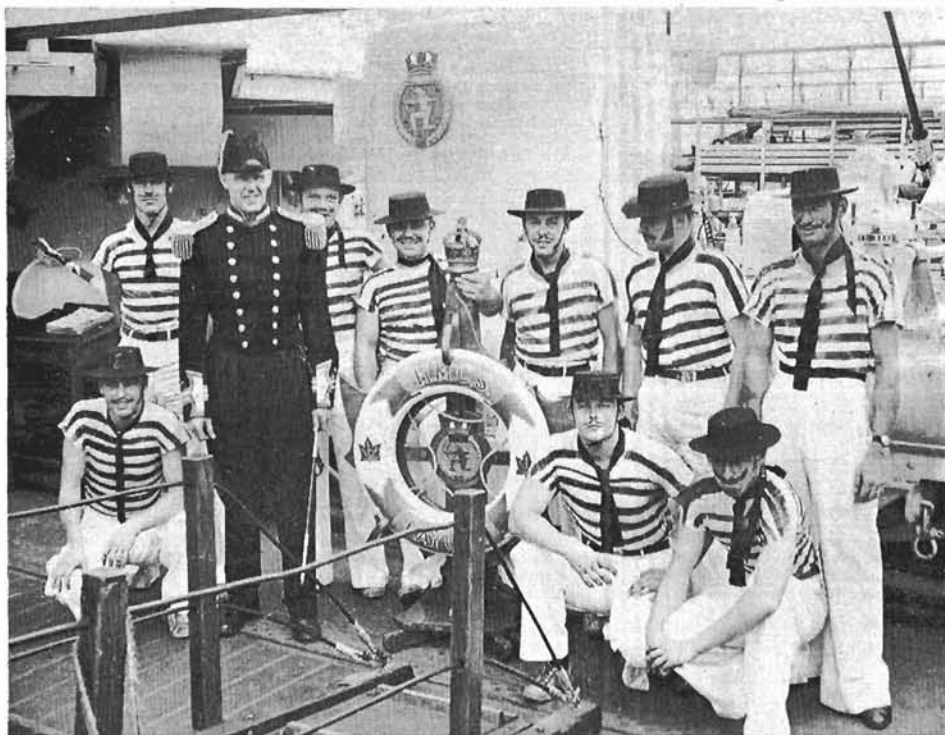
She was married in 1924 in Japan to the late G. D. Matthews, an engineer. They had two sons and a daughter.

With the rebirth of the WRNS in 1939, Dame Vera became director of the service and held that post until her retirement in November 1946.

'Dockyard News' Founder Retires

H. W. (Tommy) Thomas, management control officer, Planning Division, Naval Supply Depot, Esquimalt retired August 30 after 20 years as a civil servant with the Department of National Defence.

"Tommy", as he is known to a great many of his former colleagues, was feted at a luncheon August 27 in the wardroom of *Naden*. The luncheon was attended by Captain (E) E. Revfem, Deputy-Commodore Superintendent Pacific Coast, Captain (S) C. V. Laws, Command Supply Officer, Cdr.



During the Bi-Centennial Celebration in HMC Dockyard, Halifax, the destroyer *Cayuga* entered a "mid-19th Century captain's gig" in the parade of ships. During a rehearsal, a USN liberty boat stopped engines and the coxswain saluted gorgeously-garbed PO D. E. Gilby, although a closer look by the bewildered USN officers in the boat might have told them the supply branch stripes plus Elliott's eye worn by the "commander" were somewhat less than authentic.

(S) M. E. Doyle, Officer-in-Charge, Naval Supply Depot, and the management staff of the depot.

At the luncheon, Captain Revfem presented Mr. Thomas with a certificate of service commemorating his 20 years of service, after which Cdr. Doyle presented him with a token of esteem on behalf of his fellow workers.

In 1958 the management of HMC Dockyard, Esquimalt, considered that the institution of a Dockyard newspaper would prove beneficial to the morale of the Dockyard. The job of bringing the *Dockyard News* into being was undertaken by "Tommy". The enthusiasm with which this paper has been accepted and its success may be deemed a compliment to his endeavours.

During the last year of his employment he and Cdr. Doyle conducted a complementary survey of the depot for submission to Naval Headquarters. This is believed to be the first time that as large an organization as the Naval Supply Depot has prepared its own complement and is another first to be credited to his achievements.

Heads Coastal Marine Service

Director of the Royal Canadian Navy's Trade Division during the Second World War and an expert in convoy

organization, Captain E. S. Brand, RCN (Ret.) has been appointed head of the newly-created Marine Operations Branch of the Department of Transport. Until his new appointment he was executive director of the Canadian Maritime Commission.

Captain Brand will be responsible for the efficiency of the Department of Transport's fleet, to which the name "Canadian Coastal Marine Service" has been given, and for ice-breaking and supply work in the Arctic. He will, in effect, be "admiral" of a civilian fleet of about 50 large ships and scores of smaller craft.

MSTS Observes 10th Birthday

The Military Sea Transportation Service, ocean shipping agency for the U.S. Department of Defence, observed its 10th anniversary on October 1.

MSTS, as it is generally known, was established in October 1949 as a fleet in the operating force of the USN, under the Chief of Naval Operations.

Its activities have become known to Canadians in recent years through its Arctic supply service, operated in connection with the DEW Line and other northern defence undertakings, where the MSTS has sea-lifted more than 5 million tons of cargo since 1950.

MARINE MYSTERY

-- RCN Divers Probe Ancient West Coast Wreck --

FROM WHAT distant land and in what far-off time came the ship whose wreckage has been found almost buried in sand, muck and debris on the bottom of Sydney Inlet, Vancouver Island?

The sea, which has given up fragments of the ship to RCN divers, may keep its secret forever, but already some interesting speculation has arisen from the discovery and some of the flightier suggestions have been brought down to earth.

It was hopefully thought at first that the wreck could be that of one of the old Spanish ships which explored along the British Columbia coast more than a century and a half ago.

Then it was thought that the wreckage had provided the answer to one of the unsolved mysteries of the Pacific Coast—the fate of the screw sloop HMS *Condor*, which disappeared with all hands, presumably in a violent storm off Cape Flattery. Only two clues to the fate of the *Condor*, which sailed from

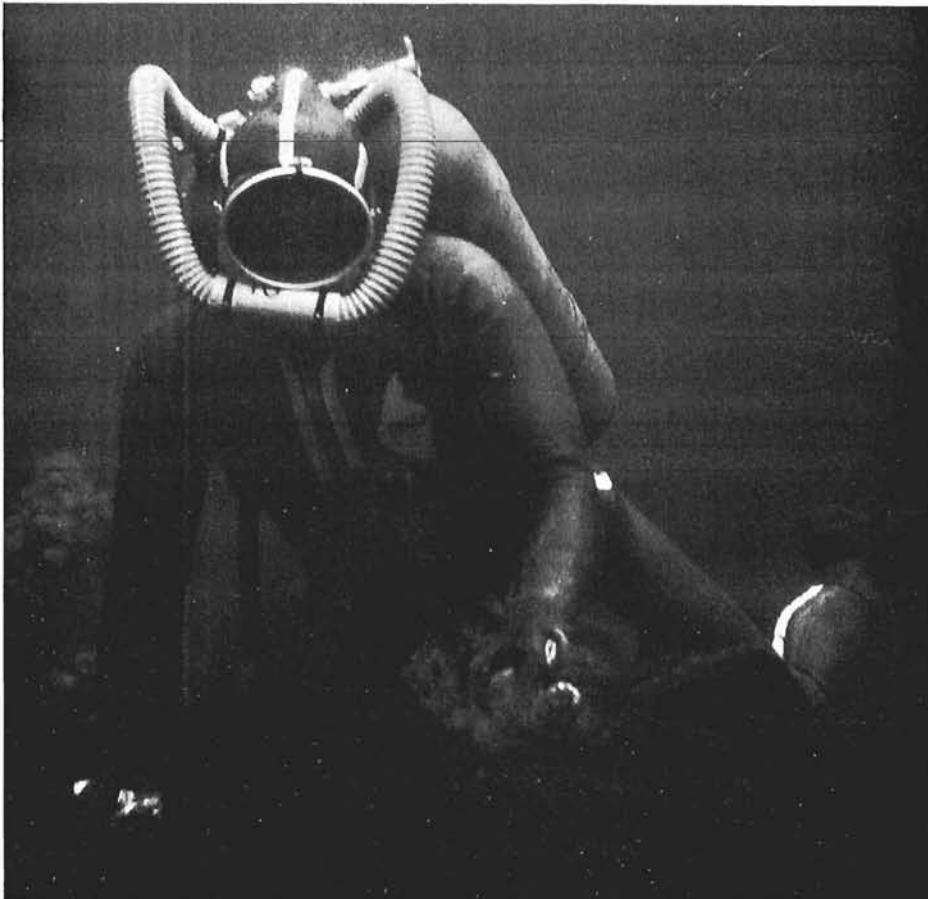
Esquimalt on December 3, 1901, Honolulu-bound, were ever discovered, one a lifeboat, washed ashore in Kyoquot Sound, the other a lifebuoy cast up at Banks Island.

Guesses that the wreck had lain on the bottom of Sydney Inlet, not far from Estevan Point, for as long as 200 years and hence might be that of a Spanish vessel of olden times were considered far from the mark when a cast-iron bilge pump was recovered from the wreckage. There were also reasons for regarding the wreck as of a much earlier date than that of the loss of the *Condor*.

One of the best preserved portions of the ship was a 62-foot mahogany mast, which apprentices from the Naval Technical School were put to work on shaping into a flagstaff for use at the school, if the core proves sound after its long immersion in the sea.

A mahogany mast would appear to rule out a ship of British or North American construction. Major F. V.

Naval diver Ldg. Sea. Charles Greengrass probes among the debris of the sunken sailing ship. (E-52615)



The minesweeper James Bay lifts a barnacle-covered windlass from the floor of the sea. In the background is the naval auxiliary vessel Laymore. (E-52613)

Longstaff, who has long delved into marine history on the West Coast, believes that remains may be those of one of three ships lost off the coast of Vancouver Island—the Peruvian bark *Flor-enzia*, lost in 1860; the bark *Iwanowna*, lost in 1865, or the bark *Mauna Kea*, lost in 1866.

The solid facts in the case are embodied in five tons of rusty, barnacle-coated fragments of the unknown ship, which have been landed at Esquimalt.

The interesting salvage story started when a group of adventurous men from Portland, Ore., made an expedition to Sydney Inlet in 1958.

Dr. George Gottrell, of Portland, whose fascinating hobby is skin-diving for historic sunken ships, headed the exploratory party. Also with the group was Tom Metz, a consulting engineer, another skin-diving enthusiast.

The search party found a wreck, noted its location, and recently interested the Royal Canadian Navy in obtaining relics for the British Columbia Maritime Museum, at Esquimalt.

During the last week of October the naval auxiliary vessel *Laymore*, with several members of the RCN diving school aboard, proceeded to the location. There the group was joined by the minesweeper HMCS *James Bay*, which was conducting exercises in the area.

