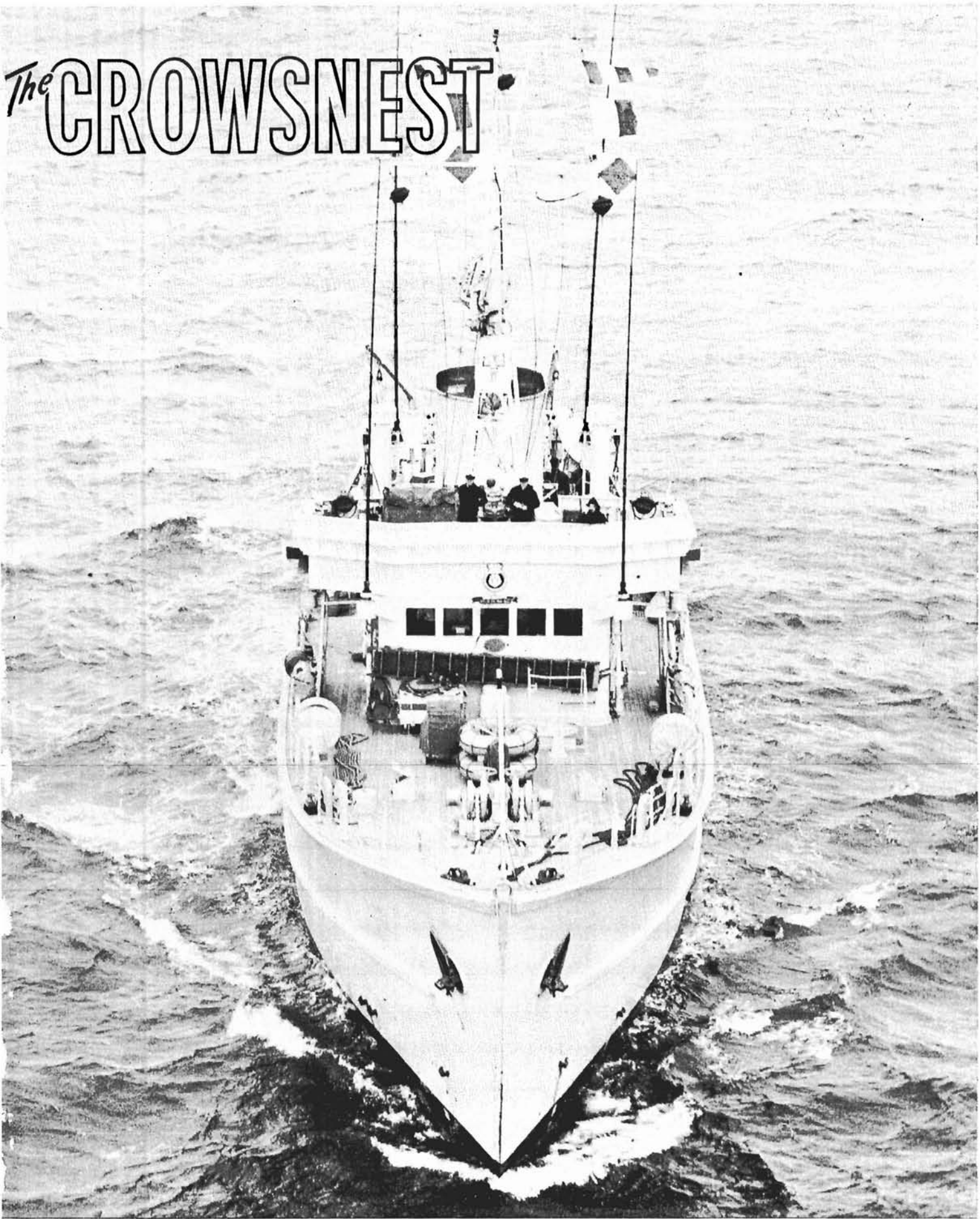


# *The* CROWSNEST







# The CROWSNEST

Vol. 12 No. 3

THE ROYAL CANADIAN NAVY'S MAGAZINE

JANUARY, 1960

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### LADY OF THE MONTH

One of the interesting developments in the Royal Canadian Navy last year was the addition to its strength of two mobile repair ships, the *Cape Scott* and the *Cape Breton*. Their function is to increase the Fleet's ability to operate for extended lengths of time in areas remote from dockyard facilities.

The *Cape Scott* (pictured on the opposite page) was off to Bermuda in January to "mother" RCN destroyer escorts, frigates and minesweepers, exercising in surrounding waters. She is not built for speed, but this is compensated for in large degree by the helicopter she carries.

On the West Coast, the more recently commissioned *Cape Breton* was undergoing working-up exercises preparatory to assuming her duties with the RCN's Pacific fleet. (HS-59754)

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Ottawa, Ont.

*The Cover*—This aerial portrait of the wooden minesweeper HMCS *Quinte* in apparently jaunty mood seemed appropriate to the first issue of the year. The pennants and flags aren't merely decorative. They say: "We have a sweep out; you should keep clear." (DNS-17718)



## RCN NEWS REVIEW

The march past of No. 104 Leadership Course at ceremonial divisions in Cornwallis is led by PO J. F. McIntosh and the salute is taken by Captain F. C. Frewer, commanding officer. (DB-13411)

### One Busy Year Leads to Another

AFTER an eventful and historic year, the Royal Canadian Navy entered its 50th anniversary year, 1960, with a full schedule of training ahead.

The annual winter tune-up exercises for ships in the Atlantic Command began early in January and will continue until the third week in March. This year's exercises involve practically all ships of the Atlantic Command, together with anti-submarine aircraft, in a series of operations in the Bermuda area. Following the exercises, the ships will make calls at various ports in the Caribbean, and a few will visit United States ports.

On the West Coast, the frigates *Sussexvale*, *Stettler*, *Antigonish*, and *Ste. Therese*, with senior *Venture* cadets embarked, sailed January 11 on a training cruise in the Pacific which will take them to South American ports.

And on February 8, the *Ottawa*, *Saguenay* and *St. Laurent* were to sail from Esquimalt on a training cruise which will include visits to California, Hawaii, Japan and the Aleutians.

With 62 warships in commission, and a strength of over 20,000 officers, men and Wrens, the Navy entered the new year stronger than ever before in peace time. In addition, 49 per cent of the total personnel were serving aboard

ship—one of the highest sea-shore ratios in any navy.

Backing up the regular force were 3,550 officers, cadets, men and women of the RCN (Reserve), attached to the 21 naval divisions.

### Royal Tour

More Canadians saw their Navy in 1959 than ever before: first, during the Royal Tour, then when 19 NATO warships—eight of them Canadian— assembled at Toronto for Seaway Year celebrations at the Canadian National Exhibition.

The opening of the seaway permitted major warships of the RCN to enter the Great Lakes for the first time, and wherever they appeared they were objects of intense interest and warm hospitality.

Most of the ships of the fleet had the honour of taking part, one way or another, in the Royal Tour. The first and last duties fell to those that maintained guard along the route of the royal plane's flights across the Atlantic. In between, and over a period of seven weeks, Canadian warships escorted the Royal Yacht *Britannia* off the east coast, in the St. Lawrence and through the seaway and Great Lakes; took part in an international fleet review in Lake St. Louis; carried and escorted the Royal couple from Vancouver to Nanaimo; provided a brilliant illumination

and fireworks display off Victoria, and formed a mile-long avenue of ships past which Her Majesty and His Royal Highness proceeded to their point of departure from Canada—the naval air station, HMCS *Shearwater*.

Five new anti-submarine destroyer escorts—HMC Ships *Gatineau*, *Kootenay*, *Terra Nova*, *Columbia* and *Chaudiere*—joined the fleet during the year.

Returning to service in 1959, but in new roles, were the former maintenance vessels *Cape Scott* and *Cape Breton*. Converted into repair ships and stationed on the east and west coasts, respectively, they will give increased mobility to the fleet by providing repair facilities for ships away from home ports.

Also commissioned during the year were three modernized anti-submarine frigates—the *Cap de la Madeleine*, *Victoriaville* and *Inch Arran*.

### New Skill

In the air, there was no increase in numbers, but conspicuous progress was made in developing the anti-submarine proficiency of both fixed wing and rotary aircraft, and in sharpening the intercept capability of the Navy's guided missile-armed Banshee jet fighters.

Ashore, naval contingents undertook numerous ceremonial duties, including the parading of the Queen's Colour at



Victoria and the presentation to the RCN of a new Colour by Her Majesty at Halifax.

The side of the Navy the public did not see in 1959 was the side that received most of the Navy's attention. This was the training of ships, aircraft and personnel, always with the object of improving efficiency and effectiveness.

Continuous training programs were carried out, at sea and ashore, throughout the year, while during the summer months, special training was provided on the Great Lakes for members of the RCN (Reserve).

### Pacific Command

Warships of the Pacific Command last year steamed a total of 409,549.5 nautical miles—a distance nearly equal to a trip to the moon and back.

Voyages, exercises and patrols by units of the fleet stationed at Esquimalt recorded a grand total of 2,178 days at sea.

Helicopters and fixed-wing aircraft of the VU33 naval air squadron at Patricia Bay logged a total of 2,491 hours in the air during the year.

And Navy divers, attached to the operational diving unit at *Naden* spent a total of 3,862 hours—that's equivalent to about six months—under the waters of the Pacific.

In testing equipment, a diving team descended to a depth of 175 feet in Alaskan waters two degrees below freezing.

Most travelled ship in the Pacific fleet was the destroyer escort *Fraser* of the Second Canadian Escort Squadron which chalked up 31,887.3 miles.

The strength of Pacific Command stood at 5,500 on December 31.

### Record Exercise

Biggest operation of 1959—and biggest peace time exercises ever held by the Pacific fleet—saw 19 warships and a total of 2,300 officers and men involved in exercises in the Barkley Sound and Comox areas in September.

Destroyer escorts of the Second Canadian Escort Squadron went on training cruises to Alaska, the mid-Pacific and California early in the year.

Frigates of the Fourth Canadian Escort Squadron took RCN officer cadets on training exercises to Hawaii, Fiji and Samoa, and later took another group of officer cadets to California and Mexico.

The Second Canadian Minesweeping Squadron sailed to Alaskan waters for exercises then went on to California.

### Atlantic Command

Warships of the Atlantic Command steamed a total of at least 720,000 miles, the equivalent of three one-way trips to the moon, and spent about 3,400 days at sea on voyages, exercises and patrols.

Naval aircraft afloat and ashore, fixed-wing and rotary, logged better than 25,000 hours in the air.

Naval divers were under water for some 6,000 hours, 700 of that total achieved by frogmen operating in the Far North.

British submarines on the Halifax station tallied a total of 373 days at sea and travelled the equivalent of twice around the globe.

Ashore, another important milestone was reached in the development of the defence organization on the East Coast. On July 1, Dominion Day, an integrated Maritime Headquarters was established in the dockyard at Halifax, whose unified RCN-RCAF staff exercises operational control over naval forces and Maritime aircraft of the RCAF.

Of the more than 700,000 miles steamed by warships of the RCN Atlantic Fleet, the aircraft carrier *Bonaventure* logged the most. Her total of 35,921.7 miles is the equivalent to six round trips across the ocean between Halifax and the United Kingdom.

### NATO Duties

NATO exercises at sea with other navies found the ships of the Atlantic Command ranging from the eastern seaboard of North America to the shores of Europe. Three of the major NATO exercises in which the RCN participated were New Broom (carrier and escorts) Sweep Clear (minesweepers) and Sharp Squall (carrier and destroyer escorts).

Canadian warships were by no means idle when not involved in NATO activities at sea. From the middle of January to the middle of December there was a series of fleet, squadron, and other exercises. Forces were directed at times from Bermuda, St. John's, Nfld., and Sydney, in addition to Halifax.

The mobile repair ship *Cape Scott* roved far in her first year of commission. She logged 11,963 miles in journeys from the Caribbean to Newfoundland. Although she spent only 63 days at sea, an additional 41 were spent in isolated anchorages as she provided support to elements of the fleet on extended operations.

Of significance in 1959 was the transfer of four St. Laurent class destroyer escorts from Halifax to the West Coast during the first quarter of the year. There they joined three sister ships and,

in return three older but modernized destroyer escorts came to Halifax. The transfers enabled the West Coast to streamline its shore support organization by concentrating destroyer escorts of the same class there.

There were approximately 12,000 uniformed personnel serving afloat and ashore in the Atlantic Command and more than 6,000 civilian employees. Supporting the 39 sea-going ships are about 100 auxiliary vessels from oilers to barges.

The naval dockyard in Halifax during 1959 celebrated its bicentennial. It is the oldest naval dockyard in continuous operation in North America. Among ceremonies marking the occasion, by far the biggest was Dockyard Day, immediately following Navy Day in Halifax, when elaborate demonstrations and displays supported the historical theme.

### Sub-Command

At Montreal, the vast supply complex there was reconstituted in September with the establishment of a sub-command of the Atlantic Command under the Senior Naval Officer, St. Lawrence River Area.

The naval air station at *Shearwater* on September 12 had its first Open House and Air Show in nine years and attracted 18,500 visitors.

Other naval highlights of 1959 included:

The transfer of two Algerine coastal escorts to the Belgian Navy, under the terms of Mutual Aid.

Reduction of the reserve fleet to five small vessels. This was accomplished by the disposal of surplus ships and the commissioning of others and was in line with the policy of having a fleet as close as possible to 100 per cent readiness.

### Tanker Planned

The announcement that a 22,000-ton tanker supply ship would be built for the RCN, to serve as a sea-going fuelling station and thereby increase the endurance and mobility of the fleet.

The acquisition of a tactical trainer capable of duplicating almost every situation apt to be encountered by the crew of a Tracker anti-submarine aircraft.

The reduction from five years to three of the initial engagement period for ordinary seamen.

Construction was begun of two of six "Repeat Restigouche" class destroyer escorts on order for the RCN. Work was started on the first of the class in 1958; the other three are scheduled to start in 1960.

## Greetings

The following Christmas messages were sent to personnel of the Canadian Armed Forces and their civilian co-workers in December:

*From Hon. George R. Pearkes,  
Minister of National Defence*

"I wish to extend my best wishes for a very Merry Christmas to the member's of Canada's Armed Forces, to the personnel of the Defence Research Board and to the civilian staff of our department.

"All of you are sharing in our common effort towards the maintenance of peace throughout the world. I know that, on occasion, this can entail certain hardships and your duties will cause many of you to be separated from your families at this time of the year. To those celebrating Christmas away from home and in foreign lands, I wish to send my warmest greetings.

"Your efforts are helping to bring peace to a still divided world and it is well to keep in mind during the holy season of Christmas the Divine proclamation of peace on earth to men of good will. The observance of the birth of the Saviour presents a special opportunity for every Christian to give thought to the purpose and aim of his life.

"To all of you, may I express the hope that you will have a joyful Christmas and a peaceful and prosperous New Year."

*From Hon. Pierre Sevigny, Associate  
Minister of National Defence*

"This is my first opportunity, as associate minister, to send Christmas greetings to those serving with our Armed Forces, to the staff of the Defence Research Board and to the civilian personnel of the Department of National Defence.

"To those of you who are celebrating Christmas in remote parts of Canada or in distant corners of the globe, may I send a special message of good cheer. With your faith in Divine Providence strengthened during this holy season of Christmas, I am sure that all of you will continue your splendid efforts towards the preservation of peace throughout the world.

"During the past few months I have had occasion to visit a number of our defence establishments and of personally meeting many of you and your families. I hope that in the year ahead I will be able to meet many more of you.

"I would like to extend my best wishes to all for a very Merry Christmas and a Happy New Year."

## Naden Divers Test 'Wet Suit'

To prove the practicability of "wet suits" at extreme depths and in extreme cold, a contingent from the diving unit at *Naden* descended to a depth of 175 feet in sub-freezing Alaskan waters 800 miles northwest of Victoria.

The temperature of the water off towering Taku glacier, Alaska, where the dive took place at the end of November, was 30 degrees F—two degrees colder than the temperature at which fresh water freezes.

The dive, which was led by Lt.-Cdr. Benjamin Ackerman, took place from HMCS *Fortune*.

The divers were submerged for 38 minutes including decompression time of nearly 30 minutes on their ascent. They wore standard air tanks and mechanical lungs.

"Wet suits" are made of quarter-inch foam-neoprene and are individually tailored to the diver. They are designated "wet suits" because the water actually penetrates the porous synthetic rubber garment to come in contact with the diver's skin.

"Wet suits" are said to provide greater freedom of movement and warmth than suits made of non-porous material.

## Interest in Museum Soars

"The most active and most productive year since the founding of the Maritime Museum of Canada," was reported by the chairman of the board of directors to the annual meeting of the Museum held recently.

Commodore M. A. Medland, who assumed the office of chairman late last year on the retirement of Commodore D. L. Raymond, paid high tribute to his predecessor.

"It was largely through the interest and guidance of Commodore Raymond that so much progress was achieved in 1959," he said.

The chairman's report noted that the numbers of visitors to the museum had increased by 40,000 to 185,000 during the year. It also listed a number of acquisitions during the year of which several were "outstanding". These included a model of a landing craft of the type used by General Wolfe during the amphibious phase of the assault on Quebec, an excellent model of the schooner *Bluenose*, and a set of figures depicting in great detail the uniform dress of naval officers and men, including an able seaman of HMS *Tribune*, at the turn of the 18th Century.

"In planning for the future development of the Museum, the most important factor is the question of space,"

the chairman stated. He noted that the past year saw the final expansion of the museum within the area allocated in the Halifax Citadel.

"Plans for possible alternate accommodation must be considered seriously", he pointed out.

Sub-committees formed last year have been at work on the problem and it is intended to progress this planning through the year. Estimates will be obtained of the costs of renovating a suitable building or acquiring a totally new building and methods of raising the required funds will be explored.

The chairman reported that the Canada Council has approved a grant to the museum to sponsor the publication of Captain J. P. Parker's manuscript, "Sails of the Maritimes".

The presentation of Queen Victoria's Royal Barge by Her Majesty the Queen was among the highlights of the year's activities, the report stated.

Due to space limitations within the Citadel, the barge has been placed temporarily in the custody of the Navy, and is at present on display in HMC Dockyard.

Occasional Paper No. 5, a history of the Halifax Dockyard, was produced to mark the Bicentennial of the dockyard and sales to date have exceeded those of any the previous four papers.

Niels Jannasch was appointed director of the museum in November, the report noted, thereby filling this position for the first time.

"Expenditures over the year had been considerably greater than in the previous year," the chairman stated.

Construction and maintenance costs accounted for much of the increase. The financial report noted that the annual grant from the Province of Nova Scotia had been doubled, to \$7,000. A grant from the City of Halifax, donations from various sources and the sale of occasional papers, books, post-cards and prints, made the year's receipts \$10,929.23. Estimated expenditures for 1960 totalled \$17,000, which will be met by the development of new and additional sources of revenue.

The following were added to the museum's advisory committee: Hugh B. Bell, E. A. Thompson, W. Simpson and Bruce Oland.

## RCN(R) Initial Term Shortened

The initial term of engagement for men in the RCN(R) active list has been shortened to three years from the previous five, effective January 22, it was announced by the Commanding Officer Naval Divisions. Re-engagement periods will continue to be five years.



## Cradle of RCN's Senior Officers

Back in 1910 when the Royal Canadian Navy was established by Act of Parliament it was quite obvious to all concerned that this new fighting service would, right from the start, have to be directed by officers of sound experience. To those officers loaned by the Royal Navy must go due credit for the foundations on which the present-day RCN is built.

But even in those first formative years full recognition was given to the concept that the RCN must from the beginning train its own officers to direct the fleet of the future. Knowing that college-trained naval cadets could not possibly join the fleet in less than three years, the passage of the Act was anticipated and the first cadets were enrolled under the Department of Marine and Fisheries and did their time in CGS Canada before 1910. They subsequently joined HMCS Niobe as midshipmen. Admirals Nelles and Brodeur were of this class.

However, the main source of officer recruitment in the RCN was to be a steady stream of midshipmen graduating from the Royal Naval College of Canada, at Halifax, an institution that was provided for in the original Naval Service Act.

The college lasted for only 11 years (1911-1922) and passed through many trying times, including the Halifax Explosion, and yet in that relatively brief span of years produced most of the senior officers who directed the course of the RCN in the Second World War and in the years since 1945.

Unfortunately, official records reveal very little about life in the old RNC of C, nothing about study methods, social activities and the like, and very little about naval training. If there were Letters of Proceedings they have long since been lost.

Certainly the article in this issue of The Crownsnest by Commodore Hope and the photographs, some of which are from the collection of Rear-Admiral F. L. Houghton, fill one of the gaps in our naval history. Retired personnel of the Navy are invited to forward such reminiscences to the Naval Historian at Naval Headquarters.—E.C.R.

# The Royal Naval College of Canada



(CN-5057)

By

Commodore A. M. Hope  
OBE, CD, RCN (Ret)

ON AUGUST 3, 1914, a new term of eight cadets joined the Royal Naval College of Canada at Halifax. This was the day prior to the outbreak of the First World War—a special pride to each member of this particular term.

Four members of the term hailed from British Columbia and four from Nova Scotia, and this even distribution was instrumental in helping to knit the term into a compact and proud team.

Our first impressions of the college were varied. The Dockyard and environs, which included the college, were in the process of changing from peacetime routine to that of war. A number of the College staff were leaving for

their war appointments, among them Sub-Lieutenant A. S. Dean, the officer who had been nominated as our term lieutenant. His place was most effectively taken by a newly-promoted cadet captain from the senior term, one G. M. Hibbard, now Commodore Hibbard, RCN (Retired). We were indeed fortunate to have his understanding help at the beginning of our life in the Navy to steer our wondering and wandering thoughts and steps for our first six months under naval discipline. (And a little child shall lead them!)

Our first interview with the commander of the College, Cdr. E. A. E. Nixon, RCN, left an impression on every

member of the term that exists to this present day. It was most frightening at the time but his attitude and approach to the subject of our future careers was perfectly correct when dealing with a group of youngsters in our age group who were about to set out on a life so completely different from that which we had been accustomed to. We sensed from that moment that no nonsense would be permitted and at the same time that absolute honesty and justice would be our lot. Cdr. Nixon never admitted that he possessed one of the kindest hearts in the world until our course of two and a half years at the college had been completed and our term was about to proceed to its first-sea-going appointment as midshipmen. Not only our term but the college as a whole owed much to Cdr. Nixon who plotted and steered the course for us who were to be among the first officers to serve in the Royal Canadian Navy.

As the days passed our daily life began to form itself into a distinct pattern. We learned that punctuality was the first lesson, to be followed by others, that every movement was to be carried out at the double, whether changing classes, turning in for the night or arising in the morning. Our day started at 6.35 a.m. winter and summer alike with a supervised cold plunge. (No shirking there). After a cup of cocoa, again taken at the double, irrespective of its temperature, cadets proceeded, in summer, (up until November) to the boat house to embark in the College cutters for the morning period under oars and sail. In the winter months and during inclement weather this period was spent in the gymnasium. The dress for this early morning activity was white flannel trousers, shirt and white jersey, which necessitated changing into blue uniforms before breakfast. Needless to say this was accomplished at the double.

There were two study periods in the forenoon, two in the afternoon, and one at night which together with the games period in the afternoon and the pre-breakfast boat work or gymnasium ensured sound sleep. With the clanging of the 9 o'clock bell a rush from the evening study period took place reminiscent of a Calgary Stampede. How we did it I have forgotten, but by the time one arrived in the dormitory he was practically undressed and ready to put on his pyjamas. A rush to brush the teeth and give a lick and promise to the hands and face, then to fall in by one's chest for a moment of silent prayer before lights out. I remember that this whole evolution took some five

minutes from the time of leaving the study.

We played soccer that first year as a compulsory game. Tennis could be indulged in on Saturday afternoons but was not given much encouragement. Other sports included paper chases and "Walks North", but boat work under oars, sail and power figured largely as a recreation as well as an early morning *MUST*. All of this stood us in good stead when we eventually got to sea. The "Walks North" were never very popular. They consisted of walking north in groups for about four miles through the slums of Halifax, then reversing course through further slums or across the city dump. Woe betide anyone who malingered. Cdr. Nixon owned two Airedales which would frequently accompany groups of cadets, and it was common belief at the time that either the Commander understood dog talk or vice versa, as with uncanny accuracy he laid his finger on those who had not completed the intended course.

That first winter we played hockey as a compulsory game, once a week at the rink and otherwise using our own resources, which consisted of a flooded asphalt tennis court which was located behind the building. The West Coast members of our term had shone at football, the East Coast got their own back

when it came to hockey, so honours became even by January 1, 1915.

In 1915 our activities in the football field were shifted from soccer to English rugby and continued as such until we left the college for sea at the end of 1916.

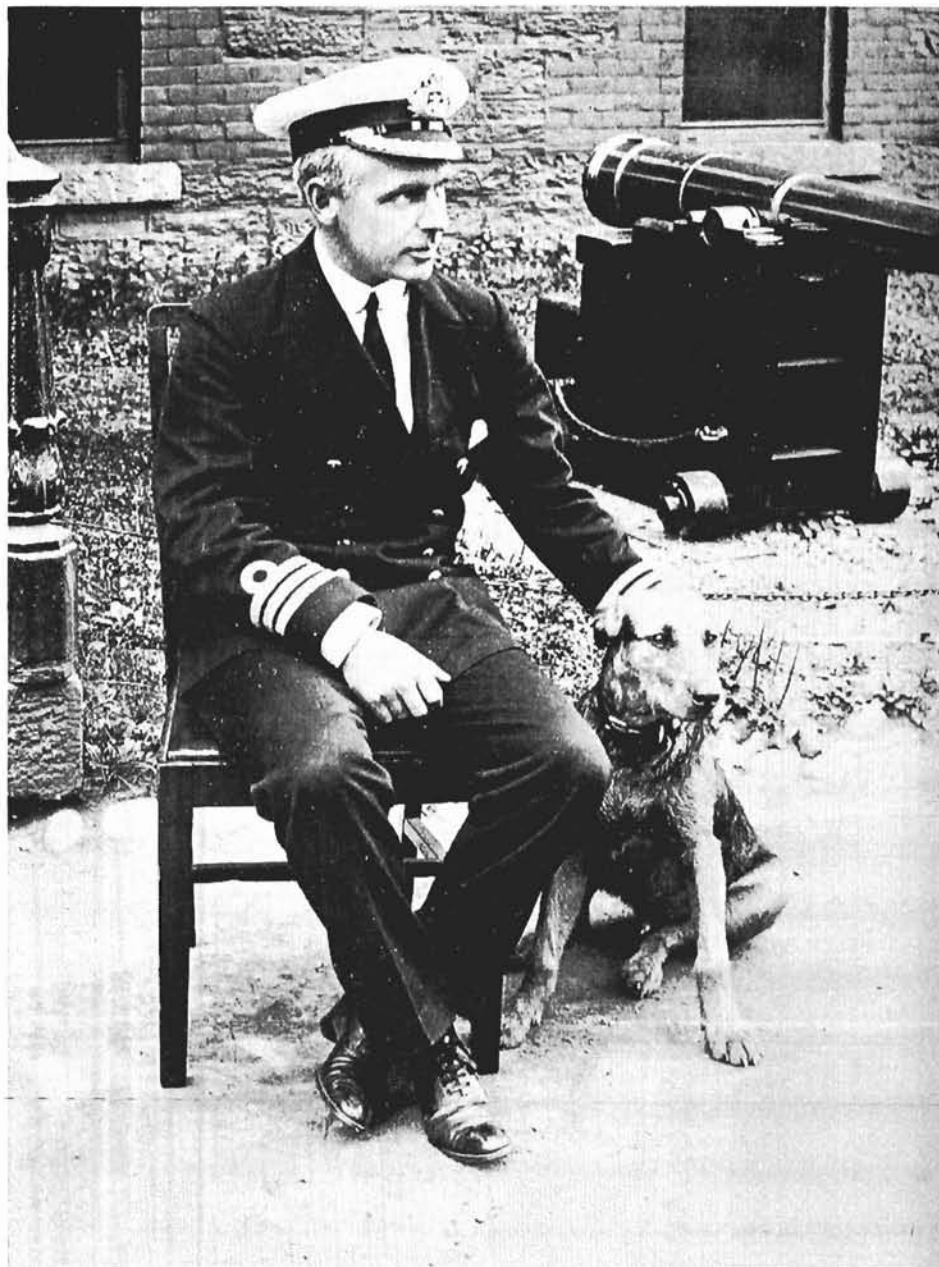
In addition to the college pulling boats, cutters, whalers, and gigs, there was attached to the college as a tender a former two-masted fishing schooner of 100 tons named the *Diana*. This vessel cruised during the summer months along the shores of Nova Scotia embarking the different terms for periods of a few days each with the object of imparting practical seamanship to the embarked classes each under their own instructor. The *Diana* not infrequently went ashore as the result of too much talent trying out too many small harbours along the coast where we would anchor for the night. I remember with affection those cruises and the respect for the sea they taught me. They also in my later and retired years enabled me to say that I started my naval life in sail and finished in helicopter.

Another tender, the yacht *Venture*, was largely reserved for staff officers and the senior term, particularly on Saturday afternoons. At one time the *Venture* took part in the Royal Nova



The fifth class of cadets to attend the Royal Naval College of Canada entered in the fall of 1914 and passed out Christmas 1916. Their names, with the ranks attained during their naval careers, were: sitting (left to right), Captain E. A. Thompson, Cdr. G. B. F. Barnes and Cdr. F. R. W. R. Gow; standing, Commodore A. M. Hope, Vice-Admiral H. T. W. Grant, Captain C. D. Donald, Captain A. P. Musgrave and Rear-Admiral W. B. Creery. (Notman Studio photo; HS-6494)





Cdr. E. A. E. Nixon, Commander of the Royal Naval College of Canada. One of the two brass cannon which flanked the college entrance can be seen. (CN-5058)

Scotia Yacht Squadron races but an anti-submarine net laid from the present breakwater confined her activities to the harbour waters and Bedford Basin.

Discipline within the college was largely an internal affair except for any serious breach. There was the usual fagging by the junior cadets for those of a more senior variety. Cadet captains were allowed to inflict punishment up to six strokes with a cane, administered where it would best be felt, but only on the authority of the commander. This was the normal punishment for cadets caught smoking. Breakages, lack of some part of uniform and such like minor offences were punished by

small fines; and as we received just 75 cents a week for pocket money, that could hurt the individual very much indeed. I can truthfully say that our term had no real difficulty in settling down to a well-organized and disciplined way of life.

The comings and goings of many ships of war together with the recommissioning of HMCS *Niobe* just under the windows of the college in the autumn of 1914 fascinated all of us. The latter would fascinate any Supply Officer today in that all stores and accoutrements were supplied to the ship by the ship's own boats assisted by one large dray drawn by two white horses. I remember well the arrival

at the dockyard of HMS *Glory* which numbered among her complement a dozen or so naval cadets, RN, who averaged a year younger than our term—and with what envy we regarded them.

The dockyard had never been busier. We were aware of, but as yet had no part in these fascinating activities of wartime. Our activities were confined to study for the two and a half years but we made it in the end. The arrival and departure of all types of men-of-war, transports and freighters were of almost daily occurrence. Barks, barkentines and even a full-rigged ship came out of retirement in the interest of transporting war material across the Atlantic. To the youthful mind these sights became an inspiration, not without the frightening thought that this might all cease before we got to sea.

The Naval College year was divided into two terms—the summer term commencing in August and lasting until mid-December and the winter term from January until mid-June, thus providing two periods of leave of six weeks duration each. The idea behind this scheme was to enable cadets from the West Coast and inland provinces to visit their homes twice a year. It seldom worked out that way and the Westerners made many friends in the eastern provinces, with whom they would spend probably one leave a year rather than face a fortnight in the train, with subsequent expense involved.

The highlight of the winter term was the cadets' annual picnic to McNab's Island, usually held on the 24th of May. Preparations were long in the making and it involved the youth and beauty of Halifax, the college boats (under tow) and of course a sprinkling of staff officers' wives as official chaperones.

Similarly the highlight of the summer term was the annual ball held in the college just prior to the break-up for Christmas leave. Up to the time of the last ball at Christmas time, 1915 (we were cheated of our final and Farewell-to-the-College Ball in 1916 through an erroneous report of the loss of HMCS *Grise* with all hands), the ladies of our choice would arrive via horse-drawn cabs. A very solemn period of dancing with supper would follow and they would depart as they had arrived. The West Coasters were more frightened of the dance floor than the easterners were, and there was no dancing master attached to the staff of the Royal Naval College of Canada.

With the exception of the two foregoing events, entertainment was simple. During winter months only, leave could be obtained on Saturday afternoon for



Another view of the Royal Naval College of Canada, as it appeared in January 1913. The tall masts at each end of the building supported a wireless aerial. (CN-5005)



Part of the dormitory at the Royal Naval College of Canada, June 1913. Note the enormous chest at the foot of each bed..(CN-5011)



the purpose of visiting friends, attending theatres, etc., but this leave expired at 6 p.m. when all cadets were paraded at the gymnasium for instructions in boxing and wrestling. All this, following a surfeit of ice-cream sodas and banana splits, was not conducive to a happy feeling within while tumbling on the mats. If, however, a cadet had taken the girl friend of the moment to the local theatre, the weekly pocket money was sufficient to provide two theatre tickets at 25 cents each, tea and toast for the lady and a plain soda for the cadet, after which he would have to walk back to college lacking tram fare, but he would, incidentally, put up a much better showing in the boxing ring.

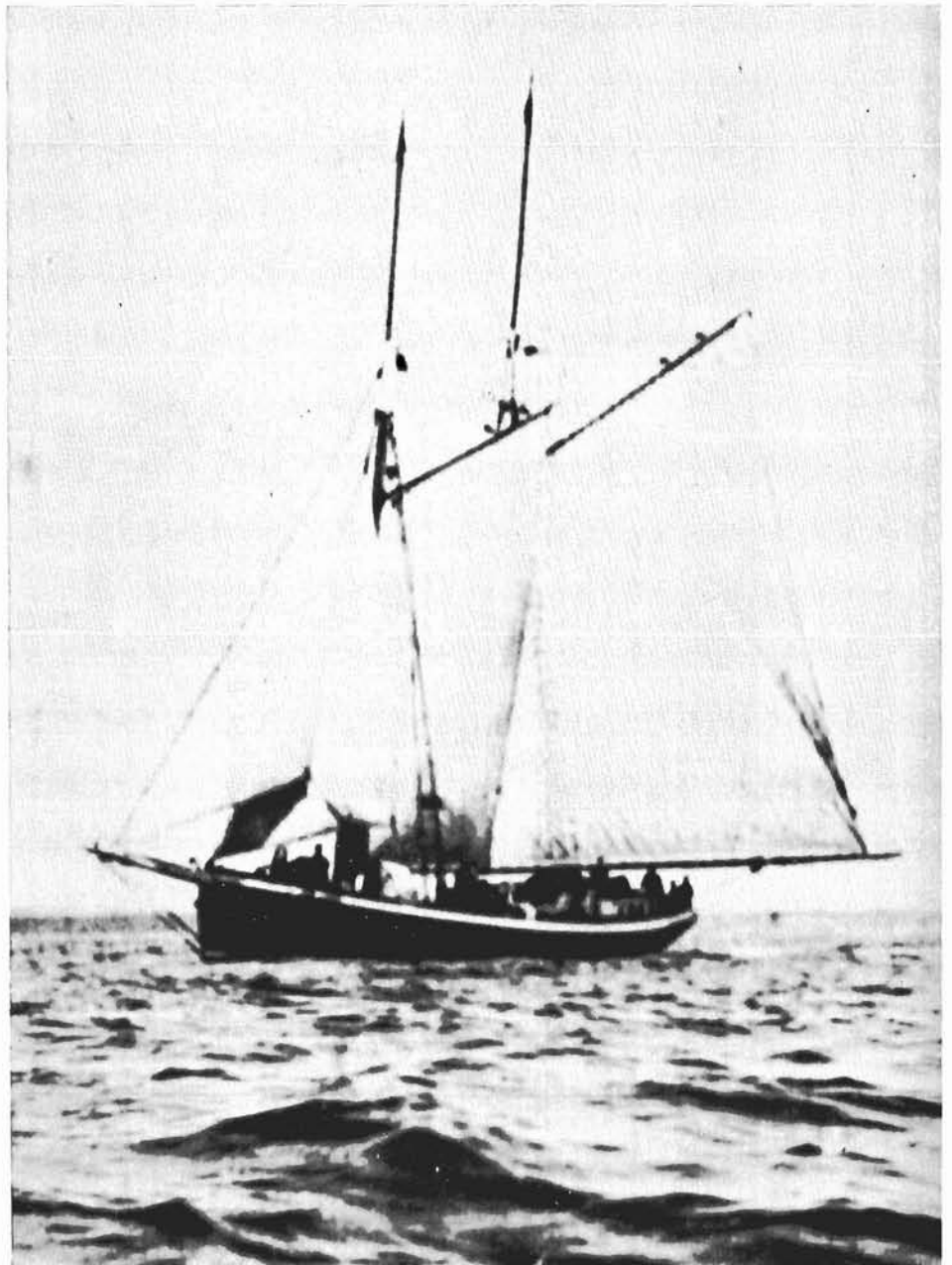
In August 1916 our term became the senior one at the college, and with it all the attendant privileges including the provision of two cadet captains, (Creery and Musgrave) who would be required to guide the two junior terms during their term of office.

We also learned at this time that, providing our progress was maintained at the present level and that the war continued, we would not be required to remain at the college for the whole three years but would be given the opportunity of sitting for our passing-out examinations prior to the Christmas leave period in 1916. Both conditions were fulfilled and great was our pride and joy to be rated midshipmen at the beginning of 1917 and to go to our first sea-going appointment, HMS *Leviathan* at Bermuda in February, 1917.

On looking back after forty-three years, I feel that the two and a half years at the Royal Naval College of Canada was very well accounted for in building both the body and the mind of prospective naval officers. We were fortunate indeed in serving under and learning from first-class professional officers and civil staff.

I think that the four members of our term who hailed from the West Coast were far more adequately prepared educationally for life at the college than those of us from Nova Scotia. They passed into the college at the head of the term and maintained their position on the whole throughout the course. It is interesting to note, however, that after having reached the rank of midshipman and in subsequent courses as sub-lieutenants when dealing with professional and practical subjects, those of use from the East more than held our own.

The following cadets joined the Royal Canadian Naval College on August 3, 1914, and graduated as Midshipmen on February 5, 1917:



The *Diana*, training schooner of the Royal Naval College of Canada. Purchased in 1911, she remained in the service of the college until the latter was wrecked by the Halifax explosion in December 1917. (CN-5020)

|                    |  |                   |  |
|--------------------|--|-------------------|--|
| Wallace B. Creery  | —Retired as Rear-Admiral, 1956   |                   | Chief of Naval Staff, 1951.  |
| George B. Barnes   | —Retired as Lieutenant - Commander, 1938, rejoined for duration of the Second World War.             | Francis R. Gow    | —Killed in air accident, 1941, when a Commander  |
|                    |  | Adrian M. Hope    | —Retired as Commodore, 1951  |
| Alured P. Musgrave | —Retired as Sub-Lieutenant, 1919, rejoined for duration of the Second World War. Retired as Captain. | Colin D. Donald   | —Retired as Acting Captain, 1947   |
|                    |  | Edwin A. Thompson | —Retired as Lieutenant, 1923, rejoined for duration of the Second World War. Retired as Captain. |
| Harold T. Grant    | —Retired as Vice-Admiral and   |                   |  |

# OFFICERS AND MEN

## **Cape Breton In New Role**

The RCN's second mobile repair ship, HMCS *Cape Breton* was commissioned on the West Coast on November 16. Her return to service in her new role followed an extensive refit at HMC Dockyard, Esquimalt, B.C.

The *Cape Breton* was preceded into service earlier in 1959 by the *Cape Scott* which is serving in the Atlantic Command.

The *Cape Breton* will provide repair facilities and limited logistic support to West Coast ships away from their home base.

To carry out her new duties the *Cape Breton* has been fitted with engineering and electrical workshops and the ship's company includes a large percentage of technical personnel. Among her facilities are a blacksmith shop, a sheet metal shop, a welding shop, a pipe and coppersmith's shop, and a plate shop. The ship is capable of carrying out all manner of electrical and electronic ship repairs, diesel engine repairs, crypto and teletype repairs, underwater repairs, and canvas and rigging work. She is fitted with a helicopter landing platform.

The *Cape Breton* was built by the Burrard Drydock Co. Ltd. at North Vancouver in 1944. She was taken over by the Royal Navy, fitted out as a maintenance ship and, as HMS *Flambourgh Head*, served in this capacity until she was acquired by the RCN in 1953.

Equipped with classrooms, workshops, and living accommodation by the RCN, she remained at Halifax as a training establishment for technical apprentices until 1958, when she sailed for Esquimalt for conversion to her present function.

## **Sid Pines Again Heads Veterans**

The election of officers of the Hamilton Naval Veterans' Association for 1960 saw Sid Pines re-elected president. Other officers named at the meeting December 16 were:

William Shade, vice-president; Waley Preston, secretary; Jim Senior, treasurer; George Winn, recording secretary; Hugh McMurrick, Phil Fox and Bob Frazer, members of the executive committee; Bill Irvine, entertainment

chairman; Bill Wright, master-at-arms; Russ Woodward, publicity chairman, and Roy Dean and Norm Irwin, auditors.

The elections were supervised by five members of the United Council of Veterans: Charley Boecker, Andy Black, Charles Wright, Jack Renolds and John Tennies.

A highly successful Christmas tree entertainment was held, with Harry Risko, as Santa Claus, passing out presents to all members' children.—R.V.W.

## **Engineer Officer From Lower Deck**

Former Chief Petty Officer Roland Joseph Alfred Houle, 31, has been promoted to the rank of Acting Commissioned Engineer Officer in the Royal Canadian Navy. He has been appointed to *Stadacona*.

A/Cd. Off. Houle enlisted in the RCN January 6, 1950, at *Carleton*. He has served on both coasts and at sea in various ships, including the *Bona-venture*.

## **Diving Unit Put Plane Back in Air**

One of the untold stories of 1959 concerns assistance given the U.S. Air Force by the RCN diving unit, which went north with the annual sea-lift of the U.S. Navy's Military Sea Transportation Service.

## WEDDINGS

Able Seaman Gordon L. Benjamin, *Naden*, to Miss Donna Mae White, *Ganges*, B.C.

Able Seaman John Keith Harper, *Resolute*, to Miss Marjorie Frances Walker, *Windsor*, Ontario.

Lieutenant-Commander James R. Hutcherson, *Terra Nova*, to Elizabeth Nicol Macindoe, *Victoria*.

Able Seaman L. L. Leckie, *Naden*, to Miss Beverley Bjornson, of *Selkirk*, Manitoba.

Sub-Lieutenant Florian Ouelette, *Cornwallis*, to Nicole St. Denis, *Ottawa*.

Lieutenant-Commander Ronald Earl Quirt, *Shearwater*, to Miss Joan Belle MacLean, *Durham*, Pictou County, N.S.

Sub-Lieutenant Ronald T. Walker, *Cape Breton*, to Miss Carole Jean Reid, *Victoria*.

Able Seaman Harry Woznow, *Naden*, to Miss Beverley Roberta Morrison, of *Victoria*.

## BIRTHS

To Petty Officer Ross Connor, *Bytown*, and Mrs. Connor, (the former Sub-Lt. (MN) Lea Beehler) a daughter.

To Lieutenant-Commander E. J. Hyman, *Niobe*, and Mrs. Hyman, a daughter.

The story came to light in a letter of appreciation written by Colonel Louis A. Rochez III, USAF, to Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast:

"On July 16, 1959, at Lake Fremont in Labrador, one of our SA-16 amphibian aircraft was taxied across a rock, resulting in a ripped hull. Because of the inaccessibility of the location and absence of beaching facilities, the repair was beyond the capabilities of our base. Knowing of the presence of the USS *Opportune* in Torrington Basin adjacent to Goose Air Base, I called upon Lt. Arthur Rowse, RCN for assistance. He immediately offered his men and equipment.

"Lt. Rowse, CPO P. J. Nicholson and Ldg. Sea. A. N. Eisner were airlifted to Lake Fremont. For three days, with only three or four hours of sleep each day, they worked on the aircraft, effecting repairs which enabled us to fly it back to Goose Air Base for final repair.

"Without Lt. Rowse's co-operation and the ingenuity and knowledge of Lt. Rowse, CPO Nicholson and Ldg. Sea. Eisner, it is problematical whether the aircraft could have been prepared for flight in less than 30 days. The loss of the use of the aircraft for an excessive period of time would have seriously hampered our operations.

"I would like to commend these men for their work and congratulate them for a job well done and in the best traditions of the Royal Canadian Navy."

## **Ottawa NOA Holds Annual Meeting**

Efforts to acquaint former naval officers with the aims and objectives of the Naval Officers' Association of Canada and the launching of a drive for new members were decided upon at the annual meeting of the Ottawa branch of the NOA in October.

The decisions were the outcome of a lively discussion on "Why we are here? What are we doing?", led by Ralph Meredith, Sam Hermans, Bob Campbell, Harry McClymont and others.

It was felt that each member association of the NOAC should constitute a gathering point for Reserve and former officers who have a continuing interest in naval and related matters and that the program of the association should

be designed to maintain this interest and turn it to a useful purpose at the local level.

Officers elected at the meeting were: R. G. Gordon, president; C. A. Gilbert, vice-president; J. J. Trainor, treasurer and A. B. Mundy, secretary. Directors are H. H. Durham, T. G. Fuller, J. H. McDonald, V. A. Nagel, R. S. Simpson and J. W. Valiquette.

#### **4 Leadership Courses End**

December 11 saw drastic change of scenery take place in Leadership School as one divisional officers' course and two petty officer second class leadership courses moved out on completion of their six-week course and Santa's helpers moved in to prepare for the Cornwallis children's Christmas party.

Santa's chief and biggest gnome was PO W. R. Smith, ably assisted by Petty Officers G. T. Wallace and G. A. Broster. Under such able direction, the party was a success for all concerned.

The courses which completed during the month were No. 52 Divisional, and

### **College Journal Sponsors Contest**

Announcing its 1960 essay contest, the RCAF Staff College Journal says an award of \$250 will be made to the member or former member of the Canadian Armed Forces or Civil Service who writes the best unsolicited essay, not exceeding 5,000 words, likely to stimulate thought on military matters. This includes strategy, operations, training, logistics, personnel administration, technical, research, production, or any other field.

In addition to the prize money, the writer of the winning essay will be paid at the rate of three cents per word upon publication. Moreover, all entries will be considered for publication and those selected will be paid for at the same basic rate.

Entries shall not contain classified information. Manuscripts must be double-spaced, and submitted in duplicate to The Editor, RCAF Staff College Journal, Armour Heights, Toronto 12, Ontario, by June 1, 1960.

The board of directors of the Journal will appoint the judges, whose decision will be final. Arrangements for the presentation of the award will be made known when the winner is announced. If no essay meets the standard of excellence set by the judges the right to make no award will be reserved by them.



The youngest sailor is customarily Captain for the Day on December 25. Two of the Atlantic Command Christmas "captains" are shown with a real one, who turned out in square rig for the occasion. Left to right are "Commander" (Ordinary Seaman) Cliff Woodrow, 17, of the Terra Nova; "Ordinary Seaman" (Commander) William P. Hayes, commanding officer of the Columbia, and "Commander" (Ordinary Seaman) Jim Anderson, 17, of the Columbia. (HS-59967)

Nos. 104 and 105 Leadership Courses. No. 105 was victorious over all opposition in sports but No. 104 managed to establish a new record of 35 minutes on the assault course. No. 52 Course's main claim to fame was the acquittal they won for Cd. Off. A. R. Brunet, in his mock court martial.

#### **New RCN Officer Served in Army**

Ex-CPO John Arthur Young, 33, has been promoted to the rank of Acting Commissioned Officer in the Royal Canadian Navy. He has been appointed to Naval Headquarters, Ottawa.

A/Cd. Off. Young served in the Canadian Army from April 19, 1942 to July 18, 1944, when he transferred to the war-time RCNVR as an ordinary seaman. On June 22, 1946, he transferred to the permanent force. He was an official naval photographer and has been promoted to the Special List for duty with the Directorate of Naval Photography.

#### **Ex-Radio Mechanic Becomes Officer**

A former chief petty officer, Clancy Frederick Gervais, 33, has been promoted to the rank of Acting Commissioned Radio Officer in the Royal Canadian Navy. He has been appointed to Stadacona.

A/Cd. Off. Gervais served in the Royal Canadian Air Force from October 1943 to February 1945 and joined the Royal Canadian Navy at Carleton as a radio mechanic in June 1946. He has served on both coasts and on board the aircraft carriers *Magnificent* and *Bonaventure*.

#### **New Officer Goes To Bonaventure**

Former Chief Petty Officer John Hartley Bell, 34, has been promoted to the acting rank of Commissioned Airman (Air Ordnance), in the Royal Canadian Navy. He has been appointed to the *Bonaventure*.

A/Cd. Off. Bell served in the RCAF from October 1943 to September 1944 and entered the Royal Canadian Navy June 10, 1946, at York, as an air mechanic.

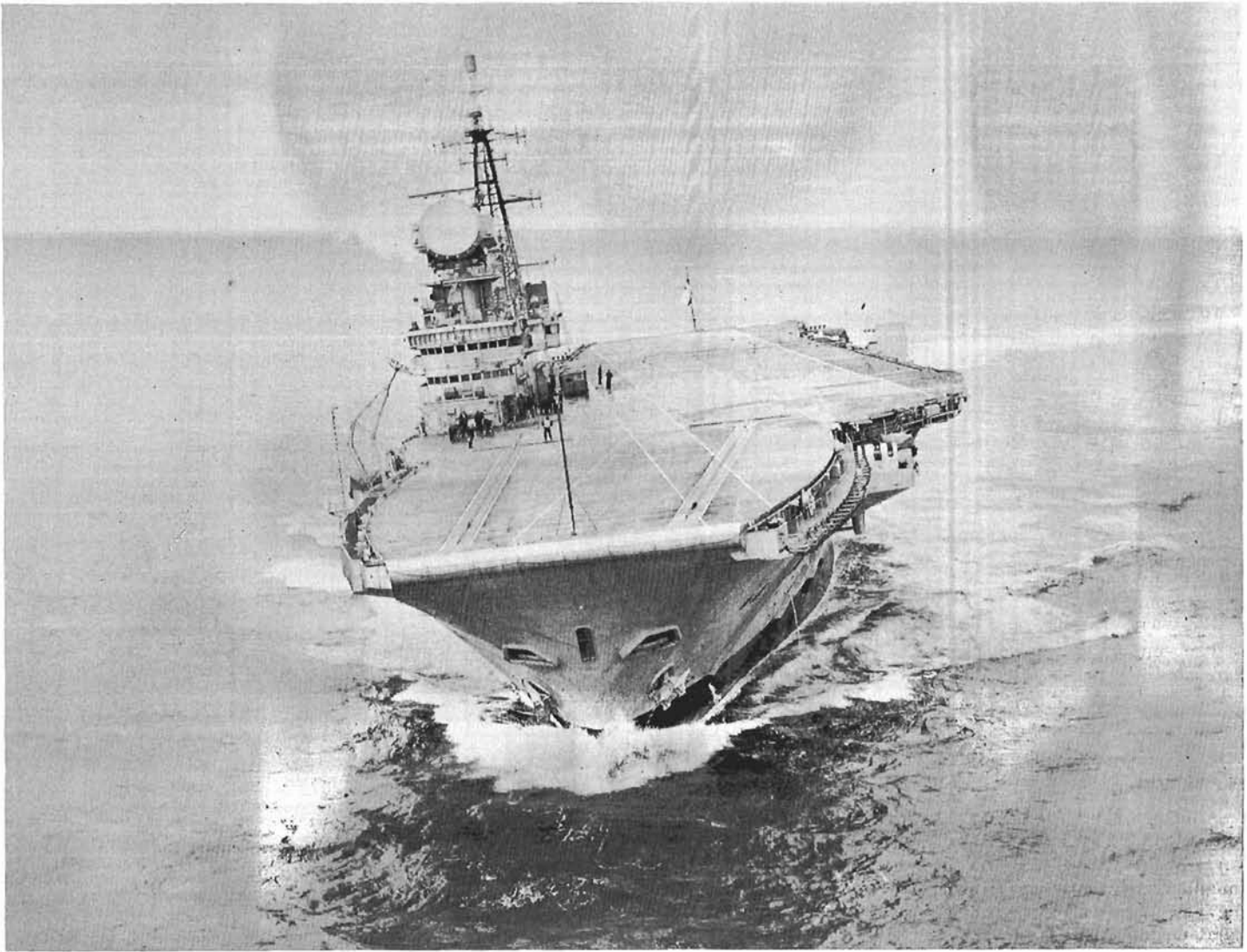
He has served ashore on the East Coast and in the *Magnificent*.

## **FLIMSIES**

(An item of considerable naval interest appeared recently in "The Crow's Nest" department of The Bermudian and is reprinted here with grateful acknowledgement.)

The following memorandum, prepared by Captain John S. Cowie, RN (Ret.),





Britain's newest aircraft carrier, Hermes, heels to starboard on a turn during recent power trials in the English Channel. The 27,500-ton (full load) ship will be equipped this spring with Scimitar strike fighters, able to carry nuclear armament, and Sea Vixen fighters, fitted with Firestreak air-to-air missiles. Like the RCN's new destroyer escorts, she has a "citadel" or self-contained section, for protection against radioactive fallout. From it the carrier can be steered and her engines and boilers operated by remote control. She is 741 feet long and has accommodation for 189 officers and 1,643 ratings. (Photo courtesy U. K. Information Service)

appeared on our desk one morning:

"Whenever an officer serving in the Royal Navy leaves a ship to take up a new appointment he is furnished with a Certificate of Service, a printed form on which his Commanding Officer inserts, in his own handwriting, a brief appraisal of the officer's general conduct while serving under his command. These documents are known as flimsies, for the obvious reason that they are made of very thin paper, the idea being to avoid cluttering up an officer with thick wads of personal records.

"A formula frequently adopted by ship's captains runs, 'This officer has conducted himself with great zeal and ability, and entirely to my satisfaction.' Inevitably there have been some cutting variations on this theme such as '... conducted himself with great agility and entirely to his own satisfaction!'

Here are some other examples:

" '... seldom with sobriety, and never to my satisfaction.'

" '... has succeeded in surrounding himself with an aura of unreliability, but has charming manners.'

" '... has in accordance with the Regulations, repaired on board from time to time, but more often than not in his own time, and not mine.'

" '... has proved adept in concealing from me such officer-like qualities as he may possess.'

" '... As this officer is a first-class

polo player, no words of mine can possibly prevent him from being promoted.'

" '... This officer's delight at receiving his new appointment is fully shared by all on board HM ship under my command.'

"Finally, there is the well-authenticated case of the Captain who endorsed a flimsy with the simple judgment—'Inefficient.' It so happened that the unfortunate officer receiving this flimsy was a nephew of a very influential VIP, and in due course the Captain was sent for by his Admiral and told to amend his report. This the Captain refused to do without written orders from the Admiralty. On the receipt of such orders, he dutifully amended his report and returned it to their Lordships. The revised version read: 'Grossly inefficient.' "



# 40 YEARS AGO

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

The changes that have occurred over the past 50 years in the Navy's way of living and doing things have come about sometimes slowly, sometimes (as in recent years) at a quickened pace. Few men now serving on the lower deck in the Royal Canadian Navy have any personal knowledge of life in the Navy before the beginning of the Second World War and even by then the ways of the RCN had undergone a radical transformation from what they were 30 years before.

A few seamen, with service in the Comox, Fundy, Gaspé or Nootka (later Nanoose) on minesweeping duty during the war years will know something about coaling ship, but even they will know nothing of the grime, sweat and elaborate organization that went into fuelling ships of the size of the Rainbow or Niobe.

Cdr. A. R. Turnbull, the writer of the series of articles beginning in this issue of *The Crow'snest* served on the lower deck for more than 11 years, nearly two years of that time with the Royal Navy

during the First World War. He was promoted to acting gunner (T) after having served in the RCN for nine years. His career as an officer of the Royal Canadian Navy lasted 26 years, his specialties being torpedo and torpedo-anti-submarine. He retired in June 1954 at HMCS Niobe, with the rank of commander, and has continued to serve the RCN there in a civilian capacity.

As Cdr. Turnbull points out, while his earliest experience was with the Royal Navy, there was little to distinguish the practices of the RN and RCN at that time. The ships, for the most part, had come from the RN, which also provided much of the training for officers and men.

If life afloat had not changed in the past 40 or 50 years, the recruiting problem today would indeed be a difficult one. However, life ashore in those days was not all roses, either, and most sailors found a seagoing career rich and satisfying.



**D**OUTBLESS many men now serving have noted enormous changes in conditions in the Service since their early days, which probably go back in the majority of cases ten or fifteen years, and spin salty yarns of life in the Navy "when I joined".

There are numerous records of life in the Service during the 18th and 19th centuries, but none, to my knowledge of the early years of this one.

This series of articles is intended to fill that gap and, while not an attempt to write history, it is a record of the way life was lived by the sailor of about 1915-1925 and consists chiefly of trivia, which are not generally considered worthy of record, but which will, I hope, provide a background for those studying the period.

All the statements made are from memory, and I am certainly open to correction by any of my contemporaries, but I have tried not to exaggerate in any degree. Like "Dragnet", I aim to provide just the facts.

The slang terms of the period have been included as far as possible, as it is felt they provide some colour to the narrative.

To provide some semblance of order, the record is divided into subheadings,

such as Messing, Uniform, Punishments, etc., in which I have seen the greatest changes.

As my first two years were served with the Royal Navy, my earliest impressions will be of that origin, but as the RCN operated on very similar lines, my notes apply equally to both Services.

## Personnel



**L**OWER DECK personnel were a great deal more class conscious in the early days of this century than they are today. The people who considered themselves to be the elite of the

lower deck were the artificers and the writers, probably because they usually had training in their craft before entering the service. The seamen, who included signalmen and telegraphists, were usually entered as boys at the approximate age of 15½ years, and those who proved themselves during their new entry (or nozzers') training were allowed to elect to continue their careers in the signal or W/T branches.

The engine room branch consisted of the engine room artificers and stokers, but these were entirely separate, and there was no opportunity for a stoker

to advance into the ERA category. The best he could do would be to become either a chief stoker or a chief mechanic. The chief stoker normally carried out the regulating duties of his branch, that is, the detailing of the various engine room and stokehold working parties, etc., while the mechanic, after special training, was usually in charge of a boiler room and its ancillary machinery; the engine room was strictly the preserve of the ERAs assisted by leading stokers, holding auxiliary ER watchkeeping certificates, and acting as oilers, etc.

The seaman and engine room branches were the two main bodies of personnel carried, and the ship's company was completed by the paymaster's staff of writers, cooks and stewards, the medical branch of one or two sick berth attendants (colloquially known as sick bay tiffies), and miscellaneous ratings including armourers and artisans.

It should be made clear here that there were two classes of stewards, as there were of cooks.

The ship's stewards (Jack Dusty) were the forerunner of the present victualling and stores branches, but dealt only with food, clothing, mess traps, etc. The other stores were handled by their own branches, e.g.,

engineers' stores, boatswains' stores, gunners' stores, etc.

Officers' stewards (flunkies) were, as the name implies, domestic servants and were often recruited from among Maltese, Hong Kong, Chinese and other Empire nationalities.

Ship's cooks (sloshies) received little training before going to sea and these men learned their business "on the job", but officers' cooks (chefs) generally attended a school of cookery before being drafted to sea, as they were often single-handed, especially in the smaller ships. They, of course, cooked only for the various officers' messes—ward room, gun room and warrant officers' mess.

Armourers were the forerunners of the present ordnance branch, and they were the opposite numbers of the ERAs (who were responsible for the maintenance of the ship's machinery) as far as the ship's armament was concerned. However, for some unknown reason they were only classed as artisans, as were the blacksmith, the plumber, the painter, the cooper and the carpenter's crew, which usually included a joiner.

Shipwrights were on a similar basis to ERAs, as they were skilled in both metal and woodwork, but the carpenter's crew were strictly woodworkers. Artisans drew a lower scale of pay than the artificers, although they were just as skilled in their own trades as the ERAs and had usually served from five to seven years' apprenticeship to their trade before joining.

Another class of skilled workmen included the electrical artificers, whose main duties were the maintenance of the electrical machinery of the ship, but not its operation, in addition to which they were responsible for the maintenance of the torpedo armament. This rather surprising duty evolved from the fact that the torpedo department was the one detailed to be responsible for all the electrical equipment in use in the service after its introduction (with the exception of W/T equipment), and until the electrical branch was introduced into the Navy, carried out these duties to such an extent that torpedoes and mines became almost a subsidiary part of their training and duties.

No mention of lower deck personnel can be made without including the men of the Royal Marines. In the early years of the century there were two corps of these "Sea-Soldiers"; the Royal Marine Artillery (known as the "Blue Marines"), and the Royal Marine Light Infantry (known as "Red Marines"). These nicknames arose from the colour of their tunics.

The RMA were all big strapping fellows of at least 5' 10", as they formed guns crews in the ships, usually manning one turret of 9.2" guns or larger and one or two of the secondary armament (6" or 4.7"). The RMLI provided guards, sentries, etc., and at action stations were employed in the fire control positions or as ammunition supply. In addition to their military duties, all Marines were also employed as officers'



Cdr. A. R. Turnbull, the author of the accompanying article on life on the lower deck 40 years ago, is pictured here as a frock-coated Gunner (T) on the deck of the destroyer Skeena about 1931. His lower deck career had ended with his promotion to acting warrant rank in November 1929 and his total service eventually entitled him to the CD and two clasps. (CN-5089)

servants or wardroom and gun room attendants.

In larger ships other personnel were also carried, such as a sailmaker (a specialist seaman) and his mate, and representatives of the present regulating branch, which usually consisted of a master at arms (jaunty) and some ship's corporals (crushers). As a rule these regulating personnel were ex-seamen, stokers or Marines who had volunteered to turn over to the police branch, on account of some slight disability, rather than be discharged from the service. There was also a lower

deck "buzz" that they volunteered because they could not get along in their original branches. They organized the seaman branch for parts of ship, watch, etc., patrolled the living spaces during working hours to prevent "skulking", and generally dealt with all service "crime" from the police point of view.

Other jobs for which extra payment was made but which were carried out by non-specialized ratings included the lamp trimmer, who had a lamp room in which to carry out his work. This was fairly considerable, as throughout the ship secondary lighting was by oil lamps. Oil navigation lights were always kept burning during the night at sea, on the bridge, to allow immediate replacement, should the electric ones fail. In addition, an anachronism was maintained for years in that, at the nightly rounds, in spite of all spaces inspected being normally illuminated by electric light, the ship's corporal or duty PO, who led the OOD on his round of inspection, always carried a lantern with a lighted candle in it—a survival of pre-electricity days.

Engineer, gunnery and torpedo officers were allowed "writers" to assist them in maintaining their records, and these duties were usually carried out by stokers or seamen who had received some training for these duties and received an extra allowance of 3d. per day.

Buglers were generally boys. If Marines were carried they were boy drummers and known as "Sticky Red" or "Sticky Blue" according to their Corps. If no Marines were carried, a seaman boy would carry out the duties.

In the tropics it was found that the average white stoker could not stand up to the heat of trimming coal from the bunkers into the stokeholds for long periods and native ratings were recruited on these stations for these duties. If they were Negroes which they generally were, they were known as "kroomen" and generally were messed on the upper deck.

## Pay



IT IS NOT intended to deal exhaustively with pay, as the rate payable can be found in books of reference of the times, such as the "Appendix to the Navy List". However, as few rates will be noted for comparison by present day personnel. All pay was at a daily rate and paid monthly.

Boys received 6d a day (approx. 7¢ today)

Ordinary Seamen 1/3d (18¢)





## Extra Income



BECAUSE of the comparatively poor pay, married men were forced to find some source of extra income in their spare time in order to maintain their families at any decent standard and this took the form of "firsts" generally.

"Dhobeying" firms did laundry work for their messmates or any other customers, such as officers. These were generally stokers who were in a position to obtain supplies of hot water and drying facilities. Ironing of the washed clothes was impossible so an improvised method was used, known as the "bat and roller". This consisted of folding the article carefully, then wrapping it round a rolling pin or similar piece of wood, which was then placed on the mess table and rolled up and down by means of a "bat" placed on top of it, with as heavy a pressure as possible. The bat was usually a blade of a cutter's broken oar and the roller part of the loom of the oar.

"Jewing" firms did tailoring, the purchaser obtaining the necessary serge and jean from "slops" and the jewing firm would make a suit to measure for £1. 0. 0., also supplying cotton, buttons, etc. In order to be a success at this, it was necessary that one be allowed the use of a space such as a transmitting station, a store, or a "flat" in which one could lay out the material on the deck for cutting out, and stow a hand-operated sewing machine and one's work and materials.

"Snobbing" firms repaired shoes and again required stowage space for their equipment, though they generally worked on the upper deck.

Barbers did the usual hair cutting and beard trimming. The tariff was 3d (6¢) for a hair cut and 1d for a shave. Some barbers carried a stock of "cut throat" razors which their customers could use themselves. For some reason, Marines appeared to specialize in barbering.

The making of thrum mats was also a source of income to some sailors. They were usually made of old serge suits cut up to form the main background of the design. Red diamonds and other regular figures were worked in, the red thrums coming from old Marine tunics.

Members of the boatswain's party, being in a position to obtain supplies of spunyarn, would augment their income each month by making up leaf

tobacco into "periques" or "pricks". As explained elsewhere, a monthly issue of tobacco in either "leaf" or "manufactured" form was made on a repayment basis. The leaf tobacco was supplied in "hands" as it came from the curers. Before it could be used the central stalks had to be removed and the outer part of the leaves tightly compressed together to form a sort of block from which thin slices could be cut and rubbed in the hand to form the necessary shreds for loading the pipe. The preliminary preparation would be carried out by the owner, who would remove the stalks, dampen the leaves



with either water or rum from his tot (which was reported to give the smoke a special flavour), then lash them up in a piece of hessian or canvas into a shape rather like a huge cigar, pointed at each end. This would then be passed to the "firm" who would put on a serving of spunyarn, by a sort of "Spanish windlass" method, which was hove on very tautly by applying the full weight of his body to the spunyarn as he served the perique, thus compressing the tobacco into a solid mass. The perique would be left for a few days to mature and when required for use would be cut in half. Thin slices would be cut from the exposed ends as required.

"Manufactured" tobacco, known as "ticklers", came in two grades, pipe and cigarette. The pipe tobacco was already shredded ready for use, but was not at all popular among the pipe smokers.

Cigarette tobacco was also shredded, but more finely cut than the pipe tobacco, and was hand-rolled into cigarettes. "Firms" were occasionally to be found who would make cigarettes up by the hundred, by machine, the usual product from a half-pound tin being, if I remember correctly, of the order of 450 cigarettes.

Though strictly illegal, the running of crown and anchor boards provided the gamblers with extra income. This was always a risky business, conducted in some secluded corner, but liable to raids from the ship's police, with the resultant loss of all monies being played and a disciplinary charge in addition. In order to overcome this as far as possible, the established crown and anchor men paid lookouts to provide warning of the approach of the police. Other gamblers would make "books" on boat races, or about anything, such as cockroach races.

A further illegal business, which was not very rife, I am pleased to report, was run by the money lenders. They had a standard rate of interest which was scandalously usurious. "A quid for twenty-five" was their standard, which meant 20/- was borrowed and 25/- repaid next pay day, irrespective of the period of the loan. Thus the term of loan could never be longer than a month and generally much less, so that their rates worked out at something over 300 per cent per annum—a really "get rich quick" method.

An official method of obtaining extra income was to work as officers' servants in small ships which did not carry Marines, or as "steerage hammockmen". Officers' servants carried out the same duties as the Marine servants in bigger ships, caring for clothes, cleaning cabins and making beds, cleaning shoes, fetching and emptying water for the officers' use and paying general personal attention to the officers' requirements.

Steerage hammockmen slung the hammocks at night and lashed up and stowed them next morning for the midshipmen, who normally slept in the "chest flat" where their chests were stowed. Occasionally they would also act as very "part time" servants to these young officers, who were not allowed servants. The midshipmen's chests became a synonym for untidiness or confusion: "Everything on top and nothing handy, like a midshipman's chest." These young gentlemen had not, as a rule, yet learned to organize themselves or their gear, being only 16 or 17 years of age.

*(A further instalment of these recollections will appear in an early issue)*





To accomplish these objectives, management courses are divided into three major phases: Human Relations, Organization, and Management Strategy. Within the framework of these phases study is by assigned text reading, case study, and by group discussion. Courses vary in content depending on the supervisory level represented by the group under instruction. Junior courses devote the larger part of their allotted time to the study of human relations, while senior courses, which are longer, delve more deeply into organizational structures and the strategems useful to management.

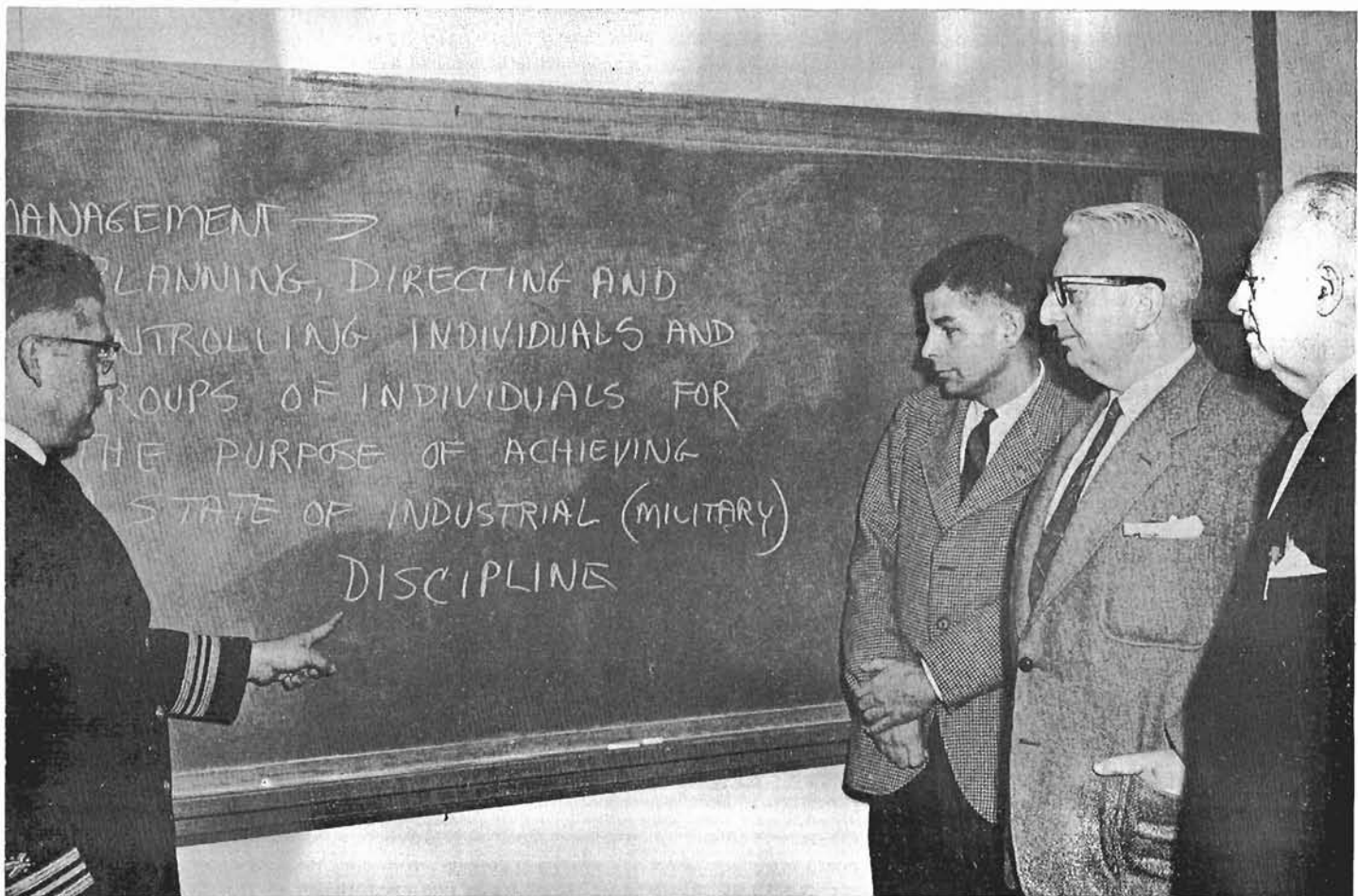
What is management? While authorities in the fields of industry and education differ in their definition of this term, within the scope of its field of study *Hochelaga* considers that "Management is the planning, direction and control of organizations composed of individuals and groups of individuals, for the purpose of achieving a state of industrial or military discipline." It is to acquaint course candidates with the more detailed implications of the elements of this definition that guest

| MANAGEMENT TRAINING NOW OFFERED AT HMCS HOCHELAGA    |   |          |
|--|---|----------|
| Courses  | Participants                                  | Duration |
| Officers' Management and Logistics Course            | Senior Lts and Lt-Cdrs                        | 5 weeks  |
| Senior Civilian Supply Management Course             | Senior Civilian Employees (DND Naval Service) | 4 weeks  |
| Junior Civilian Supply Management Course             | Junior Civilian Employees (DND Naval Service) | 3 weeks  |
| Supply Officers' Technical Course (Management Phase) | Junior Supply Officers                        | 60 hours |
| Service Management                                   | Senior Lts and Lt-Cdrs RCN (R)                | 2 weeks  |
| Supervision  | Men Qualifying TG 3 and TG 4                  | 40 hours |
| Supervision  | RCN (R) Men                                   | 30 hours |

lecturers, field trips to local industry and management films are employed in addition to assigned reading. However, by far the most important technique employed in instruction is the CASE STUDY METHOD.

A "case" is a concrete situation, perhaps a problem, that presents a number of facts which usually leave room for assumption. The cases studied in *Hochelaga* are drawn from text-books, from a collection of naval cases on phonograph records, and from the personal experiences of former students.

The case study method has been found to develop an appreciation of the relationship between theory and practice while increasing skill in perceiving problems in administration and organization and analyzing their components. In addition, it develops appreciation of group thinking, practical assessment of the value of group decisions, and gives scope for intellectual participation in the group's interaction. It assists in the development of a pattern of clear and objective thinking as a basis for making sound decisions.



Lt.-Cdr. C. T. Creekman, SC, USN, Staff Officer, Management Training, discusses the definition of "Management" with members of the 2nd Senior Civilian Supply Management Course. (ML-8083)

Personal abilities in the field of management can best be fostered through the consideration and discussion of actual cases, both military and civilian, for it is not an area in which the accumulation of facts is of value, and rules and principles of action can hardly be formulated. Dogmatic lectures are unlikely to produce better managers, and, in any case, experienced people will not accept "canned" ideas blindly.

Probably no other method of learning demands so much as case study. Each student meets situations in which he must grapple with new combinations of facts, supposition and opinions. No rules of thumb are presented, and there are no answers to memorize. There is no one determinate solution. Each participant will develop his own thinking, will be influenced in his analysis by the opinions of the others and, drawing on the management tools available, will finally deliver his solution.

The role of the instructor using this case method may be described in the words of Sir Francis Bacon, who, in speaking of his own accomplishments, said: "I do not attempt, either by triumphs of confutation, or pleadings of antiquity, or assumption of authority, or even by the veil of obscurity, to invest these inventions of mine with any majesty . . . I have not sought nor do I seek either to force or ensnare men's judgment, but I lead them to things themselves and the concordances of things, that they may see for themselves what they can despite, what they can add and contribute to the common stock."

The instructor simply selects various cases for students to analyze and in the ensuing discussion limits his participation to a summary of what has been said and, perhaps, the direction of pertinent questions to encourage further contributions. Although he may stimulate thinking, he refrains from rejecting a view with which he is not in accord. His objective is to assist the students to arrive at their own decisions through stimulation of individual and group thinking.

Pre-conceived ideas are re-evaluated in the battleground of the classroom and those that are inadequate are discarded. "I am wrong" remains a most different phrase to say, but management training is successful and rewarding when the individual participants can say, with conviction; "I am not always right."

Although intensive application is required, management training can be fun. In view of the complexities of modern living and working, few question the importance of such training.

# THE COOK, A MIGHTY MAN WAS HE

**T**HE OFFICER who has been appointed to commission a new ship or one just brought out of reserve may have good reason to regard himself as the most harried, worried person on the face of the globe.

He can find some consolation in considering what might have faced him had he been born 200 years earlier.

A couple of centuries ago when a ship was to be commissioned it really meant the commanding officer being handed his commission to place the ship herself in service. Such an officer, ashore, was, in a sense, no longer a sea officer even though he had had many years of service as a sea officer; he was simply commissioned to carry out a particular mission, and when the mission was completed he reverted, to all intents, to civilian status again.

The captain would be summoned to the Admiralty in Whitehall and be presented with a formal document which

in essence ordered him to proceed to a particular port, like Portsmouth, to bring a ship out of ordinary (that is, out of reserve), and to put that ship into a sea-going condition. This was a job of formidable proportions. It was the captain's duty personally to see that the vessel, practically a bare hulk in maintenance reserve, was brought forward. He personally saw to it that the ship was fitted with masts, spars and sails; completely outfitted with guns, ammunition, stores and victuals, and provided with a ship's company, whether they be volunteers or coerced by his own press-gang.

But before any of this could be legally carried out, the captain, on arrival at Portsmouth, would have a boat take him out to the anchored hulk, climb the accommodation ladder and—even though his only audience might be a couple of ship-keepers and a few dockyard mateys, and they probably quite indifferent to the proceedings—stand on the quarterdeck and in a great voice read out the terms of the commission that had been handed to him at Whitehall. With the ensign lashed to a jury-staff, the ship was now in commission.

Now, when it came to paying off the ship there was a little bit of ceremony that has long since disappeared and the chief performer in this rite was, of all people, the ship's cook who at that time had the status of Warrant Officer. *The Naval Chronicle* of 1815 puts it this way:

## THE SHIP'S COOK A GREAT OFFICER

*According to an established form in the navy, when a ship is paid off, no Officer must quit the port, or consider himself discharged, until the pennant is struck, which can be done only by the cook, as the last officer, at sunset; and should he be absent no other person can perform the office, however desirous the officers may be of taking their departure, and although there may not be a single seaman or marine on board. A curious instance of this took place on the Caledonia's being paid off. When the time arrived for hauling down the pennant, no cook could be found, from which cause the officers were under the necessity of waiting a day or two until he made his appearance.*

—E.C.R.

## Shark Torpedoed Sight Unseen

Stories were current during the Second World War about ships depth-charging whales which had wandered into their sonar beams. These tales were rather hard to pin down, possibly because of a certain lack of pride in the achievement.

Of the same ilk is the story of the sailor who torpedoed a shark. In this case, however, the name of the central figure (other than the shark) is known. He is John Bastock, *Crowsnest* subscriber and contributor, who lives in Kogarah, New South Wales, Australia.

In reply to certain questions about his naval career, Mr. Bastock wrote: "My only claims to fame in the RAN were that I was (a) the youngest ever in the service to qualify as a TGM, and (b) the only man on record to kill a shark with a torpedo!

"This shark incident happened in 1927, in Jervis Bay, N.S.W. I was No. 1 of HMAS *Sydney's* starboard submerged 21" torpedo tube. During exercises, on receiving the order to fire, I pulled the firing lever and, as the torpedo left the tube, it went smack through a large shark which was cruising close to the lip of the tube.

"Having been batted down in the torpedo flat, I did not, of course, know anything about this until some little time later several eyewitnesses congratulated me on such good marksmanship. To top it all, an account of the incident appeared next morning in the *Sydney press*."

# HOW'S YOUR 'DROMOMETRY'?

THE WORD "dromometry" no longer appears in the dictionary and "meteor" has taken on a different meaning but, otherwise, there is no startling difference between the knowledge required of a good naval officer three hundred years ago and his opposite number today.

Lt. Jens Gotthardt, RCN(R) (Ret), who is now at the University of Wisconsin, in Madison, Wis., was writing a term paper on the history of navigation recently when he came across a brief paper entitled: "What a Compleat Treatise of Navigation should contain. Drawn up in the Year of 1685 by Sir William Petty, late Fellow of the Royal Society."

In those days there was very little to distinguish a warship from a merchant ship and navigation, as Sir William saw it, included the arts of gunnery and stowing cargo.

"Dromometry", to which he refers, is an old word meaning "measurement of speed" and "meteors" simply meant atmospheric phenomena rather than fiery visitors from outer space.

There were a lot of things Sir William thought a navigator should know which are still being investigated today, i.e., the height of the atmosphere and the depth of the sea. And, apart from distillation, there is still much to be learned about "The Art of Making Sea-Water fresh and potable, and fit for all uses in Food and Physick at Sea."

Here are Sir William's suggestions on what should appear in a "Compleat Treatise of Navigation":

1. What Arithmetick in whole Numbers and Fractions, also in Decimals and Logarithms, is necessary for the same? And what Books are best for teaching so much thereof?

2. What Vulgar Practical Mechanical Geometry performable by the Scale of the Compass is sufficient?

3. What Trigonometry, Right lined, and Spherical will suffice?

4. How many Stars are to be known?

5. What Instruments are best for the use at Sea, with Construction of them, and the manner of using them?

6. The whole Skill of the Magnet, as to the directive Vertues thereof, and all the Accidents which may befall it.

7. The Hydrography of the Globe of the Earth, the Perspective of the Coasts,

and the Description of the under-water-bottom of the Sea.

8. The knowledge of the Winds and Meteors, so far as the same is attainable.

9. The History and Skill of all sorts of Fishing.

10. The Art of Medicine and Chyrurgery [surgery], peculiar to the Sea.

11. The Common Laws of the Admiralty, and Jurisdiction of the Sea.

12. The several Victuallings and Cloathings, fit for Sea-men.

13. The whole Science of Ebbing and Flowing, as also of Currents and Eddyes at Sea.

14. Dromometry, and the Measures of a Ships Motions at Sea.

15. The Building of Ships of all sorts, with the several Rigging and Sails for each Species, and the Use of all Parts and Motions of a Ship.

16. Naval Oeconomy according to several Voyages and Countries.

17. The Art of Conting, Rowing and Sailing of all the several sorts of Vessels.

18. The Gunnery, Fire-works and other Armatures peculiar to Sea and Sea-Fights.

19. The Art of Loading and Unloading the Chief Commodities, to the best advantage.

20. The Art of Weighing sunken Ships and Goods, as also of diving for sunken Goods in deep Water.

21. The general Philosophy of the Motion and Figures of the Air, the Sea, and the Seasons; the Timber, Iron, Hemp, Tar, Brimstone, Tallow, & C. and of their several Uses in Naval Affairs.

22. An Account of Five or Six of the best Navies of Europe, with that of the Arcenals, Magazines, Docks, Yards, &c.

23. An Account of all the Shipping able to cross the Seas belonging to each Kingdom and State of Europe.

24. An account of all the chief Commercial Parts of the World; with mention of what Commodities are originally carried from them, and ultimately to any of them.

25. An Account of the Chief Sea-Fights, and all other Naval Expeditions and Exploits relating to War, Trade or Discovery, which hath happened in this last Century.

26. Of the most advantageous use of Telescopes for several purposes at Sea.

27. Of the several Depths of the Sea, and Heights of the Atmosphere.

28. The Art of making Sea-Water fresh and potable, and fit for all uses in Food and Physick at Sea.

(Contained in *Philosophical Transactions of the Royal Society, London, March 1693.*)

## *A Few Notes on Sir William Petty*

An example of a seventeenth century English nobleman and businessman with a wide interest in scientific subjects. The son of a clothier, who himself "also did dye his owne cloathes". He studied anatomy at the University of Paris, made a model of a double-bottomed ship, and was famous among writers on economic subjects as well as being a most untiring and ingenious general experimenter.

He was an important person in connection with the informal gatherings of scientists which preceded the foundation in 1660-1662 of the Royal Society, of which he became a charter member. To him was assigned the task of reporting to the Society on matters relating to shipping, clothing and dyeing. He was apparently involved in a shipwreck and it must have been a special kind of vessel, because Bishop Sprat (the great historian of the Royal Society) suggested that another ship be constructed and tested at public expense.

(Reference: Martha Ornstein: *The role of scientific societies in the seventeenth century.* Chicago, 1928. University of Chicago Press.)



# AFLOAT AND ASHORE

## PACIFIC COMMAND

### School of Music and Naden Band

Carols and choir rehearsals took over in December culminating in the family carol service which is held in *Naden* each year at Christmas time.

This was followed on Tuesday, December 22, by the customary visits to the Queen Alexandra Solarium for crippled children, the Veterans' Hospital and the aged women's home, "Rose Manor". In each place the band and choir performed a program of carols and Christmas music, which was received enthusiastically by a most appreciative audience.

### Naval Technical School

With a little luck, the Naval Technical School may become the beneficiary of a historical research project to identify a sailing vessel, the wreckage of which has been located in 12 fathoms of water in Sydney Inlet, off the northern tip of Vancouver Island.

Commodore H. V. W. Groos shows great interest in this project with Lt.-Cdr. M. Connor and his shipwright staff of the Naval Technical School. Recovered so far is a 67-foot mahogany lower mast, a section of teak hull planking with evidence of copper sheathing on it, a capstan, a windlass, an anchor, a viewing port and hawsepipe with what appears to be two or three links of cable seized inside.

The mast is in one piece and where such a tree grew is a mystery. The selection of materials points towards oriental construction. Perhaps the vessel was built in Hong Kong, Rangoon or Bombay.

Work is in progress on the mast to convert it into a flagpole for the Naval Technical School parade ground, although it is early yet to estimate the soundness of the timber.



The *Kootenay* presented a friendship cake to the USN submarine *Grenadier* with which the Canadian destroyer escort was exercising off Bermuda at the time. Left to right are CPO L. S. James, chief cook; Cdr. R. J. Bickford, the commanding officer; Lt.-Cdr. E. V. Margetts, supply officer, and Ldg. Sea. M. F. Cassibo, the cook, all from the *Kootenay*.

The winch bears a maker's name on the casting, "Tysack and Dobson", a clue that is being followed up by correspondence with a firm of similar name in the United Kingdom.

Under the direction of Mr. Weir the apprentices have started a dance band. Clarinets, saxophone and a kit of dance drums have been purchased second-hand with the backing of the Apprentice Fund. Once it gets going it is hoped that it will make a valuable contribution to the apprentice dances. Four have already been held this year at *Naden*, with great success.

A choir and glee club has also been formed and the help and encouragement received from Cdr. K. E. Lewis has been most appreciated. When the glee club and dance band are ready, it is the intention to hold an amateur hour early in the year.

Nothing great was ever achieved without enthusiasm, Emerson once wrote, and all those who cherish the music of the pipes will be interested to know that the apprentice pipe band

is "just around the corner" with two pipers from *Cape Breton* days—Ldg. Sea. F. L. Simpson and Ldg. Sea. D. E. Sawatsky — and six others who are slowly but surely getting the knack. Anyone around *Naden* interested in pursuing the art is invited to see the pipe band officer, Lt. C. J. J. McLaughlan. If sufficient interest is forthcoming, it is hoped to hold a competition for solo piping in 1960. Meanwhile the bugle section has come on apace and the parade strength now numbers 23.

## ATLANTIC COMMAND

### HMCS *Kootenay*

The *Kootenay* participated in anti-submarine exercises with USS *Grenadier* in November south of Bermuda. Although she had been in commission for eight months, the *Kootenay* was not able to take part in anti-submarine exercises sooner because she had the honour of being senior ship of the close escort to the Royal Yacht *Britannia* for

the opening of the Seaway and subsequent voyage to the Lakehead, and later was part of the NATO fleet at the Canadian National Exhibition in Toronto.

During her exercises with the *Grenadier*, an exchange of personnel was made for one day, the submarines becoming sailors and vice versa. As a token of friendship, the *Kootenay's* cooking staff baked a cake which was transferred to the submarine at sea.

The eight submariners, guests of the *Kootenay*, were given the freedom of the ship. A parting comment from a sonarman was: "I'd sure hate to have those things aimed at us," as he pointed to the mortars.

The exercise took place between a visit to Fort Lauderdale, Florida, and Bermuda, where the Admiral's annual inspection was made by the Fifth Escort Squadron Commander, Captain F. B. Caldwell.

With ceremonial divisions in whites on the jetty, the *Kootenays* felt at home after a full summer of ceremonial events and three weeks in whites during the Royal tour of the Great Lakes.

#### HMCS *Cornwallis*

Is everybody happy? In *Cornwallis*, if this question were asked of the new entry wrens in *Conestoga* block, the answer would invariably be a unanimous and hearty "Yes"! In the hundreds of letters home, many thousands of words have been used to describe

those eight arduous weeks of new entry training, but "dull" or "monotonous" have certainly never been among them. *Conestoga XV*, the last class of 1959, learned the truth of the old adage "Woman's work is never done".

*Conestoga XV* was the largest new entry class since wrens became a part of the regular force. But in spite of its size, it has been a strongly knit group, fiercely proud of its achievements.

Individual wrens excelled in a great number of *Cornwallis* activities. For example, in the interdivisional monthly rifle shoot, Ord. Wren Gillian Mascall, of Ottawa, and Surrey, England, won the trophy for the highest individual score.

Another memorable event was the "first in a long time" participation of the wrens in a swimming meet. Wren teams competed against each other at the interdivisional swimming championship held in December. The winners, Ord. Wrens Sharon Bruce, Doreen Fleming, Lynn McCoombe and Betty Hughes, were the recipients of individual awards presented by the commanding officer. Four of the wrens gave a skillful and well-appreciated demonstration of synchronized swimming.

One of the highlights of the eight weeks of new entry training was the day the wrens spent at sea. On December 3 the minesweepers *Fundy*,

*Chignecto* and *Resolute* sailed out of Digby harbour with ten wrens aboard each ship. The picturesque passage through Digby Gut lured just a few to the rail for a closer look at the water. Only one cap succumbed to the pull of gravity.

This one day at sea was worth many lectures. Nautical terminology, parts of ship and, indeed, all phases of seamanship emerged from chalk marks on a blackboard to reality.

Ardent bowling enthusiasts, the wrens have more than once left red-faced male opponents to curse the folly of underestimation. Three of *Cornwallis* Curling Club's rinks are composed of ship's company wrens.

Ship's company wrens adopted a family of seven for Christmas. With the assistance of the new entry wrens, they provided the family with bountiful food hampers and individual presents.

The wrens gave freely of their own time to wrap and individually tag more than a thousand gifts for the children's Christmas party. On the day of the party, new entry Wren Patricia Kerr acted as Santa's chauffeur.

On Christmas eve, new entry wrens joined their male contemporaries for an old-time carolling tour, and, although there was no snow on the ground, the spirit of the festive season pervaded the whole scene.



The largest class of new entry wrens at Cornwallis since the wrens became a part of the regular force, *Conestoga XV* was also the last to commence training in 1959. A highlight of their eight weeks of new entry training was a day at sea in the minesweepers *Fundy*, *Chignecto* and *Resolute*. Left to right they are (front row): Ord. Wrens Gloria Saunders, Alice Campbell, Marjorie Rushmer, Joanne Field, June Campbell, PO Wrens Rosalee Auger (class petty officer), Lt.-Cdr. (W) W. Grace Lyons (class officer), Ord. Wrens Joan Smith Barbara Davies, Salley Clegg, Evelyn McCoomb, Doreen Fleming and Dallas Bradshaw; (centre row) Wren Williamina Cotterall and Ord. Wrens Arlene Disley, Ruth Anderson, Blanche Reynolds, Catherine Smith, Sharon Smith, Helen Le Breton, Marylou Kievill, Donna Buck, Betty Hughes, Carola Allen, Barbara Jones, Betty Ottie, Jane McKenna, Irene Rajotte and M. Barbara Bonner; (third row) Ord. Wrens Claramae Dodds, Carolyn Thompson, Geraldine Brown, Diane Skippen, Barbara Johnson, Mary Thompson, Rosemarie Leu, Mary Bishop, Robin Barker, Gillian Mascall, Patricia Kerr, Sharon Bruce, Evelyn Storey and Elizabeth Nicholson. (DB-13284).

# SWASHBUCKLER OR HERO?

*John Paul Jones was a Bit of Both, Admiral Morison Finds*

**I**N HIS BIOGRAPHY of John Paul Jones, Rear-Admiral Samuel Eliot Morison, USN(R) (Ret.), has stripped the myth from the United States navy's great hero and presented him for what he was—a lusty red-blooded, fighting officer with an ego a mile wide, a sneer for his enemies at sea and a leer for the pretty girls ashore.

Admiral Morison, who won a Pulitzer Prize for his book, "Admiral of the Ocean Sea," has taken John Paul Jones down from the pedestal and placed him where he belongs in the arena of great sailormen. The book may do much to shatter the tidy legends of American school children.

Incomparable ship handler and sea-fighter, John Paul Jones was not what could be called a pleasant man. Ruthless and rude with his subordinates, he

## BOOKS for the SAILOR

seldom gave his officers and men a tittle of credit for the victories in which they shared. Rather, in his reports, he usually made the clear impression that he, John Paul Jones, fought and won almost single-handed. He had the vanity of a peacock and his shoreside morals were certainly not of the highest order. But with that, he had the courage of a lion and matchless ability to lead his men to victory after victory.

Admiral Morison describes Jones' sea battles with a vividness that delights the reader who takes his action vicariously as well as the student of ship to ship tactics. A few well worn John Paul Jones cliches are shown for the

nonsense they deserved to be. For example, when the *Bonhomme Richard* fought her famous action with HMS *Serapis*, Jones' gallant reply to the Britisher's question "Has your ship struck?" was, as very schoolboy knows, "I have not yet begun to fight." But Morison gently points out the epic retort came at an early juncture of the engagement and not, as fable would have us believe, at the worn and battered end when ship and man were well-nigh spent.

Admiral Morison contends that John Paul Jones would have been as great a fleet tactician and naval strategist as Lord Nelson, had he had the fleets to command. It should be a fascinating topic for debate in the long night watches.—C.T.

JOHN PAUL JONES, A sailor's biography by Samuel Eliot Morison; published by Little Brown & Company (Canada) Ltd.; 453 pages with index; illustrated; \$7.50.

## RCN APPRENTICES PRODUCE ANNUAL

For the first time, the apprentices of the Naval Technical School at *Naden* have produced an "annual" covering their year's activities—the first such publication since the apprentice training scheme was launched in 1952.

"Naval Technical Apprentice Annual—1959" is a lively review not only of recent happenings but also of past events in this, until recently, somewhat isolated world of the machine shop.

That the apprentice's world is not composed entirely of files, micrometers and lathes is made evident through the many pages devoted to sports. Although, to assure participation by everyone, the apprentices have steered clear of hand-picked teams, they have acquitted themselves well in sports and athletics.

It is interesting to learn that the apprentices, keeping up a tradition born on board the *Cape Breton*, when she was apprentice training ship in Halifax, have a pipe band under training.

The volume is rounded out by a wide selection of pictures of the apprentices at work and at play, plus some better-than-average cartoons.

"Team spirit is as important today as it ever was, and I am glad to see evidence of it in this publication," says Commodore H. V. W. Groos, commanding officer of *Naden*. "Keep up the good work and may this be the forerunner of many such annuals."

Readers will echo his wish.

## MINE WARFARE

**F**OR THREE AND A HALF years the minesweepers plodded up and down the buoyed channels leading to Halifax harbour. It was plain drudgery that began at the crack of dawn and did not end until late in the day when the channels had been thoroughly swept. The officers and men in the ships could not be blamed if they regarded their work as so much wasted effort.

Then, one day in June 1943, the mines were there, strewn in an arc across the harbour entrance by U-119. A small freighter strayed from the swept channel and was sunk without loss of life.

The enemy had brought mine warfare to Canadian waters for the first time.

A new book, "Most Dangerous Sea", provides considerable information on a type of warfare which is generally overlooked and underrated. Here Lt.-Cdr. Arnold S. Lott, USN, portrays the many facets of mine warfare and mine-planting for offensive and defensive purposes is made to appear as a cheap and usually easy method of waging war.

In comparison, clearance of mine-fields stands forth as a dangerous and demanding task in enemy waters (particularly as there is generally determined enemy interference in the

area) and almost an equally dangerous and monotonous task in waters controlled by friendly forces. Throughout the book there remains, minefield by minefield, an air of uncertainty as to whether the sweeping operations will prove effective against the complicated firing mechanisms and delay devices embodied in the mines. Reference to sinkings by mine long after the tide of battle has passed endorses this uncertainty.

That mine warfare remains a threat in what we like to consider an age of sophisticated weapons is readily apparent in the section dealing with the Korean conflict. Despite overwhelming superiority in all other phases of maritime operations the United Nations forces were often delayed or even rerouted from their appointed tasks by enemy mines planted from primitive junks. As the book notes: "When you can't go where you want to, when you want to, you haven't got command of the sea."

Publicity for the book claims the author mentions 1,216 ships, 431 men, four women and a dog, which might indicate it was written with a view to a ready market. Of interest to Canadians is passing mention in the section dealing



with Korea of HMCS *Sioux* on page 283 and on the next page reference to HMCS *Nootka*. Concerning the *Nootka*, the author states:

"Near Chinnampo in September, the Canadian destroyer *Nootka* captured and sank a large junk commanded by North Korean Navy officers which had definitely been laying mines and so qualified as the only enemy ship taken by the several hundred UN ships which prowled Korea's coasts during the longest siege, blockade, and minesweeping operation ever staged by any navy anywhere."

## MORE FUEL FOR FIRE

"**TRIUMPH IN THE WEST**", the second and final volume of Arthur Bryant's presentation of the war diaries of Field Marshal Viscount Alanbrooke, has added its share of fuel to the fire of controversy over the generalship of the Second World War. Indeed, the reaction has been spirited and stormy.

However, in this short review, it is not intended to dwell on the pros and cons of the trans-Atlantic arguments. A few notes about the book and the

### RETIRED OFFICER PENS TOP BEST-SELLER

One of the most successful books of the Christmas publishing season in Canada has come from the typewriter of a retired RCN(R) officer.

"Flame of Power", a study of the lives of 11 Canadian tycoons past and present is the work of Lt. Peter C. Newman, RCN(R) (Ret.), an assistant editor of *Maclean's Magazine*, stationed in the parliamentary press gallery in Ottawa. The book was published by Longmans, Green and Company, of Toronto, sold out in two weeks and went into its second printing with the prospect that a third printing would be required. It was the December selection of the Readers' Club of Canada. Translation into several languages is planned.

Lt. Newman joined the reserve as member of the University of Toronto division of the UNTD and was in the active reserve, attached to *York*, until he was confirmed in the rank of Lt. (SB). He served in the *Portage* and *Iroquois* and at *Stadacona*.

He has written magazine articles on naval subjects and has contributed to *The Crowsnest*.

As a review of mine warfare operations "Most Dangerous Sea" adequately fills a gap in the general picture and study of maritime operations. However, the professional mariner will probably feel that the book does not provide the comprehensive detail or attain the high standard previously set by such publications as "U.S. Destroyer Operations in World War II", "U.S. Submarine Operations in World War II", and similar volumes—E.G.G.

**MOST DANGEROUS SEA**, by Lt.-Cdr. Arnold S. Lott, USN, published by U.S. Naval Institute, Annapolis, Maryland, 322 pages, illustrated; \$6.00.

man may be of interest to the would-be reader.

The narrative is composed of diary notations by Great Britain's war-time Chief of the Imperial General Staff along with entwining text by Arthur Bryant. The diary extracts are, in a sense, the focal point, and the reader should remember that they are the personal thoughts of a man subject to stresses and strains far beyond the normal vicissitudes of war-time life. Only in his diary could Viscount Alanbrooke express his pent-up feelings about the things, people and events about him. Thought austere and cold by many of those associated with him, Alanbrooke is revealed in his diary as a sensitive man moved by the tides of war and often close to tears from its tragedies.

Whether one is in the Brooke camp or in opposition, it can be generally agreed he was Britain's outstanding general of the last war. Great as Montgomery or Alexander were, the reader obtains a very real sense that Field Marshal Viscount Alanbrooke strode a few paces above and beyond.

Churchill, whom Alanbrooke served with a devotion that may be obscure to those who can't easily read between

the lines, is brought clearly and often delightfully into perspective as all man, very human and a vexing genius.

The Prime Minister and his Chairman of the Chiefs of Staff were often in hot disagreement over the conduct of the war and "Triumph in the West" records Brooke's irritations and frustrations over the behaviour of his leader. But, curiously, it was for the good of Britain and her Allies that there was flint and tinder between them, for together they generated much of the spark that fired Britons to victory.

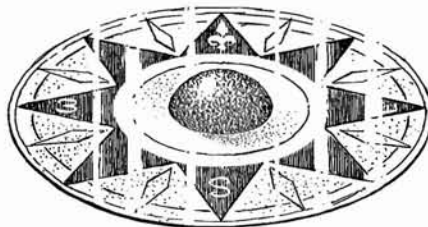
There are some glorious sketches of Winston Churchill and one that should cheer the hearts of all military men was the Prime Minister's magnificent gesture when he finally beheld the empty and broken Siegfried Line!

In his diary extracts, Alanbrooke is critical of others and often in disagreement with his allies and associates. This is best explained by Arthur Bryant in his Prelude . . . "Strategic decision, if more than one man is to make it, can only be reached through argument and controversy. The diary of a CIGS in daily conference with others about the conduct of a war must, by its nature, be a record of disagreement . . . To complain that Brooke in his diary is forever criticizing the views of others and expressing disapproval . . . is to complain of his doing what he was appointed to do."—C.T.

**TRIUMPH IN THE WEST**, by Arthur Bryant; published by Collins, Don Mills, Ont.; 576 pages with index; \$6.00.

### FIRST 'CROWSNEST' SOUGHT

Jean-Louis Audet, of 312 Seventh Avenue, Sorel, Quebec, has written to say that he lacks only Volume 1, Number 1 (November 1948) to complete his collection of *The Crowsnest*. This issue is no longer available from the Queen's Printer or Naval Headquarters and Mr. Audet would appreciate hearing from anyone who can supply him with it.



# THE NAVY PLAYS

## Navy Outscores Japanese Team

The RCN's Pacific Command hockey team defeated the Japanese Nationals 9-1 in the opening game of the Japanese hockey tour of Canada. As it turned out, the RCN victory was the most effective beating the all-Japan team took during the B.C. part of their tour, although the Japanese played five games and were winless.

The game was played under International rules and the Navy squad took to the more gentlemanly game like ducks to water—they have never looked better.

AB John Morris led the scoring with a hat trick and Ldg. Sea. Neil Standley scored a pair. AB Wayne McLeod, AB Cliff Uhren, Ldg. Sea. Johnnie Bond and Ldg. Sea. Ed Chobater all scored singles.

The following week the Navy team took on Nanaimo Clippers and handed them a 10-3 beating in what turned out to be a rough and tumble contest. As an experiment, the first period was played under Olympic rules and the Navy ran up a 4-0 lead. They changed to Canadian rules for the last two periods and the game turned into a rowdy contest, but the bigger Nanaimo club couldn't stop the Navy scoring.

## Twenty Rinks in West Coast Spiel

The annual Pacific Command bonspiel took place over two days in early January and saw 20 rinks competing.

Wally Stubbs' rink captured the Six-Mile House Trophy for grand aggregate winners, as well as the Victoria Curling Club Trophy. Others in his rink were T. Prokopow, L. Propokow and W. Roberts.

Yarrow's Trophy went to J. Clint and his rink, H. Woznow, M. Kreaehling and G. Haack.

VMD Trophy went to D. Deason's rink. His mates were G. Dick, R. Calhan and K. Nelson.

## Officer's Wife Skips Top Rink

Winning skip in the annual Christmas bonspiel of the Hamilton branch of the Royal Canadian Navy Curling Association was the wife of the skip whose rink took last place.



No doubt about it, Chief Petty Officer Dick James and his family are about the fishingest people you'd find anywhere. The "Chief", his wife June, and son Ricky, among them captured four trophies in the 1959 season of the RCN Anglers' Association (Pacific Command). At the organization's annual meeting Ricky received the Murdock-Girard Trophy for the junior member taking the largest salmon—a 35-pound, 13-ounce beauty. Mrs. James was awarded the Gordon's Sporting Goods Trophy in the ladies division for her 29-pound, four-ounce salmon; and the Dowell's Cartage Trophy for the largest coho—a 15-pounder. Completing the family picture, Dick won the Bapco Paint Trophy for bringing in the greatest number of salmon over 10 pounds. He chalked up 16 such fish. The awards were presented by Lee (The Old Fisherman) Hallberg, seen next to Ricky. (E-53558)

She was Mrs. H. C. Tilbury, whose rink won out over nine others with a total of 18 points in 18 ends. Her husband, Lt.-Cdr. Tilbury, landed at the bottom with eight points.

Other results in the bonspiel, which was held at the Hamilton Victoria Club, were:

Cdr. F. L. Ross, second with 17 points; Cdr. G. J. Manson, third, 16 points; Cdr. C. L. Mofford, fourth, 15 points; Lt. J. M. Reid, fifth, 14 points; Commodore E. W. Finch-Noyes, sixth, 14 points; Lt. J. C. Persson, seventh, 14 points; Lt. L. M. Langstaff, eighth, 13 points, and Lt. (MN) A. B. Harvey, ninth, 11 points.

## Bowling Title To Shearwater

Shearwater "B" captured the Atlantic Command five-pin bowling championship at Shearwater in late Decem-

ber, scoring 15 out of 20 points in the round robin schedule. *Bonaventure* and 5th Escort Squadron "A" team tied for second place with 12-8 records.

Thirteen teams toiled through nine rounds in sections one and two in the two-day tilt.

Couvrette of *Bonaventure* was a double winner in the individual list. He had the high triple of 859 and topped the averages with 242. High single went to Dean of *Cornwallis* "A" with 369.

## Service Soccer Team Avenged

Tri-Service Soccer League All Stars got revenge in December at *Stadacona* when they edged the Halifax and District All Stars 5-4.

The victory gave the tri-service unit the All Star Trophy, first competed for in 1957 when H&D captured it with

an 8-1 win. It was uncontested last season.

Sixth Submarine Squadron performers played leading roles in the win. D. Davies, Rimmer and Blakely, all of Subs, hit once. Collier, of *Shearwater*, and Allan of *Stad*, were the other marksmen for the winners.

Hank Wilhems, of Olands, E. Davies and Mitchell, both of Morses Tea, were the scorers for Halifax and District.

The tri-service squad banged into a 3-0 lead in the first half and never let it go. They made it 4-0 early in the second half before H&D made the score sheet.

The H&D All Stars did threaten to deadlock the count when they fought back from a 5-2 deficit to pull up to within one goal of their opponents but failed.

### **Stad Winner of Lopsided Game**

*Stadacona* Sailors outskated Beaverbank RCAF for a lopsided 16-1 win in a hockey game at the Dartmouth Memorial Rink in early December.

Only in the first period did Beaverbank hold *Stad*. The Sailors were in front 2-1 after one period, scored six times in the second chapter and added another eight in the final.

### **Hoopsters Win League Game**

The Pacific Command junior basketballers started 1960 with a win and a loss. The win was the league fixture against the Victoria Independents in which the final score was 54-41.

AB Martin Tomicjek was high scorer for the game and he did most of the scoring in the first half before the opposition could tie him up. Tomicjek is one of the top five high scorers in the Victoria City league.

Teammate AB Bruce Baxter was another scoring leader in early season play but his absence because of sea time has cut his scoring total somewhat.

The loss was in exhibition play against the senior Half Ways who beat the juniors 93-60.

### **Losing Streak In Soccer Broken**

The Navy's entry in the Lower Vancouver Island Senior Soccer league snapped its long losing streak with an 8-1 win over the Esquimalt entry in the league.

AB Dick Austin went on the rampage and kicked in five of the eight Navy goals.



A 39-pound, eight-ounce spring salmon landed by Commodore John Deane, Commodore Superintendent Pacific Coast, netted him the major award of the RCN Anglers' Association for 1959. Here, (right) he receives the Victoria Daily Colonist Trophy from Lee Hallberg at the annual meeting of the RCNAA. Commodore Deane also won a silver button with diamond inset, the overall championship award. (E-53559)

The following week the team lost 4-1 to Brodies and in the next encounter it played to a 4-4 tie against Saanich Thistles.

The team has lost AB Gerry Muhlolland, PO Harry Cossy and AB Ron Cooper with the departure of the ships to South America. The latest asset to the team is CPO D. J. De Ste. Croix, who has been playing standout soccer in the centre half slot.

### **December Play Decides Titles**

Pacific Command champions for 1959-60 were decided in volleyball, hockey and basketball in the latter part of December.

Canflag-Suptpac won the Pacific Command volleyball championship over 22 other entries from the command. The all-officer entry beat out Pat Bay's VU 33 squadron team in the final after being down two games in the early stages.

The *Jonquieres* worked their way to the top of a 20-team draw in hockey and edged out the *St. Laurents* 6-5 in the final.

*Naden's* inter-part band team won the command basketball honours by winning a 32-30 thriller over the *St. Therese*.

### **Navy Hockey Team Out Front**

A capable Pacific Command hockey team has been entered in the West Coast Commercial League this season. Managing the team is Lt.-Cdr. Don Sabiston, and PO Norman Jones is

coach. Both are on staff of the Naval Technical School. The team early in the season was at the top of the league with a six-point lead over second place *Pattersons*.

## **THE BARNACLE**

**A**N INTERESTING little fellow with unpleasant ways—or vice versa—is the barnacle.

Tender-footed swimmers react with tears or uncouth language as they pick their way over barnacle-encrusted rocks on the sea-shore. Shipowners the world over pay out millions of dollars annually to try to dissuade barnacles from establishing permanent homesites on ship's bottoms.

And yet, content to settle down after a roving youth, all the barnacle asks is a peaceful resting place where it can sit and snatch at passing food particles with its toes. Even a few minutes observation of a barnacle in a rock pool by the sea will reveal its method of food-gathering.

As Thomas Huxley put it nearly a century ago: "A barnacle may be said to be a crustacean fixed by its head and kicking the food into its mouth with its legs."

This method of feeding, though both unsanitary and boorish, satisfied the barnacle and the species lived contentedly in its little limestone castles attached to rocks for millions of years. Then someone invented ships and the barnacle became a hitch-hiker and an unmitigated pest.

The baby barnacle is a swimmer, which after a few weeks of wandering looks for a smooth hard surface to form the foundation for its adult home. Ships' bottoms meet the specifications perfectly. Shipowners are faced with the problem of devising coatings that are distasteful or poisonous to the young barnacle.

Toward the end of the wooden ship era, it was found that copper sheathing would protect a wooden hull. The problem started all over again with the invention of iron ships. Copper and iron in near contact result in electrolysis which eats holes in the hull. It is only in recent years that satisfactory poisonous paints and plastic coatings have been developed.

Incidentally, the external appearance of the barnacle and the fact that it chose to settle down in one spot for life, like an oyster, led it to be classed as a mollusc. It wasn't until 1830 that close study of its structure and habits showed that its nearest relatives were lobsters and crabs and that it was, accordingly, a crustacean.



# OJT

*This article, specially prepared for men who have just completed new entry training, will interest other men and officers who wish to understand new developments in an old practice*

SOMEbody once said "Training means learning the rules; experience means learning the exceptions". Learning on the job gives every man the opportunity of quickly combining his training with experience. Getting experience quickly in even a small bit of his trade in his ship at sea builds confidence. The combination of these bits of trade knowledge ingrained through good on-the-job instruction and well-supervised on-the-job practice finally gives the man the complete know-how of his trade. Then, and only then, can he confidently pass his trade examination, know his job and know that he knows it well.

This On-the-Job Training approach for Trade Group One is not new. At every level, a man has always had to apply his knowledge to a piece of equipment or a certain piece of work to really learn his job and do it well.

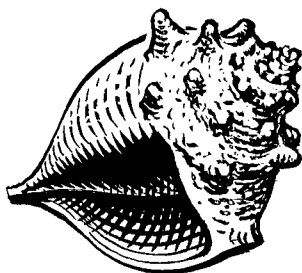
The OJT program is just a direct attempt to provide good instruction in the best way to do a job. Coupled with close supervision it ensures that a man practises the best way until it becomes a habit. If you are a new tradesman who has just come to a ship from new entry training at *Cornwallis*, with practically no knowledge of your trade, you will appreciate how much this OJT program will mean to you. You will learn bit by bit the best way to do your job. As each day passes, you will learn more about your job and test this learning on equipment or on a piece of work many times so that you will retain it. You will "produce" while you learn—that is, you will contribute more and more to the efficiency of your ship as a fighting unit and as part of the fleet. You will advance through the steps or jobs of your trade at your own rate of progress, proceeding from one to the next as you successfully master each in turn. Your supervisor (or instructor) will move you to a new job as soon as he is satisfied that you can handle the present one well.

This system permits you to progress as far and as fast as your own ability and ambition will allow.

Your trade manual will help explain your job and put you in the over-all picture. Your supervisor, too, will add his experience and knowledge to your

over-all understanding of the jobs of your trade. No one likes to admit he doesn't know. But the more questions you ask your supervisor about the job, the more understanding you will gain and the better you will perform.

The supervisor has had or will be getting a special course to help him train you on-the-job in the best possible way. His experience will give him the "know-how"; the on-the-job instructional course will show him the best way to get this "know-how" across to you and others he has to train. He will use the tell-show-practise method, generally known as the four-step plan, to train you bit by bit in the knowledge and practice of your trade. He will



have a progress sheet to keep track of the bits you do, so that when all these bits and pieces are checked off, he is sure you know your trade. Of course, the bits and pieces won't be checked off until your supervisor is sure you know each part of the work.

The progress sheet is known as a Record of Practical Factors and it is simply a detailed breakdown of the job specifications for your particular trade.

Naturally, you may have more than one supervisor as you move about from one job completed in your trade to the next. You will be closely supervised on the job but this should not worry you. It is only by watching you closely on the job that the supervisor can point out corrections to technique, explain difficulties and generally help you to learn the one best way of doing the job.

Other men and officers will be interested in your progress including the head of your department, the training officer and the commanding officer. Some or all of these people may want to see you perform some job or part of your trade in which you have been

trained. This personal demonstration will not bother you because you have been learning and practising right on the equipment itself and you will just be showing them how an experienced man does a well-learned job. They just want to be sure that you are making progress in your training and spot checks of your Record of Practical Factors and your work on the job are two of the checks they may make quickly.

Remember that on the job, and particularly is this so at sea, there are never any big "pockets" of training time. Your supervisor will catch a minute here, two minutes there and odd bits of time in which to give you help, tell you how to do a piece of work, watch you handle or practise on some equipment, etc. Listen and watch closely and with concentration and clear up the points you don't understand right away on the spot. In other words, be sure you learn and learn well as you go.

You might keep reminding yourself, too, that as you advance in your trade you will be supervising and training the newer men, coming behind you. Learning the job well now not only helps you, but helps you to help them later on.

No training program succeeds without the enthusiasm and co-operation of all. One of the best ways to become enthusiastic about your job is to become totally interested in it. Read your trade manual, ask questions about your trade, particularly of the senior experienced men, concentrate on the difficult operations and learn them well. Your confidence in your own ability will grow unbelievably and your interest and enthusiasm for your trade with it. And enthusiasm, like measles, spreads and helps those working with you and around you.

On-the-Job Training is made up of learning and doing, and bit by bit this adds to experience. And the man who gains his experience by working under good supervisors on the real equipment in his ship gets the best. Real application to the job will make you a first-class tradesman with the experience to pass the final test of all training—which is—can you do your job efficiently? —F.H.M.

# 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.

ANCTIL, Normand J. ....P2CS3  
 ARCHIBALD, Walter ....P2CV2  
 ARMSTRONG, Clifford F. ....LSOM2  
  
 BENDALL, Donald M. ....LSAP2  
 BURNS, Maurice V. ....LSCS2  
  
 CHASE, Lawrence N. ....LSCS2  
 CHURCHILL, Donald L. ....LSCS2  
  
 DOUCETTE, Raymond J. ....P1OM4  
 DUNCAN, Robert J. ....LSOM2  
  
 EAGLE, Ralph W. ....LSOM2  
  
 GARRETT, Howard R. ....P2CS3  
 GREEN, Joseph S. ....LSCS2  
 GRIMSHAW, Hugh R. ....LSAP2  
  
 HAMILTON, Chipman C. ....P2CV2  
 HANSEN, Michael E. ....LSAP2  
 HOLMES, Stephen C. ....LSAO2  
 HUDSON, Harry ....LSEG2  
 HURST Alexander T. ....LSAP2  
  
 LABOSSIERE, Armand G. ....LSCS2  
 LAMING, Carl D. ....P1OM4  
 LEHMANN, Joseph C. ....LSCV1  
 LOGAN, Richard ....P2CR2  
  
 MAKAROWSKI, William ....LSVS1  
 McFAYDEN, Ralph H. ....LSAP2  
 McKENZIE, George D. ....P2CR2

PEPPER, Richard G. ....LSOM2  
 PUTLAND, Ernest C. ....LSOM2  
  
 RAWORTH, Murray L. ....P2OM3  
 RHODES, George W. ....P1PW3  
 RIVA, Lindy E. ....LSOM2  
 ROUSSEAU, Georges H. ....LSAR2  
 ROWLEY, Alan ....P1CV3  
  
 SAUNDERS, Earle L. ....LSAP2  
 SCHLOGL, John A. ....LSAP2  
 SEARLE, Allan F. ....P2CS3

SIDNEY, John L. ....LSCS2  
 SOUBLIERE, Robert G. ....LSAP2  
 STEPHENS, Kenneth E. ....LSAR1  
 STEVENS, Charles M. ....LSAO2  
  
 TAYLOR, George M. ....P1CR3  
  
 UNISCHEWSKI, Anatoli ....LSAP2  
  
 WALKER, Donald A. ....LSAO2  
 WARD, George R. ....P2CS3  
 WOOD, Maurice W. ....LSAP2

## RETIREMENTS

CPO MAURICE EDWARD BIGGS, 42, C1ET4 of Victoria, B.C.; joined RCNVR November 2, 1937; transferred RCN October 3, 1938; served in *Naden, St. Laurent, HMS Victory, Assiniboine, Stadacona, Niagara, Saguenay, St. Croix, Cornwallis, Avalon, SS Lady Rodney, Givenchy, Niobe, HMS Osprey, Somers Isles, Peregrine, Haida, Ontario, Radio Station, Matsqui, Sioux, Bytown, Montcalm, D'Iberville, Comox*; awarded Long Service and Good Conduct Medal; retired December 14, 1959.

PO WILLIAM RANDALL BROWNE, 42, PIRG4, of Halifax, N.S.; joined RCNR November 30, 1939; transferred to RCN June 29, 1944; served in *Stadacona, Saguenay, Prince Henry, Skeena, Arrowhead, Reo II Shelburne, Buctouche, Protector, Arnprior, Scotian, Niobe, RNAS Bramcote, RNAS Worthy Down (HMS Kestrel), Haida, Mag-*

*nificent, Shearwater*; awarded CD, December 18, 1951; retired December 5, 1959.

FREDERICK JOHN QUIN, 43, C1CK3, of Thamesford, Ont., joined September 13, 1957; served in *Stadacona, Saguenay, Fort William, Ottawa, Givenchy, Chatham, York, Shelburne, Scotian, Micmac, Magnificent, Shearwater, Cornwallis, Algonquin, Prevost*; awarded Long Service and Good Conduct Medal July 16, 1952; retired September 12, 1958.

CPO SAMUEL SHORT, 45, C1G14, of Toronto, Ont.; joined RCNVR April 12, 1933; transferred to RCN August 18, 1934; served in *Stadacona, Saguenay, Champlain, St. Laurent, St. Francis, Cornwallis, Sorel, HMS Arethusa, FD No. 1, Warrior, Niobe, Magnificent, Scotian, Iroquois*; awarded Mention in Despatches, Feb. 20, 1945, Long Service and Good Conduct Medal; retired December 4, 1959.

### LETTER TO EDITOR

Dear Sir:

Some time ago, I happened to be at a station of the RCAF and I asked my way of a gentleman in plain clothes, I being in uniform at the time. He was going my way and we fell to chatting as we walked along. He introduced himself with: "My name's Harrison and I'm a padre," to which I replied: "My name's Chaplin and I'm not."

This incident is brought to mind by the latest issue of *The Crow'snest* (Christmas 1959) where in the article on the commissioning of HMC Ships *Terra Nova* and *Columbia* there is a reference to the Chaplin of the Fleet and in the review of Admiral Lovette's book my name is spelled Chaplain.

Yours sincerely,

PHILIP CHAPLIN

Box 21,  
 Manotick, Ont.

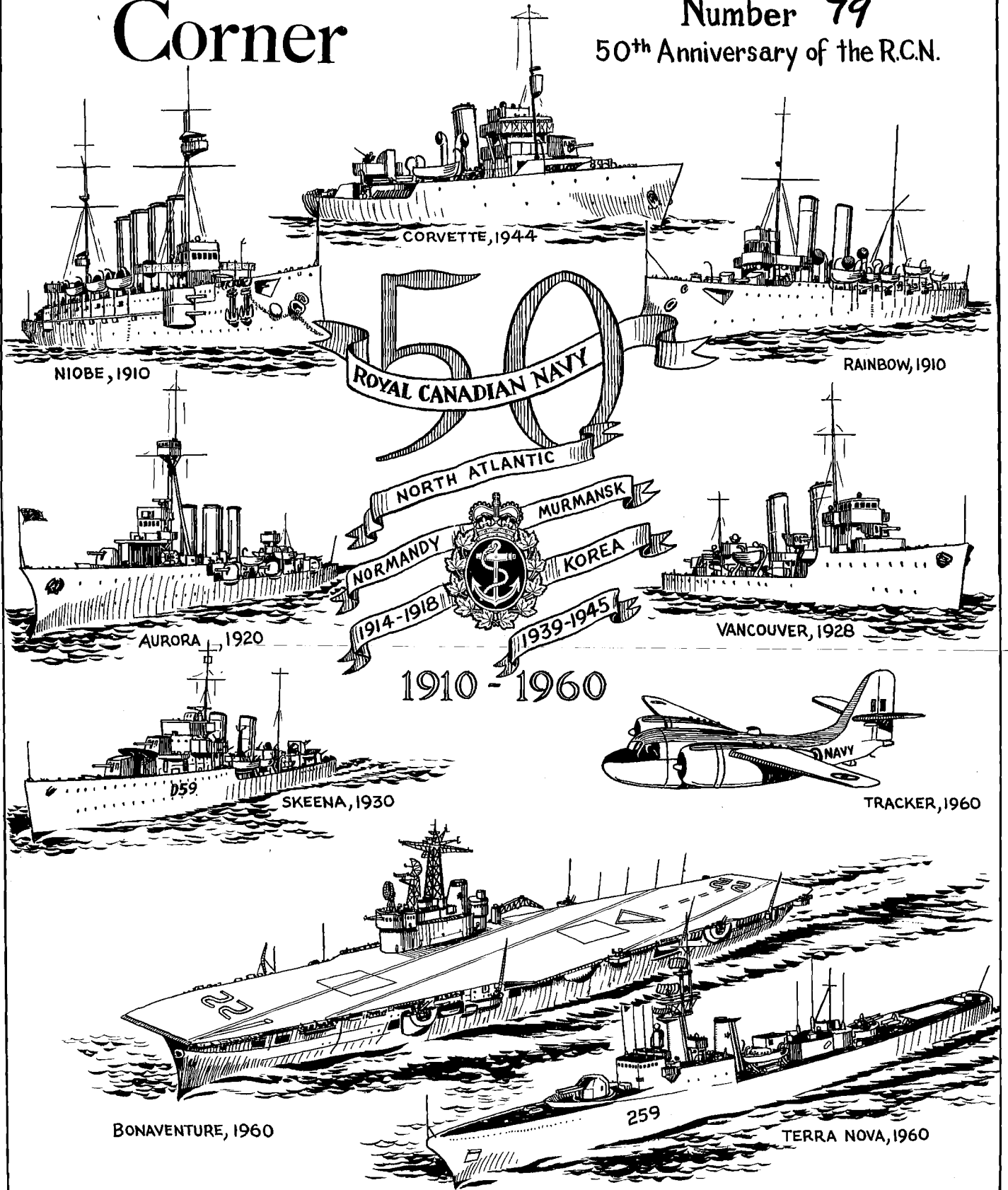
Page twenty-eight



Members of the Shearwater Driving School recently completed a successful season. Front row, left to right, Julie Bates, Janice McBurney, Dolores McNaught, Beverly Anderson, Mrs. D. Broderick and Judith Radcliffe. Rear row, left to right, Norm MacPhee, instructor; Martin Doyle, instructor; Mrs. Fairburn; Mrs. Hunter; Mrs. Ryan; James Hatcher, instructor; Commander J. P. T. Dawson; Lt. L. Pollock, treasurer; Mrs. Sheedy; Mrs. Long; Mrs. Helen Martin; Larry Andrews, instructor, and Frank Crichton, instructor. Absent when the photo was taken were Mrs. Whittaker, Mrs. Andrews, Mrs. Wilkinson, Stella Hines, Michael Welland, Kenneth Hines and Allan Bowan. (DNS-24845)

# Naval Lore Corner

Number 79  
50<sup>th</sup> Anniversary of the R.C.N.





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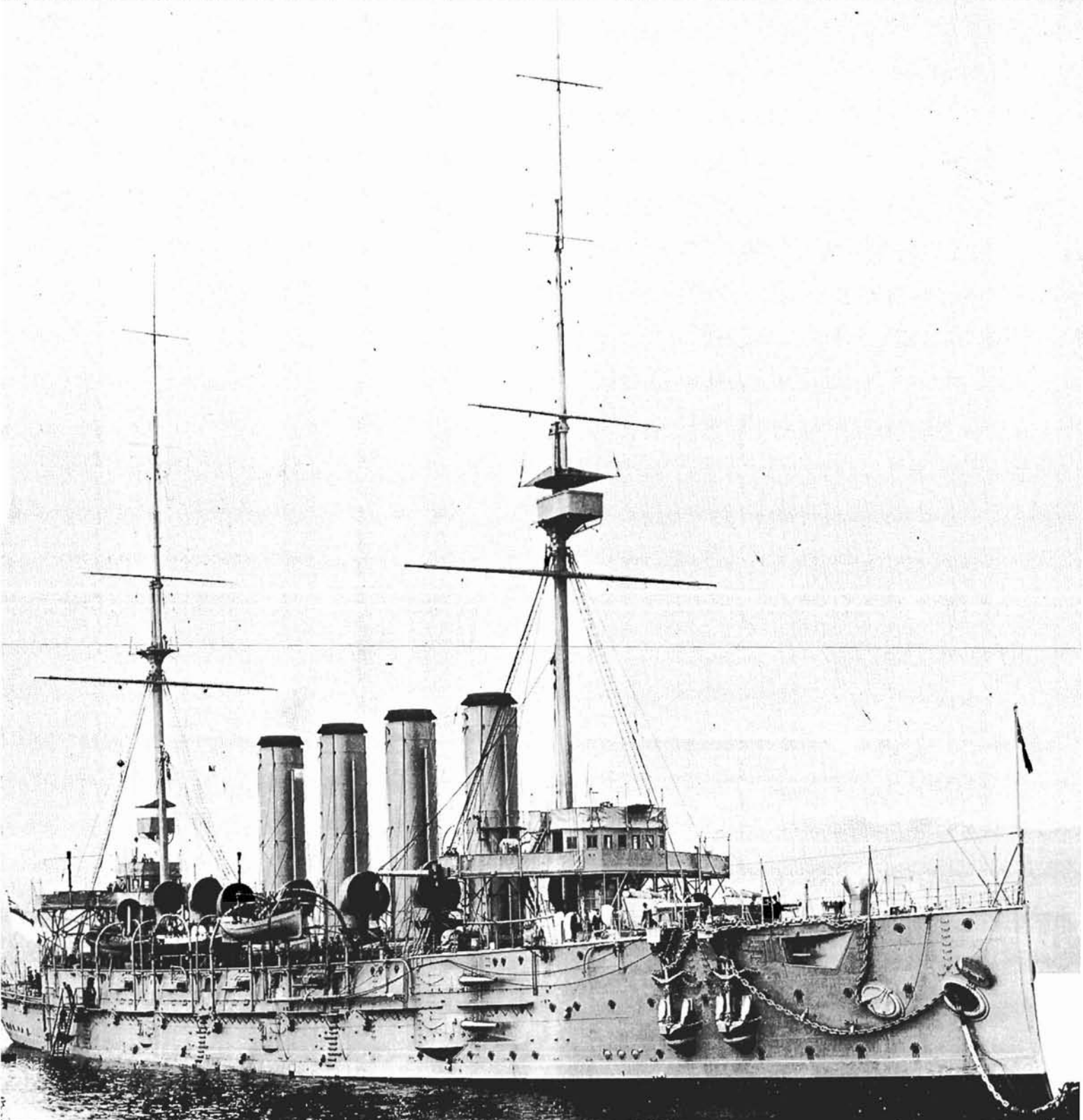
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# *The* CROWSNEST



Vol. 12 No. 4

February, 1960





# The CROWSNEST

Vol. 12 No. 4

THE ROYAL CANADIAN NAVY'S MAGAZINE

FEBRUARY, 1960

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### LADY OF THE MONTH

The old policy of training officer cadets in large ships was abandoned by the Royal Canadian Navy when it paid off its cruisers. Instead the cadets receive their training in warships comparable in size and function to those they are likely to serve in during their naval careers.

Five of the seven frigates of the Fourth Canadian Escort Squadron, of which the *Ste. Therese* (shown on the opposite page) is senior ship, have been fitted with a mid-ship deckhouse that provides classroom and messing facilities for cadets under training. The two remaining ships of the squadron, *Jonquiere* and *New Glasgow*, will be similarly fitted.

Early 1960 found the squadron on a training cruise that included South American ports and the Galapagos Islands. (E-52093)

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*—A proud and handsome ship by the standards of her day, HMCS *Niobe* was the first RCN warship to be based at Halifax, where she arrived October 21, 1910. Wireless was still in the spark gap and coherer stage—hence the tall masts. (DB-4170)



## RCN NEWS REVIEW

It could well have been that the pipers of the Naval Technical School band at the moment this picture was taken were piping "The Road to the Isles"—meaning Japan. They were down at the jetty to play a rousing farewell to St. Laurent, Ottawa and Saguenay on their departure for the Far East early in February. (E-53952)

### **Frigates Visit South America**

Four west coast frigates with senior-year *Venture* cadets embarked left Esquimalt January 11 on a 15-week training cruise along the west coast of North America and South America and to the Galapagos Islands.

During the cruise the cadets are backing up with experience their academic knowledge of navigation, pilotage and seamanship. In addition, the cruise is enabling the ships to carry out fleet and tactical exercises and is giving the ship's companies and cadets further training in anti-submarine operations, gunnery exercises, and bridge and engine room watchkeeping duties.

Outward bound, the four ships, the *Sussexvale*, *Stettler*, *Antigonish*, and *St. Therese*, paid operational visits to San Diego, California and Balboa, in the Canal Zone. They arrived in the Galapagos Islands on February 10 for eight days.

Following the visit to Galapagos Islands, the next port of call was to be Callao, Peru, from February 22 to February 27. From Callao, the ships were to steam to Valparaiso, Chile, the southernmost point of the cruise, where they will remain for five days.

On the return passage the four frigates will put into Talara, Peru; Balboa, and Long Beach, Calif. The last port of call before returning home will be San Francisco. The ships are due back in Esquimalt April 22.

The cadets will resume academic training at *Venture* upon their return, to finish the final phase of classroom training, leading to the graduation ceremonies in August.

### **East Coast Ships Begin Exercises**

"Wintex 60", a large scale series of fleet exercises which began in the third week of January, will involve most ships of the Atlantic Command at various times in a period of two months.

This year's annual winter exercises are being carried out in the Bermuda area, and many of the ships will make operational calls at the island in the course of operations. Other operational visits will be made to ports in the United States.

Following their part in the exercises, ships will disperse for short visits to Caribbean ports before returning to Halifax.

In addition to the destroyers and frigates taking part, will be the *Cape Scott*, the RCN's mobile repair ship on the east coast.

RCN anti-submarine aircraft will also take part in the exercise, and will operate from an airbase on Bermuda.

### **Japan, Hong Kong On Ships' Itinerary**

Three destroyer escorts of the Second Canadian Escort Squadron left Esquimalt Monday, February 8, for a two-and-a-half month operational cruise across the Pacific to Hong Kong and ports in Japan.

The *Ottawa*, *Saguenay* and *St. Laurent* will participate in anti-submarine exercises and other tactical training with units of the United States Navy. Captain J. C. Pratt, Commander of the Second Canadian Escort Squadron, is in command of the group. As the *Assiniboine*, Captain Pratt's ship, was in refit, he embarked in the *Saguenay*.

The three ships carried out a preliminary two-day anti-submarine exer-



cise off Cape Flattery on their way southward, arriving at Long Beach, California on February 14. After an exercise conference there with United States Navy authorities, the ships were to sail for Pearl Harbour in the Hawaiian Islands to arrive Tuesday, February 23 for a two-day stay. Their next port was to be Yokosuka, Japan, near Tokyo, where they were to spend from March 7 to 10, thence to Okinawa March 16 for two days and on to Hong Kong, arriving Monday, March 21.

In Hong Kong the three ships will stay for a full week and self-maintenance routines will be carried out by ship's staffs during this time. They will sail Monday, March 28, for operations in the Okinawa area from March 31 to April 9.

The ships will then make an informal visit to Kobe, Japan, from April 11 to April 14.

They will return to Canada via the Aleutian Islands, stopping in Adak overnight April 21-22 to refuel. The ships will arrive home in Esquimalt Friday, April 29.

### **Students Tour Esquimalt Base**

Twenty-two students, accompanied by two teachers, of the Campbell River

High School visited HMC Dockyard, Esquimalt, during the morning of February 2 in the course of a "good citizens" program sponsored by Crown Zellerbach Canada Ltd.

The visiting students were taken on a tour of the Dockyard, and for a brief trip around Esquimalt harbour in a naval harbour craft. The visit concluded with a tour of the large government drydock adjacent to *Naden*.

### **FOPC Inspects Officer Cadets**

Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, inspected a wing parade of officer cadets of the Canadian Services College, Royal Roads on Sunday, January 31, commencing at 10 a.m.

A total of 165 cadets of the senior and junior classes participated in the parade and church service which followed. Music was provided by the *Naden* band.

### **Cape Breton Goes South on Cruise**

The mobile repair ship *Cape Breton* sailed from Esquimalt on Monday, February 1, on her first operational cruise since being commissioned into the Pacific Command last November 16.

The 10,270-ton ship—largest to serve with the command—proceeded directly to Magdalena Bay, Mexico, arriving there on February 9. For the following 20 days the ship was to conduct an extensive program of working-up exercises, evolutions and drills.

Leaving Magdalena Bay on February 29, the *Cape Breton* was due in San Diego, Calif., March 3 for a four-day visit. The ship returns to Esquimalt on March 14.

The ship is under the command of Cdr. M. F. Oliver.

### **Fire Prevention Honours to West**

Fire fighters on the West coast carried off two out of three first place awards in the Fire Prevention Contest among naval establishments in 1959.

First place among the large establishments was won by HMC Dockyard, Esquimalt, for the second year in succession, while *Naden* gained the winning award for establishments of medium size. In the small establishment class, first place went to Point Edward Naval Base, Sydney, N.S.

The contest between establishments within the Navy is part of the Department of National Defence section of the National Fire Prevention Contest. The

## *Hitting The Target*

-- An Editorial in the Victoria Colonist --

WHETHER present-day warships will ever fire a gun in anger is something no one can tell, in view of the nuclear deterrents that occupy so much attention. There could be minor conflicts with conventional weapons, however—as in Korea for instance—and it behooves a nation to keep its existing forces in sharp practice and condition.

In any case many a warship has its life during periods of peace and never sees battle action. Against such emergency its role is to perfect its gunnery to a maximum state of efficiency. The ships of the RCN's Pacific Command have recently demonstrated how well they can hit the target.

News that all three prizes in the navy's gunnery competition of 1959 were won by West Coast ships is cause for pride among the Esquimalt fleet. A fair share of the honours would have been creditable but to capture all the trophies singles out the Pacific Command as being spe-

cially on the alert. It indicates that the training and application of the sailors on this coast are of a high order.

One supposes that competition between the two coastal commands is always keen, which is the spur to achievement among all ranks. The Atlantic Command is the larger, however, with more ships eligible for gunnery contests, and this makes the feat of the local fleet the more commendable. It is always an extra satisfaction when victory is won against odds.

The prize-winning ships concerned, the destroyer-escorts *Margaree*, *Fraser* and *Assiniboine*, can therefore plume themselves on being the best shots in the Canadian Navy. Whether the mainbrace is spliced to mark an achievement of this kind we are unaware, but the gun teams deserve every pat on the back. It is pleasing for this community also to know that its warships can outshoot all comers for it is a reminder that the Pacific Command maintains its skills at a peak of performance.



Department of National Defence section is open for competition between all Canadian Armed Forces establishments. The grand award for the winning establishment within the department last year went to the RCAF Station, Falconbridge, Ontario. In 1958 this award was won by HMC Dockyard, Esquimalt.

The size classification of a particular establishment is based on the number of personnel serving on that establishment. Establishments with over 3,500 personnel fall into the "large" category; those with 1,500 to 3,500 personnel are considered "medium" in size, and establishments with less than 1,500 personnel are named "small".

Other awards in 1959 within each division are as follows:

*Large:* 2nd, HMC Dockyard, Halifax.

*Medium:* 2nd, HMCS Cornwallis; 3rd, Belmont Park Married Quarters.

*Honourable Mention:* HMCS Stadacona; RCN Married Quarters, Shannon Park.

*Small:* 2nd, RCN Magazine, Rocky Point, B.C.; 3rd, Patricia Bay Airport, B.C.

*Honourable Mention:* RCN Armament Depot, Dartmouth, N.S.; RCN Magazine, Bedford, N.S.

The aim of the Fire Prevention Contest within the Department of National Defence is to stimulate fire safety consciousness and to encourage a broader application of modern techniques in fire prevention education.

### Artist Named Museum Curator

The appointment of John R. Stevens as Curator of the Maritime Museum of Canada was announced in February by the museum's board of directors.

"The decision to employ a man of Mr. Stevens' qualifications and ability is further evidence of the determination of the museum to establish itself as a professionally-operated organization dedicated to fostering interest in, and knowledge of, the maritime history of our country," said the board chairman, Commodore M. A. Medland.

Born in Toronto, Mr. Stevens started his business career as a commercial artist, and worked in this capacity both

in Canada and the United States. His keen interest in maritime architecture and in the history of shipbuilding in Canada led him into a study of these matters, first as a hobby and later as an avocation culminating in his present appointment.

Mr. Stevens has called upon his experience as an artist to make several significant contributions to the research into early ships and shipbuilding throughout the world. His book, "Old Time Ships", published in 1949 and illustrated with his own drawings, is one of these contributions. He has gained recognition also for his work in other museums, notably the Maritime Museum in Mystic, Connecticut.

Last year, Mr. Stevens spent several months in Europe during which he visited maritime museums in England and Holland.

Mr. Stevens first concern will be to increase the Maritime Museum's displays of commercial ships and shipbuilding, which played so important a part in the early development of Canada.

It is unfortunate, he feels, that so many relics of the years before 1850 are no longer to be found. It is his intention to make a special effort to locate authentic relics of those days, including paintings, models, documents and other material with which to augment the museum's present accumulation of these items.

As a privately sponsored society, financed primarily by civic and provincial grants, the Maritime Museum of Canada depends for most of its exhibits on the generosity of individual donors. In his new position Mr. Stevens hopes to be able to encourage Canadians not only to visit the museum but to make available to it any items which will assist the museum in depicting the historical relationship of Canada with the naval and mercantile services of the world, past and present, thus creating a greater awareness of sea-power as it affects the security of this country.

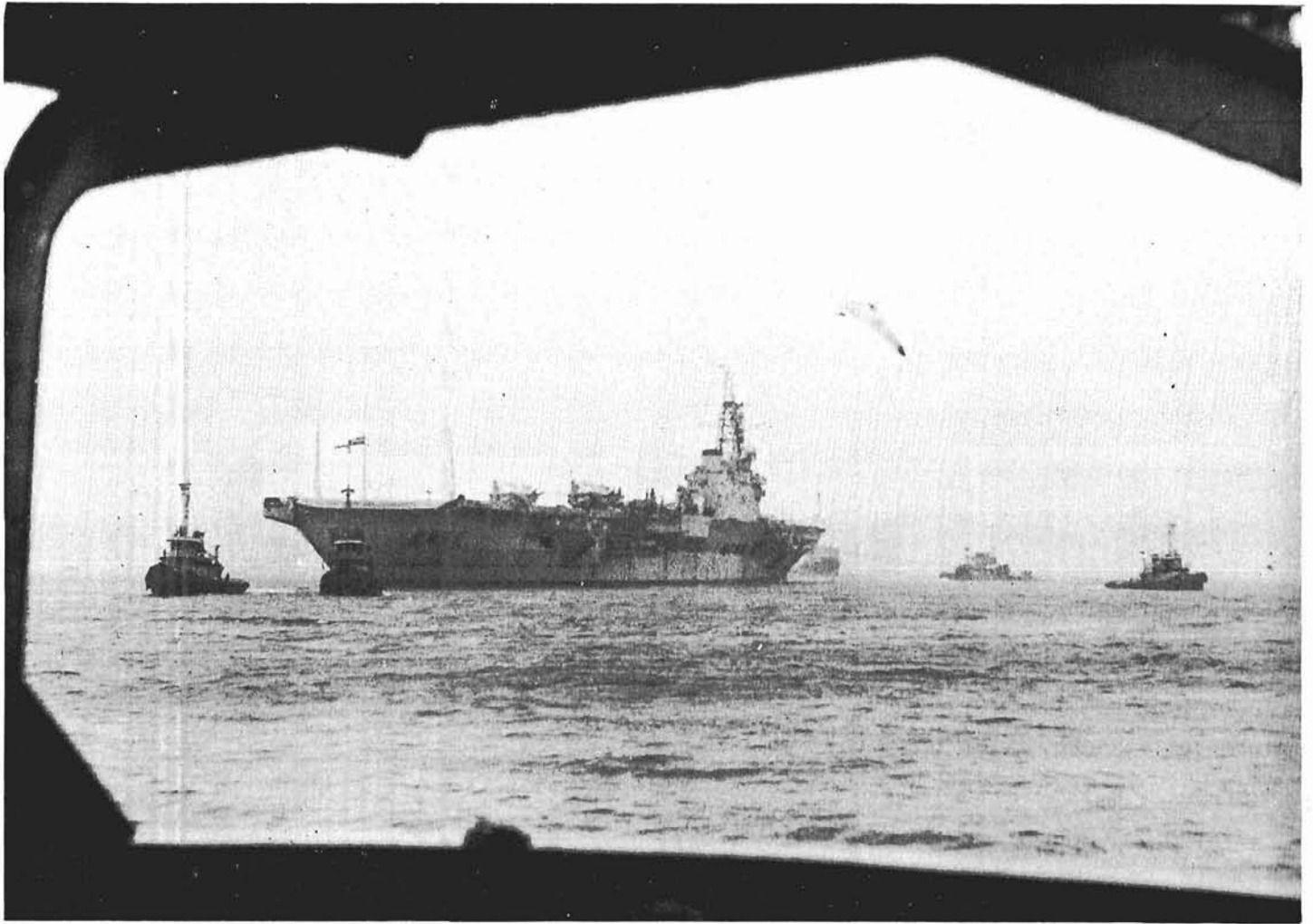
### 'Nuclear' Takes Place of 'Atomic'

What has been known in the past as "ABCD" will be referred to in the future as "NBCD"—short for Nuclear, Biological and Chemical Protection and Damage Control. Similarly the old term "atomic protection" becomes "nuclear protection".

General Order 2.00/41, which brings the changes into effect, say the new publications, drawings, etc., will contain the term "NBCD", but those already existing, using the term "ABCD", will not be amended.



Winnipeg's naval division, HMCS Chippawa, boasts one of the highest father and son "team" ratios in uniform, and challenges all comers to prove otherwise. Here's Chippawa's proof: front row, left to right, CPO E. Sargent and son Warren, Navy League Cadet; CPO H. E. Speed and son Brian, NLC; CPO R. Sargent and son Kenneth, NLC; Middle row, CPO L. Walker and son Ord. Sea. John Walker; CPO E. Bobbie and son Ronald, NLC; Cdr. J. J. Boyd, RCN(R) (Retd), and son James, Sea Cadet; back row, Cdr. J. L. Freeman and son, Sub-Lt. Peter Freeman; Cdr. J. W. Dangerfield and son John, Sea Cadet, and Lt. N. J. Lowman, whose son Richard is missing from the photograph. There are uncles and nephews present, too, for CPO E. Sargent and CPO R. Sargent are brothers.



After her storm-beset journey across the Atlantic, the Bonaventure is manoeuvred by harbour tugs into her berth at jetty 4 in HMC Dockyard. (HS-59764)

## BONNIE'S STORM

Plagued by rough weather during their operations with NATO forces in European waters last fall, the five warships of the RCN task force looked forward to smooth sailing on their homeward passage in early December. That their hopes were shattered is now well known. The Bonaventure and her four attendant destroyer escorts, the Algonquin, Iroquois, Sioux and Athabaskan, reached Halifax in Mid-December, all reporting damage of varying degrees of severity. In the case of the destroyer escorts, the damage was mostly to deck fittings, although some gear was swept overboard. The Bonaventure, offering a bigger target, suffered heavier damage. An officer in the Iroquois received internal injuries and was placed in hospital in the Azores. Five persons in the Bonaventure were superficially injured. The villain of the story was a furious storm which wandered from its predicted path. The following account of the storm and what the Bonaventure had to contend with while it raged was written by the aircraft carrier's weather officer, Lt.-Cdr. R. M. Morgan.

NATO EXERCISES and her visit to the United Kingdom ended, HMCS Bonaventure slipped from Middle Slip Jetty, Portsmouth, on December 3 and proceeded to sea. For those on board, this was the most-anxiously awaited part of the cruise, because we were on

our way back to Halifax for Christmas with many surprises for our families loaded on board. There were presents for the kids, frilly things and jewellery for the wife, and bargains for the house. Every inch of available space had something securely stowed away in it—a toy

car here, a chest of china there, and, in the officers' flat, an antique grandfather's clock which competed on the hour with the ship's bell. At one juncture an enthusiastic home builder who wanted space for a dining-room suite, suggested that perhaps we could do with one less aircraft on board.

Everyone was looking forward to better weather and a few good flying days on the return journey. We had experienced high winds and heavy seas off Northern Ireland during the previous month, and flying had been impossible most of the time. A number of our pilots had been forced to savour the austerity of service accommodation at diversion airfields in Northern Ireland, Scotland and England, and were hoping for good flying weather, at least near the Azores.

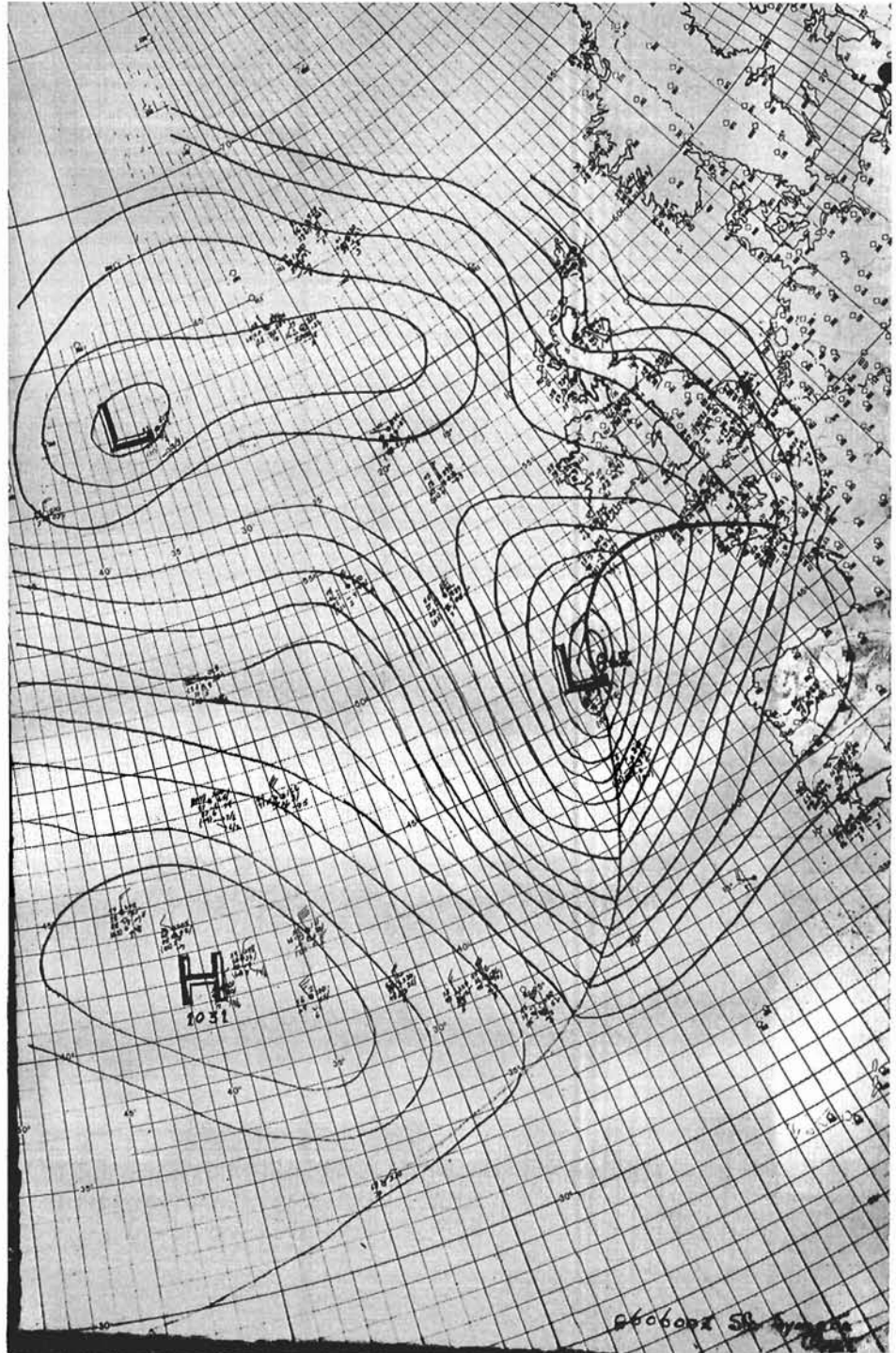


However, the departure did not augur well. Outside the Nab Tower a stiff wind was already blowing and weather was only marginal when we began to take on aircraft. Heavy thunderclouds almost covered the sky, and the visibility was down to two miles in rain at times. The last aircraft was safely on board by 1600, but not a minute too soon, for the wind was now up to gale force from the west as *Bonnie* turned down the Channel on the homeward leg.

The morning of the 4th dawned brightly. The wind had moderated to 25-30 knots and remained that way throughout the day, but the swell, which had been generating during the past few days, was too heavy for flying operations. The helicopter was launched off Ushant to land one of the ship's company for compassionate reasons, but this was accomplished only by getting in the lee of one of the islands inshore. During the night of the 4th and the forenoon of the 5th, good headway was made across the Bay of Biscay although a heavy westerly swell was still running.

Early Saturday morning, December 5, a small storm was developing in the Gulf Stream to the east of Nova Scotia. It was expected to move rapidly across the Atlantic at 50 knots in an east-northeasterly direction, and then curve northeastwards and pass up the west coast of Ireland. By the time it reached the eastern Atlantic, the *Bonaventure* was expected to be well to the southwest of Finisterre, and so the storm was not considered too great a threat to the ship. Until early evening, the storm behaved as expected. The wind had begun to freshen again, and a gale was forecast as the centre followed its expected path to the north of the ship. Later, on Saturday evening, radio reception deteriorated to an almost complete blackout and no reliable information on the location of the centre could be obtained for the next 12 hours.

On Sunday, December 6, the storm struck with such damaging power and severity that all on board will ever remember it as "the day of the big storm". By early morning, the Met. man had received enough information to pinpoint the storm again, and he discovered that the path was now easterly and that the storm centre would pass into the northern half of the Bay of Biscay, about 200 miles to the north of the ship. A severe gale was expected with winds gusting to 65 knots during the forenoon and continuing during the day. This forecast had scarcely been made when the wind gained velocity and within an



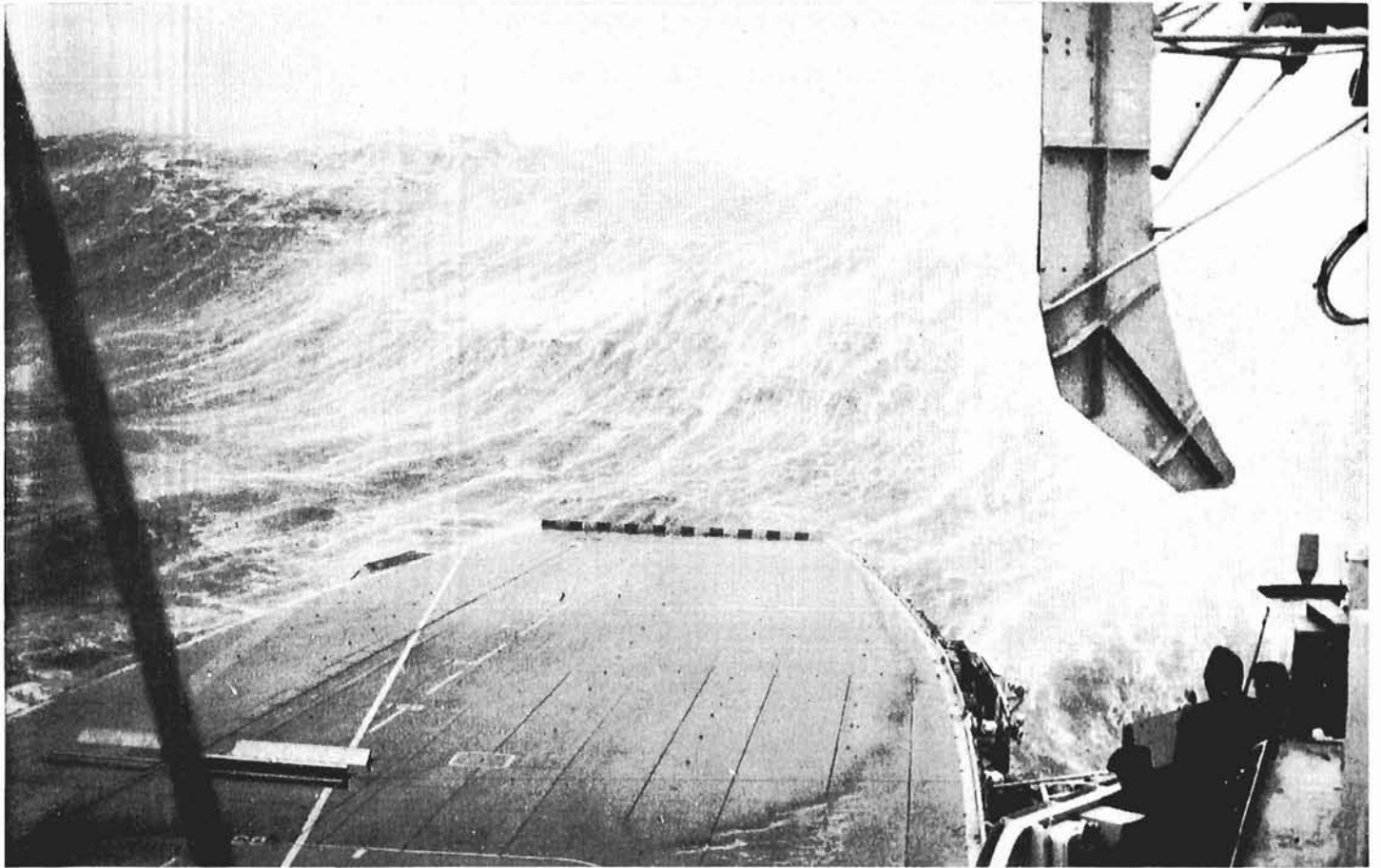
This is a synoptic chart showing "Bonnie's" storm on the morning of December 6. At that time, the *Bonaventure* was only 50 to 60 miles from the storm centre. (O-12458)

hour had reached hurricane force, with gigantic waves building up. By 0900 the visibility was reduced to one-half-mile in blowing spray, with frequent gusts of over 70 knots. At 1000 the wind had reached its maximum with the passage of the cold front, and an average steady wind of 68 knots was recorded. However, there were frequent gusts of probably 80-85 knots, and it is estimated that the maximum was 90

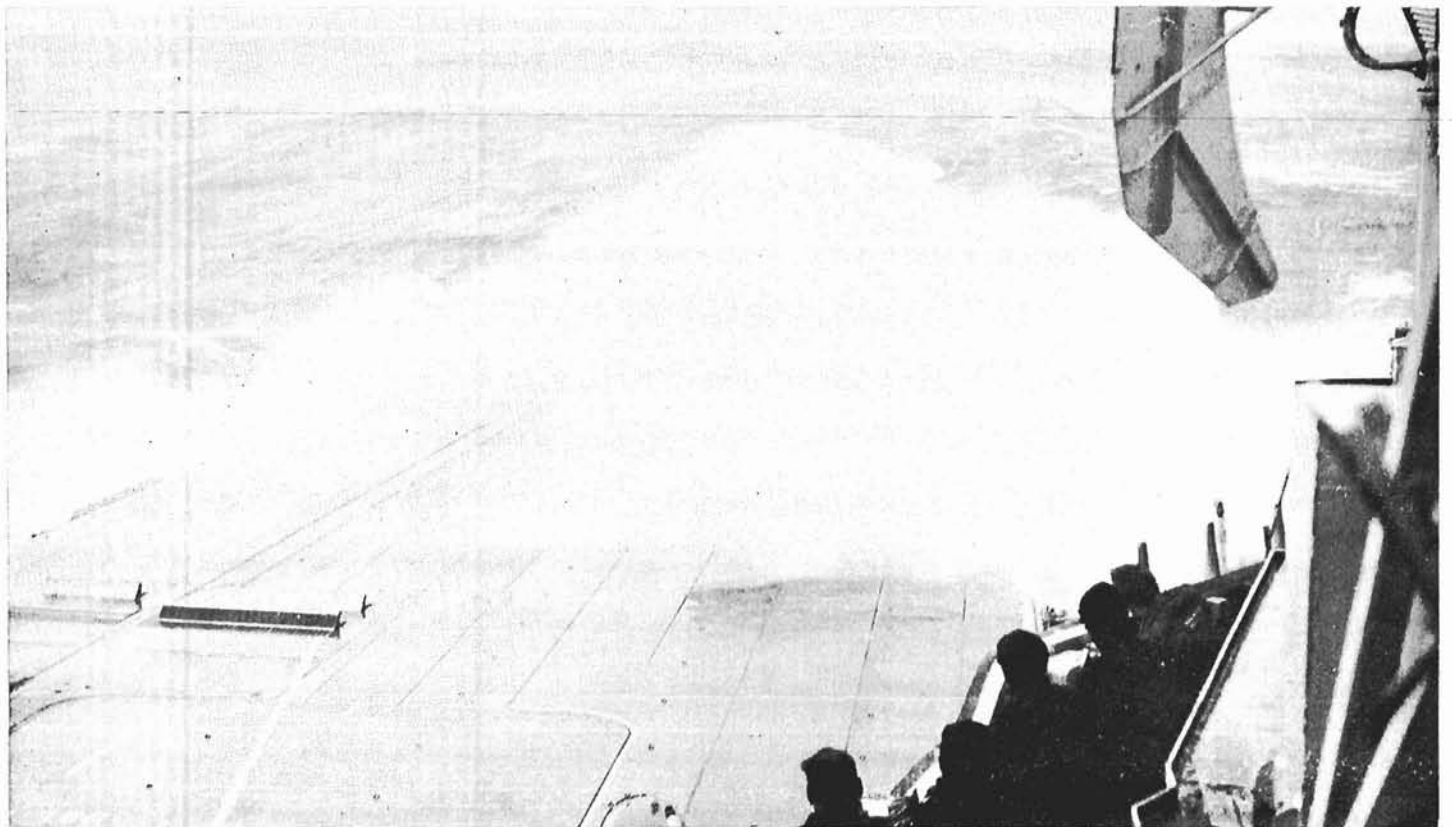
knots. This is only conjecture, though, for the wind-speed recorders on board are not capable of reading above 70 knots. During the forenoon, the waves reached an average height of over 50 feet, and some of the larger ones, shown in the photographs, rose to more than 60 feet.