Among the searching party were Mr. Metz, who travelled from Portland especially for the salvage project; Lt.-Cdr. Ben Ackerman, officer-in-charge of the Navy's operational clearance diving unit at Esquimalt; and Lt. John Turner,

in charge of the Pacific Command's photographic branch.

On the bottom of a bay on the north side of the inlet, the divers re-located the ancient wreck. She rests bottom up at a rakish angle with the bow in 35 feet of water, and her stern some 70 feet down.

The old sailing ship was broken and scattered. Her planks were encrusted with barnacles and other sea growth. Parts of her broken hull were covered with copper sheathing. It was estimated the ship had been approximately 150 feet long, with a beam of 35 or 40 feet.

With the salvage group were naval divers Glen Sine, Paddy Dutton, and Charles Greengrass.

Between them all, and with equipment carried by the minesweeper, a number of pieces of the ship were brought to the surface. They included the 62-foot mahogany mast, an ancient anchor measuring eight feet in length, a 12-foot-long hand-worked windlass, a great capstan made of teak to which were attached broken length of heavy (17½ inch wide and six inches thick) teakwood planking, and the ship's bilge pump, made of cast iron, in which the leather valves are still visible. Underneath the copper sheathing the wood is in a remarkably good state of preservation. Elsewhere on the winch, time, marine life and the action of sea have left their mark.

Lt.-Cdr. Ackerman said there were many sodden logs on and about the sunken wreckage. This gave rise to the theory that possibly an unsuccessful attempt had been made—years ago—to raise the sunken ship by the use of bundles of logs. The logs were "rotten and hollow", he said.

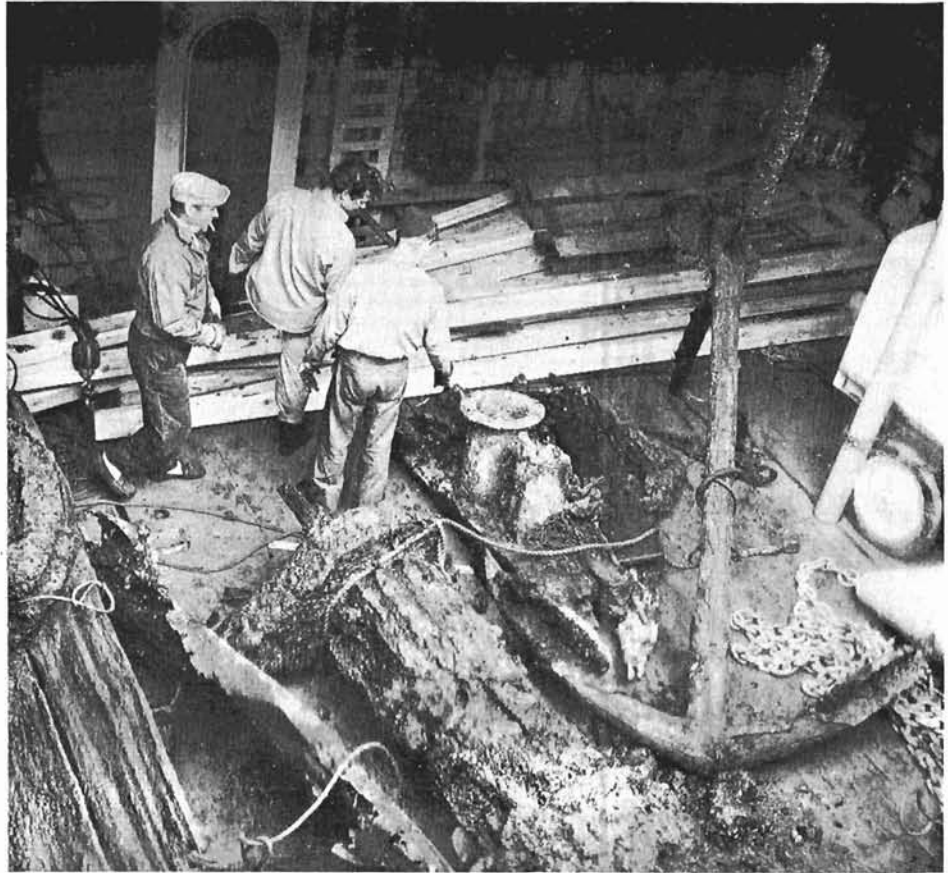
Naval photographic officer Lt. Turner, who assisted in the salvage program and took a series of photographs of the operation, said parts of the hull were buried in sand, rock and muck.

He said there was a second mast lying on the bottom and protruding from the wreck . . . even longer than the one brought to the surface. No human remains have been found.

The salvaged equipment was delivered to Esquimalt harbour on the morning of October 23.

Now studies and inquiries are being made with the hope that some clues might be found to identify the sunken ship—and to unlock another secret held for years by the "graveyard of the Pacific".

Whatever the answer may be, the B.C. Maritime Museum has acquired some interesting relics and naval divers have obtained valuable experience.



Crew members of CNAV Laymore, in the hold of their ship, look over some of the relics salvaged from a sailing ship sunk, perhaps a hundred years ago, in Sydney Inlet on the west coast of Vancouver Island. (E-52611)



This huge capstan, coated with barnacles and other marine growth, was among pieces of equipment salvaged by naval divers from an ancient shipwreck, on the west coast of Vancouver Island. Attached to it are chunks of broken teakwood planking. Looking over the relic are, from left naval divers AB Paddy Dutton, AB Glen Sine, Ldg. Sea. Charles Greengrass, and Lieut.-Cdr. Ben Ackerman, officer in charge of the navy's operational diving unit at Esquimalt. (E-52589)

SEAWAY YEAR

*Great Lakes visited by most warships
in century and a half*

THIS WAS Seaway year at the Canadian National Exhibition and the Great Lakes haven't seen such an assemblage of warships in nearly 150 years.

A unique sight was the presence off Toronto of 19 warships from the navies of six NATO nations.

On August 26, the City of Toronto looked out over its waterfront to a fleet of warships from Canada, France, the Netherlands, the United Kingdom, United States and West Germany.

Canada, the host country, had the largest number of ships at the Toronto anchorage, nearly 700 miles inland from Father Point, Quebec, where deep-sea ships take on their river pilots. The Canadian warships were the destroyer escorts *Gatineau*, *St. Croix*, *Kootenay*, *Terra Nova* and *Restigouche*, and the frigates *Cap de la Madeleine*, *Lauson* and *Buckingham*. France was represented by the destroyer *Guepratte*; the Netherlands by the destroyer *Gelderland*; the United Kingdom by the frigates *Scarborough*, *Tenby*, *Salisbury* and *Whitby*; the United States by the destroyers *Basilone*, *R. L. Wilson* and *Damato*, and West Germany by the frigates *Graf Spee* and *Hipper*.

The NATO fleet began to assemble off Toronto on August 25. Last to arrive were the ships of the Royal Navy's Fifth Frigate Squadron. Flying his Union Flag as Admiral of the Fleet from the senior ship, HMS *Scarborough*, was Admiral of the Fleet Lord Louis Mountbatten, who came to Toronto to open the Canadian National Exhibition, which used the NATO fleet as dramatic evidence of the opening and significance of the St. Lawrence Seaway.

Operational control of the fleet was exercised by the Royal Canadian Navy, which co-ordinated all activities from an operations centre established at HMCS *York*, Toronto naval division. Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, with headquarters at Hamilton, was the operational commander, while Commodore R. I. Hendy, Senior Naval Officer, Toronto, was second in command.

In command of the immediate anchorage area was Commodore M. A. Medland, Senior Canadian Officer Afloat (Atlantic), who flew his broad pendant in HMCS *Gatineau* during the Toronto visit.

In his message of welcome to the visiting NATO ships, Commodore Finch-Noyes said:

"On behalf of the Royal Canadian Navy, it is with great pleasure that I welcome you all to the anchorage off the Canadian National Exhibition at Toronto.

"This fine assembly in Lake Ontario of ships of NATO countries is made possible by the opening of the Seaway earlier this year, and it is this historic and significant occasion which is the theme of the 1959 Canadian National Exhibition.

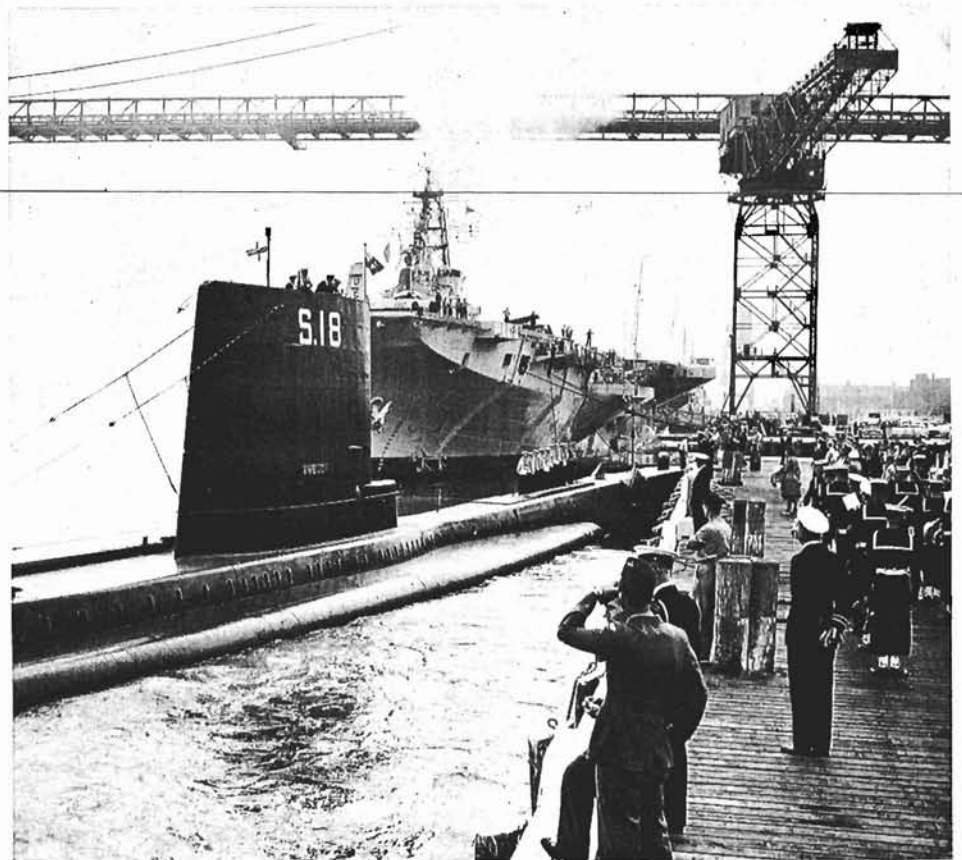
"This gathering is yet another example of naval co-operation which manifests itself in so many ways.

"During your stay here, most of you will see some of your own large ocean-going merchant ships in Toronto for the first time. Their entry has been made possible by the completion of the Seaway.

"Although the Canadian National Exhibition is confined physically to the City of Toronto, it is national and international in scope and our naval welcome therefore speaks for the whole Royal Canadian Navy across the country.