Throughout the height of the storm, the ship behaved remarkably well. She was headed into the seas and rode most





The Bonaventure noses into a sea that mounts high above bows like a steel-grey wall, veined with white foam. CPO James Ward took the picture from high up in the island of the carrier. (BN-3132)



A wave breaks in a thunderous cloud of foam and spray and green water over the flight deck of the Bonaventure. (BN-3128)



the bow was pounded mercilessly, plates being stove in and the cable locker flooded. On the morning of the 7th, however, the storm began to subside and it was possible to increase speed and run away southwestward from the heavy-weather area. By this time, the centre of the storm was moving northward into the British Channel giving rise to severe weather in United Kingdom coastal waters. There were ships in distress in the Straits of Dover and the Pentland Firth. According to the radio, a number of crack ocean liners, including the *Queen Elizabeth* and the *United States*, were hove to. The French weather ship located about 80 miles to the north of *Bonaventure* during the height of the storm, reported winds of 100 knots and seas of 60 feet.

It had been a very unusual storm, both in its track and wind-intensity, and an unusually severe one, even for the notorious Bay of Biscay. For many of the ship's complement, it was the worst weather they had ever experienced, and doubtless everyone hopes it will remain a record.

The following data indicates the unusual severity of the storm:

Duration of winds of Force 8 or over: 1500/5th-2200/7th;

Duration of Force 12 (Hurricane Force): 1000/6th-1500/6th;

Highest average wind speed: 68 knots at 1000/6th;

Maximum gusts, estimated: 85-90 knots;

Duration of wave height over 50 feet: 1300/6th-1800/6th

Maximum wave height, estimated: 65 feet.

The saga, however, does not end with this storm, for on the 7th its "little brother" developed in the Grand Banks area and began to move rapidly eastward. Fortunately, this one was only beginning to flex its muscles when it struck the carrier on the forenoon of the 8th, making things uncomfortable again for a few hours. This was the last real blow of the voyage and the remainder of the trip home was relatively peaceful.

The destroyer escorts had a rough time of it, but came through the big blow with relatively light damage. Here is a description of the *Algonquin's* experience:

"The breakwater was struck by a particularly large sea, forcing it aft and opening the forecastle deck where the two joined. Shoring was required in-

ternally to stop the holes and prevent gradual flooding of forward spaces. On arrival in the Azores, the breakwater was braced and patches welded in the deck.

"The port navigation light and screen, situated 40 feet above the waterline, were carried away. A plywood screen fitted with the emergency oil light modified to take a jury electric fitting was secured in place.

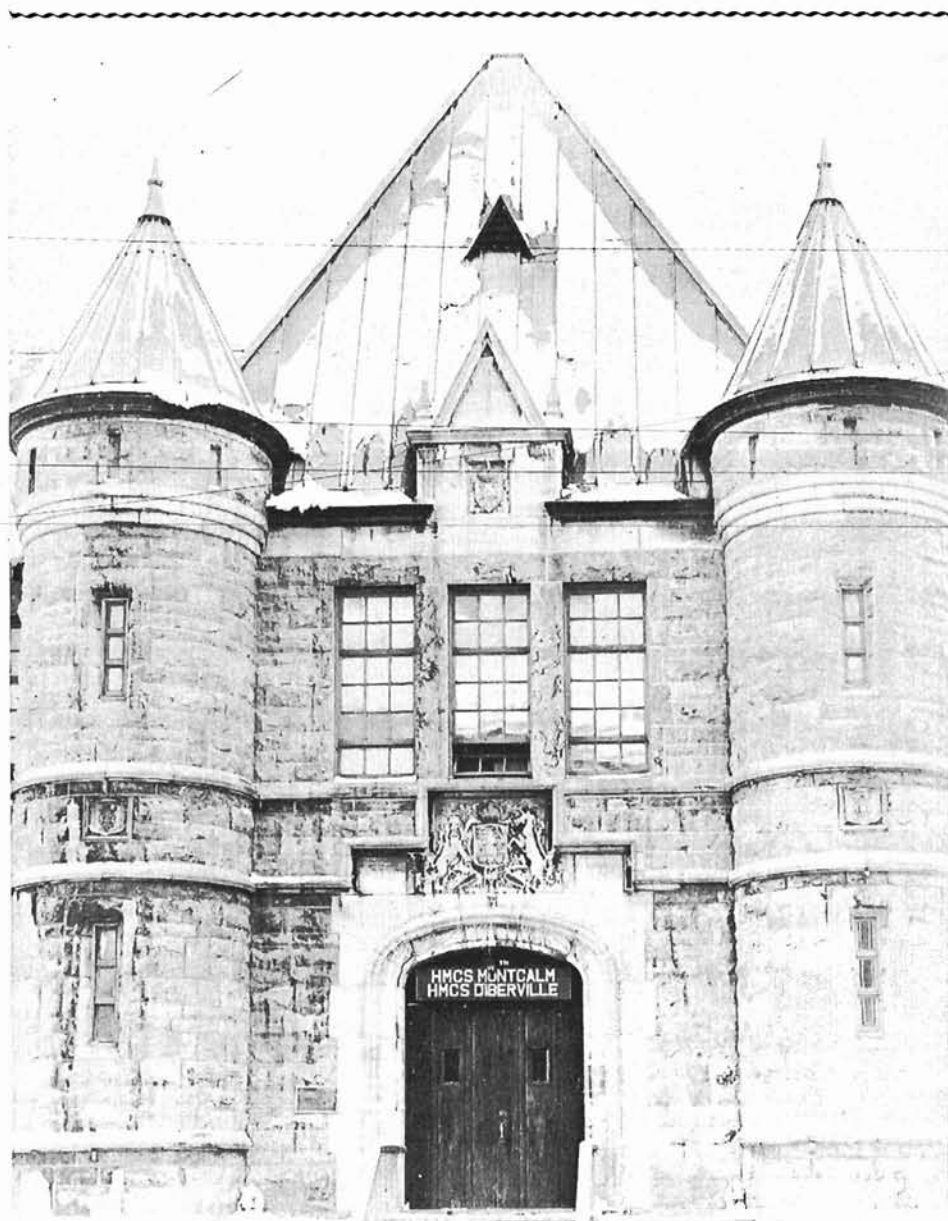
"Owing to a sprung hatch on the quarterdeck, seawater and several hundred pounds of flour from a provision store made a glutinous mess of the nearby kit bag stowage.

"The process of eating in the main cafeteria, already a major operation, was further complicated by an electric water cooler breaking adrift with an

accompaniment of sparks and even more unwanted water."

Although the most spectacular storm occurred on the return trip, the bad weather of the cruise was by no means confined to this instance. A look at the weather statistics will give some concept of the persistence of the *Bonaventure's* "little black cloud", and is of particular interest in view of the difficulties experienced by shipping during the latter half of December and early January:

Of the 521 hours spent at sea, winds of 30 knots or more were experienced for 284 hours, or 54 per cent of occasions; the number of hours when either wind, high seas, or poor visibility restricted flying were 344 or 66 per cent of occasions.



Entrance to the quarters shared by HMCS Montcalm, the Quebec City naval division, and HMCS D'Iberville, the basic training establishment for French-speaking recruits.



# OFFICERS AND MEN

## Many Changes in Staff of School

Several staff changes, including the appointment of a new officer-in-charge, have taken place in the Leadership School at *Cornwallis* in recent months.

In November, Lt. P. K. Collins, left the staff to take up an appointment in England for an ND Course. He was relieved as chief petty officers' course officer by Lt. Charles Boyle, who joined the school from the new entry training staff.

Lt. P. J. Obendorf was relieved as staff officer administration by A/Cd. Off. W. E. M. Cole. Lt. Obendorf is at present in *Hochelaga* taking the supply officers' technical course. Mr. Cole joined the school from *Naden*, where he had completed the BOCEC.

CPO J. E. Schumacher joined the school staff as officers' course instructor in place of PO G. Wallace who is now a member of the parade staff.

January saw the new OIC joining the school. Lt.-Cdr. W. M. Beckett, who had been executive officer of the *Cres-*



Air Commodore F. W. MacLean, RCAF, Chaplain General of the Armed Forces (Protestant), left, and Right Reverend Ronald MacLean, RCN, Chaplain General of the Armed Forces (Roman Catholic), hold a MacLean tartan tie up to the neck of Surgeon Rear-Admiral T. Blair MacLean, RCN, Surgeon General of the Armed Forces. The three MacLeans are heads of the chaplain and medical services of the Armed Forces at National Defence Headquarters in Ottawa. They are not related. (O-12420)

## WEDDINGS

Sub-Lieutenant G. A. Bennett, *Lanark*, to Miss Fenella Elaine Taylor, Quebec.

Lieutenant Denis B. Boyle, *Niobe*, to Miss Joanna Elizabeth Sweet, Plymouth, England.

Petty Officer P. J. Daley, *Swansea*, to Miss Regina Cosgrove, Huntington, Que.

Able Seaman L. M. Durham, *Jonquiere*, to Miss Bonnie Agnes Lockett, Victoria.

Able Seaman Raymond Albert Freeman, *Star*, to Miss Lorraine Lyda Dungale, of Trenton, Ont.

Able Seaman G. W. Guenther, *Jonquiere*, to Miss Virginia Ann Lindel, Victoria.

Able Seaman L. W. Hughes, *Jonquiere*, to Miss Janet B. Matson, of Cranbrook, B.C.

Able Seaman D. M. Korchynski, *Jonquiere*, to Miss Antoinette Ann Hayton, Springfield, Mass., USA.

Leading Seaman D. E. Lalonde, *Swansea*, to Miss Muriel Godfrey, Halifax.

Lieutenant J. H. LaRoche, *Terra Nova*, to Miss Maria Preyde, of Heemstede, Holland.

Petty Officer C. E. Lavigne, *Swansea*, to Miss Therese Cayer, St. John, Que.

Leading Seaman Robert R. Long, *Stadacona*, to Miss Carol Faye Moore, London, Ont.

Able Seaman G. L. Magee, *Swansea*, to Miss Elizabeth Orde, Kentville, N.S.

Sub-Lieutenant F. J. Mifflin, *Micmac*, to Miss Gwenneth Davies, Bolton, England.

Able Seaman J. B. Miller, *Swansea*, to Miss Diana O'Neill, Toronto.

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*cent*, relieved Lt.-Cdr. P. R. Hinton, who left to take up an appointment as Deputy Director of Naval Organization in Headquarters, with the rank of commander, effective February 1.

## Cataloguing Expert Retires

An officer who helped pioneer the RCN's way through a maze of 625,000 separate items in a material identification program has retired.

He is Cdr. George Hamilton Dawson, RCN(R), who, as Assistant Supply Officer in Chief (Technical), was one of the Navy's few men who could look into technical catalogue publications and see anything but chaos.

Cdr. Dawson was born in Belfast, Ireland, in September 1903.

He received his early mechanical and electrical engineering training at the Harland & Wolff Shipyards in Belfast,

and came to Canada in 1921. He entered the RCNVR as a lieutenant (SB) in July 1942.

Demobilized in September 1947, Cdr. Dawson joined the RCN(R) at HMCS *Carleton*, Ottawa naval division, in October 1947 and was appointed on the staff of the Director of Naval Stores at

## BIRTHS

To Leading Seaman J. B. Bent, *Jonquiere*, and Mrs. Bent, a daughter.

To Chief Petty Officer J. E. Blenkinsopp, *Jonquiere*, and Mrs. Blenkinsopp, a son.

To Sub-Lieutenant P. D. Crofton, *Jonquiere*, and Mrs. Crofton, a daughter.

To Lieutenant-Commander R. A. V. Jenkins, *Patriot*, and Mrs. Jenkins, a daughter.

To Petty Officer S. E. Pilcher, *Swansea*, and Mrs. Pilcher, a daughter.

To Leading Seaman L. A. Quinlan, *Jonquiere*, and Mrs. Quinlan, a daughter.

To Lieutenant-Commander Raymond Wormald, *Naden*, and Mrs. Wormald, a daughter.

To Leading Seaman D. D. Shaw, *Jonquiere*, and Mrs. Shaw, a son.

To Able Seaman A. B. Trager, *Jonquiere*, and Mrs. Trager, a son.



CDR. GEORGE H. DAWSON

Headquarters. Two years later he became Director of Material Identification and Cataloguing and remained in this appointment until May 1957.

Compiled under Cdr. Dawson's guidance, technical catalogues of the RCN now neatly and clearly—to those who understand them—solve the Navy's problem of combining British and American supplies with Canadian supplies under a common heading.

Thanks to these efforts, a material identification system is now used throughout the Navy, but this was not always so.

During the war a supply officer's nightmare boomed into gigantic proportions as orders for war goods arrived in naval centres daily from England, the U.S. and Canada.

While a system was devised eventually to meet war needs, uncertain identification, mixed-up reference numbers and varying standards led to much confusion and duplication.

This wartime situation, compounded by rapid paying-off of ships, was the legacy left in the wake of victory. And it was this problem—estimated to take up to 12 years to become resolved—that was tackled by Cdr. Dawson and others concerned. He foresaw at the outset that a universal NATO system would be required and developed a temporary system which was promptly combined with the U.S. Federal classification when it was fully developed.

Today a fully-fledged NATO identification and classification system exists to which the RCN adheres.

A tribute to the success of the efforts was paid by Commodore C. J. Dillion, Supply Officer in Chief, during the reception in the *Bytown* officer's mess honouring Cdr. Dawson, at which he was made an honorary member of the mess in recognition of his long and active association with it and his interest in its welfare.

Commodore Dillion said: "In many ways, it is given to the eminent scholar, statesman or perhaps a colourful military leader to receive great recognition, but seldom is it given to such a man as Cdr. Dawson, to win and deserve credit for an achievement, which is of so much practical benefit to the service as a whole and thus to the nation."

### **CPO Chosen as "Man of the Year"**

One of the hardest working chief petty officers in Toronto's reserve navy was named HMCS *York's* man of the Year on December 2.

He is 48-year-old CPO E. T. Izzard. He was awarded a bronze plaque, bearing his name and the year of the presentation, and also a silver serving tray.

The award is given each year to a serving member of the reserve by the Women's Auxiliary of *York*. It is presented in respect of the memory of the sailors and wrens who died on active service during the Second World War.

CPO Izzard was selected from the 400-member reserve because of the chief's outstanding contributions to the promotion of naval activities in Toronto. CPO Izzard, a member of the regulating branch, has been one of the most active members of the reserve since he joined in January 1952.

A holder of the Canadian Forces Decoration, CPO Izzard has been asso-



Mrs. George Huffman presents the "Man of the Year" award to CPO E. T. Izzard of HMCS *York* in Toronto. (COND-5556)



A/CAPTAIN S. A. CLEMENS

ciated with the RCN since he was 17 years old. He joined the Royal Canadian Naval Volunteer Reserve in April 1928 and served during the early thirties. He rejoined the active force on September 19, 1939, nine days after war was declared.

CPO Izzard was discharged in March 1946, after serving in many parts of Canada and on the high seas. He joined the Royal Canadian Navy (Reserve) soon after, going to the emergency list. He came on the active list in 1952. He was awarded the Canadian Forces Decoration in June 1954.

In civilian life, CPO Izzard is a maintenance mechanic in the Province of Ontario's Department of Public Works at Queen's Park.

Married and with three children, he lives in Richmond Hill, a suburb of Toronto.

### **Captain Clemens Retiring from RCN**

Acting Captain Steven Albert Clemens, Naval Secretary and Secretary to the Naval Board since July, 1956, proceeded on retirement leave on January 16. He has been succeeded by Captain A. O. Solomon.

Captain Clemens was born in Ottawa and started his naval career in September 1939, when he entered the RCNVR as a Lieutenant (S). His first duties were in headquarters where he was a cypher officer and, in March 1940, he was appointed secretary of Captain "D" in the destroyer *Assiniboine*.

He became secretary to the Commodore Commanding Canadian Ships in London, in January, 1941. In September of that year he became assistant secretary to the Flag Officer Newfoundland Force.

In September 1942, shortly after being promoted to lieutenant-commander, he was appointed assistant secretary to the Commander-in-Chief Canadian North West Atlantic in Halifax. He served in this capacity two years, then became secretary to the Commanding Officer Pacific Coast in December 1944. He was promoted to the acting rank of Commander (S) in July 1945 and in September transferred to the regular force.

Captain Clemens held appointments as Deputy Naval Secretary (Personnel), executive assistant to the Chief of Naval Personnel and secretary to the Flag Officer Atlantic Coast before taking up the appointment of Naval Secretary.

### **E. W. Burns Heads Montreal NOA**

E. W. Burns, of Montreal, has been elected president of the Montreal Branch of the Naval Officers' Association of Canada for the year 1960.

The elections took place at HMCS *Donnacona* at the 14th annual meeting of the Montreal NOA. Mr. Burns replaces the retiring president, J. M. Richardson, of Mount Royal, Que.

Other members of the executive for the year 1960 are: Z. W. T. Lewis, Montreal, first vice-president; R. D. P. Gilday, Westmount, second vice-president; L. Eric B. Harvey, Pierrefonds, Que., treasurer; R. S. Stuart, Mount Royal, secretary; and directors N. J. McDonald and Jesse Cohen, Montreal, and L. A. Love and W. D. Moncur, Montreal West.

### **High CBC Post For Naval Officer**

Captain William E. S. Briggs, DSC, RCN(R) (Ret.) former commanding officer of HMCS *Scotian*, Halifax naval division, has been appointed vice-president of the Canadian Broadcasting Corporation.

He succeeds Ernest Bushnell, who resigned in December to enter the broadcasting consulting business.

Except for the war years Captain Briggs has been with the CBC since 1937, and was director of the publicly-owned corporation's Maritime Region at the time of the appointment.

Born in St. Catharines, Ont., he trained as a mid-shipman in HMS



Elgin Armstrong, Assistant Deputy Minister (Finance), is shown signing the guest book in the office of the Flag Officer Atlantic Coast while on a visit to the Atlantic Command. Accompanying Mr. Armstrong are, left to right, James M. Lyons, regional auditor for the No. 1 Regional Audit Group, A. Kidd, chief auditor; and Commodore M. A. Medland, Commodore, RCN Barracks, Halifax. (HS-60250)

*Conway*. He went on active service in September 1939 and two years later took command of HMCS *Orilla*, one of Canada's first corvettes.

In April 1942 he was awarded the Distinguished Service Cross for salvaging a torpedoed tanker and for "excellent and invaluable service with convoys generally during a long period of time."

He was demobilized in November 1945 and returned to the CBC. He took command of the Halifax division when it was re-established on a peacetime basis in April 1947. He was transferred to the RCN(R) retired list in June 1951.

### **Admiral Wright Addresses NOA**

A. F. Duffus was named president of the Nova Scotia Division of the Naval Officers' Association at the group's annual meeting in the ward room of HMCS *Stadacona*.

Special speaker was Rear-Admiral R. A. Wright, naval comptroller and member of the Naval Board. He spoke of financing the modern navy, with particular regard to pay and capital expenditures.

Other association officers elected were: B. C. Waterfield, vice-president; G. W. Bridgehouse, secretary-treasurer; L. A. Cormier, reserve liaison officer.

Retiring association president R. E. S. Bidwell was chairman of the meeting.

Among the guests attending the meeting were: Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast; Commodore M. A. Medland, Commodore A. G. Burchell; Commodore W. M. Landymore; Captain R. P. Welland and Captain G. A. Brown. Facilities of the wardroom were offered the association by Cdr. D. L. Hannington, president of the mess.

### **Officer's Wife Wins Shaw Prize**

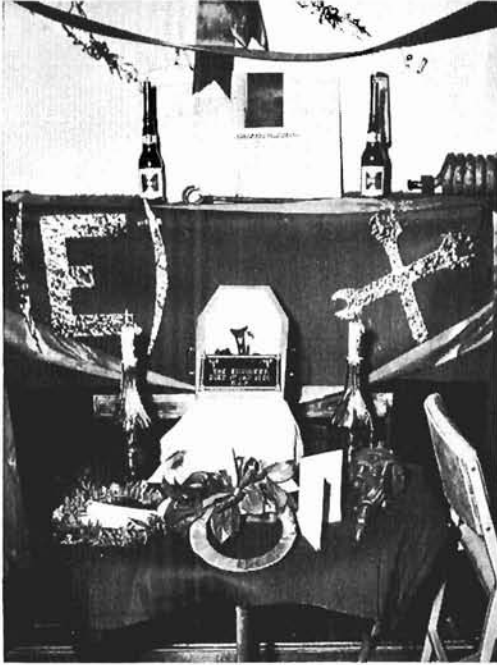
Mrs. Pauline Barrett, wife of Cdr. Raiffe D. Barrett, Canadian naval attache in Moscow, has won a place among four winners in a contest for a new alphabet design, conducted under the terms of the will of the late George Bernard Shaw, ardent advocate of spelling reform.

Mrs. Barrett, who was the only woman among the winners, worked out most of her ideas for an alphabet of 18 vowels and 24 consonants in 1958, while living in Halifax where Commander Barrett was Queen's Harbour Master.

The alphabet devised by Mrs. Barrett is intended to represent every known human sound in any language.

Cdr. Barrett was appointed to Moscow last summer.





The sad remains of the Engineering Branch (a spanner and some tattered remnants of purple cloth) lie in state in the wardroom of the *Cape Breton*, the candlesticks recalling a battle cry nevermore to be shouted on the ocean breeze: "We are, we are, we are the Engineers!" And then the sad committal to the deep. "Cut is the Branch that might have grown full straight, and burned is Apollo's laurel bough . . ." (E-53573)(E-53577)

## THE PURPLE WAKE

AT 1700 on December 29, 1959, in the wardroom of HMCS *Cape Breton*, there convened what was probably the last gathering of Engineer Officers, as such, in the Royal Canadian Navy.

Some 60 engineers, both serving and retired, attended to pay their last respects to the beloved purple cloth which went to its final resting place on January 1, 1960.

A coffin, with a suitably inscribed tablet, and containing a purple wheel spanner and remnants of the cloth, was transported with due reverence to the wardroom of the *Cape Breton*. Here it was laid in state amid purple draperies and illuminated by candles of the same colour.

Messages of condolence from Sir James Parsons, Robert Fulton, Hero of Alexandria, and Satan were received via the "celestial" and "sub-terrestrial" communication system and were read to the assembly.

A telegram to Rear-Admiral B. R. Spencer, Chief of Naval Technical Services, expressing the regrets of the gathering at the discarding of the cloth and swearing allegiance to the cause of Engineering in the future was also read and received unanimous approval

for onward transmission. (A reply of appreciation was subsequently received from CNTS.)

At the appointed hour the coffin, borne by Captain J. S. Ross and Captain E. Revfem and retired engineers, including Engineer Captain T. H. Evans, Captain C. I. Hinchcliffe, Captain A. B. Arnison and Cdr. John Osborn, and preceded by a piper playing a lament, was removed to the foc'sle for burial.

Chaplain (P) H. Todd, a former engineer himself, conducted a suitably modified service, after which the coffin was despatched to its watery grave. To conclude the service Lt.-Cdr. J. Y. Clarke sounded an abridged version of what could have been mistaken for the Last Post.

Pallbearers and mourners then filed solemnly back to the wardroom to allay their sorrows amid much wailing and reminiscing of the "good old days". The cries of lament were heard far into the night.

That the memories of the glorious days may never be forgotten, the tablet reading,

*The Engineer*  
Died 1 Jan. 1960  
RIP

was removed from the casket before interment and presented to the *Cape Breton* for mounting in a fitting location.

This is the message the engineers of the Pacific Command sent to Rear-Admiral Spencer:

"THE ASSEMBLED SERVING AND RETIRED ENGINEER OFFICERS OF THE ROYAL CANADIAN NAVY ARE GATHERED TOGETHER THIS MEMORABLE EVENING TWENTY-NINTH DECEMBER NINETEEN FIFTY NINE TO HOLD WAKE OVER OUR BELOVED PURPLE STOP THE DISTINGUISHING PURPLE OF THE MARINE ENGINEER EMBLEMATIC OF EMPERORS KINGS AND CONSULS CANNOT BE DISCARDED WITHOUT FITTING INTERMENT STOP ON THIS HISTORIC BUT SAD OCCASION THIS ASSEMBLY WOULD EXTEND CONDOLENCE TO YOU OUR MENTOR AND REITERATE OUR OBEDIENCE TO HIGHER AUTHORITY CANGEN TWO TWO FOUR REFERS STOP HOWEVER WITH HEAVY HEARTS WE COMMIT THE HONOURED PURPLE TO THE DEEP STOP ALTHOUGH NO PURPLE DISTINCTION CLOTH WILL HENCEFORTH BE SEEN IN THE ROYAL CANA-



DIAN NAVY AND THE PREFIX QUOTE E UNQUOTE WILL HAVE VANISHED THE ACKNOWLEDGED HIGH STANDARD OF THE NAVAL PROFESSIONAL ENGINEER WILL CONTINUE TO BE MAINTAINED BY THOSE OF OUR NUMBER WHO WILL BE RESTRICTED IN DUTY BUT NOT IN ACCOMPLISHMENT"

—And this was his reply:

"I GREATLY APPRECIATED THE KIND MESSAGE SENT TO ME BY THE ENGINEER OFFICERS OF THE PACIFIC COMMAND BOTH RETIRED AND SERVING STOP PLEASE CONVEY TO AS MANY OF THEM AS POSSIBLE MY THANKS AND BEST WISHES I AM GRATEFUL TO HAVE BEEN A MEMBER OF THE TEAM WHICH HAS LOOKED AFTER AND WILL CONTINUE TO LOOK AFTER THE MACHINERY AND BOILERS OF HMC SHIPS CONSCIENTIOUSLY AND EFFICIENTLY NOTWITHSTANDING THAT AFTER TODAY IT WILL NO LONGER BE CALLED THE ENGINEERING BRANCH

BRIAN SPENCER"

## Grey's Allergy

(In memory of the departed grey distinction cloth of the Constructor Branch)

O list to the grind of the rock on the keel,  
And list to the bind\* of the crew,  
And look at the list of the ship-in-the-mist,  
And look at those uniforms—do.  
Those manning the guns are well versed in supply;  
Those steering the ship know their guns;  
The engine room boys have electrical brains  
While those at the switches make buns.  
But what ails the ship-in-the-mist with the list?  
And what plagues those men of the spray?  
The ship-in-the-mist has a General List  
And Grey's a complexion today.

—RONALD JUDGE.

\* As in the expression "beefing and binding".

## Bathyscaph Descends Seven Miles

The U.S. Navy's bathyscaph *Trieste* set a new world's record January 23 by diving to the bottom of the Marianas trench in the Pacific, a depth of nearly seven miles.

The USN announced that scientist Jacques Piccard and Lt. Don Walsh, USN, of San Diego, were aboard the bathyscaph.

The 35,800-foot descent into the deepest known hole in the world's oceans also demonstrated that the depth was reasonably close to that previously estimated. Before the dive, studies had indicated the depth of the Marianas Trench was 36,198 feet. This was based on soundings made in 1957 by a Russian oceanographic ship.

The USN relayed the following description, based on an early report from the two men after the bathyscaph *Trieste* had surfaced 210 miles southwest of Guam:

"It was very cold at the bottom. Both were wet when they came out the *Trieste* and their teeth were chattering. (Navy experts said they did not take this to mean the craft leaked.)

"They related that they had spent approximately one-half hour on the bottom and could see living and moving objects at 35,800 feet. The bottom

was very soft and when they landed they stirred up silt and what they termed 'dust'. The lights were turned on as soon as the bottom was calm but it was a few minutes before they could see anything.

"They started down at 4:22 p.m. on January 22 (east longitude date) and reached bottom at 9:10 p.m. the same date, staying 30 minutes on the bottom and surfacing at 12:57 a.m. on January 23. This means that they took four hours and 48 minutes to descend, stayed on bottom 30 minutes approximately, and took three hours and 17 minutes to ascend and surface.

"They reported that they lost voice contact (apparently with the surface ships) about halfway down but that it was re-established upon hitting bottom and maintained until about halfway up.



"The only food they ate were chocolate bars, one every hour, to keep up their energy.

"Upon surfacing, Lt. Walsh dropped a plastic container with an American flag on the spot of surfacing."

This was the third deep exploration made by the bathyscaph in recent months. Last November the *Trieste* descended to a then record depth of 18,600 feet.

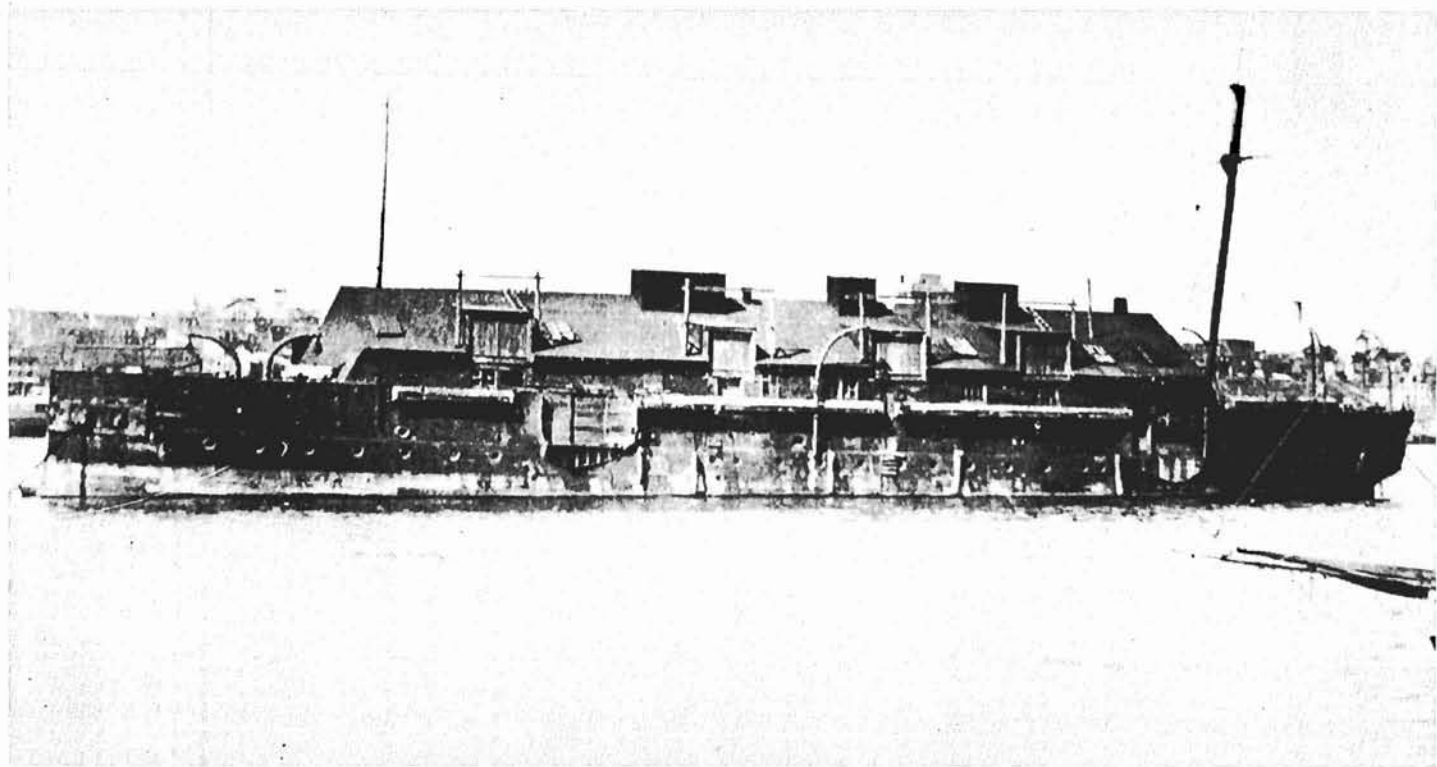
Six weeks later Walsh and Piccard took the *Trieste* down to 24,000 feet.

At the new depth of 7.15 miles, the stout hull of the bathyscaph was under a pressure of 16,883 pounds per square inch.

The U.S. Navy's feat now has taken man to a depth in the sea far greater than the tallest mountain of the world. The 35,800-foot dive into the Pacific compares with the 29,028-foot altitude of Mount Everest in the Himalayas.

Working with the *Trieste* in the series of dives were two naval ships, the destroyer escort *Lewis* and the transport *Wandank*.

The U.S. Navy bought the *Trieste* in 1958 from Piccard and his brother Auguste, the Swiss family team that designed and built the craft. — *Navy Times*.



Once the sail-and-steam corvette HMS Calypso—now a salt hulk at Lewisporte, Newfoundland. (CN-5077)

## FROM WARSHIP TO SALT HULK

**I**T MAY BE that Canadian sailors, intent on the business of entering or leaving port, rarely gave more than a passing glance to the dilapidated, roofed-over hulk moored near the north side of St. John's harbour, Newfoundland.

One wartime sailor who did take more than a casual interest in the hulk was Lt.-Cdr. J. B. Lamb, RCN(R) (Ret.), who commanded the Bangor minesweeper *Minas* and the corvette *Camrose* during the Second World War and who now is general manager of *The Daily Packet and Times*, Orillia, Ontario.

He discovered the hulk was built in the last century as HMS *Calypso*, a sail-and-steam corvette and a sister-ship of the famous *Calliope*, the only survivor of the storm which hit an international fleet of warships in the harbour of Apia, Samoa, in March 1889.

The *Calypso* (writes Lt.-Cdr. Lamb) was one of the ships in which Canada's first Chief of the Naval Staff, Rear-Admiral Walter Hose, served as midshipman on the China Station.

She was housed over and made into the Newfoundland Reserve drill ship early in this century and was renamed HMS *Briton* when the "C" class cruisers of the First World War were launched.

She later reverted to use as a storage hulk at moorings in St. John's harbour. About two years ago she was towed to Lewisporte, about 30 miles northwest of Gander, where she is still afloat as a salt hulk for the fishermen.

The picture reproduced here was taken in recent years while she was still in St. John's. She was originally ship-rigged with a telescoping funnel and right up until the Second World War

her casemates (cut away and boarded up in the above picture) still accommodated the old Nordenfeldt quick-firing guns of her original armament, and her binnacle, wheel and other upper deck fittings were still in place.

The *Calypso*, with her sailing ship astern, complete with quarter galleries, and a steamer stem, is a fascinating link with a naval era which did not quite put its trust in steam.

## HOW 'V FOR VICTORY' HELPED WIN THE WAR

**T**HE NAZIS were furious. Suddenly everywhere they looked they saw the defiant "V for Victory" sign. The symbol had been used extensively in Belgium for some months, but this day—July 20, 1941—it burgeoned forth as though by magic throughout every occupied country—France, Poland, Czechoslovakia, Norway, the Netherlands, Luxembourg.

In the city and in the country, everywhere a V could be marked—on buildings, on trees, on the sidewalks, on tables, on statues, on cars—some mem-

bers of an "inferior" race showed their personal defiance of the Third Reich.

This mass "V Day" demonstration was the result of a BBC broadcast the day before, calling on Europe to mobilize for the V campaign.

"It will begin at midnight, 24 hours from now, and continue all day. July 20 will become one of the milestones of the war," declared the speaker.

And that it did. In Norway, an office worker with a V chalked on the palm of his hand gave a German soldier a pat on the back, leaving the V emblazoned on his uniform.

In Brussels, a pedestrian lurched and veered towards a wall, catching himself with one hand against the building. Seconds after, he was lost in the crowds, but a mark of defiant courage blazed in lipstick upon the wall. The letter V!

A peasant woman in Luxembourg leaned wearily against a roadmarker and painfully dug a V out of the wooden sign with her fingernail. It was tilted sideways to form an L for her country.

In the Netherlands, patriots joined two Vs to form the first initial of their good Queen Wilhelmina. And, in Paris, angry Frenchmen leaned against the shiny autos in their streets and scratched Vs in the paint-work with coat buttons.

Contrary to popular belief, the V idea was not conceived by Winston Churchill. It was first introduced on the BBC in a broadcast to Belgium on January 14, 1941. Victor de Laveleye, a Belgian refugee living in England, was the patriot responsible for this electrifying broadcast. He urged that the V be used as tangible evidence of moral resistance to the invaders of his homeland.

During the spring of 1941, the V movement gained momentum, culminating in the dramatic observance on July 20. On that date, a special message from Winston Churchill was carried by BBC to the people of the Free World:

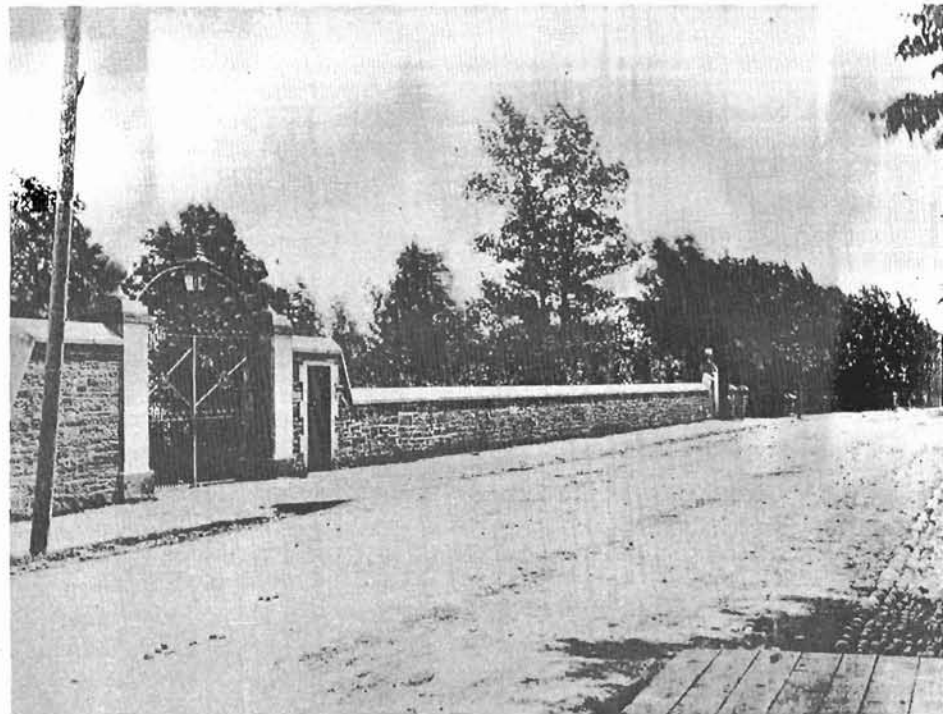
"The V sign is the symbol of the unconquerable will of the occupied territories and a portent of the fate awaiting Nazi tyranny. So long as the people continue to refuse all collaboration with the invader, it is sure that his cause will perish and that Europe will be liberated."

Why the letter V? Because dramatically, it stood for "victory" or freedom in most languages of the conquered countries. In French *victoire*, Dutch *vrijheid*; Czech, *vitezvi*; Serb, *vitestoo*; and in Norway, *victory*, as in English.

And there were practical reasons for it. Two swift strokes and the mark was made. It could be surreptitiously carved on restaurant tables, written on walls and smeared on posters. The idea was to infuriate, without being caught.

The Morse code for the V is three dots and a dash. Children sketched this in the dust of play-yards. Ti-ti-ti-tum! And someone, caught in this rhythm, remembered the opening bars of Beethoven's Fifth Symphony, which the composer described as Fate knocking at the door!

There it was. A perfect symbol both audible and visible. Ti-ti-ti-tum. Trains whistled it through the villages at night; knuckles tapped it against doors; horns tooted it; children whistled it; saxophones blared it. Ti-ti-ti-tum!



Two interesting relics of the old days in the Navy at Halifax have been transferred to the Maritime Museum of Canada in that East Coast city. One is a bell, with a wheel and cross-piece, thought to be one of several once located on bell posts in the Dockyard, by the entrance gates and at the landing where Jetty No. 3 is now located. The bells were used to mark the beginning and end of the day's work and for alarm purposes. The other relic is a pagoda-type lamp, over three feet in height, and is probably one of several suspended over the gates of the naval base. The lower picture shows (none too clearly) a lamp of this kind over the Admiralty House gate on Gottingen Street 60 or more years ago. (CN-3213; CN-5070)

De Laveleye had suggested there be a salute of understanding from patriot to patriot. So a signal was formed by raising the index and middle finger of the right hand to shape a V. It was this simple gesture that Churchill

dramatically transformed into a worldwide symbol of freedom. The V for victory!

(Reprinted from Review, official journal of the Returned Services Association, New Zealand)



# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### HMCS Cape Scott

The first mobile repair ship in the RCN marked a milestone January 28—her first anniversary in commission. The 10,270-ton ship was berthed at the time at Ireland Island, Bermuda, as headquarters ship for warships of the Atlantic Command on winter exercises between Halifax and the West Indies.

The first anniversary was too busy for much observance, Cdr. Frank Jones, addressed an open letter to the ship's company and birthday cakes were cut in the messes. Otherwise there was plenty of work at hand for the *Cape Scott's* skilled technicians. Three frigates of the Ninth Escort Squadron arrived alongside on the anniversary morning from exercises with more for the repair ship to get on with.

The ship was commissioned in Halifax last year and since then has piled up some impressive statistics: Miles steamed, 12,877; days at sea, 70; number of ships alongsides for services, 42 (32 different ships and others as repeats); manhours worked on ships 4,192; individual issues from stores, 50,000 (ship carries 30,000 different items of stores), and stores items demanded from the naval supply depot in Halifax, 3,000.

In addition to the "workshop" side, the *Cape Scott* was called upon for other tasks involving some fleet work, passage for material and personnel, transport of aircraft and motor vehicles, spare equipment for minesweepers, for various types of destroyer escorts and for air squadrons. The ship in fact has carried almost everything from bananas to oil, from half ounce radio crystals to seven-ton minesweeping drums.

The *Cape Scott* does not spend much time at sea, since her real usefulness is performed when alongside or in a secluded anchorage where ships come to her for services. During the year she spent 41 days in isolated anchorages and was also busy while in Halifax. On her anniversary, the ship was flagship for the Senior Canadian Officer Afloat Atlantic, Commodore James Plomer, and his staff, in addition to her repair role.

Ultimately 30 warships will have had a part in the winter exercises, so the *Cape Scott* faces a busy schedule until she sees home port late in March. In-



Donald H. Stevens, son of Petty Officer and Mrs. J. F. Stevens, Dartmouth, N.S., receives his Queen's Scout badge from Scoutmaster W. M. Lovitt, of the Grace United (5th Dartmouth troop). Although Donald had no cub training and joined the scouts in September 1958, he has since earned 25 proficiency badges. Scoutmaster Lovitt congratulated the new Queen's Scout for achieving the honour in such a short time. Donald is 15 years old and a grade ten student of the Dartmouth High School.

cidental duties involved in current exercises include responsibility for the fleet canteen in Bermuda, communications, fleet recreation and ceremonial.

In his open letter to the ship's company, Commander Jones said, in part:

"I feel *Cape Scott* has accomplished everything asked of her and with good measure. There are a great many efficiencies which do not show except in the final answer. I am sure, with me, you are proud of *Cape Scott's* list of satisfied customers."

### HMCS Bonaventure

Canadian sailors, a group of orphans and the spirit of Christmas can result in a wonderful Christmas party, as was demonstrated while HMCS *Bonaventure* was in Portsmouth during the fall cruise. The hosts were the men of the carrier, the guests 71 Portsmouth orphans ranging in age from three to

fifteen, and the event a delight to the children and a credit to the men of the *Bonaventure*.

Plans for the party were formulated during NATO exercises in November. CPO D. R. Weir, recalling a Christmas party given by the *Magnificent*, proposed at a welfare committee meeting that a similar event be staged for the orphans of Portsmouth. The idea took hold, committees were formed, funds were voted, and "Operation Christmas Party" got underway under the direction of Chief Weir.

Tuesday, December 1, was the big day. The children and their escorts arrived at the ship in civilian buses hired for the occasion. The guests came from a Protestant institution, the Services Home, Southsea; and from the Roman Catholic institutions Nazareth House, Southsea, and St. Michael's Convent Orphanage, Waterlooville. For



each child, there was a "Father of the Day" and, as the children came on board and their names were called out, these "fathers" claimed them, attached name tags, and proceeded to ensure that they were welcomed and had the most fun possible.

First, the children were taken to the hangars by way of a "pirates' cave", which had been constructed under direction of CPO L. E. Hampton and was located by the port access lobby adjacent the after lift. The "cave" yielded to each child a treasure of candy and admitted the children to a world of fun and games in the hangars. There they discovered the Christmas tree, decorated by a sailor who had spent his childhood in an orphanage, a game of quoits and a dart game in which the object was to burst balloons. Winners were given newly-minted half-pennies, and everyone was sure to win a few times. A train, which had been dressed up by 2 Mess in Disneyland style, was kept very busy by the small patrons.

Soon, it seemed, it was time for Santa Claus, and the children were taken by lift to the flight deck to see him land in the ship's helicopter. Santa, who some disbelievers among the men thought was really Ldg. Sea. D. H. O'Sullivan, chatted with the children and then, like the Pied Piper, led them back to the hangars. Here he distributed the presents and, for the rest of the visit, dolls and toys were lovingly held and guarded by their recipients.

Lunch was prepared under the direction of CPO K. L. Booke. Hot dogs and hamburgers being novel to the children, they made the most of their opportunity to devour large quantities and some even stuffed extra hot dogs into their pockets for future use.

More games followed the lunch, then cartoons and finally a carol sing with music by the ship's stringed band, the *Bonaventure Drifters*. Then the children were shepherded back to the buses and returned to their orphanage homes.

Since then, letters of appreciation have been received by the ship from officials of the institutions, and a few children have written notes of thanks to their Fathers of the Day. "Operation Christmas Party" had been a success in all respects, and it is little wonder that the men of the *Bonaventure*, who worked on the project, got that special feeling which comes from making children happy—especially orphans, and especially at Christmas time.

#### HMCS Lanark

At 1630 on January 12, the *Lanark* completed a period of extended notice.



Shown with three of the guests at the Christmas party held on board the *Bonaventure* at Portsmouth, are CPO C. L. Marchmont, PO P. J. Montpetit and LS R. Kipfer. (BN-3203)



The *Bonaventure Drifters*, a sextet of talent and initiative whose country music has delighted hundreds among the ship's company—and may have pained those whose taste is classical—are, from left to right, AB V. A. Lesperance, Hawaiian guitar; AB E. G. Strong, base guitar; AB R. A. Fralic, vocal and guitar; Cd. Airman John Bell, lead guitar; AB A. E. Moreau, fiddle and Ldg. Sea. H. D. Nightingale, banjo. The *Bonaventure Drifters* were formed during the early days of the fall cruise, and thus fulfilled a long-standing wish of the ship's executive officer, Cdr. R. H. Leir, for such a group. In addition to their success on board, they took at least part of Portsmouth by storm with their Canadian style music. A highlight in Portsmouth was their appearance at the NAAFI Auditorium before an audience so appreciative that they were induced to give a second concert. Also, at the Christmas party held on board for the orphans of Portsmouth, their music added much to the pleasure of the young guests and their escorts.

At 1745 the same evening orders were received for the ship to come to immediate notice for steam and proceed to sea.

Most of the ship's company at this time were eating supper at home or observing pay-day ashore. However, two hours and 40 minutes later the ship sailed with thirty-eight men left behind. Seven members of *Victoriaville's* ship's company augmented the *Lanark's*.

The villain of the episode was the auxiliary vessel *Porte Saint Louis* which was being towed to Sydney by the ocean-going tug *Riverton* to undergo a refit. In rough seas and below-freezing weather the towing wire parted, leaving the *Porte Saint Louis* adrift off Scatari Island. The tug, at the same time, was experiencing icing conditions which forced her to seek shelter in Louisburg harbour.

Throughout the night, the *Lanark* steamed at top speed to the suspected position of the derelict. However in the first light of Wednesday morning, two Trackers from HMCS *Shearwater* located the vessel and directed the frigate to it.

At 0930, when the *Lanark* arrived at the scene, the ten-foot swell that was running would have made boatwork extremely dangerous. As the vessel was derelict and in no danger of running aground or causing trouble in the sea lanes, an attempt to board her was delayed.

In the early hours of Thursday morning, however, the activity of two fishing vessels, giving the appearance of intending to take the *Porte Saint Louis* for themselves, caused concern aboard the *Lanark*. For the next few hours any attempt by the vessels was thwarted by running interference and by using the 20-inch searchlights.

At approximately 0700 a boarding party, led by Lt. B. E. Hayes, crossed to the derelict in the seaboat and, despite ice and bitter wind, secured the towing wire.

The wind was beginning to freshen as the boarding party left the *Porte Saint Louis*. It was many breath-taking moments later before the crew was back on board, tired, cold, but otherwise none the worse for the experience.

The 60-mile tow to Sydney was uneventful. Shortly after midnight on Thursday *Riverton* took back her tow in the approaches to Sydney harbour and the *Lanark* set course for Halifax to a well-earned night at home.

## PACIFIC COMMAND

### HMCS Ottawa

Most of the *Ottawa's* activities during the fall and winter months of 1959, and



The winner of the Christmas decorations plaque in Shannon Park was Building 9D. Shown left to right, receiving the plaque for Building 9D from the representatives of Building 5D, the 1958 winner and runner-up in 1959 are: Mrs. G. Cournoyer, and Leading Seaman Robert Currie, of Building 9D and Chief Petty Officer and Mrs. Harry Swanson, of Building 5D. Three of this group are especially active in community affairs; CPO Swanson in minor hockey, Mrs. Swanson in the Shannon Park weekly newspaper, the *Echo*, while Leading Seaman Currie has recently been elected to the Welfare Committee. (HS-60138)

until the Far East cruise in 1960, were concentrated in Canadian waters.

They consisted, briefly speaking, of two complete tours of the British Columbia coast and assorted exercises with other units of the Pacific Command. The one exception was the operational visit to San Diego, where the *Ottawa* and the *Saguenay* operated in conjunction with units of the USN. The *Ottawa* and *Saguenay* returned to Esquimalt in time for the festive season and the ship's second annual leave period.

On February 8, the *Ottawa*, *Saguenay* and *St. Laurent* proceeded on an extended cruise, the itinerary of which includes Long Beach, Hawaii, Japan, Hong Kong and Adak, Alaska.

## NAVAL DIVISIONS

### HMCS York

A bid to join the "hit parade" was recently made at *York* when the music of the ship's band was recorded by Quality Records in Toronto. The recording was done to give the band recording experience and also so that the members of the ship's company could add a personal touch to their record collections.

Lt. R. H. Plunket, bandmaster, presented the first copy of the recording to

the ship's commanding officer, Captain J. W. F. Goodchild.

The recording is an LP which runs for 45 minutes and includes the following selections on the first side: "Heart of Oak"; "Rocketeer March"; "Gaiete Parisienne"; "Come Back to Sorrento"; a trumpet solo by PO R. Penneck; and selections from "Li'l Abner" and "I Hear Music", with vocals by S. Dray. On the second side are: "Dance of the Hours"; "Whirligig", a trombone novelty; "Chant of the Sea"; "The Lost Chord"; "National Emblem March" and finally "Amparito Roca".

In accepting the record Captain Goodchild said: "It is a pleasure to accept this first recording of the music of the band of HMCS *York*. The production of this record is a credit to the calibre of music supplied to this establishment and through here to the public of southern Ontario. I congratulate the band on its continued effort and heartily endorse this fine record to all members of the Royal Canadian Navy and the Royal Canadian Navy Reserve."

Copies of this record can be obtained by naval personnel by applying to Lt. Plunket at *York* or to the Commanding Officer of the division. The cost of each record is \$2.

# HERE AND THERE IN THE RCN



Mrs. Eleanor Pearson, wife of CPO J. D. Pearson, casts the first vote in the January 8 election in Shannon Park for welfare committee representatives for Wards 2 and 6. Staff/Sgt. J. T. Walsh, CCC, is the returning officer. Successful candidates were Ldg. Sea. Robert Currie, Stadacona, and John Girdwood, principal of Shannon School. (HS-60018)



Mrs. S. W. Tracey, of Hornsea, Emsworth, Hampshire, England, presents to HMCS Bonaventure the battle honours carried in the last preceding ship to bear this name. Captain J. C. O'Brien, commanding officer, accepts on behalf of the ship. Mrs. Tracey is the daughter of Engineering Captain W. H. Meadus, CBE, RN, who served in the cruiser HMS Bonaventure from 1901 to 1903. By this gracious gift Mrs. Tracey has formed a tangible link between the Canadian carrier, the ninth Bonaventure, and the previous ships of this proud name.



Wren Marylou N. Kieville won the "Best All Round Wren" award at Cornwallis on graduation recently from an eight-week basic training course. (DB-13478)



Cdr. Carl H. Rolf (left) on January 5 took command of HMCS Nonsuch, the Edmonton naval division, from Cdr. Leonard J. D. Garrett, who retired after commanding Nonsuch for 18 months and after have been associated with the Navy for 18 years. (Photo courtesy Edmonton Journal)





Is this, as her builders believe, the world's fastest warship? HMS Brave Borderer, first of a new class of fast patrol boats (convertible torpedo/gunboats), exceeded 50 knots on trials. Powered by three Marine Proteus gas turbine engines, developing 10,500 horsepower, she is of composite aluminum and mahogany construction. She and her sister ship, Brave Swordsman, were designed and built by Vosper, Limited, Portsmouth. (Photo from Bristol Siddeley)

## MISSILE SUB NEW FACT TO FACE

NOT MANY weeks ago someone asked a question, which on the face of it should be relatively simple to answer:

"How does the Royal Canadian Navy compare in size with the other navies?"

A hasty thumbing through the pages of last year's "Jane's" brought up the answer that, on the basis of the number of ships in service, the RCN stood about 10th or 11th.

In the new "Jane's Fighting Ships" for 1959-60, the comparison of naval strengths has been simplified by the inclusion of a two-page tabulation showing the numbers of warships of the various classes in each navy.

Before such figures can have any meaning, however, it is necessary to know the fighting strength of each navy—and in this day, when the outbreak of a general war is likely to be sudden and violent, it is equally important to know the immediate, operational—rather than the potential—striking power. On this basis, the RCN will be found to rank much higher among the world's navies than its numerical strength would indicate.

While discussion of the relative strengths of navies may provide a pleasantly acrimonious way of passing an evening, the subject is a pallid one compared to that opened by another entry in "Jane's"—the launching of the United States' first ballistic missile submarine, the *George Washington*. Add to this the possibility that Russia already has similar submarines in being or near completion and a splendid vista opens for conjecture and concern.

The new "Jane's", in other ways, gives continuing evidence of the growing importance of the submarine—both conventional and nuclear—in naval planning. Twenty-seven nations now operate submarines and it may be (on the basis of official announcements) that Canada will sooner or later join their number.

Of interest, too, is the increase in the number of navies planning to acquire nuclear submarines. The fact that some of the navies taking this step could not possibly hope to gain anything by aggressive action indicates a growing appreciation of the submarine as a defensive weapon.

Particularly intriguing are the drawings and details of a new submarine design being introduced by the Royal Netherlands Navy.

The greater the depth to which a submarine can dive, the greater are her chances of escaping both detection and attack. The Dutch naval architects have come up with a submarine designed to withstand the tremendous pressure at 980 feet (300 metres) below the surface of the ocean. The submarine has three cylindrical interconnected pressure hulls, the top one resting on the two lower ones, so that the cross-section including the outer hull somewhat resembles the ace of clubs superimposed on the ace of spades.

According to "Jane's" the first two of these submarines will be electrically

**BOOKS for the  
SAILOR**

propelled, with diesel generators as the surface or snorkel-depth power supply, while the next two will be atomic submarines. It is worth recalling that the snorkel is a Dutch invention.

That the United States Navy has a substantial fleet of nuclear submarines in being is well known. There is less certainty about the relative strength of the 500-submarine Russian navy in this field, although "Jane's" indicates that from three to five of the nuclear type are under construction or planned for the near future.

Britain has the nuclear-powered *Dreadnought* under construction, France hopes to build one of similar design, and Italy has an atomic submarine in the planning stage. Sweden, according to "Jane's", has three submarines of a proposed class of six under construction. They are said to be designed for a surface speed of 16 knots and a submerged speed of 25. The machinery is described only as "new type" and the displacement (800 tons) would indicate that the new submarines are *not* nuclear-powered. High submerged speeds have been attained by using Walther hydrogen-peroxide engines, such as those in the more-than-25-knot British submarines *Explorer* and *Excalibur*.

The publisher's foreword, as usual, provides a great deal of food for thought and bears study, in conjunction with the rest of the book, by anyone interested in building a navy of the utmost utility in the present distressing era.

"In the light of accelerating development," says the foreword, "It is to be expected that in about ten years' time, all major warships will be nuclear-powered. The strategic advantages are so staggering that the change is bound to come.

"It would appear that not only will conventional armaments be discarded but that the conventional categories of warships will be discarded too. The name 'battleship' now seems as linked with history, as the long outmoded 'line of battle'. The name 'cruiser' means little unless the ship's specialization is mentioned too. Even the name 'destroyer' (an abbreviation of the original 'torpedo-boat destroyer') means nothing now that all warships are destroyers of aircraft, submarine or surface ships."

"Jane's" does not regard with equanimity the reduction in cruiser strength by Great Britain and the United States, although it would seem these countries can find some justification for their action in the announced intention of Russia to scrap 90 per cent of her cruisers.

"The fact is," the foreword states, "that in limited war, in police actions, and in the warning role, the cruiser has the advantage of being the only self-contained, independent unit, and any large naval power with sufficient interests to show the flag all over the world cannot yet do without her. Even if the cruiser no longer has a principal role in global hostilities or a 'hot' war, she is still an extremely useful unit for a 'cold' war. She can pick up, accommodate, protect and drop down a commando in any part of the world, maintain herself, and also maintain smaller ships as well as support other units."

All in all, these sound like much better reasons for big navies retaining cruisers than one said to have been

given by a very senior officer for retaining battleships: "They have such splendid living quarters."

The foregoing paragraphs skim lightly over the volume and give no idea of the prodigious amount of patience and effort which the editor, R. V. B. Blackman, must have put into its preparation. "Jane's Fighting Ships" continues to present the paradox of a superlatively interesting and informative volume becoming more interesting and more informative year by year.—C.

JANE'S FIGHTING SHIPS, edited by R. V. B. Blackman, AMINA, AIMarE, published by Sampson Low, Marston & Co. Ltd., London, and supplied in Canada by the McGraw-Hill Company of Canada, Ltd., 253 Spadina Road, Toronto, 4; 478 pages; illustrated; £5.5.0 net.

## The Fight for Narvik

TIME QUICKLY blunts the edge of memory and it may be that many will have only dim recollections of the chill fear that descended when it appeared Hitler was making good his boasts of invincibility.

The swift subjugation of Poland had been followed by a lull which caused the Second World War to be dubbed "the phoney war" and the unfortunate Mr. Chamberlain to exult (prematurely, it soon became clear): "Hitler has missed the bus."

There was nothing phoney about the German thrust into Denmark and Norway in the spring of 1940. It soon was apparent that Britain and her allies were at death grips with a capable and relentless enemy. As far as the Navy was concerned there had never been a phoney war. No quarter had been given from the moment the *Athenia* was sunk on the day Britain declared war and, with the ending of the lull on land, came the desperate battles for the possession of Narvik—a contest which was technically lost by the Royal Navy but which robbed Hitler of any chance of success in his longed-for invasion of England.

"Narvik", by Captain Donald Macintyre, one of the Royal Navy's great destroyer captains of the Second World War, tells the story of a phase of the struggle that helped to shock many persons into the realization that they were really at war.

Captain Macintyre appears to have painted a broad picture of the overall factors pertinent to the German subjugation of Norway and has inserted in clear and logical sequence, the events of the Narvik campaign. The preface

and prologue are unusually interesting and provide a setting for what is to follow. The accounts of the fortunate escape of HMS *Devonshire* with the King of Norway and his entire Government embarked and the feats of daring and heroism in such actions as the first raid on Narvik by the force under Captain Warburton-Lee, the ramming of the *Hipper* by HMS *Glowworm*, and so on ensure exciting reading. The author's general summation in Chapter 18 is restrained but pointed.

The book leaves an impression of a German success achieved primarily as a result of a willingness on the part of the High Command to take calculated and, at times, highly suspect risks in contrast to virtually continuous indecision—often excused as flexibility of organization—at the Allied policy level. It is difficult to accept this Allied indecision when one considers the extent to which they were forewarned by intelligence reports and that when operations did commence they were carried out in an area where, except for a few Quislings, the people were in effect allies.

Perhaps the indecision stemmed directly from the democratic enigma that the qualities which make for successful leadership during war are generally abhorred in times of peace and vice versa. In reading this outspoken book one wonders whether Captain Macintyre was not also a casualty of this democratic paradox.

Or, perhaps, the indecision was a carryover from pre-war days when German claims to various territories were acceded to on numerous occasions and, at a later date, explained away as

"necessary in order that the allies should have time to re-arm". The comparative quality and performance of German and Allied arms in the Norwegian campaign could be taken as an indication that the "time" was bought at too high a cost or, like the grasshopper in the tale of the "Ants and the Grasshopper", the time was unwisely spent.

To this end, the quotation from an address by HRH the Duke of Edinburgh is most apt: "There will always be a

strong tendency to assume that any future war will start where the last one left off. We should learn our lessons from what went wrong at the beginning of the last war, and not from what went right at the end of it".—E.G.G.

NARVIK, by Captain Donald Macintyre, DSO and two bars, DSC, RN (Ret.); published in Canada by British Book Service (Canada) Ltd., Kingswood House, 1068 Broadview Avenue, Toronto 6; 224 pages, illustrated; \$4.25.

## Sailor's Memories

CAPTAIN AUGUSTUS AGAR, VC, RN, calls his autobiography "Footprints in the Sea" because on three occasions he and his shipmates were left treading water for dear life, and their footwork left indelible traces on his mind if not on the water. It describes his career from the time he entered HMS *Britannia* in 1904 until he "passed to the retired list" as the result of injuries received in the sinking of HMS *Dorsetshire* in 1942.

In his foreword, the author enters the caveat that he, with all naval personnel, was forbidden to keep a personal diary during the World Wars, since it would be a hazard to security. Canadian readers must bear this in mind when reading the passage concerning the bullion shipments and convoys in and out of Halifax in 1939 and 1940, for his dates and other details do not correspond with those in the records.

During the First World War, Agar's service took him first to the North Sea where, because he was in a pre-dreadnought battleship, he saw no action and then to the Dardanelles where he saw a lot in the same ship. Later, as executive officer of a minesweeper depot ship, he went to Murmansk and on to the White Sea, and he has much to say of the cargoes of war supplies that were left on the docks there, even after it was plain to the men on the spot that little or none of them would reach the front. He even hints that much was sold to Germany and used by them against the Allies. Eventually he qualified as a CMB captain (Coastal Motor Boat—predecessor of the MTB) and was trained in the laying of magnetic mines. However, they were not used operationally until 1939, and then it was by the other side.

The caveat in the foreword does not apply to the next episode, in the Gulf of Finland with CMBs, because it was written in 1928 from official documents for a lecture at the Royal United Ser-

vices Institution in London, but not published until now. This includes a full account of the Kronstadt raid when seven CMBs sank two Russian battleships and a submarine depot ship. But this was only a sideshow for Agar, whose main purpose was to run secret service agents in and out of Petrograd.

Between the wars came the usual appointments: captain of a destroyer in the Mediterranean and of a sloop on the American and West Indies Station, varied by assisting in the organizing of the Royal New Zealand Navy and attendance at the London Naval Conference. At length his cruiser, HMS *Emerald*, was placed in reserve in 1938. Next year Captain Agar recommissioned her and took her on active service, first on northern patrol and later with the Halifax convoys.

He was next put in charge of Operation "Lucid" which is of special interest to this reviewer because of the rumours

current at that time. Everyone in Britain heard, at second or third hand, of thousands of German soldiers' bodies washed up on beaches just a little way up or down the coast from where one happened to be—they said that the invasion had been attempted and repelled. At Portsmouth, however, the story involved a tanker that had been lying apparently idle at a jetty on the Gosport side for some weeks. It was alleged that she had gone out laden with a special mixture of oils which she spread on the waters to burn the invasion fleet. Captain Agar shows that this was but a slight distortion of the object of "Lucid" which was to burn the fleet in its harbours but which he had to cancel because of foul weather and poor ships—modern fire-ships to be employed where Drake had used them in 1588.

Finally, in command of HMS *Dorsetshire*, after hunting raiders in the South Atlantic and sinking a supply ship, escorting a convoy took him to the Indian Ocean where, in company with HMS *Cornwall*, he was sunk by Japanese naval aircraft.

Whether or not a few details are inaccurate, "Footprints in the Sea" is a fascinating book, being the record of a man's life and work. In particular the description of the Kronstadt raid must be the most authoritative possible from the British side and the description of the early days of the HX convoys is valuable.—Ph. Ch.

FOOTPRINTS IN THE SEA by Captain Augustus Agar, VD, RN. London, Evans Brothers, 1959. Sold in Canada through British Book Service (Canada) Ltd, Toronto, \$7.00; 336 pp., plates, map.

## RCAF STAFF COLLEGE JOURNAL MAKES BOW

The annual forum of Canadian military affairs, *RCAF Staff College Journal*, has been heard from again and the new issue offers a wide range of stimulating fare.

Two RCN officers are among contributors whose articles are in the current issue of the *Journal*.

The two are Cdr. B. C. Thillaye, recent graduate of the RCAF Staff College, who is at present serving on the staff of the Director of Naval Training at Naval Headquarters, and Lt.-Cdr. J. W. B. Buckingham, who is also at headquarters.

Cdr. Thillaye's contribution is a well-presented and thought-provoking discussion of the subject "Is All-Out Thermonuclear War Conceivable?"

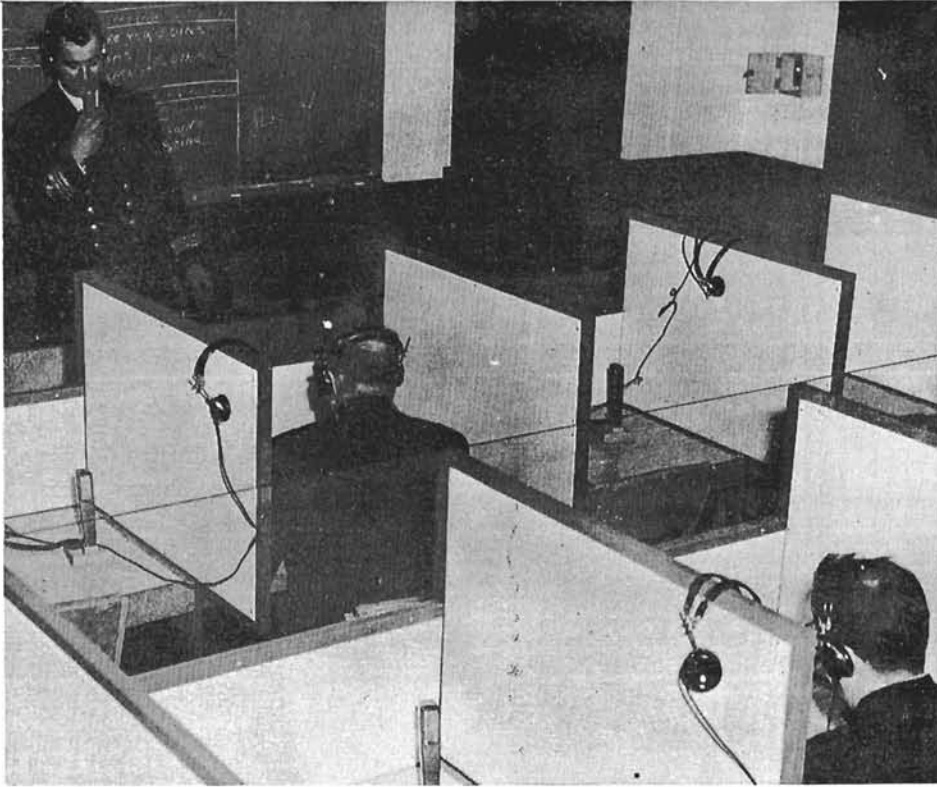
Lt.-Cdr. Buckingham has written interestingly and informatively on "A Comparison of Nineteenth and Twentieth Century Balance of Power."

The *RCAF Staff College Journal* contains a variety of articles on national and international military subjects from senior and junior officers of the three services of Canada and elsewhere, and from experts on military science and history, and international affairs.

The current issue of the *Journal*, for instance, numbers among its contributors an Air-Vice Marshal of the RAF, two Generals of the United States Army, and a consultant specialist on Soviet Affairs.

The *Journal*, priced at one dollar, can be obtained from the RCAF Staff College, Armour Heights, Toronto 12.





Separate booths cut distraction to a minimum for new entry seamen learning English in the modern language laboratory at HMCS D'Iberville. Conducting the class is Lt.-Cdr. J. J. L. Bernatchez.

## Learning English in Seventeen Weeks

**H**MCS D'IBERVILLE, the Basic Training Establishment in Quebec City, has for its mission the training of men whose mother tongue is French. It provides them with part of the new entry training required, in addition to instruction in the English language.

Length of the course is 17 weeks. The degree of proficiency in the English language acquired in this comparatively short time is sufficient to permit these men to join their English-speaking contemporaries in *Cornwallis*, where they complete their new entry training entirely in the newly-acquired language.

The essential requirement for this noteworthy achievement is determination.

To meet its challenge, *D'Iberville* must utilize the most effective method of teaching. The one used is the "direct method". Like all modern institutions of learning, *D'Iberville* places due stress on training aids to obtain maximum results. The most recent training aid required by *D'Iberville* is also its most effective. It is called a "Language Laboratory".

The language laboratory is a modern and intricate device used as a training aid in teaching languages. It can be used for training in any language; in fact, it can be used to teach simultaneously several languages. The equipment does not replace the teacher; rather it is the best tool available today to assist the language instructor in his important mission.

A language laboratory fulfils two needs always present whenever languages are taught. The first is the need for the instructor to individualize his teaching by allotting equal teaching time to each student; the second is the need for each student to realize his weaknesses and to correct them with the help of an individual tutor.

In the laboratory, the conventional methods of teaching languages are dispensed with. The teacher becomes a tutor and, with the help of the language laboratory, there are in a sense as many

teachers in the classroom as there are students.

As a result, the student progresses as rapidly as his learning ability will permit. Where several students are of the same standard, the work can be done in groups, each group at its particular level of comprehension. The student, being in a sound proof booth, has the feeling of privacy although he may at all times establish contact with his instructor through the intercommunication system.

The student hears his instructor's voice, he speaks to his instructor, he answers questions, he compares his answers with the ideal one which are communicated to him by his instructor. He keeps on repeating each lesson until his work is perfect and until both the teacher and the student are completely satisfied. This way, he is aware of his own progress, he realizes that he is learning, and he learns at a speed suitable to his ability.

Language laboratories exist in many forms. The one found in *D'Iberville* may be considered as one of the most modern. It contains a master table on which can be found three dual-speed tape players, one complete intercommunication system and a high-quality four-speed turn table.

Besides the master table, on which the electronic devices mentioned above are located, the language laboratory has 12 individual sound proof booths. Each booth is equipped with two turn tables, a control panel and headphones.

From each of the tape players, as well as from the turn table, the contents of pre-recorded tapes or discs may be broadcast to the 12 booths or to any combination of booths. In fact, three different programs can be broadcast to the booth simultaneously. Moreover, when the need arises, 12 students may be fed 12 different programs, not from the master table, but from pre-recorded discs. The student, in this instance, controls the speed at which these lessons are fed to him and may listen to the recording as often as he wishes.

He also has the facilities to record, listen back, erase, compare and correct his answers. At the same time he receives intermittent individual attention from his instructor monitoring the class from the master control panel by means of the intercommunication system.

*D'Iberville's* language laboratory was officially opened on September 9, 1959, by Commodore D. L. Raymond, representing the Flag Officer Atlantic Coast. Assisting at the ceremonies that marked the opening were religious, civil and military authorities.



# THE NAVY PLAYS

## Kootenay Wins Power Boat Tests

The *Kootenay* was adjudged the grand winner of a hotly contested power boat regatta held at Ireland Island, Bermuda, January 30, when there was a concentration there of RCN forces for a week-end lull in the winter exercises.

Placing second to the ultra-modern destroyer escort in over-all standings was the frigate *Swansea*. Sister frigates *La Hullose* and *Cap de la Madeleine* placed third and fourth. Fourteen boats were entered.

Two two-mile heats were run off during the Saturday afternoon regatta. The



During the bi-monthly meet at Cornwallis in December, wrens from Conestoga XV division put on a display of water ballet and a demonstration of swimming strokes. Coached by Ldg. Sea, Fred Eggleston, the performers were Ord. Wrens Betty Hughes (top), Lillian Mascall and Pat Kerr. (DB-13479)



Five rinks from Stadacona took the Inter-Service Curling Championship from Army Garrison. Sweeping to an early lead, the sailors won by a comfortable 63-50 margin. Army, last year's champion, was host for the annual fixture. Left to right are: Miss Helene Nickerson, "Miss North American", of Halifax; with skips Sub-Lt. J. B. Franklin; CPO J. E. Laverdure; Captain J. A. Quackenbush; CPO E. C. Mills, and Lt. W. A. Stevens, who is receiving the North American Van Lines trophy.

27-foot, fibreglass motor sea boats raced first, averaging a shade better than 10 knots; and the older, 25-footers mustered about seven knots in the second heat. The *Kootenay* won the first, the *Swansea* the second.

The main reason for the regatta was to test the functioning of the boats. They were inspected for cleanliness and state of equipment and both classes had crews of four. Judge in chief was Commodore James Plomer, Senior Canadian Officer Afloat Atlantic, and the regatta was co-ordinated by the *Cap de la Madeleine*, senior ship of the Ninth Escort Squadron.

After boat inspection, the starter's gun sounded from the frigate *La Hullose*, and each crew sprinted towards its boat, manned and started it, and the race was on, not without the odd "hairy" incident.

In the 27-footer heat, the *Kootenay* culled 87 points, followed by the *Resti-*

*gouche* with 69 and the *Gatineau* with 66. The *Swansea* led 25-footers with 81, followed by *La Hullose*, 79; *Cap de la Madeleine*, 78; *Micmas*, 76; *Lauson*, 71, and *Nootka*, 47.

Up to 45 points could be awarded for first in the heats, 20 for boat cleanliness and condition, 15 for boat equipment, 10 for appearance of crew, 10 for condition of the engine and other technical equipment.

The course began from the western breakwater wall of the south basin. A mounted tin kettle went to the grand winner, along with a large white flag with red leather kettle centred on it.

## Navy Loses Close Match to Truro

The Truro Bearcats outlasted Halifax Navy 10-8 in a free-scoring exhibition intermediate hockey game at Truro. Down 5-4 going into the final period, the home team came from behind to pick

up the win but the final result was in doubt right down to the wire. The tenth Truro marker came with only 10 seconds left as Ron MacCormick fired into an empty net.

### **Shearwater Wins Badminton Series**

*Shearwater* defeated Kentville nine matches to three in a badminton series played at the Royal Canadian Navy gymnasium at Eastern Passage.

### **Naden Curlers Sweep Bonspiel**

Curlers from *Naden* made a clean sweep in the West Coast Tri-Service Bonspiel, hosted by RCAF Station Comox and held at the Courtenay Curling Club.

PO Norm Richardson's rink, composed of CPO Peter Lovric, Ldg. Sea.

R. Trinder and Ldg. Sea. D. Weidman won the "A" event and the individual rink championship. PO Richardson is a brother of 1959 Brier champion skip Ernie Richardson.

Winner of the "B" event and runner-up to Richardson was a rink skipped by Sergeant MacKay, Royal Canadian Dental Corps, of *Naden*. Others on his rink were Surg. Lt. G. Woodall, CPO H. Ward, and Surg. Lt.-Cdr. G. West. Navy won the service event with 266½ points.

### **Exhibition Hoop Game Won by Stad**

*Stadacona* Sailors pulled out all the stops on *Shearwater* in mid-February, clubbing the naval airmen 61-35 in an exhibition basketball tilt at *Stadacona* gymnasium.

It was the "rubber" meeting between the arch-rivals. They had split in two previous games.

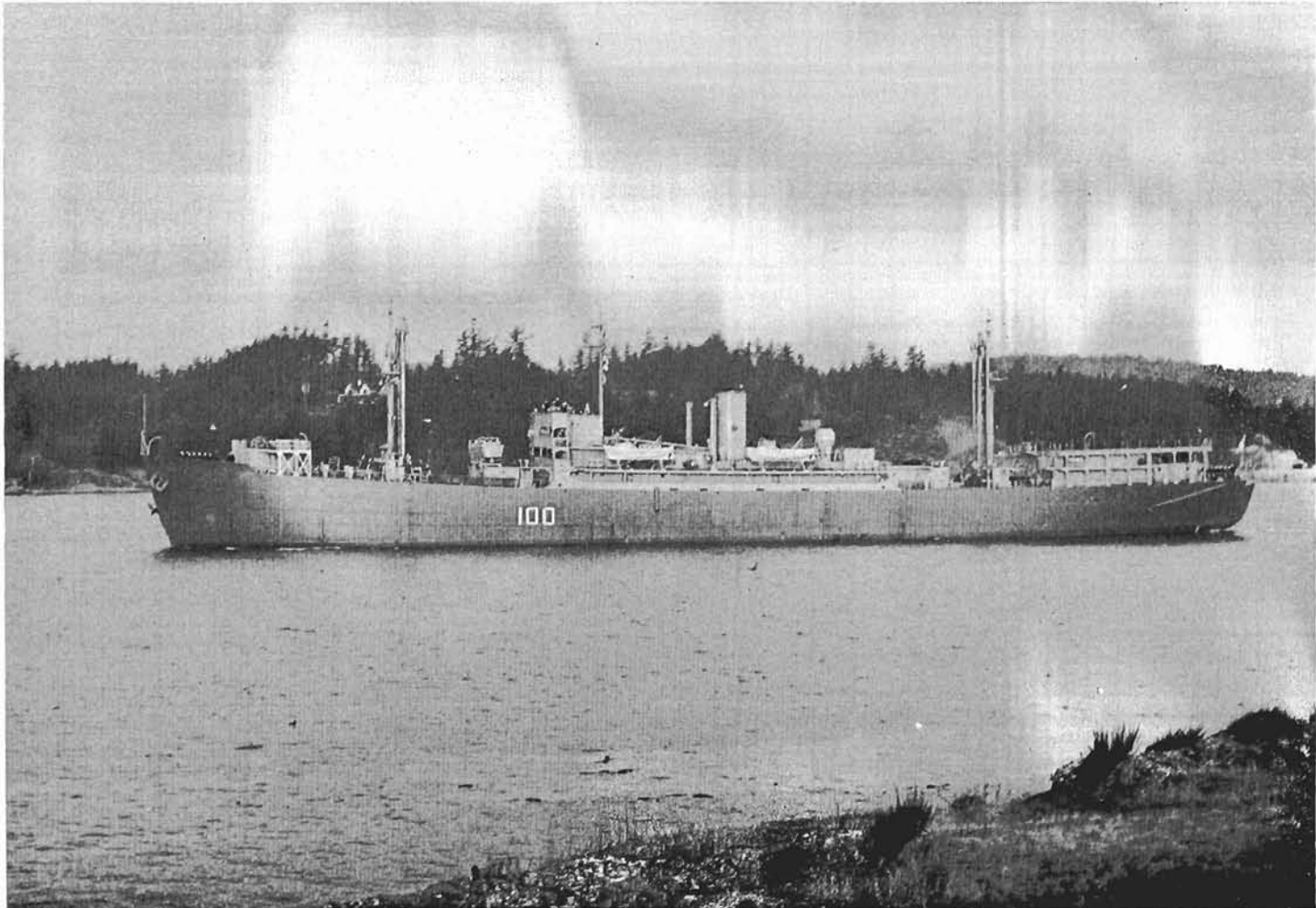
Al Legare's charges cracked the Flyer zone setup with a full press and fast breaks, with Graham showing the way on a 15-point effort. O'Boyle sank 12 and Simpson 11. Simpson and O'Boyle were also standouts in defensive play along with Shoveller.

Hotsenpiller was the only Flyer to climb into double figures, netting 14. He also played a strong game around the backboards along with Caudle and Tyfting.

### **Cornwallis Holds Boxing Tourney**

*Restigouche* division won top honours with 70½ points in a boxing tournament at *Cornwallis*. Following in order were *Chaudiere* 62½, *Ottawa* 60, *St. Laurent* 53, *Fraser* 49 and *Gatineau* 31.

The winners made up the team to represent *Cornwallis* in a sports tournament at Camp Gagetown, N.B., February 4 and 5.



The mobile repair ship HMCS Cape Breton, commissioned into the Pacific Command of the RCN last November, left Esquimalt harbour February 1 for Magdalena Bay, Mexico. During her six-week cruise the Cape Breton will undergo a series of working up exercises, evolutions and drills. Under the command of Commander M. F. Oliver, Victoria, the 10,270-ton ship was to return to her home port on March 14. The ship carries 20 officers and 180 men. (E-53796)



# LOWER DECK PROMOTIONS

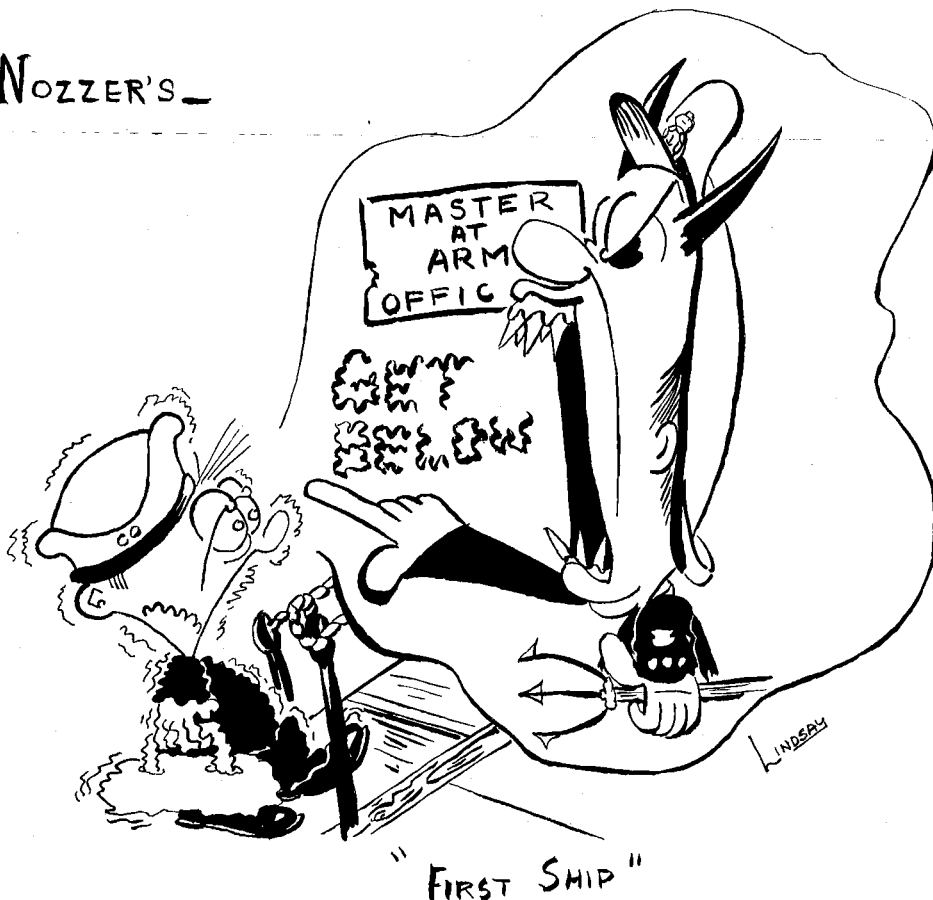
Following is a further list of promotions of lower deck personnel. The list is arranged in alphabetical order, with each new rating, branch and trade group shown opposite the name.

BAXTER, Spurgeon .....P1SW3  
 BAZINET, Antoine C. ....LSVS2  
 BEAUDIN, Denny R. ....P2MA2  
 BELLMORE, Jerome J. ....LSSW2  
 BOUGHNER, Carl J. ....LSAW2  
 BOWERS, Harvey M. ....LSVS2  
 BRISBIN, William G. ....LSMA2  
 BROWN, Joseph W. ....P2EM2  
 BRUNET, Gabriel J. ....LSSW1  
 BURLEY, Kenneth L. ....LSEM1  
 BUTLAND, Lloyd A. ....P2MA2  
  
 CLARK, David W. ....P2AW2  
 CONNOR, Ross J. ....P2MA2  
 CORNISH, Francis G. ....LSVS1  
 CRAWFORD, Gordon R. ....LSNS2  
 CROCKETT, Ronald J. ....LSEM1  
 CUNNINGHAM, Claude H. ....LSEM1  
  
 DEACON, Joseph B. ....LSCK2  
 DECKER, Thomas A. ....C1WS4  
 DELANEY, Romanus G. ....P1ER4  
 DEVEAU, Gerald R. ....P1OR3  
 DOUCET, Isidore N. ....C1CM4  
 DUFFY, Joseph F. ....PN2S2

FISCHER, Max K. ....LSNS2  
 FRANCIS, William L. ....P2VS2  
 FRASER, Alexander C. ....LSEM1  
  
 GILL, Cyril R. ....LSSW2  
 GIROUX, Gordon C. ....P1SW3  
 GRAHAM, Leith L. ....LSNS1  
  
 HALL, Donald V. ....LSEM1  
 HARDING, Norman L. ....C2HA4  
 HESSON, Robert E. ....LSAW2  
 HODGKINS, Murray J. ....LSEM1  
 HOLM, Harry R. ....LSEM1  
 HUGHES, William W. ....LSEM1  
 HUTCHINSON, Lorne K. ....P2EM2  
  
 JAMES Robert S. ....LSEM1  
 JOHNSON, Keith E. ....LSEM1  
  
 KORNELSON, Stanley F. ....P1SW3  
  
 LESAGE, Marcel R. ....P2NS2  
 LIST, Kenneth F. ....P2EM2  
 LORETTE, Roy E. ....P1AW3  
 LOWER, Richard E. ....C1FC4  
 LUNN, Harold J. ....LSEM1  
 LYNCH, Reginald T. ....P2AW2  
  
 MacAULAY, John S. ....LSEM1  
 McKAY, Wesley C. ....C1HT4  
 MILNE, John S. ....C2ER4

NOEL, Gerard J. ....P1NS3  
 NORTON, James A. ....C1ER4  
  
 PAYANT, Claude J. ....LSCK2  
 PHILLIPS, Eugene E. ....P1NS3  
 PHILLIPS, John J. ....P2AW3  
 PILCHER, Stanley E. ....P2AW2  
 PILON, Raymond L. ....P2MA2  
 POPE, George D. ....LSVS2  
  
 QUIK, Gerardus .....LSSG1  
 REID, Arthur G. ....P1AW3  
 RICHARDS, Robert C. ....LSPW2  
 RICHARDSON, Frederick C. ....LSNS2  
 RICHARDSON, Vance A. ....LSWS2  
  
 TAYLOR, Russel P. ....P2VS2  
 TILLAPAUGH, Lyle M. ....C2ST4  
 TRASK, Lorne L. ....P1HA4  
 TREMBLAY, Alfred J. ....P1ER4  
  
 WALKER, Patrick D. ....LSFC2  
 WATTEYNE, George L. ....LSMA2  
 WHELAN, Arthur N. ....LSEM1  
 WILMOT, William J. ....P2EM2  
 WILSON, William B. ....LSNS2  
 WOOD, John A. ....P2VS2  
  
 YOUNG, Simon J. ....LSCK2

NOZZER'S



# RETIREMENTS

CPO JOHN ROBERT BENJAMIN ANSLOW, C1WS4, of London, England, joined January 12, 1936; served in *Naden, Skeena, Fraser, Cornwallis, Sioux, Givenchy, Rockcliffe, Crescent, Athabaskan, Niobe, HMS Cumberland, Discovery*; awarded the Long Service and Good Conduct Medal May 19, 1951; retired January 11, 1960.

CPO KENNETH CLARENCE RAYMOND BARKER, C1G14 of St. Laurence, Somerset, Eng.; joined January 5, 1935; served in *Naden, Skeena, HMS Excellent, HMS Victory II (Boadicea), HMS Pembroke (Crusader), Ottawa, Stadacona, St. Laurent, Cornwallis, Niobe, HMS Nigeria, HMS Jamaica, Uganda, Royal Roads, Nonsuch, Ontario*; awarded the Long Service and Good Conduct Medal March 15, 1950; retired January 4, 1960.

CPO WILLIAM CUMMINGS BROWN, P1RG4, of Winnipeg, Manitoba, joined January 8, 1936, served in *Stadacona, St. Laurent, Skeena, Ottawa, Naden, Givenchy, Protector, York, Peregrine, Hochelaga II, Somers Isles, Shelburne, Scotian, Warrior, Ontario*, awarded the Long Service and Good Conduct Medal January 9, 1951, retired January 7, 1960.

CPO HARRY COCHRANE GARDINER, C2RT4, of Kerrobert, Sask., joined January 5, 1935; served in *Naden, Skeena, Fraser, Armentieres, HMS Osprey, HMS Victory II, Ottawa, Stadacona, Saguenay, Avalon, Niobe, Cornwallis, Magnificent, Newport Corners*,

Iroquois; awarded the Long Service and Good Conduct Medal January 24, 1960; retired January 4, 1960.

CPO RONALD LESLIE HANNAFORD, C2QR3, of Ramsgate, Kent, England, joined January 16, 1940, served in *Naden*, *Stadacona*, *Comox*, *St. Croix*, *Avalon*, *Restigouche*, *Amherst*, *Cornerbook* (Nfld.), *Cornwallis*, *Peregrine*, *Niobe*, *HMS Turnstone*, *HMS Ferret*, *Thetford Mines*, *Sioux*, *Haligonian*; awarded the CD December 17, 1958; retired January 15, 1960.

CPO WALLACE FRANCIS MULOIN, C1Q14, of Ouemet, Quebec, joined January 15, 1940, served in *Naden*, *Stadacona*, *Pasteur*, *Columbia*, *Fairmile*, *Q082*, *Mayflower*, *Avalon*, *ML061*, *Hochelaga*, *Lindsay*, *Bowmanville*, *Quinte*, *Scotian*, *Cataragui*, *New Liskeard*, *Portage*, *Quebec*, *Shearwater*, *Loon*, *Assiniboine*, *Cormorant*; awarded the CD February 25, 1952; retired January 14, 1960.

CPO RAYMOND PRICE, C1MR4, of Manchester, Lancashire, Eng., joined January 5, 1935; served in *Naden*, *Skeena*, *Vancouver*, *Fraser*, *HMS Excellent*, *HMS Victory II* (*Blanche*), *HMS Pembroke* (*Crusader*), *Ottawa*, *Assiniboine*, *Stadacona*, *Prince Robert*, *Chatham*, *Givenchy*, *Nonsuch*, *Cornwallis*, *Avalon*, *Ontario*, *Uganda*, *Venture*, *Quadra*; awarded the Long Service and Good Conduct Medal February 1, 1950; retired January 4, 1960.

Note: Ex-CPO William H. Roberts, whose current address is 20 Church Avenue, Bangor, County Down, Northern Ireland, points out that his date of enlistment should have been given as September 9, 1935, and date of award of the Long Service and Good Conduct Medal as September 9, 1950. (See October 1959 *Crowsnest*).

## LETTERS

Dear Sir:

In the Christmas issue of *Crowsnest*, under the heading of Traditions, you made reference to the use of the pipe "Now hear this" in the United States Navy.

You may be interested to know that the RCN has an equivalent pipe "D'ye hear there."

However, this pipe is by custom used less frequently than the USN pipe. "D'ye hear there" is reserved for preceding announcements which are mainly of an informative nature, as opposed to a firm direct order.

For example:

"D'ye hear there—the Captain will address the ship's company at 1800 on the Quarterdeck".

This expression would not be used, however, at 1750 when all hands were piped to "Lay aft".

Yours sincerely,

P. D. BUDGE  
Commodore, RCN

Deputy Chief of Naval Personnel

Naval Headquarters,  
Ottawa.

Page twenty-eight

## NOT FIRST TIME

Sir:

I wish to correct an assumption made in your October issue that Sub-Lt. Frolen is the first pilot in the RCN to make a "thousandth" landing in a USN carrier.

In July 1957, Lt. A. P. Levigne, flying a CS2F-1 aircraft of VS 881 Squadron, made a "thousandth" landing aboard the USS *Wasp* while a number of VS 881 pilots were being initially carrier qualified in CS2F aircraft.

Yours sincerely,

D. S. CLARK,  
Lieutenant, RCN.

HMCS *Bonaventure*,  
Saint John, N.B.

## EX-CHAUDIÈRE

*The Legionary*, national magazine of the Canadian Legion, used as its January cover picture a bows-on view of HMCS *Chaudière* that caught the eye of naval veteran R. B. Millar, of 546 Charlesworth Drive, Sarnia, Ontario.

In a letter to *The Legionary*, Mr. Millar wrote:

"Your front cover picture of the new HMCS *Chaudière* will be a welcome sight to all former shipmates of the first *Chaudière* (ex-HMS *Hero*).

"I am interested in contacting all original crew members of the 1943-45 commission, with the possibility of arranging a reunion in the future. Will they kindly write me?"

Mr. Millar has been advised of the naval veterans' reunion which will be held at Cobourg, Ontario, June 11 and 12.

---

## Band Entertains Victoria Students

Repeating a program which proved exceptionally popular last year, *Naden's* 50-man naval band again launched a series of one-hour concerts to junior and senior high schools of the Greater Victoria area.

Lt.-Cdr. Stan Sunderland, officer-in-charge of the School of Music at *Naden*, said a total of 13 schools would be visited between February 3 and 24. Conducting the band was Commissioned Officer W. J. Gordon.

At each school, the band concert is presented during the students' assembly period.

## LINGO OF SEA COMES ASHORE

"You there! Grab a marlinspike and splice that line! And you! Into the crow's nest with you! It's time to start rigging up!"

Drama at sea? A quotation from *Moby Dick* or *Two Years before the Mast*? Not a bit of it. It's salty language, all right, but the "bo'sun" issuing the orders happens to be a driller on location. The "sailors" he's addressing are the roughnecks of his drilling crew. In the oil country you don't need an able-bodied seaman's papers before you qualify as a capable workman, but it would be mighty helpful in understanding the language of the oilfields if you did . . .

What's the explanation? How did it happen that the oil industry turned to the briny deep for words to express itself? No one really knows. Some people have hazarded the guess that the discovery of oil in 1859 attracted unemployed sailors to Pennsylvania to join the boom.

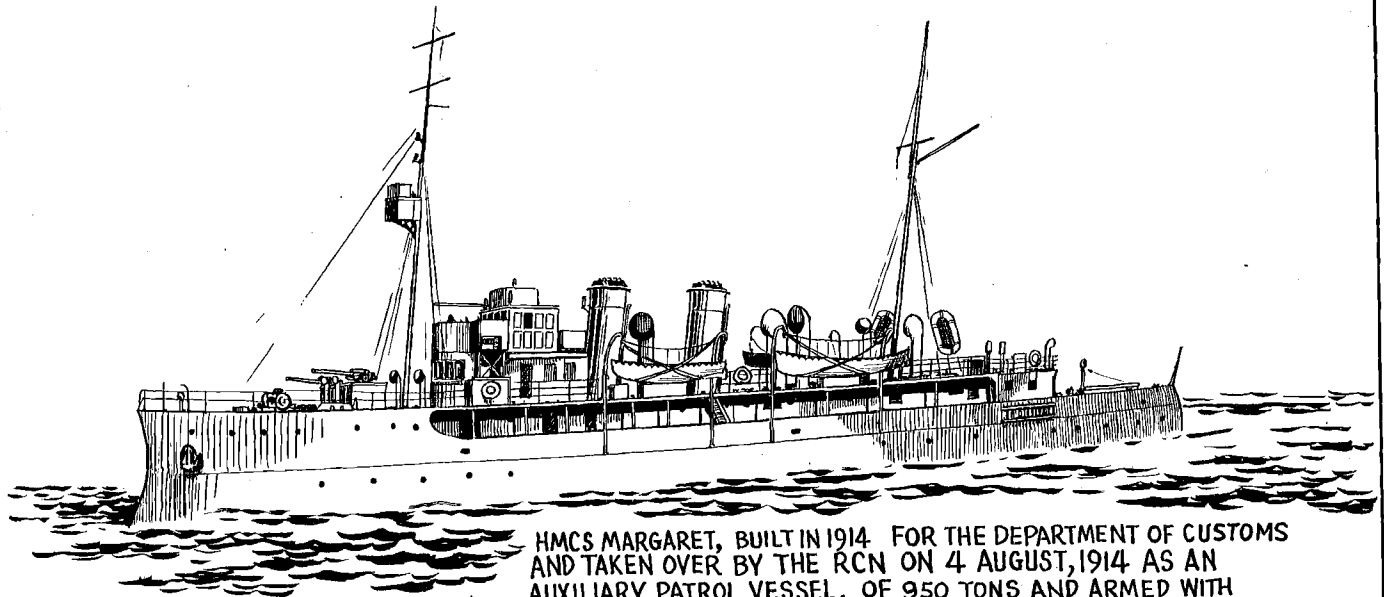
Aboard ship, a marlinspike is a sharp, steel tool used to join, or splice, two ends of rope, or line. As every man or boy knows who's read yarns about the sea, marlinspikes also come in handy as murderous weapons when a mutiny breaks out. In the oil country, drilling crews have little occasion to "mutiny", but they do work constantly with wire and fibre rope. The marlinspikes are just as necessary in drilling for oil as they are in sailing a ship. It's significant, too, that just as a sailor's rope is a line, so it is in the oilfields.

At sea, the crow's nest is the lookout platform high up on the mast. American oilmen have appropriated the word to describe a similar platform. High up on the derrick, it serves as the base of operations for the member of the drilling crew who racks the drill pipe. . . . As for an anchor, the driller uses one for fastening down the casing of a well.

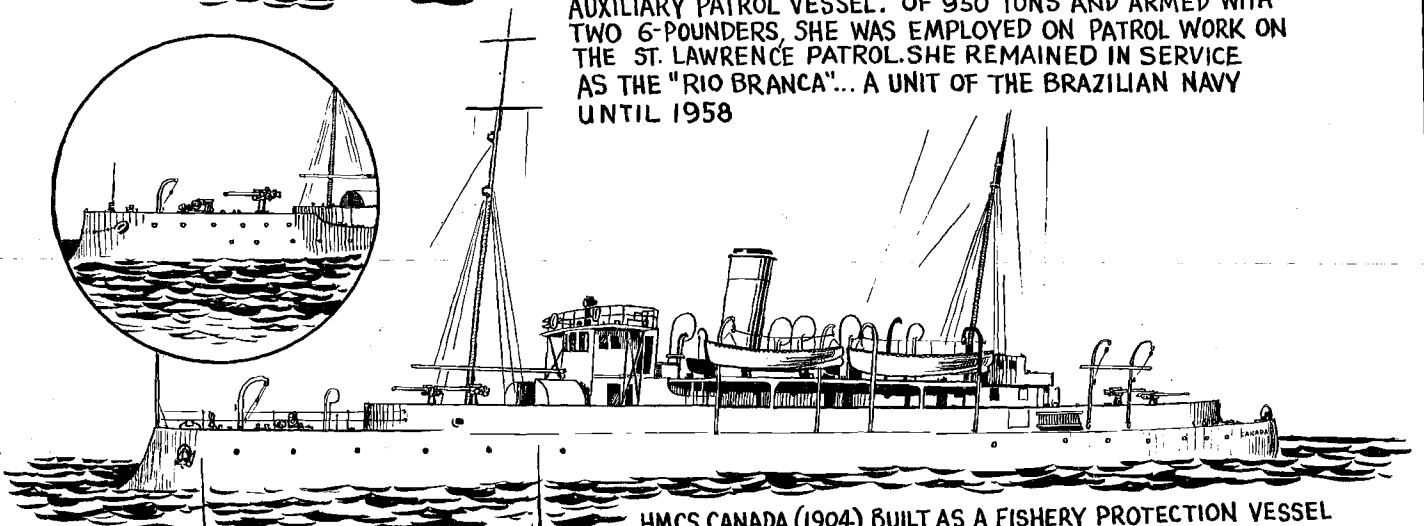
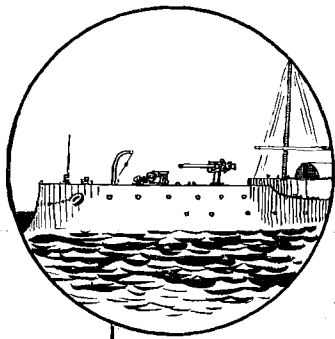
Speaking of "fastening down," that's a phrase you're not likely to hear out where the wildcats howl. Like his salty counterparts, the oilfield worker doesn't tie or fasten things—he secures them. By the same token, a refinery worker doesn't climb to the roof of a tank—he goes topside. And the opening in the tank through which he goes in and out isn't a door—it's a hatch. . . . And, in the lingo of the roughneck, the derrick's highest point is the masthead.—*David Griffith, in Service, a publication of Cities Service.*

# Naval Lore Corner

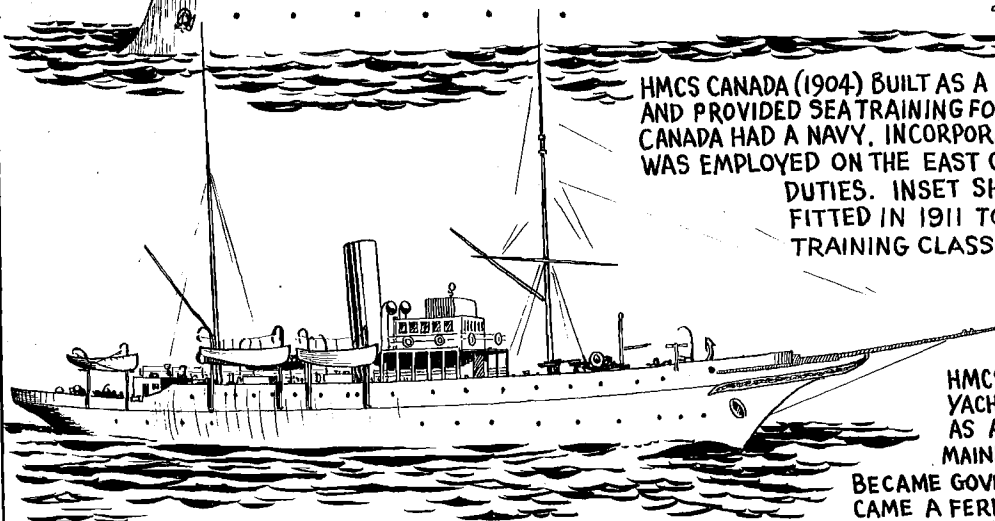
Number 80  
Early Ships of the RCN



HMCS MARGARET, BUILT IN 1914 FOR THE DEPARTMENT OF CUSTOMS AND TAKEN OVER BY THE RCN ON 4 AUGUST, 1914 AS AN AUXILIARY PATROL VESSEL. OF 950 TONS AND ARMED WITH TWO 6-POUNDERS, SHE WAS EMPLOYED ON PATROL WORK ON THE ST. LAWRENCE PATROL. SHE REMAINED IN SERVICE AS THE "RIO BRANCA"... A UNIT OF THE BRAZILIAN NAVY UNTIL 1958



HMCS CANADA (1904) BUILT AS A FISHERY PROTECTION VESSEL AND PROVIDED SEA TRAINING FOR NAVAL CADETS IN 1908 BEFORE CANADA HAD A NAVY. INCORPORATED INTO THE RCN IN 1914, SHE WAS EMPLOYED ON THE EAST COAST ON PATROL AND ESCORT DUTIES. INSET SHOWS BUILT-UP FOC'SLE WHICH WAS FITTED IN 1911 TO ACCOMMODATE GUNNERY TRAINING CLASSES



HMCS HOCHELAGA, 950 TONS - EX-U.S. YACHT COMMISSIONED INTO RCN IN 1915 AS AN ARMED PATROL VESSEL. REMAINED IN SERVICE UNTIL 1920 AND LATER BECAME GOVERNOR-GENERAL'S YACHT. LATER BECAME A FERRY RUNNING BETWEEN PICTOU AND PRINCE EDWARD ISLAND UNTIL 1942.



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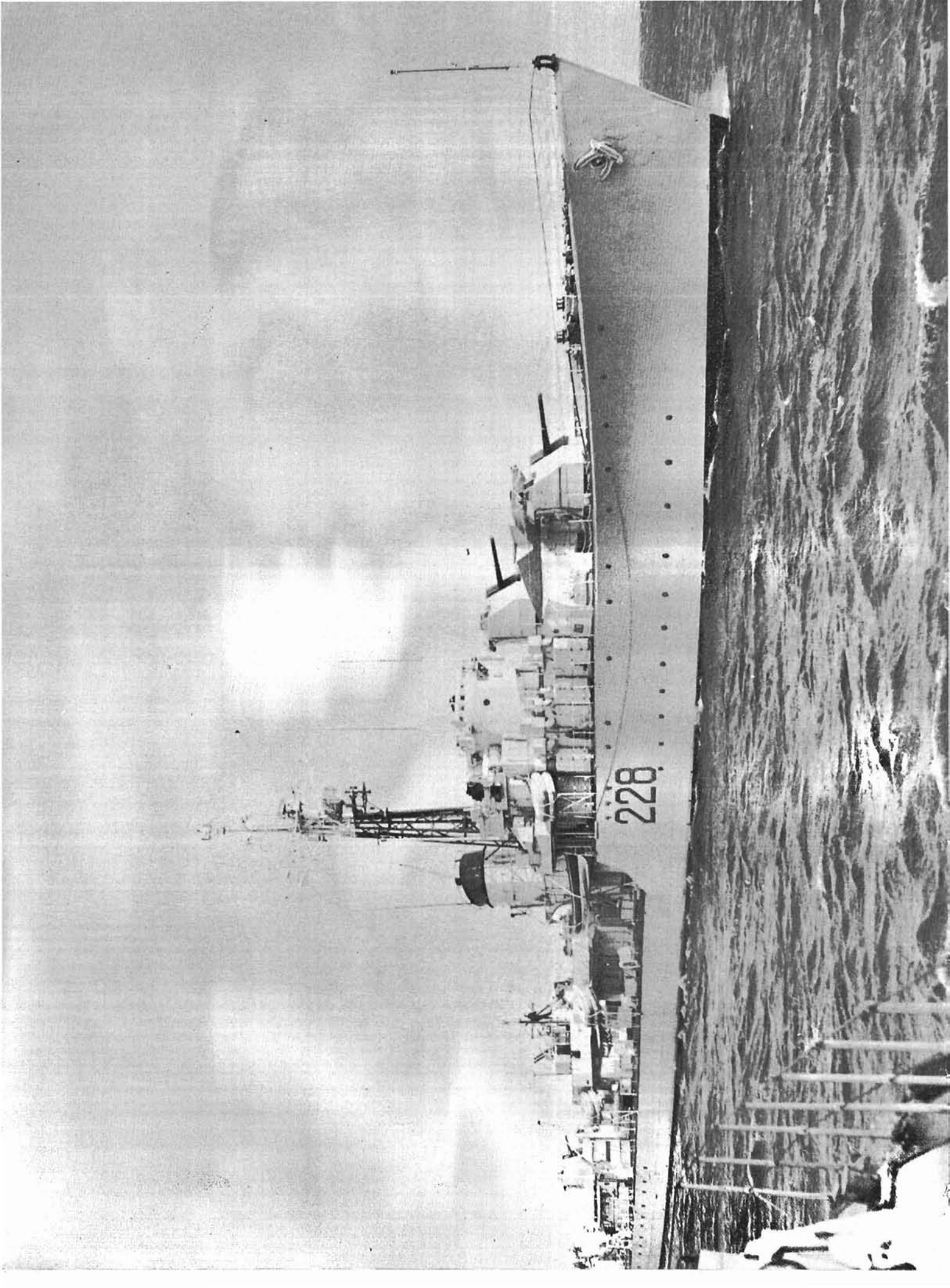
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# The CROWSNEST







# The CROWSNEST

Vol. 12 No. 5

THE ROYAL CANADIAN NAVY'S MAGAZINE

MARCH, 1960

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### LADY OF THE MONTH

Everyone knew that the *Crusader* was a busy ship, that there was a mass of strange gear on her quarterdeck and something resembling a miniature oil derrick at her stern. Not everyone was aware, however, of the purpose behind her many voyages and the bustle about her decks.

It has now been announced that the *Crusader* was engaged in bringing variable depth sonar equipment to the stage where it could be considered operational and contracts let for its manufacture.

VDS represents an enormous step forward in the science of submarine detection and goes a long way toward depriving the submarine of its ability to hide beneath thermal layers or turbulent seas. (HS-59756)

*Correction*—HMCS *Sussexvale* is senior ship of the Fourth Canadian Escort Squadron and she—not the *Ste. Therese*—was pictured as the February "Lady of the Month". The editor apologizes for an inexplicable error.

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

*The Cover*—Anti-submarine search and kill capabilities of the helicopter are questions of keen interest to the RCN. The cover picture shows a "chopper" of HS 50, the RCN's anti-submarine unit, armed with homing torpedoes, lowering its dunking sonar into the sea. (DNS-24078)



## RCN NEWS REVIEW

On the Lower St. Lawrence, spring isn't announced by the first robin or the bursting of pussy willow buds, but by the crunching and grinding of icebreakers. A group of 50 Navy League Cadets from the Montreal area were treated in early March to a trip on board CGS d'Iberville as she smashed into the heavy ice below Jacques Cartier bridge. Captain Charles Caron, of the d'Iberville, explains how his big icebreaker crushes the ice and sends it down river to open the St. Lawrence for shipping. (Photo courtesy Montreal Star.)

### **Wren Officer Wins History Prize**

The first woman ever to submit an entry in the annual competition for the Barry German Prize in Naval History has been awarded first prize for 1959.

She is Miss Evelyn L. Jonas, of Galt, Ont., a former wren officer of the RCN (Reserve) who is at present doing post-graduate studies in West Germany. Miss Jonas won the \$150 first prize with her essay, "The Strategic Role of Masts in the War of the American Revolution", which she submitted while a sub-lieutenant on the active list of the RCN(R).

Following the 1959 award, the Barry German prize in Naval History has been discontinued. The prize was founded by the Dominion Council of the Naval Officers' Associations of Canada in honour of Captain P. Barry German, RCN (Ret.), to encourage an interest in the history of maritime affairs of Canada and British North America, and was open to personnel of the RCN and its reserve.

Miss Jonas entered the RCN(R) in October 1952 as an ordinary wren and later became the first wren to specialize in the ordnance branch. She attended Queen's University and while

there was attached to HMCS *Cataraqui*, Kingston naval division. She was promoted to Acting Sub-Lieutenant (W) in July 1957 and confirmed in that rank a year later. Before resuming her academic studies she served on the staff of the Commanding Officer Naval Divisions, Hamilton, Ont.

### **RCN Ships World's 'Beauty Queens'**

The beauty prize for warships has been awarded to Canada by a writer in the Spanish naval magazine, *Revista General de Marina*. In an article in the November 1959 issue on Spain's "Oquendo" class of fast frigates, Senor M. Ramirez Gabarrus writes:

"The Canadian Navy has built its own made-in-Canada frigates in Canadian shipyards. These frigates make up a 14-unit force of the St. Laurent and Restigouche types, all identical with one another and undoubtedly, if there were beauty competitions for frigates, a Canadian would win the prize. We understand they have the prettiest lines of any frigate built to date."

In the face of this glowing compliment, it is ungrateful quibbling to point out that the RCN calls these ships "destroyer escorts" and that there are certain differences between the St. Laurent and Restigouche classes.

### **Hundreds Attend SACLANT Ceremony**

More than 500 military and civilian dignitaries, including NATO ambassadors and U.S. congressmen, attended change of command ceremonies at Norfolk, Virginia, when Admiral Robert L. Jerauld Wright, USN, as NATO's Dennison, USN, succeeded Admiral Supreme Allied Commander Atlantic, and Commander-in-Chief Atlantic and U.S. Atlantic Fleet.

Admiral Wright retired March 1 after 43 years of naval service, six of them as SACLANT. Admiral Dennison came to his new commands from London, where he served for a year as Commander-in-Chief Naval Forces, Eastern Atlantic and Mediterranean.

Ships from NATO countries at Norfolk for the occasion included HMC Ships *Iroquois*, *Huron*, and *Nootka*, HMS *Shoulton*, the French Navy's *Bois Belleau* and the Federal Republic of Germany's Z-5, the former USS *Dyson*, which was transferred to Germany only a few days earlier.

The honour guard for the change of command ceremonies consisted of four equal components: one from the RCN warships; one from the French Navy;

one from the U.S. Marines, and one from the Royal Navy.

There was no opportunity for a march past, but the guard paid formal honours by presenting arms to the ambassadors present and to Admirals Wright and Dennison.

### ***Ships, Aircraft In Copy Book 'Kill'***

American-British-Canadian naval exercises produced a copy book submarine "kill" in waters southeast of Bermuda on a February afternoon.

Ships and helicopters of the RCN and long range seaplanes of the USN joined in a hunt for the British submarine *Alderney* which was a perfect example of "complete, co-ordination", in the view of Commodore James Plomer, who was embarked in the *Gatineau*, senior ship of the Fifth Canadian Escort Squadron.

The USN flying boats made the initial sighting of the submarine's periscope, RCN helicopters made contact with their dunking sonar, the destroyer escort *Kootenay* made surface ship contact and was joined by the *Gatineau* in a hunt which would have resulted in the certain destruction of the sub were it the real thing.

"It was the perfect air-and-sea copy book exercise. Despite a fairly rough sea, each of the anti-submarine element was able to fulfil its role," said Commodore Plomer. He remarked particularly on the communications, which were "very good".

Commodore Plomer, Senior Canadian Officer Afloat Atlantic, was in overall command of RCN forces involved in winter exercises between Halifax and the West Indies.

Taking part in the joint exercise were elements of the Third and Fifth Canadian Escort Squadrons, RCN Helicopter Anti-Submarine Squadron 50, the destroyer escort *Nootka* and big Martin P5M seaplanes of Patrol Squadron 45, under the command of Cdr. H. M. Durham, from the U.S. Naval Station in Bermuda.

### ***New Heating Plant To Reduce Costs***

A considerable saving in maintenance costs, and an increase in efficiency will result from the introduction of a new central heating plant at HMCS *Cornwallis*.

A total of 24 heating plants employing 54 boilers formerly were used to heat the big training base. The new central heating plant, having three boilers, is expected to provide more heat at less cost.



The Royal Canadian Navy joined in the general rejoicing that attended the announcement on February 19 that a prince had been born to Her Majesty the Queen. Salutes were fired and the traditional order, "Splice the main brace", was given.

The new plant will be coal-fired, and will use the same type of coal (bituminous slack) that was used in the old heating system. It is expected however, that the approximately 20,000 tons used previously will be reduced to about 15,000 tons annually.

Maintenance of the new system will be much simpler and less expensive. Removal of ash also will be simplified and to a large extent mechanized.

### ***Sidewinders Hit Five of Six Targets***

Six Banshee jet fighters of the Royal Canadian Navy, armed with Sidewinder missiles, convincingly demonstrated their kill capabilities by shooting

down five target aircraft in an exercise designed to test the effectiveness of the Banshee-Sidewinder combination.

The firings took place last November over the sea on the missile range of the Royal Aircraft Establishment at Aberporth, Wales. The targets were Firefly VIII aircraft, flown by remote control. Six missiles were fired at as many targets and five of the drone aircraft were "splashed". Banshee aircraft normally carry two Sidewinders.

The operation was carried out by aircraft of Fighter Squadron 870 when the Squadron was temporarily detached from the *Bonaventure* during the carrier's participation in NATO winter exercises in European waters.



When not engaged in carrier operations, VF 870 is based at *Shearwater*.

At the time of the exercise, VF 870 was under the command of Lt.-Cdr. W. J. Walton, who recently handed over command of the squadron to Lt.-Cdr. K. S. Nicolson.

In addition to Lt.-Cdr. Walton, the other Banshee pilots who took part in the successful missile firings were. Lt.-Cdr. A. E. Fox, Lt. W. S. Sloan, Lt. A. J. Anderson and Lt. C. W. Willis.

The final official assessment of the results of the firings were recently received in Naval Headquarters.

### **Joint Meeting On Defence Held**

Senior officers of the United States and Canadian Forces responsible for the defence of the Pacific coast of North America assembled for a one-day conference at the Esquimalt headquarters of the Canadian Maritime Command Pacific on March 2.

Officers attending the conference were: Admiral H. G. Hopwood, USN, Commander-in-Chief U.S. Pacific Fleet; Vice-Admiral M. E. Curts, USN, Commander Western Sea Frontier; Lieutenant General F. A. Armstrong, Jr., USAF, Commander-in-Chief, Alaska; Lieutenant General Robert M. Cannon, USA, Commanding General Sixth U.S. Army; Major General D. W. Hutchison, USAF, Commander Ninth U.S. Air Force; Major General Geoffrey Walsh, General Officer Commanding Western Command; Air Commodore F. S. Carpenter, RCAF, Air Officer Commanding, Air Transport Command, and Rear-Admiral H. S. Rayner, RCN, Pacific Maritime Commander, who, with his staff, served as host to the conference.

### **RN Flag Officer Inspects Squadron**

Rear-Admiral A. R. Hezlet, who recently was appointed Flag Officer Submarines of the Royal Navy, paid a four-day visit to the Atlantic Command in February during which he inspected the Sixth Submarine Squadron and discussed matters of mutual interest with Rear-Admiral H. F. Pullen, Canadian Maritime Commander Atlantic and officers of his staff.

During his stay, the Flag Officer Submarines met the officers of the Sixth Submarine Squadron and on Sunday attended squadron divisions and divine service.

Admiral Hezlet was accompanied by Commander the Hon. T. V. Stopford, representing the Senior Naval Liaison Officer (United Kingdom), Ottawa.



A study of the formative years of the Royal Canadian Navy and its early trials won first prize for Cdr. Robert A. Grosskurth, Naval Headquarters, in this year's essay contest conducted by Canadian Shipping and Marine Engineering News, Toronto. The essay appears in the March issue of the shipping magazine, which commemorates the 50th anniversary of the RCN. Cdr. Grosskurth received a prize of \$100 and the engraved plaque he is shown holding. At the left is Eric A. Axelson, president of Canadian Shipping, who made the presentation, and at the right is E. C. Russell, Naval Historian, who was one of the judges. Second prize of \$50 went to Commodore M. A. Medland, Commodore RCN Barracks, Halifax, and third prize, \$25, to Lt. David Moilliet, HMCS Haida. (O-12575)



Two Yarmouth Sea Cadets have received Navy League scholarships of \$250 each and another now attending Royal Military College under ROTP, was given a testimonial letter and a cheque by the Yarmouth branch of the Navy League of Canada, at an official ceremony held in Yarmouth, Nova Scotia. Shown left to right, Lt. David Mitchell, commanding officer of the Yarmouth Corps, RCSCC Chebogue; PO William Crocker, now attending Acadia University, Cadet James Bain, now at RMC; PO Robert Sinclair, attending University of New Brunswick, and Murray Knowles, president of the Yarmouth branch, who made the scholarship presentations. (Photo by Bob Brooks, Yarmouth.)

# 40 YEARS AGO

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



**B**EFORE 1914, the recruit joining the Royal Canadian Navy underwent no acclimatization to naval life. He was drafted directly on board one of the cruisers, HMCS *Niobe* on the East Coast or HMCS *Rainbow* on the West, and was expected to find his sea legs in a hurry.

One good reason for this procedure was that there were no schools or establishments ashore to give him his preliminary training. The first of these was not established until after the beginning of the First World War.

A generation was to pass before the Royal Canadian Navy had a new entry training establishment isolated from the distractions and hubbub of an operational naval base. This came about in the spring of 1943 when HMCS *Cornwallis* was moved from Halifax to Deep Brook on the Annapolis Basin.

The members of the between-wars RCNVR were in some respects more fortunate than their regular force brethren. The VRs learned to speak "navalese", tie knots and march in the comparative calm of the naval divisions. They were thus not pitched into naval life in a wholly green condition.

The recruits of the old days for the most part learned by doing. In this respect, the Royal Canadian Navy with its renewed emphasis on on-the-job training, once *Cornwallis* has been left behind, has come almost full circle.

If a text were to be chosen for this instalment of Cdr. A. R. Turnbull's recollections of life in the Navy 40 or 50 years ago, it could well be this verse from the first chapter of Ecclesiastes:

"Is there any thing whereof it may be said, See, this is new? It hath been already of old time, which was before us."

## Training



**M**ERY LITTLE training was given at sea a half-century ago, as compared with the present day. One learned by doing, or at least by one's own efforts.

The right method of carrying out any job was learned by watching and listening to the older hands, assisted by kicks from the bare foot of the leading hand or captain of top. Those feet were so horny they had the effect of a boot.

To qualify for a higher rating, it was of course, necessary to pass examinations, so the sailor studied the Seaman-ship Manual in his own time, and arranged for the captain of top to allow him to assist the senior hands when splicing large wires, etc., in order to improve one's knowledge. Then when he felt that he was sufficiently knowledgeable, he requested to be examined.

Boys did receive training. Their instructor would take them to seamanship and other classes and the gunnery and torpedo instructors would initiate them into the elements of their branches.

Pedagogic subjects were taught in the early days by the chaplain and selected chief or petty officers. The chaplain taught mathematics and navigation to the midshipmen, while the lower deck ratings, all volunteers, received instruction from the "acting schoolmasters" in the dog watches. In order to advance from AB or equivalent rating, it was necessary to pass Educational Test, Part I, which included simple arithmetic, up to about the standard of percentages and ratios—sufficient to enable a man to deal with his mess accounts and savings—and the simple calculations of his work, such as the amount of rope required for boat falls, etc. In order to prove his ability to read and write, the test also included a composition on some set subject and a piece of dictation. To most men this test was fairly easy, but to others, the mysteries of fractions and decimals had to be elucidated by Chief and PO volunteers, who acted as "assistant schoolmasters" for some small additional allowance on their pay.

As the technicalities of the service advanced with the years, educational standards obviously had to be raised and schoolmasters were introduced into the service. They were given the status of warrant officers but, as they entered as such, had to remain in that rank for 15 years before being advanced to commissioned warrant rank, as compared to the ten years qualifying-time required by the other warrant officers. They were employed in the instruction of the ratings, while instructor officers took over the instruction of young officers.

To advance in the non-substantive side of one's career, young ABs volunteered for either the gunnery or torpedo branches, while a very few could specialize as sailmakers.

Before going to the gunnery or torpedo schools, it was usual for these young volunteers to qualify as acting seaman gunners or seaman torpedomen at sea, and training classes for their instruction would be organized by the officers concerned.

Physical training was of a rather low standard, and, I suppose, not as necessary as in these days of so many sedentary occupations afloat. It consisted chiefly of doubling round the upper deck, six or eight times, after evening quarters, with the band (if any) playing suitable tunes, while standing on the top of the quarter-deck turret. Otherwise, there were about eight standard exercises of Swedish drill, including "skip jumping", "arm stretching and bending", etc. These would be carried out by sections of the ships' company, in turn, under the command of the PTI.

The foregoing is only a bare sketch of naval training 40 years ago, but the details can be filled in by referring to the training manuals of these days.

## Cleanliness



**C**LEANLINESS was always a fetish of the executive officer as he was responsible for what one might term the "housekeeping" of the ship.

Personal cleanliness was absolutely necessary under the crowded conditions in which we lived and was so instilled into us that should one of the messmates show a disinclination to wash himself, a mock court would be held and, if "sentenced", the offender would be taken on the upper deck, stripped and scrubbed with the stiff hand scrubbers used for scrubbing woodwork. As a rule, one experience of this kind was enough and provided an all-time cure. Should this method not be adopted, the offender could be "run in" officially by his leading hand on the charge that he had conducted himself "to the prejudice of good order and Naval discipline" by being dirty.

The messing accommodation was kept clean by the cooks of messes and sweepers. The upper deck was kept clean by the various parts of ship concerned, each under its own captain of top.



For the seamen, the first job at "Hands fall in" at 0600 was "Scrub and wash the upper deck". Unless conditions were really wintry, all hands went barefoot for this. Sea boots were not a general issue and the salt water would rot the stitching of leather footwear. Anyway, it was considered "sissy" to want to wear boots.

At that time, practically all decks were wooden, made of teak, caulked with oakum and paid with pitch. The decks were kept as spotless as the mess tables by daily scrubbing and weekly holystoning.

For the normal scrubbing there was a standard routine which was general throughout the service. The senior leading hands would handle the hoses and, assisted by other leading hands with brooms, would spread the water around. All the other ratings lined up across the deck with long-handled scrubbers, with which they would scrub the deck up and down several times, always keeping in lines. When the captain of the top decided the deck was sufficiently clean, it would be rinsed down by the hoses, while the scrubbers would be exchanged at the "wash deck locker", for squeegees, brooms, swabs and deck cloths. The senior hands with brooms would sweep away as much of the water down the scuppers as possible and would be followed by a line of ABs with squeegees, drying the deck as much as possible. The ABs would be followed by the ordinary seamen with swabs, to dry up any streaks of water left by the squeegees and finally boys and junior ordinary seamen would dry out ring bolts, and other similar obstructions with deck cloths. This gradation of seniority was strictly adhered to and any junior who attempted to usurp the squeegee or broom

job of a senior rating could expect a "blast".

On Saturdays, the routine was holystoning. For this the deck was wetted, sand was sprinkled over it and all hands would proceed on their knees, again in lines up and down, scouring the sanded deck with blocks of sandstone, known as "holystones" or "Bibles", until breakfast was piped. After breakfast all the surface sand would be washed down and the deck dried up as in daily routine. The paintwork would be washed with "strongers" or "soojie". Strongers was a solution of caustic soda and soft soap in fresh water and was only used on particularly recalcitrant patches of dirt, while soojie was a gentler solution of soft soap and a soap powder (an early type of detergent, I should imagine).

In order to maintain cleanliness on deck at other times, "spitkids" were provided. These were shallow open-topped oaken containers, similar in shape to the bottom half of a barrel, whitewashed internally and fitted with external brass bands which were kept highly polished. Just before "stand easy" and at meal times, the spitkid party would be piped to "Place spitkids" and, at "Out pipes" or before "Hands fall in", to "Clean out and stow away spitkids". The object of these containers was to act as litter bins; all matches and cigarette ends had to be placed therein and those few old-timers who still had the habit of chewing tobacco had to use them as spittoons.

In addition, at "Clear up decks", just before quitting work and before rounds at night, the decks would be swept with soft-haired brooms and all material collected passed over the side down the "gash chute". Nothing was ever allowed to be thrown over the side. To do so

was a heinous crime in the eyes of the Executive Officer in most ships.

To maintain the external appearance and cleanliness of the ship, a "side party" was employed, which usually consisted of a leading hand and two men, who, being provided with a copper-punt, kept the external paintwork, including the waterline, in good shape and clean in harbour, touching up any rusty spots and making good abrasions where lighters had removed paint, etc. They were also responsible for painting the exposed portion of the cable, between the hawse pipes and the water when the ship was at anchor. The cable would otherwise appear rusty from lying in the cable locker.

The armament was kept cleaned by a daily routine known as "Quarters clean guns", at which every seaman had a detailed part of the armament to polish or burnish or otherwise clean.

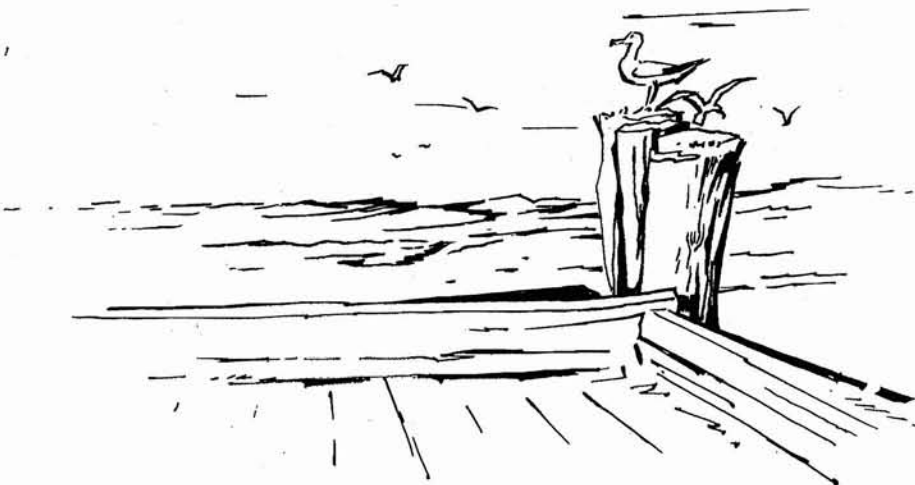
Cleaning materials were very sparse and consisted of emery cloth, metal polish, bathbrick, soap and cotton waste. Due to the very limited amounts of cleansing agents supplied, most of the bright-work was kept clean with powdered bathbrick and oil, when the metal polish and emery cloth had run out. Cotton waste was also meagre. It was common for two men to share cleaning materials, using old clothing as polishing rags. This gave rise to the term "Raggies" for any two particular chums and the expression "parting brass rags" when two such friends fell out with each other.

## Accommodation

**F**OR accommodation purposes the ship's company was allocated to various messes, and these were generally organized according to the department to which a rating belonged.

While mess decks were allocated to the seamen, they were normally messed according to their "part of ship", with a leading hand in charge. For disciplinary reasons, the leading hand was always from another part of ship. Thus a foretopmens' mess would probably have a forecabin leading seaman in charge of it. This was to ensure that in the familiarity of life in these broadside messes, the leading hand did not get so friendly with any one rating that he favoured him when the allocation of dirty or arduous jobs came up in the "part of ship" work.

Chief or petty officers were messed in "box messes", which were surrounded by semi-bulkheads about 4' 6" high. The upper portion to the deck-head was curtained off to provide them





with some privacy. Boys were messed together on a separate mess deck with, usually, a leading seaman PTI in charge. Stokers also had their own mess decks, adjacent, if possible, to their bathrooms and alleyways leading to the boiler rooms, so that it was generally a lower messdeck on which they lived. ERAs messed together, as did artisans, in box messes.

The furnishings of the broadside mess decks were very meagre, consisting of tables, attached to the ship's side by hooks with the inboard ends supported on steel "crawfords". These were galvanized steel U-shaped supports with hooks at the ends of the U, which engaged ringbolts fitted in the deck head. Across the U, about half way down, was a transverse bar which had a hook in the middle, on which the mess kettle was hung. The "crawford", like the metal mess traps, which consisted of a mess kettle, a "fanny", a tea urn, and a tea chest (divided internally into two compartments for tea and sugar) had to be kept highly polished. A long wooden stool on each side of the table, again hooked to the ship's side and with one folding iron leg at the inboard end, provided the seating accommodation. The seat was about eight inches wide and two inches thick and the length of the table. A "bread barge" provided the seat for the leading hand of the mess at the head of the table. This was a wooden keg in the shape of a truncated cone, fitted with brass bands and a flat circular wooden lid in which the mess' ration of bread was kept. Crockery and cutlery was issued once a quarter and consisted of plates and basins (no cups and saucers except for C & POs), knives, forks and spoons. If, due to bad weather, the crockery was broken or otherwise lost, or the cutlery became depleted due to the cook of the mess dumping them down the chute when "ditching the gash" after washing up, no further supply was available. The men were often, in my experience, reduced to drinking from jam tins or any other receptacle they could get, and to using their "pusser's dirk" as cutlery.

Other mess equipment included an enamelled salt pot of a horrible grey green colour, about six inches in diameter and eight inches tall, fitted with a lid attached permanently by a ring. A white enamelled butter dish and containers for condiments also formed part of the mess traps, as did a tinned-steel ladle. The ladle was of one pint capacity and was mainly used for measuring the rum tots. The rum issue was "three-water", i.e., a half gill of neat spirit diluted with one and a half gills of water to a half pint. As the rum

for all those "drawing" was received from the rum tub by a cook of the mess in the "fanny", it became necessary for it to be measured out in the mess for each man. No half-pint measures were supplied, so the method used was to dip the ladle into the fanny, partly filling it, then tilting the ladle until the liquid half-filled it diagonally. Thus a reasonable half-pint measure was obtained.

Each mess had a "rum caterer" who was in charge of doling out these rations (generally the leading hand of the mess) and it was his responsibility to see that each man entitled received his tot. Often these caterers would knock slight dents in the bottom rim of the ladle, thus ensuring that rations issued never exceeded the allotted half-pint, but in fact, almost guaranteeing that a slight surplus would remain after the issue was completed. These "pushers", as the surplus was known, became by custom the perquisite of the caterer, but his messmates made sure that the dents were not too voluminous.

For the stowage of small mess traps, such as plates, basins and cutlery, a "mess shelf" was secured to the ship's side or a convenient bulkhead. It consisted of a wire framework, which was formed to take piles of plates and basins, a drawer at the bottom for the cutlery, and a small cupboard at the top for the salt pot and any small provisions, such as tins of condensed milk, jam, etc. No fresh milk was supplied, so unsweetened condensed milk was used in lieu.

A mess tub of water kept on the deck under the table was the utility vessel of the mess. All hands washed in the same water, which was also used for clothes washing, scrubbing out, etc.

Also kept under the table, generally on a line rigged from the table leg to the ship's side, was a net containing hand scrubbers and deck cloths and the nets supplied for the cooking of potatoes and peas or beans.

For purposes of tidiness, all articles left "sculling" on the mess decks were collected by the ship's corporal or PO of the mess decks, and placed in the "scran bag" which was kept under the charge of the MAA.

To redeem any article, the claimant had to forfeit a piece of soap, generally an inch length cut from the bar as issued. The soap was then used by the PO of the mess decks for general cleaning purposes.

For the stowage of kit, bag racks were provided, as one used one's kit bag as a locker. Hammocks were stowed in "nettings". In the older ships these were situated on the upper deck and formed part of the bulwarks. I believe they were intended to act as

a sort of "splinter mat" around the ship. In the more modern ships and destroyers they were situated on the mess decks.

Hands were detailed to act as "hammock stowers". It was necessary that the hammocks be properly stowed, otherwise they would overflow the stowage provided. This also meant that they should be properly lashed up to occupy the minimum of space, with seven marline hitches and a "double one for Sunday" at the end opposite to the running eye of the lashing. At the pipe "Stand by hammocks" at 2030 each evening the hammock stowers would man the nettings and pass out the hammocks shouting the owner's name as it was thrown out on deck. The sailor would then get his hammock and sling it in his billet, the stowers restoring the netting with those unclaimed hammocks of people on watch or ashore, in readiness for "Rounds" at 2100. Hammocks were slung from hooks or bars over the messes and the space allowed per hammock was 20 inches. When fully occupied hammocks and their occupants were pretty closely packed together.

Along the ship's side in tiers, were fitted ditty-box racks. The ditty box was the sailors' personal locker for letters, photographs, any valuables and other personal bits and pieces. As this was fitted with a key which the owner generally wore round his neck, like a dog tag, it was a reasonably secure stowage. Cap boxes, of black enamelled tin, painted pale blue internally, held two caps, and were stowed in racks secured to the deck head above the hammock bars. These were also fitted for a small padlock and key, and could be used as a sort of "safety deposit" similar to the ditty box.

## Messing



HE usual method of catering was the "canteen messing" system, where each mess received from the "pusser" rations of dry provisions of certain categories in kind, and a small daily allowance for each man in cash, which was intended to be expended on other items from the canteen in order to round out the diet.

The items included in the ration issue included only the following: meat, potatoes, bread, flour, beans or peas, canned milk, tea, sugar and slab cocoa. Meat and potatoes were daily issues; the remainder weekly.

Due to the lack of refrigerated space, meat was kept in the "beef screen", a

metal framework on the upper deck, enclosed by a wire screen inside which was laced painted canvas. This kept salt spray off the meat, but allowed air to circulate around the quarters of beef or carcasses of mutton hung on hooks on bars inside. The butcher, generally a seaman or Marine, would carve up the carcasses into the joints and weights for each mess daily before issue time under the supervision of the senior steward. In most ships a routine was laid down so that each mess received in turn, roasts, steaks, stewing meat, etc., to ensure fairness in distribution of the choice cuts.

Potatoes, which are reputed to give off poisonous or at least obnoxious gas when stowed in an unventilated space, were stowed in "spud lockers" on the upper deck also, generally on the "booms", as was the beef screen. These were fairly capacious lockers holding a ton or more each of potatoes, the sides of which were perforated with numerous holes to allow air to circulate among the vegetables.

To carry out the domestic duties of the mess, two men were allocated as "cooks of the mess" for a term of 24 hours. They came from opposite watches to ensure that one was always available if the other was on watch. Their duties included all the domestic chores of the mess during their duty period and covered the preparation of food, drawing rations, "dishing up", scrubbing out, etc. As a rule the leading hand of the mess did not participate in this roster, but other leading hands in the mess would do so. Thus arose the old jingle "When you get the hook, you don't take cook," (only when your turn comes round).

In order to control the messing and supervise the expenditure of the cash allowance, a mess caterer was elected by the messmates. As a rule, this was an older married man, who, due to the financial stringency imposed on him by the maintenance of a family, generally made sure that the canteen bill for foodstuffs for the mess was kept to a minimum, as any over-expenditure of the cash allowance had to be made up out of the pockets of the mess members. At the end of each month, the paymaster would pay to the leading hand of the mess the cash allowance due, and the canteen manager would also present his bill, which had to be settled immediately in full. Thus, if the bill exceeded the allowance the leading hand would allocate the balance equally among the messmates and collect the cash from them in order to pay, or, should, by some chance, the balance be the other way he would dole

out the surplus similarly. This money was known as "mess savings".

Often it occurred that the mess caterer would cater on a very sparse basis and mess savings would be proportionately large, but if a majority of the messmates decided they preferred to "eat a little higher off the hog", even if it meant paying out at the end of the month, the caterer would be voted out of office and replaced by one more generously inclined.

The preparation of all food was a duty of the cooks of messes, and included the making of pastry, or dough, for boiled puddings, the peeling of potatoes and vegetables and generally the preparation of the foodstuffs to the point where it was ready for cooking. The ship's cook staff only cooked the



food. Each mess had baking and roasting tins, but boiled puddings were lashed up in cloths.

As the food was not cooked individually for each mess, all such dishes, etc., had a tally with the number of the mess on it. Potatoes and other vegetables were sent to the galley in nets (as mentioned previously) and boiled in one large copper all together.

At the bugle call or pipe "Cooks to the galley", the cooks of messes, not actually on watch would repair to their messes, lay the tablecloth (a sort of linoleum material) and put out the cutlery, then go to the galley and get their own cooked dishes to the mess, where, by this time, as "Hands to dinner" would have been sounded, the leading hand would supervise the sharing of the meal. Following the meal the cooks would draw washing-up water from the galley (generally the water in which the vegetables had been boiled) and proceed to "dish up", followed by sweeping out the mess.

As no smoking was allowed below decks, most of the messmates would have adjourned to the upper deck immediately after the meal, thus allowing the cooks to clear up.

The cocoa was a coarse type of chocolate to which, during its manufacture, a fair proportion of arrowroot was added. It was supplied in block form and in order to produce a potable beverage had to be boiled. Incidentally, we always swore that some type of purgative was also added.

This cocoa was made by the ship's galley staff for the men *en masse*, each mess contributing its share of the raw material. It was made in huge tubs, stirred by large wooden paddles (usually the blades of broken cutters' oars) and drawn by the cooks of messes at the pipe "Hands to cocoa and wash", which immediately followed the calling of the hands in the morning. It was also available during the night watches in cold weather for those on watch in exposed positions.

After breakfast the cooks of messes stood fast from "both watches" to scrub out the mess. This included the scrubbing of the table and stools, bread barge and mess tub and the area of deck allocated to the mess, and the men were generally allowed about three quarters of an hour to do this. On Saturdays, however, they stood fast in the mess all the forenoon until captain's rounds, usually at 1100 or 1130. During this extra period they were expected to scrub all ditty boxes, wash all paintwork, clean all brightwork and burnish the "crawfords", so that when the captain inspected the messdeck, everything would be gleaming and spotless, and if, as some captains did, he wore white gloves and probed into nooks and crannies for traces of dust, woe betide that mess. In coal-burning ships, it was, of course, nearly always possible for the captain to find some traces of coal dust during his rounds.

By the way, no cakes or other prizes were offered for the cleanest mess, except occasionally in ships where there were several boys' messes and only these could participate in the competition.

When fresh provisions ran short, salt pork, corned beef and ship's biscuits were issued in lieu of fresh meat and bread, and dried peas or beans in lieu of fresh vegetables.

Salt pork was supplied in casks of brine and, as with most stores packed for long storage, each cask was marked with the date of packing. During the First World War the victualling depots must have really dug out their old

stock, for I have eaten salt pork dated 1823—almost a hundred years old.

When salt pork was to be issued the casks were brought on deck and the heads removed. A salt water hose was then played on the contents for some hours to wash out the brine and remove most of the salt from the pork. The pork was then all dumped into a large "harness cask" and filled with fresh water, again to soak as much of the salt out of the meat as possible. It was allowed to stand for 24 hours or

so, with a change of fresh water, if it could be spared. When the meat was issued to the messes, the standard method of preparation was to cut it up into about half-inch cubes, roll it in dough and lash it up in a cloth for boiling. This was known as a "steerage hammock". To accompany it, a thick pea soup was always made from dried split peas, and in fact, if not served too often, formed a tasty and filling meal. Corned beef was prepared as a

hash with potatoes or as a shepherd's pie, known as "hoosh".

"A straight rush" was the simplest preparation of a joint of beef and was resorted to when time was short. The meat was placed in the baking dish, some fat spread over it, peeled potatoes were put around it and the whole roasted. It is understood that the term implied a "straight rush" from the beef screen to the galley via a short hesitation in the mess.

*(A further instalment of Commander Turnbull's recollections will appear in an early issue.)*

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## RCN BIDS FAREWELL TO THE JAUNTY

THE ROYAL CANADIAN NAVY has said goodbye to the "Jaunty". With the introduction of the RCN's new trade structure, the "Jaunty", or master-at-arms, has been incorporated into the newly-formed boatswain's trade and more than 300 years of tradition have come to an end.

The word "Jaunty" was the closest the British tar could come to the French *gendarme*. As the head of the Navy's police or former regulating branch, the master-at-arms was a well-known figure. Although there were lieutenant-commanders-at-arms and lieutenants-at-arms in that branch as well, it was the master-at-arms who loomed large in the minds of the young seamen.

His history dates back to the mid-1600s when he was a junior officer and he and his "mates" were responsible for the training of all men in the ship in the use and care of small arms. Hence his title.

The master-at-arms was rated as one of the "inferior" officers in the ship, and was thus appointed by warrant from the Navy Board. However, as the years passed his duties changed and gradually he became the disciplinarian, or ship's policeman.

In the early 1800s certain ships' officers, including the master-at-arms and the cook, although appointed by warrant, were considered petty officers.

When the Royal Canadian Navy came into being in 1910, the master-at-arms was a chief petty officer and the most powerful figure on the lower deck. He was responsible for the seamen's discipline ashore and afloat. He was seldom found in ships smaller than a cruiser, and in the years before the Second World War the Canadian Navy's

masters-at-arms usually held sway in the large training establishments on each coast. Up to the Second World War he was the only non-commissioned officer privileged to wear a frock coat and sword on ceremonial occasions. Other chief petty officers wore their ordinary uniforms and carried sabres on such occasions.

The master-at-arms was many things to many men. As the ships' policeman he was held in awe; as a disciplinarian, he was the right hand of the officers; as a "master" he was also a friend to the erring and protected the sailors' rights.

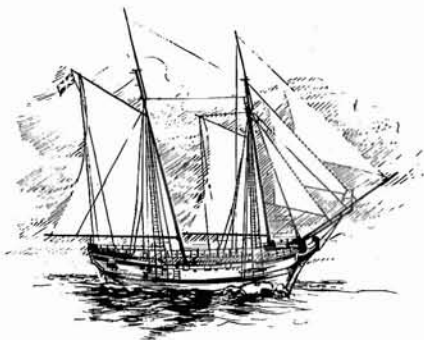
The master-at-arms was in effect a buffer between the officers and men. He was everywhere. At no time was an official inspection held without the master-at-arms being there. He always attended divisions. The "master" was present at the commander's and captain's table for requestmen and defaulters parades every day.

But the 300-year tradition of the master-at-arms is merely being supplanted by an even older tradition. Boatswains were first recorded in the British Navy over 400 years ago and were known as "standing" officers; they remained with the ship, and were appointed by Admiralty Board.

At one stage in his career the bos'n was next to the captain and on occasion even commanded ships. In this regard the bos'n has come full circle, for in the RCN's new trade he must be able to take charge of minor war vessels in the rank of chief petty officer.

Bos'ns, until the age of steam, were the engineers of their time. They kept the masts, sails and spars in shape, for without these the ship had no motive power. With the advent of steam, the bos'n's power gradually diminished.

Now, with the reshaping of its trade structure, the RCN says "farewell" to its masters-at-arms as they take on the equally honoured mantle of boatswain. —L.W.T.





# OFFICERS AND MEN

## Promotions for Senior Officers

The half-yearly promotions lists were discontinued by the Royal Canadian Navy on January 1. Since that date the following promotions have been announced by Naval Headquarters:

### ROYAL CANADIAN NAVY

Lt.-Cdr. William James Walton, promoted to the rank of Commander and appointed in command of VS 880, effective February 18;

Lt.-Cdr. Eugene Gosh, promoted to the rank of Commander; serving on the staff of the Chief of Naval Personnel as Staff Officer Engineering Personnel (Officers), Naval Headquarters;

Lt.-Cdr. James Main Clark, promoted to the rank of Commander; serving as Assistant Director of Naval Training (Cadets), Naval Headquarters;

Lt.-Cdr. Peter Robert Hinton, promoted to the rank of Commander and appointed Deputy Director of Naval Organization, Naval Headquarters, effective February 11;

Lt.-Cdr. Thomas Edward Connors, promoted to the rank of Commander

## WEDDINGS

Petty Officer (W) Mary Daw, York, to Lewis Rutledge, Toronto.

Leading Seaman Harvey Friesen, Naden, to Margaret Anne Huntley, Ladner, B.C.

Able Seaman John David Lecky, Crescent, to Carolyn Gerrior, Halifax.

Commander F. C. Palmer, Niobe, to Kiira Kostjukovits, Montreal.

Sub-Lieutenant Murray John Roberts, Shearwater, to Sandra Lynn Hall, Saint John, N.B.

Lieutenant Richard Edgar Stone, Jonquiere, to Nona Diana Shove, Ganges, B.C.

Able Seaman Harold Clayton Willis, Stadacona, to Audrey Keeping, Halifax.

## BIRTHS

To Petty Officer J. H. Arrowsmith, Naden, and Mrs. Arrowsmith, a daughter.

To Petty Officer R. J. Connor, Naden, and Mrs. Connor, a daughter.

To Sub-Lieutenant G. M. Griffin, Naden, and Mrs. Griffin, a daughter.

To Petty Officer J. H. Grodde, Victoriaville, and Mrs. Grodde, a daughter.

To Surgeon Lieutenant-Commander H. D. MacWilliam, Naden, and Mrs. MacWilliam, a son.

To Leading Seaman E. T. O'Donnell, Naden, and Mrs. O'Donnell, a son.

To Leading Seaman R. M. Ozorio, Naden, and Mrs. Ozorio, a son.



An instructor at the Naden School of Music and clarinet soloist with the Victoria Symphony Orchestra, PO Barry I. Moncur has been honoured by being selected by the dean of the Royal Conservatory of Music, Dr. Boyd Neel, to attend a six-week course at the conservatory in Toronto. (E-54141)

and appointed to the staff of the Fleet School, Stadacona.

In addition to the foregoing, the following officers have been confirmed in rank:

Commodore Paul Dalrymple Taylor, serving as commanding officer Niobe and Naval Member of the Canadian Joint Staff (London).

Commodore Harold Victor William Groos, serving as commanding officer Naden and as Commodore RCN Barracks, Esquimalt.

Captain Edgar Sydney MacDermid, serving as Director of Surface and Air Warfare, Naval Headquarters.

Captain Henry Allan Porter, serving as commanding officer *Sussexvale* and Commander Fourth Canadian Escort Squadron.

Captain Leonard Jack Nairn, serving as Assistant Supply Officer in Chief bos'n's power gradually diminished.

Commander William Alexander Manfield, serving as Assistant Director of Naval Organization, Naval Headquarters.

## ROYAL CANADIAN NAVY (RESERVE)

Cdr. W. G. Curry, commanding officer, HMCS *Hunter*, Windsor, Ontario, promoted to the rank of Captain;

Lt.-Cdr. F. H. Morrow, of HMCS *Carleton*, Ottawa, promoted to the rank of Commander;

Lt.-Cdr. Peter Thomas, executive officer, HMCS *Malahat*, Victoria, promoted to the rank of Commander;

Lt.-Cdr. (L) R. G. Wilson, executive officer, HMCS *Star*, Hamilton, promoted to the rank of Commander (L);

Lt.-Cdr. (L) W. H. Johns, of HMCS *York*, Toronto, promoted to the rank of Commander (L);

Surgeon Lt.-Cdr. W. S. Patterson, of HMCS *Cataraqui*, Kingston, promoted to the rank of Surgeon Commander;

Lt.-Cdr. (SB) H. A. Irish, of HMCS *Discovery*, Vancouver, promoted to the rank of Commander (SB).

## Magazine Wins Safety Award

The HMC Dockyard Safety Award Shield, given annually to the Department having the most outstanding safety record of any department in Halifax Dockyard, was presented by Commodore H. G. Burchell, Superintendent, HMC Dockyard, to J. J. Power, officer-in-charge, RCN Magazine, the 1959 winner, at a ceremony held at the Magazine, Bedford, on February 24.

## Last Parade of George V Colour

The King George V Colour of the Royal Canadian Navy was paraded for the last time and transferred to a permanent resting place on the altar of the Church of St. Andrew (Protestant chapel) in *Naden* Sunday morning, February 28.

The Colour was transferred from the *Naden* wardroom to the chapel under an Escort composed of Lt. C. J. Scott, Colour officer; CPO L. Farr; PO John Pringle and PO R. W. Quick.

The order of service was conducted by Chaplain Horatio Todd, Senior Chaplain (P) of the Pacific Command. Among others taking part were Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast; Commodore H. V. W. Groos, Commodore RCN Barracks at *Naden*; Cdr. D. G. Padmore, Executive Officer of *Naden*, and Chaplain I. R. Edwards, Assistant Command Chaplain (P), Pacific Coast.

In March 1925 His Majesty King George V approved the use by the Royal Canadian Navy of the King's Colour.

Upon presentation of the Colour of King George VI to the RCN in 1939, the original King George V Colour was deposited in the wardroom officers' mess of *Naden*.

## Father MacLean Leaves Service

The senior Roman Catholic chaplain for Canada's three armed forces has retired.

He is Right Reverend Ronald MacLean who plans to return to parish duties in Nova Scotia after almost 20 years' service in the Royal Canadian Navy. He has been succeeded by Group Captain L. A. Costello, RCAF.

Monsignor MacLean was born in Boisdale, N.S., on January 24, 1895, and was a parish priest before entering the RCN in October 1940.

During the war he served at various shore establishments, and in July 1946 was appointed to the cruiser *Uganda*, later renamed *Quebec*. In August the following year he was appointed to the cruiser *Ontario*.

Following sea duty, Monsignor MacLean was appointed to *Cornwallis*, where he worked with men entering the Navy, and in September, 1954, he was appointed Command Chaplain (RC) on the staff of the Flag Officer Atlantic Coast.

He was next appointed Chaplain of the Fleet (RC) at Naval Headquarters in June 1957 and in this appointment was the senior Catholic chaplain in the RCN.



The chaplain services of the three armed forces were later merged, and on September 22, 1958, Monsignor MacLean was appointed Chaplain General of the Armed Forces (Roman Catholic). In March, 1959, it pleased His Holiness, Pope John XXIII, to confer the titles of Domestic Prelate and Monsignor on Chaplain MacLean.

### **Radar Suggestion Brings PO \$335.75**

For the second time, a suggestion by PO John K. Wilson, has earned him a cash award from the Suggestion Award Board of the Public Service of Canada.

The board has announced the award of \$335.75 to PO Wilson for his suggestion on modifications to radar magnetrons used by the Royal Canadian Navy. In December, 1959, he was awarded a lesser amount for his suggestion of a carrying rack for a radio unit used by the Navy.

Details of both suggestions were forwarded to the Suggestion Award Board of the Public Service of Canada for assessment and trial by specialists and the ideas were adopted.

PO Wilson was born in Stoney Mountain, Manitoba, and served in the RCNVR from June 1942 to October 1945. He joined the permanent force in August 1947 and was discharged in August 1957. In June of 1958 he entered the Navy for the third time, and is now serving at *Shearwater*.

### **Second World War Stoker Now Officer**

A former chief petty officer, Lawrence Henry Choquette, has been promoted to the rank of Acting Commissioned Engineer Officer in the RCN. He has been appointed to *Shearwater*.

A/Cd. Off. Choquette served in the RCNVR during the Second World War for three years as stoker second class. He joined the regular force at *Donnacoma*, Montreal naval division, on June 3, 1946. He has since served on both coasts and with naval air squadrons at *Shearwater*.

### **Commissioned Rank For Ex-Airman**

Robert Spicer, former CPO, has been promoted to the rank of Acting Commissioned Engineer in the Royal Canadian Navy. He has been appointed to *Naden*.

A/Cd. Off. Spicer joined the RCAF January 18, 1943, and was discharged September 30, 1945. He enlisted in the RCN October 17, 1945, at *Prevost*, London, Ontario, naval division, as an air mechanic.



Rear-Admiral B. R. Spencer, Chief of Naval Technical Services, presented a record of service certificate to Lt.-Cdr. William J. Simpkin (right) who has retired as Director of Fire Fighting. The presentation was made in the Bytown Officers' Mess during a farewell gathering. On the same occasion, Squadron Leader B. G. Quinn presented Lt.-Cdr. Simpkin with a medal on behalf of the fire marshals of the armed forces.

He was commended by the Chief of Naval Staff in June 1955 for "presence of mind" in saving a United States naval aircraft from serious damage while he was serving on loan to the USN. He has since served at *York*, the Toronto naval division, Naval Headquarters, and *Naden*.

### **Cdr. W. Bremner Named CANCOMNEW**

Cdr. William Bremner has been appointed Canadian Naval Commander, Newfoundland, and commanding officer of HMCS *Avalon*, naval establishment in St. John's, effective February 15.

Cdr. Bremner entered the war-time RCNVR in December 1940 and transferred to the permanent force in January 1946.

Before going to Newfoundland he was in charge of the Torpedo Anti-Submarine School at *Stadacona*.

### **Navy's Fire Chief Goes to Pension**

The Royal Canadian Navy's chief "smoke eater" proceeded on retirement leave February 17.

He is Lt.-Cdr. William John Simpkin, who, as Director of Fire Fighting, has been chief of Canada's fifth largest full-time fire department since 1946.

Lt.-Cdr. Simpkin's fire-fighting career started 35 years ago when he joined

the Toronto fire department. For the next 17 years he worked from downtown area fire halls.

When the Nazi blitz raged over the United Kingdom during the Second World War, Lt.-Cdr. Simpkin was one of the trained fire-fighters recruited for the Corps of Canadian Firefighters organized under the Minister of National War Services. In England, one of his war jobs was officer in charge of fire-fighting at Southampton dockyard.

Lt.-Cdr. Simpkin was released to join the RCN and returned to Canada on Christmas day, 1944. He entered as a lieutenant and took up training duties at Naval Headquarters, then went to each command to organize fire protection.

Today the department has 475 men protecting RCN ships, aircraft and buildings in 18 fire halls across Canada. The men are civilian employees who work with 11 RCN officers engaged in fire protection.

Most of the men were inexperienced when recruited and were trained to navy standards. They are now included in a Department of National Defence program covering career planning.

Lt.-Cdr. Simpkin was born in Bradford, Ont., in 1900. He now resides in Russell, Ontario, where he is serving as an elected member of the village trustees. He is also a member of the Lions Club and the Masonic Order.





A group of serving and former naval officers, some of whose careers antedated the beginning of the Royal Canadian Navy, met in Hamilton, Friday, February 19, to mark the year of RCN's Golden Jubilee. Here at the anniversary dinner at the Hamilton and District Officers' Institute are, left to right: Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, the host; Vice-Admiral E. R. Mainguy, Toronto, former Chief of the Naval Staff, Rear-Admiral Walter Hose, Windsor, the RCN's first Chief of the Naval Staff, Rear-Admiral G. L. Stephens, Ottawa, former Chief of Naval Engineering and Construction; Surgeon Commodore Archie McCallum, Toronto, first Medical Director General of the RCN, and Lt.-Cdr. H. J. F. Hibbard, Port Hope, one of the founders of the Royal Canadian Naval Volunteer Reserve. (COND-5629)

### **Dinner Observes 50th Anniversary**

A group of distinguished serving and former naval officers whose careers span the 50-year history of the Royal Canadian Navy met in Hamilton on Friday, February 19, to mark the RCN's Golden Jubilee.

The occasion was a Command dinner given by Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, and the officers of his staff.

Officers attended from cities across Canada and represented the Royal Canadian Navy (Reserve) and its predecessors, the Royal Canadian Naval Reserve and the Royal Naval Volunteer Reserve, and the Women's Royal Canadian Naval Service.

The guest of honour was Rear-Admiral Walter Hose, CBE, RCN (Ret), first officer in the RCN to bear the title Chief of the Naval Staff. Admiral Hose, who was born at sea on October 2, 1875, had served 20 years with the Royal Navy when, in 1911, he was loaned to

the new Canadian Navy, formed May 4, 1910. He transferred to the RCN in 1912 and headed it from 1921 until his retirement in 1934. He now lives just outside Windsor, Ont.

One other former Chief of the Naval Staff also attended the dinner. He was Vice-Admiral E. R. Mainguy, Toronto.

Other senior retired RCN officers included Engineer Rear-Admiral G. L. Stephens, former Chief of Naval Engineering and Construction, of Ottawa, and Surgeon Commodore Archie McCallum, first Medical Director General of the RCN, of Toronto.

Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast, Halifax, was the senior serving regular force officer attending. Others were Commodore C. J. Dillon, Supply Officer-in-Chief, and Commodore A. G. Boulton, Assistant Chief of Naval Staff (Plans), both of Ottawa.

Commodore R. I. Hendy, Senior Naval Officer, Toronto, attended as the senior serving RCN(R) officer.

The naval divisions of the RCN(R) were represented as follows: Cdr. Eric Pinfold, *Cabot*, St. John's, Nfld.; Captain J. W. Goodchild, Commanding Officer, *York*, Toronto; Cdr. W. T. Houghton, Commanding Officer, *Star*, and Cdr. R. G. Wilson, Executive Officer, *Star*, Hamilton; Captain J. R. H. Kirkpatrick, Commanding Officer, *Kitchener Tender*, Kitchener, Ont.; Lt.-Cdr. F. A. L. Bloch-Hansen, *Prevost*, London, Ont.; Captain W. G. Curry, Commanding Officer, *Hunter*, Windsor; and Captain C. R. Frayer, *Chippawa*, Winnipeg.

Also attending were Lt.-Cdr. H. J. F. Hibbard, of Port Hope, Ontario, one of the founders of the Royal Canadian Naval Volunteer Reserve, and Cdr. (W) Isabel Macneil, Halifax, one of the first officers of the WRCNS when it was formed during the Second World War and later senior RCN Wren officer when regular force Wrens were authorized in 1955.

# THE NEW RCN TRADE STRUCTURE FOR AIR

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 for air trades were announced to the Fleet in a general message from Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, in March 1960. The text of the message appears on this page.

## Text of Message to the Fleet

1. "The new trade structure for men of the air trades has been approved by Naval Board and appropriate tri-service authorities.