"We hope that you will have a pleasant stay, that you will meet many new friends, renew old acquaintances and that calm weather will prevail for the benefit of the ships in the anchorage."

The arrival of the British squadron marked the official beginning of the NATO fleet visit to Toronto. First to greet Admiral Mountbatten on board the *Scarborough* were Harry I. Price, president of the CNE, Commodore Finch-Noyes and Commodore Hendy. Following the visit and a press conference, the commanding officers of the 18 other warships at the anchorage called on Admiral Mountbatten in the *Scarborough*.



After having steamed the equivalent of one and a half times around the world as a unit of the Royal Navy's Sixth Submarine Squadron at Halifax, HMS *Ambush* (Lt.-Cdr. P. F. B. Roe) left for the United Kingdom September 11. Her paying off pennant was 380 feet long. (HS-58727)

The rest of the day was taken up with further calls and inspections until 3 p.m., when Lord Louis officially opened the CNE.

From then on, there was hardly a quiet moment for the officers and men of the visiting ships as Toronto set out to prove itself an outstanding host.

The highlight of the August 27 activities was a tour of the NATO fleet's anchorage by Admiral Mountbatten. On completion of the tour, the first group of warships moved to jetties in downtown Toronto where thousands began to pour on board to inspect them. For many it was the first chance they had ever had of walking the decks of a naval vessel. The interest shown the first few days, continued right up to the departure of the last of the visiting ships.

The sight of the uniforms of six different navies became a familiar one in downtown Toronto and the friendli-

ness of Toronto continued unabated, proving so great that on Sunday, August 30, hundreds of Toronto families were disappointed when they went down to pick up NATO sailors to take them home for Sunday dinner. So great



was the response of the Torontonians that there just were not enough sailors to go round.

Free admission to the CNE and tickets to the grandstand show were other welcome evidences of hospitality for the naval visitors.

Saturday was a great day for the Royal Canadian Navy when a whaler crew from the frigate *Buckingham* captured the Carling trophy after defeating the finalists of 16 other entries.

On Monday, August 31, the ships of four of the NATO navies left for home, leaving the Canadian and British ships at Toronto. For the balance of the time, until their final departure on September 6, the British and Canadian ships visited a number of ports around Lake Ontario, while those remaining in Toronto continued to draw thousands of visitors on board at their downtown jetties.

All in all the visit was considered a success by everyone. Torontonians, officially and unofficially, expressed their pleasure at having had the navies visit, and the navies in turn expressed their appreciation of the Torontonians.

The success of the visit may be judged in some degree by the fact that naval recruiting in the Toronto area increased markedly.

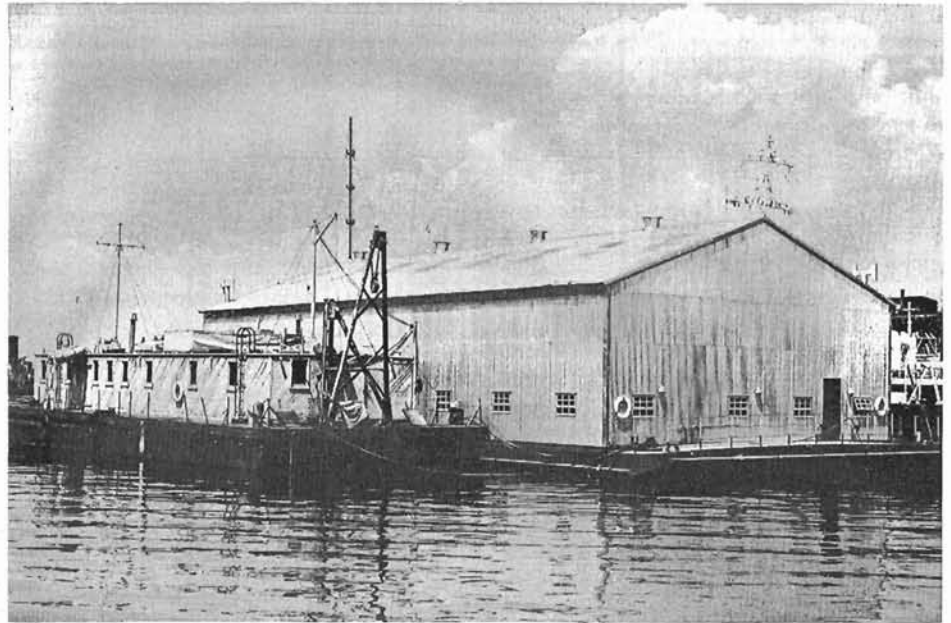
BARGE FACILITATES ACOUSTIC STUDIES

A 118-FOOT welded steel acoustic barge, believed to be the first craft in North America designed exclusively for acoustic measurements, has been moored at Birch Cove near Halifax as a research aid for scientists from the Naval Research Establishment (NRE), of Dartmouth, the Defence Research Board's easternmost scientific laboratory. The craft has been designed for measurements relative to underwater sound sources and sound receivers.

The 56-foot wide hull includes a 96-by-52 deckhouse of corrugated aluminum which is built flush with the port side, leaving a four-foot walkway on the starboard side and aft. Eighteen feet of loading space forward, including a five-ton electric cargo-type winch which has been fitted to the starboard side, will facilitate the handling of heavy equipment. The winch and loading doors permit the passage of heavy equipment from an attendant vessel through the doors to the crane located inside the deckhouse.

Inside and at the after end of the deck structure is a 60-by-10-foot open well with rails mounted on the sides to carry two motorized trolleys. These in turn support motorized cross trolleys to provide a wide range of adjustment over the well. One of the cross trolleys carries a fully rotating and elevating station.

The overhead crane facilitates the handling of heavy units such as sonar domes and acoustic windows. A station for raising and lowering hydro-



The large shed-like structure is the Dartmouth Naval Research Establishment's acoustic barge, equipped to measure the emission and reception of underwater sound. It is moored at Birch Cove in Bedford Basin. (NRE Photo)

phones and sound projectors is attached to each end of the well. In addition, employment of the outside winch makes it possible to place sound sources in the water beyond the parameter of the barge.

The barge is moored approximately 600 yards from the Bedford Basin shore in about 130 feet of water at Birch Cove. A 60-cycle Delta engine provides main power with emergency or stand-by power available from a diesel-driven generator.

Under the main deck is a general service pump of the positive displacement type. It is used for transferring ballast and supplying the fire mains. Heat is provided by oil-fired hot air furnaces.

Initial design of the barge was carried out by NRE's Engineering Section. Overall design was the work of the Royal Canadian Navy, which supervised the construction contract carried out by Halifax Shipyards Limited, the successful tenderer.

AFLOAT AND ASHORE

ATLANTIC COMMAND

First Minesweeping Squadron

For the first time in history, Canadian warships steamed 150 miles up the River Hudson when the First Minesweeping Squadron arrived at Albany, capital of the Empire State, on October 13.

An enthusiastic welcome from the local citizens got carried away when the fire department, shooting a dozen fountains from dockside, omitted to turn them off as the senior ship, HMCS *Resolute*, came alongside. A very wet bridge staff, slightly bewildered by the reception, was soon made to feel very welcome to the city, however, as were the remainder of the ships' companies.

The arrival of Canadian warships at Albany coincided with the 350th Hudson - Champlain Celebrations in New York State, and the occasion was marked by a presentation of medals to all Canadian sailors present.

After leaving Albany the ships stopped at West Point, New York, and interesting tours of the Military Academy were arranged. With one fleeting glimpse of Manhattan, the squadron proceeded to Saint John, N.B., for a five-day courtesy call.

More than 80 Sea Cadets, some from as much as 100 miles from the city, were given a Bay of Fundy cruise during the ships' stay in the port city, but the famous bay was living up to its reputation and some of the lads looked glad to get ashore.

The month was climaxed by a full-scale minesweeping exercise off Shelburne, N.S., before half the squadron proceeded towards winter refit ports.

HMCS *Kootenay*

A colourful feature of the 1959 Canadian National Exhibition in Toronto was an invasion by the Gasparilla Pirates, a hundred business men from Tampa, Florida, who perform pirate frolics in appropriate Captain Morgan type costumes.

The attack was scheduled for September 4. The CNE officials asked for 150 sailors from NATO personnel in warships anchored off Toronto to bolster the pirate invasion.

The shenanigans that followed provided one of the most hilarious shows put on at the exhibition.



HM submarine *Astute* (S.47) left Halifax for the UK on November 10, having steamed 10,000 miles in her five months on the Halifax station. Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, spoke informally to the *Astute's* crew before departure. Her replacement, the *Auriga* (S.09) arrived two days later. Frigates of the Seventh Escort Squadron form the backdrop as the *Auriga* comes alongside Jetty 5 in the Dockyard. (HS-59490; HS-59547)

There was a misunderstanding which kept the sailor pirates waiting for three hours. A boat race held them up again, but meanwhile the Tampa types moved in and took possession of a "pirate" ship. Not to be outdone, the sailors swooped in and took over the ferry *Princess*. This was a tactical triumph, for the Tampa pirates were stuck with a ship having no power. The *Princess* had been supposed to tow it.

The pirate sailors, led by the contingent from the destroyer escort *Kootenay*, cast the Tampa pirates adrift, doused them with fire hoses, stranded their vessel and made off with their three big Jolly Roger flags as spoils. The sailors then took over the parade the CNE had arranged for the Florida types.

The Tampas finally extricated themselves from their predicament, climbed a hill and counter-attacked the CNE, firing 14,000 rounds of ammunition (blank) to rout the sailors. However, the sailors lost themselves in the crowd at the CNE bandshell. Some children there were delighted with the ruckus, some not so sure. One elderly woman thought this was a real mutiny and called the police.

The morning of September 5 saw three Jolly Rogers flying from the mainmast of the proud ship *Kootenay*. The only casualty logged as a result of the victorious action involved the *Kootenay's* coxswain, CPO Norman Dawes, who fell from a parade float and broke his hand.

Shannon Park

A large number of Shannon Park children, ages eight to 16, have been enrolled to study dancing under Joyda Parry. These dancing classes are designed for children who have never had any basic training in dancing. The director's aim is to teach all the necessary fundamentals of ballroom dancing, with a special emphasis on social etiquette. The types of dancing include foxtrot, jive, waltz, folk and square dancing.

At the end of the season, the pupils will present a recital for their parents and friends.

Joyda Parry is an official examiner and member of the Canadian Dance Teachers' Association, a member of the Imperial Society (England), a member of the International Dance Masters' Association (England), and dance adjudicator, Official Board of Ballroom Dancing. She is a fully qualified teacher of ballroom, Latin American, and folk dancing, having studied in North America and abroad.



While the sailor may be able to tell his civilian brother a thing or two about seafaring, the latter could probably fill him in (if you'll excuse the expression) on hockey. The civilian is Gordie Howe, one of the hockey "greats" and the sailor is PO Norman Howe, of HMCS Saguenay. The brothers met for the first time in four years when the Detroit Red Wings were in Victoria for a pre-season exhibition game with the Victoria Cougars. (E-52279)

Last year Mrs. Parry was chosen to represent Canada in world championship ballroom dancing in London, England. She has been seen many times as principal dancer on the Don Messer and other television shows.