2. This trade structure, consisting of the following new trades formed from present branches as indicated, will be introduced 1 April, 1960.

- (a) Naval Airman (AM) from Aircraft Control and Safety Equipment;
- (b) Weaponman Air (WA) from Air Ordnance;
- (c) Naval Aircrewman (NA) from Observer's Mate;
- (d) Air Electrical Technician (EA) from Electrical Technician Air;
- (e) Air Electronic Technician (RA) from Radio Technician Air;
- (f) Air Fitters (AF) and Air Riggers (AR) trade groups standard and one remain in these trades;
- (g) Aviation Technicians (AT) from Air Artificers, Plane Technicians and those Air Fitters and Air Riggers trade groups two and three.

3. All men now serving shall transfer to new air trades. All OSNAS serving in *Cornwallis* or *Shearwater* at time of introduction shall be allocated to new air trades by these establishments. All future recruits shall be allocated to new air trades in *Cornwallis*.

4. All men shall retain the rank, trade group and seniority held at the time of introduction of new trade structure for air.

5. All promotion and advancement qualifications attained in present trade structure for air shall be counted as equivalent qualifications in new trade structure where applicable.

6. Men who are in the zone for promotion to the next higher rank at the time of introduction of new trade structure for air will continue to be considered in the zone for promotion in their new trade. 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.

7. Men who are not in the zone for promotion to the next higher rank at the time of introduction of new trade structure for air will be required to obtain the qualifications prescribed for the next higher rank in their new trade.

8. Formal training for men assigned to new trades normally will be given during course for 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 special short courses. Subject to future requirement LMI's with air experience at the *Shearwater* will be considered for selection for future air trade courses.

9. Men qualified 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.

10. This message does not affect RCN(R) personnel.

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 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 for air, 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, air squadrons and establishments;
- (b) the review and revision of all air 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 and air 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 trade of Naval Aircrewman was drafted by an Observer's Mate, an Aircraft Controlman and a Radio Technician Air. 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, e.g., the Electrical Engineer-in-Chief, Director of Naval Aviation, Director of Air Engineering, 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 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 are new trade complements prepared?*

As the main requirement of any complement is to get the job done as efficiently and economically as possible, new trade complements are 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.

## 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.

## 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 FOR AIR.

## 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 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.



## XII

*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?*

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 will be required to meet all the minimum requirements, including trade group 3 in his new trade.

## XIII

*Will service time, trade grouping and other qualifications attained in present rank and trade be recognized in the new trade structure?*

Yes. All such qualifications, where applicable, will be counted as equivalent qualification in the new trade structure for air.

## XIV

*How will the new trades be formed?*

The new air trades will be formed in the following manner:

- (a) All Aircraft Controlmen and Safety Equipment Technicians become NAVAL AIRMEN (AM);
- (b) All Air Ordnancemen become WEAPONMEN AIR (WA);
- (c) All Observer's Mates become NAVAL AIRCREWMEN (NA);
- (d) All Electrical Technicians Air become AIR ELECTRICAL TECHNICIANS (EA);
- (e) All Radio Technicians Air become AIR ELECTRONIC TECHNICIANS (RA);
- (f) All Air Fitters (TGS and 1) and Air Riggers (TGS and 1) remain in these trades;
- (g) All Air Fitters (TG2 and 3) and Air Riggers (TG2 and 3) become AVIATION TECHNICIANS (AT);
- (h) All Plane Technicians and all Air Artificers become AVIATION TECHNICIANS (AT).

## XV

*Will any information be provided concerning the future promotional prospects in each of the new air 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.

## XVI

*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, air squadrons and establishments would be impossible.

## XVII

*Will all men be employed in different jobs immediately after the introduction of the new trade structure?*

No. After the new trade structure for air 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.

## XVIII

*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 the complete functions of their new trades. The capability to do this will be attained progressively through both formal courses and on-the-job training.

## XIX

*Does this mean there will be a long program of conversion courses?*

No. 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, however, it is intended to provide special short courses to increase the capability and effectiveness of certain men transferred to the new trades.

## XX

*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.

## XXI

*Will correspondence courses be available in all air 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 air trades. From these courses, it is intended to prepare trade manuals and, subsequently, these manuals will form the basis of future self-study programs.

## XXII

*What will happen to those men who are qualified TG4 in their present trade?*

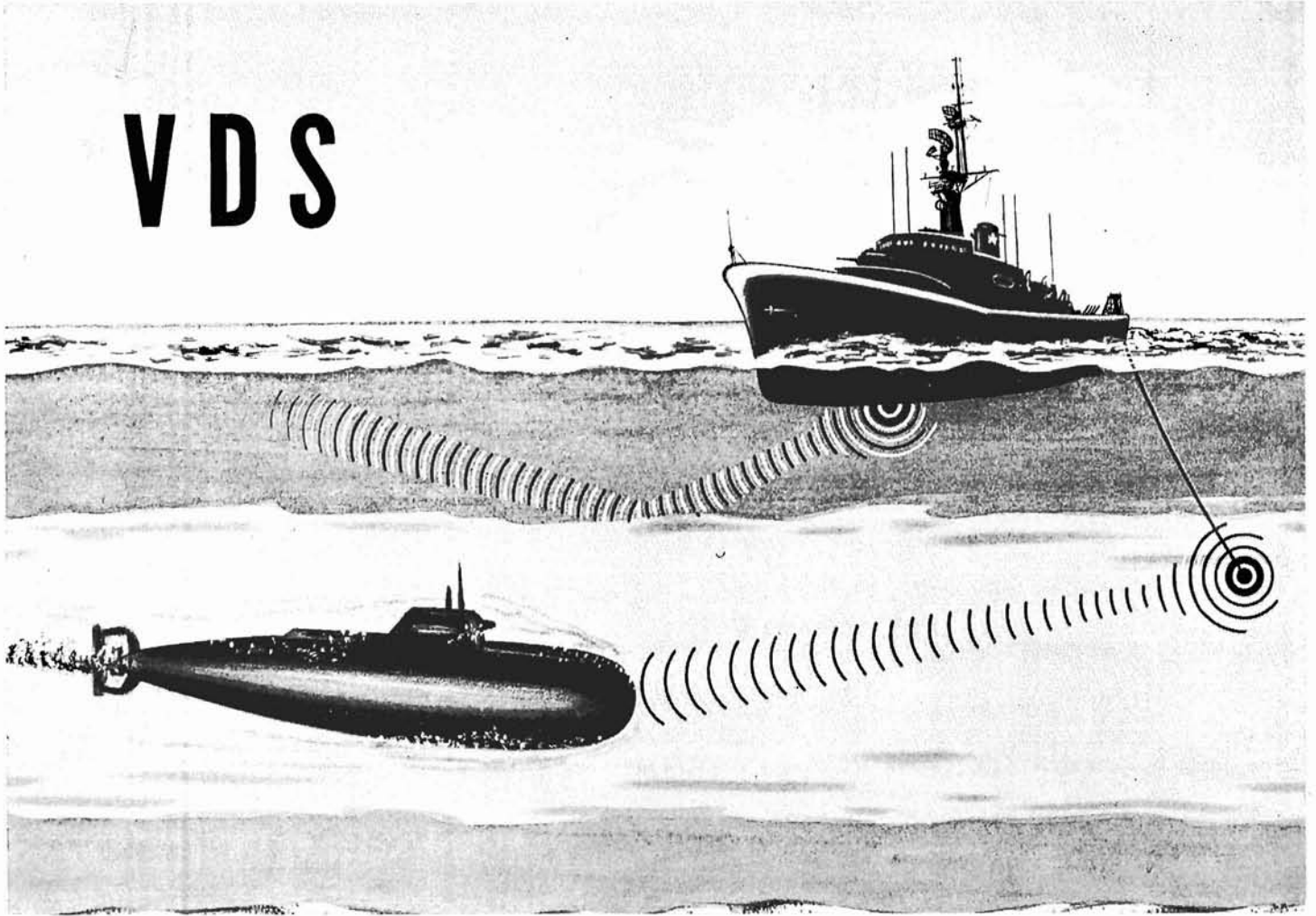
All men qualified TG4 will not be required to re-qualify. Opportunity will be provided, however, for these men to take further formal training in their new trades on a selection basis.

## XXIII

*How will these changes affect men who are close to retiring to pension?*

Men holding trade group 2, 3 or 4 with less than 5 years to serve to pension will not normally be considered for any further formal training and probably will be employed in their present capacity for the remainder of their service.

# VDS



After many years of research and development work, variable depth sonar has reached the point where contracts have been let to manufacturers to produce the gear for RCN warships. Submarines will no longer be able to rely on the protection offered by surface thermal layers which deflect the sonar beam. (CN-6031)

**A** NEW TYPE of sonar that holds promise of being one of the most significant break-throughs in the science of submarine detection in recent years is to be manufactured in Canada for the Royal Canadian Navy, it was announced in March by Hon. G. R. Pearkes, VC, Minister of National Defence.

Called variable depth sonar (VDS), the new system will enable warships to lower sonar gear through the ocean's thermal layers, thereby overcoming submarines' ability to escape detection in or below these temperature strata.

Variable depth sonar is the result of more than ten years' research and development by Defence Research Board scientists of the Naval Research Establishment, Halifax.

The need for a layer-probing sonar first became apparent when German submarines, both by accident and design, made tactical use of thermal layers during the Second World War.

The upper levels of oceans usually contain layers of varying temperature

which form a horizontally uniform pattern many miles in extent. These layers may refract or completely resist penetration by sonar transmissions from hull-mounted sets.

The problem was of particular concern to the RCN because of the presence of such layers off Canada's coasts.

DRB scientists and RCN anti-submarine specialists, working on the project together, discovered the problem could be substantially overcome by placing transducers in or below the layers of varying temperatures.

Applied research and development followed. The result is an equipment consisting essentially of a transducer enclosed in a streamlined body which can be towed at varying depths. The towing cable houses a core of electrical conductors. These transmit signals to

the towing ship's sonar displays and also carry electrical power from the ship to the transducer.

The concept that led to the development of VDS was initiated almost simultaneously in Canada and the United States. Close liaison was maintained with the Royal Navy and United States Navy, which also sought improved detection methods along similar lines. Information was shared throughout by the associated countries, with Canada concentrating on specified possible methods as the other countries explored different but allied techniques.

HMCS *New Liskeard* (coastal escort) was the first ship to be used for experimental trials. Repeated testing and modification resulted in improvement in the equipment's performance, and a more sophisticated version of VDS, built by Canadian firms, was installed in HMCS *Crusader* (destroyer escort). Intensive evaluation produced effective results and the equipment was accepted for service in the RCN.



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# HERE AND THERE IN THE RCN

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PO John C. Fortin, RCN, receives congratulations and a certificate from Captain R. B. Lautzenheiser, USN, executive officer of the U.S. Naval School of Aviation Medicine at Pensacola, Florida, after successfully completing a 16-week course designed to qualify lower deck personnel as assistants to naval surgeons in aviation medicine. PO Fortin is now serving at Stadacona. (USN Photo)



The following message was received by the Commodore Superintendent Atlantic Coast from the Haida on completion of her recent refit: "I would be grateful if you would convey our appreciation to Dockyard personnel for an excellent refit. We are particularly impressed with their co-operation and standard of workmanship. However I regret to inform you that my rabbit hutch is bare." Commodore H. G. Burchell, Commodore Superintendent Atlantic Coast, attempted to rectify this deficiency with a presentation to Commander John Husher, commanding officer, Haida. (HS-60380)



Rear-Admiral R. A. Wright, Naval Comptroller, inspects a guard, paraded in his honour at HMC Dockyard, Esquimalt. Officer of the guard is Lt. Charles McLaughlan. In the background are the Naden band and the headquarters of the Flag Officer Pacific Coast. (E-54222)



CPO E. S. Pratt, who has been the chief petty officer-in-charge of Hamilton Naval Radio Station, has retired after more than 20 years' naval service. He is seen here saying goodbye to Captain R. M. Steele, Chief of Staff to Commanding Officer Naval Divisions, and Lt.-Cdr. M. K. Kelly, Staff Officer (Communications) to COND. CPO Pratt joined the RCNVR at Toronto in August 1939 and served both afloat and ashore during the Second World War. While he was at sea, the ships in which he served sank two U-boats and four Nazi minesweepers. CPO Pratt transferred to the regular force in 1944 and had been serving at COND headquarters since April 30, 1956. (COND-5640)



# AFLOAT AND ASHORE

## PACIFIC COMMAND

### Naval Technical School

The Naval Technical School has taken up the challenge of the new RCN trade structure and has begun the first Trade Group Two qualifying courses for men in the radar plot, sonar and radio trades. An extensive lateral training program, consisting of courses in those trade subjects in which men are lacking when transferred to the new trades, is being conducted for men serving in ships of the Pacific Command.

### HMCS *Jonquiere*

In early January, the *Jonquiere* sailed to spend three weeks in the land of rocks and Christmas trees which has become so familiar to her throughout this commission. Week-end calls were made at Port Alice and Kitimat, B.C., with a short stop at Prince Rupert.

These calls were enjoyed by the ship's company as it gave some relief from ports of call void of everything except wild life. The citizens of Kitimat and Port Alice were most hospitable, arranging tours and entertainment for all on board. Local basketball teams were challenged, but rough seas had taken their toll of the ship's team, resulting in defeat at Kitimat and a win by a narrow margin at Port Alice.

Activities were organized within the ship to help pass the time. Perhaps the most notable of these was a fishing derby held from the ship. It was won by Able Seaman Foster who caught the one and only fish, a two-pound 13-ounce bullhead.

The final week-end, spent at anchor in no-man's-land, was abruptly interrupted when it was discovered that the ship's sick berth attendant, PO MacCoy, required immediate medical attention. The ship weighed anchor and proceeded to a predetermined anchorage to rendezvous with a USCG float plane. Within four hours PO MacCoy was aboard the plane and on his way to hospital.

The ship then weighed anchor and once again the impossible happened (see April '59 issue). Much to the foc'sle party's horror, on sighting the anchor, they discovered that there was only half an anchor, the flukes having remained on the bottom. Undaunted and still



RCN and Canadian Army units joined forces in February for "Operation Hi-Lift" in the Nanaimo area. Thirty soldiers of the Princess Patricia Canadian Light Infantry (based at Victoria) were airlifted from the Nanaimo army camp at Mount Benson region, some 10 miles distant. (E-54151)

having faith in anchors, the ship proceeded to anchor for the remainder of the week-end.

On return to Esquimalt, the *Jonquiere* had steamed 43,258 miles in this commission and, commencing on February 1, began three months in a well-earned refit.

## ATLANTIC COMMAND

### HMCS *Cornwallis*

Early in January a small, but valuable, addition was made to the New Entry Training Syllabus. Entitled a "Tour of Museum and Ships", it provides for a one-day guided tour of the Maritime Museum and at least two ships of the Atlantic Command by New Entries under Training.

The purpose of the tour is not only to give the budding sailors their first view of operational ships but also to acquaint them with the trades and equipment found at sea, to awaken an interest in the Maritime Museum and to stimulate pride of service through an increased knowledge of Naval History.

The tour, which takes place mid-way through the New Entry Training, on Sunday of the eighth week, also provides instruction on the duties of the various trades in the service and assists the new entries in giving their trade preference.

Six divisions made the tour in January and February and it proved to have recreational and instructional value for all of them. The ships toured included three frigates, three Tribal class destroyers and four destroyer escorts. In all cases the new entries evidenced great interest in the ships and the personnel and equipment on them. The ships' companies took the fledgling sailors under their wings and conducted the tours with gusto and enthusiasm. In the Maritime Museum the new entries spent hours browsing among the countless mementoes of the RCN.

Each week the New Entry Division leaves Halifax with a greater knowledge of the men, ships and history of the RCN and with a feeling of the identity with and acceptance by the real Navy. It is felt the tours have resulted in a new entries approaching their training with increased energy and enthusiasm.

### CNAV *Saint Charles*

Six weeks' yeoman service to ships of the RCN Atlantic Fleet ended in early March for CNAV *Saint Charles*.

The ocean tug, whose master is Captain James Bennett, was relieved in Bermuda by a sister tug, the *Saint John*.

The *Saint Charles* had steamed well over 2,000 miles by the time she returned to Halifax. In the Bermuda area since late January, she operated in naval exercises in Bermudian waters as: a target towing vessel by day and night for HMC Ships carrying out surface gunnery practice; a torpedo recovery and sonar exercise vessel for the RCN Helicopter Anti-Submarine Squadron, HS-50, operating from the U.S. Naval Station in the colony; duty tug for berthing, unberthing and moving of ships at Ireland Island, and liberty boat from the Island to Hamilton, as well as supplying the crew to operate the 46-foot yard craft also used for this purpose.

The *Saint Charles* was a familiar sight in St. George, the stepping off port for the most frequently used exercise areas. She carries a crew of 21 civilian employees of the Navy, with merchant marine ranks.

Her successor in Bermuda, the *Saint John*, is commanded by Captain Randall Domine. The tugs are 840 tons, 152 feet long, of a new design produced in the RCN building program of the last decade.

Other civilian-manned vessels of the RCN present during the RCN winter exercises included CNAVs *Bluethroat*, *New Liskeard* and *Sackville*, all from Halifax. The first-named was minelaying and diving depot ship for the First Canadian Minesweeping Squadron from February 10 to 25; the latter two are naval research vessels.

### HMCS *Shearwater*

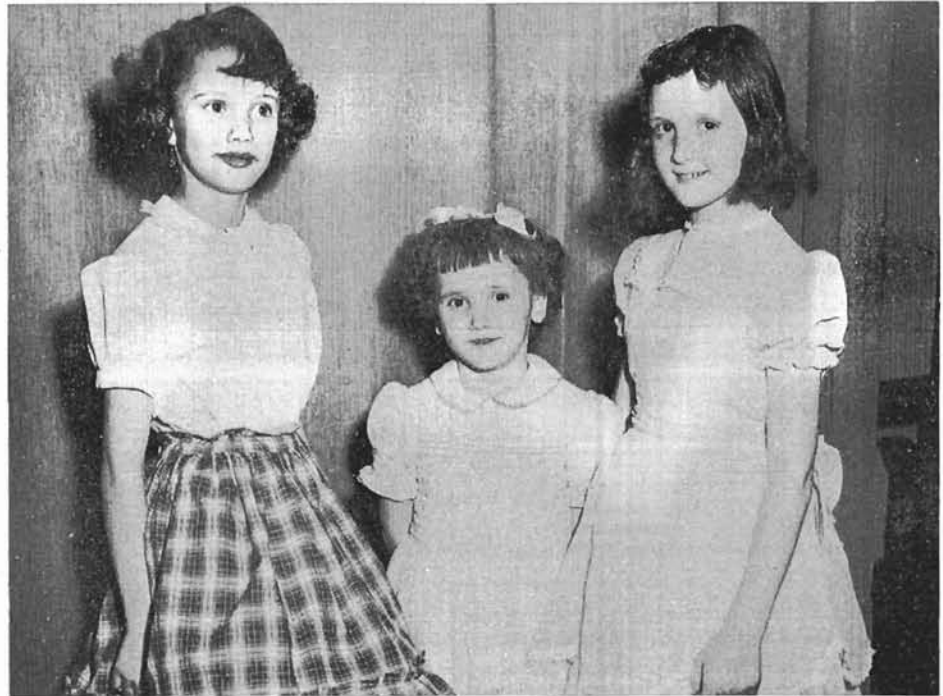
The *Shearwater* band embarked in ships of the Seventh Canadian Escort Squadron for Bermuda to take part in the winter exercises in those waters. The musicians were attached to the mobile repair ship *Cape Scott*.

The 33-piece band was formed in March 1956. A 16-piece dance orchestra, and two smaller groups for dinners or social functions are included in it.

Since its inception, the band has performed at many functions in the eastern provinces of Canada and in the United States. Most notable of these was the visit of Her Majesty the Queen to Canada in 1957. In conjunction with this event, the members of the band travelled to New York City to play for Her Majesty during her inspection of



Superintendent H. A. Larsen, RCMP (Ret.), shows Ordinary Seamen Harold Larson and George Picco a picture of the first two ships to circumnavigate the North American continent—HMCS *Labrador* and the little RCMP patrol ship *St. Roch*, the latter of which he commanded on two journeys through the North West Passage. The picture was taken during a tour of the Maritime Museum, Halifax, by new entries from Cornwallis. (DB-13669)



The youngest children in the winners' group at the talent show, held for the benefit of the Minor Hockey Club at Shannon Park, were left to right, Sonja Swanson, 9, piano soloist, daughter of CPO and Mrs. Harry Swanson; Deborah Blaney, 6, vocalist, daughter of CPO and Mrs. E. H. Blaney; and her sister Eva, 8, also a vocalist. (HS-60139)

the British Legion at the Seventh Regiment Armouries. They also took part in ceremonies during the visit of Princess Margaret to Canada in 1958.

In 1959 the band travelled over 4,000 miles, playing at 103 public and service engagements before audiences of more than 80,000 people, as well as untold

numbers of television viewers during this time. Other engagements included participation in ceremonies during the presentation of the Queen's Colour in 1959; a band concert during "Canada Week" at Boston, Mass., which was sponsored by the State of Massachusetts, and appearances at various county and town fairs in the maritime provinces.

The band is directed by CPO William Stitt, a native of Toronto. He attended Danforth Technical College and Humber-side Collegiate.

Joining the Navy in July, 1942, as a second class stoker, he was transferred a few days later to bandsman.

CPO Stitt has served in naval establishments on both coasts as well as the interior and has held the positions of bandmaster in the *Magnificent, Cornwallis* and *Shearwater* and has been assistant bandmaster at *Stadacona*. He qualified as bandmaster at the RCN School of Music in 1953 and in 1956 became a Licentiate of the Royal Academy of Music in London, England.

CPO Stitt makes his home at Oyster Pond, Nova Scotia.

### Leadership School

On February 19 two courses completed training in the Leadership School at *Cornwallis*. They were No. 53 Offi-

cers' Divisional Course and No. 106 Petty Officers' Second Class Leadership Course, who had been at the school since January 11.

There was great rivalry between the two courses in the many sporting events in which they participated. No. 106 course led in all events until the final week when No. 53 course won a swimming tabloid on aggregate points, thereby breaking the undefeated run of the petty officers' course.

No records were broken on the assault course by either group, but Cd. Off. Gordon Copp had the misfortune to break a finger when he slipped in the deep snow. The slow times on the assault course were in part due to the fact that there was a covering of about a foot of snow.

Two Lieutenants' Qualifying courses completed two weeks' training in the school recently. They were Foxtrot and Golf groups, which have now returned to *Stadacona* for pre-sea training. Included in Foxtrot course were three ensigns of the Belgian Navy.

Two new courses are under training in the school. They are No. 107 Chief and Petty Officers' Course and No. 108 Petty Officers Second Class course.

### Shannon Park

In order to raise funds for the hard working Minor Hockey Club, a talent

show was held in Shannon School, with no less than 55 acts entered in the program, including instrumentals, solo and vocal groups.

Judges Prof. Harold Hamer, Chaplain (P) W. W. LeVatte and Rev. Father R. Pelleleier, found it hard to choose only nine winners. In the older group of vocalists the judges, working on the point system, found they had five acts with equal points.

After a great deal of deliberation, they decided upon the following prize winners:

Deborah Blaney, Eva Blaney, Sonja Swanson, Dorothy Gale, Phillip Wagner, Gail Crane, Jacqueline Winch, Nancy Brimicombe, Susanne Blaney, Margaret Jones, Maureen Jones, Brenda James and Joseph Suttle.

During intermission, fudge, donated by the mothers of the hockey players, was sold and entertainment was provided by a group of eight small folk-dancers who are pupils of the Joyda Parry Dancing School, under the direction of L. Roy Mavor.

The grand finale of the evening—the performance waited for by all—was a breathtaking (?) song routine by Mrs. Kenny Wallace, Mrs. Lois McQuestin, Mrs. Joyce Currie and Mrs. Phyllis McConnell. In spite of their efforts, the sum of \$98.80 was realized for hockey.

The *Shearwater* band, under the direction of CPO W. C. Stitt, embarked in February in ships of the Seventh Escort Squadron departing for the Bermuda area to take part in winter exercises. The band was attached to the mobile repair ship *Cape Scott* while at Bermuda. (DNS-25195)





# NUCLEAR SUBMARINES MAJOR NATO WORRY

"... One of the major problems that the U.S. Navy, and the rest of the Navies in NATO, faces is how best to be ready for the day when we are opposed by great numbers of nuclear-powered submarines."

ON FEBRUARY 29, more than 500 military and civilian leaders, including ambassadors from NATO countries, met at Norfolk, Virginia, to say goodbye to Admiral Jerauld Wright, USN, who was stepping down after having been NATO's Supreme Allied Commander Atlantic for six years, and to welcome his successor, Admiral Robert L. Dennison. SACLANT is also Commander-in-Chief U.S. Atlantic Fleet and Commander of Chief U.S. Atlantic.

At the request of the *Army Navy Air Force Journal*, published in Washington, Admiral Wright prepared a farewell despatch, which appeared in the March 5 issue. The first paragraph above is quoted from Admiral Wright's article.

Two of the most important developments of the past ten years, according to Admiral Wright, were the trend to construction of nuclear-powered submarines and ships—"A transition greater than from sail to steam"—and the maintenance of a huge, modern submarine force by the Soviet Union. NATO, at the same time, found itself with decreasing numbers of naval and airforce for Atlantic defence and had to compensate for this by working to make available units as strong as possible.

"Since 1954 we have held over 70 training exercises in the Allied Command Atlantic. Almost every one of these included anti-submarine warfare operations. We have been molding our forces to insure that we will be able to preserve the connecting sea links which make possible a unified defence of our alliance."

## Good Ship Naden Off to Orient

If a few familiar landmarks have been missing around Esquimalt the explanation can be found in a headline which appeared in early February in an Ontario daily:

*"Caledonia Cadet To Sail  
Pacific on HMCS Naden"*

The story which accompanied the headline said the Sea Cadet in question "left by train Sunday night for the west coast where he will board HMCS Naden, at Vancouver Island, for a three months western Pacific cruise."



Admiral Jerauld Wright, USN, who has retired after six years as Supreme Allied Commander Atlantic. (SACLANT Photo)

Great progress has been made, according to Admiral Wright, in standardization of tactics, communications, equipment etc., in the strengthening of the command organization and in the exchange of military and research information. "While the abilities of some of the NATO nations to maintain large military forces may be limited by their economies, each can contribute greatly by providing its best scientific research talent."

Admiral Wright points up what he considers one of the main problems:

"Basically, all of the western nations have the same trouble: How to maintain a stable, expanding national economy and at the same time maintain defence forces that will not only serve as a deterrent to aggression, but also be strong enough to ensure victory in the event of war, global or otherwise . . .

"In the past six years I have observed within the 15 NATO nations an increasing awareness that we must be prepared to defend the Atlantic sea lanes,

for if they were lost to us, the Alliance would be destructively separated. . . .

"We are entering a critical period in the history of the free world, and, particularly, NATO. I leave the military organization of NATO and the U.S. Navy with optimistic hopes that the important of the Atlantic and of sea power to defend it will continue to be foremost in the minds of our political leaders in the 15 NATO nations."

## LONGER CAREERS FOR U.K. OFFICERS

Officers retiring from the armed forces of Great Britain are likely to have a few more grey hairs in the future—simply because they will be going on pension at a more advanced age.

On the other hand, there will be more officers than now retiring at a younger age.

The changes that bring this about were announced in the British House of Commons in early February in the following statement by the Minister of Defence:

"In November 1958 the Government put in hand an examination of the officer career structure in the services, following a recommendation of the advisory committee on recruiting that officers should be given the choice of retirement before 40, when their resettlement problems would be least, or employment until 60 or so.

"This examination has now been completed and I am glad to be able to inform the House that all three services will be able to go a long way towards meeting this need.

"The Army and RAF are introducing entirely new career structures which will mean that, generally speaking, officers other than those on short service commissions will be offered a career to at least 55 or, alternatively, the opportunity to retire with a pension at 37 or so.

"The Royal Navy has already introduced a career structure which gives a career until at least 50 to lieutenant-commanders on the General List, and to later ages to officers of higher rank. This will continue.

"These changes will, of course, have to be introduced gradually and it will not be possible to offer the new terms to all officers now serving.

"There will be an entirely new code of retired pay to match the new career structures. . .

"The Government believes that this is a necessary and major reform of great importance, and one which will have a significant effect on the attractiveness of the services as a profession."

# WELLAND CANAL'S STORY

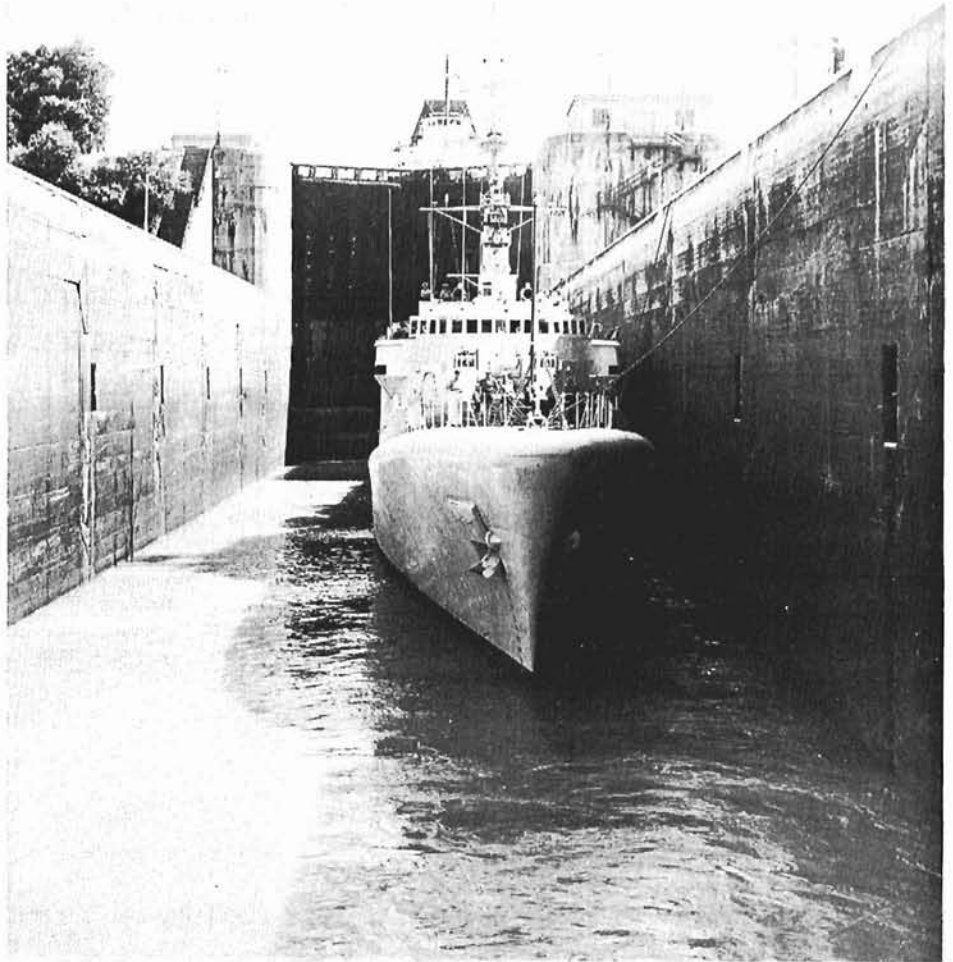
THE WELLAND CANAL became part of the St. Lawrence Seaway and was transferred from the Canals Branch of the Department of Transport to the St. Lawrence Seaway Authority on April 1, 1959. It may be regarded as the first portion of the Seaway to be constructed. It connects two of the Great Lakes and forms an integral part of the recently completed deep waterway, providing facilities for large lakers and ocean navigation between Montreal and the head of the Lakes.

As the Welland Ship Canal, it was officially opened on August 6, 1932, by the Earl of Bessborough, then Governor-General, in ceremonies at the north end of the flight of three locks, Nos. 4, 5 and 6. These overcome the difference in level created by the Niagara escarpment. Rt. Hon. R. B. Bennett (later Viscount Bennett) was Canada's Prime Minister and the Minister of Railways and Canals was Rt. Hon. R. J. Manion. The British Empire Economic Conference was in session at the time at Ottawa and present at the official opening were representatives of the various Dominions and other British entities attending the Conference.

As Lord Bessborough turned a lever that raised a fender protecting the gates of the east chamber of Lock 6, the SS *Lemoine*, then the largest freighter on the Great Lakes, entered the lock downbound. On that occasion she carried 530,000 bushels of wheat. She is 633 feet long and has a beam of 70 feet and was sailing on a draught of 19 feet, six inches.

The present Welland Canal is the fourth constructed as a means of overcoming the obstacle to navigation presented by the rapids and falls of the Niagara River. Figuratively, these canals permitted ships to "climb Niagara Falls". The world-renowned falls were apparently first reported upon by the explorer Etienne Brule in 1616 or 1617 and shown on Samuel de Champlain's map of 1632.

By order of the International Joint Commission, the level of Lake Ontario is to be maintained between 244 and 248 feet above sea level as near as may be; the levels of Lake Erie vary in nature between 569 and 575 feet above



Steaming down the giant staircase that is the Welland Canal, HMCS Gatineau is seen in Lock 5, en route to Halifax following her Royal Tour duties. A huge freighter awaits her turn in the lock above. (COND-5335)

sea level. The difference in level overcome by the Welland Canal is generally expressed as 327 feet.

The present canal is 27.6 miles long, has eight locks and its alignment is almost exactly North and South. The Lake Ontario or northern entrance is at Port Weller and the Lake Erie entrance is located at Port Colborne.

The successive Welland canals were:

*First Canal*—40 wooden locks, 110 feet long, 22 feet wide, eight feet of water over sills, completed 1829.

*Second Canal*—27 cut-stone locks, 150' by 26½ by 9', completed 1845.

*Third Canal*—26 cut-stone locks, 270' by 45' by 14', completed 1887.

*Welland Ship Canal*—Eight concrete locks, six of dimensions 859' by 80' and 30 feet of water over sills, completed 1932. (One lock is 865 feet long and Lock No. 8 at the Lake Erie end of the Canal is 1,380 feet in length).

Inside useable length, between breast-wall and upper gate fender of locks is usually expressed as 765 feet. Lifts vary from 43.7 to 47.9 feet, except at Lock No. 8 where the lift is a maximum of 12 feet, applicable only under special conditions on Lake Erie.

Locks 4, 5 and 6 are twin locks in flight and permit uninterrupted passage of upbound and downbound traffic.

When the construction of the St. Lawrence Seaway was begun in 1954, the available governing depth of the Welland Ship Canal was 25 feet throughout.

Work undertaken by the St. Lawrence Seaway Authority has resulted in a governing depth of water of 27 feet throughout.

Port Dalhousie is still in operation as a port, together with Lock No. 1 of the Third Canal, by means of which vessels may enter the reach that has been common to the Second and Third Canals.—*Canadian Weekly Bulletin*, Department of External Affairs.

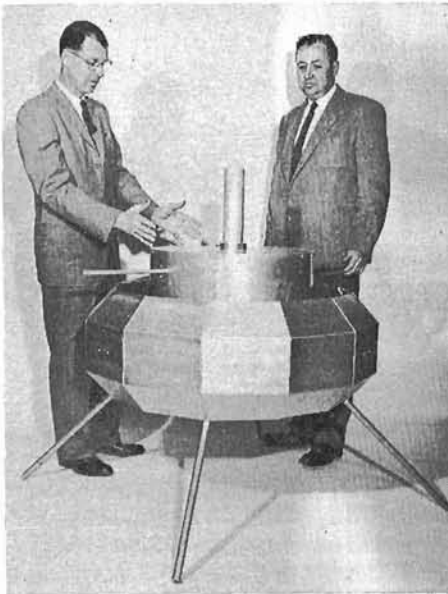
# CANADA'S FIRST SATELLITE

SOMETIME in November, 1961, a multi-million dollar Thor-Delta rocket is slated to blast off from Vandenberg Air Force Base in California, carrying with it Canada's first bid in space research.

If all goes according to plan, the three-stage rocket will end its flight 700 miles up, and, at a speed of about 18,000 miles per hour, will put into orbit a 200-pound Canadian satellite which will circle the earth every 90 minutes.

The satellite will follow a 70-degree polar orbit, will be 42 inches in diameter, and will be equipped with solar batteries and transistors to operate complex equipment designed to run for a year. While the equipment may cease to operate after a year, the satellite could orbit "forever." A polar orbit is preferred to ensure that its path will lie over Canada.

Scientists at the Defence Research Telecommunications Establishment are now building equipment for the satellite which, in effect, will be the first radar base in space. Actually, four satellites will be built, one for ground-level tests, another to be tested as a prototype and two at the launching site to provide a reasonable assurance of a successful experiment.



R. Keith Brown, left, in charge of the Defence Research Telecommunications Establishment group at Ottawa which is constructing a satellite with instrumentation to sound the ionosphere's top levels, discusses an antenna problem with Dr. R. C. Langille, superintendent of DRTE's Electronics Laboratory. Long ionosphere-probing antennas will be fitted to the DRB satellite, which will resemble this aluminum mock-up.

The project is not classified, no secret equipment will be included, and any findings will be made available to any nation interested.

In appearance the satellite will be unique. Two 30-foot antennas—the longest used on any satellite to date—will project from its side. Five shorter antennas will also be projected from the hull. The hull will be of aluminum and fibreglass, and will be nearly round in shape, girded by banks of solar cells.

In operation the satellite will provide a "sweep frequency top-side sounding technique" to probe the upper levels of the ionosphere. In other words, the radio frequency will be such that the waves will penetrate the ionosphere from above. Transmitted from the earth, such waves are lost in space.

This, according to Dr. G. H. Chapman, deputy chief superintendent of the establishment, is the "natural outgrowth" of research which Canada has been conducting for years. The satellite is "another technique" to conduct studies similar to experiments using ground-based radar units which have aided study of the dense reflecting layer of the ionosphere from below.

Canadian studies are primarily directed to determining the extent and nature of the ionosphere as it effects radio communications.

The satellite will record fundamental scientific information about the structure of the upper ionosphere by using a radio sounder above the ionized layers. It will also provide information on galactic noises, which are the radio signals emanating from the stars and dust and hydrogen clouds of the Milky Way.

Once in orbit, the satellite will send its information to five receiving stations in Canada. The U.S. National Aeronautics and Space Administration (NASA), which will provide high altitude sounding rockets and launching services to test the prototype payload, will also be responsible for ground receiving stations outside Canada.

As the satellite nears a receiving station, its transmitting equipment will be turned on by radio, and as the satellite passes out of range its equipment will be turned off to conserve power. The process will be repeated by the next station.

Dr. Chapman told an Ottawa press conference that all data concerning operation of the satellite will be made available before launching, and if the power supply is sufficient, other nations will be invited to operate it.

Soundings obtained when the satellite passes over the northern auroral zone will be of particular interest to Canada because of the special communications problems existing in high latitudes and Arctic regions during auroral disturbances. Canada, also, is the only nation with area on both sides of the auroral belt.

Defence Research Board officials said the close association of their scientists with their NASA colleagues is a dramatic example of international collaboration in space science which undoubtedly will be extended in the future. An official said that the U.S.A. in particular has made clear its desire to extend this form of co-operation to other nations, and added that the United Kingdom is now planning similar joint space probes.

Ionospheric studies have been of great interest to the Royal Canadian Navy for many years, bearing as they do on problems affecting radio communication and navigation.—D.C.L.

## Lost Day Promises Bachelors Freedom

The question is this: Will the spinners of Canada be obliged, under the rules of the game, to give up their Leap Year pursuit of the bachelors serving in three Canadian destroyer escorts?

What makes Leap Year what it is and reverses the roles of pursuer and pursued is that extra day, February 29, tucked in between the 28th and March 1.

Heading westward across the Pacific on their operational cruise to Japan and Hong Kong, HMC Ships *Saguenay*, *Ottawa* and *St. Laurent* reached the International Date Line on February 28 and—wham—it was March 1. No February 29. No Leap Year Day. No peril for the shy bachelors among the 630 officers and men on board the ships.

On their homeward journey in April, the ships will gain back a day, but it won't be the one they lost. Unless the Judge Advocate of the Fleet rules otherwise, the bachelors can breathe easily for another four years and the girls can go back to their spinning wheels.



# THE NAVY PLAYS

## **Basketball Title Goes to Cornwallis**

The *Cornwallis* Cougars defeated a strong 5th Escort Squadron challenge to win the Atlantic Command basketball trophy. The three teams representing the 5th, 7th and 3rd Escort Squadrons provided the toughest sea-going challenge for a number of years. Establishments represented were *Stadacona*, *Shearwater* and *Cornwallis*.

*Cornwallis* defeated the *Shearwater* Flyers 49-42 and the *Stadacona* Sailors 56-37 to meet the Escort team which triumphed 84-22 over the 7th Escort Squadron and 101-16 over the 3rd Escort Squadron.

In the final the more experienced 5th Escort team took a 25-15 lead but could not hold on as the eager Cougars caught and passed them and finally went on to win 52-41.

## **Command Rugby Team Rallies**

After losing to *Venture* and Royal Roads in their first two fixtures the Pacific Command Rugby team won the last three games.

The first success was a 12-3 win against *Naden's* Technical Apprentices and in a return match the Navy fifteen beat the Apprentices 9-5.

Their latest triumph was a 14-6 win over Victoria University.

The Apprentice team started from scratch, as far as experience was concerned, and for the early part of the season at least are relying on conditioning. To date, they have played one game against *Venture* and they lost 20-0.

## **Navy-UNB Tied In Swimming**

*Cornwallis* was host to the Nova Scotia Senior Amateur Swimming and Diving Championships in February and Navy and University of New Brunswick tied for first place in the men's events at 67 points apiece.

Halifax YMCA held 45 points, followed by Acadia University with 50.

Mike Bidnock and Larry Uwins were the big guns for Navy, winning four events between them and aiding in the 400-metre free style relay win over UNB. They took five of the Navy's seven firsts.



Peggy Mahon, representing the YWCA, Halifax, and PO Mike Bidnock, Navy, won the diving championships in their divisions at the Nova Scotia Amateur Swimming and Diving Championships at Cornwallis in mid-February. (DB-13637)

UNB's Herb Milton won two events and was anchor man in the 400-metre medley relay which UNB won.

Ted Taylor of Acadia cut down the 50-metre back stroke record from 38.8 seconds to 37.6 seconds. Herb Milton of UNB chopped the 100-metre breast stroke record from 1 minute 27.4 seconds to 1 minute 25.9 seconds.

Halifax "Y" women won every event for the women's trophy with a total of 65 points. UNB held second place with 25 points followed by Acadia with 21 and Air Force with 10.

## **Royal Roads Wins College Crown**

The Claxton Cup is once again in the Royal Roads trophy case after a three-year stay in eastern Canada.

The trophy is emblematic of team supremacy in the annual "little Olympics" Royal Military College, College Militaire Royal, and Royal Roads.

The Royal Roads athletes climaxed the two-day meet by winning six of

nine swimming events to finish with 19 points for the five major events, a six-point edge over RMC and CMR, tied with 13 points.

Top individual honours for the meet also went to Royal Roads as Cadet Squadron Leader L. T. C. East was named winner of the Marshall Trophy as the contestant best combining outstanding sportsmanship and athletic ability.

Trophies were presented at the tournament ball at Royal Roads by Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast.

In other Saturday competition, CMR won the final water polo games, defeating RMC 13-1, and Royal Roads scored a 57-45 basketball victory over RMC, winner of the Claxton Trophy last year.

## **Navy Curlers Easy Winners of 'Spiel**

Navy Curlers made a clean sweep of the 1960 Tri-Service Bonspiel held at Comox, B.C., by winning the first three

places of the 12-rink draw. Navy's final total was 266 points and the host Air Force was the closest rival with 185 points.

Skip PO Norm Richardson with CPO Pete Loverick, Ldg. Sea. Dave Weidman and Ldg. Sea. Tray Trinder won the "A" section undefeated. The "B" section winner was a Navy rink skipped by Sgt. Gordon McKay with CPO Howie Ward, Surg. Lt. G. Woodall and Surg. Lt.-Cdr. C. West. This rink won the "B" section with only one loss. The rink of CPO Harvéy Day (Skip) Dick Austin; PO Reg Chambers and CPO John Davies placed third. The other Navy rink of PO Roy Hogan, PO Al Morrow, PO Tim Phillips and Ldg. Sea. D. Sutton won three and lost two.

### **Sea Legs Prove No Handicap**

"How do they practise at sea?" cried a rueful Army as HMC Ships edged Garrison 21-19 to take the Tri-Service Badminton Championship.

In third place with 14 points was *Shearwater* while the RCAF's Maritime Air Command and the Army's Camp Gagetown team shared fourth place with a three-point total.

Army was host this year at its Windsor Park courts.

To win the crown Ships put together 11 points in the doubles and 10 in the singles. Garrison got eight in doubles and 11 in singles.

Members of the winning squad were Lt. Vic Fast, *Athabaskan*; Lt.-Cdr. Ron Heath, *Athabaskan*; CPO Hal Jackson, *Crescent*; PO John Petter, *Stadacona*; AB John Dunn, *Algonquin* and Ord. Sea. Jim Steetley, *Bonaventure*.

### **Navy Team Wins Victoria Title**

For the second consecutive year the Navy's Victoria Commercial Hockey entry won the league championship with 10 wins and only one loss. This was also the second consecutive year that Navy only lost one game in league play.

Ldg. Sea. Neil Standley repeated as the league high scorer but shared the honours this year with line mate Ldg. Sea. Johnny Bond; both had 23 points. AB Cliff Uhren placed third, followed by AB John Morris, Ldg. Sea. Joe Tanner. PO "Art" Morton took league honours for the goal tender with the best goal average.

Navy won the first round of the play-offs with a lopsided 11-1 victory over the Vics when high scoring Standley



A cartoonist's comment on the perils of jetty-side volleyball in Bermuda. (CT-0132)

went on a rampage and scored six of the 11 goals.

They then defeated second place Pattersons 7-1 and 6-4 in a two game total point series. From this triumph they went on to defend the Coy Cup (emblematic of the Vancouver Island champions), which Navy won from Nanaimo last season, but the up-Island team proved too much and Navy lost the series in three straight games by scores of 9-6, 5-4 and 4-2.

### **Halifax Navy Wins Playdown Series**

Halifax Navy downed Springhill 7-4 in mid-March to win the best-of-three Intermediate Hockey playdown series in two straight games.

MacDougall led the sailors with two goals while singles went to McAfee, Briard, Alantivne, Weber and Fisher.

O'Brien scored twice for Springhill, Hayden and Thompson shot the other two goals.

### **Volleyball Played On Bermuda Jetty**

Despite primitive athletic facilities at the RCN's temporary winter operations base in Bermuda, Canadian sailors engaged in a number of sports.

Chief activities were volleyball, for which two courts were laid out on the dockyard jetty where the *Cape Scott*

was berthed, and softball on the two diamonds on the Boaz Island playing field two miles away.

Softball drew 800 competitors into 55 games and 400 played volleyball in two six-team knockout series and three four-team knockouts. The courts, being handy to ships alongside, enjoyed countless "pick up" games as well.

In addition, a horseshoe pitch was active on the jetty side and there was swimming from various island beaches, as well as golf and tennis. Fishing was also very popular.

### **Inter-Service Hoop Title Won by Navy**

The RCN Pacific Command's "A" Basketball team outclassed all opposition and walked off with the 1959-60 Tri-Service Basketball Championships in March. Army placed second followed by Air Force and RCN "B".

In the opener the RCN "A" squad trounced RCAF Comox, 89-36. In this contest Ldg. Sea. Lloyd Henderson (coach of the RCN Junior Team) outscored the opposition, running up a total of 43 points. In the second game RCN "A" beat out RCN "B" 85-38. The final RCN victory was a 73-37 win over RCSME from Chilliwack.

The winning team included: Ldg. Sea. Lloyd Henderson, Ldg. Sea. Gerry Vowles, AB Martin Tomeczek, AB Syd Price, AB Dave Gray, AB Dick Mills, AB Dick Austin, AB Les Lane.

# THE DUTCH AND THE SNORKEL

IT HAS BEEN remarked in these pages that the "snort", "schnorkel" or "snorkel", as it is variously called, was a Dutch invention. Now at hand is a book, honouring the Netherlands United Shipbuilding Bureaux Ltd. on its 25th anniversary, in which it is pointed out that submarines of the Royal Netherlands Navy were "snorting" before the Second World War.

A handsomely bound and printed presentation volume, "The Job and the Tools", by Hubert V. Quispel, managing director of the Netherlands Technical Nautical and Aeronautical Institute, deals with the operational history of the Netherlands navy during the Second World War and the accomplishments of Dutch naval shipbuilders.

The writer refers to the invention by a Netherlands naval officer of the "snort", with which all Dutch submarines from O-19 onwards were originally fitted but which "in spite of its manifest usefulness, remained in obscurity until the Germans, claiming it as their invention, introduced it into U-boats."

The author continues:

"Thanks to this periscope-like device, Netherlands submarines, even before the war, could keep their air-greedy diesel engines running with the boat trimmed and its superstructure completely submerged and with all hatches closed. The way in which Allied submarines operated during the war did not present much opportunity for the use of this effective method of air supply; it was accordingly dismantled on the Netherlands boats to save weight.

"When the Germans unfortunately discovered snort plans and drawings in occupied Netherlands, they were quick to appreciate its value. Thanks to the snorts, U-boats in their patrol areas had no need to surface to charge their batteries. Benefiting greatly by this unappreciated Netherlands invention, they gave it the Teutonic name of 'schnorkel' and with that created the erroneous belief that it was a true German invention."

Although the Dutch device went unappreciated during the Second World War, it has since become standard equipment in all diesel-powered submarines—which means the vast majority of submarines in service today. Its value will diminish once the so-called conventional submarine is replaced by the nuclear-powered variety.

## BOOKS for the SAILOR

Among those who do not foresee the disappearance of the conventional submarine for some time to come is the First Sea Lord, Admiral Sir Charles Lambe, who said during a press conference in England on February 17:

"If anybody were to ask me whether I would like to have all our submarine fleet nuclear submarines now, on the wild assumption that we could afford it, I do not think I would say 'yes' at this stage . . . I believe there is a long future yet for the conventionally-propelled submarine, particularly because of its high, silent, underwater speed."

## The 200 Years of HMS Victory

CEREMONIES at Chatham Dockyard, England, in 1959 marked the bicentenary of the laying-down of HMS *Victory*, the fifth naval vessel to bear the illustrious name. After a foreword giving details of earlier ships Kenneth Fenwick's comprehensive biography takes the reader from that sunny July morning in Annus Mirabilis, the "Wonderful Year" of 1759, up to the present day when the old ship has found her final resting place, well bedded-down on a stone base at Portsmouth.

The name *Victory* is inseparably linked with Nelson and much has been written concerning the years, culminating in the Battle of Trafalgar, that she wore the famous admiral's flag. Though the retelling (which is done well) of this period takes up about one-third of the book) the author, from the start, transmits his enthusiasm for the ship herself in her many other campaigns; apart from such engagements as the Battle of St. Vincent, at which the *Victory* was the flagship of Jervis, the activities of Hood off Toulon in the French Revolution, Saumarez in the Baltic from 1808

to 1812, and the evacuation of the British Army from Corunna during the Peninsular War, make particularly interesting reading.

Mr. Fenwick also gives many details of ship construction, alterations and additions, etc, all of which combined with stories of personalities, anecdotes of day-to-day happenings on board, breathe life into history. Among the many facts recorded the welcome news that the *Victory* in her later days, has won the battle against the death-watch beetle, which it was feared, at one time, would destroy her.

Much research has obviously gone into the preparation of this well-illustrated book which is recommended not only for the historian but for all those who enjoy a good story of the sea.—J.D.F.K.

HMS VICTORY, by Kenneth Fenwick, British Book Service (Canada) Ltd., Kingwood House, 1068 Broadway Ave., Toronto 6; 369 pages, illustrated; \$7.

### Publications Still Sought

An excellent response has been reported by C. H. Stewart, librarian of the Department of National Defence Library, to the request in *The Crowsnest* for back copies of non-official naval publications.

However, the following are still required:

*The Log* (Royal Roads), volumes 1 to 4, up to 1943, and volume 6, number 1, and volumes 7 and 8, 1947-49;

*White Twist*, issues for 1949, 1953, 1955, 1956, 1958 and 1959, and

*The Telescope*, volume 1, numbers 2-7 inclusive, and volume 2, numbers 2 and 3—in other words, all but the first number of each volume.

### LETTER OF THANKS

Miss Myriam de la Potterie, of Antwerp, Belgium, has written to the editor to express her thanks to the anonymous donor of a subscription to *The Crowsnest*. Miss de la Potterie was a member of the reception committee which greeted Canadian sailors at Antwerp last fall.



# 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.

BARKER, William R. .... P1ER4  
 BARTON, Kenneth F. .... P2LT3  
 BAYNE, Robert H. .... LSLT2  
 BELL, Grant W. .... LSFC2  
 BOTTEN, Herbert C. .... C1BD4  
 BRITNELL, Eric W. .... LSLT2  
 BRO, Peter F. .... P2SN2  
 BURLOCK, Ernest E. .... C2LT4

CHALMERS, Thomas .... P2EM2  
 CHURA, Bud .... LSAP2  
 COOK, George K. .... LSRP2  
 CRAIG, Herbert .... LSSN2

DETTWILER, Jean-Pierre A. . . . LSLT2  
 DICKINSON, Peter .... C2RP4  
 DONCASTER, William A. .... C2ER4  
 DOUCETT, Joseph P. .... C1HT4  
 DOWNEY, Charles L. .... P2FC3  
 DUNSMUIR, Robert C. .... LSEM1

EAGLES, Stanley W. .... LSAP2  
 EVERSON, William E. .... LSEM2

FERGUSON, Lloyd R. .... P2BN3  
 FREEMAN, Manfred A. .... C2LT4

GAGNON, Normand J. .... LSEM1  
 GAMBLE, David C. .... LSEM1  
 GARIEPY, Maurice J. .... LSLT2

HARDY, Marcel J. .... P2EM2

HENRY, Boyd F. .... P1ER4  
 HOLDSWORTH, William .... LSLT2  
 HOLLYWOOD, Philip A. .... P2WS3

JONES, Allan F. .... LSPH2  
 JONES, Thomas J. .... C2RA4

KARRAS, Denis W. .... LSAP2  
 KILBURN, Walter .... LSEM1  
 KIVELL, Donald A. .... LSAP2

LABEREE, Gordon W. .... LSEM1  
 LAZARUK, Nick .... C2FC3

LEIGH, Frederick O. .... P1SN4

MITCHELL, Clare D. .... LSR2A2

MacDONALD, James J. .... LSMO1  
 MacKINNON, Roy D. .... LSFC1  
 McLEAN, Lloyd J. .... LSLT2  
 McPHAIL, Michael B. .... LSET2

NOBLE, Robert H. .... LSRP1

OAKE, Austin M. .... P2LT3

PELLETIER, Toussaint .... LSEM1  
 PETITPAS, Wayne J. .... LSAP2  
 PURDY, Paul S. .... LSEM1

RANDS, William C. .... LSEM1  
 REAUME, Anthony J. .... P2RA3  
 RICHMOND, William A. .... P2EM2

SNYDER, William H. .... LSAP2

TARUM, Gerald S. .... P2LT3

THOMPSON, Kenneth H. .... C2FC4  
 TITUS, Cecil H. .... P2LT3

VANCE, Ian B. .... LSNS1

WARD, Charles E. .... LSEM1  
 WATKINS, Kenneth R. .... LSR2A2  
 WILKES, Reginald J. .... P2RA3  
 WILLS, Herman H. .... LSSN2  
 WOODS, Gordon W. .... P2WS3

# RETIREMENTS

CPO MAX LEOPOLD BERNAYS, C1BN4, of Vancouver, B.C.; joined RCNR December 13, 1929, transferred to RCN August 1, 1947; served in *Naden, Stadacona, Ulma, Citadelle, French, Reindeer, Matapedia, Assiniboine, Avalon, Niobe, Peregrine, Outarde, Discovery, Ontario, Griffon, Cayuga, Porte Quebec, Sussexvale, Athabaskan, Fraser*; awarded Conspicuous Gallantry Medal, December 12, 1942; Long Service and Good Conduct Medal November 9, 1943; and CD April 27, 1954; retired February 20, 1960.

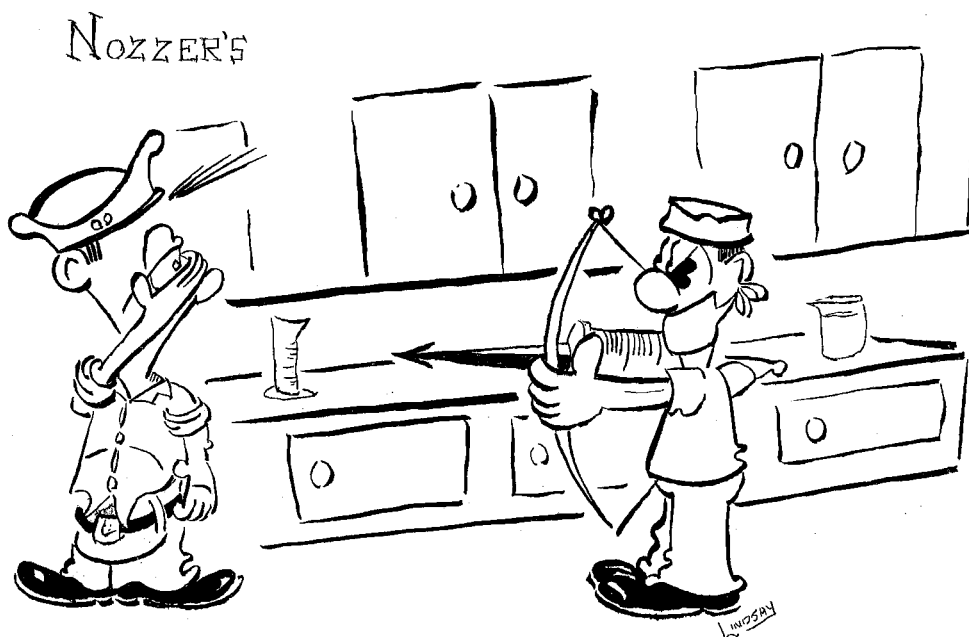
CPO GORDON RAYMOND ALBERT HOWE, C2EM4, of Halifax, N.S.; joined January 15, 1940; served in *Naden, Stadacona, HMS Emerald, Dominion, St. Laurent, Niobe, Hochelaga, Sarnia, Avalon, Baddeck, Cornwallis, Peregrine, Kentville, Huntsville, Middlesex, Scotian, Iroquois, St. Stephen, La Hullose, Haida, Portage, Wallaceburg, Lauzon, Cape Breton, Nootka*; awarded CD June 14, 1952; retired February 17, 1960.

CPO LAURISTON ARTHUR SIMPKIN, C2ST4, of Halifax, N.S.; joined RCNVR December 12, 1939, transferred to RCN January 1, 1941; served in *Stadacona, Nootka, Hepatica, Avalon, St. Pierre, Sault Ste. Marie, Rockcliffe, Oshawa, Scotian, Micmac, Iroquois, St. Stephen, La Hullose, Quebec, Star, Shearwater, Hochelaga*; awarded CD December 12, 1951; retired February 27, 1960.

CPO ARNOLD SHARP, C1HT4, of Saanich, B.C.; joined March 9, 1913; served in *Naden, HMS Excellent, HMS Nelson, Skeena, St. Laurent, Stadacona, Avalon, Chatham, Scotian, Peregrine, Niobe, Warrior, Givenchy, Rockcliffe, Cornwallis, Griffon, Discovery*; awarded Long Service and Good Conduct Medal April 25, 1950; retired March 31, 1960.

CPO VALERIE CLARENCE LORETTA, C2EM4 of Cape Bald, N.B.; joined November 18, 1940; served in *Naden, Clayoquot, Stadacona, Protector, Hochelaga II, Thetford Mines, Peregrine, Ottawa II, Port Colbourne, Glace Bay, Portage, Revelstoke, Scotian, Haida, Nootka, La Hullose, St. Stephen, Swansea, Iroquois, Micmac, Whitethroat, Bytown, Assiniboine*; awarded CD November 18, 1952; retired March 27, 1960.

CPO JOHN FREDERICK PIERCE, C1ER4 of Halifax, N.S.; joined RCNR March 1940; transferred RCN March 24, 1941; served in *Stadacona, Laurier, Reindeer, Protector, Husky, Venture, Louisburg, Hunter, Cornwallis, Avalon, Scotian, Gaspé, Peregrine, Grou, Queen Charlotte, Iroquois, New Liskeard, St. Stephen, La Hullose, Portage, Naden, Quebec, Donnacona, Nootka, Crescent*; awarded CD June 17, 1952; retired March 27, 1960.

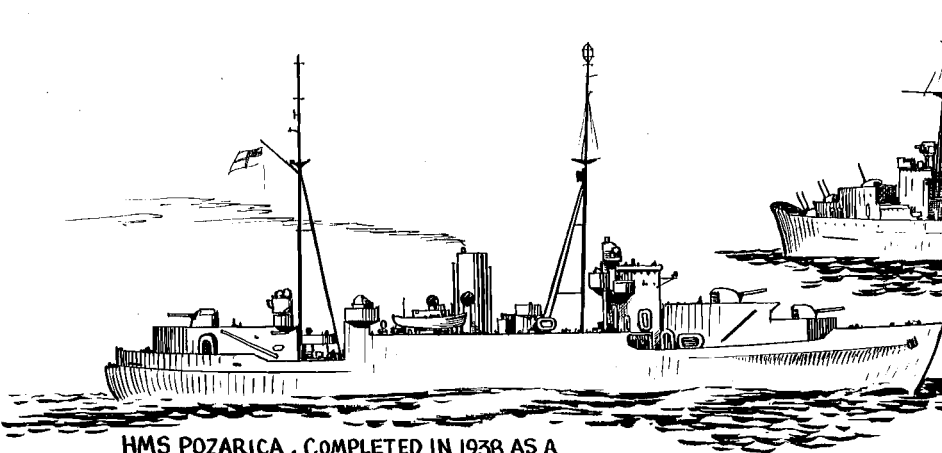


"FIRST NEEDLE"

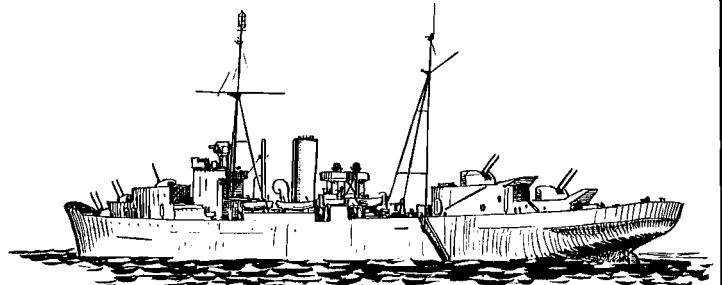
# Naval Lore Corner

Number 81

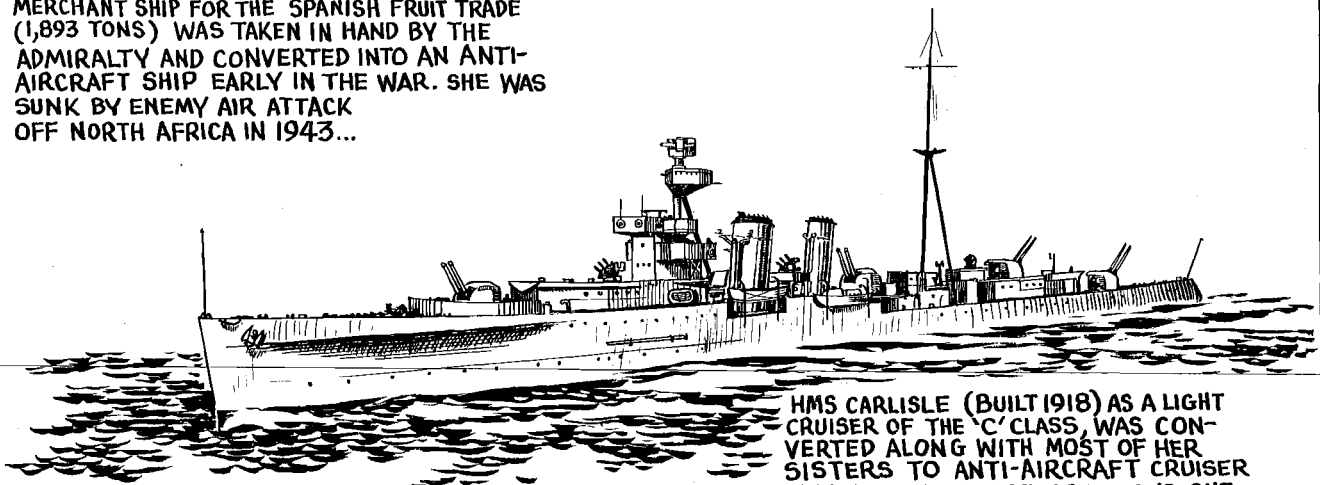
WARTIME ANTI-AIRCRAFT SHIPS  
MANY NEW TYPES OF NAVAL CRAFT WERE EVOLVED  
IN THE SECOND WORLD WAR. ONE OF THESE  
WAS THE SPECIALIZED ANTI-AIRCRAFT SHIP...



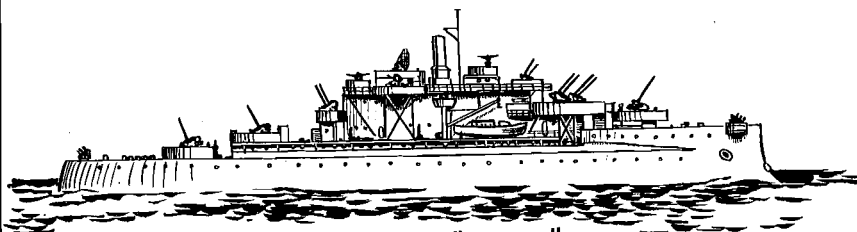
HMS POZARICA, COMPLETED IN 1938 AS A MERCHANT SHIP FOR THE SPANISH FRUIT TRADE (1,893 TONS) WAS TAKEN IN HAND BY THE ADMIRALTY AND CONVERTED INTO AN ANTI-AIRCRAFT SHIP EARLY IN THE WAR. SHE WAS SUNK BY ENEMY AIR ATTACK OFF NORTH AFRICA IN 1943...



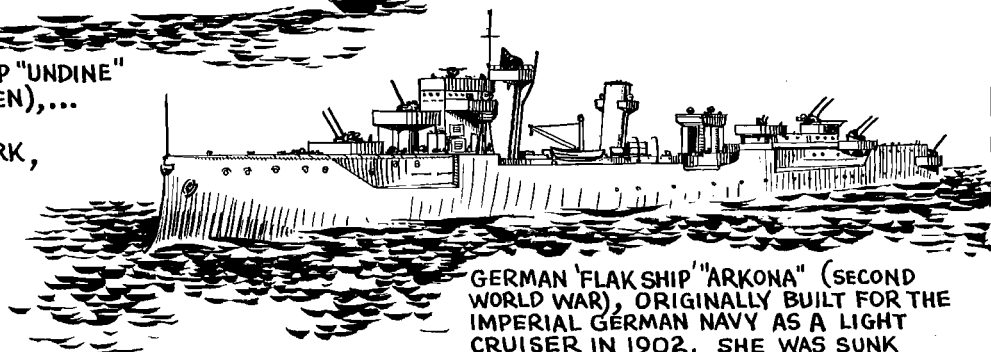
HMS ALYNBANK (5,151 TONS) BUILT AS A CARGO MOTOR VESSEL FOR THE BANK LINE (1925) AND CONVERTED BY THE ROYAL NAVY INTO AN ANTI-AIRCRAFT SHIP IN 1940...



HMS CARLISLE (BUILT 1918) AS A LIGHT CRUISER OF THE 'C' CLASS, WAS CONVERTED ALONG WITH MOST OF HER SISTERS TO ANTI-AIRCRAFT CRUISER IN WORLD WAR II. OF 4,200 TONS, SHE WAS ARMED WITH EIGHT 4 INCH A.A. GUNS AND MULTIPLE POM-POMS. SHE WAS SUNK BY GERMAN AIRCRAFT IN THE AEGEAN IN 1943...



GERMAN ANTI-AIRCRAFT SHIP "UNDINE" (SCHWIMMENDE FLAKBATTERIEN),... BUILT AS THE SMALL DUTCH CRUISER "JACOB VAN HEEMSKERK, SHE WAS SEIZED BY THE GERMANS IN 1940 AND CONVERTED INTO A "FLAK SHIP". SHE WAS EMPLOYED MAINLY IN DEFENDING HARBOURS...



GERMAN 'FLAK SHIP' "ARKONA" (SECOND WORLD WAR), ORIGINALLY BUILT FOR THE IMPERIAL GERMAN NAVY AS A LIGHT CRUISER IN 1902, SHE WAS SUNK AT WILHELMSHAVEN IN 1945...

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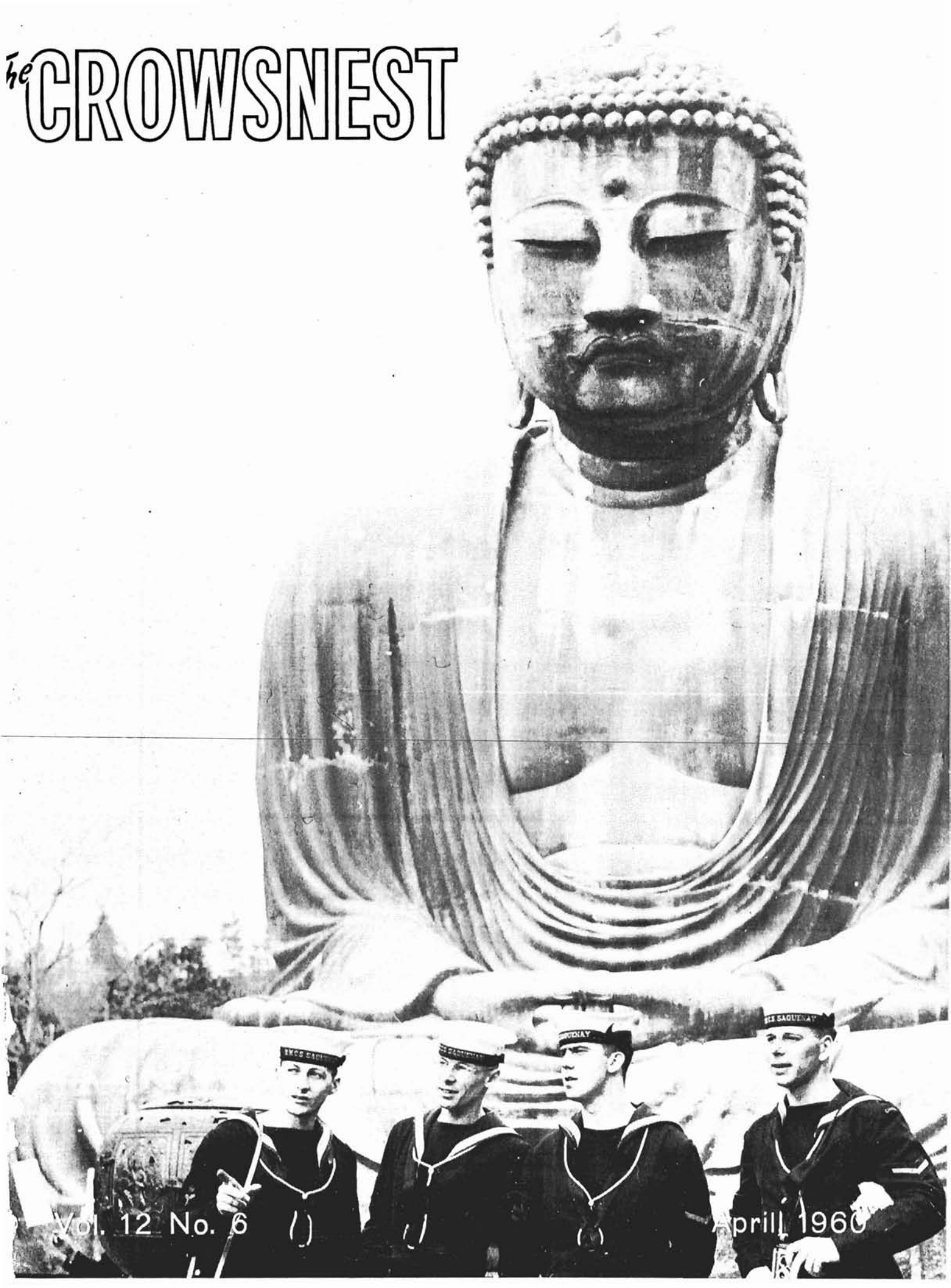
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L'Imprimeur de la Reine, Ottawa, Canada





# The CROWSNEST



Vol. 12 No. 6

April 1960



309

# The CROWSNEST

Vol. 12 No. 6

THE ROYAL CANADIAN NAVY'S MAGAZINE

APRIL, 1960

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### LADY OF THE MONTH

U-boats, during the early stages of the Second World War, felt relatively immune from attack unless they were in the vicinity of a convoy. This happy situation (for them) ended with the introduction of hunter-killer groups of destroyers and frigates, which roved the seas, seeking out the enemy. HMCS *Ste. Therese* was one of the hunter-killers during the last year of the Second World War, although, as was so often the case, it was all hunting and no killing. A boiler-cleaning cost her a share in a kill made by her group. Now the *Ste. Therese* is chiefly concerned in seeing that officer cadets are made familiar with the ways of the sea and the modern A/S and other weapons with which she is equipped. The February "Lady of the Month" was the *Sussexvale* which, through some strange fluke, had the name "*Ste. Therese*" applied to her. (E-50325)

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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### SUBSCRIPTION RATE

*The Crowsnest* may be subscribed for at the rate of \$1 for 12 issues; outside of North America, \$1.50. Orders, accompanied by cheque or money order made to the Receiver General of Canada, should be sent to:

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

*The Cover*—Ever since Japan opened her doors to the West, the Great Buddha of Kamakura has been a favoured shrine of tourists. No exceptions are AB Lloyd Mack, Ldg. Sea. Tom Keighan, AB Bob Kincaid and AB Don Tytler, ashore from the *Saguenay* during this spring's training cruise to the Far East. (CCC2-123)





## RCN NEWS REVIEW

Three RCN destroyer escorts lie at the fuelling jetty at Midway Island during the Far Eastern cruise, which ended April 29. The ship at the right is the Saguenay. The others are the St. Laurent and Ottawa. (CCC2-082)

### Flight Simulator Goes into Action

A flight simulator which has been called "the most sophisticated, most advanced of its type in the world" is now in action with the Royal Canadian Navy.

Officially designated the CS2F flight simulator, the apparatus was five years in construction by the Redifon Company of Canada. It was officially accepted, with some awe, by Rear-Admiral H. F. Pullen at a recent ceremony.

The simulator can provide realistic training for the crew of a Tracker (CS2F) and it can imitate actual weather conditions and their effect.

The apparatus can simulate carrier control approaches under the most adverse conditions, or ground take-offs and landings. Describing the work involved in its construction, one officer said it was "fantastic".

Believed to cost about \$2 million, the unit and its complicated computing devices take up the greater portion of a large building. In the cockpit and supposed fuselage of a CS2F are literally thousands of light switches and controls. It is an actual reproduction of a Tracker aircraft, except it is stationary and without the same environment.

The Navy had very little to do with the actual design and construction of the apparatus, and the few naval personnel engaged on the project worked in close co-operation with civilian en-

gineers. A naval spokesman said that although the unit now officially belonged to the Navy, some civilian engineers would remain on the project. The apparatus can create the actual effect of flying, so much so that anyone familiar with the operational requirements of a plane and prone to air sickness, could actually become airsick on an imaginary yet realistic flight.

It has been hailed as a new means by which to test new ideas without danger to man, machine or equipment can go so far as to create the actual noise of a plane taking off, even to the effect of the front wheel bouncing on the runway. It can also create the effect of a crash landing.



The Naval Officers' Associations of Canada have presented a cup, known as the Barry German Trophy, for annual award to the naval division showing the most improvement during the year. (COND-5713)

### Frigates Allocated To Great Lakes

Two Royal Canadian Navy anti-submarine frigates have been allocated from the Atlantic Command to carry out 1960 summer training of naval reservists on the Great Lakes.

The first, the *Lanark*, commanded by Lt.-Cdr. W. V. A. Lesslie was to sail from Halifax on May 24 to arrive in Hamilton a week later.

The second warship, *Outremont*, commanded by Lt.-Cdr. S. M. King was

scheduled to leave the Atlantic coast naval base on June 13 and arrive at Hamilton on June 22.

The frigates will be employed mainly in the training of naval reserve new entries who are coming to the Great Lakes Training Centre at Hamilton from naval divisions located across the country from Victoria to St. John's.

During their training cruises, the *Laonarck* and *Outremont* will visit ports in all five of the Great Lakes, including Hamilton, Toronto, Cobourg, Port Weller, Windsor, Sarnia, Sault Ste. Marie, Port Arthur and Collingwood in Canada, and Bay City, Mich.; Milwaukee, Duluth and Rochester in the U.S.

### Sea Cadets Win Honours in N.Z.

Canadian sea cadets won top honours at a Commonwealth cadet camp at Auckland, N.Z.

The 17 cadets returned to Canada on the Orient and Pacific liner *Himalaya* at the end of March.

The Canadian boys made up a crew that defeated three other Commonwealth crews in a whaler race.

Lorne McDonald, Sudbury, Ont., was judged the smartest cadet in camp. The individual sports title went to Donald Hawking, of Brandon, Man.

The Canadians were also awarded a trophy as the best contingent in sports.

### RCAF Students Tour Naval Base

Seventy-two staff members and students of the Royal Canadian Air Force Staff College arrived at *Shearwater* from Greenwood on April 12, for a three-day visit to the Atlantic Command

Welcomed by Rear-Admiral H. F. Pullen, Maritime Commander Atlantic, they toured ships and naval establishments and visited Maritime Command Headquarters.

### Safe Flying Award Won by VC-922

The Safe Flying Award for reserve air squadrons has been won for the second year in a row by VC-922, attached to HMCS *Malahat*, the Victoria naval division, and based at Patricia Bay.

The shield was presented to Lt.-Cdr. David J. Slater, commanding officer of the squadron, by Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, during his inspection of *Malahat* last March 17.

---

## GEORGE MEDAL AWARDED TO RESCUERS

HER MAJESTY the Queen has been pleased to approve the award of the George Medal to two men of the RCN, Able Seamen Jacques Pierre Georges Bouchard, 22, and August Kenneth MacLean, 21, it was announced on March 25 by Hon. G. R. Pearkes, VC, Minister of National Defence.

The awards are for their bravery in rescuing the pilot from a burning aircraft which crashed at *Shearwater* on

August 20, 1959. PO John Neil Paddon has been commended by the Chief of the Naval Staff for his part in the rescue.

Petty Officer Paddon was one of the first to reach the crashed aircraft, and he aided in the rescue of the pilot and assisted generally at the scene.

The aircraft, a Tracker of Anti-Submarine Squadron 880, crashed while taking off. The pilot, Lt. George A.

Caldwell, lost consciousness as a result of the crash.

Able Seamen Bouchard and MacLean witnessed the accident and were among the first to reach the scene.

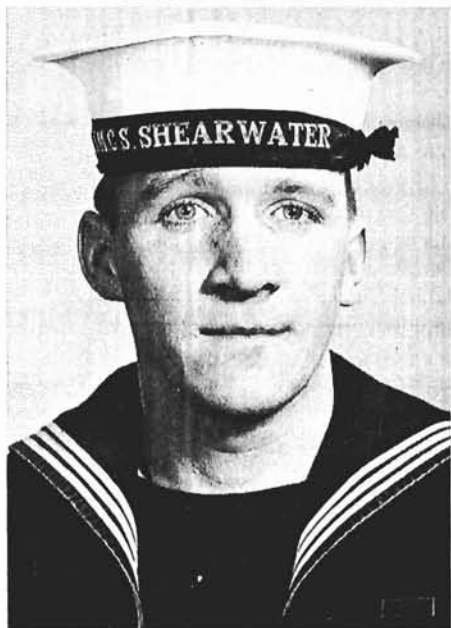
Their citations read: "... without any regard for their personal safety, (they) entered the aircraft through the after hatch and attempted to removed the harness from the unconscious pilot.

"Being unable to unlock the overhead hatch, both Able Seamen Bouchard and MacLean held Lt. Caldwell clear of the port side window while it was being smashed by the crash crew and, at the same time, succeeded in removing the harness and other entangling gear from, Lt. Caldwell.

"While they were still assisting the pilot, the flames spread aft, a sudden burst of fire engulfing the after fuselage section, and one of the officers assisting in the rescue ordered the two men out of the aircraft. By this time, however, the port side window had been cleared and it was possible to remove the pilot safely from the burning aircraft.

"Throughout the rescue operation, which was executed under the immediate threat of an explosion from ruptured gasoline tanks, Able Seamen Bouchard and MacLean displayed considerable courage, coolness and initiative. Shortly after the pilot was rescued the aircraft became a mass of flames and was totally destroyed."

The awards appeared in the *Canada Gazette* March 26.



Able Seamen Angus K. MacLean (left) and Jacques Pierre Georges Bouchard, stationed at *Shearwater*, have been awarded the George Medal for bravery in the rescue of Lt. George A. Caldwell, the pilot of a Tracker anti-submarine aircraft from 880 Squadron which crashed on take off at *Shearwater*, August 20, 1959. (DNS-25396-25397)

## Gunnery Award Moves Around

The *Saguenay Bolt* is rather peripatetic these days. In other words, it's getting around!

HMCS *Cayuga* won the gunnery award of the Third Escort Squadron after a bombardment against the competing *Sioux* and champion *Micmac* in a 17th of Ireland shoot on the USN's Naval Gunfire Support Range, Culebra, near San Juan, Puerto Rico.

The *Micmac* had won it near the end of February off Bermuda after a superior anti-aircraft shoot with the *Sioux*. The *Micmacs* lost it in the Caribbean, March 17, when the *Cayuga's* four-inch and three-inch, 50 calibre weapons spoke with the most authority and accuracy.

At one time, the trophy didn't move around so fast. The *Athabaskan* hung onto it for a whole year. The trophy is a scored bolt from a surface target retrieved when the *Saguenay* finished an excellent shoot a couple of years ago.

## Third Sea Lord Visits Canada

Admiral Sir Peter Reid, KCB, CVO, Third Sea Lord at the British Admiralty



Rear-Admiral H. A. Yaeger, USN, left, Anti-Submarine Warfare Readiness Executive to the Chief of Naval Operations of the U.S. Navy, chats with Rear-Admiral Hugh F. Pullen, Maritime Commander Atlantic, before a briefing in Maritime Command Headquarters in the Halifax dockyard, April 26. In the rear row are, left to right, Captain C. Healey, USN, Bureau of Weapons, Washington; Wing Commander C. Margerison, RCAF, Canadian Joint Staff, Washington; Captain R. L. Dahloff, USN, attached to DNO, Washington, and Flight Lt. J. B. Barrette, RCAF, Maritime Air Command, Halifax. The Pentagon anti-submarine warfare experts were touring RCN and RCAF facilities in the Maritimes. (HS-60957)

and Controller of the Navy, visited Canada May 7 to 10.

Admiral Reid was in Ottawa May 9, and called on the Minister of National Defence, Hon. G. R. Pearkes, VC, and the Chief of Naval Staff, Vice-Admiral H. G. DeWolf, and met informally with the Naval Board. He left for Washington May 10.

## Alert QM Spots Fire on Board Ship

A first watch in a minesweeper, berthed at a West Coast shipyard, in refit, is usually dull business for the quartermaster. However, at 2330 on Wednesday, March 2, activity rapidly commenced when AB Edward Payne, the duty QM, observed smoke coming from the Department of Transport Vessel *Marabelle*, secured across the jetty from the *Fortune*.

AB Payne immediately notified the shipyard authorities, the RCN Fire Department at the Dockyard, and the Esquimalt Fire Department. The *Fortune* duty watch was quickly mustered and a party proceeded to the *Marabelle*, to assist the single watchman in fighting the fire with CO<sub>2</sub> and Nu-Swift extinguishers, and, by providing hoses with which to wash down and cool the



Prompt and correct action by AB Edward Payne, quartermaster on board the minesweeper *Fortune*, is credited with having saved a Department of Transport vessel from destruction by fire. (E-54096)

upper deck and cabins, to prevent the fire from spreading further.

The fire department arrived soon after and by 0200 the blaze had been quelled. Due to the alertness of AB Payne and the watch's assistance in containing the fire, damage to the *Marabelle* was limited to a few thousand dollars rather than the ship becoming a total loss, which most certainly would have resulted if the fire had gone on unchecked for many more minutes.

AB Payne has received written thanks from the manager of the shipyard and an official commendation from the Flag Officer Pacific Coast.

## High Marks Gained In Missiles Course

Member of a recent graduating class of the U.S. Naval Post-Graduate School at Monterey, California, Lt. E. R. Ross, RCN, was awarded a master's degree in electrical engineering, specializing in guided missiles and their control systems.

He graduated from Royal Roads in 1949 and from the Royal Naval Engineering College at Manadon in 1954 in Ordnance Engineering.

Six RCN officers have now been graduated from the USN Post-Graduate School, where the average enrolment is approximately 500. Lt. Ross graduated with distinction in a class of 58 taking the two-and-a-half year guided missile course.

Lt. Ross has since taken up a new appointment in Naval Headquarters with the Joint Staff.



# TOP COMMAND TO CHANGE AUGUST 1

## Vice-Admiral DeWolf Retiring after 42 Years in RCN

THE MINISTER of National Defence announced on April 26, the retirement of Vice-Admiral H. G. DeWolf, as Chief of the Naval Staff on completion of his tour of appointment and having served for 42 years in the Royal Canadian Navy.

The Minister further announced that Admiral DeWolf will proceed on leave pending retirement on July 31, and will be succeeded by Rear-Admiral H. S. Rayner, who will be appointed Chief of the Naval Staff and promoted to the rank of Vice-Admiral on August 1.

**VICE-ADMIRAL HARRY GEORGE DeWOLF, CBE, DSO, DSC CD, RCN**

VICE-ADMIRAL Harry George DeWolf was born in Bedford, Nova Scotia, on June 26, 1903.

He entered the Royal Canadian Navy in 1918 and received his early training at the Royal Naval College of Canada and in ships of the Royal Navy. He specialized in navigation, serving in Canadian destroyers as navigating officer and executive officer.

During 1935 and 1936 he served at Naval Headquarters, going from there to the Royal Navy Staff College at Greenwich in 1937. He was next appointed to the staff of the Flag Officer

commanding the First Cruiser Squadron in the Mediterranean.

Early in the Second World War he commanded the destroyer HMCS *St. Laurent*. Under his command, the *St. Laurent* took part in the evacuation from France and, while on anti-submarine duty in the North Atlantic, rescued all 859 survivors of the SS *Arandora Star*, a liner carrying German and Italian prisoners, which had been torpedoed by a U-boat. During this period he was twice mentioned in despatches.

He served as Chief Staff Officer to the Commanding Officer Atlantic Coast at Halifax from August, 1940, to May, 1942, and later became Director of Plans at Naval Headquarters. He was also secretary to the Chiefs of Staff Committee in Ottawa.

Admiral DeWolf took command of HMCS *Haida*, Tribal Class destroyer, when she was commissioned in August 1943. During a six-month period in 1944, the *Haida* took part in a series of successful night actions against enemy destroyers in the English Channel and Bay of Biscay and, in addition, shared in the destruction of an enemy U-boat.

"For gallantry and leadership as senior officer in two successful destroyer actions" on April 26 and 29, 1944, Admiral DeWolf was awarded the Distinguished Service Order. Shortly afterward he received the DSC for services in action with a destroyer force on June 8 and 9.

The submarine sinking earned him a mention in despatches, and a month later he was mentioned in despatches, for the fourth time, for "good services in attacks on enemy sea communications".

Admiral DeWolf was appointed Commander of the Most Excellent Order of the British Empire in January, 1946, for his wartime services in responsible appointments ashore and as commanding officer of HMC destroyers at sea. In May of that year he received the United States Legion of Merit, Degree of Officer; in September 1947 the French Government conferred on him the Cross of the Legion of Honour, rank of Officer, and in December, 1948, he was awarded the Norwegian King Haakon VII Cross of Liberation.

Leaving the *Haida* late in 1944, he went to Naval Headquarters as Assistant Chief of Naval Staff. From January

**REAR-ADMIRAL H. S. RAYNER, DSC and Bar, CD, RCN**

REAR-ADMIRAL Herbert Sharples Rayner was born in Clinton, Ontario, in January, 1911. He entered the Royal Canadian Navy as a Cadet in 1928 and received his early training in ships and establishments of the Royal Navy.

At the outbreak of hostilities in the Second World War he was serving in the destroyer, HMCS *Skeena*, and in 1940, he was appointed in command of the destroyer, HMCS *St. Laurent*. In 1942, he became Staff Officer Operations to the Commanding Officer Atlantic Coast. He remained in this appointment for 15 months and then assumed command of the destroyer HMCS *Huron*.

In July 1944 he was promoted to the rank of Commander and shortly after was appointed to Naval Headquarters as Director of Plans. Later that year he was promoted to the acting rank of Captain.

In 1946, after serving a short period as Captain "D" Halifax, he assumed command of the destroyer, HMCS *Nootka*.

In June 1947 he was appointed in command of the Naval Air Section, Dartmouth, and a year later he became

(Continued over-leaf)



VICE-ADMIRAL H. G. DeWOLF



REAR-ADMIRAL H. S. RAYNER

(Continued over-leaf)

## ADMIRAL DeWOLF

(Concluded)

1947, to September, 1948, he commanded, successively, the aircraft carriers *Warrior* and *Magnificent*, with the additional appointment of Senior Canadian Naval Officer Afloat.

In September, 1948, he was promoted from commodore to rear-admiral and appointed Flag Officer Pacific Coast with headquarters at Esquimalt, B.C.

After two years in this post, he went to Naval Headquarters in Ottawa as Vice-Chief of the Naval Staff and a member of the Naval Board.

On December 15, 1952, Admiral DeWolf was appointed to Washington, D.C., as Principal Military Adviser to the Canadian Ambassador, Chairman of the Canadian Joint Staff, Washington, Representative of the Chiefs of Staff, Canadian Representative of the Military Representatives Committee of the North Atlantic Treaty Organization and Canadian Liaison Representative to the Supreme Allied Commander, Atlantic.

Admiral DeWolf became Chief of the Naval Staff in Ottawa on the retirement of Vice-Admiral E. R. Mainguy January 16, 1956. On assuming the appointment he was promoted to the rank of vice-admiral.

## ADMIRAL RAYNER

(Concluded)

Commandant, Canadian Services College, Royal Roads. While serving in this appointment, he was confirmed in the rank of Captain.

In 1951, upon completion of the Imperial Defence College Course, he became Secretary, Chiefs of Staff Committee, with the rank of Commodore. In March, 1953, after two years in this appointment, he assumed command of the aircraft carrier, HMCS *Magnificent*.

Returning to Naval Headquarters in February 1955, he served for a short time as Naval Assistant to the Chief of the Naval Staff before being promoted to the rank of Rear Admiral in May 1955 and becoming Chief of Naval Personnel and Member of the Naval Board.

Rear-Admiral Rayner assumed his present appointment as Flag Officer Pacific Coast and Maritime Commander Pacific in August 1957.

For his services during the Second World War, he was awarded the Distinguished Service Cross and Bar, Legion of Honour (rank of Chevalier) and Croix de Guerre with Palme (France) and was Mentioned in Despatches twice.

Rear-Admiral Rayner is married and has six children.

## INDIANS JOIN SEA CADETS

A GROUP of Indian boys, students of the Mohawk Institute at Brantford, Ontario, have cast aside the buckskins and feathers of their forefathers in favour of bell-bottomed trousers and gleaming white sailor hats, says the *London Free Press*.

The boys are enrolled in a Sea Cadet "crew" at the institute and are affiliated with the *Admiral Nelles* Corps here.

Representing half a dozen reservations across Ontario, the lads are the first in the province to become so active in sea cadet work.

With the assistance of institute staff members and its principal, Canon W. J. Zimmerman, their organization has grown mightily since its formation.

The "crew" was organized with an enrolment of only two members. Now it boasts more than a dozen "tars" and they are among the ablest and smartest, both in intelligence and dress, in the corps.

They are following a tradition in the navy that the institute long ago sets up with its army cadet corps, which no longer exists.

Additionally, they are serving in a corps, the *Admiral Nelles*, that for many years had a family association with the institute. Admiral Nelles, a Brantford boy who became head of the Royal Canadian Navy, was a descendant of Rev. Abraham Nelles who, for many years, was principal of the institute.

The cadet membership in the corps is a purely extracurricular activity at the institute. Their enlistment has been entirely voluntary.

At least one of the present cadets, Alvin Cooke, 16, a Chippewa from the Saugeen Reserve, plans to make the Navy his life. Several others are toying with the idea.

Though the Indian's heritage is usually considered as the land, forests, mountains and rivers and streams, there are those of his race who have found their life treading the pitching deck of a ship on the high seas.

In the past, the Six Nations Reserve, southeast of London, from where many of the lads in the institute "crew" come, has produced young men who have distinguished themselves in such service.

One of these was CPO George Jamieson, now of Brantford, who recently retired after 21 years of naval service, much of it in action during the Second World War and the Korean conflict.



Cdr. Evan Petley-Jones, commanding officer of the Cayuga, presents Rev. W. G. Meadus, former naval chaplain and now rector of St. John's Anglican Church, Dutch Village Road, Halifax, with a century-old picture of the previous St. John's Church, once situated on Kempt Road. The old church had been dedicated on Christmas Day, 1841. Cdr. Petley-Jones had the old picture in his personal collection. (HS-60486)

# GHOST SHIP

*Mythical destroyer escort sails radioactive seas  
in nuclear war survival studies at  
Camp Borden*

**N**UCLEAR war was only a few hours old when the new destroyer escort *Nottawasaga* was sent to aid a stricken liner, left behind when a hastily formed convoy of five merchant ships was scattered by a nuclear torpedo attack.

Less than three miles from the explosion, the big merchant ship had first been battered under water by sledgehammer blows that shattered every light bulb and electronic circuit on board. Seconds later 300-knot wind-gusts stripped away funnels, boats and ventilator cowls. Then the terrifying spectacle of the collapsing water column, thundering like Niagara, vanished in a spreading fog-bank of radioactive base surge.

It was at that moment that a 90-foot tidal wave loomed out of the murk,

rolling the ship over on her beam ends. A boiler, its mountings fractured by the earlier shocks, lurched from its base, blanking out a boiler room in roaring steam.

As the liner slowly wallowed upright, the surviving passengers and crew took shelter below in the black alley-ways where radiation from the topside contamination would be least. A slight list already warned of unseen flooding below. Passengers adjusted life jackets and many wondered about swimming in the contaminated sea around them . . .

Meanwhile on the bridge of the approaching DE the captain watched his helicopter chuffing ahead to survey the hulk on the horizon. His plan was simple: to rescue the liner's 700 pas-

sengers and crew at any price. But how high would this price be?

The helicopter was hovering above the motionless liner now while a radiation monitor measured the contamination with one of the ship's survey meters through the side door.

"On the forecastle, 900 roentgen per hour", the pilot's voice came over the bridge speaker calmly. "Boat deck is bad—off the scale at 2,000 roentgen."

There would be radiation injuries then, the captain thought, probably early sickness and perhaps home deaths if the rescue operations took long. With a war just starting, he must conserve his ship and ship's company as far as possible for the fighting to come. How should he handle the rescue?

**P**ROBLEMS like this are commonplace for RCN officers attending the Joint Nuclear, Biological and Chemical Defensive Warfare School at Camp Borden, Ontario.

Situated 70 miles north of Toronto, the JNBCS has been training staff advisers and instructors for Canada's armed forces for the past ten years.

Camp Borden was chosen as the site for the joint school because it is closest to the centre of population of Canada's many service establishments, an important consideration in travel economy. Prior to the school's existence only a handful of Canadian officers attended higher courses in NBC defence, usually at British or U.S. schools. Today 3,000 graduates of Camp Borden courses are serving the three armed forces, more than a hundred in the RCN.

The school's small staff of 14 officers and 40 men is outnumbered most days of the year by the steady procession of service students attending in two or more concurrent classes. Courses are hard, and many commence with a three-day refresher course in mathematics and slide rule operation.

To ensure that each service gets a fair share of training attention many staff billets are rotational, including the Commandant's, now held by Cdr. K. E. Grant, RCN. Other naval members include Lt. C. E. Bandy, CPO J. Tizard and PO A. W. Carroll.

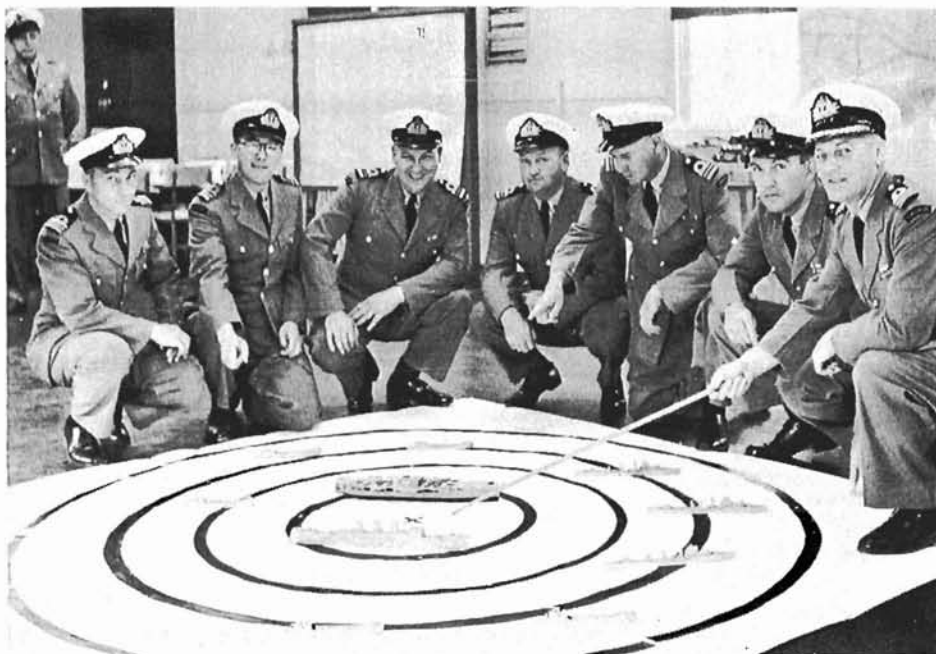
A wide choice of courses is provided to meet the needs of the three services.

These include:

- (1) Senior officers' courses of one week for commanders and above, and equivalent Army and RCAF ranks.
- (2) Commanding officers' courses of two weeks for COs of ships, army units and air stations.
- (3) Staff officers' courses of five weeks to qualify officers to solve

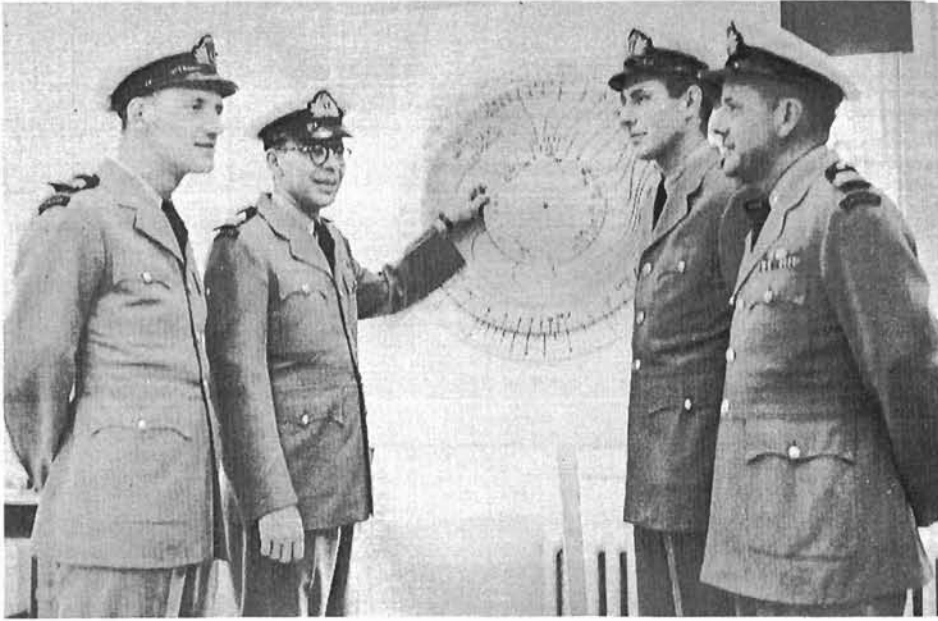
technical problems in advising senior officers or preparing staff plans.

- (4) Medical officers' courses of one week, stressing mass casualty planning.
- (5) Officer instructor courses, to assist ships, field units and air stations in local training.
- (6) Petty officer and NCO instructor courses.



RCN(R) officers at Camp Borden's Joint Nuclear, Biological and Chemical Defensive Warfare School study the theoretical effects on ship formations of nuclear weapons at sea. (O-12579)





Giant models of slide rules and calculators help naval officers solve typical nuclear problems at Camp Borden. (O-12581)

In addition to these standard courses, many special courses are "tailored" on request to meet the special needs of any one service. Typical one-service courses have been those provided for RCN(R) officers, for the Army's National Survival staff, for the RCAF's Nuclear Defence branch, and for the RCMP. Two RCN(R) courses are planned again this summer.

The only training *NOT* provided at the JNBCS is basic NBC training, which remains the responsibility of each service, using JNBCS-trained instructors. Most RCN basic courses are held in the NBCD centres on each coast, with ships conducting related training afloat. Army and RCAF units conduct similar basic courses at each field unit and air station.

The Camp Borden joint school serves the armed forces in much the same way that Arnprior's Federal Civil Defence College serves the civilian population. The chief difference between courses offered at these two schools is that Arnprior studies nuclear disasters from the civilian viewpoint, emphasizing refugee management, first aid, rescue, feeding and shelter. The JNBCS is concerned chiefly with the armed forces' problems at sea, in the battle field and in the air, and students require security clearances for classified data not included in civilian courses. Biological and chemical defensive warfare are also included in JNBCS courses.

A typical non-Arnprior problem familiar to JNBCS naval syndicates might be:

"Two RCN frigates and two Tracker aircraft are in contact with a hostile missile submarine off Cape Race. A USN aircraft from Argentia joins the force and the pilot asks the Canadian contact area commander for permission to attack the submarine with a nuclear depth bomb. Ignoring policy implications, what local considerations might influence the commander's decision, such as safety distance for ships and aircraft, depth of water, meteorology, etc.?"

Or again . . .

"HMCS *Shearwater* personnel and aircraft have taken shelter from fall-out contamination from a megaton explosion in New Brunswick. Fighters are suddenly ordered to scramble to intercept an approaching bomber. Radiation on the runways is 1,000 roentgen per hour. What injury will pilots receive if they undergo six minutes exposure before taking off?"

Another sample . . .

"Saint John, N.B., has just been destroyed by a five megaton nuclear explosion. A missile-firing submarine detected in the Bay of Fundy is expected to surface shortly to attack Halifax. However, fall-out from the Saint John explosion now extends eastward 180 miles, with a width of 40 miles. The surface radiation level in the Bay of Fundy at H plus one hour is 3,000 roentgen per hour. What intensity will be encountered by ships and aircraft attacking the submarine at H plus two hours? If they remain in the area four hours, what casualties, if any, can be anticipated?"

Problems like these, for many years relegated to the damage control team, are now being recognized by many naval officers in the RN, USN and RCN as belonging in the operations room. "You wouldn't phone the engine room to ask for a weather forecast. Why phone damage control headquarters for a fall-out prediction?" asked one US officer recently.

Nuclear warfare at sea will probably become an integral part of many naval courses in the years ahead, to be classed with minefields, hurricanes and other "dangers of the sea" and "violence of the enemy". But until it does, the JNBCS's tri-service crew will continue to battle the atom from the decks of their mythical HMCS *Nottawasaga*, probably the only "Cadillac" that will ever bear the name of the muddy little stream which flows through Camp Borden to the very unsalty waters of Georgian Bay.—K.E.G.

## PRIZE AWARDED

Lt.-Cdr. T. A. Irvine, author of the "The Ice Was All Between", has been awarded a \$200 prize present annually by the Women's Canadian Club of Toronto to encourage authors.

The award announcement was made by Miss Irene Doole, chairman of the literary committee. The prize was presented in Toronto to Mrs. E. Geoffrey Grier a relative, who accepted it on behalf of the winner.

In the report of her committee, Miss Doole said:

"This has been an exceptionally heavy literary year in Canada . . . most of the 29 books, which were seriously considered) were excellent.

"The Women's Canadian Club of Toronto grants, annually, a literary award of \$200 to a young Canadian writer living in Canada for a book published during the calendar year. The purpose of the award is to encourage young Canadian writers whose work shows promise of making a real contribution to Canadian literature.

"In his first book, this young writer identifies himself with everything that is best in Canadian thinking.

"The subject matter of 'The Ice Was All Between' is unique and truly Canadian, as HMCS *Labrador* became the first deep-draught ship to make the Northwest Passage. His style is excellent; his technical vocabulary, though apt, is always written in the limits of a layman's comprehension. This book bears the distinct stamp of literary worth."

# OFFICERS AND MEN

## Ex-Navy Scientist Heads Research

Dr. William M. Cameron, leading Canadian authority in oceanography and former Director of Plans of the Defence Research Board, will direct the expanding oceanographic research program of the Department of Mines and Technical Surveys. He assumed his new duties in March.

Widely known for his work in oceanographic research, Dr. Cameron has made special studies in the field of biological and anti-submarine research. He is best known, however, for his Arctic studies and for his work in theoretical oceanography. In this connection, his field of particular interest has been the theory of circulation of estuaries, and in fundamental research papers, he has explained the complicated flow patterns that develop when fresh water pours out of large rivers into the open sea.

His extensive Arctic studies were mainly carried out as a member of the famed joint Canada-United States Beaufort Sea Expeditions in which he acted as senior Canadian scientist. It is interesting to note that the hydrographic and oceanographic charts prepared as a result of the five Beaufort expeditions were used by the fleets engaged in the building of the DEW line and also by the USN submarine *Nautilus* at the beginning of its historic cruise across the polar sea.

## WEDDINGS

Sub-Lieutenant Joseph Edward Cunningham, *Skeena*, to Marilyn Edith Armstrong, of Richmond, B.C.

Leading Seaman C. H. Leavis, *Cornwallis*, to Mona J. Jay, of Borden, P.E.I.

Commander Denis David Lee, *York*, to Marjorie Evelyn Connett, of Ottawa.

Able Seaman Lyle H. Murray, *St. Croix*, to Ardeth Gayle Mundell, Sarnia, Ont.

Sub-Lieutenant Ronald Willard Robert Neville, *Micmac*, to Joan Marie Oxner, Halifax.

Able Seaman James Scott, *Naden*, to Brenda Anne Chatterley, London, Ont.

Sub-Lieutenant Donald Wallis Wilson, *Fraser*, to Verna Lillian Niblock, Medicine Hat, Alberta.

Ordinary Wren Marilyn Ward, *Cornwallis*, to Ordinary Seaman John Pfeiffer, *Cornwallis*.

Able Seaman Terrance P. Wright, *Churchill*, to Carol Isabella Slinn, Ottawa.



Her Majesty the Queen has been pleased to approve the appointment of Surgeon Rear-Admiral T. Blair McLean, Surgeon General, Canadian Forces, as Queen's Honorary Surgeon. Brigadier G. L. Morgan Smith, Deputy Surgeon General (Administration), and Brigadier E. H. Ainslie, Deputy Surgeon General (Professional) have been appointed Queen's Honorary Physicians. (O-12338)

In his new position as director of the Department of Mines and Technical Surveys, Dr. Cameron will have charge of the overall development of the new Bedford Institute of Oceanography to be established, under the department, on the east coast in Bedford Basin near Halifax. The \$3 million institute will have the facilities to allow studies in any phase of the science.

## Deep Sea Diver Smedley Retires

The oldest deep sea diver in the Royal Canadian Navy terminated 30 years of active service as a diver when he retired from duty at the end of March.

Lt.-Cdr. Charles S. Smedley, commanding officer of HMCS *Granby*, relinquished his command on March 31. He was succeeded by Lt.-Cdr. Ward Palmer.

Lt.-Cdr. Smedley began his lengthy naval career in 1928 at Esquimalt, when he enlisted at the age of 17.

After completing basic training, he was sent to the Royal Navy where he qualified as a torpedoman in 1930. From the torpedo school he went to the Royal Navy diving school where he qualified as a diver in the same year.

The following year, Lt.-Cdr. Smedley returned to Canada and served in various ships on the West Coast.

At the outbreak of the Second World War, he was drafted to the *Restigouche* as a torpedoman. During most of the war Lt.-Cdr. Smedley was assigned to trans-Atlantic convoys, Russian convoy duty and Channel patrols.

After the war he was posted to Washington, D.C., for further deep-sea diving training, involving standard diving equipment as well as helium-oxygen equipment.

On completion of his course, he was attached completely to the diving branch of the Navy. At this time the diving branch of the Navy was divided into two parts, standard divers, for underwater ship repairs, and clearance divers for clearing mine locations.

In 1952 both divisions amalgamated and became the clearance diving branch. Following the amalgamation, he went to Indian Head, Maryland, to qualify as a clearance diving officer.

Four years later, he was appointed officer-in-charge of the operational diving unit in Halifax and was given command of the *Granby*.

The deepest dives made by Lt.-Cdr. Smedley were at Washington in helium-oxygen equipment where he descended

## BIRTHS

To Able Seaman C. W. Cox, *Hochelaga*, and Mrs. Cox, twin daughters.

To Petty Officer G. W. Dickie, *Naden*, and Mrs. Dickie, a daughter.

To Commander R. B. Hayward, *Bytown*, and Mrs. Hayward, a son.

To Leading Seaman C. J. H. Lymburner, *Hochelaga*, and Mrs. Lymburner, a daughter.

To Leading Seaman C. S. MacKay, *Stadacona*, and Mrs. MacKay, a daughter.

To Leading Seaman Roy Miller, *Naden*, and Mrs. Miller, a daughter.

To Leading Seaman George Poitras, *Naden*, and Mrs. Poitras, a daughter.

To Petty Officer K. W. Wilson, *Hochelaga*, and Mrs. Wilson, a son.

to a depth of 320 feet, and at Campbell River, B.C., where he went to a depth of 250 feet in the standard diving equipment. These depths invite comparison with the altitude of his former home town of Canmore, Alberta—4,300 feet above sea level.

Lt.-Cdr. Smedley plans to open a diving and underwater survey firm to aid fishermen, marine agencies and industrial firms that require diving services.

### **RCN Author Heads Writers' Group**

The new president of the Halifax branch of the Canadian Authors' Association is Lt. H. R. (Bill) Percy, several of whose short stories and essays have appeared in past issues of *The Crow's-nest*.

He was elected to office at the annual meeting of the branch in Halifax on April 30. Dr. Will Bird, widely-known novelist, was chosen honorary president.

Lt. Percy has had a collection of his short stories accepted for publication by Ryerson Press, Toronto, in the fall. He is serving in the *Swansea*.

### **ROTP Cadet Wins Gold 'A'**

Member of the graduating class of Acadia University, Wolville, Nova Scotia, ROTP Cadet Hugh Laurence, of Annapolis Royal, has been awarded the Gold "A" by the Student Council in recognition of his participation in student activities.

A point system is used in determining the awards and Cadet Laurence was one of four students to qualify for the major distinction. Particularly active in athletics, Cadet Laurence has also participated in all other aspects of university life during his four years at Acadia.

### **Sailor Serves In Three Ottawas**

A sailor now in HMCS *Ottawa* has served in all three Canadian warships bearing that name.

He is Ldg. Sea. Wilfred H. Kerr, Port Alberni and Victoria. The association started in August 1940 after he completed a signalman's course at *Cornwallis* and was drafted to the original *Ottawa*.

In April 1941 he was drafted to another ship. On September 13, 1942, the *Ottawa* was sunk by two torpedoes from a Nazi U-boat.

As the war progressed a second ship, the former HMS *Griffin*, was commis-



Ldg. Sea. Wilfred H. Kerr has served in all three RCN warships bearing the name *Ottawa*, the total time adding up to about a quarter of his service career. (E-53639)

sioned HMCS *Ottawa*. In October, 1944, Ldg. Sea. Kerr was drafted on board and he remained for the duration of the war. In 1946 he completed his seven-year hitch and left the service.

The third *Ottawa* entered his life after Ldg. Sea. Kerr re-entered the navy in September, 1954, after an eight-year absence. After completing training, he was drafted on board the *St. Laurent* class ship in April 1959 and he is still serving there.

For the record, Ldg. Sea. Kerr entered the navy as a boy seaman in April 1939 and in May of that year signed on as a seaman for seven years.

In May 1959 he received the Canadian Forces Decoration. Had he remained continuously in the Navy Ldg. Sea. Kerr could have proceeded on pension a year ago with 20 years' service completed.

### **W. Ross Hickey Again Heads NOA**

The election of officers of the Edmonton branch of the Naval Officers' Associations of Canada saw W. Ross Hickey re-elected president. L. J. D. Garret is vice-president and Gordon K. Greaves secretary-treasurer.

Directors of the Edmonton NOA are: Norman J. Allison, Arthur Baker, Frank Banwell, James Elliott, Herb Hartley, Lyle Hoar and Ross MacLean.

### **Red Cross Provides Home for Veterans**

One of the lesser known projects of the Red Cross on behalf of ex-service-men has been operating quietly and efficiently at 674 Dundas Street West, in Toronto, since the early 1930s.



This is the Red Cross Soldiers' Club, which provides a home for single veterans of any of the services who are in receipt of war veterans allowances.

The rates take into account the member's pension. For example, a member with an income of between \$60 and \$80 a month pays a monthly fee of \$25.80. In return for this, he receives three meals a day and a permanent home. Each bedroom has from one to four beds. There is a library, writing room, television and hi-fi room, and billiard and recreation room. Except for the summer months, there is a first-run movie every two weeks. Toronto Red Cross groups and others provide entertainment from time to time.

In the summer, picnics are arranged and an effort is made to send some of the men to camp for a week or ten days.

Costs are kept down by employing some of the club members on a part-time basis and by requiring all members to look after their bedrooms and take their turn of dining-room duties. In spite of this, there is normally a deficit of about \$10 a member which is met by the Toronto Red Cross.

### **Navy List Editor Leaves Civil Service**

A distinguished career in the Civil Service ended April 4 when Miss Edith Scott Campbell, of 540 Edison Avenue, Ottawa, retired.

Miss Campbell is perhaps best known as the editor of the Navy List. As such she has recorded for the past 17 years the rank and seniority of all RCN, and RCN (R) officers, the names of their ships and establishments, and appointments of the officers. The Retired List also came within her domain.

On her retirement, Miss Campbell was honoured with a "first" for the Civil



Rear-Admiral K. L. Dyer, Chief of Naval Personnel, was present at farewell ceremonies for Miss Edith Scott Campbell, editor of the Navy List since 1943. Miss Campbell began her career with the Civil Service 43 years ago. (O-12591)

Service. She was presented with a lapel pin of newly-approved design for issue to Civil Servants with 25 years' service. A certificate of service is awarded with the pin.

Born in Ottawa, Miss Campbell began her career with the Civil Service on March 6, 1917, with the former Department of Militia and Defence. She remained with that department until a staff cut was ordered in March 1922.

In July 1923 she rejoined the government service with Trade and Commerce, and on March 8, 1924, she transferred to the Department of National Defence.

Ceremonies in Naval Headquarters honouring Miss Campbell were attended among others, by Rear-Admiral K. L. Dyer, Chief of Naval Personnel, A. R. K. Anderson, Superintendent of Civilian Personnel, and K. G. Slade, Director of Civilian Personnel (Navy).

Miss Campbell was presented with a portable television set, a wrist watch and a certificate of appreciation for services rendered, signed by the Minister of National Defence. She later received a testimonial certificate signed by more than 200 civilian and naval associates.

### **Admiral Spencer Heads Engineers**

The Institute of Marine Engineers, a professional association which had its origin in England in 1889, and is now world wide, has established a Canadian Division and the first Vice-President (Canada) and Member of Council is Rear-Admiral B. R. Spencer, Chief of Naval Technical Services.

The office of the Canadian Division will be located at 336 Crestview Road, Ottawa, and the Secretary (Canadian Affairs) is T. M. Pallas.

The Institute has about 13,000 members in all parts of the world and is growing at the rate of between 1,000 and 1,200 new members each year. In Canada there are over 350 members at this time. There are local sections which serve the members in their area in places as far apart as Vancouver and Bombay, Toronto and Capetown or Montreal and Melbourne, each section have a local vice-president.

### **Third Naval Career Draws to Close**

Seventeen-year-old "Jock" Kelso started down a Scottish road with a berry basket in his hand one summer's day in 1909. He little dreamed that he was on the threshold of three naval careers.

Lt. John Robertson Kelso, RCN (Ret.), retired in May from the Canadian Civil Service after ten years at



This crayon drawing of Lt. "Jock" Kelso, RCN(R) (Ret.), by Gerard Montplaisier accompanied a presentation of luggage on the occasion of his retirement from the Civil Service in May. (CN-6047)

Naval Headquarters as section head of electrical stores cataloguing. When he took up civilian duties with the Navy, he already had behind him careers in both the Royal Navy and the RCN.

That young "Jock" failed to return with the berries he had undertaken to pick, probably did not surprise his mother. On a previous occasion he had left home to join the Royal Navy and had been shipped home as under age. This time he was accepted.

Lt. Kelso could have been a pioneer member of the Royal Canadian Navy, if his heart had not been set on the submarine service. He was serving as an ordinary seaman in HMS *Queen* when volunteers were sought for HMCS *Niobe* in 1911—but Canada looked far, far away.

His ambitions to become a submariner were realized in 1912 when he entered the submarine service as a torpedoman. He served in "A" class submarines from 1913 to 1915 and in "G" class submarines from 1915 to 1919. The "A" class submarine had a complement of two officers and nine men—enough to land a soccer team, if someone else supplied the duty watch.

He was serving in the G-4 when she sank a German merchant vessel at the mouth of the Elbe River in 1915. He was serving in the G-2 when that submarine came upon the surfaced German U-78, which was attacking a merchant ship. The U-boat paid in full for her failure to observe the approach of the British submarine.

Already mentioned in despatches for "devotion to duty" in 1917, Lt. Kelso

was awarded the Distinguished Service Medal in 1919 for his part in the sinking of the *U-78*.

He continued to serve in submarines, including two years on the China station, until 1926, when he reverted to general service. He served in the battleships *Malaya* and *Queen Elizabeth* in the Mediterranean from 1927 to 1931.

Naval career No. 1 came to an end with his retirement to pension as a Chief Petty Officer (Torpedo Gunner's Mate) in May 1932.

For six years he was sales manager for a sewing machine company in Hortham, England, and then was recalled to service on the outbreak of the Second World War. When volunteers for instruction duty with the Royal Canadian Navy were sought in 1940, Canada no longer looked so far away and this time he volunteered.

His first duties with the RCN were as instructor in the Torpedo School at *Stadacona* and hundreds of officers and men went to sea knowing that Whitehead was more than another name for a pimple. Torpedo branch instruction in those days, it should be recalled, covered not only torpedoes, depth charges and mines, but also shipboard electrical maintenance.

Promoted to Gunner (T) in 1941, he later served as depth charge trials officer and drafting officer at *Stadacona*, with Naval Ordnance and as staff officer at HMCS *Queen Charlotte*, the Charlottetown naval division. He had

been promoted to Commissioned Gunner (T) in 1944 and to Lieutenant (Star) in 1945 and it was in this latter rank that he was demobilized in September 1947.

He served another year in uniform, from 1949 to 1950, and then embarked on the civil service career from which he has now retired.

An organization that has benefited greatly from his presence in Ottawa is the Naval Headquarters Golf Association, of which he has been a devoted and active member and club statistician.

Lt. Kelso left in early May on a five-month visit to Scotland. He will return in the fall to his home in Aylmer, Quebec, across the river from Ottawa, where he resides with his wife, his daughter Anne, and son, David.

### Scots Flyer Heads Officers' Group

A Scotsman who flew against the Japanese in the Pacific as a member of the Fleet Air Arm is the new president of Brunswicker branch of the Naval Officers' Associations of Canada. He is John A. Davidson, of Saint John.

Mr. Davidson took his pilot's course in Canada under the Empire Air Training Scheme. He joined the Royal Naval Volunteer Reserve in 1942. Attached to the British Pacific Fleet as a pilot, he was serving in HMS *Indomitable* during the Okinawa landings when the ship

received two hits from kamikaze planes. Damage was slight, and the *Indomitable* fought on in the Singapore and Hong Kong areas.

### Bonnie's Blood Clinic Best Yet

Officers and men of the *Bonaventure* recently completed the "best yet" blood donor clinic. Red Cross authorities reported 415 donations taken Thursday afternoon and Friday morning, April 7 and 8, in the ship while secured at the carrier jetty at *Shearwater*.

The last clinic, in October 1959, realized 372 pints of blood for the Red Cross. The latest clinic brought 105 pints on the Thursday afternoon, 310 on the Friday morning.

### Veterans Present Life Membership

A life-membership in the Hamilton Naval Veterans' Association was presented recently to Commodore E. W. Finch-Noyes, Commanding Officer Naval Divisions, Hamilton.

Commodore Finch-Noyes received his life-membership card from S. R. Piner, president of the Hamilton association. William Shade, vice-president, also took part in the ceremony.

Commodore Finch-Noyes, who takes over the duties of Flag Officer Pacific Coast in the rank of rear-admiral at the end of June, has been active in support of the Hamilton group and of the Naval Veterans' central body, the Canadian Naval Association.

### Fifth Sea Lord Visits Canada

Vice-Admiral L. G. Durlacher, Fifth Sea Lord and Deputy Chief of Naval Staff, Royal Navy, visited Ottawa February 14 to 16.

Admiral Durlacher arrived from Washington on the evening of February 14. On Monday, 15th, he called on the Chief of Naval Staff, Vice-Admiral H. G. DeWolf, and met informally with the Naval Board. He visited the Atlantic Command February 16-18.

### Radar Test Idea Brings Award

Ronald Wambolt, civilian employee of HMC Dockyard, Halifax, was presented recently with a cheque and certificate from the Suggestion Award Board of the Public Service of Canada by Commodore H. G. Burchell, Commodore Superintendent, Atlantic Coast, for his award-winning suggestion: "Modification to enable faster and more efficient testing of Sperry Mk II Radar."



Members of No. 106 Petty Officers' Leadership Course completed their training at Cornwallis on February 19. They are, left to right, front row: Petty Officers Ivan Smith, Edward Bellefontaine, and Ormie Stohl, Lt. Charles Boyle (course officer), and Petty Officer William Smith (course petty officer), Petty Officers Robert MacLeod, Archie Dachuk, and Paul Potvin; centre row: Petty Officers George Burke, Beverley Howard, Robert Kerr, Herbert Bootsman, William Cox, Bruce Riggs, and William Costello; back row: Petty Officers William Gnatiuk, Valentine Regier, Andre Beaudet, Clifford Neal, Joseph Shorey, Ronald Pratt, and Richard Logan. (DB-13597)



# SAGA OF A NOBLE CHOPPER

WHEN RCN Sikorsky helicopter 877 was brought on board the *Bonaventure* in March for plane guard duties, her well-earned nickname of "Angel" was callously thrown over the side and she perforce became "Pedro", because it better suited shipboard nomenclature.

Notwithstanding, the venerable flying machine preserved her angelic disposition by performing yet another mercy mission. She retrieved a sailor of the carrier's maintop division who accidentally fell overboard on March 26. This happened a scant four days after her joining the *Bonaventure*, which indicated to those who knew her well that she was willing to forgive the powers that be for discarding her honoured nickname, in the interests of duty.

As "Angel", she had performed six outstanding rescues which were duly painted on her nose in the form of maple leaf symbols. So a seventh was added for her most recent work of mercy. Her proud record began in 1955, the year she joined Utility Helicopter Squadron 21 at *Shearwater*.

The first maple leaf indicates the dramatic rescue of 21 men from the freighter *Kismet* which ran aground at the base of a 1,000-foot cliff near Cape North on Cape Breton Island. "Angel" bucked a snowstorm to the area, then survived gale winds to take off the crew in four trips, averting their deaths. Pilot and co-pilot were awarded the George Medal, the two aircrewmembers were given Queen's Commendations. So, under her first maple leaf are painted the George Medal and oak leaf.

On March 3, 1956, while operating from the *Magnificent*, she picked up from the sea a man who had fallen off the flight deck. A pilot was retrieved twice after ditching on one side, then the other, of the *Maggie*, on the 26th and 28th of September in the same year. That meant three more oak leaves.

The next mission, on July 11, 1957, involved the rescue of a pilot, downed in the bush.

A year ago she was called upon to pick up three crewman of an aircraft which came down off Osborne Head, N.S.

Below the symbol of the angel painted on her nose is the global emblem of the United Nations. She went to Egypt



"Pedro", alias "Angel", plane guard in HMCS *Bonaventure*, poses for a family portrait on the flight deck of the carrier. Grouped below symbols denoting seven rescues carried out in the Sikorsky helicopter are, front row, left to right: AB William McMullen, Ldg. Sea. David Harding, PO Joseph Carver, AB Sherwood McQueen and AB Noel Black, all of whom are maintenance personnel. Back row: AB Malcolm Marshall, aircrewman; Sub-Lt. Wallace Morris, co-pilot; Lt. Robin Watt, pilot, and AB Edward Olliffe, aircrewman. (BN-60936)

in the *Magnificent* when the carrier was dispatched to the Suez in December, 1957. She served briefly as General E. L. M. Burns' personal aircraft during the period the *Maggie* was at Port Said.

Another exploit, which caught the public eye but which is unrecorded on her fuselage, involved the rescue of two terrified dogs caught on thin ice on Lake Mic Mac, Dartmouth, N.S., during the spring thaw of 1959.

Pedro, Angel or 877, whatever you wish to call her, still belongs to HU 21 although she operates from the flight deck of the *Bonnie*. Perhaps she made the headlines most frequently, but the other helicopters of the squadron are responsible for many mercy missions. The squadron averages 40 civilian rescues and searches each year, in addition to its naval duties. Transporting people in need of urgent medical attention is one of the mercy tasks and the burden was greatest during the Springhill mine disasters of 1956 and 1958. HU

21 machines also operated in the Far North on board HMCS *Labrador* in history-making voyages and served in the sub-Arctic during the building of the Mid-Canada Warning Line.

Now, as a plane guard, she is airborne before the carrier launches or recovers aircraft and hovers close by, ready to dart to the rescue should this be necessary. She also performs utility chores for the carrier and ships in company at sea.

Her current crew includes Lt. Robin Watt, pilot; Sub-Lt. Wallace Morris, co-pilot, and Able Seamen Malcolm Marshall and Edward Olliffe, aircrewmembers. The maintenance crew which takes loving care of her venerable "innards" includes PO Joseph Carver, Ldg. Sea. David Harding and Able Seamen William McMullen, Sherwood McQueen and Noel Black.

Old 877 has been until very recently one of those aircraft that seem to fly without any trouble, whatever the conditions. On the last cruise, there were



times when she just wouldn't start. The more pragmatic blame this on her aged condition. She has been flying for more than five years and has logged 1,800 hours in the air, more than any other RCN Sikorsky.

Her intimates claim otherwise. She survived the business of having her name changed, but a recent incident may have soured her completely. One of the utility runs this spring involved the transfer of a movie film from the carrier to a destroyer escort. Unfortunately, the film wound up in the drink. Since it was the very popular "Hound Dog", the captain of the ship, Captain J. C. O'Brien, decreed that a film case be drawn on the other side of the machine, embellished with a hound dog.

Against the protests of the crew, who knew better, the deed was done. She hasn't been the same since.

"After all," as Lt. Watt says, "she's a very human machine."



When three destroyer escorts of the Pacific Command returned from the Far East at the end of April, the "buggie brigade" was out in force to greet them. Going on board the St. Laurent are Mrs. P. Martens and Mrs. J. Mason. (E-55213)

## PRIEST'S BENEFACTOR FOUND AFTER 7 YEARS

*The following story by Cory Kilvert concerning a member of HMCS Chippawa, the Winnipeg naval division, appeared in The Winnipeg Free Press on March 18.*

ON DECEMBER 9, 1952, a 33-year-old Jesuit priest had his right leg severed below the knee under the wheels of a Portage Avenue streetcar.

The priest, Rev. Henri Ouimet, would have died from loss of blood had it not been for a stranger who rushed to his aid and applied a tourniquet to the priest's limb.

After the unknown benefactor had administered this first aid he disappeared into the crowd as the ambulance arrived.

For more than seven years the grateful priest tried to find the man who saved his life.

Last Tuesday, after a chance remark made at HMCS Chippawa a couple of weeks ago was followed up, Father Ouimet at last was able to show his gratitude.

Responsible for bringing the two men together was Rev. John J. Grimes, Roman Catholic chaplain at Chippawa.

Recently he was swapping experiences with Petty Officer Les Walker, 1100 Mountain Avenue, an employee of Eaton's, who told him of aiding a priest who had been run over by a streetcar in front of the store.

Mr. Walker had used his belt and a pen to apply a tourniquet to the injured man's leg. He had placed his coat under the priest's head. As he had not seen the actual accident he merely returned to the store and went about his business when help arrived.

Father Grimes said nothing to Mr. Walker at the time of their conversation but he immediately recalled a priest at St. Boniface College who had an artificial leg.

On Tuesday night the chaplain brought Father Ouimet to the ship to meet his benefactor.

"It was a complete surprise to me," Mr. Walker said. "But I was very glad to meet the father. I had often

wondered how he made out and what had happened to him.

"Now I will know him when I see him and can greet him when he comes into the store."

As for Father Ouimet, the meeting with the man who saved his life was a very happy occasion.

After more than seven years of wondering who the man was it was wonderful to meet my—what do you say?—saviour," he said.

### Works of Mercy Bring Thanks

A letter of appreciation has been received by the Commodore, RCN Barracks, Halifax, from C. I. Illsley, Commissioner of the Canadian Red Cross Society.

"Our Society wishes to express through you to the Royal Canadian Navy, grateful appreciation for your co-operation in connection with the work of the Society," Mr. Illsley writes.

"In particular, we are mindful of the tremendous part played by the men of the Royal Canadian Navy in attending blood donor clinics and giving blood, of the wonderful co-operation that we have had in connection with the water safety program of Red Cross in providing pool time for training instructors, and in particular for providing pool time on Saturdays during which the blind children have had an opportunity of having properly supervised swimming, and thus enjoying a pleasure which the rest of us take for granted.

"We also appreciate the ever ready co-operation we know is available in case of disaster, and although there were no major disasters last year in our province, on one or two cases I do know that Red Cross supplies were transported into the woods by Navy helicopter.

"We are deeply appreciative of all these things and would say a most sincere 'thank you'.

"You will be interested to know that the instructors trained by Red Cross in water safety have been able to help many organizations such as the Sea Cadets, Civil Service, School Children, and the YWCA in their water safety programs. It has been most gratifying that so many Navy personnel have qualified as instructors."



# KOOTENAY'S PIGEON PAPERS

**I**N EARLY August 1944, the American army was driving south and westwards into Brittany in its breakout from the beach-head area in Normandy. As it did so, destroyers and sloops of the British and Canadian navies hovered like hawks close off the Breton and Biscay coasts waiting for U-boats and other craft to be flushed from cover by the advance of the land forces.

Also waiting were the maquis forces in the area. They fought when the opportunity offered and they continued to make intelligence reports to their allies in England. One of these reports went astray. It was dated August 2, 1944, and had been entrusted to a carrier pigeon by a resistance leader in Lam-

balle, a railway-junction town near the northern shore of Brittany and about half way between Rennes and Brest. It was not addressed in any way, but the pigeon was supposed to know where to deliver it. Whether the beam was not working properly or he had never qualified in navigation cannot be determined, but he was more than 90° off course when he made a forced landing on X-gun deck in HMCS *Kootenay*, some 60 miles out into the Atlantic in position 47° 50' north, 6° 18' west, on the same day. He had made good 90 miles on a course of 256° which would have taken him to the sunny islands of the Caribbean Sea in another two or three thousand miles.

Once on board the destroyer, however, the bird showed no great hurry to take off again. His papers were read and transcribed by the captain, then given back to him. He was fed (one wonders with what, victualling stores do not usually carry bird seed) and turned loose again on the upper-deck, but he was still on board the next day. History has no more to say of him after that. HMC Destroyers had no air department in those days and it seems that his take-off was not logged.

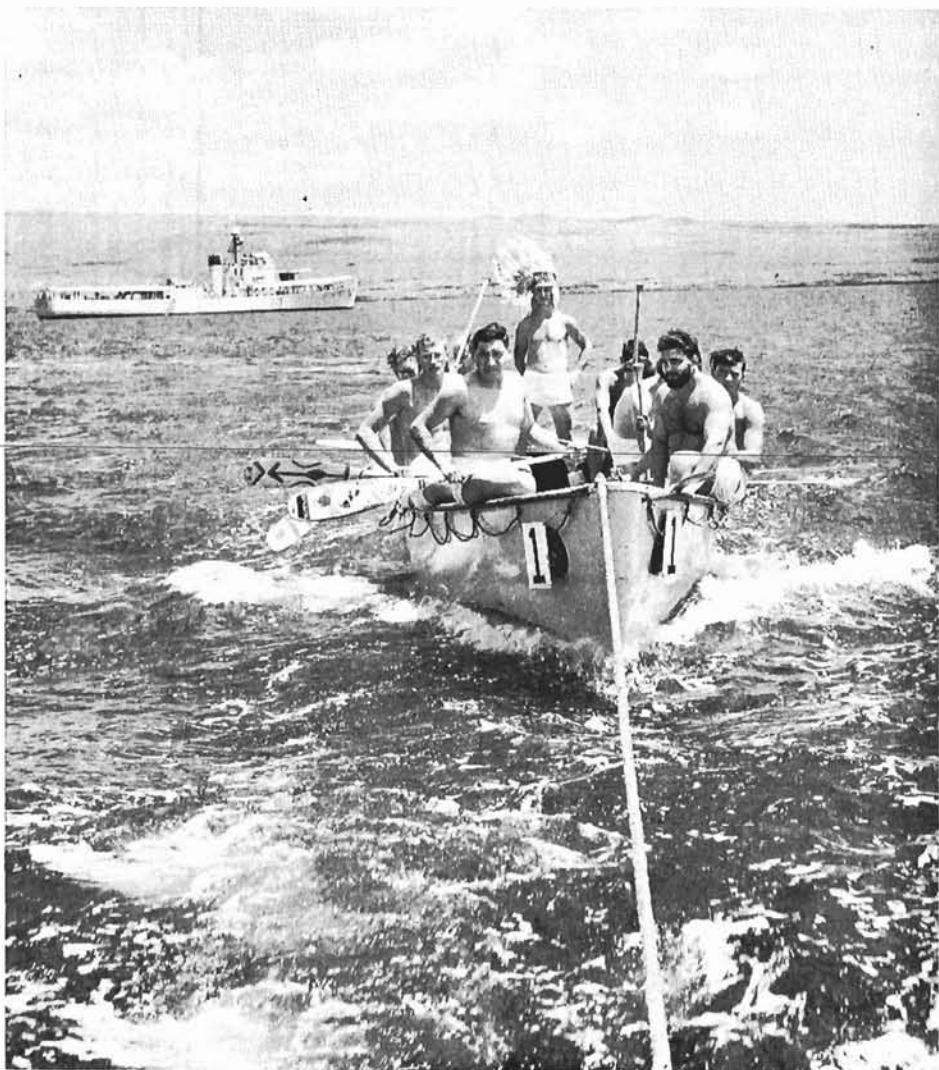
The captain of the *Kootenay* sent a copy of the papers to the Commander-in-Chief, Plymouth, for onward transmission and placed his hand written copy in his files so that it was finally cast up in Naval Headquarters. It has been translated and it appears below. When one reads it, the style appears to be wordy and even repetitive; sometimes it almost seems to be padded. That it is cryptic and full of obscure references is hardly surprising—it is not meant for the casual reader but for someone who knew how to interpret it. Perhaps the first paragraph refers to aircraft and three types of armoured fighting vehicles hidden in a wood. On the other hand it may be that the whole thing is in code, the type where a short message is hidden in what appears to be a longer one so that the translation shows nothing of what the original was intended to convey. However, for interest and for what it is worth, here is the text of the *Kootenay's* pigeon papers:

"They say that the birds are picked up in the woods—it's there that they are to be found about two kilometres to the south of Lamballe and it's there that there are autos as well as cars and taxis.

"As for morale, the old sweats are thoroughly fed up while the Hitler youth has high morale and still a confident and superior air.

"One kilometre to the south of Lamballe there is an installation near a small wood on a hill—it is said to be a transmitter. It consists of three large pits about eighty metres deep with a mast in the middle, 30 or 40 metres high and surmounted by cross arms. Nearby are camouflaged buildings.

"It is not possible to listen [to the radio] very often because they cut off our electricity and on top of that they



While Victorians shivered and shovelled in an uncalled for snowstorm March 3, these sailors of the Pacific Command were probably worrying about getting sunburned. They were serving in the *Stettler*, one of four frigates on a training cruise in South American waters. The event depicted here was a preliminary to a whaler-pulling race; and the cox's'n, seen standing and wearing feathered headgear, is Ldg. Sea. Ross Sinclair, of Victoria. In background is the *Sussexvale*. (E-54306)

often jam [the signal] in the evening. "They made us take them [our radios] to the town hall of each commune on pain of death and from there they took them away, but we have a few yet.

"There are three battery sets in the district. The people in charge of them are known and trusted by all but the collaborators.

"There are fortifications in our Lamballe district: on the north and east are trenches and anti-tank walls as well as dugouts. There is also barbed wire and mines in every street in case of invasion. On the south is a com-

mand post with a bunker for bombardment.

"[There are heavy guns at Bel-air [sited] to fire in the direction of St. Brieuc.

"Luckily the Germans are not thick around here any longer. Most of the parachute troops as well as the air-men and infantry (have gone). One hardly ever sees a military convoy or truck any more and the farmers often have to go at the risk of their lives with their wagons to the front with supplies. One train passes through here, often north-bound and well loaded.

"To our great pleasure, it has only been possible to determine that the trucks often come back empty to go off again loaded.

"There are still some tanks hereabouts as well as ammunition (dumps) about ten kilometres to the north as the crow flies.

"Let us live in the hope of speedy liberation. Accept, dear friends, a cordial hand-shake.

Signed: Lamballe 5-3-

2 August, 1944".

—Ph. Ch.

## MUSTERING BY THE OPEN LIST

AS PART OF ceremonial Sunday Divisions on March 13 in Bermuda, the ship's company of the *Restigouche* took part in an old naval ceremony which has all but died out. This was "mustering by the open list", the origin of which is probably lost in the mists of time, although its purpose used to be very practical.

It would appear that at one time certain Commanding Officers and Supply Officers did not possess the sense of integrity and honesty that prevails these days, and on many occasions of long absences from the home port a number of men would be lost through various reasons — battles, illnesses, storms and so on. The names of these poor unfortunates were illegally kept on the ship's books for victuals and pay and the value of these items were drawn each month and shared by the captain and purser. Another ruse was to pad the ship's book by adding a few names for the same evil purpose. Both practices were long overlooked.

The Lords Commissioners of the Admiralty viewed the practice with grave concern when it was at last brought to their official attention—notwithstanding that in their earlier years they had probably shared a few golden sovereigns or guineas in the same way! However, in their wisdom, they devised a splendid scheme to prevent unscrupulous officers from lining their pockets at the expense of the Crown.

The scheme required a senior officer to muster the ship's company and cause each man to pass before him. In doing so, the man would come to a halt, salute the inspecting officer and state his name, rating, non-substantive rates, number of badges and his number on the ship's book or list. This information would be checked against the entries in the

book and the next man would present himself. In this way they were "mustered by the open list", and any surpluses were easily spotted. The only course of action for the pursers from there on was to cut down on the victuals, something they have been practising ever since, and accounting for the lean, lithe, sinewy and muscular

### Pusser's Tally

When Jack thought his new "party" had a predatory gleam in her eye, he would take the precaution of giving her a "pusser's tally"—a false name.

He probably did not know it, but the "pusser's tally" was originally the name of a fictitious man on the ship's book whose pay was drawn by the purser (pronounced *pusser*).

One of the best examples of a "pusser's tally" that comes to mind is the case of a Canadian petty officer returning to a large British naval establishment one dark night during the Second World War, after an evening on the town. He successfully passed the gate sentry, the Regulating Petty Officer and the Officer of the Watch, for he was a seaman of considerable experience.

However, as he was making his way towards his distant hut, he was tempted by a traffic sign which was not firmly nailed down and which would make a good souvenir of his overseas service. He was taking it along when the corporal of the guard came upon him, demanding his name, rating and official number.

Being a man of infinite resource and sagacity, and realizing that the leading seaman before him was a Hostilities Only rating and had probably never seen the shores of North America, he replied accordingly.

Next morning the hum-drum routine of the barracks was enlivened with urgent pipes for "Petty Officer John Q. Skulduggery, official number 2121, to report to the regulating office!"—Ph. Ch.

sailor of this 50th year of the Royal Canadian Navy.

In these days of course with Auditors-Generals, Minister of Finance, Treasury Boards and numerous other eagle-eyed persons looking after the Queen's treasure it is highly unlikely that padding the books would be very profitable and, consequently, the muster is only carried out as a ceremony that gives each man an opportunity to salute his Captain.

Such was the occasion on March 13 when the ship's company mustered by the open list on a jetty at Ireland Island, Bermuda. Music was provided by the *Shearwater* band and things went along smoothly, until the last man appeared. The coxswain could not account for him but, undaunted, he announced to the captain: "Ordinary Seaman Smith, Sir."

All being well and truly accounted for, they were dismissed and returned to the ship. Within minutes, the following message was received from the Senior Officer Afloat (Atlantic), Commodore Plomer: "It appears you and the Supply Officer are sharing the pay of ABCD BLANCHER, 25982-H. I am faced with the difficult alternative of whether to cover it up or report it and have it reach the horrified ears of the Honourable Mr. Donald Fleming."

When the air cleared, it was discovered that the Commodore, knowing the ceremony was taking place instructed one of HMCS *Cape Scott's* men to join the *Restigouche's* bosun's division to test the list.

This, of course, accounted for "Ordinary Seaman Smith".

The following reply was made—it is to be hoped—the incident closed.

"Discrepancy in Ship's List noted. Did not consider Their Lordships would object to having one man not being paid for his services."—R.J.D.



# AFLOAT AND ASHORE

## ATLANTIC COMMAND

### First Escort Squadron

During WINTEX 60, three ships of the First Escort Squadron, the *Iroquois*, *Nootka* and *Huron*, visited Fort Lauderdale, Florida, for ten days to paint ship and have some recreation. On several occasions, the ships were open to visitors and a separate afternoon was set aside for a visit from students of a school for deaf children.

Twenty-six pupils, ranging in age from six to 15 years, were split on arrival at the ships into two age groups. The children are all taught to lip read. The older group was shown around the *Huron* by Lt. William Payne, the younger set seeing the *Iroquois* with PO L. C. Skinner, along with Lt.-Cdr. J. D. Jellett, squadron direction officer, who had arranged for the visit. This was the first visit of these children to the ship and they obviously enjoyed it.

Lt. Payne proved to be the perfect guide for he was able to use sign language to describe the features of the destroyer.

Lt. Payne learned to use sign language from his father who is deaf. Mr. Payne is a linotype operator at the *Star*, in Windsor, Ontario.

The Fort Lauderdale press published three columns of photographs concerning the visit.

Three days later, an envelope was received by Lt.-Cdr. Jellett containing a "thank you" note written by each child.

### HMCS *St. Croix*

During March and April 1960 the *St. Croix*, spent 51 days away from her home port of Halifax, of which period 27 days were spent at sea, and the distance travelled was 9,719.6 miles.

On March 4 the ship departed Halifax, with Read-Admiral B. R. Spencer, Chief of Naval Technical Services embarked, for Bermuda to join other Canadian ships in the final exercises of Wintex. Once clear of the harbour the weather deteriorated steadily through the night.

The next morning the *St. Croix* was diverted to stand by the ocean tug *Saint Charles* in position 120 miles to the eastward and running with the seas.



Lt. Richard Davis inspects a comedy guard of honour on the flight deck of the *Bonaventure* immediately after he became the one to make the 5,000th arrested landing on board the carrier. Officer of the guard is AB A. C. Downie, and the three members of the guard to the right of Lt. Davis are AB J. Walker, AB Kennedy Bowen and Ldg. Sea. C. F. Coyle. The *Bonaventure* also steamed past the 100,000th-mile mark on the same cruise. (BN-3325)

A few hours later a steering breakdown occurred on board the *St. Croix* and for three hours the ship was required to steer by main engines into the sea. The breakdown was rather unusual in that a stud holding spare gear in the tiller flat sheared and the spare gear fell and cracked the hydraulic pipe on the port steering ram.

Rendezvous with the *Saint Charles* was effected but the seas had abated considerably and the tug was happy to proceed to Halifax independently. The *St. Croix* then resumed course for Bermuda. On arrival, Rear-Admiral Spencer disembarked and joined the *Inch Arran*.

On completion of WINTEX exercises all task units were formed up in column. This was indeed an historic occasion. A total of seven Restigouche Class, seven Tribal Class and HMCS *Sioux* were in company; the largest number of Canadian destroyer escorts ever to be in formation together at sea at the same time. The Flag Officer

Atlantic Coast, Rear-Admiral H. F. Pullen, flew his flag in the *Gatineau*.

Instead of returning to Halifax with the other ships, the *St. Croix* proceeded to San Juan, Puerto Rico, for an eight-day stay. The ship was painted overall and recreational leave granted. On April 1 the luxury yacht *Christina*, owned by the wealthy Greek shipping magnate Aristotle Onassis, berthed astern of the *St. Croix* with Sir Winston and Lady Churchill embarked. The *Christina* was the former Canadian frigate *Stormont*. On the morning of April 2 the entire ship's company of the *St. Croix* manned the upper deck to cheer Sir Winston as he drove past the ship for a tour of San Juan.

The *St. Croix* returned to Halifax April 8 and sailed again on April 10 for 12 days TAS training in the Gulf Stream with the *Restigouche* and the submarine *Auriga*. Back to Halifax on April 22, the TAS classes were landed, and the ship promptly departed for three days of oceanographic duties.

## HMCS Stadacona

The Navigation Direction School as such has lost its old identity and has now taken the new name of the ND Section. Another traditional establishment has been renamed. Commonly known as the Seamanship School, this centre of learning has now emerged under a grand new name as The Naval Knowledge Section.

The two sections linked together give *Stadacona* its new Operations Division. As part of its new duties the "Ops Div" has become responsible for the parade ground and all its ceremony. It is rumoured that every good navigator of the future will be stowing a pair of black gaiters in the top chart drawer. The gunners in turn are now sitting back and watching in awe, as the new division runs parade training in its own inimitable, efficient style.

Lots of new faces have appeared around the ND Section of the "Ops Div" in recent months. These include Cdr. M. W. Mayo, who replaces Cdr. P. G. Chance as officer-in-charge, and Lt.-Cdr. C. E. M. Leighton, the new senior staff officer. On the navigation side, Lt.-Cdr. M. Tudor-Craig, RN, has brought an air of subtle British humour with him from HMS *Dryad* and Lt.-Cdr. G. H. Hill has joined the staff after a two-year appointment in the First Minesweeping Squadron.

## Leadership School

The Leadership School at *Cornwallis* recently said farewell to Lt.-Cdr. J. F. Mackintosh, who proceeded on rehabilitation leave on April 21 after almost 30 years service.

A Haligonian, Lt.-Cdr. Mackintosh joined the Navy in 1931 as a stoker,



LT.-CDR. J. F. MACKINTOSH

was promoted to warrant engineer in 1944 and reached the rank of lieutenant-commander in 1957.

During the Second World War, he put in a lot of sea time, serving in HMC Ships *Saguenay*, *Skeena*, *Bellechasse*, *Woodstock* and *Bayfield*. He joined *Cornwallis* in 1951 and served there until his recent retirement.

For the past four years he has been Officers' Course Officer in the Leadership School and, during this time, many officers passed through his capable hands on their way to the fleet. He will be missed by his fellow staff officers in the school as well as by his many friends in the fleet. His successor in the Leadership School is Lt.-Cdr. N. G. Ford.

The summer will again see a large number of UNTD Cadets at the school for part of their summer training. Staff Officer Cadets this year is Lt. H. B. A. Russell who has recently completed JOTL courses in *Stadacona*.

## PACIFIC COMMAND

### HMCS Naden

The *Naden* band has entered a busy season, full of interesting events. April saw the musicians busily engaged in preparation for the Consecration of the Queen's Colour, Battle of the Atlantic memorial service and a visit from the Governor General.

The month's principal event, which outshone all others, was the concert in the Royal Theatre, April 5, in aid of the Armed Services Centre. Under the direction of Cd. Off. W. J. Gordon, and supported by well known guest artists, Ruth Champion and Stanley Martin, the band gave a polished and sparkling program which embraced a wide choice of well known works.

Proof of the concert's success was the enthusiastic way in which the capacity audience received the program, and the many congratulatory messages.

The concert resulted in approximately \$1,700 for the Armed Services Centre.

## NAVAL DIVISIONS

### HMCS York

A new association has grown up around the Toronto naval division.

Called HMCS *York* Retired Officers' Association, it consists of officers who have recently retired from the Navy and who have served on the active list of *York*.

It was formed by a group of some 10 people, most of whom were busy around *York* up until a short time ago. The



Mrs. George Huffman, president of the Women's Auxiliary to HMCS *York*, presents the Toronto naval division's "Man of the Year" trophy to CPO E. T. Izzard. (COND-5556)

founding group included Captain L. D. Stupart, Commanders Richard Bunyard and J. Savoury, Lieutenant-Commanders J. L. Morris, Don Booth, D. B. Gill, D. Tissington and A. Cal. Wilson, Lt. G. Warren and Sub-Lt. Clair Taisey.

The association exists primarily for the purpose of continuing the association with *York* of its members after their retirement from active duty. Its second main objective is to assist the division in any way that the association is able to, if and when the group is invited to do so by *York's* captain.

President is R. C. Bunyard; vice-president, L. D. Stupart; secretary, A. Cal Wilson and treasurer, D. B. Gill. Other members of the committee include D. Tissington, G. Warren, J. L. Morris and Clair Taisey.—A.W.

## Yarmouth Corps Wins Convoy Shield

The Convoy Shield for the most efficient sea cadet corps in the Maritimes was presented recently to RCSCC *Chebogue*, Yarmouth, the only corps to have won the shield twice.

Rear-Admiral R. E. S. Bidwell, RCN (Ret.), president of the mainland division of the Navy League of Canada, made the presentation which was accepted on behalf of the corps by Petty Officer 1st Class John Allen, RCSC. The shield, donated by the Halifax branch of the Naval Officers' Association of Canada, is competed for annually.

Others taking part in the ceremony were Murray Knowles, president of the Yarmouth branch of the Navy League of Canada, and Lieutenant David Mitchell, RCSC, commanding officer of RCSCC *Chebogue*.



The fifteenth annual meeting of the Royal Canadian Navy Benevolent Fund was held at Naval Headquarters, Ottawa, in April. Elected to the 1960-61 board of directors were (left to right, front row): Rear-Admiral K. L. Dyer, Chief of Naval Personnel, CPO R. N. Langton; Vice-Admiral H. T. W. Grant, elected president for a fifth term; Miss A. I. McPhee, Captain P. B. German, RCN (Ret.). Second row: CPO M. H. Keeler, A. B. Campbell, Rev. A. G. Faraday, Chap. (P), Captain R. P. White, RCN(R) (Ret.), Captain E. A. Thompson, RCN (Ret.), CPO F. R. Henderson. Rear row: Rear-Admiral W. B. Creery, RCN (Ret.), Cdr. T. R. Durley, RCN(R) (Ret.), Captain A. W. Baker, RCN(R) (Ret.), Captain J. Jeffery, RCN(R) (Ret.), A. B. Coulter, and Rev. I. R. Edwards, Area Chaplain (P), Pacific Command. Absent when the photograph was taken: Lt.-Cdr. W. Woodward, RCN (Ret.). (O-12586)

## BENEVOLENT FUND ANNUAL MEETING

**T**HE MODERN VERSION of the debtor's prison is represented by "families . . . hopelessly in debt through purchases made in the first instance on credit and later financed by a series of loans at truly majestic interest rates," Vice-Admiral H. T. W. Grant, RCN (Ret.), told the 15th annual meeting of the Royal Canadian Naval Benevolent Fund at Naval Headquarters in April.

Admiral Grant, who was elected to a fifth term as president of the Benevolent Fund, reported that higher income from investments and the continuing generosity of the fleet had meant that all commitments were met without drawing on the fund's capital account.

In addition to Admiral Grant, the following officers and directors were elected at the meeting:

Vice-presidents for two year terms: Captain R. P. White, RCN (Ret.), Ottawa, and CPO F. R. Henderson, *Shear-*

*water*. Re-elected for one year terms: Chaplain (P) I. R. Edwards, RCN, Victoria, and Aubrey B. Campbell, CLU, Halifax.

Lt.-Cdr. Harry McClymont, RCN, re-appointed general secretary, and Duncan Forbes, treasurer.

Members of the board of directors: Captain A. W. Baker, RCN(R) (Ret.), Cedarhurst, Ont.; A. B. Coulter, Ot-

tawa; Rear-Admiral W. B. Creery, RCN (Ret.), Ottawa; Cdr. T. R. Durley, RCN (R) (Ret.), Montreal; Rear-Admiral K. L. Dyer, RCN, Ottawa; Chaplain (P) A. G. Faraday, Halifax, Captain P. B. German, RCN (Ret.), Ottawa; Captain J. Jeffery, RCN(R) (Ret.), London; CPO M. H. Keeler, RCN, Victoria; Miss A. I. McPhee, Ottawa; Captain E. A. Thompson, RCN (Ret.), Halifax; Cap-

### ANALYSIS OF CLAIMS DEALT WITH AND ASSISTANCE APPROVED

January 1 to December 31, 1959

|                            | Discharged          | Serving            | Dependents         | Totals              |
|----------------------------|---------------------|--------------------|--------------------|---------------------|
| Applications dealt with    | 689                 | 165                | 49                 | 903                 |
| Applications approved      | 602                 | 123                | 39                 | 764                 |
| Applications NOT approved  | 87                  | 42                 | 10                 | 139                 |
| <i>Assistance Approved</i> |                     |                    |                    |                     |
| Grants                     | \$ 82,917.85        | \$10,646.97        | \$ 8,767.90        | \$102,332.72        |
| Loans                      | 40,775.57           | 30,065.27          | 300.00             | 71,140.84           |
| <b>Totals</b>              | <b>\$123,693.42</b> | <b>\$40,712.24</b> | <b>\$ 9,067.90</b> | <b>\$173,473.56</b> |



tain R. P. White, RCN(R) (Ret.), Ottawa; Lt.-Cdr. W. Woodward, RCN (Ret.), Victoria, and CPO R. N. Langton, RCN, Victoria.

Mr. Coulter, Chaplain Faraday, and Chief Petty Officer Langton are commencing their first terms on the board of directors this year.

Those retiring from the board this year were: Griffiths Jones, Victoria; Captain T. F. T. Morland, RCN (Ret.), of Halifax, and CPO D. H. Nelson, of Victoria.

In his presidential address, Admiral Grant said:

"Thanks to higher income from investments and the continuing generosity of the fleet, all commitments were met without drawing on our capital account and indeed the latter was built up to a modest extent.

"On behalf of your board of directors I hasten to add that there will be no hesitation in selling bonds, when and if claims warrant such action, but we normally prefer to operate on a surplus budget since we have yet to be convinced that there is a better way of meeting the unforeseen misfortune to which not only the sailor, but all humanity falls heir."

Admiral Grant spoke of the claims studied during the year.

"At one end we find most genuine distress born of death or some unforeseen tragedy. At the other, outrageous financial difficulties attributable to human errors of the stupidest kind and, in between, filling too many pages we glimpse the modern version of the debtor's prison—families, many with quite reasonable incomes, hopelessly in debt through purchases made in the first instance on credit and later financed by a series of loans at truly majestic interest rates.

"The fact that such cases are as common today as they were 50 years ago is hardly surprising, for the innocent as well as the improvident are subject to a constant barrage of propaganda urging them, in effect, to live beyond their means.

"The fund has tackled this problem by assisting the Director of Service Conditions and Welfare in a program of counselling throughout the Fleet and in the naval training establishments.

"Similar work, in co-operation with the Department of Veterans' Affairs and social agencies, has done much to assist veterans by way of housing, employment, hospital insurance and general information relative to benefits from other sources.

"I mention this to make it clear that, while the primary work of the fund is

the provision of financial assistance to the distressed, it is also concerned with many other aspects of service morale.

"Before moving on let me add that I am sure the fund has sometimes skimmed on the deserving as it has oc-

asionally condoned the improvident, for the members of your claims committee are no more infallible than other humans where work of this nature is concerned . . .

"Assistance approved by way of grants and loans was approximately 11 per cent less than last year, making due allowance for cash handed out via the Disablement Fund.

"Of the 730 claims dealt with 71 per cent originated from veterans or discharged personnel, 22 per cent from those still serving and 7 per cent from dependents. Corresponding figures for last year were 64, 28 and 8 per cent, which might indicate that life ashore is not getting any easier.

"A detailed study of the claims submitted to our three committees discloses a changing pattern in the calls on your fund's resources.

"Less money is now being paid out to offset medical and hospital bills, and more to compensate loan companies and credit granters for unhonoured accounts.

"These cases are more prevalent amongst veterans than serving personnel but it is not a desirable state of affairs, and the time may be approaching when the fund should take a second look at requests for loans of convenience, however plausible the reasons for them may appear.

"A detailed statement of donations is included in the audit. The breakdown by categories is as follows:

|                              |                    |
|------------------------------|--------------------|
| RCN personnel                | \$26,066.37        |
| RCN ships and establishments | \$13,684.62        |
| Reserve divisions            | \$ 194.73          |
| Other donations              | \$ 573.49          |
| <b>Total</b>                 | <b>\$40,519.21</b> |

Once again voluntary contributions by assignment of pay make up by far the greater share of donations received and on behalf of the directors and members I would like to thank all individuals, ships' funds, wardrooms and messes for their generosity. I know, too, that the great majority whom we have helped would wish to add their thanks.

"As in previous years the accounts of your fund have been audited by the Auditor General's office, in Ottawa, and by Messrs. Lee and Martin, in Halifax. We are most grateful to both auditors for their contribution in this respect and the statement will be open for discussion later.

"There have been several staff changes during the year. At Halifax, F. W.