PACIFIC COMMAND

Naval Technical School

The Naval Technical School was recently inspected by Hon. F. J. Strauss, Minister of Defence for the Federal Republic of Germany, accompanied by the Flag Officer Pacific Coast, Rear-Admiral H. S. Rayner. During his exten-

sive tour of the school, Dr. Strauss expressed admiration and keen interest in the modern facilities provided for training of technical trades and technical apprentices of the RCN. Accompanying the Minister were General Joseph Kammhuber, Chief of the West German Air Force, Col. F. C. Schlichting, Air Attaché at Ottawa, and a number of aides and liaison officers.

The honour guard for the German Defence Minister was selected from the technical apprentices, while the saluting gun's crew was recruited from the LSAM qualifying course. Both units performed in a praiseworthy manner.

The apprentices of Term I who joined in July have contributed a good deal to the ceremonial functions of *Naden*. On arrival they formed the first platoon of the royal marching contingent and they performed very creditably. In August the same group proceeded to Vancouver to form the marching unit at the Pacific National Exhibition, and also supplied 16 apprentices for the guard of honour for the visit of the Prime Minister.

The appointment of Staff Officer Apprentice Training has been assumed by Cdr. (E) K. E. Lewis, who came to the school from the *Assiniboine*, where he was Squadron Technical Officer.

Ord. Cdr. G. B. MacLeod, officer-in-charge, has returned to the school after attending an intensive course in business management at the University of Western Ontario, London.

We regret to report the passing away of two former associates of the Engineering Branch, ex-CPO Charles Gordon, who was a civilian instructor in the NTS at the time of his passing, and ex-CPO Cecil Seed, who had been an instructor in the moulding loft in the former MTE and who will be remembered by many of his former students.

The first class of RTs on the West Coast commenced in the NTS in September. This class is comprised of both



There is justifiable pride in the bearing of the *Margaree's* cooks as the moment comes for demolition of the magnificent cake created to mark their ship's second anniversary in commission. Cutting the cake is CPO W. S. James, who will have to call on his aides to blow out the two candles before he goes much further.

naval personnel and dockyard apprentices. The electrical branch is being geared for training personnel affected by the new trade structure.

The Apprentice Automobile Club has been running for some time, with the idea of increasing mechanical knowledge, and a sense of responsibility towards car operation. The club meets weekly and will soon form the nucleus of the Emergency Motor Transport platoon. It is well supported, and with a view to maintaining interest, guest lecturers have been obtained.

During August 60 apprentices spent a week-end at the Canadian Army Camp at Nanaimo. Although all facilities were offered to their party by the Army, the apprentices took their own food, which they cooked themselves. Needless to say the meals were interesting! Two days of relaxation were enjoyed by all, with plenty of swimming in a nearby lake — sporting activities — hiking and fishing. This venture met with such success that it is hoped to repeat the same thing again, when the weather permits.

HMCS *Margaree*

Cdr. E. V. P. Sunderland, succeeded Cdr. J. E. Korning, as commanding officer of the *Margaree* on September 11.

On a recent cruise in B.C. coastal waters as many as possible of the daylight hours were made available to the hunters and fishermen of the ship's company. Among the successful hunters were Leading Seamen S. Dzeoba and D. K. Riley, while Sub-Lt. W. M. Moore headed a party that made the acquaintance of two black bears.

Bridge and cribbage tournaments were conducted with CPO Martin B.

Gardner and CPO Dennis T. Tompkins becoming the bridge title holders while PO Stewart G. Edmondson won the cribbage title.

October 5 marked the second anniversary of the commissioning of the *Margaree* at Halifax Shipyards. A huge decorated birthday cake was provided by CPO Stan James and his assistants for the party marking the occasion.

By her second birthday the ship had steamed 70,309 miles visiting 22 ports of call. Two officers and 80 men remain of the commissioning ship's company.

Two groups of British Columbia girls in choosing a name for their divisions from a list of RCN ships and establishments have chosen *Margaree*. Asked why they chose the particular name, the girls invariably replied: "I liked it best."

Navy League Wrenettes' *Margaree* Division of Vancouver visited the ship September 26, while the ship was in their city. The Wrenettes were taken on a tour of the ship by members of the ship's company.

A ship's badge was presented to the division by the executive officer, Lt.-Cdr. E. D. Robbins. The gift was accepted by the executive officer, Vancouver Navy League Wrenettes, Lieutenant (NLW) Koelman.

The other group, Sea Rangers *Margaree*, of Victoria has visited the ship in Esquimalt. The group is under the command of Captain (SR) H. D. McLeary.

School of Music

By comparison with the summer season, autumn has been quiet, and, for the most part, uneventful. One highlight, however, was the participation of the *Naden* band in the national convention of the National Defence Transportation Association in Seattle, October 11-14.

The band under the direction of Cd. Off. W. J. Gordon performed the Sunset Ceremony. It proved very successful and resulted in the following message being from the Minister of National Defence:

"Your performance on Monday evening was much appreciated by myself and all who saw it. Congratulations on a very fine show."

An item of special interest has been the success achieved by AB K. G. Garland in winning the Boosey and Hawkes "Musical Achievement Award", and the Selmer Company "Outstanding Instrumentalist Award". These trophies are awarded annually in the RCN School of Music, but this is the first time that both have been won by the same apprentice.

Extra! Ship Run Down by Train

Fog is a mortal foe of every sailor and it creates situations that can "flap" for the moment even the staunchest watchkeepers. Some acoustical tricks played on a frigate in July were unusual enough for the captain to note them in his Report of Proceedings for that month.

Here's the first incident:

"By completion of fuelling, dense fog had rolled into Sydney and, perforce, an excellent opportunity was provided for exercising Blind Pilotage from the moment of letting go the lines at 1719P, until some nine hours later when south of Whitehead Island. It was a little disconcerting during the initial manoeuvre to hear a report of 'I hear a train close astern, sir', particularly as no report of this had been received from Operations."

In another long stretch of fog, later that month:

"At mid-day, Tuesday, twenty-eighth July, both sirennettes became unserviceable due to metal fatigue and it was at this point that an emergency full astern was called for on hearing a report of a fog horn right ahead of the ship, very close. It was with great relief coupled with a certain amount of embarrassment that I discovered that the source of the noise was from the forepeak where the Chief Bosn's Mate was testing the hand fog horn."

CHAMPION SUB-KILLER PAID OFF

THE ORDER "Finished with Main Engines" passed to the engine room of HMS *Starling* when she berthed at Portsmouth on Friday, November 6 brought to an end the active career of the most famous of the U-boat killer sloops of the last war. The following day, towed by a dockyard tug, she was taken away to reduce to reserve.

Built on the Clyde and completed in April 1943, she was commissioned by the late Captain F. J. Walker, CB, DSO and three Bars, RN, and became the leader of the 2nd Escort Group in the Western Approaches, operating out of Liverpool.

The *Starling* was responsible for the destruction of 15 German submarines, including six in one operation lasting for 20 days and described by Mr. A. V. Alexander (now Viscount Alexander of Hillsborough), wartime First Lord of the Admiralty, as "one of the greatest cruises, the greatest perhaps, ever undertaken by an escort group". During a visit to the ship, he compared their victory with that of Trafalgar.

Captain Walker, who was considered to be the Royal Navy's finest exponent of anti-submarine warfare, commanded the *Starling* from March 1943 to July 1944, when he died from the strain of the long period of operations in the Atlantic.

When the ship arrived at South Railway Jetty, Portsmouth Dockyard, from Plymouth at 11 a.m., the Royal Marine band of the Portsmouth Command, which was embarked at Spithead, played her into harbour with "A Hunting We Will Go", a tune used by Captain Walker when the *Starling* left port for her patrols.

Among the official party on the dockside to welcome the *Starling* after her last voyage was Mrs. Walker, Captain Walker's widow. With the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power, KCB, CBE, DSO and Bar) and the Admiral Superintendent, Portsmouth Dockyard (Rear-Admiral J. H. Unwin, CB, DSC) were representatives from the town of Bootle, which adopted the ship, and also five wartime captains of the 2nd Escort Group.

During a brief ceremony on board, the Commander-in-Chief, Portsmouth, addressed the ship's company of the *Starling*, one of the oldest frigates in commission and commanded by 34-year-old Lt.-Cdr. Peter Maslen, RN.

After duty with the 2nd Escort Group, the ship went into reserve in 1945 and the following year her armament was removed and other alterations made before she became a navigational training ship of the Portsmouth Squadron, a role she filled until she was finally paid off.

Unaltered, however, was the small open bridge from which Captain Walker changed the course of the U-Boat war in the Atlantic with his revolutionary

tactics and still remaining was the Captain's chair, his sole source of comfort during the days and sleepless nights spent on duty while the ship was at sea.

Approved crest of the ship is a starling grasping a worm in its beak. Pride of place in the wardroom was, however, given to an unofficial crest carved from wood by a wartime stoker. In it, the starling is plucking a U-Boat from the sea.—*Admiralty News Summary*

COALING SCHOONER

MORE THAN 40 years after his discharge from the RNCVR, a veteran of the First World War has written to Naval Headquarters to find out whether he has "coaling money" still coming to him. He hasn't (the Statute of Limitations would prevent payment even if money were still owing), but his correspondence recalled some little known activities in the RCN in the First World War.

The writer, Loris C. Wolf, of San Francisco, who was an electrician's helper and property man in the Empire Theatre, Edmonton, joined the Royal Naval Canadian Volunteer Reserve on July 17, 1917, as an ordinary seaman and was demobilized on February 11, 1919.

Surprisingly, the application and attestation form which he signed on entry was headed "Royal Canadian Naval Volunteer Reserve"—and the RCNVR did not come until existence until 1923. The explanation is that the printed form was authorized in 1914 when there was still uncertainty concerning the name of the volunteer reserve organization.

During the First World War, the RCN had as one of its duties the supplying of East Coast and Newfoundland light-houses. Ord. Sea. Wolf, in July 1918, found himself on board the schooner *RPS* on light-house coaling duty and the light-houses were usually on rocky hilltops.

"The ship I was in was a fore-and-aft sailing ship," he writes. "Not a motor on her. We carried about 120 tons loose in the hold and we bagged it by hand, hoisted it up out of the hold by hand, put about 20 sacks in a dory alongside (no wharves or jetties) and landed on the beach. No conveyances, right on the shoulder, and 25 tons is quite a lot of coal. Sometimes it was

from daylight to dark. Some of them (the light-houses) were just about out of coal when we got there.

"There were seven men in the whole crew—skipper, cook and five hands. All ate at the same table. It was the skipper who told us we would get 25 cents a day extra coaling money . . ."

The skipper had sadly misinformed his men. Not only did they not receive coaling money, neither did they collect hard-lying money. Throughout his service, Ord. Sea. Wolf received the basic \$1.10 a day and, on demobilization, a war service gratuity of \$70. And when he applied for his share of prize money, he was told he was not entitled because the Schooner *RPS* was not armed.