## LAST YEAR'S GIFTS TO BENEVOLENT FUND

Serving Naval Personnel—  
by monthly assignments \$26,066

|                                      |                              |
|--------------------------------------|------------------------------|
| <i>RCN Ships and Establishments:</i> |                              |
| Aklavik                              | Ship's Fund \$ 60            |
|                                      | Men's Mess 15                |
| Albro Lake                           | Ship's Fund 110              |
| Algonquin                            | Ship's Fund 460              |
| Avalon                               | Nfld. Area (AF) Reg. Fund 69 |
| Bonaventure                          | Ship's Fund 375              |
| Bytown                               | Officers' Mess 300           |
| Cayuga                               | Ship's Fund 50               |
| Chaleur                              | Ship's Fund 5                |
| Churchill                            | Ship's Fund 100              |
| Cornwallis                           | Ship's Fund 4,000            |
|                                      | Chief and POs' Mess 167      |
|                                      | Wardroom Mess 60             |
| Cowichan                             | Ship's Fund 15               |
| Crusader                             | Ship's Fund 100              |
| Gloucester                           | Ship's Fund 90               |
| James Bay                            | Ship's Fund 13               |
| Margaree                             | Ship's Fund 180              |
| Naden                                | Ship's Fund 1,977            |
|                                      | Chief and POs' Mess 200      |
|                                      | Wardroom Mess 359            |
| Naval Supply                         | Seran Locker 7               |
| Depot Halifax                        | Unclaimed clothing 170       |
| Niobe                                | Officers' Club 162           |
| Ottawa                               | Ship's Fund 50               |
| Outremont                            | Ship's Fund 120              |
| Quebec                               | { Ship's Fund 1,702          |
|                                      | { Wardroom 337               |
| Resolute                             | Ship's Fund 40               |
| Saguenay                             | { Ship's Fund 358            |
|                                      | { Wardroom 35                |
| Stadacona                            | { Wardroom Mess 1,000        |
|                                      | { Ship's Fund 784            |
|                                      | { Chief and POs' Mess 150    |
|                                      | { Band 50                    |
|                                      | { Com. Training School 5     |
|                                      | { Seran Locker 10            |

|                         |                        |
|-------------------------|------------------------|
| <i>Naval Divisions:</i> |                        |
| Brunswick               | Ship's Fund 30         |
| Griffon                 | Wardroom Mess 14       |
|                         | Chief and POs' Mess 50 |
|                         | Seamen's Canteen 36    |
| Hunter                  | Ship's Fund 25         |
| Nonsuch                 | Ship's Fund 15         |
| Unicorn                 | Wardroom Mess 25       |

|   |                 |
|---|-----------------|
| <i>Other Sources:</i>                     |                 |
| Anonymous                                 | \$ 15           |
| Baker, Capt. (SB) A. W., RCN (R) (Ret.)   | 60              |
| Campbell, Lt. Aubrey B., RCN (R) (Ret.)   | 24              |
| CJATC, Officers' Mess                     | 10              |
| Edwards, I. R., Chap. (P) RCN             | 10              |
| George, Lt. W. S. G., RCN (Ret.)          | 25              |
| Grant, VADM, H. T. W., RCN (Ret.)         | 20              |
| Hose, RADM, Walter, RCN (Ret.)            | 20              |
| Kinsmen's Club, Victoria                  | 25              |
| MacLachlan, CDR., K. S., RCN (R) (Ret.)   | 100             |
| Miscellaneous contributions               | 14              |
| Moncrieff, James M. (Estate of)           | 100             |
| Naval Supply Depot, HMC Dockyard, Halifax | 5               |
| Nova Scotia Technical College, Halifax    | 50              |
| Stephens Eng. RADM, G. L. RCN (Ret.)      | 20              |
| USA—Navy Relief Society                   | 25              |
| Victoria District                         |                 |
| Annual Dance Committee                    | 25              |
| Wrens' Association, Vancouver             | 25              |
| <b>Total Donations</b>                    | <b>\$40,519</b> |

Schaefer was forced by ill health to relinquish his work as secretary of the eastern claims committee and I know you would wish me to extend the sympathy of all members for his unfortunate break in health and our gratitude for his untiring efforts on the fund's behalf. His shoes have been filled by R. J. Ventham who, I am sure, is well known to all the men serving and a great many who have retired.

"At headquarters, Arthur Ball, who served the fund faithfully for nine years, has left our service and your fund counts itself fortunate in having been able to secure the services of Duncan Forbes as the new treasurer.

"The Disablement Fund, announced at last year's annual meeting, became operative in the major cities throughout Canada on March 1, 1959. During the 10-month period to December 31, 1959,

173 cases were assisted by gifts of not more than \$10 at a total cost to your fund of \$1,717.53.

"In closing may I extend the sincere appreciation of the directors of this fund to our general secretary and all members of the staff at Ottawa, Halifax and Esquimalt, for their loyal and hard work in the interests of serving and ex-naval personnel who have had cause to call on the Royal Canadian Naval Benevolent Fund."

## GIBRALTAR

(The following letter is reprinted from The Ottawa Journal.)

Sirs:

I should like to draw to your attention a major omission in the article "Canada Shares the History of Empire's Outpost Rock" reprinted from *The Crowsnest*, the magazine of the Royal Canadian Navy.

This concerns the formation and service of the first colonial regiment ever furnished for British service abroad, an honor shared by the 100th (Prince of Wales Royal Canadian) Regiment and by the Province of Canada, wherein it was raised.

With the drain of the manpower of Great Britain, brought about by the Indian Mutiny, authority was granted in 1857 to recruit a regiment in Canada East and Canada West for overseas service, and by early 1858 some 1,200 men had been raised. The officers, except the most senior, were Canadians and included Major A. R. Dunn of Toronto who, as Lieut. Dunn of the 11th Hussars, was the only cavalry officer to win the Victoria Cross in the Crimean War, for gallantry in the charge of the Light Brigade at Balaclava. For a short time he was Commanding Officer of the 100th, following the retirement of its original commander a few years after the unit's formation.

The 100th Regiment reached England in mid 1858, received its colors from HRH the Prince of Wales, and after a period of training was sent to Gibraltar early in 1859, remaining on garrison duty there until 1863. The regiment was then transferred to Malta, returning late in 1866 to Canada for a term of home service before proceeding overseas again.

A most interesting account of the raising of the 100th and of its four years at Gibraltar is contained in Chapter 1 of Major C. A. Bouldin's "Reminiscences of the North West Rebellions", available at the Ottawa Public Library.

G. J. LEAVER,  
327 Second Avenue,  
Ottawa, April 21.



The mighty aircraft carrier USS Coral Sea left British Columbia March 21 after spending a week-end in Vancouver. At the mainland city the 63,000-ton floating airfield was given a tumultuous welcome by crowds measured in thousands. While she was off Victoria a group of Venture cadets, many of whom are destined for naval aviation, were able to get a close look at the great ship from their own training yacht, the Oriole. (E-54731)

# HERE AND THERE IN THE RCN



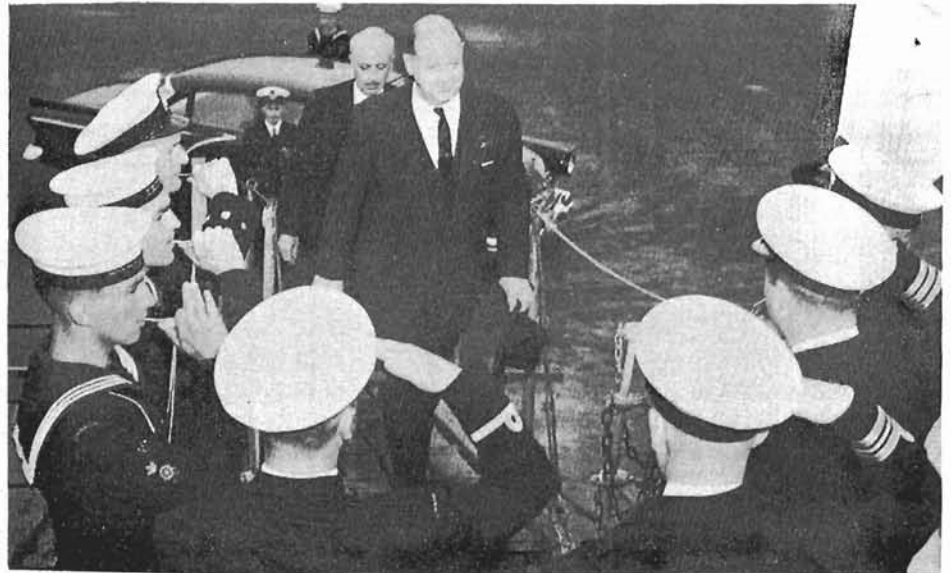
An ice sculpture of "Percy", the ship's mascot, and the lusty singing of the Barber Pole Choir won first prize for Terra Nova's wardroom at the Unflex Ball, which marked the end of the Atlantic Command's winter exercises. The ball was held at HMCS Stadacona, on April 1. The tables were judged by Rear-Admiral and Mrs. H. F. Pullen and Commodore and Mrs. James Plomer. Shown in the photograph are Lt. G. G. Freill and "Percy".



February was Heart Fund Month in Alberta, and the ship's company of HMCS Tecumseh turned out in force to support this worthy community project. A total of \$323 was voluntarily donated by all messes, with nearly all of the Reserve personnel, all of the RCN personnel and all the civilian staff contributing. The photo shows PO Douglas Cole, making his contribution at the Calgary naval division. Others in the photo are: Ldg. Sea. John Morton, Lt. C. P. Ilsley, Supply Officer, and A. D. Atkins, of the Alberta Heart Foundation and Ldg. Sea. William Griffie. (Calgary Herald photo by Jerry Ormond.)



Miss Gladys Curtis, who has worked on the staff of the Flag Officer Atlantic Coast for the past 37 years, has proceeded on retirement leave. Here she receives the good wishes of Rear-Admiral Hugh F. Pullen, Flag Officer. (HS-61033)



A brief visit to the Esquimalt dockyard in late February by His Excellency Francis Lacoste, French Ambassador to Canada, included a tour of the destroyer escort Fraser. Immediately behind His Excellency, as he is piped on board, is Louis DeLaigue, French consul-general from Vancouver. (E-54142)



## Admiral Raeder's Story:

# 'With Heavy Hearts and Without Hatred'

HE WAS A MAN of honour, of great integrity, high principles and deep religious beliefs. For nearly 50 years he served his country with devotion and distinction. For 15 of those years he was Supreme Commander of its navy—a navy of which he was the chief creator.

And in September, 1946, at the age of 70, Grand Admiral Erich Raeder was found guilty of war crimes and sentenced to life imprisonment.

Admiral Raeder did not spend the rest of his life behind bars. In September 1955, in declining health and partially paralyzed, he was released. Despite his years and ailing body, he retained his vigour of mind and strength of will, and to these he gave immediate exercise as he set about composing his memoirs.

The memoirs appeared in Germany in two volumes. Last year an English version of the second volume was published under the title, "Struggle for the Sea". Now the United States Naval Institute, in "My Life", has produced the complete autobiography in English. The latter book is up to the usual high standard of USNI publications and includes footnotes and an index that are lacking in the former.

The book has many of the elements of a Greek tragedy. For it was Admiral Raeder's fate that his hopes and aspirations for the German Navy—and his country as a whole—should, for reasons beyond his control, almost invariably meet with frustration, failure and defeat. Only incidental, to him, were the blows he suffered personally, first when his differences with Hitler reached such a state that he felt compelled to resign, then when he was reduced from a public figure in honoured retirement to a criminal consigned to prison.

For all of this, Admiral Raeder is not bitter, is not vindictive. Nor does he offer any apologies. Although it may be trite, the expression, "He did his duty as he saw it", seems best to suit him.

"For what was not done, and for those things which were done and subsequently proved a failure," he says, "I bear the final responsibility. . . . The Navy in general, largely influenced by me, was between Britain and Germany. But when that war did break out after all, we went into it with heavy hearts and without hatred, but with the firm determination to do our utmost to win it, and to maintain unity and discipline to the last."

Those two words, "unity" and "discipline" provide a key to the Admiral's character and help to explain his equanimity in circumstances that could well have broken another man. Admiral Raeder believed implicitly that discipline and comradeship were the foundations of an efficient service, and this belief was reflected clearly in his personal conduct in the same way as it was in his direction of the Navy.

While none of them may be particularly new, some of Admiral Raeder's observations are worth quoting:

"... Division work . . . is the framework for the naval and disciplinary training of the individual sailor."

"They (the armed forces) must always stand in a living relationship to

## BOOKS for the SAILOR

the people they serve and never live a life completely isolated from them."

"I was anxious that the solidarity of the Navy, and its careful and detailed training and schooling should express itself in something clearly recognizable as the Naval type, and that every Naval man should bear himself in a modest, natural yet proud fashion at all times as a representative of the Navy."

"An organization like the Navy does not live only from orders and instructions from above; even more important is the goodwill and the devotion shown by all those who go to make it up."

"Flyers can do their job at sea effectively only if they are specially trained for it."

"Wars are not caused by theoretical or material preparations of the services against all eventualities, but by the intentions, omissions and mistakes of statesmen."

"He (Doenitz) considered that a force of 90 submarines operating simultaneously would be sufficient to ensure success (against Britain), which meant a total of about 300 submarines. . . . On September 1st, 1939, there were in all 57 submarines available."

"The formation of personality and character is still the highest aim of naval schooling, education and training."

It is interesting to note Admiral Raeder's appreciation, 30 years ago, of what is now called public relations:

"... We wanted to keep in touch as closely as possible and thus awaken sympathy and understanding for the Navy amongst the civilian population. . . . The more civilians knew about the Navy the easier it was made for us to represent our particular point of view in negotiations, meetings and so on as they arose."

The book is no literary masterpiece, and one suspects that it has suffered in translation. But it is very well worth reading, whether as a study or merely for the sake of interest.—R.C.H.

MY LIFE, by Grand Admiral Erich Raeder, published by the United States Naval Institute, price \$6.00.

STRUGGLE FOR THE SEA, by Grand Admiral Erich Raeder, published by William Kimber and Co., Limited, 46 Wilton Place, London, SW 1. (The price is unknown. The copy reviewed was borrowed from a public library.)

## Durable Sailor

"The Man They Couldn't Kill" was Stoker Petty Officer Thomas Oldfield, RN, a cockney whose "twelve" lasted from 1936 to 1948. The author, Dennis Holman, was evidently a newspaper reporter who went to interview him in hospital. Oldfield had received an electric shock that should have killed him when he was working in a factory after he took his twelve.

"Stokes" spun some salty dips and Holman realized he had struck pay dirt. The book leans heavily on the number of occasions when the hero escaped sudden death by chance, including twice when he was condemned to be shot while a prisoner of war.

The author, apparently a landsman, captures the atmosphere and language of the lower deck well although the story is only sketched in with the scantiest of details except for the Battle of the River Plate and the prisoner of war episode—but that is, of course, the way Oldfield spun the yarns.

"The Man They Couldn't Kill" is good light reading, but even a moderately great book on the lower deck of the Royal Navy in the Second World War has yet to appear.—Ph.Ch.

THE MAN THEY COULDN'T KILL by Dennis Holman, London, Heinemann; Toronto, British Book Service. 232 pp., illustrated, end-paper maps, \$3.75.



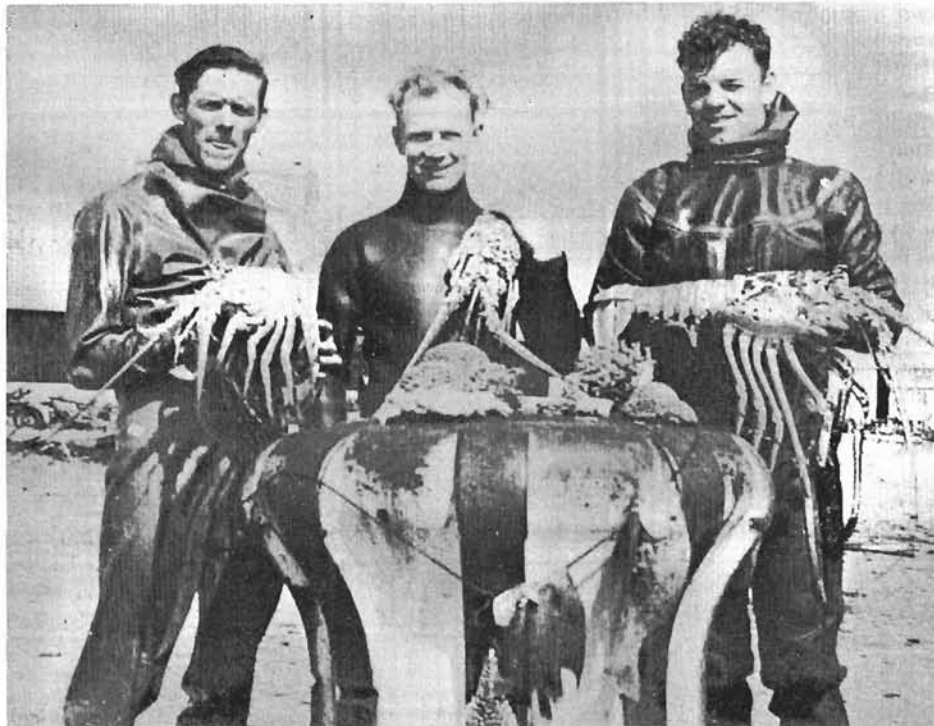
## TROPICAL Skin-Diving

The sport of skin-diving became popular during the Fifth Escort Squadron's visit to Bermuda and other ports in the Caribbean waters.

The Barber Pole Skin-divers' Club was informally formed when ships' divers started exploring the sea bed at Ireland Island, Bermuda, between examinations of domes and propellers. Other enthusiasts among the ships' companies acquired their own equipment and soon joined the "pros" in their undersea activities, in Bermuda and Puerto Rico.

A group of skin-divers from HMCS *Terra Nova*, joined by Kootenays, enjoyed a busy and interesting schedule during the visit of the two ships to Willemstad, Curacao. Two famous Willemstad skin-divers hosted and guided the Canadian visitors around, sparing no time or effort to make it a memorable stay.

"Cap" Lenderink, ex-Lieutenant-Commander, RNeN, a one-time participant in some of Captain Cousteau's explorations in southern waters, and Fred Fischer, a most active underwater photographer at the age of 62, extended warm hospitality and provided new experiences in skin diving for the Cana-



Relaxing during their operational visit to Bermuda this past winter, members of the Operational Diving Unit pitted their swimming ability against the fish that inhabit the coral reefs. The fish lost, as this collection of giant crayfish, blowfish, sponges and so on shows. Left to right are Ldg. Sea. J. P. Balmforth. Lt. Alan Sagar and Ldg. Sea. T. Cowan. (CN-6027)

dians. Activities included extensive exploration of the exotic sea life of tropical waters, some spear-fishing, and the collection of various types of coral and underwater life.

In the accompanying picture are, front row, left to right PO D. W. Binger (*Terra Nova*), Lt.-Cdr. Joseph H. R. Laroche (*Terra Nova*), Captain Lender-

ink (Curacao), Lt. Jacques G. Petit (*Kootenay*), CPO J. E. Callighen (*Kootenay*) and AB W. E. Latter (*Terra Nova*). Second row: Fred Fischer (Curacao), AB J. McClymont (*Terra Nova*), CPO A. R. Faulkner (*Kootenay*), PO R. E. Kennedy (*Terra Nova*), AB Flynn (*Kootenay*) and Ldg. Sea. Ryan (*Terra Nova*). (Photo Fischer, Curacao).

# THE NAVY PLAYS

## **MacDonald Trophy To Norman Jones**

PO Norman Jones has won the Charles MacDonald Trophy for 1959. The trophy is awarded annually to the officer or man who through his achievements or efforts contributed most to sports in the Pacific Command throughout the year.

PO Jones has been active in many areas of sport in the service through his career. The past year he coached the Navy hockey team, played and assisted in training the RCN Representative Softball team, and supported and played volleyball, basketball, softball and hockey at an inter-part level.

This is the second time that PO Jones has won the trophy. The last time was ten years ago when he won it jointly with the Navy's Olympic - British Empire Games boxing star Eddie Haddad.

## **RCN Officer Wins Swiss Ski Event**

The only Canadian to receive an award in the British Inter-Service Ski Championships at St. Moritz, Switzerland, last winter, Lt. R. G. C. (Gerry) Ross was first in the slalom and second in the combined slalom and downhill event. British Army Captain John Oakes was first in the latter.

Lt. Ross, who was taking ordnance training with the Royal Navy, has since joined HMCS *Kootenay*. He was the only Commonwealth participant in the ski championships and has been an ardent skier since early school days.

He is the son of Commodore W. G. Ross, Director General of Naval Ordnance, Ottawa.

## **Canadian Cadets Take Sailing Cup**

The coveted Auckland Sailing Cup left New Zealand for the first time in its history when a four-man crew of Royal Canadian Sea Cadets out-sailed seven other crews from New Zealand, Australia and the United Kingdom this year.

The Canadian sailing victory took place during a three-month trip to the southern hemisphere by a contingent of 17 Royal Canadian Sea Cadets who attended the Empire and Common-

wealth of Nations Sea Cadet Camp, held in the Bay of Islands, New Zealand, during January and February.

Eight service whalers, manned by personnel from the Royal New Zealand Navy, and sea cadets from New Zealand, Australia, the United Kingdom and Canada, competed over a nine-mile triangular course for the cup which is donated by the Royal New Zealand Yacht Squadron.

The Canadian sea cadets outsailed the second place United Kingdom crew by almost three minutes to win in three hours, 26 minutes and 29 seconds. The



cup now rests in the office of the National Secretary of the Navy League of Canada at Toronto.

The crew which brought the cup to Canada consisted of Petty Officer Bryan Low, the coxswain, of Kamloops, B.C.; Petty Officer C. Campbell, Westmount, Cape Breton Island, N.S.; Petty Officer David Hoar, Saint John, N.B., and Petty Officer Calvin Pollard, New Glasgow, N.S.

The Canadian contingent to New Zealand was under the command of Lt. G. Glover, RCSC, commanding officer of RCSCC *Huron*, Midland, Ont.

## **Medical 'A' Best Bowlers**

Medical "A" team won the "A" Section of the Pacific Command Bowling League for the 1959-60 season with a total of 68 points. Medical "B" was second followed by Stewards, Ward-

room, Medical, Administrators, Band "A" and Cooks.

Regulating "B" won the "B" section with 51 points.

PO LeBlanc won the high average honours with 232. Miss Holm won the high average for ladies with 180. High three games for the season was won by AB Kennedy with 931 and S/Sgt. Stakes won the high game with 335.

## **Volleyball Title To Shearwater**

HMCS *Shearwater* ended Fairview Aces' four-year reign as Maritime volleyball champions at Moncton on April 10 with a 15-6, 8-15 and 15-10 triumph in the final of the one-day 14-team tournament.

Fairview, near Halifax, had held the title and the Walter Callow Memorial Trophy since 1956 when they defeated University of St. Joseph's Monctonians, the defending champs at that time.

The *Shearwater* team, composed of Keith Sawyer, Ray Langlois, Les Grimson, John Cribb, Gerald Mottl, Phil Rassaline, Pete Davidson, Manley Lawton and Ivan Axford, dropped only four of their 17 games and one match at the hands of the USJ Monctonians.

## **Shearwater Wins Hockey Title**

*Shearwater* Flyers scored three unanswered goals in a 10-minute overtime period April 2 at the Dartmouth rink to defeat *Cornwallis* Cougars, 6-3, and win the Atlantic Command hockey championship.

Third-period goals by Saumier and Phillips gave the Cougars a temporary 3-2 lead but MacDougall scored for Flyers to tie the game and send the sudden-death title tilt into an overtime period.

Potvin shot the other *Cornwallis* goal.

Fisher was the key trigger-man for Flyers, scoring three goals, two of them in the overtime session. Other *Shearwater* scorers were Lee and Mingo, with the latter's goal being the one that broke the tie in the extra session.

## **Venture Cadets Rugby Champs**

The officer cadet rugby team from *Venture* won the 2nd Division Victoria Rugby Union Championship for the



1959-60 season. Royal Roads placed second followed by Navy, Victoria University and Naval Technical Apprentices.

In the season's final games the Navy XV downed Royal Roads 11-8 to win a tie in the league standing for second place with Royal Roads but this was short-lived. In the final game *Venture* downed the RCN squad 12-3, which placed Navy in third place in the final standing.

### ***Bandsmen First In Winter Sports***

For the second consecutive year the Band won the *Naden* winter "Cock of the Barracks" competition. In the individual sports leagues, the musicians placed first in basketball, tied for first in swimming with Medical, tied for first in volleyball with the Wardroom, tied for second in soccer, also with Wardroom, in bowling placed fourth and in .22 shooting sixth.

Wardroom placed second in the overall standing followed by Prep. School, Medical, Supply, NTS, Band "B" and Seamen.

Other individual league winners were: Wardroom in shooting, Medical in bowling and Prep. School in soccer.

### ***Team Undefeated In Volleyball***

RCN teams won first and second places in the tri-service volleyball tournament held at Work Point Barracks on March 25. The RCN "B" team went through the round-robin tourney undefeated. This "B" team was mainly the VU 33 team of PO Robert McCutcheon; Lt. George Nickson, Lt. Robert Forest, AB Wayne Neal, Ldg. Sea. Ron Carter, PO Lloyd McInnis and PO Douglas Davis.

Ldg. Sea. Lloyd Henderson and Ldg. Sea. Bunker Hill from *Naden* strengthened the Pat Bay team.

The RCN "A" team (CANFLAG-SUPTPAC team), current Command Champions, suffered its only defeat from the Navy "B" team. The Air Force from Comox placed third and the two Army entries finished in the cellar.

### ***Halifax Squadron Bids for Members***

The facilities which the RCN Sailing Association, Halifax Squadron, can offer to naval personnel in the area have improved considerably in the last two years.

A club house, which is shared with the Halifax Garrison Sailing Club, has

been constructed on the Seaward Defence property by Point Pleasant Park, where normal club social facilities are available to members throughout the year. Sailing activities are centred there, with the yachts *Tuna* and *Grilse*, service whalers and dinghies, and the yachts race against boats from Halifax area clubs.

Personnel who wish to sail but cannot take part regularly because of duty, going to sea, or personnel considerations, may offer to crew at short notice, and those who are able to sail regularly may enter any of the series races as either skipper or crew. Ships' boats and crews may enter any of the races listed as "open", and the boats may be moored at the club's moorings.

It is the aim of the squadron to encourage sailing throughout the Service. Commanding officers, for example, have been directed to draw the attention of their ship's companies to the sailing and social facilities which the squadron has to offer. The dues for a full membership are \$10 a year.

### ***Digby Ladies Win Cornwallis 'Spiel***

Forty lady curlers were on hand April 24 when the *Cornwallis* girls played host to the Invitational Ladies' Bonspiel. Three teams from Digby, three teams from Bridgetown, and four from *Cornwallis* made up the ten rinks, with the honours going to Digby.

For the two six-end games, the point system was used to determine the winner. The Digby rink skipped by Miss Gerrior came out on top with 49 points. A close second, with 47 points was the rink of Wren N. Chomicki of *Cornwallis*.

In actual number of games won, *Cornwallis* placed first, Digby second and Bridgetown third.

### ***Squash Title to Ldg. Sea. Simmons***

Ldg. Sea. Al Simmons won the "B" class division honours in the Pacific Northwest squash championships in March. Simmons beat out Hillary Wotherspoon of the Vancouver Squash Rackets Club in the finals to win the championship.

This tournament is an annual event and attracts players from all over the Pacific Northwest.

### ***Stadacona Wrens Top Sports Meet***

Wrens from *Stadacona*, *Shelburne* and *Cornwallis* competed in an invita-

tion sports meet at *Cornwallis* in mid-March, with *Stadacona* wrens taking the honours by a substantial margin.

Events included bowling, basketball, volleyball and swimming. *Cornwallis* "A" team had little difficulty in walking off with the top bowling honours, but *Stadacona* showed the way in the other events. Final point standing was *Stadacona*, 28; *Cornwallis*, 18, and *Shelburne*, 10.

After the swimming meet, the Wrens' Invitational Sports Trophy was presented to the *Stadacona* team by Lt.-Cdr. Grace Lyons.

The visiting wrens were later entertained at a buffet supper in Conestoga block. *Shelburne* wrens presented a comedy, "Old Salt", a new entry-to-officer commentary on the life of a wren, written by Wren PO Lily Arnold, of *Shelburne*.

### ***Beacon Hill Team Beats Visitors***

The *Beacon Hill* softball team, behind the able pitching of Ldg. Sea. Mike Rye, defeated the visiting USS *Edmonds* 17-0 in a challenge softball game played at *Naden* recently.

In basketball, however, an aggregate of players from two U.S. Ships beat out an RCN team 53-44.

### ***Hochelaga Best At Broomball***

The annual Officers' Broomball Challenge Trophy game between *Hochelaga* and *Donnacona* took place at *Hochelaga* on February 27 and was won by the best team.

Despite the bitter weather, both teams were strongly supported by members of the fair sex. *Donnacona* put up a good fight and at half time the game was a scoreless tie. However, *Donnacona* was overwhelmed by the superior force from *Hochelaga*, ably assisted by members of the 20th Supply Officers' Technical Course and the 1st Pre-Fleet Course.

The final score was *Hochelaga* 3, *Donnacona* 0.

### ***Water Polo League Formed in Victoria***

A water polo league is in operation in Victoria for the first time in a dozen or so years.

The league was formed by Royal Roads and embraces teams from Royal Roads, Naval Technical Apprentices, Victoria University and Victoria Amateur Swimming Club.

# 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.

AVON, Joseph M. ....LSSG1

BEATON, Duncan K. ....LSSG1  
 BEDARD, Cecilien .....LSET2  
 BLAIR, James L. ....LSRS2  
 BROWN, Geoffrey W. ....LSEM1  
 BROWN, John W. ....LSRS2  
 BROWN, Norman G. ....P2AT3  
 BROWN, Robert G. ....LSRM1  
 BRUCE, Ian V. ....LSRS2  
 BRUHM, Rolf H. ....P2ET3

CARLSON, Ronald E. ....LSRS2  
 CARTILE, Charles E. ....LSLT2  
 CAUGHEY, Norman E. ....LSRS2  
 CHASE, George W. ....LSSG1  
 CHESSMAN, Van F. ....LSRS2  
 CHURCHES, Radcliffe E. ....P2AT3  
 CLARKE, Camm R. ....LSSG1  
 COBURN, James A. ....LSEM1  
 CRAIGIE, Bruce G. ....P2SG2

DANIELS, Frederick G. ....LSRS2  
 DAVIS, John E. ....P2RM2  
 DAVIS, Ralph J. ....LSBN2  
 DEAN, Raymond A. ....P2RS3  
 DICKSON, Edward N. ....P2ER3  
 DODD, Douglas A. ....LSRS2  
 DOWNES, James B. ....LSEM1  
 DUTRISAC, Raymond J. ....LSFC2

EDGAR, William E. ....LSRS2  
 EWEN, Thomas G. ....P1RS3

FEHR, Jacob .....C2RM3  
 FERGUSON, William R. ....P2RS3  
 FLYNN, James M. ....LSSG1  
 FOUNTAIN, Charlie D. ....WLCY2  
 FOYN, Tore P. ....LSSG1

GERRARD, John M. ....LSSG1  
 GOODWIN, Alan R. ....P1RM3  
 GRAHAM, Ivan E. ....P1RS3  
 GRANT, George M. ....LSRM1  
 GREENLAW, Kenneth S. ....P2ER3

HANSEN, Keld K. ....LSSG1  
 HAMM, Bruce E. ....P2RS3  
 HARVIE, Raymond M. ....P2RM2  
 HAYES, Neil W. ....LSRS2  
 HECIMOVICH, Joseph S. ....P1LT4  
 HENDERSON, Leroy N. ....LSSG1  
 HILL, Arthur R. ....P1RM3  
 HOLLAND, Anthony W. ....P2ET3  
 HOWELL, Robert C. ....C1RM4  
 HUXLEY, John F. ....LSSG1

JOHNSON, Harvey D. ....P2SN3

KEMP, David W. ....LSRS2  
 KLASSEN, Jack L. ....LSRM1  
 KURTS, David A. ....G2RP4

LATULIPPE, Robert J. ....P2RM2  
 LAUDER, David J. ....P2RM2

LAW, Ernest W. ....P1SG3  
 LAZARUK, Alexander .....P1RM3  
 LEAVIS, Charles H. ....LSSG1  
 LECLAIR, Edward A. ....LSSG1  
 LEDGLEY, Donald W. ....LSET2  
 LEMAY, Marcel J. ....LSRS2  
 LIPINSKI, Leonard M. ....LSLT2  
 LUTHER, Leander T. ....P2RM2

MITCHELL, Patrick R. ....LSRM1  
 MONTGOMERY, Barry R. ....P2RM2  
 MUISE, Alexander C. ....P1SG3

McCAVOUR, Stephen L. ....LSRM1  
 McCLEAVE, William S. ....C2FC4  
 McGIBBON, David B. ....P2ET3

NUNN, Raymond G. ....LSRS2

O'RILEY, John K. ....P1RM3  
 ORRICK, Robert C. ....P2SG2

PALMER, James A. ....P2FC3  
 PATTIMORE, David M. ....P2ER3  
 PERRIN, William R. ....P2RM2  
 PERRY, William J. ....LSRS2  
 PRICE, Harold E. ....C2ET4

PROKIPCZUK, George .....P2SG2  
 PUDDIFANT, James A. ....P1SG3

REED, William A. ....C2RS4  
 ROBITAILLE, John R. ....P2RS3

SAILOR, Frank J. ....P2BN2  
 SAWATSKY, Duane E. ....P2ER3  
 SCOFIELD, Geoffrey W. ....LSET2  
 SIMPSON, Frederick L. ....P2ER3  
 SMITH, Donald B. ....P2SG2  
 SMITH, Gordon J. ....C2RM3  
 SMITH, Ronald .....P2ER3  
 SPELLER, John I. ....LSSG1  
 SQUIRES, William R. ....P2RP3  
 SUTTON, William H. ....P2ER3

TAYLOR, Robert W. ....P2SG2  
 THOMSON, George W. ....LSSG1

VAUTHRIN, Ronald F. ....P2ER3

WILLIAMS, Noel F. ....G2SG3  
 WILTON, Robert E. ....P2ET3  
 WOOD, James W. ....C2RS4

YUILL, Kenneth S. ....P2ER3

## The New RCN Trades

Following is an alphabetical list of the trades promulgated to date under the new RCN personnel structure for men. The list includes the new air trades. The new medical, meteorology, P&RT and clearance diver trades will be introduced at a later date.

For the benefit of non-naval readers, it should be explained that in the accompanying promotions list the first two letters (or letter and number) indicate the man's rank, the next two his trade and the terminal number his trade group. Two ranks, OS (Ordinary Seaman) and AB (Able Seaman), do not appear in the promotions list. The others are: LS (Leading Seaman), P2 (Petty Officer, Second Class), P1, (Petty Officer First Class), C2 (Chief Petty Officer Second Class) and C1 (Chief Petty Officer First Class).

The entry C2ER4, for example, stands for "Chief Petty Officer Second Class, Engineering Technician, Trade Group Four".

### RCN TRADES

AF ..... Air Fitter  
 AM ..... Naval Airman  
 AP ..... Apprentice  
 AR ..... Air Rigger

AW ..... Administrative Writer  
 BA ..... Bandsman Apprentice  
 BD ..... Bandsman  
 BN ..... Boatswain  
 CK ..... Cook  
 CM ..... Commissaryman  
 EA ..... Air Electrical Technician  
 EM ..... Engineering Mechanic  
 ER ..... Engineering Technician  
 ET ..... Electrical Technician  
 FC ..... Firecontrolman  
 HT ..... Hull Technician  
 LM ..... Electrician's Mate  
 LT ..... Electronic Technician  
 NA ..... Naval Aircrewman  
 NS ..... Naval Storesman  
 PH ..... Photographer  
 PW ..... Pay Writer  
 RA ..... Air Electronic Technician  
 RM ..... Radioman  
 RP ..... Radar Plotter  
 RS ..... Radioman Special  
 SG ..... Signalman  
 SN ..... Sonarman  
 ST ..... Ship's Storesman  
 SW ..... Steward  
 VS ..... Victualling Storesman  
 WA ..... Weaponman Air  
 WR ..... Ship's Writer  
 WS ..... Weaponman Surface  
 WU ..... Weaponman Underwater

# RETIREMENTS

PO ROBERT GEORGE BREAKELL, P1LA4, of Madoc, Ont., joined RCNVR October 31, 1939, transferred RCN January 17, 1945; served in *Stadacona*, *Venture*, *Avalon*, *Cartier*, *Chippawa*, *Niobe*, *Captor II*, *Warrior*, *Bytown*, *Magnificent*, *Naden*, *Cornwallis*, *Hochelaga*, *Donnacona*; awarded the CD September 6, 1952; retired April 15, 1960.

CPO CECIL ERNEST BUCKLEY, C2SN4, of Saskatoon, Sask., joined April 24, 1939; served in *Naden*, *Stadacona*, *Assiniboine*, *Columbia*, *St. Croix*, *Venture* (Reo II) *Shelburne*, *Peregrine*, *Cornwallis*, *Orangeville*, *Huntsville*, *Givenchy*, *Scotian*, *Ontario*, *New Liskeard*, *Athabaskan*, *Crusader*, *New Glasgow*, *Jonquiere*, *Saguenay*; awarded the Long Service and Good Conduct Medal; retired April 23, 1960.

CPO JOHN FREDERICK GOUCHER, C2BN4, of Brandon, Manitoba, joined April 17, 1939; served in *Naden*, *Stadacona*, *Assiniboine*, *HMS Dominion* (Columbia) *Mayflower*, *Hunter*, *Prescott*, *Kenogami*, *Avalon*, *Chaleur*, *Victoriaville*, *Scotian*, *Wallaceburg*, *Givenchy*, *Cornwallis*, *Cedarwood*, *Ontario*, *Crescent*, *Algonquin*, *Sioux*, *Royal Roads*; awarded the Long Service and Good Conduct Medal; retired April 16, 1960.

CPO WALTER MOIR GRAHAME, C2BN4, of North Vancouver, B.C., joined April 28, 1939; served in *Naden*, *Stadacona*, *Ottawa*, *Hochelaga*, *Lunenburg*, *Niobe*, *Iroquois*, *Chaleur*, *Beauharnois*, *HMS Ferret*, *Peregrine*, *Ottawa II*, *Rockcliffe*, *Charlottetown II*, *Discovery*, *Cedarwood*, *Crusader*, *Unicorn*, *Antigonish*, *Beacon Hill*, *New Glasgow*, *Cornwallis*, *Sussexvale*; awarded the Long Service and Good Conduct Medal; retired April 27, 1960.

CPO DERYCK KEITH GRANLIN, C2LT4, of Garden Hill, Ontario; joined October 3, 1938; served in *Naden*, *St. Laurent*, *Stadacona*, *Venture*, *Caribou*, harbour craft, *Wetaskiwin*,

*Cornwallis*, *Prince Robert*, *Protector II*, *HMS Stayner*, *HMS Glasgow*, *Niobe*, *HMS Ferret*, *Loch Achanault*, *HMS Osprey*, *Matane*, *Givenchy*, *Naden* (for *Sumas*) *Beacon Hill*, *Aldergrove*, *Newport Corners*, *Chatham*; awarded the Long Service and Good Conduct Medal; retired April 21, 1960.

PO WILLIAM JOSEPH HOOD, P1WU4, of Vancouver, B.C.; joined April 17, 1939; served in *Naden*, *Stadacona*, *Assiniboine*, *Comox*, *Niagara*, *Fredericton*, *Cornwallis*, *Scotian*, *Cap de la Madelaine*, *Peregrine*, *Alberton*, *Givenchy*, *Antigonish*, *Crescent*, *Cayuga*, *Sioux*, *Rockcliffe*, *Ontario*, *Margaree*; awarded CD November 9, 1951; retired April 16, 1960.

CPO THOMAS WHITE HUME, C2CV3, of Calgary, Alta., joined April 17, 1939; served in *Naden*, *Stadacona*, *Windflower*, *HMS Dominion*, *Saguenay*, *St. Hyacinthe*, *Venture*, *Avalon*, *Peregrine*, *St. Catharines*, *Scotian*, *Albro Lake*, *Haida*, *Shearwater*, *Magnificent*, *Nootka*, *Niobe*, *Micmac*, *Cornwallis*, *York*, *Patriot*; awarded the CD March 20, 1952; retired April 16, 1960.

CPO CHARLES EDWARD LIGHT, C1SG4, of Winnipeg, Manitoba; joined RCNVR December 7, 1936, active service September 4, 1939, transferred RCN May 6, 1940; Winnipeg naval division, *Naden*, *Stadacona*, *Venture*, (*Bras D'Or*), *SS Laconia*, *Skeena*, *Venture*, *St. Hyacinthe*, *Agassiz*, *St. Clair*, *Ettrick*, *Huron*, *Poundmaker*, *Peregrine*, *Chippawa*, *Scotian*, *Iroquois*, *Haida*, *Albro Lake*, *Magnificent*, *Cornwallis*, *Quebec*, *Algonquin*; awarded the CD May 9, 1952; retired April 16, 1960.

CPO KENNETH DRUMMOND MCLEOD, C2SG4, of Regina, Sask.; joined April 24, 1939; served in *Naden*, *Prince Robert*, *Edmunston*, *Bellechasse*, *Givenchy*, *St. Hyacinthe*, *Stadacona*, *Provider*, *Warrior*, *St. Stephen*, *Rockcliffe*, *Aldergrove*, *Sioux*, *Cornwallis*, *Athabaskan*, *Fraser*; awarded the CD January 21, 1952; retired April 23, 1960.

## Hammock Given Lowly Tasks

The hammock, which once served as the sailor's sea-going bed, has been reduced by progress to a role as a receptacle for laundry and mail.

The hammock's new use is the result of a suggestion by Osborne Beamish, a senior inspector on the inspection team of the Supply Officer in Chief at Naval Headquarters, Ottawa, which has won him a cash award from the Suggestion Award Board of the Public Service of Canada.

Mr. Beamish suggested surplus hammocks be folded and sewed up the sides to make bags suitable for soiled linen or cleaning. Details of the suggestion were forwarded to the Suggestion Award Board for assessment and trial, and the idea has been adopted.

The bags have also proved useful in handling mail and publications.

The fitting of bunks in new destroyer escorts and in modernized ships has resulted in the hammock becoming almost a thing of the past. Hammocks are used now only by men serving in Tribal class destroyer escorts.

Mr. Beamish was born in Ottawa in 1900. He will complete his 20th year with the civil service and as an employee with the supply department of the RCN on September 21.

CPO LESLIE ARTHUR NOON, C1WR4, of Victoria, B.C.; joined April 17, 1939; served in *Naden*, *Stadacona*, *Assiniboine*, *York*, *Protector*, *Discovery*, *Shelburne*, *Peregrine*, *Givenchy*, *Rockcliffe*, *Uganda*, *Ontario*, *Athabaskan*, *Crusader*, *Cayuga*, *Donnacona*, *Hochelaga*; awarded the CD April 23, 1951; retired April 16, 1960.

PO CASIMIR JAMES OWSIANSKI, P1ER4, of Beausejour, Manitoba; joined April 17, 1939; served in *Naden*, *Ottawa*, *Stadacona*, *Saguenay*, *Venture*, *Fredericton*, *Pictou*, *Cornwallis*, *Peregrine*, *Niobe*, *Crusader*, *Givenchy*, *Rockcliffe*, *Ontario*, *Nootka*, *Crescent*; awarded the Long Service and Good Conduct Medal; retired April 16, 1960.

CPO HERBERT HENRY PAPP, C1EM3, of Winnipeg, Manitoba; joined April 25, 1938; served in *Naden*, *Restigouche*, *Stadacona*, *Sambro* (*Dunvegan*) *Blairmore*, *Niobe*, *Minas*, *Warrior*, *Givenchy*, *Antigonish*, *Nootka*, *Crescent*, *Shearwater*, *Magnificent*, *Carleton*, *Bytown*; awarded the CD October 31, 1950; retired April 24, 1960.

CPO GERALD GIBSON SPARK, C1ST4, of Victoria, B.C.; joined April 24, 1939; served in *Naden*, *Malaspina*, *Wasaga*, *Givenchy*, *Quatsino*, *Chatham*, *Burrard*, *HMS Puncher*, *Charlottetown*, *Rockcliffe*, *Antigonish*, *Sioux*, *Athabaskan*, *Ontario*, *Crusader*, *Beacon Hill*, *Royal Roads*; awarded the Long Service and Good Conduct Medal; retired April 23, 1960.

## CRUISE CERTIFICATE

A woodcarver by profession, Cdr. H. W. S. Soulsby, RCN (Ret.), was in Germany studying wood-carving methods there. That accounts for the Germanic inscription at the lower left of the cruise certificate on the opposite page.

*Nozzer's*



--- First meal



# TRAINING CRUISE TO SOUTH AMERICA

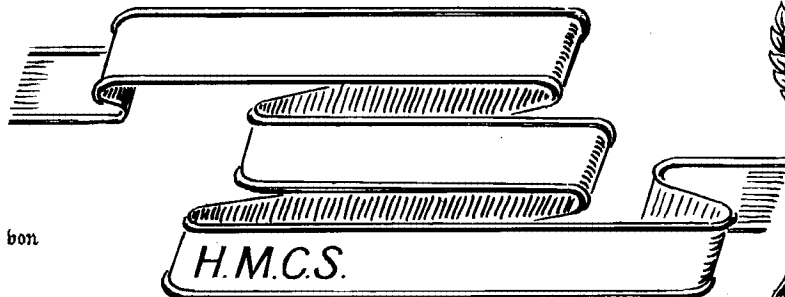
1960

## FOURTH CANADIAN ESCORT SQUADRON

Captain H.A. PORTER, R.C.N.

THIS MEMENTO is awarded to

who was serving in H.M.C.S. ... during this cruise, and certifies that he **CROSSED THE LINE** in this ship on 9th February, 1960, in Longitude 87° West; WHEREFORE, he having been duly initiated under the authority of His Maritime Majesty King Neptune, is henceforth entitled to all the responsibilities and privileges of a **SHELLBACK**



ESQUIMALT  
Departed, 11 Jan. Returned 22 April

SAN FRANCISCO 14-19 April  
LONG BEACH 6-11 April  
SAN DIEGO 15-20 Jan'y

BALBOA 1-6 Feb. 25-26 Mrch

GALAPAGOS IS. EQUATOR  
10-18 Feb.

TALARA 19-22 Mrch  
CALLAO 22-27 Feb

ANTOFAGASTA 10-14 Mrch

VAL-PARAISO 3-8 Mrch

Entworfen und Gezeichnet von

H.W. JOYSEY

Oberammergau, Obb., Deutschland, Feb. 1960.

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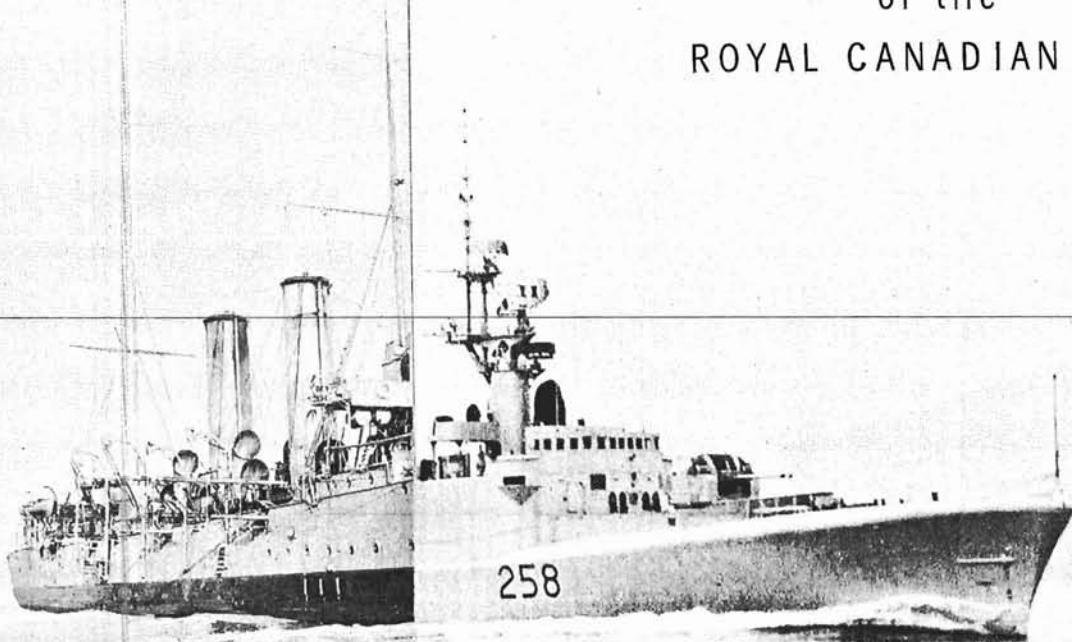
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# The CROWN'S NEST

50<sup>th</sup>  
*Anniversary*  
of the  
ROYAL CANADIAN NAVY

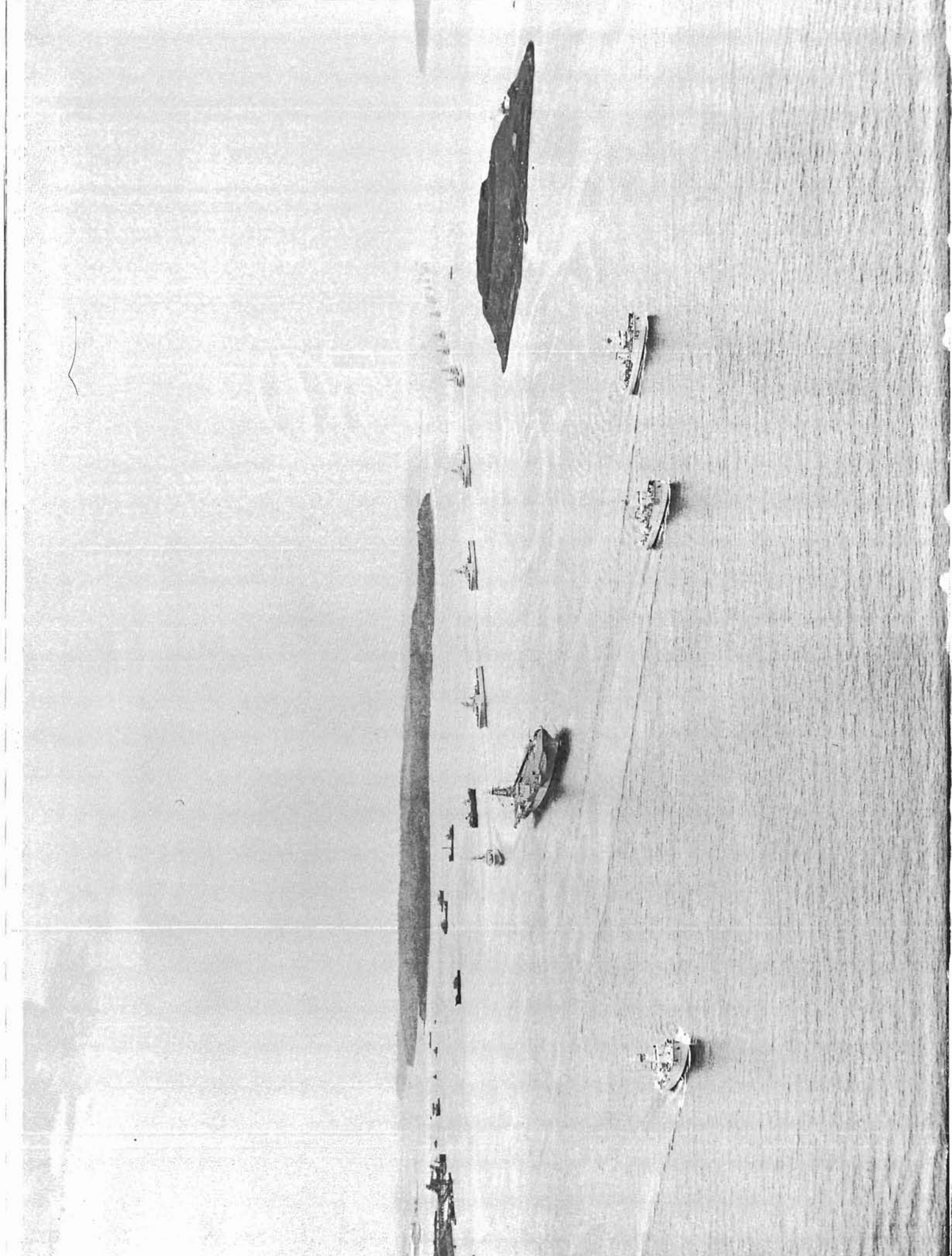


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1950





# The CROWSNEST

Vol. 12 Nos. 7 and 8

THE ROYAL CANADIAN NAVY'S MAGAZINE

MAY - JUNE, 1960

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*The Cover:* The after portion of the symbolic picture on the cover is HMCS *Rainbow*, first ship commissioned in the Royal Canadian Navy; the forward portion is HMCS *Kootenay*, one of Canada's ultra-modern destroyer escorts, which has little in common with the old *Rainbow* in design, weapons or function. Commissioned on the West Coast, the *Kootenay* is a member of the Fifth Canadian Escort Squadron based at Halifax.

## OUR NAVY

Articles specially written in recognition of the 50th anniversary of the Royal Canadian Navy are featured in this enlarged issue of *The Crowsnest*, which, as last year, incorporates the review of naval progress published annually under the title "Our Navy".

Some of the articles have already appeared in this year's special Royal Canadian Navy issue of *Canadian Shipping and Marine Engineering News*, Toronto.—The Editor.

*On the Opposite Page:* Twenty-nine warships and 19 auxiliaries took part in the sailpast held in conjunction with the Atlantic Command's Jubilee celebration at Halifax on May 19. The ships are shown rounding George Island to pass in review before Vice-Admiral H. G. DeWolf, Chief of the Naval Staff, at HMC Dockyard. A flypast of 50 naval aircraft took place at that time. (DNS-25644).

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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# The Story of the RCN

Approximately 400 men spell out a salute to the 50th anniversary of the RCN on the flight deck of HMCS Bonaventure.

**T**HE ROYAL CANADIAN NAVY officially came into being with the signing of the Naval Service Act on May 4, 1910.

It was a natural step in the evolution "from colony to nation," of a country whose history, from its beginning, had been inextricably linked with and profoundly influenced by seapower.

The founders and first settlers of New France came by sea, and it was by sea that they were sustained. Seapower tipped the scales in the struggles for the new land. For nearly 300 years, trade and communications were carried out almost entirely by sea and on inland waterways.

The first stirrings of a Canadian navy began with the establishment of His Majesty's Provincial Marine on the Great Lakes in 1755.

The Provincial Marine was built under the direction of the Royal Navy to police Lake George, Lake Champlain and Lake Ontario. This small force fought in the Seven Years' War and the Indian Wars; stood guard during the War of Independence and scored several successes against the United States in the War of 1812.

With the Rush-Bagot Agreement in 1817, Canada and the United States agreed to eliminate naval ships in the Great Lakes.

In 1887, 20 years after Confederation, the Canadian delegation to a London conference on colonial and Dominion

contributions to imperial defence insisted that Canada, as a new nation, was in no position to undertake expenditures for naval defence.

In this and similar conferences until 1909, the Canadian government maintained that when it could afford money for naval defences, Canada would like a navy of its own.

By 1909, the international situation had become serious and in Ottawa the government of Sir Wilfrid Laurier successfully piloted the Naval Service Bill which resulted in the formation of the Royal Canadian Navy the following year.

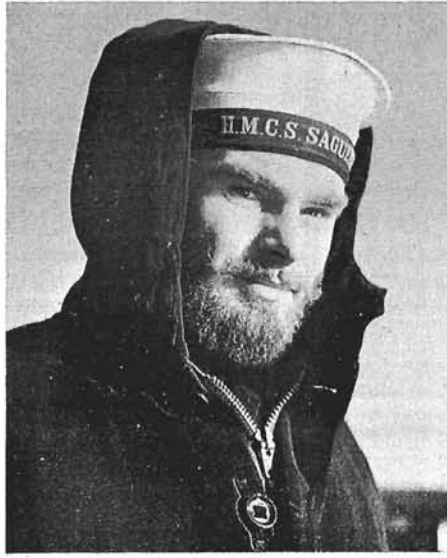
The Naval Service Act provided for a permanent force, a reserve and a volunteer reserve. In the same year, the old British cruisers *Niobe* and *Rainbow* were purchased from Britain.

The Hon. Louis P. Brodeur became Minister of the Department of Naval Service and Rear-Admiral (later Admiral Sir), Charles E. Kingsmill, RN (Retired), a native of Guelph, Ont., became Director of the Naval Service. Admiral Kingsmill had retired from the Royal Navy in 1908 and subsequently came to Canada to command the Marine Service of the Department of Marine and Fisheries.

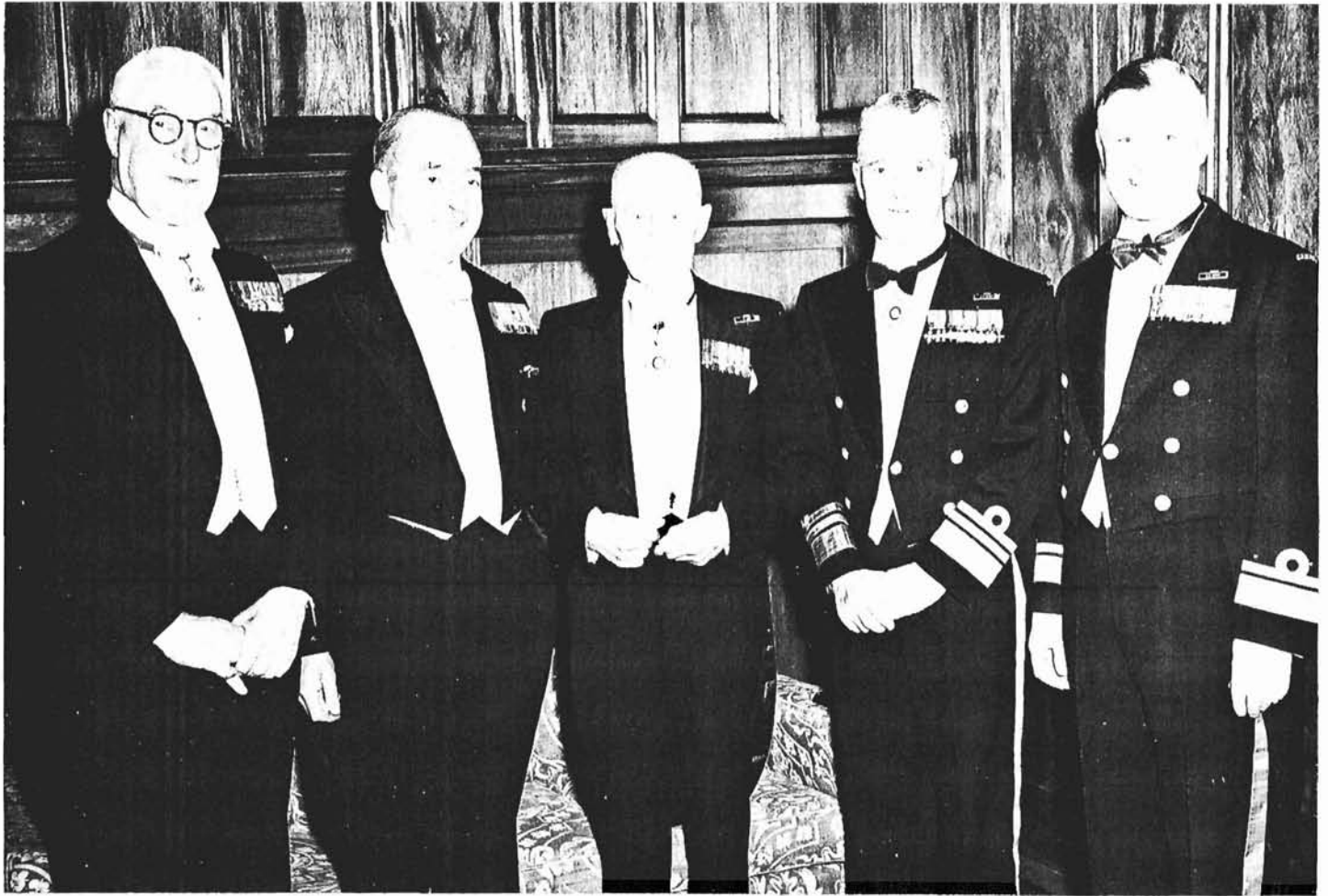
In January 1911 the Royal Naval College of Canada was opened at Halifax for the training of naval officers.

The Conservatives came to power in 1911 and immediately faced a serious German naval threat which Prime Minister Borden considered could best be answered by providing \$35,000,000 to build three battleships for the Royal Navy. A bill to provide the money was defeated in the Senate and Canada's small navy continued to function.

With the outbreak of war, the *Niobe* and *Rainbow* were assigned to patrols on either coast. Converted yachts, motor launches, tugs and fishing craft were pressed into service. On the west coast, two submarines purchased by the government of B.C. were manned largely by RNCVR personnel.







Past, present and future Chiefs of the Naval Staff are shown here with Hon. G. R. Pearkes, VC, Minister of National Defence (left) at the Pacific Command's dinner in honour of the 50th Anniversary of the RCN at Royal Roads on May 4. Next to Mr. Pearkes is Vice-Admiral H. E. Reid, CNS in 1946-47; Rear-Admiral Walter Hose, CNS from 1921 to 1934; Vice-Admiral H. G. DeWolf, present CNS, and Rear-Admiral H. S. Rayner, Flag Officer Pacific Coast, who will become Chief of the Naval Staff on August 1. (E-55267)

More than 1,700 volunteer reservists went to serve with the Royal Navy, including 43 surgeon-lieutenants. Another 580 Canadians joined the Royal Naval Air Service. The strength of the RCN and Reserve reached a total of nearly 9,000 officers and men, most of them attached to the Royal Navy.

Following the war, the RCN acquired as gifts from the Admiralty the submarines *CH14* and *CH15*, the cruiser *Aurora* and the destroyers *Patricia* and *Patriot*.

In line with postwar economy measures, however, all but the *Patrician* and *Patriot* were disposed of. By 1922, the RCN had been cut to 366 officers and men, the Naval College closed and the fleet reduced to two destroyers and four trawler-type minesweepers.

In 1923, the Royal Canadian Naval Reserve and the Royal Canadian Naval Volunteer Reserve were formed. These branches of the Naval Service were to prove of immeasurable value in building the fighting strength of the Navy during the Second World War.

In 1928, the destroyers *Champlain* and *Vancouver* replaced the *Patrician* and *Patriot*. In 1931 the *Saguenay* and *Skeena* were commissioned. They were the first warships, other than auxiliary vessels to be built for the RCN.

It was an omen for the future for a navy which then consisted of four destroyers and three minesweepers.

In 1937, the *Fraser* and *St. Laurent* replaced the *Vancouver* and *Champlain*. In 1938, the *Ottawa* and *Restigouche* joined the fleet.

When war was declared in September, 1939, the navy numbered 1,770 officers and men, while the Reserves totaled 1,800. Six destroyers, five minesweepers and two training vessels made up the fleet.

Ten days before the declaration, Naval Headquarters signalled all ships to prepare for war. In *Vancouver* at the time, the *Fraser* and *St. Laurent* were ordered to proceed to Halifax without delay. The arrival of the signal produced an embarrassing moment. There was to be absolutely no evidence

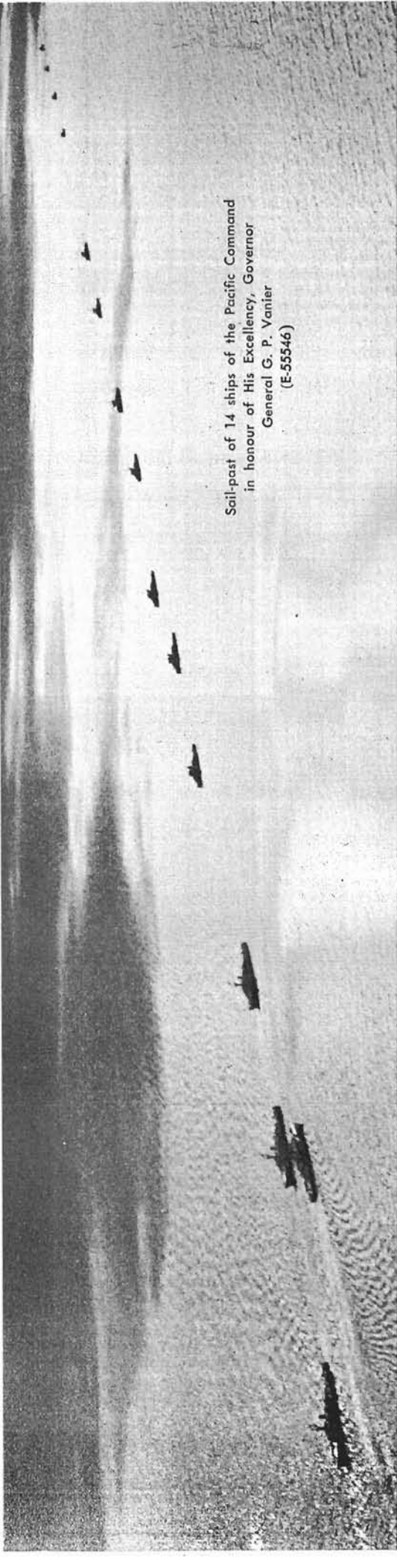
of preparation, but the two ships were swarming with visitors in connection with a civic reception. It took considerable diplomacy to conduct the visitors ashore and sail without arousing suspicion. But it was done and for ten days nobody was any the wiser.

Within six days after the declaration, the first convoy sailed from Halifax for the United Kingdom. A mobilization plan earlier formulated was thrown into gear and worked with remarkable smoothness.

Canada's shipbuilding industry, dormant for years, began to produce fighting ships. Corvettes were laid down in Canadian shipyards. Later, minesweepers, frigates, motor launches, landing craft and auxiliary vessels were built.

The Royal Canadian Navy grew from 11 to almost 400 ships, and from a handful of officers and men to 95,705 officers, men and wrens—the third largest Allied navy.

Under Canadian escort, 25,343 merchant ship voyages carried 181,643,180 tons of cargo from North American ports



Sail-past of 14 ships of the Pacific Command  
in honour of His Excellency, Governor  
General G. P. Vanier  
(E-55546)

to the United Kingdom. From the spring of 1944, North Atlantic convoys (excepting troop convoys) were escorted mainly by Canadian ships. Canadian warships fought in the Caribbean, the Mediterranean, on the perilous northern route to Murmansk, in the English Channel, the North and Irish Seas, and the Pacific Ocean. Canadian ships, themselves or in company with other allied ships or planes, sank 27 U-boats, and sank, destroyed or captured 42 enemy surface ships.

A total of 1,797 Canadian naval personnel were killed, 319 wounded and 95 taken prisoner. Twenty-four ships and seven motor torpedo boats were lost. Decorations and mentions in despatches were award 1,748 officers and men.

When the Second World War ended, demobilization brought about a reduction in strength. In February 1947 the RCN consisted of 10 ships in service and by the end of the year the personnel strength had dropped to 6,776. But the 10 ships included an aircraft carrier and two light cruisers, and a vigorous young air arm was in being.

In the years that followed, the RCN was again built up for the defence of Canada and to meet the country's international commitments.

In 1949 it was announced that program would be undertaken for the construction in Canadian shipyards of anti-submarine destroyer escorts for the RCN. The first of these ships, HMCS *St. Laurent*, was commissioned in October 1955 and 13 others have since entered service. Armed with powerful anti-submarine mortars and homing torpedoes, these Canadian-designed ships are the finest of their type in the world.

During the United Nations operations in Korea, from 1950 until 1953, the RCN provided a flotilla of three destroyers to serve under UN command. All told, eight ships and more than 3,500 officers and men saw service in Korean waters.

On the basis of experience, the Royal Canadian Navy decided after the Second World War to produce a force that would be primarily anti-submarine in composition and capability. There were several reasons for this decision, of which the most important was the conviction that the submarine would prove even more dangerous in the future than it had been in the past.

This conviction was sustained when, with the formation of NATO's Allied Command Atlantic in 1952, the RCN was asked to assume a specialized anti-submarine role. This was in keeping with the principle that there should be

## Navy Becomes Royal in 1911

The terminology of the Royal Canadian Navy has undergone a number of changes during the past half-century.

It wasn't even called "Royal Canadian Navy" when it came into existence in 1910 or for nearly a year and a half thereafter. It was called the "Naval Service of Canada" or, in its operational aspects, "Canadian Naval Forces."

This latter term was reflected in the initials "CNF", instead of the present "RCN", after an officer's name.

A request made early in 1911 brought a reply on August 29 of that year:

"His Majesty having been graciously pleased to authorize that the Canadian Naval Forces shall be designated the 'Royal Canadian Navy', this title is to be officially adopted, the abbreviation thereof being 'RCN'."

The head of the Navy wasn't known as the Chief of the Naval Staff until 1928. He continued to be known up to that year as Director of the Naval Service of Canada.

a balanced international force to which member nations would contribute the kind of forces they were best able to produce and equip.

In 1954 the Arctic patrol vessel HMCS *Labrador* was commissioned and became the first warship and the first large ship to circumnavigate North America, after having sailed through the Northwest Passage.

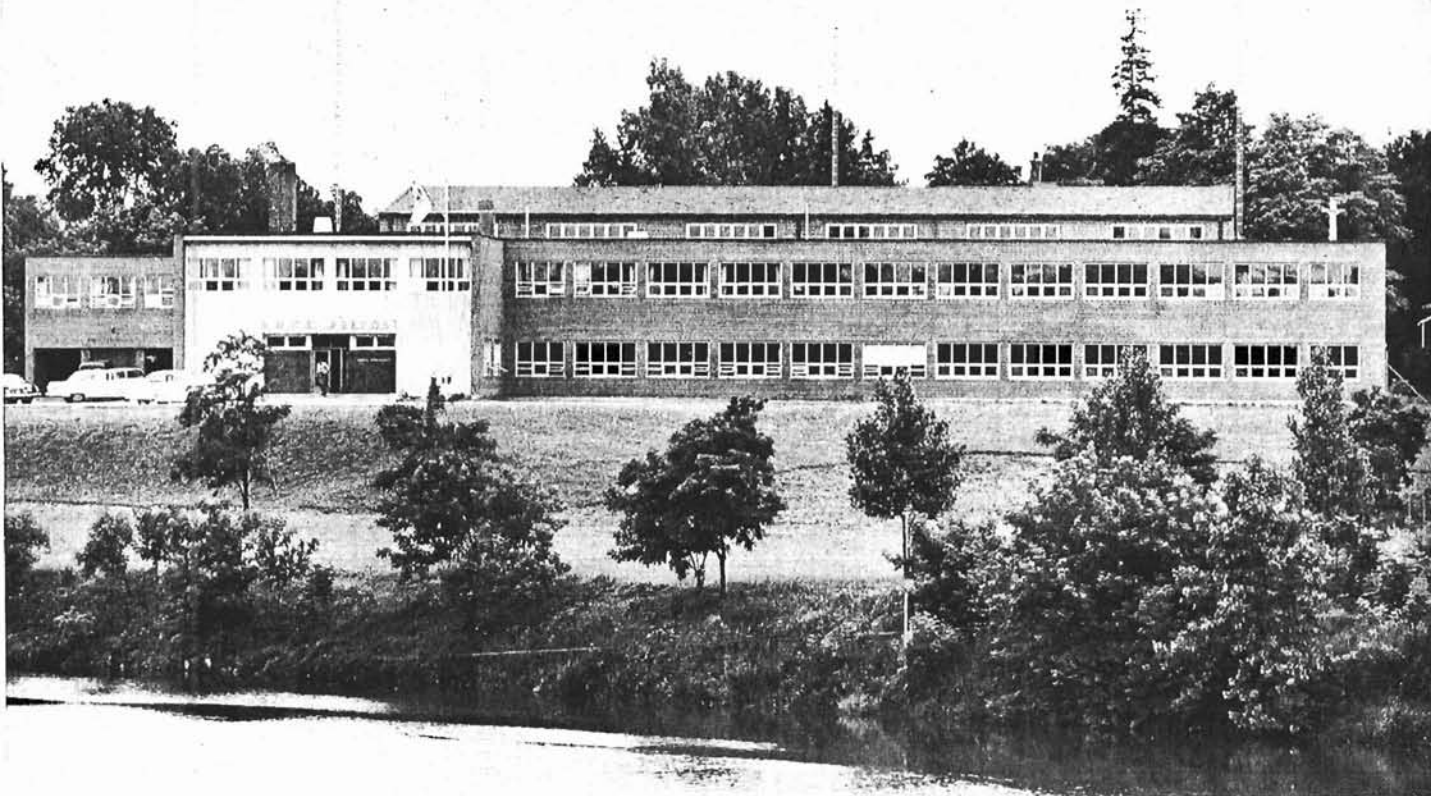
Early in 1957, the new aircraft carrier *Bonaventure* joined the RCN's growing anti-submarine fleet. The angled-deck carrier is equipped with Canadian-built Tracker anti-submarine aircraft, sonar equipped anti-submarine helicopters and Banshee jet fighters armed with guided missiles.

As the RCN began its jubilee year its seagoing strength had reached a peacetime high, with 62 ships in commission, including the *Bonaventure*, 25 destroyer escorts, 18 frigates, ten minesweepers, two mobile repair ships and six smaller craft.

There were also Royal Navy submarines on loan to the RCN and based at Halifax for anti-submarine training purposes.

The personnel strength of the RCN had reached approximately 20,000, of whom 49 per cent were serving at sea, one of the highest sea/shore ratios of any navy in the world.

Backing up the regular force were more than 3,500 officers, cadets, men and women of the RCN (Reserve), attached to 21 naval divisions across the country.



Members of the Royal Canadian Navy (Reserve) no longer train in makeshift quarters. This is the modern divisional headquarters of HMCS Prevost, at London, Ontario. (COND-4818)

# RCN(R)

*The 'Wavy Navy' Laid a Firm Foundation for the Amazing Expansion of the Royal Canadian Navy in the Second World War*

*Roll along Wavy Navy, roll along,  
Roll along Wavy Navy, roll along,  
If they ask us who we are,  
We're the RCNVR,  
Roll along Wavy Navy, roll along.*

**W**ORDS of a song heard in ports around the world, they were a rallying point for 80,000 young Canadians who made their country's navy the third largest in the free world.

The achievements of the RCNVR—Royal Canadian Naval Volunteer Reserve—and of the Royal Canadian Naval Reserve during the Second World War more than justified a decision taken in 1923 to set aside a sizeable portion of a limited naval budget to create reserve forces.

That decision enabled Canadian naval authorities in 1939 to call up 1,800 trained reserves immediately, and provided for an organization that was to prove invaluable in the recruitment and

training of the thousands of young men who sought to serve their country in the Navy.

Similarly today, the Royal Canadian Navy (Reserve), successor to the RCNVR and the RCNR, is designed to produce officers and men trained and ready for any emergency.

The story of Canada's naval reserves really began more than 100 years ago, when a militia act was passed authorizing the formation of a provincial naval corps on the Great Lakes.

The concept of a body of Canadian citizen-sailors made its appearance in June 1846 when most of the previous military regulations, passed prior to the union of Upper and Lower Canada, were either repealed or consolidated by a new act bringing control of the militia into line with conditions resulting from the creation of the Province of Canada.

The act authorized the Governor to form a "Provincial Naval Corps" and to

appoint a commodore who would rank with lieutenant-colonels of the militia.

In 1855 a new militia act was passed authorizing formation of "Volunteer Marine Companies" at Kingston, Cobourg, Toronto, Hamilton, Port Stanley, Dunnville and Oakville. Each company was to consist of a captain, a lieutenant and 50 men, and provision was made for appointment of a commodore to command the whole.

In 1862, provision was made for the formation of "Marine and Naval Companies". While the name had changed, the locations of the seven companies remained the same.

The Volunteer Militia Act of 1863 substituted the phrase "Naval Companies" and provided that "Each Naval Company shall consist of one Captain and such other officers and such number of seamen not exceeding 75 as may be appointed by the Commander-in-Chief". That same year, the Garden



Island Naval Company was formed in the Kingston area, bringing the number of Naval Companies to eight.

By 1866 five Naval Companies were still in existence. They were located at Garden Island, Toronto, Hamilton, Dunnville and Port Stanley. In March of that year, the Garden Island company was replaced by a newly-formed infantry company, No. 5 Company, 4th "Frontenac" Battalion.

Under the threat of Fenian raids in that same year, the remaining four Naval Companies were called out. They were placed on active service on March 8, 1866, and were relieved from duty on the 26th of the same month. In June 1866 they were called out again.

The Naval Companies at Hamilton and Port Stanley performed shore duty during this period and did it well. In his 1910 history of the Fenian raids, Captain John A. Macdonald wrote: "Danger hovered everywhere, and the utmost vigilance was necessary to guard every point. The country was overrun with Fenian spies and emissaries, and the arrests of suspicious characters were numerous. Even at home there were traitors who needed watching, as there were some who were ready to give countenance and support to the enemy. Thus the companies who remained at their local headquarters, and the Home Guards who were enrolled for home protection, did remarkably good service along those lines."

In August 1866 the Toronto Naval Company was disbanded, and the Dunnville Naval Company suffered the same fate in January, 1867. During 1867, the Port Stanley Naval Company was replaced by an infantry company, but this new company was disbanded in September, 1868.

**T**HE FIRST Militia and Defence Act of the Dominion was passed in 1868. All authorized volunteer corps existing on October 1, 1868, the effective date of the new act, were permitted to continue in the militia provided they signified their intention to do so by February 1869. It appears that the Hamilton Naval Company failed to take advantage of this offer and was accordingly dropped. Thus the last Naval Company of the militia disappeared.

Two Marine Companies were organized at Bonaventure and New Carlisle, in Bonaventure County on the Gaspe Peninsula, in February 1869 but were removed from the active militia list in June 1874 by a general order reducing the strength of the active militia.

A third Marine Company existed for a time at Carleton, also in Bonaventure

## Wavy Navy

**R**OLL ALONG, Wavy Navy, roll along!  
Roll along, Wavy Navy, roll along!  
When they say "O there they are!"  
It's the RCNVR—  
Roll along, Wavy Navy, roll along!

Oh we joined for the Glory of it all!  
Yes we joined for the Glory of it all,  
But the good old RCN  
Made us change our minds again—  
Roll along, Wavy Navy, roll along!

Oh we joined for the chance to go to sea,  
Yes we joined for the chance to go to sea,  
But the first two years or more  
We spent parading on the shore—  
Roll along, Wavy Navy, roll along!

And when at last they sent us out to sea—  
Yes when at last they sent us out to sea,  
There were several things we saw  
That were not brought up before—  
Roll along, Wavy Navy, roll along!

Oh we joined for the payment and the fun,  
Yes we joined for the payment and the fun,  
But of pay there has been none,  
And the fun is yet to come—  
Roll along, Wavy Navy, roll along!

Now before we pull up hook and sail away—  
Yes before we pull up hook and sail away,  
If you want some good advice,  
Before you join think once or twice—  
Roll along, Wavy Navy, roll along!

NOTE: The above verses are believed to represent the original version of "Wavy Navy", although the words underwent many sea-changes over the years. "Wavy Navy" was composed in 1936 by Gunner (T) Patrick D. Budge, RCN, who has been appointed Chief of Naval Personnel in the rank of Rear-Admiral, effective June 30, and Sub-Lt. Rufus Pope, RCNVR, who died in the sinking of the destroyer *Margaree* in 1940.

County, but was disbanded in March 1874, "having become non-effective".

A Naval Brigade, formed at Halifax during 1868, remained in existence until it became the 2nd Halifax Brigade of Garrison Artillery on December 9, 1870.

Ten years later came the unfortunate incident of HMS *Charybdis*, the first Canadian-owned warship. An old-type steam corvette which had just finished seven years on the China Station, the *Charybdis* was turned over to the Canadian government by the British, who

did not consider her worth the expense of refit for another commission.

Intended for use in the Gulf of St. Lawrence and for training naval volunteers and boys, she was repaired at the expense of the Canadian Government and sailed to Saint John, New Brunswick, early in 1881. While there she broke loose in a gale and damaged harbour shipping. On another occasion, two Saint John citizens were drowned when a rotten gang plank broke as they were walking on board.

The government was severely criticized over the *Charybdis* affair and the British Admiralty was asked to take back its gift. The Minister of Marine and Fisheries said that, during the Atlantic voyage, the ship had proved heavy to handle and would require a larger crew, meaning a greater annual expenditure than had been contemplated. A heavy outlay also would be necessary in order to prepare her for training purposes. The Admiralty agreed to take the *Charybdis* back and, in August, 1882, she was towed to Halifax where she was delivered to the naval authorities.

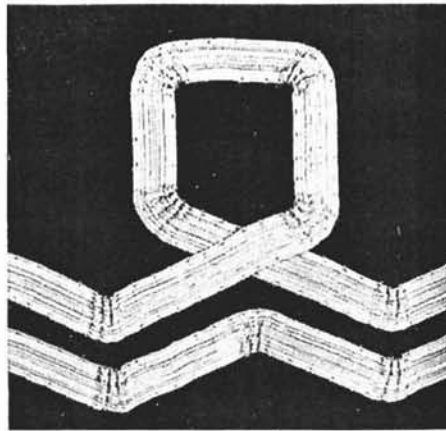
From the point of view of Canadian naval development, the *Charybdis* incident was unfortunate, for it was often afterwards referred to in Canada as a warning to those who advocated any Canadian naval undertaking.