The schooners, such as the one in which Ord. Sea. Wolf sailed, operated out of Sydney, N.S. For the most part, although this appears not to have been the case with schooner *RPS*, the little ships were stripped of their masts and were towed on their coaling routes.

Another almost-forgotten bit of Canadian naval history is recalled by Mr. Wolf's letter. He writes:

"At the time we put the *RPS* in commission everything was hush-hush. We got a slight rumour that she was going to be a mystery ship. Two pieces of siding were hinged to drop down and camouflaged to look like a dory from each side with a gun in the middle.

"Well, we got all ready to go and a tug pulls alongside and we tie up together. Then around the corner to pick up a load of coal."

The rumour of which Mr. Wolf tells undoubtedly arose from the fact that "Q ships" of the kind used successfully against U-boats in European waters were fitted out at Sydney by the Admiralty. They patrolled the Gulf of St. Lawrence but saw no action.

HERE AND THERE IN THE RCN



Captain J. H. Adams signs the guest book at Command Headquarters during his official call on Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast. Captain Adams commands the 12,700-ton submarine depot ship HMS Adamant, which called at Halifax October 23-25 en route to England from exercises off the USA. He is also commander of the Royal Navy's Third Submarine Squadron. (HS-59256)



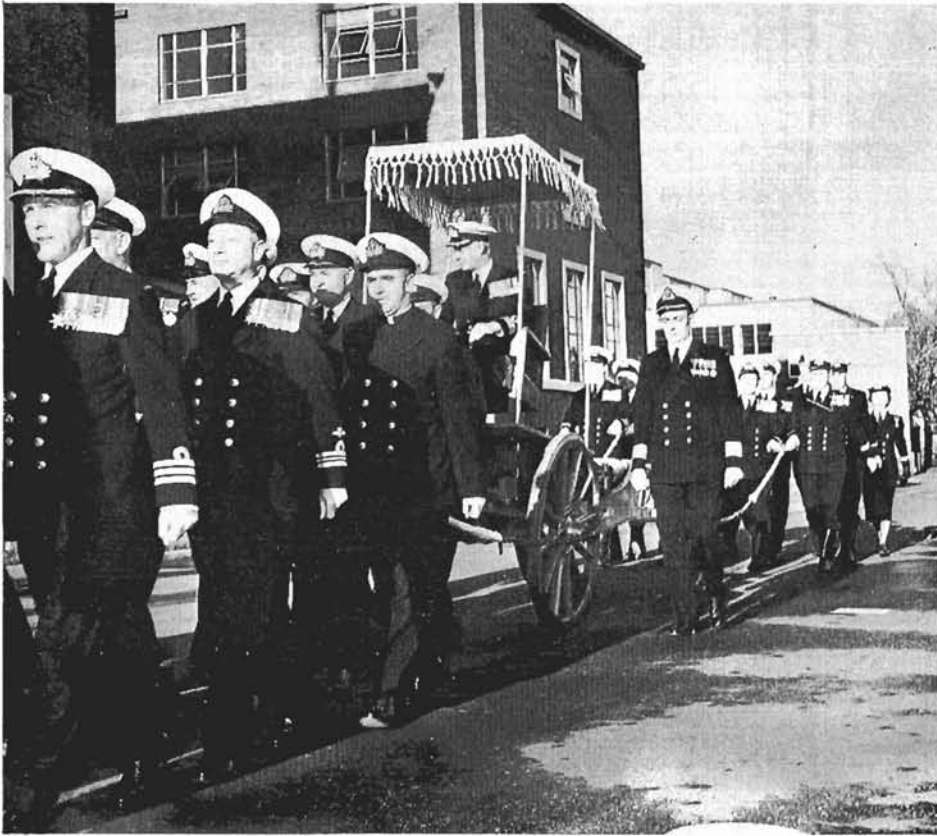
Secretary-receptionist in the naval office at the Canadian Joint Air Training Centre, Rivers, Manitoba, for the past eight years, Mrs. "Terry" Beaulne has left to take up residence in Quebec. Before her departure RCN staff personnel presented her with an inscribed silver tray. AB E. M. Kochanuk made the presentation.



This is the new "Most Efficient Cadet" Trophy presented by Ontario Division of the Navy League of Canada for competition by all Sea Cadets from Ontario, Quebec and Maritime Divisions attending HMCS Acadia. The "most efficient cadet" will be selected in each of the four annual summer training periods and his name will be inscribed on the trophy. In addition, each winning Sea Cadet will be presented with an individual plaque, which will have a replica of the wording and be engraved with his name which he can retain or take back to his Corps. The purpose of the new Ontario Division Trophy is to stimulate interest in the various training courses and it is hoped this will initiate the donation of other trophies by other participating divisions. These might well be for the "most efficient Sea Cadet" title in sailing, water safety or other facets of training. The commanding officer of HMCS Acadia will decide the winner and make the presentation. (Photo by Gilbert A. Milne and Co. Ltd., Toronto.)



The annual meeting of area sea cadet officers at the Hamilton headquarters of the Commanding Officer Naval Divisions September 22 to 23 was attended by representatives from across the nation. Here in the COND conference room are: Front row, left to right: Cdr. (SB) G. J. Manson, Commanding Sea Cadet Officer; Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, and Lt.-Cdr. (SB) E. A. Prescott, Deputy Command Sea Cadet Officer. Rear row, left to right: Lt.-Cdr. R. M. Greene, staff Director of Naval Training, Ottawa; Lt. (S) D. M. Swim, Assistant Command Sea Cadet Officer, and the following area sea cadet officers: Lt.-Cdr. (SB) J. F. Jefferies, Ontario area; Lt.-Cdr. Paul Buisson, Quebec area; Lt.-Cdr. Ray Gleadow, Prairie area; Lt.-Cdr. C. E. Shaver, Newfoundland area; Lt.-Cdr. (SB) S. G. Coombs, Western area; Lt.-Cdr. D. S. Menzies, Maritime area, and Lt.-Cdr. D. H. Tye, Pacific area. (COND-5517)



It looks suspiciously like a surrey with the fringe on top but it was actually a gun carriage on which Commodore Duncan L. Raymond was drawn around the parade square on November 13 while 1,000 Stadaconas cheered. It was the traditional shoreside farewell of the ship's company to its captain. Commodore Raymond went on retirement leave the following day to end 42 years of RN-RCN service. (HS-59553)



F. J. Mathews, of Ottawa, receives a cheque for \$500 from Commodore F. T. Gillespie, Electrical Engineer-in-Chief, on behalf of the Suggestion Awards Committee. Mr. Mathews, on the staff of the Chief of Naval Technical Services, won his award for a suggested improvement to sonar domes. He is a former naval officer. (O-12296)



Cd. Stores Officer William W. Marcus, RCN, on October 26 successfully completed the six-week Navy Exchange Management Course, conducted by the U.S. Navy Ship's Store Office, in Brooklyn, N.Y. Captain R. W. Sauer, SC, USN, presented Mr. Marcus with his certificate. (USN Photo)



Lt. J. W. Stegen introduces Halifax West High School teacher Dorothy Ehler to a Navy helicopter during a tour by Nova Scotia mainland school authorities of Shearwater. More than 160 teachers and selected students also went to sea in three frigates during the November 7 program, designed to acquaint them with the Navy's role and life afloat and ashore.



During a visit of the Navy's Engineer-in-Chief, Commodore (E) J. B. Caldwell, to the Atlantic Command he presented an award to Sub-Lt. (E) Keith Davies in recognition of the latter's high academic standing while at the Royal Naval Engineering College, Plymouth, England. Sub-Lt. Davies, who was a member of the first engineering class at Venture, has been qualifying for his engineroom watchkeeping certificate on board the Micmac. (HS-59176)

GIBRALTAR'S LINKS WITH CANADA

GIBRALTAR, lying well to the south of the usual tourist route to the British Isles and continental Europe, is probably thought of by most Canadians in 19th century terms as an outpost of Empire or a symbol in indomitable strength and endurance.

Yet the Gibraltar of today is not completely unknown to Canadians. Members of the Canadian Army and the RCAF are frequent visitors, particularly those who are travelling to or from the Middle East on United Nations duty, and every year or so one or more ships of the RCN put in at the Rock during training cruises. Canada flashes, in fact, are a well known and generally welcome sight in the colony.

Thousands of Canadian sailors got to know Gibraltar during the war, the largest number of them probably coming from the escort vessels and minesweepers that took part in Operation Torch—the Allied landings in North Africa, which led to a junction with Montgomery's Army of the Nile and the eventual expulsion of Axis forces from the lands south of the Mediterranean.

The actual harbour space in Gibraltar is quite small—only what is provided by three moles and the lee of the Rock—and most ships that went there in those days had to anchor in Gibraltar Bay, probably nearer to Spanish than to British territory. Even now big ships cannot get inside if there is an easterly gale and it may be that some ship's companies have had to say that they went to Gibraltar but never got ashore. (That is more or less what happened to the *Bonaventure* in October 1958.)

The air strip is comparatively new. It arose, like so many other things of lasting benefit, from the pressure of war. The race course was sacrificed, the bay was encroached upon and the narrow isthmus joining the Rock to the Spanish mainland was cleverly built up to provide an air strip which today can accommodate jets. Thus the base which for 250 years has been a vital link in Britain's sea communications has now become a valuable airfield. Canadian planes go regularly from Halifax to Gibraltar with personnel and supplies for the forces in Egypt and elsewhere in the Levant.

Gibraltar has had a remarkable history. It was used by the Phoenicians,

Greeks, Carthaginians and Romans and given the name Monte Calpe by the Greeks long before the beginning of the Christian era. In 711 AD an Arab chieftain named Tarik ibn-Zeyad crossed over to capture the Rock and, like many a conqueror elsewhere, changed the name to Jebel Tarik or Tarik's Hill after himself. It is easy to see how the modern name developed from the Arabic.

After 750 years in Moorish hands, Gibraltar was recaptured by Spanish forces on St. Bernard's Day 1462—consequently St. Bernard is the patron saint. Two of the oldest monuments are the Moorish castle of 711 (now a prison, like many other old castles in this part of the world) and the fifteenth century stone wall built by the Emperor Carlos V.

In 1704, during one of the many wars between England and Spain, Gibraltar was attacked by a British and Dutch naval force under Vice-Admiral Sir George Rooks; marines and soldiers were landed and on 24th July the Spanish surrendered. Several times during the 18th century Gibraltar was attacked by Spain and France but withstood all onslaughts including the Great Siege of 1779-1782.

Paradise, C.B., Next Port of Call

A Hungarian immigrant, rather fed up with Canada, set sail from Halifax in mid-August for a "paradise" of his own seeking in a rudely fashioned yacht. Marine authorities and the local press expressed some concern over his fate in the leaky vessel and expected they had heard the last of him.

On August 19, a drily-worded message from HMCS *Terra Nova*, the Atlantic Command's newest destroyer escort, brought a measure of relief and a chuckle:

"HUNGARIAN PARADISE SEEKER
IN POSITION 4435N 6238W DOES NOT
DESIRE ASSISTANCE X

"2. PRESENT COURSE INDICATES
CAPE BRETON WILL BE PARADISE"

The *Terra Nova*, under the command of Cdr. W. H. Willson, of Calgary and Halifax, was en route from Halifax to Toronto and the Canadian National Exhibition when she encountered the Hungarian about 47-48 miles due east of Halifax.

The yachtsman later abandoned his voyage.

There are two charming anecdotes of those days:

When Admiral Rooke captured the Rock the inhabitants were all Spanish. They were given the option of remaining or going over to Spain. Those who returned to Spain settled in the town of San Roque where they are still hopefully awaiting a resumption of Spanish authority, for each year they elect a "mayor of Gibraltar" who will assume his office as soon as victory has been won.

The other story is about the "Queen of Spain's Chair". During one of the sieges the reigning Queen went up on a hill overlooking Gibraltar and vowed she would remain there until the Spanish flag flew over the fortress. Unfortunately, for her, the stubborn British would not give up and she remained there several days with the prospect of many more ahead. The Governor, learning of the lady's situation, decided to be chivalrous so that she might come down without loss of face: he ordered that a Spanish flag be hoisted. After it had flown for a decent interval to permit the Queen to withdraw, the Union Jack was again displayed. The hill-top is called after this incident "The Queen of Spain's Chair".

Despite occasional threats, Gibraltar has remained firmly in British hands and has served the Allies well in the Napoleonic Wars, in both World Wars and in the present cold war.

All tourists hear about the Barbary apes whose origin is uncertain but whose presence is popularly supposed to ensure the continuance of British rule (during the Second World War Mr. Churchill heard that the apes were diminishing—he was so impressed by the popular belief that he had additional apes brought in to keep up the numbers). Guides will also take you to St. Michael's Cave to see the limestone formations or to the galleries whence you can see over Spain and the Mediterranean. But Maritimers will take particular interest in visiting the Trafalgar cemetery, King's Chapel and the museum.

The Trafalgar cemetery, as its name implies, contains the dust of many officers and men who fell in the decisive battle which took its name from a headland near Tarifa, a few leagues from Gibraltar. The victorious British ships returned to Gibraltar with prizes, their wounded and the body of their hero, Nelson. All that Trafalgar meant in the struggle against Napoleon and in the foundation of British supremacy at sea was recalled on October 21, 1958, during an impressive ceremony held in

the cemetery. A hundred Canadian officers and men attended to pay their tribute to the past and to show that the value of sea power remains 154 years after the event.

Like so many old buildings in the Mediterranean the King's Chapel has had a varied past. Soon after the Spanish drove out the Moors—in 1480 to be exact—the Franciscan order established a monastery and in 1533 built an accompanying chapel. In 1704 the Friary or Convent became the Governor's residence (the official name of Government House is still the Convent) and the chapel was converted to the Church of England. It suffered during the Great Siege but survived to be rebuilt with a shortened name and had been completed when in 1951 the Royal Fleet Auxiliary *Bedenham* blew up in the harbour and caused more damage than all the minor sieges. Those who recall the Halifax explosion will need no reminder of the

disaster caused by an ammunition ship when it goes up.

On the gospel side behind the choir stalls there is a marble scroll of special interest to Nova Scotians:

This Tablet

*The last sad tribute of affection
is consecrated to the memory of*

ELEANOR

*Wife of Wm. Hacket, MD,
Dept. Insp. General in this command
and daughter of the late*

*Richard John Uniacke, Esquire,
Attorney General of Nova Scotia.*

*She departed this life
on the 19th day of April 1849
aged 50 years.*

*"I know that My Redeemer liveth"
Job xix—25th verse.*

The oak lectern also is Canadian. Its inscription reads:

*Presented by the Military Association
of Canada to commemorate
the services of Nos. 1 and 2 Tunnel-*

*ling Coys Royal Canadian Engineers
in Gibraltar 1939-1945.*

And in the Gibraltar Museum Maritimers will be pleased to find a portrait of Edward Cornwallis, the same who arrived in Chebucto in 1749 to found Halifax and to establish the predominantly British character of both the city and the province. It may not be so well known that he resigned from his Canadian post in 1752 and resumed military service in India, where he was promoted colonel. Then in 1762 he became Governor of Gibraltar, thus joining a long line of distinguished soldiers who have served the Commonwealth in this vital base. His tenure of office was for that year only but he made one small bit of local history by silencing the bell of the King's Chapel because it disturbed his rest in the Convent. For years thereafter the Protestants in the garrison went to church by drum beat instead of by church bell.—C.H.L.

Eagles and Crows

In view of all the interest of late in schemes of promotion, and the recent changes in the RCN promotion system, it is worth noting that the broad principles of human advancement remain the same, and the two criteria are still: "Are you really efficient?" and "Are your human relations good?". This is the telling point made by the editor of *Canadian Power Engineer*, a magazine serving the interests of civilian engineering circles throughout the nation. He goes on to enumerate some of the check points by which we may judge our personal measurements in these fields and it appears that they are so justly applicable to RCN life that perhaps we could look at them:

Acquire additional skills! Since you already have a job on the strength of certain qualifications, it should require only a minimum of effort to branch out. Nobody ever lost an opportunity through increasing his knowledge and capacities.

Be enthusiastic! The difference in actual skill, ability and intelligence between those who succeed and those who fail is very little. If two men are equally matched, the man who is enthusiastic will find the scales tipped in his favour. A man of less ability, with enthusiasm, who believes in his work, will often outstrip the man of first rate ability who lacks enthusiasm.

Be friendly! Look for the good in everyone.

The sullen boiler operator, the silent boss, may be waiting for you to make the first move. A lot of people get reputations for being unfriendly when in reality they are just painfully shy.

Keep your word! When you promise something, deliver even if it causes you inconvenience.

Be neat! The chief with a clean collar, the neatly dressed maintenance staff, the boiler room crew whose work clothes bespeak cleanliness, are silently telling people that they know how to look after the equipment they operate, because they know how to look after themselves.

Leave trouble at home! Make a real effort to shrug off petty grievances and concentrate on your job. Grouchiness will only alienate your fellow workers, and may threaten your own safety, because are are most accident-prone when upset.

No matter what a person does for a living, and that can include both the newest recruit oiling bearings, and the fellow travelling the country on policy assignments, there is one sure thing—there is always room for improvement. Just reading this will not make you the most popular and efficient fellow in Canada, but it may start you thinking about self-improvement. We cannot all fly with the eagles, but that does not mean we must peck with the crows.—G.A.D.

THE NAVY PLAYS

CMR Big Winner At Stadacona

Athletes representing College Militaire Royal de St. Jean, won the major share of events in a crowded athletic program at *Stadacona* in mid-November.

CMR captured the fencing and basketball contests, were second in the swims, tied in water polo and lost in hockey by a 6-3 score to St. Mary's University.

In basketball CMR rolled up a 60-47 victory over *Cornwallis* after leading 29-22 at half time. They were paced to their clean cut victory by Coupal who swished 26 points. Alden and MacDonnell each added 10. Pala was *Cornwallis'* big producer with 15 while Tegue hooped 10.

Stadacona swept to victory in the swimming events with 36 points. CMR was second with 29, while *Cornwallis* had 22 and *Stadacona* B team 8.

CMR rolled up 36 points in fencing against 16 for RCAF Greenwood and six each for *Stadacona* and *Cornwallis*. Greenwood entered only two men both unbeaten, while the others had four.

In water polo *Stadacona* led 2-0 at the end of the first half but CMR came back to outscore its Halifax rivals 3-1 in the second.

Meanwhile, in hockey, St. Mary's University outscored CMR 6-3.

Little League Team Wins Eighth Straight

Little League Football made a high hit at *Cornwallis* this fall with Cougars taking home all the honors with eight straight wins. In those eight games the champions scored 282 points and had only 42 scored against.

Big guns for Cougars were right half Phil Obendorf and left half Ted Semmens, the team's leading scorers. The boys ran most of the plays generally with only a few being sent in from the bench from time to time.

Kit Frewer called the signals and showed considerable ball-handling ability. Ends Eric Sim and Bruce Walker were standouts while Bob Arnott and Ian Cocks performed well as guards.

The league started with three teams, Cougars, Tigers and Bruins, playing six



Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, tosses the ball to begin the basketball game between CMR and *Cornwallis* during a crowded sports meet November 14 at *Stadacona*. CMR won 60-47. On the left is Gerry Benner of *Cornwallis* and Bob Alden is on the right. In the left background is Lt.-Cdr. Reg Mylrea, Command P&RT Officer, who was chairman of the CMR vs Command meet. (HS-59565)

a side. Halfway through the schedule the winless Bruins disbanded and some of their better players went to the other two teams, providing eight-man squads.

The age limit was 10 to 13 with a maximum weight limit of 115. Downfield blocking was permitted on all plays and the quarterback was not allowed to run the ball himself without first handing it off or passing. All the other fundamentals of football were carefully observed and some promising material was uncovered.

The league was conducted under the direction of its founder and organizer, Cdr. E. Semmens.

Semmens coached the winning Cougars, Leading Seaman Peters handled the Tigers and Cyril Smith the Bruins. A total of 52 boys registered for the three starting teams.

Hockey Team Off To Good Start

The Pacific Command in early encounters led the Victoria Commercial Hockey League with an undefeated record.

In the season's opener they defeated Victoria "Vics" 8-5, in the second game they beat Army (PPCL) 4-2 and in the third game they trounced Patterson Construction 9-0. This they accomplished with a different goalie for each game. Newcomer Ord. Sea. Andre Desrochers tended the net for the first game, AB "Pat" Cain took the second and "Art" Morton the last one. Cain was one of the two goalies from last year's team. Morton is a recent arrival from *Shearwater* and looked sharp in his first game.

The teams in the league are working for the privilege of representing Victoria against Japan's National team which starts its Canadian tour at Victoria in the latter part of December.

Hoopsters Join Four-Team League

The Pacific Command junior basketball team has been playing in a league with two Victoria college teams and Royal Roads and was in second place with one game won and one lost.

AB Bruce Baxter in the opening games, was high scorer on the team and AB Martin Tomelack second, followed by AB Dick Austin. The trio makes up the first string of forwards. This line is backed up by AB Dick Cordick and AB Syd Price in guard positions, with Price team captain and main play maker. Bench strength includes AB Les Lane, AB George Dow, AB Dick Mills and AB Tom Jones. Ldg-Sea. Lloyd Henderson coaches the team.

Apprentices Win 27 Rifle Awards

A notable success was scored by the Naval Technical Apprentices' rifle team which until now has been limited to 22 shooting. When the members entered the Pacific Command Rifle Association annual meet they proceeded to win no fewer than 27 awards. The outstanding member of the team was Ord. Sea. Duff Pennie, who won the five major trophies.

This was their first appearance at Heales Range and speaks well for the future.

A strong apprentice team was entered in the B.C. Junior Track and Field competitions at Nanaimo in September



After an absence of five years, Canadian football returned this fall to Cornwallis. Six new entry teams played. Here Fraser Division practises backfield handoffs. Left to right are Ord Sea. Sheldon Hills, Terry Coady, George Milligan, Wayne Severin, Wayne Vilness, and Joseph Bicknell. (DB-13164)

and at the inter-service meet at Sea Island four days later. All entries placed well.

Patriot Curlers Choose Officers

Election of the 1959-60 slate of officers for the Hamilton branch of the Royal Canadian Navy Curling Association was held at HMCS *Patriot* in November and the new executive is: Honorary president, Commodore E. W. Finch-Noyes; president, Lt. J. M. Reid; vice-president, Lt.-Cdr. H. C. Tilbury; secretary-treasurer, Lt. (S) D. M. Swim; executive members, Cdr. G. J. Manson, Ldg. Sea. R. O. L. Cook, PO R. M. Stevens, CPO C. J. O'Hearon, Lt. J. C. Persson and Lt. (MN) A. B. Harvey.

The RCNCA local branch curls at the Hamilton Victoria Rink on Monday afternoon.

Apprentices Stage Boxing Show

The Technical Apprentice School held its first inter-divisional boxing show in early November.

Light middleweight Evans scored the only knockout when he KO'd Neidy in the early twenty minutes of the first round. Thomson won a TKO over Len in the lightweight division and Boxwell TKO'd Gough in the lightwelter division. Featherweight Irwin decideded Andrew; welterweight Miller decideded Hill; middleweight Baxter decideded Van Buskirk, and lighthheavy Yuill earned a decision over Mills.

RETIREMENTS

CPO JOHN LEWIS SMITH, 38, C2MR4, of Langley Prairie, B.C., joined October 3, 1938; served in *Naden*, *Ottawa*, *Stadacona*, *Venture*, *Galt*, *Avalon*, *Cornwallis*, *SNO Liverpool*, *Scotian*, *Coverdale*, *Magnificent*, *Gloucester*, *Bytown*; awarded CD May 6, 1952; retired October 17, 1959.

CPO ERNEST GEORGE WOOLLEY, 40, C1Q14, of Watson, Sask., joined October 3, 1938; served in *Naden*, *St. Laurent*, *Stadacona*, *Saguenay*, *Cornwallis*, *Peregrine*, *Niobe*, *Warrior*, *Cayuga*, *Royal Roads*, *Beacon Hill*, *Ontario*, *Malahat*, *Athabaskan*, *Saguenay*; awarded Long Service and Good Conduct Medal; retired October 2, 1959.

PO SAMUEL DAVIS ROY, 38, P1T14, of Swift Current, Sask., joined October 3, 1938; served in *Naden*, *Restigouche*, *Stadacona*, *Acadia*, *St. Clair*, *Niobe*, *Assiniboine*, *Spikenard*, *Summerside*, *Cornwallis*, *Huron*, *Qu'Appelle*, *Iroquois*, *Givenchy*, *Rockcliffe*, *Crescent*, *Beacon Hill*, *Portage*, *Sioux*, *Ontario*; awarded CD November 1, 1950, retired October 2, 1959.

Ldg. SEA. JAMES PATRICK CULLEN, 43, LSQR2 of Halifax, N.S., joined RCNVR February 4, 1936, transferred RCN July 13, 1940; served in *Stadacona*, *Skeena*, *DEMS Cathcart*, *Annapolis*, *Hamilton*, *Sambro*, *Hochelaga II*, *Cape Breton*, *Matane*, *Niobe*, *Peregrine*, *Cornwallis*, *Uganda*, *Portage*, *Warrior*, *W190*, *Iroquois*, *Haida*, *Nootka*, *Magnificent*, *Swansea*, *Quebec*, *Huron*, *Swansea*, *Toronto*, *Shearwater*, *Fort Erie*, *Ottawa*; awarded CD, August 28, 1952; retired October 3, 1959.

CPO JAMES EARL FEATHERBY, 36, C2MR4, of MacLean, Sask., joined July 15, 1940; served in *Naden*, *Sans Peur*, *Prince*

David, *Star*, *Stadacona*, *ML 078*, *ML 056*, *Fort Ramsay*, *GV3*, *Peregrine*, *Niobe*, *Sarnia*, *Shelburne*, *Warrior*, *Scotian*, *V190*, *Iroquois*, *St. Stephen*, *Nootka*, *La Hullose*, *Micmac*, *Wallaceburg*, *Shearwater*, *Magnificent*; awarded CD July 15, 1954; retired October 2, 1959.

CPO DOUGLAS HAIG EVANS, 42, C1ER4, of Clair, Sask., joined October 3, 1938; served in *Naden*, *Ottawa*, *Stadacona*, *St. Croix*, *Courtenay*, *Nonsuch*, *Niobe*, *HMS Glasgow*, *Uganda*, *Givenchy*, *Rockcliffe*, *Athabaskan*, *Churchill*, *New Glasgow*, *Sussexvale*; awarded Long Service and Good Conduct Medal, 3 October, 1953; retired October 2, 1959.

CPO JAMES FRANKLIN GREIG, 41, of Halifax, N.S.; joined RCNVR September 12, 1939; transferred to RCN September 1, 1941, served in *Stadacona*, *Restigouche*, *Niobe*, *Cornwallis*, *Westmount*, *Hochelaga*, *Blairmore*, *St. John*, *Peregrine*, *Bowmanville*, *Middlesex*, *Scotian*, *Magnificent*, *Micmac*, *Haida*, *Lauzon*, *Huron*, *Swansea*; awarded May 30, 1955; retired October 3, 1959.

CPO JOSEPH EMILE DERISE MICHAUX, 50, C1BD4 (NQ), of Dawson, Yukon Territory; joined RCNVR Sept. 13, 1940; transferred to RCN February 2, 1946; served in *Naden*, *Stadacona*, *Niobe*, *Peregrine*, *Discovery*; awarded CD, September 15, 1952; retired October 24, 1959.

CPO ROBERT KINSEY, 50, C1MA4, of Stockport, England, joined RCNVR July 21, 1940; transferred to RCN February 27, 1947; service in *Ottawa*, *Naden*, *Prince David*, *Givenchy*, *Peregrine*, *Cornwallis*, *Niobe*, *Carleton*, *Bytown*, *Warrior*, *Magnificent*, *Stadacona*, *Iroquois*, *La Hullose*, *Wallaceburg*, *Micmac*, *Assiniboine*; awarded CD November 10, 1950; retired October 27, 1959.

TRADITIONS

LAST SUMMER a woman correspondent from a Toronto newspaper visited on board one of the "Cadillacs" anchored off the Toronto waterfront. She was suitably impressed by Canada's new destroyer escorts and the officers and men in them. But there was one wistful note in her story.

Why were the calls that came over the speakers not prefaced by the words: "Now hear this!"

Her error was a natural one. There is a general assumption, largely correct, that the navies of the world have a common tradition. The uniforms, wherever you go, are pretty much the same, the ships look alike, the behaviour and speech of the sailors are those of men belonging to a common fraternity.

The very good reason for this is that most navies have modeled themselves to a large degree on the Royal Navy. Sometimes this was done out of sheer admiration; in other cases, notably the United States Navy and navies of the Commonwealth, it was a matter of direct inheritance. Long after the American colonies had severed ties with Britain, however, the USN continued to draw on the customs and traditions of the Royal Navy—the designs of its uniforms are visual evidence of this—and, while building its own body of tradition, retained certain customs and traditions which have long been abandoned by the Royal Navy.

This is by way of saying that the fourth edition of "Naval Customs, Traditions and Usage", by Vice-Admiral Leland P. Lovette, USN (Ret.), is very nearly as valuable to the Royal Canadian Navy (or any other) as to the USN, for which it was specifically written.

The book is not merely a compendium of the oddities that set the seaman apart from the landsman, such as that delightful little book of Cdr. W. N. T. Beckett's, "A Few Naval Customs, Expressions, Traditions and Superstitions". It ranges widely through naval etiquette, social customs, historical background of the U.S. Navy and the common traditions of all seamen.

The first edition of Admiral Lovette's work was published in 1934. The fourth edition finds about half the material that appeared in the earlier editions re-written, the rest revised and new material and illustrations added.

The appendices, which make up nearly a third of the book, contain a

wealth of material and it is here the reader will find the rules for conducting a mess dinner in the Royal Canadian Navy. These are set down as supplied to RCN(R) officers attending a divisional course sponsored by the Commanding Officer Naval Divisions in January 1955. How treacherous is the ground on which students of naval tradition walk was evident when an RCN officer, on glancing at this section, immediately disputed the wording of the Naval Grace given therein. The two versions were both much too long,

BOOKS for the SAILOR

he protested. In his experience grace before dinner was usually a simple "Thank God". Others will probably agree with COND's version or produce their own.

There will be disputes over the origins ascribed by Admiral Lovette to such expressions as "bitter end" or "splice the main brace", but these and many others present questions which may be insoluble at this late date.

When he was preparing this fourth edition of his work, Admiral Lovette appealed through the pages of the "United States Naval Institute Proceedings" for suggestions and information—an appeal that led to the appearance of the section on the RCN mess dinner and several other items about the RCN and RN, contributed by a member of the Naval Historian's staff, Philip Chaplain.

"Naval Customs" is not a book to be picked up and read at a sitting. It is much too rich a brew for that. Portions can be read for amusement, others for instruction and the whole as a solid and informative guide to the way of life that in the Navy.—H.M.C.

"NAVAL CUSTOMS, TRADITIONS, AND USAGE", fourth edition, by Vice-Admiral Leland P. Lovette, USN (Ret.); published by United States Naval Institute, Annapolis, Maryland; 358 pages; illustrated; \$5.50.

U.K. Institution Increases Rates

Because of a great increase in operating expenses, the Council of the Royal United Service Institution, with head-

quarters in London, England, has decided to increase the subscription rate for individual members to £3 a year, effective January 1, 1960. This is twice the previous rate.

However, the price of the RUSI *Journal* to service messes, institutes etc., remains at £2-2-0 a year, post paid, according to Major-General G. R. Turner, Honorary Member for Canada, Council of the RUSI.

Library Seeks Old Publications

The National Defence Library is trying to complete its sets of Royal Canadian Navy periodicals, according to C. H. Stewart, departmental librarian at National Defence Headquarters, Ottawa.

Some of the periodicals have long since ceased publication, but it is possible officers or men may have the missing numbers among their souvenirs and may be willing to contribute them to the library, which will take steps to assure their preservation.

The following missing issues are required:

The Telescope—All issues except Vol. 1, Nos. 1 and 2;

White Twist—All issues except 1954;

Royal Canadian Naval College Log—All issues except Vol. 5, No. 3;

The Log—Royal Roads—Vols. 1 to 9 inclusive, Vol. 11 and from Vol. 13 to date;

Supply Mercury—Vol. 1, No. 1 only;

Wave Off—Vol. 3, Nos 3 and 4, July and October 1952; Vol. 4, Nos. 3 and 4, July and October 1953.

LETTER TO EDITOR

Dear Sir:

I think it quite superfluous to mention that I have a great admiration for the Royal Canadian Navy as portrayed in your very excellent journal, and I always find its contents most interesting.

I beg to refer to your July 1959 issue. On page three it looks very much as though the flags "Negative" and "Z" on board HMCS *Gatineau* are upside down.

On page twenty-nine, the Russian cruiser *Aurora* should not be flying the ensign at the jack-staff. The jack at that time was a composition not unlike our own Union Jack at a distance.

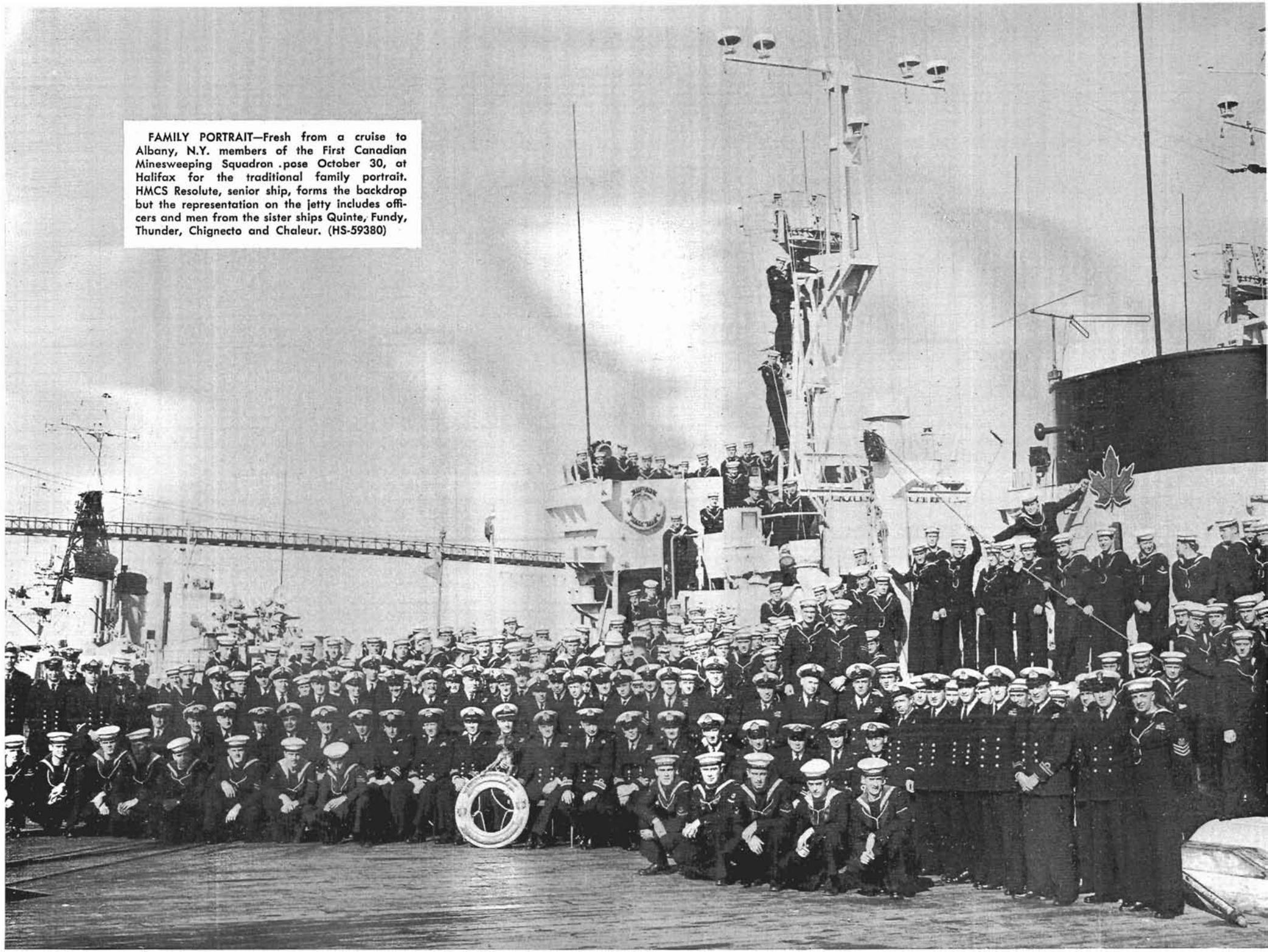
With best compliments,

Yours truly

H. P. MEAD
(Commander, RN)

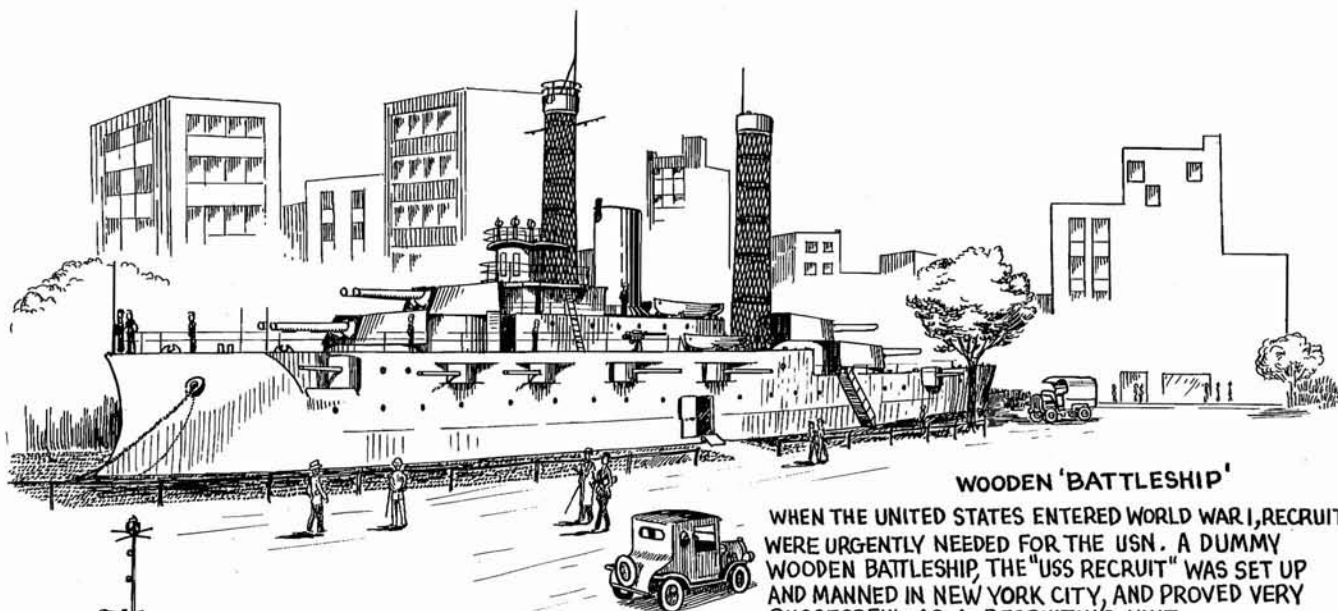
Lloyd's,
London, EC3,
England.

FAMILY PORTRAIT—Fresh from a cruise to Albany, N.Y. members of the First Canadian Minesweeping Squadron pose October 30, at Halifax for the traditional family portrait. HMCS Rolute, senior ship, forms the backdrop but the representation on the jetty includes officers and men from the sister ships Quinte, Fundy, Thunder, Chignecto and Chaleur. (HS-59380)



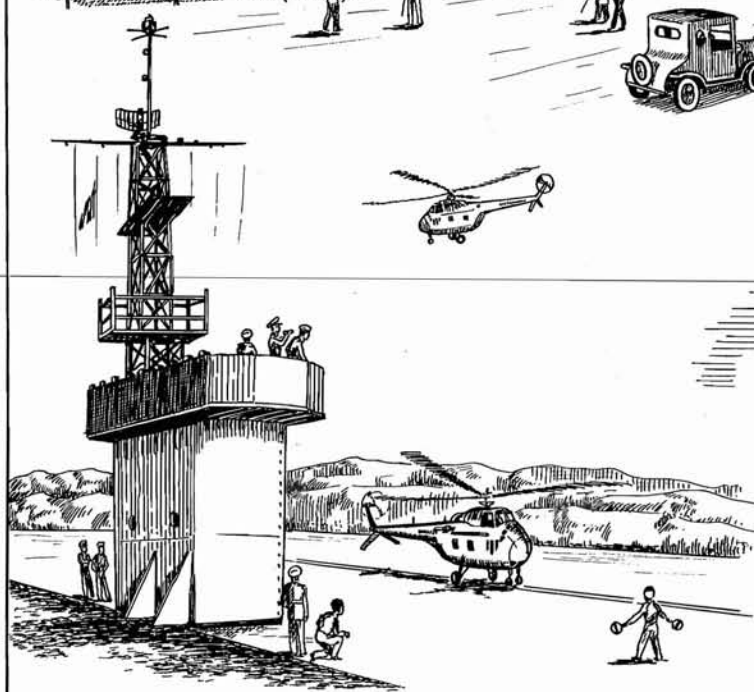
Naval Lore Corner

Number 77
"WARSHIPS" THAT NEVER SAIL

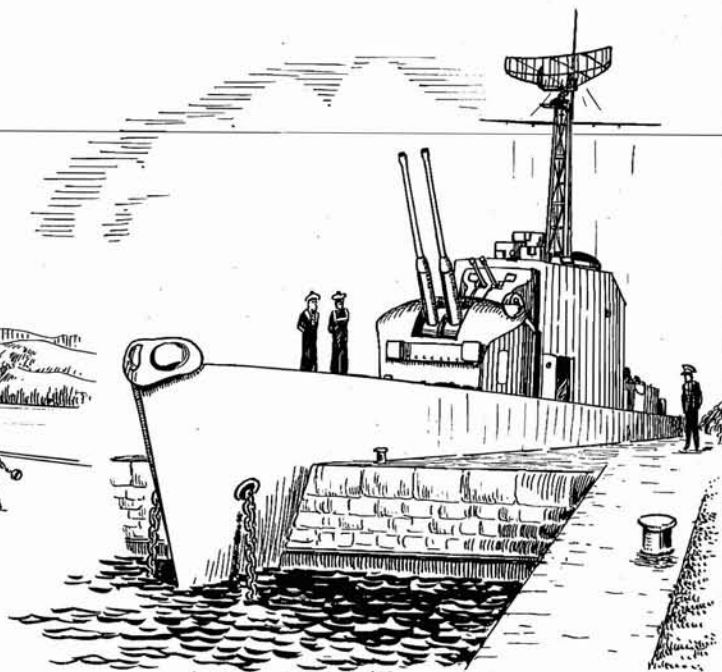


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WHEN THE UNITED STATES ENTERED WORLD WAR I, RECRUITS WERE URGENTLY NEEDED FOR THE USN. A DUMMY WOODEN BATTLESHIP, THE "USS RECRUIT" WAS SET UP AND MANNED IN NEW YORK CITY, AND PROVED VERY SUCCESSFUL AS A RECRUITING UNIT.



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