The first really effective naval reserve force in what is now Canada, was the Royal Newfoundland Naval Reserve. Manned by young fishermen from St. John's and the numerous out-ports, this force, an integral part of the Royal Naval Reserve, was raised at the turn of the century. Their drill-ship, HMS *Calypso* (later renamed HMS *Briton*), was a familiar sight for many years. Some 1,500 RNfld.NR men served with distinction in HM Ships during the First World War and, in fact, more than 100 of them joined HMCS *Niobe* when she sailed for war service with the Fourth Cruiser Squadron in 1914. The Royal Newfoundland Naval Reserve, a culmination of the traditional Newfoundland "nursery of seamen" of the days of Queen Elizabeth I, was disbanded in 1920.

In 1909, a memorandum on "Naval Defence considered in connection with the constitution of the Naval Militia of Canada", was prepared by Brigadier-General W. D. Otter, then Chief of the Canadian General Staff.

After tracing the history of naval affairs in Canada, he warned: "Canada can no longer afford to neglect her naval resources. On the one hand, the naval and military power of the United States goes on increasing; on the other, a great portion of the British Fleet lies manacled in home waters. In other words, in the event of war with the United States, Canada will remain without assistance from other parts of the Empire for a period longer than has hitherto been reckoned."

It was not, however, the threat of United States naval might, but that of Germany which turned the tide. Realizing she could not forever rest securely inactive behind the protective power of the Royal Navy, Canada



The wavy stripes that were the trademark of the volunteer reserve appeared on the uniforms of both officers and men. The wavy stripes on the collars of the men were straightened not long after the formation of the RCNVR in 1923 but the wavy gold lace on the sleeves and shoulder straps remained with the officers until the formation of the RCN(R) in 1946. The wavy-striped collar in the top picture, taken in 1919, is worn by PO A. J. A. Bell, RCNVR, who now lives in White Rock, B.C. The bottom picture shows the wavy insignia of an RCNVR lieutenant. (CN-3326; R-981)

brought the Royal Canadian Navy into being with the Naval Service Act of May 4, 1910.

Provision also was made for a Naval Reserve Force and a Naval Volunteer Force, but it was to be several years before steps were taken to implement this portion of the act.

**I**N 1913, a group of enthusiasts came forward in Victoria, B.C., with the proposal that they form a naval reserve. The group was composed mainly of young men who had seen previous reserve service with the Royal Navy. They wanted to establish a force similar to the Royal Naval Volunteer Reserve, which had been formed in 1903.

In this the group was encouraged by Commander Walter Hose, RCN, Senior Naval Officer at Esquimalt, who was to have much to do with citizen-sailors

in future years and may well be called the "father" of today's naval reserve.

In addition, the enthusiasts had the support of a number of professional and business men in Victoria.

Finally given permission to use the facilities at Esquimalt, the volunteers drilled periodically at the dockyard and several regular force officers and petty officers volunteered to act as instructors.

This small body, which had no official status, no meeting place of its own and no pay-days, blazed the trail for all the official Canadian naval reserve organizations that were to follow.

In May 1914 the government established a Naval Volunteer Force under the provisions of the Naval Service Act. The force was to consist of officers and men enrolled as volunteers, but engaging to service in time of war.

With an authorized strength of 1,200 men, the force was to be organized into 100-man companies within three subdivisions—the Atlantic sub-division including the area from the Atlantic Coast inland to a line just west of Quebec City; the Lake sub-division extending from there to beyond Brandon, Manitoba, and the Pacific sub-division taking in the whole area farther to the west. The companies were to be located in the larger cities at first and in a few smaller cities later.

When hostilities began, however, the only naval reserve force actually in existence was the volunteer unit at Victoria. Its members took an important part in the manning of HMCS *Rainbow*, the submarines CC 1 and CC 2 and their parent ship, the sloop *Shearwater*, and other vessels at Esquimalt. They also provided some men for the British cruiser *Newcastle* after her arrival in B.C. waters.

Otherwise, only preliminary steps had been taken towards establishing the reserve on a country-wide basis. In fact, no serious attempt was made during the first year-and-a-half of war to enlist any considerable number of men for naval service.

In February, 1916, the Minister of Naval Service offered to obtain recruits in Canada for service in the RN. The Admiralty accepted and the Canadian Government authorized enrolment of 5,000 men in the Overseas Division of the Royal Naval Canadian Volunteer Reserve.

Approximately 1,700 men were enrolled under this scheme and the number probably would have been larger had not the East Coast Patrols later in the war become the primary naval need as far as manning was concerned.

These volunteers served in a number of areas, largely manning trawlers and drifters on anti-submarine patrols. The latter years of the war saw them serving in British home waters, based on HMS *Cormorant* at Gibraltar, and at Sierra Leone, British West Africa.

Canadian warships today wear a maple leaf device on their funnels, but it was on British naval vessels serving out of British West Africa that the device was first seen—placed there by the Canadian volunteers, anxious that all should know the origin of the ships' companies.

The contribution by naval reservists to the huge expansion of Canada's naval force during the Second World War was foreshadowed by the RNCVR contribution of the First World War.

In round numbers, the total strength of the RCN at the end of July 1914 did not exceed 350 officers and men, while the RNCVR was composed of about 250 officers and men, all of them in the Victoria company. By the end of the war, there had been a total enrolment of 9,600 as follows:

|                       |         |
|-----------------------|---------|
| RCN                   | — 1,000 |
| RN and RNR            | — 600   |
| RNCVR —               |         |
| Atlantic Sub-division | — 4,300 |
| Pacific Sub-division  | — 2,000 |
| Overseas Division     | — 1,700 |
|                       | —       |
| Total                 | — 9,600 |

Deaths from all causes totalled 150.

In addition to the above enrolment, a large but unknown number of Canadians enlisted and served in the RN.

In line with post-war demobilization, the RNCVR was disbanded on June 15, 1920.

**T**HE NAVAL RESERVE of today had its beginning in the 1920s. The funds made available to the RCN in 1923 were scarcely sufficient to keep one warship in operation and Commodore Walter Hose (then Director of the Naval Service) decided the money could be better used in organizing the naval reserve.

The Canadian Naval Volunteer Reserve was officially established on January 31, 1923, with an authorized complement of 70 officers and 930 men. The prefix "Royal" was soon afterwards added to the title.

At about the same time the Royal Canadian Naval Reserve was established with an authorized complement of 70 officers and 430 men.

The RCNVR enlisted civilians who did not follow a sea-faring career; the RCNR consisted of men who possessed a professional knowledge of ships and the sea.\*

The quarters for the first RCNVR divisions could hardly be called ideal. One division was located in an old fire-hall, another in rooms over a laundry and others in workshops, basements and warehouses.

The RCNVR was originally organized into companies or half-companies, in each of the following cities; Calgary, Charlottetown, Edmonton, Halifax, Hamilton, Montreal, Ottawa, Quebec, Regina, Saint John, Saskatoon, Toronto, Vancouver and Winnipeg. Montreal had two companies, one French-speaking and the other English-speaking. By September 1939 units were also in existence in Kingston, London, Port Arthur and Prince Rupert.

During the later 1930s, as additional warships were acquired, the complements of both the RCN and RCNVR were increased.

During this period personnel of the RCNVR and the RCNR were earmarked for various duties which they would be required to assume at the outbreak of war.

In 1937, two more types of reserves came into being. One was the Supplementary Reserve, a part of the RCNVR. The other was the Fishermen's Reserve, which was established as a separate section of the RCNR. The Supplementary Reserve consisted largely of yachtsmen. The Fishermen's Reserve, as its name implies, was made up of fishermen and was confined to the West Coast.

On September 1, 1939, the reserves were placed on active service and, on September 10, Canada declared war. There were at this time approximately 2,000 officers and men in the regular force and another 2,000 in the two reserves. Thereafter, most of these who enlisted in the Navy were enrolled as "VRs". The estimate of September, 1939, for a strength of 5,000 was periodically raised until, by July, 1940, an overall figure of more than 15,000 was laid down.

February of that year saw the strength of the RCNVR exceed that of the regular force for the first time and in January 1941, when the Navy consisted of roughly 15,000 persons, about 8,000 of them were volunteer reservists.

In all, approximately 100,000 Canadians were enrolled in the Canadian Navy during the Second World War. The greatest number borne at any one time was in January 1945, when more than 87,000 officers and men were serving. Of this total, approximately 78,000 belonged to the RCNVR, 5,300 to the RCNR and 4,384 to the RCN.

This number did not include 5,300 women in the Women's Royal Canadian

Naval Service, an auxiliary force which in later years was to become an integral part of both the regular force and the reserve. The WRCNS was officially established on July 31, 1942.

The special roles of the Royal Canadian Sea Cadets and of the University Naval Training Divisions deserve mention. The sea cadets, sponsored by the Navy League of Canada, had been in existence since 1917, but the Navy did not begin assisting their training and administration with the Navy League until 1941.\*\* The RCSC had 23 corps in June 1941 and by the end of the war there were 92 with a total enrolment of about 15,000. Sea Cadets provided a large pool of young men well started on their naval training.

The UNTDs were organized in 1943 at 15 universities and five hundred and fifty-four officers and men of the UNTD went on active service during the remainder of hostilities.

The large numbers of naval volunteers took care of the growth of the Canadian naval fleet. From six destroyers in 1939, the Navy expanded to a fleet of approximately 400 fighting ships. In the North Atlantic alone Canadian ships escorted more than 25,000 (cargo-laden) merchant ships North America to United Kingdom ports.

By 1944 Canadian warships were carrying the major burden of North Atlantic convoy duty and most of the officers and men who manned these ships were members of the reserves.

Officers and men of the reserves also served in the Mediterranean, on the Murmansk convoy routes, in the English Channel, the Caribbean and in the Pacific.

The only Canadian naval Victoria Cross of the war was won by a naval reservist. He was Lieutenant Robert Hampton Gray, DSC, RCNVR, serving in the RN aircraft carrier *Formidable*. At the cost of his own life, he sank a Japanese destroyer by crashing his damaged aircraft into the ship.

**W**HEN THE WAR ended, a number of reservists continued their naval service. Some transferred to the regular force, others served in the interim force. But the large majority returned to "civvy street", taking up

\* The division of the Navy into three parts (like all Gaul) was later to lead to the canard: "The RCNVR consists of gentlemen trying to be sailors; the RCNR of sailors trying to be gentlemen, and the RCN of neither trying to be both."

\*\* The sea cadets were recognized by Dominion charter in 1917, although the Navy League of Canada had sponsored cadet training as far back as 1902.



where they left off when they joined the Navy. On January 1, 1946, the RCNR and RCNVR were combined to become the Royal Canadian Navy (Reserve).

The divisions were re-established on a peace-time basis and many war veterans resumed their association with the Navy as members of the RCN(R).

In 1949, the training program underwent considerable change. Besides providing general training, specified divisions were made responsible for specialized training in such subjects as gunnery, communications, torpedo anti-submarine and navigation direction.

The increasing world tension that followed the brief respite of the early postwar years brought an expansion of the Armed Forces, and again the call went out to the reserves. Officers and men were enrolled for limited lengths of full-time service with the opportunity of transferring to the regular force. Many stayed in the service.

In the midst of this rebuilding and transition period, the United Nations took action in Korea against North Korean aggression and again reservists were sailing in RCN ships in a theatre of war.

As the Korean situation gradually eased from an all-out war to a police action, the strength of the regular force began to near its authorized ceiling. The complement had been filled by a mixture of new entries through direct recruiting and by transfers from the reserve.

In April 1953 a major step was taken toward building the RCN(R) into an organization which could produce officers and men who would be trained and ready if another emergency arose.

That step was the establishment of a new command known as Commanding Officer Naval Divisions, with headquarters at Hamilton, Ontario. Before this, the reserve force had been administered from Naval Headquarters in Ottawa by the Director of Naval Reserves.

A training centre for new entry reserves was established at the new headquarters, to provide training ashore and afloat during the summer months. The headquarters and Great Lakes Training Centre are located on Hamilton Bay, with excellent berthing facilities, under the ship name of HMCS *Patriot*.

Ships up to the size of anti-submarine frigates are now assigned to the command during the summer and carry out training cruises on the Great Lakes.

The WRCNS returned to the scene in 1951, this time as an integral part of the RCN(R), its members receiving the same rates of pay and governed by the same rules and regulations as the men. On January 26, 1955, the Cabinet approved the entry of wrens as members of the RCN regular force.

In 1958, the complement of the RCN(R) was set at 900 officers and 3,700 men and wrens.

Today there are 21 naval divisions located in major population centres from the Atlantic to the Pacific. All provinces are represented. Regular force staffs maintain the divisions' buildings and provide the necessary daily administration.

The Commanding Officer Naval Divisions at the Hamilton headquarters is Commodore E. W. Finch-Noyes, CD, RCN. At COND, a staff of regular force officers and men co-ordinates the training of reserve personnel and the maintenance of all naval reserve establishments. The command is responsible to Naval Headquarters in Ottawa for carrying out policies and orders affecting Canada's naval reserves.

Today, as in the past, the officers and men of the Royal Canadian Navy (Reserve) stand ready to serve Canada when and where they are needed.



The Royal Canadian Navy, as a whole, and naval aviation in particular revere the memory of Lt. Robert Hampton Gray, VC, DSC, RCNVR, whose bravery in the closing days of the Second World War won him the posthumous award of the Victoria Cross. The citation read: "For great bravery in leading an attack to within 50 feet of a Japanese destroyer in the face of intense anti-aircraft fire, thereby sinking the destroyer, although he was hit and his aircraft on fire, and, finally himself killed . . ." (GM-4251)



Naval aviation in Canada is observing its 15th anniversary as well as joining in the 50th Anniversary celebrations of the Royal Canadian Navy. Top left: All Weather Banshee jet fighter with Sidewinder guided missiles provides fighter defence for ships and has continental defence role as well. Top right: Bell helicopter on "reco" mission represents utility and training roles of many naval aircraft. Centre: Aircraft carrier Bonaventure has latest aids for carrier-flying operations. Bottom left: Sikorsky helicopter drops homing torpedo. Bottom right: Twin-engine Tracker aircraft form principal anti-submarine hunter-killer punch of naval air. They also carry homing torpedoes. (HS-61120)

# NAVAL AVIATION 1945 - 1960

IN THE SAME year in which the Royal Canadian Navy is observing its fiftieth anniversary, one of its major components—naval aviation—will celebrate its fifteenth.

Naval aviation was officially constituted in the RCN in December 1945. Since then it has become firmly established as an integral part of Canada's Navy, with an essential and increasingly important role in anti-submarine operations, the RCN's speciality.

Naval aviation is centered on the 19,000-ton aircraft carrier, *Bonaventure*, now in her fourth year in commission. From the *Bonaventure's* deck fly twin-engine anti-submarine Trackers, Banshee all-weather jet fighters and anti-submarine helicopters.

The shore base of naval air is HMCS *Shearwater*, near Dartmouth, N.S. *Shearwater* occupies 1,300 acres, is manned by 2,100 naval and 700 civilian personnel, and is a training establishment, logistic support base and operational station, all in one.

Hundreds of young Canadians went to the United Kingdom during the First World War to train as naval flyers with the Royal Naval Air Service. Their naval careers ended when the RNAS was amalgamated with the Royal Flying Corps to form the Royal Air Force. Such former naval flyers as Breadner, Collishaw, Leckie, Edwards and Curtis were later to attain the highest ranks in the yet-to-be-born RCAF.

However, that same year, 1918, which saw the disappearance of the Royal Naval Air Service, also saw the faint beginnings of naval aviation in Canada when the Royal Canadian Naval Air Service was formed on the East Coast to carry out anti-submarine operations. An air station was established on the shore of Eastern Passage, at the entrance to Halifax Harbour, but the end of hostilities brought an end to these first stirrings of the RCN's air arm.

In the Second World War, the successes achieved against submarines by combinations of carrier-borne aircraft and surface ships led to recognition of a need for the RCN to have an air capability.

As early as April 1943 a senior RCN officer was authorized to visit British and American ships and air establishments to report on the feasibility of forming a Canadian naval air service.

The first fruit of the survey was the manning by Canadians of two Royal Navy escort carriers, HM Ships *Nabob* and *Puncher*.

These carriers saw action in the European theatre and provided the Canadians with valuable experience. However, aircrews of both carriers were mostly British.

Late in 1943, officers with air experience were appointed to Naval Headquarters and given the task of planning the organization for Canadian naval aviation. Since naval aviation was not officially sanctioned, their work had to be done in addition to normal staff duties.

Early in 1944 the results of a semi-official survey of Canadians already flying with the Royal Navy showed that many would be interested in transferring to a Canadian air arm. Meanwhile, volunteers from serving Canadian officers were being selected to commence flying training. The numbers available were boosted when the Fleet Air Arm opened its lists to RAF and RCAF aircrew in order to meet the prospects of a prolonged Pacific war. The RCAF response was considerable, and led to a large pool of aviators with which RN squadrons could be "Canadianized" in anticipation of their subsequent transfer to the RCN.

Other problems were also being overcome. Air engineers and air mechanics, fighter direction officers, air radio mechanics, air electricians and other highly specialized personnel essential to carrier operations were being trained in the United Kingdom. Arrangements were made for two light fleet carriers to be loaned to Canada for operation with the British fleet in the Pacific theatre. Four first-line squadrons, manned to a considerable extent by Canadians, were earmarked for these carriers.

Before the RCN was ready to take to the air, the war ended. The embryo survived the subsequent cut-backs, however, and naval aviation officially

became a part of the Royal Canadian Navy in December 1945.

In January 1946 HMCS *Warrior*, on loan from the Royal Navy, was commissioned. On March 31, 1946, the *Warrior* arrived at Halifax and flew off her aircraft to land at the RCAF Station at Eastern Passage. Thus, 28 years later, naval air returned to the site of its First World War predecessor.

In February 1948 the *Warrior* was returned to the United Kingdom to be replaced by her more modern sister, the *Magnificent*. Later that year the RCAF Station at Eastern Passage was turned over to the Navy and commissioned as HMCS *Shearwater*.

In 1951 the RCN acquired its first helicopters and in 1955 received its first jet aircraft, the all-weather Banshees. Designed especially for anti-submarine operations, Trackers began to come into service in 1957, coincident with the replacement of the *Magnificent* by HMCS *Bonaventure*, the first carrier to be owned outright by Canada.

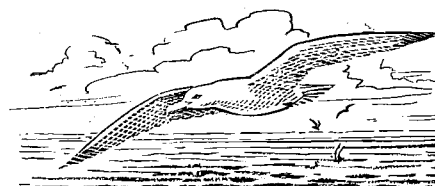
This year the Navy has begun to take delivery of the CS2F-2, a modified Tracker containing new and more effective anti-submarine equipment as well as other instruments.

The unique capabilities of the helicopter have been turned to advantage in the anti-submarine sphere, and considerable progress has been made by the RCN in developing the tactical use of helicopters in both search and attack roles.

Completing the family of first-line operational aircraft is the twin-jet all-weather Banshee, armed with the deadly Sidewinder air-to-air guided missile. Primary task of the Banshee is to provide defence for the fleet, but the Navy's jets are also employed, when ashore, as part of the North American air defence system on the east coast.

Altogether, the RCN has more than 135 operational and support aircraft in service. Aircrew and those engaged in maintenance and support duties total approximately 2,050. This is without counting non-air personnel manning the *Bonaventure* and the naval air station.

The fledgling of 1945 has become a large and powerful bird, armed, equipped and trained to provide the Navy—of which it is an indivisible part—with an aerial element essential in modern operations at sea.







Rt. Hon. Vincent Massey, at that time Canadian High Commissioner to the United Kingdom, takes the salute of Canadian wrens during a victory parade along London's Mall in 1945. (K-1075)

# THE WRENS



Lt.-Cdr. (W) Jean Crawford-Smith has been Staff Officer (Wrens) to the Chief of Naval Personnel at Naval Headquarters since 1957. (CN-3797)

A DRAFT of wrens, bound for Newfoundland on board the *SS Lady Rodney* in 1943, sang a popular song of the day with a special kind of fervor. It was that Western which began with the words:

"Give me land — lots of land."

Actually the Canadian girls who flocked to join the Women's Royal Canadian Naval Service in the mid-war years saw little service at sea, nor was it intended that they should. They were recruited primarily to release men serving on shore for sea duty and they accepted their lot cheerfully.

No history of the first 50 years of the Royal Canadian Navy would be complete without mention of the accomplishments of the women in uniform. The WRCNS was established as a war-time emergency measure and was disbanded at the end of the Second World War. But the efficient, uncomplaining

service rendered during the war could not be forgotten and the wrens are with us again.

The wrens were not the first women to don navy blue and serve in the RCN. The nursing service was established in 1940 and has been in continuous existence ever since. However, theirs was a specialized role in which all served with commissions as members of the regular force and their numbers were small compared to the more than 6,000 women who served in the WRCNS, in the ranks or as officers, during the Second World War.

The WRCNS was the youngest branch of the three armed forces. The Canadian Army and the Royal Canadian Air Force both admitted women to their ranks before the RCN did.

The organization of what is today the "Wrens" started early in 1942. Before this, even, Captain Eustace Brock went

to England to study methods of the WRNS. In May 1942 an announcement was made that Parliament had approved formation of the Women's Royal Canadian Naval Service. Captain Brock was appointed the first director.

To help in the early organization, three WRNS officers were loaned by the Royal Navy to Canada. They were: Superintendent Joan Carpenter, OBE; Chief Officer Dorothy Isherwood, and Second Officer Elizabeth Sturdee.

Superintendent Carpenter and Second Officer Sturdee later returned to England, but Miss Isherwood remained more than a year and was promoted to the rank of Captain, thus becoming the first woman ever to hold that rank in the RCN. She returned to England in September 1943.

**T**HE WRENS actually started from nothing. Before the first members could be brought in for training, it was necessary to set down regulations, provide accommodation, choose uniforms, and interview the hundreds of girls who wished to serve in navy blue.

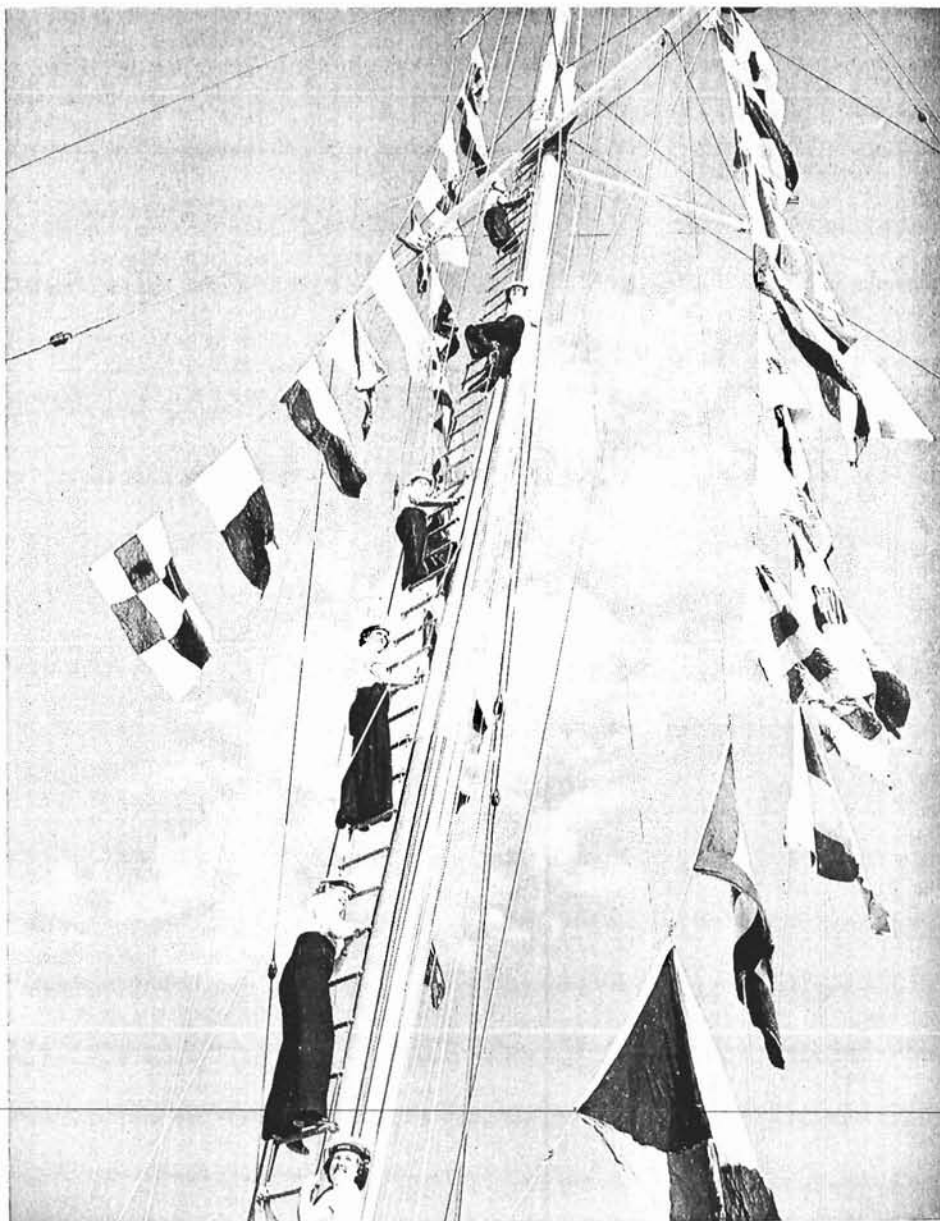
This initial work took several months, and involved traveling from coast to coast. By August 29, 1942, 68 probationary wrens had begun their naval careers at Kingsmill House in Ottawa.

During the following month, the girls undertook intensive training in naval history, traditions, rules and drill. Twenty-two later received commissions.

So new was the wren branch even at this point that the member of the original class served from entry to graduation in plain navy blue smocks. Their uniforms were issued after members were scattered to recruiting depots across Canada, and within Naval Headquarters. Some of the original class were sent to Galt, Ontario, where the Navy had taken over the Ontario Girls' Training School to be used as a WRCNS training establishment for the duration of the war.

On October 15, 1942, the first class of probationary wrens entered the establishment which was later to be known as HMCS *Bytown II*. Each week thereafter, recruits from across the nation arrived to learn how to look, act and think like a wren. Each new class was made up of about 100 girls.

Early in November it was announced that Her Royal Highness the Princess Alice, Countess of Athlone, wife of the



It took courage and agility to climb the towering signal mast at HMCS St. Hyacinthe, the war-time communications school at St. Hyacinthe, Quebec, but those were qualities in which the wrens, undergoing visual signals training, were not lacking. (M-1323)

Governor-General, had accepted an appointment as Honorary Commandant of the WRCNS and she paid her first official visit to Galt in December.

Also, in December, Lt.-Cdr. Doris Taylor and Lt.-Cdr. Lorna Kellett arrived from England to take up staff duties. The same month, the Navy obtained the Seminarium building in Ottawa for accommodation of up to 300 wrens and re-named it Wallis House.

Because of an urgent West Coast requirement, 53 wrens volunteered and proceeded that month to Vancouver to serve as plotters and coders.

The first of the new year saw wrens arriving in Halifax for duty in the Fleet Mail office—some of the first jobs they

took over in the Atlantic Command to release men for active duty at sea.

By February, there were 400 Canadian wrens on active service, and an officers' training course was inaugurated in Ottawa where Hardy House had been obtained. Wren officer cadets were given a three-week intensive training course on the successful completion of which they were granted commissions.

On March 1, 1943, Chief Officer Dorothy Isherwood became Director of the WRCNS, and replaced Captain Brock, who had been appointed overseas. Superintendent Joan Carpenter also returned to England that month, forced to retire because of serious illness.



On the West Coast, the WRCNS acquired a hotel building that month in Esquimalt for quartering wrens.

**I**N APRIL, the first wrens to go on foreign service were posted to Washington to work with the naval section of the Canadian Joint Staff. This group totalled eight. Also by this time, 230 girls were working at Naval Headquarters and there were 1,000 in uniform. In May, the Minister for National Defence for Naval Services, the Hon. Angus L. Macdonald, visited the training school at Galt.

Early in June, 1943, the titles Superintendent, First, Second and Third Officer, were abolished and officers of the WRCNS were given the same rank titles as the men.

Also in June, the training establishment at Galt was commissioned as a ship of the RCN and was named HMCS *Conestoga*, honouring early settlers in the area who had come from Pennsylvania in conestoga wagons.

A special point of pride for the wrens was that Lt.-Cdr. Isabel Macneill, of Halifax, who was one of the members of the first class was appointed commanding officer of *Conestoga*, and she became the first woman in the navy's history to command a "ship".

At the end of July, increased rates of pay for women in the services was announced bringing wrens' pay up to 80 per cent of the men's. They were now allowed dependents' allowance and trades pay. Married wrens could now accept marriage allowance from husbands in the services.

In August, headquarters announced that the first group of wrens had been chosen for overseas service with the RCN.

This caused considerable excitement among the wrens, who had been given to understand that overseas service would not be considered for "some time." Eventually more than 300 girls served in London, Glasgow, Greenock, and Londonderry. To qualify for this duty, volunteers had to be over 21 years, with a minimum of six months' service.

An August 15, it was announced that Captain Isherwood and Lt.-Cdr. Kellett would return to England in September, and the new Director of the WRCNS would be Lt.-Cdr. Adelaide Sinclair, of Toronto, who had just completed three months service in England where she studied methods of the WRNS.

August 29 was marked at all wren establishments as the first anniversary of the WRCNS with a Birthday Ball in Ottawa, and the Admiral taking the salute for march-pasts and parties at all

divisions. There were 1,000 wrens in Halifax for the birthday parade inspected by Rear-Admiral L. W. Murray. American Waves came from Seattle and Rochester, N.Y., to take part in anniversary celebrations at Vancouver and Galt.

The first anniversary also saw the branch already over its official quota of 4,000 and British officers who had helped the younger service get started had been returned.

In September, new hats and altered uniforms were officially decided for the wrens, who had been wearing seamen's serge during the first year. Lt.-Cdr. Sinclair became Commander, and Director of the WRCNS, on September 18, and on that day she launched a new cargo vessel at Montreal. On the same day, in Ottawa, Captain Isherwood was guest of honour at a farewell party at the wren barracks.

During 1944 the 5,000 mark was passed in recruiting wrens, and new categories were opened and new bases established.

**A**LL WRENS were volunteers and signed up for service anywhere in the world, for the duration of the war. There were Canadian wrens at every naval base in Canada, in New York, and Washington where they worked with Canadian and Royal Navy authorities. They were also stationed in Newfoundland, and the United Kingdom. After V-E Day, many volunteered for service in the Pacific.

Their jobs included such duties as: cooks, stewards, wardroom attendants, laundry assistants, motor transport drivers, sick berth attendants, supply assistants, regulators, coders, signallers, wireless-telegraphers, plotters, information and intelligence workers, postal clerks, research assistants, photographers, dental assistants, writers (including pay, captain's writers, writer clerks and writers general duty who handle office and secretarial work) and many special duties.

In April 1945 Lt. Jessie Torrance was appointed to deal with wrens' demobilization and rehabilitations.

Recognition was given to the contribution of service rendered by the wrens by the granting of the following honours and awards:

#### **OBE**

*Captain Adelaide H. G. Sinclair*  
*Commander Isabel J. Macneill*  
*Commander Evelyn M. Mills*

#### **MBE**

*Commander Helen M. MacDonald*  
*Lieutenant Commander Edna M. Whimney*

*Lieutenant Mary O. Armstrong*  
*Lieutenant (SB) Norah J. Cooper*  
*Lieutenant Margaret Mackie*  
*Lieutenant Mary E. Frances Mills*  
*Lieutenant (S) E. Lillian Newman*

#### **BEM**

*Acting Petty Officer M. A. T. Blesse*  
*Petty Officer Cook (S) Rose E. Boots*  
*Chief Petty Officer Telegraphist Irene F. Carter*

*Wren Margaret J. Davidson*  
*Acting Chief Petty Officer (WA) Agnes Frame*

*Chief Petty Officer Cook Helen A. Major*  
*Leading Wren Writer (P) Margaret E. Nyland*

*Regulating Petty Officer Irene Ridout*  
*Acting Petty Officer Margaret E. Robertson*  
*Master-at-Arms Phyllis R. Sanderson*

#### **Commendations**

*Lieutenant Diana Spencer*  
*Petty Officer Dorothy Hill*

**B**Y EARLY 1946 the WRCNS was disbanded, and ex-wren associations were formed in many large cities. In August 1950 a reunion was held in Toronto and, despite a nation-wide railway strike in progress, no fewer than 1,000 ex-wrens showed up.

In May 1951 Parliament authorized the formation of a wren section in the RCN (Reserve). Recruits entered the RCN(R), with the initial ceiling of 500 women to serve various naval divisions. Rather than being a separate organization as during the war, post-war wrens formed an integral part of the reserve.

In July 1951 recruiting began for 150 women to serve on full time duty as members of the RCN(R).

In February 1955 approval was given to establish wrens as part of the regular force of the Royal Canadian Navy, which marked the first occasion when full-time careers could be planned in the naval service for wrens. This also was the first time a Commonwealth navy integrated the wrens into the permanent force.

Today, 32 wren officers and 173 other ranks are serving as members of the Royal Canadian Navy. As such they receive the same pay scales as the men, and serve with the same rank. Under navy career planning, wrens may retire with the same pension as the men.

Thus, from a small war-time beginning, the wrens today have a history of their own which is entitled to share in the navy's 50th anniversary. And even better, as members of the permanent force, they celebrate the anniversary with as much pride as any man.



# RCSC

*Seamanship and the naval way of life are taught to 10,000 boys in 150 cities and towns from coast to coast*

ONE NIGHT a week 10,000 boys in more than 150 cities and towns across the nation put on uniform to become part of a nautical organization older than the Royal Canadian Navy itself.

The boys—all between 14 and 18 years — are members of the Royal Canadian Sea Cadet Corps, and as such are junior affiliates of Canada's naval service.

The history of the corps dates back to 1902—eight years before the RCN came into being. It was formed by the Navy League of Canada, which was organized in 1896 as a branch of the mother league in the United Kingdom.

The League organized volunteer naval brigades for the purpose of "encouraging boys and young men to receive practical and theoretical instructions in seamanship."

In 1917 the Canadian league received its charter and the same year the term "sea cadet" was included in the training program.

It was in 1941 that the Navy first took an official part in the affairs of the Sea

Cadets. It was then agreed that the League would in general operate the corps, with the navy providing uniforms, instructions and training.

Under this arrangement the League sponsored summer camps in each province. These have since been merged into one RCN camp on each coast. Interested citizens serve as instructor officers and the local corps is run by a committee of the League.

In 1942 King George VI approved the use of "Royal" for the Corps and the official name became "The Royal Canadian Sea Cadet Corps".

During two world wars and in Korea, officers and men who served with distinction in the Royal Canadian Navy could credit much of their early interest in the navy to membership in the Sea Cadets.

In addition to the Royal Canadian Sea Cadet corps sponsored jointly with the RCN, the Navy League also operates the Navy League Cadet Corps for boys 12 to 14 years. Many of these boys "graduate" into the senior cadet corps.

Girls, too, are included in the League's cadet program, and a number of cities have "Wrenette" corps which participate in a training program similar to that of the boys.

Shore training is not all that is in store for RCSCC members. Cadets who distinguish themselves by their diligence and progress during training are rewarded with cruises on board RCN ships and visit many distant countries.

Last February twenty-four sea cadets from eight Canadian provinces embarked in three destroyer escorts for a two - and - a - half - month operational cruise ranging across the Pacific to Japan and Hong Kong.

HMCS Ships *Saguenay*, *Ottawa* and *St. Laurent* sailed from Esquimalt, February 8 for extensive anti-submarine exercises with United States Navy units in the central and west-Pacific areas. In the course of the operations, the ships called at Long Beach, California, the Hawaiian Islands, Yokosuka and Kobe in Japan, Okinawa, Hong Kong and the Aleutian Islands, returning to their home port of Esquimalt April 29.

The sea cadets making the cruise were selected by their various Corps on the basis of general proficiency and regular attendance. They were integrated into the three ships' companies and carried out the normal duties of young ordinary seamen in the navy. Time was set aside for supervised study in academic subjects so that their school work was kept up to standard during their absence from school.

The Navy League has for years offered numerous scholarships to colleges and universities for sea cadets and ex-cadets. One such scholarship is valued at \$1,500 and enables the recipient to enter HMS *Conway*, well-known sea training school in England.

Each year since 1940 a "Navy Week" has been sponsored by the League to pay tribute to the Royal Canadian Navy, the Merchant Navy, and to honour those who died for Canada; a further reminder to Canadians that sea power builds security.

Her Majesty Queen Elizabeth II, like her father before, is Royal Patron of the Navy League of Canada. His Royal Highness the Prince Phillip is Admiral



Six sea cadets, embarked in destroyer escorts of the Second Canadian Escort Squadron during a training cruise to the Far East, are amused by a young gooney bird on Midway Island. They are, left to right, Petty Officers Alan Cox, Nanaimo, B.C.; Lorne Fraser, Bridgewater, N.S.; Ron Demarcky, Winnipeg; Ken Kaler, New Westminster, B.C.; John Fulton, St. Catharines Ont.; and Russell Robinson of Toronto. (CCC-2084)

of Sea Cadets. His Excellency the Governor-General, the Lieutenant-Governors of all provinces, the Prime Minister and the Minister of National Defence are Patrons of the Navy League of Canada.

Continued interest in the Sea Cadet Corps among boys is reflected in recent enrolment figures. These showed that 10,381 cadets and 1,130 officers made up this unique group.

While many cadets do enter the Navy, they are under no obligation to do so. However thousands of sailors in the RCN. have received sea cadet training and the number of former sea cadets

accepted for officer training each year is impressive.

The success of the Corps under League guidance is recognized even outside Canada. The Navy League of Canada works hand in hand with Navy Leagues throughout the world.

In 1958 the president of the Navy League of the United States visited Ottawa to have a look at a typical Sea Cadet Corps and groups, modeled along Canadian lines, have since been established south of the border.

In addition to its activities with the Sea Cadets, the Navy League of Canada is well known for its hostels, clubs

and recreational facilities during the Second World War.

Today, the League operates the Sea Gull Club in Halifax which provides a cafeteria, sleeping accommodation, and recreation facilities for off-duty naval personnel. The club's facilities have more recently been extended to army and air force personnel in the area.

The Navy League of Canada this year marks its 65th anniversary, and throughout the years has held steadfast to its objective of promoting Canada's freedom and prosperity through its support of the nation's maritime interests.

## Figureheads Recall Days of Sail

WHEN the Admiralty decided to close the RN Dockyard Bermuda in 1952, the Commodore RCN Barracks in Halifax (now Rear-Admiral H. F. Pullen, Flag Officer Atlantic Coast) urged the official machinery into motion to preserve the four figureheads which graced the Bermuda premises. After the usual exchange of formalities, it was agreed to lend to the Naval Museum of Halifax these colourful relics of sailing ships days. The frigate *Swansea* was able to report in January 1952

that, by her own efforts and with the benevolent aid of local authority, she had taken on board the figureheads of HM Ships *Imaum*, *Conqueror*, *Forward* and *Urgent*.

HMS *Imaum* was a third rate of 72 guns, 177 feet in length which was built in Bombay in 1826 and given to the Royal Navy as a present by the Imaum of Muscat. She was led over the waves by a bosomy lady with black hair and uncertain eyes, who now greets visitors to the Maritime Museum on Citadel Hill, Halifax.

HMS *Conqueror* was a second rate of 101 guns, 240 feet overall, which was launched at Devonport, England, in 1855 and lost on Rum Cay in the West Indies, December 29, 1861. Of her figurehead only the head remains, it is now safely lodged in the Halifax Museum.

HMS *Urgent* was a 273-foot iron troopship built at Blackwall in 1855, which ended up as a depot ship at Jamaica. Her figurehead was a man with one arm, tremendous sideburns and a neat green coat trimmed with white. He stands in HMCS *Stadacona* overlooking the parade square. He looks somewhat fearfully up to heaven, appalled, according to the gunnery instructors, at what he sees.

HMS *Forward* was a small 125-foot wooden gunboat built at Northfleet in 1856 and sold in Esquimalt in 1869. She



HMS URGENT

too had a female figurehead of alarming proportions. It now serves to inform the new entries at HMCS *Cornwallis* of the charms of the gentler sex.

These four relics of the past were brought to Canada through the efforts of the Navy—HMCS *Swansea* in particular. It may be that there remain other figureheads which could still be saved. If so, the Maritime Museum of Canada would be very glad to hear about them.—C.H.L.



HMS IMAUM



RCN 50<sup>th</sup> ANNIVERSARY

## Strength of The Royal Canadian Navy

THE TOTAL personnel strength of the regular force of the Royal Canadian Navy on January 1, 1960, was 19,926 officers, men, and wrens. Of this number, 9,849 officers and men, or 49 per cent of the RCN total, were serving at sea. This is one of the highest sea-shore ratios of any navy.

Manning the fleet in the Atlantic Command were 6,988 officers and men. In the Pacific Command, 2,861 officers and men were serving at sea. In HMC Dockyard, Halifax, and in the Navy's other shore establishments on the east coast, there were 7,973 personnel. On the west coast, 2,114 officers and men were serving ashore.

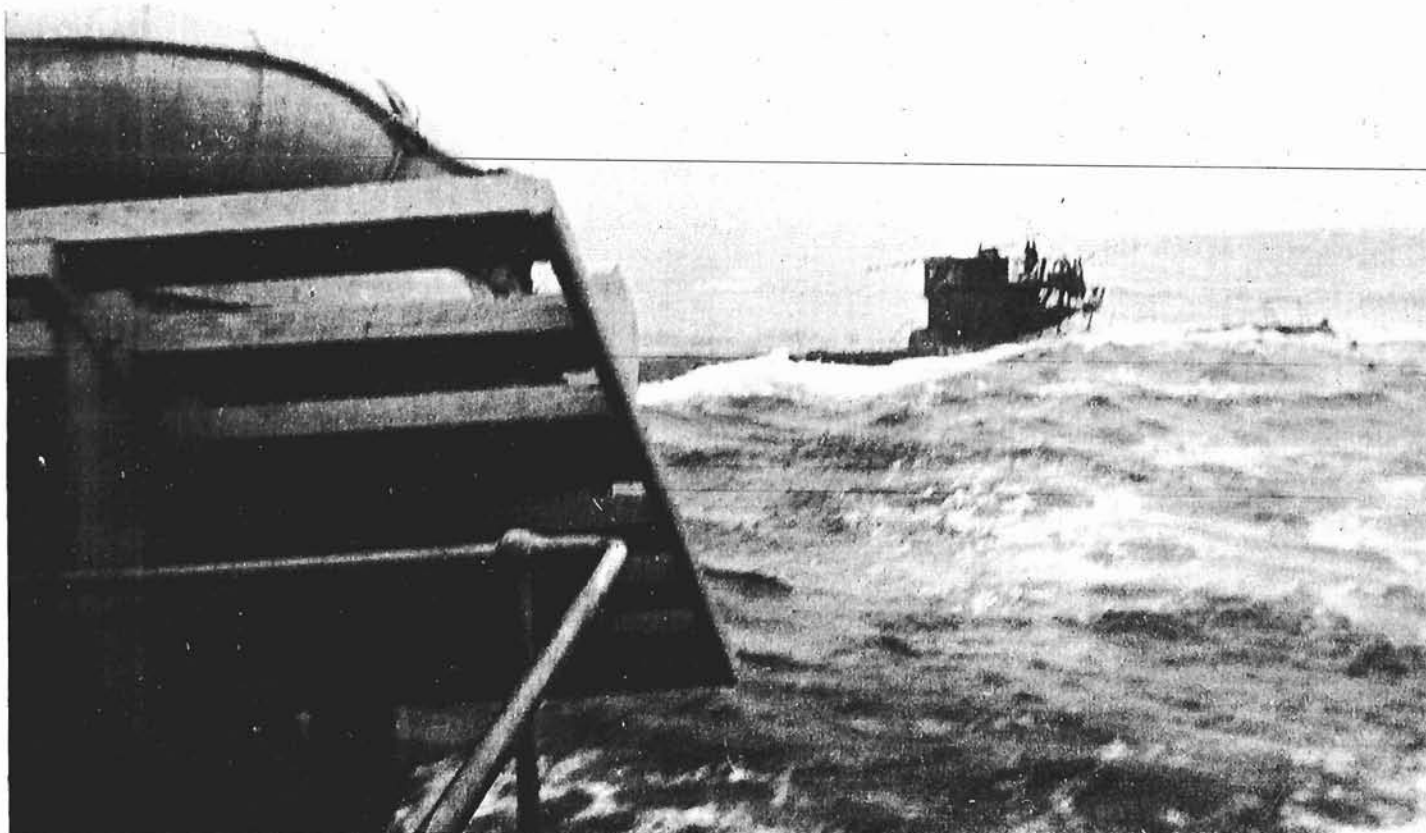
At the beginning of January 1960 there were 2,572 officers, 17,205 men and 159 wrens in the RCN. In addition, there were 419 officer cadets, 211 technical apprentices and 38 bandsmen apprentices under training.

The ship with the largest complement in the RCN is the aircraft carrier, HMCS *Bonaventure*, with more than 1,000 officers and men, including air personnel. At the other end of the scale are the Bird class patrol craft, each of which is manned by one chief petty officer and 17 men.

HMCS *Shearwater*, the naval air station near Dartmouth, N.S. has the largest complement of any shore establishment in the RCN. On January 1, 1960, there were 1,901 naval personnel serving on the air station. The establishment with the smallest complement is HMCS *Avalon*, at St. John's, Newfoundland, with three officers and five men.

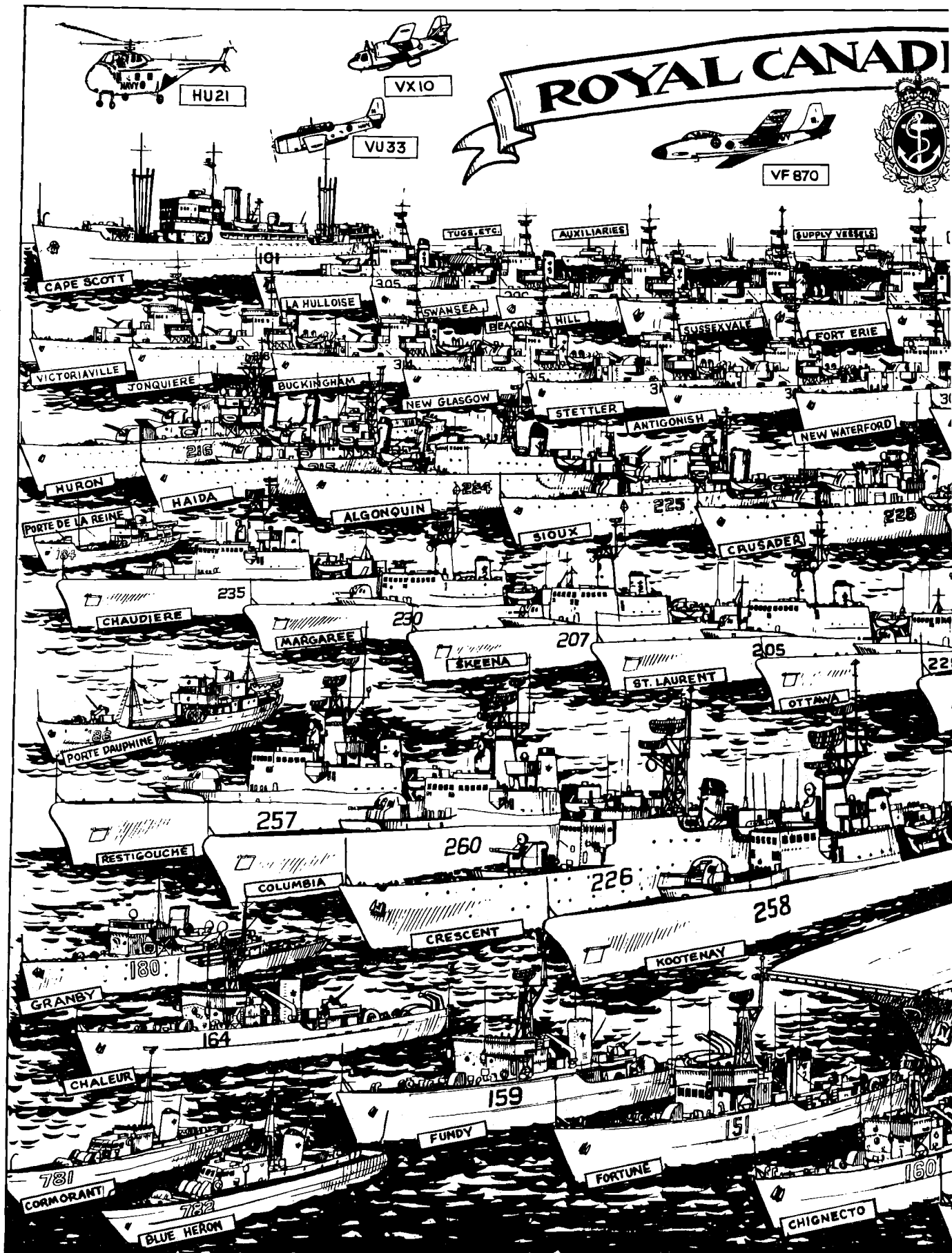
At January 1, 1960, there were 3,516 officers, officer cadets, men and wrens on the active list of the Royal Canadian Navy (Reserve).

There were 13,000 civilians employed with the Navy at the beginning of the year.

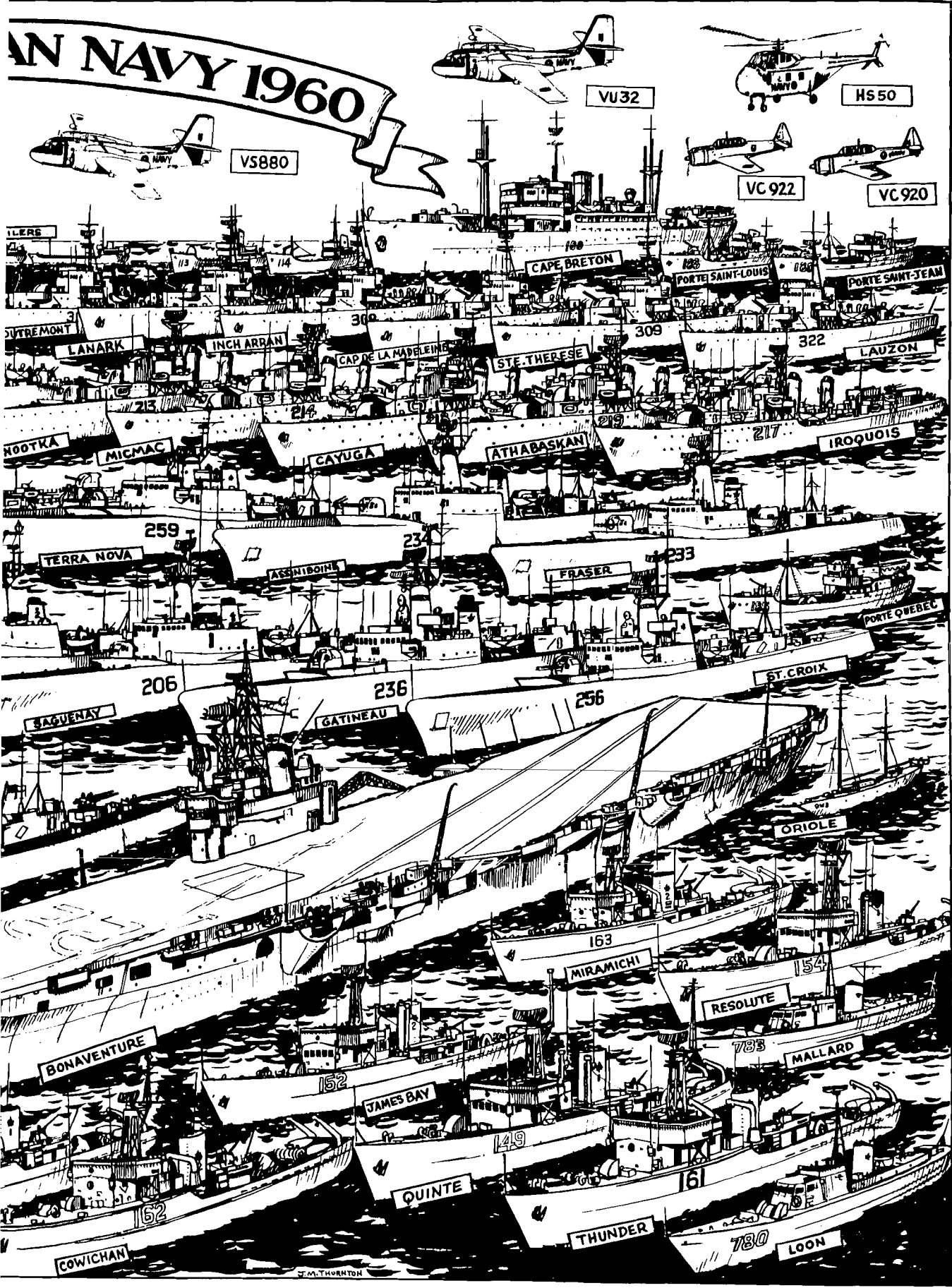


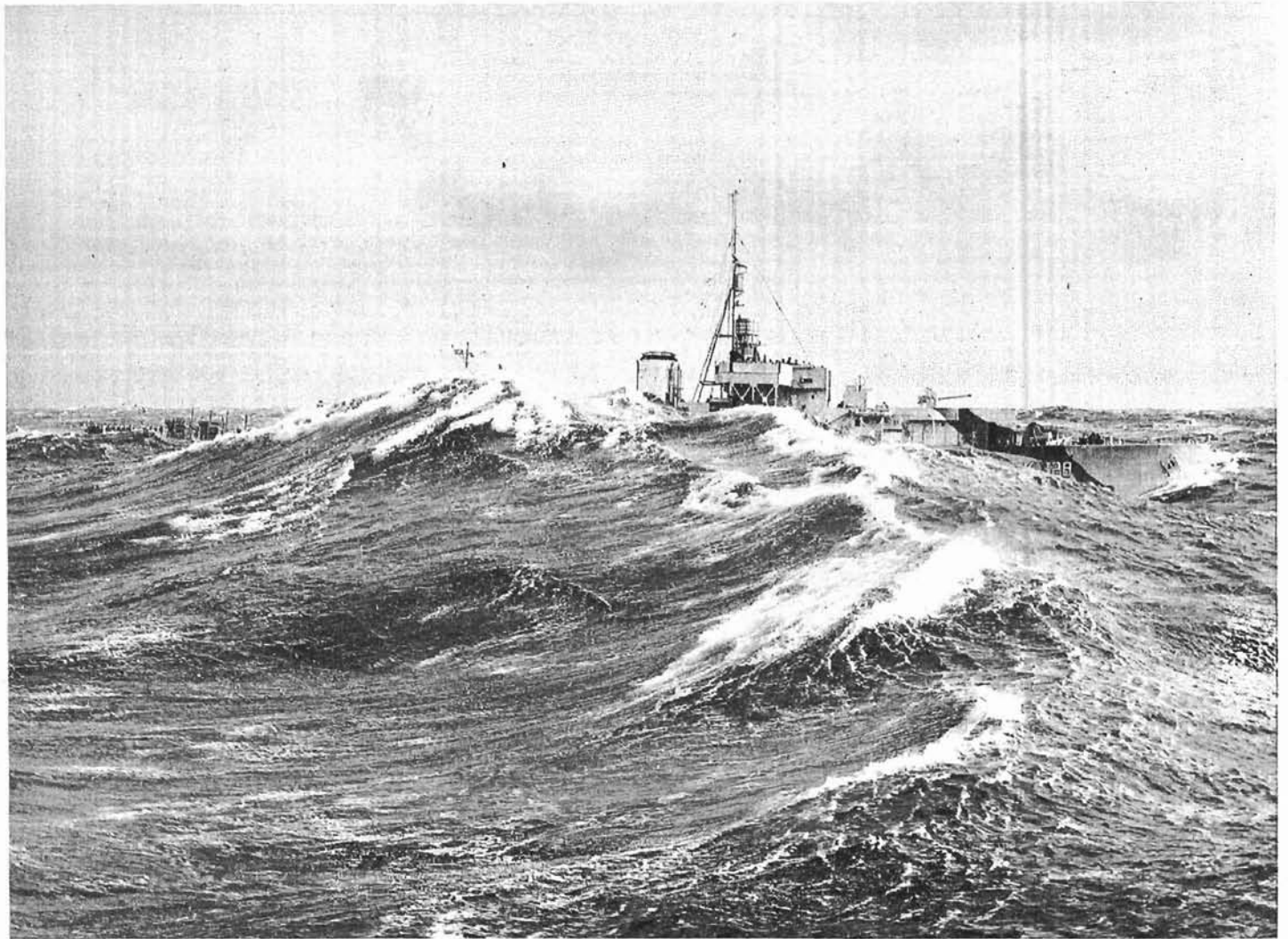
The badly damaged submarine U-744 is forced to the surface by the corvette Chilliwack after a running battle in the North Atlantic in March 1944. The U-boat surrendered and was later sunk by a torpedo. (R-1078)





# NAVY 1960





The frigate HMCS Swansea dips behind a long Atlantic swell during convoy escort duty in the Second World War. (GM-1441)

## *The Role of the Royal Canadian Navy*

**T**HE ROLE of the Royal Canadian Navy is to defend Canada and to contribute to the collective defence of the NATO area against attack from the sea. In addition, the RCN may be required to assist in the support of the United Nations, as directed by the Canadian Government.

To meet its role, the RCN maintains, in a state of readiness, an effective force of anti-submarine ships and aircraft with up-to-date equipment and logistic support.

Both the specialized task and over-all role of the RCN are made necessary by the present existence of a submarine threat which, in terms of numbers and destructive potential, is far greater than any the world has ever known.

As its part in countering this threat, the RCN has achieved a position where it has more ships and men at sea than ever before in peacetime. Continual, concentrated training programs have raised efficiency to a high level.

While the emphasis has been on the creation of forces in being, in accordance with its assigned duties, the Navy is also giving careful attention to the future, in the form of study, research, development and planning, and of programs of re-equipment and new construction that will give added strength and flexibility to a fleet that in size is small but in quality is determined to be second to none.





Ships of the Fishermen's Reserve on the West Coast did not see action against the enemy, but there is proof in this picture of HMCS Santa Maria that they did see action of another sort. The little patrol craft were rugged and seaworthy but speeds were mostly in the six- to eight-knot range. (E-1331)

## THE FISHERMEN'S RESERVE

ONE OF THE LEAST KNOWN stories of the Second World War is that of a unique group of West Coast fishermen who went to war in their fishing boats.

These fishermen put on naval uniforms, had guns, minesweeping gear and depth charge mountings installed on their craft, hoisted the White Ensign, and put to sea as part of the war-time Royal Canadian Navy.

Their job was to patrol Canada's Pacific coast, with its hundreds of islands, inlets and channels, alert for any evidence of enemy activity. The coast of the B.C. mainland measures 1,579 miles and the islands add another 3,979 miles.

For the patrol job there was none better than the fishermen with their

first-hand knowledge of the coast and its tricky waters. Their small craft were capable of penetrating the small bays and inlets along the B.C. coast.

Members of the Fishermen's Reserve performed numerous salvage tasks, aided other vessels in distress, and once landed a crew in a densely wooded area to capture a bandit.

Necessary orders to organize the Fishermen's Reserve were approved by the government in 1938, and in February, 1939, the training program was started.

The keenness of B.C.'s fishermen was reflected in the fact that the first course, which lasted one month, resulted in more than 40 boats turning up with full crews.

When war was declared, the Reserve was immediately called up and the fish-

ing boats reported for duty as they arrived in harbour from the fishing grounds.

By the end of September, 16 vessels had reported at Esquimalt or Prince Rupert, and immediate steps were taken to outfit the boats for their war duties. They were armed with depth charges and light anti-aircraft guns, and many were also equipped for inshore mine-sweeping.

Up to the end of 1941 no administrative staff had been established for the Reserve, and the duties of Commanding Officer were carried out by the Commanding Officer of HMCS *Givenchy*, a naval establishment at Esquimalt.

When Japan entered the war in December 1941, there was an immediate need for more patrols along the Pacific

coast. The need was partially met by commandeering 20 vessels formerly owned by Japanese fishermen. These were fitted out by the Navy and manned by the Fishermen's Reserve.

In September 1942 orders were issued to recruit 400 men as soon as possible for assault landing craft duties. William Head quarantine station, near Esquimalt, formerly used for training, was again taken over by the Reserve. By this time, most fishermen were already in the Reserve, or had enlisted in other armed forces, and many recruits came from logging camps.

As the war entered its fourth year, the Reserve boasted 50 vessels with a complement of almost 1,000 officers and men.

The Fishermen's Reserve had two ranks not found elsewhere in the service. These were the officer's ranks of "skipper coxswain" and "coxswain", which corresponded to warrant rank in the regular navy and reserves, except that they were junior to the established warrant ranks.

The two ranks were apparently introduced to meet the case of men who were perfectly competent to handle small ships in coastal waters but who lacked the academic or technical qualifications usually required of a naval officer. The ranks with their lower pay and limited opportunities of promotion, led to some dissatisfaction and, in the case of the "coxswain", to confusion. The Fishermen's Reserve coxswain wore officer's uniform but his sleeves were devoid of gold lace. This sometimes meant coxswains were mistaken for chaplains—a misunderstanding that could be quickly dispelled by the salty language of the fisherman.

By 1943, it became clear to all concerned that if the war continued it would become essential for the Fishermen's Reserve personnel to undergo regular naval training to offset the increasing difficulties of operating a navy within a navy. A naval staff officer was appointed and a training syllabus drafted.

The assault landing craft unit organized earlier had been separated from the Fishermen's Reserve by 1943, and its training was now taken over by the RCN at HMCS *Naden*, at Esquimalt. There was a need for this unit overseas, however, and the Fishermen's Reserve regulations permitted personnel to serve only on the West Coast. The problem was solved by taking trained volunteers from the Fishermen's Reserve into the Royal Canadian Naval Volunteer Reserve.

By April 1943 HMCS *Givenchy II* was commissioned at Esquimalt to provide the Fishermen's Reserve with a dock area, mess halls and classrooms. An instructional staff was selected and a training syllabus put into operation including field training, seamanship, signals, pilotage, AA gunnery and lectures by commanding officers of various ships.

As the threat to the coast diminished, steps were taken to disband the Fisherman's Reserve. Personnel were given the choice of transferring to the RCNVR or returning to essential industry. Chartered vessels were returned to their owners.

By the early part of 1944, all but 180 men had been transferred to the

RCNVR or were discharged, and in January, 1945, the last Fishermen's Reserve rating was demobilized.

With their seamanship, intimate knowledge of local waters, enthusiasm and readiness for duty, its officers and men won an extremely good name for the Fishermen's Reserve.

One officer was awarded the MBE for an outstanding job of rescue in heavy weather, and five other officers and three men received awards for similar deeds, or exceptional services of other kinds.

Theirs was a unique, little-known organization whose members answered the call in a time of emergency and quietly gave outstanding service until the job was done.



This six-foot, 850-pound cake was cut by Vice-Admiral Harry G. DeWolf, Chief of the Naval Staff, at the Atlantic Command anniversary ball in the gymnasium of HMCS *Stadacona* on May 20. Petty Officers George Skelton (left) and Cliff Latham took five days to prepare the confection honouring the Jubilee of the RCN. The base was five feet in diameter and each tier was a foot less, with the crown nine inches in diameter. The cake weighed 600 pounds, the icing 250. (HS-61161)

# JUBILEE

Special events and ceremonies mark the Royal Canadian Navy's first half-century of service

THE ROYAL CANADIAN NAVY is marking its 50th anniversary this year with special events and ceremonies in major cities from coast to coast.

While the anniversary officially fell on May 4—the date in 1910 on which Royal Assent was given to the Naval Service Act—special activities are being held throughout most of the year.

Nationwide ceremonies commemorating the Battle of the Atlantic were held Sunday, May 8. Naval personnel and veterans in cities and towns across Canada attended special church parades in annual tribute to those of the Navy and Merchant Service who lost their lives in the war at sea.

The Navy League of Canada held its annual "Navy Week" observances beginning May 8. Among the activities were open house and parades by the Navy League-sponsored sea cadet corps and Navy League cadets and Wrenettes.

At Halifax, the anniversary was marked by several events, including a sailpast of 48 ships and a flypast of 50 naval aircraft on May 19 and a fleet regatta in Bedford Basin, followed by a performance of the Sunset Ceremony May 20. "Navy Day" activities on May 21 included demonstrations by ships, aircraft and submarines and, on May 23, the Queen's Colour was trooped in honour of Her Majesty's birthday.

On the other side of the continent, Pacific Command anniversary events included a jubilee ball at HMCS *Naden* on May 19, special displays at the naval dockyard on May 21, when ships and establishments were open to visitors, and prominent RCN participation in the annual Victoria Day parade May 23.

At Hamilton, HMCS *Star* made the 50th anniversary the main theme of the naval division's 1960 Admiralty Ball on May 27.

Nearly 500 invitations went out for this event at which the Commanding Officer Naval Divisions, the Commanding officers and officers of *Patriot* and *Star* and the president and members of the Hamilton branch of the Naval Officer's Association of Canada were the hosts.

Across the country the divisions of the Royal Canadian Navy (Reserve) are holding special anniversary cere-

monies throughout the year, and most divisions will be hosts to the public at Open House functions.

The anniversary, too, was the theme of the naval veterans' reunions held this year. Naval veterans of the Montreal area held a reunion in early May, the Canadian Naval Association had its sixth annual reunion at Cobourg, Ont., in mid-June, and the Naval Officers' Associations of Canada held their annual meeting at Charlottetown June 9-11.

The destroyer escorts *Columbia* and *Chaudiere* visited Quebec City, Montreal, Kingston, Toronto, Hamilton and other Great Lakes ports during a month-long "anniversary cruise" starting late in May. Anniversary visits to Canadian ports on the east and west coasts and in the St. Lawrence and Great Lakes will continue from time to time throughout the year by other ships.

At Ottawa, on Battle of Atlantic Sunday, serving and former members of The Royal Canadian Navy and the Reserve paid tribute at the National War Memorial to those who lost their lives in war at sea. The Honourable George R. Pearkes, VC, Minister of National Defence, placed a wreath on behalf of the Government of Canada. Another wreath was placed by naval veterans.

The ceremony involved the bands of HMCS *Carleton*, RCSCC *Falkland*, and personnel from Naval Headquarters, HMCS *Gloucester*, HMCS *Carleton* and RCSCC *Falkland*.

On June 30 and July 1 and 2 a guard and massed bands from the Atlantic Command were to perform the Sunset Ceremony on Parliament Hill, Ottawa.

For four days in mid-March the Fifth Canadian Escort Squadron and HMCS *Porte St. Jean*, assisted by a helicopter from *Shearwater*, put on an anniversary show in Bermuda consisting of static displays parades, open

house, tours of the ships by school children, church parades and a band concert.

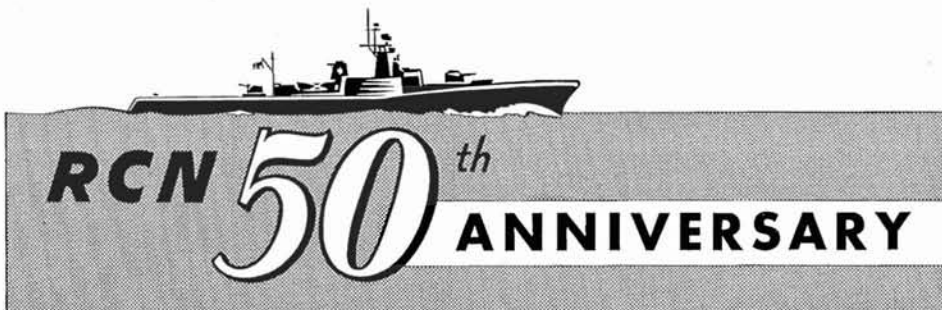
On May 8 a one-hour documentary, "The Navy Looks Back", was broadcast by the CBC. Political sidelights on the early days were given by the Hon. H. H. Stevens, one-time federal cabinet minister, and by Senator Charles Bishop, a correspondent in the House of Commons Press Gallery in 1912 and 1913. The voices of officers and men who helped bring about the Royal Canadian Navy and who served during the early days gave authentic reports of the navy over its 50 years.

Three other half-hour television programs were presented later in May by the CBC, in one of which His Excellency, Governor General Georges P. Vanier related, from the decks of the present HMCS *Fraser*, how he escaped from France in the first *Fraser* in 1940.

In Halifax five major events highlighted the anniversary celebration in May. The first event was Battle of the Atlantic Sunday, when more than 3,000 naval personnel, along with representatives of naval veterans' organizations and sea cadets, paraded to religious services at the Grand Parade and the Sacred Heart Convent grounds.

Following the services, the companies marched past and the Right Hon. J. L. Ilsley, Chief Justice of Nova Scotia, took the salute.

On May 19, 48 warships and auxiliary vessels sailed past and 50 naval aircraft flew past as the Chief of the Naval Staff, Vice-Admiral H. G. DeWolf took the salute. The warships, 29 strong, manned and cheered ship and saluting guns ashore fired at one minute intervals. A highlight of the sailpast was the launching of a Tracker aircraft from the *Bonaventure* shortly after passing the saluting base in the dockyard. The following day, at a fleet





regatta, 60 teams pitted their skill and brawn in whaler pulling and war canoe races for the eight trophies at stake, chief of which was the Cock-o'-the-Fleet Trophy. HMCS *Iroquois* was the winner.

Navy Day was held on May 21 and, following a well-established custom, it began for youngsters in the Halifax area in the morning when pupils and members of youth organizations enjoyed a cruise in HMC Ships. Later the dockyard and ships were thrown open to visitors and the public could see the static and other displays telling of the navy's progress over the 50 years of its existence. Other displays and exhibitions included a frogman rescue, crossing the line ceremony, physical training, including trampoline and springboard and cutlass display. Submarines submerged in the harbour and, from one, a local radio station broadcast while under water. A demonstration of fire fighting equipment and many other events kept the 12,000 visitors interested. A performance of the Sunset Ceremony brought the day to a dramatic close.

On May 23 the Trooping of the Queen's Colour was the first since Her Majesty presented her Colour to the Royal Canadian Navy in Halifax during the 1959 Royal Tour. Major-General the Hon. E. C. Plow, Lieutenant-Governor of Nova Scotia, took the salute during the elaborate ceremonial. Visiting ships included the Spanish training schooner *Juan Sebastian de Elcano* and the Royal Navy frigates *Troubridge* and *Ulster*.

In the Pacific Command, Battle of Atlantic Sunday was followed on May 19 by the anniversary ball, and on May 21 by Navy Day, when the general

public found something of interest to everyone. Two days later the Navy participated in the annual Victoria Day parade and celebrations.

The Pacific Command's Navy Day included static and other displays at the Engineering and Weapons Divisions at *Naden*, at HMC Dockyard, and at Colwood. All areas were linked by bus and harbour craft.

At "A" and "B" jetties in the dockyard, visitors toured a number of destroyer escorts, frigates and minesweepers, including a visiting destroyer, USS *Brannon* and submarine, USS *Bugara*. A destroyer escort was also on view in the historic drydock in the Dockyard.

At Colwood visitors were welcomed aboard the command's most recent addition, the Fleet Maintenance Vessel, HMCS *Cape Breton*.

All ships in harbour were dressed overall, adding to the festive note.

In Victoria, at the Inner Harbour CPR Docks, was HMCS *Fraser*, the ship that brought His Excellency, the Governor General to Victoria from Vancouver.

Among the displays and events were firefighting in the dockyard, naval diving at the Operational Diving Unit in Colwood and an exciting truck rodeo by naval transport drivers, also at Colwood.

Meanwhile over in the Dockyard, the Pacific Naval Laboratory was open to visitors and a helicopter was on display. At *Venture* the *Naden* band gave a half-hour band concert and in the barracks the Technical Apprentice Pipe Band performed.

## Naval Veteran Heads Legion

WHETHER by good management or lucky coincidence, the Canadian Legion has chosen for the first time a retired naval officer as its Dominion president in this, the Jubilee Year of the Royal Canadian Navy.

The new Legion president, elected at the biennial convention at Windsor, Ontario, in late May and early June, is Professor Mervyn Woods, professor of law at the University of Saskatchewan, who was on active service with the RCNVR throughout the Second World War and retired with the rank of lieutenant-commander.

Lt.-Cdr. Woods served with the Royal Navy in 1940-41 in the North Sea, Western Approaches and Gibraltar convoys in trawlers and corvettes and for the last year of the war commanded the frigate HMCS *Longueuil*.

He became widely known throughout the fleet during 1942 and 1943 when he was in charge of the action rooms in HMC Dockyard, Halifax.

The action room was a Royal Canadian Navy development, later adopted by the Royal and U.S. Navies, which simulated night submarine actions and provided realistic training in correct attack procedure.

During the period Lt.-Cdr. Woods was in charge of the action rooms approximately 360 ships' teams and 1,800 officers received training. He was awarded the MBE for his services.

Lt.-Cdr. Woods joined the Saskatoon branch of the Canadian Legion in 1945. He held provincial office from 1953 to 1958 and was elected Dominion first vice-president in that year.

The Canadian Legion, which is recognized as the official spokesman of Canada's war veterans, has a membership of 242,000.

In addition to the services it offers to veterans and their dependents, the Legion has in the past three years undertaken an extensive program to develop track and field athletes in Canada. It has recently introduced a physical fitness program, "Operation Star-Shooter", for boys and girls from nine years of age and up.

On the intellectual side, the Legion contributes more than \$65,000 each year in scholarships and bursaries.

Another of its important contributions has been the investment of \$3,000,000 in low-cost housing for elderly Canadians.



## SOME NAVAL TRADITIONS

**K**INGS, duchesses, plum duff, ravens and hour glasses have all played their parts in developing naval traditions that have carried over into the Royal Canadian Navy of today.

While kings have left many marks on the navy, one tall king is said to have been responsible for naval officers enjoying the privilege of remaining seated while toasting the sovereign. Six-foot-four Charles II, while on board one of HM Ships, struck his head on a low beam while rising to reply to the toast to his health and decreed naval officers should remain seated thereafter.

George II was responsible for the colours of the naval uniform. He was so impressed with the dark blue riding habit, gold buttons and white turned-down collar of the Duchess of Bedford that he ordered the colour scheme to be used in the official naval uniform.

Plum duff, or raisin pudding, gave to one man in the ship, the cook, the right to whistle. In fact it was more than a right, it was an order. Whistling has always been discouraged in warships partly because it might be confused with the boatswain's call, by which orders are passed, but mostly because it might bring on a gale. However, the cook was required to whistle continuously while preparing plum duff (raisin pudding) to signify to his shipmates that he was not stowing the raisins in his own hold.

Long before the advent of radar and other navigational aids, the Norsemen carried ravens in a cage at the masthead of their ships. When they lost sight of land they released a bird and followed its flight as it headed for the nearest shore. Eventually the cage became a lookout station for the ship and came to be known as the "crowsnest".

Another interesting tradition is the striking of the ship's bell to denote the time. Back in the days when time was calculated by the half-hour glass, it was the duty of the ship's boy to turn the glass each time the sand ran out. To show that he was on the job, each time he turned the glass he was required to give the ship's bell a resounding ring. Later the bell was tolled in increasing numbers as the watch progressed, with one bell at the end of the first half hour of the watch, two on the second half hour and so on until eight bells signified the end of the watch, just as it does today.

# VALEDICTORY



(NFB Photo)

ANGUS L. MACDONALD

**F**ROM 1940 until near the end of the Second World War, the destiny of the Royal Canadian Navy was largely in the hands of the late Angus L. Macdonald, who not only guided the Navy during the war years but helped to build a firm foundation for the years to come.

As Minister of National Defence for Naval Services, Mr. Macdonald was the political and administrative head of the Royal Canadian Navy during the years of its greatest growth. He put his shoulder behind the establishment of naval aviation as an integral part of the service and his concern extended to the personal comfort of the men serving Canada at sea.

In his final presentation of the naval estimates to the House of Commons, with the end of the war in sight, Mr. Macdonald reviewed the growth and accomplishments of the RCN in these words:

"I look back with pride upon what the officers and men of the Service, supported by the Canadian people, have accomplished in five and a half years. The six ships of war have been multiplied sixty fold, the 1,700 men on active service have been increased more than fifty fold. Our shipyards, which were dormant before the war, have awakened into vigorous and fruitful activity and have built more than 90 per cent of the ships that we now use, and they have,

as well, built many ships for other members of the United Nations.

"Our repair facilities have been developed, docks and marine railways have been established, permanent homes have been created for nearly all of the Naval Reserve Divisions, which, at the beginning of the war, were all living in rented quarters.

"Training establishments of various kinds have been set up where our men receive not only the general training that all sailors require, but where they can acquire, and where many have already acquired, skill in such trades as those of machinists, electrical artificers, radio artificers, shipwrights, welders, motor mechanics and the like. That represents a story of growth and progress that nobody dreamed of in the early days of the war.

"In those early days, the Canadian Naval Staff visualized our Navy's task as the giving of reasonable protection to the trade in our harbours and in the focal points in the vicinity of our coasts. A few months later, it was felt that the utmost number of new recruits that could be handled in the Canadian Navy was 4,500. Any others in excess of the figure should go, so it was recommended, to the British Admiralty for service with the Royal Navy. These estimates and recommendations were, no doubt, based upon Canada's naval experience in the last great war. But they fell far short of the actual performance.

"Bit by bit the strength of the Navy has grown, and its responsibilities have increased. Our men have fought on every sea of the world. They have brought honour and glory to this land. They have been actors in a great drama which now seems to be drawing steadily, inexorably to its close.

"Soon they will come back — those who are left — back over the great oceans where their laurels and honours have been gathered. They will come back to knit up the ravelled skein of their lives and some of them will dwell far from that element which was once their home and battle ground.

"Yet so long as memory lasts the recollection of these great days will be with them, and along with the consciousness of duty done they will carry in their hearts forever the image of a gallant ship and the spell of the great sea."

# A NAVY FOR CANADA

**D**URING 1960 the Royal Canadian Navy will celebrate its Golden Jubilee, the fiftieth anniversary of the passage of the Naval Service Act by the Parliament of Canada. Although fifty years have passed, it is difficult to recount the story surrounding that event without stirring up again the deep-seated political and racial animosities unleashed in the early years of this century by the proposal to establish a Canadian Navy. The echoes of the bitter battles fought in the editorial columns of the newspapers, on the election platforms, and in the parliamentary debates of the day have been heard with diminishing volume in every subsequent general election campaign.

Although the Royal Canadian Navy eventually did come into being, and acquitted itself with heroism and distinction in the Second World War and the Korean War the underlying division of convictions which separated the warring camps in 1910 has never been entirely erased. In the celebrations,

the oratory, and the justifiable pride that Canadians will take in marking the Naval Jubilee, the political acrimony that accompanied the birth of the Navy will be largely overlooked or passed quickly by; the public speeches and newspaper editorials will shed little light on this aspect of the event being celebrated. History will be allowed to bury the bitterness of the past.

However, because of the temporary historical blindness that will be brought on by the Jubilee celebrations, it is considered that a critical examination of the causes and consequences of that historic debate is required at this time. A recapitulation of the highlights of this important segment of our brief political history will provide a datum from which the progress of Canadian unity and maturity over the past fifty years can be measured.

With the establishment of Canada as a federated, responsible, self-governing Dominion in 1867, the regulation of defence and external relations was left

under the control of Great Britain. The energies of the new country were entirely absorbed in the building of the transcontinental railroad, the opening of the North-West frontier, and the resolution of domestic constitutional questions. *Pax Britannica*, upheld by the universally acknowledged supremacy of the Royal Navy, shielded the infant Dominion from foreign aggression. Although boundary and trade disputes arose from time to time with the United States the Rush-Bagot Convention of 1817, which had demilitarized the Great Lakes, to a large extent ensured a permanent peace between Canada and her southern neighbor. There was neither a need nor a desire for a Canadian Navy.

The question of distributing some of the expense of Imperial naval defence among the constituent parts of the British Empire had been raised at various Colonial and Imperial Conferences during the closing decades of the nineteenth century. However, until the

## The Author

*The accompanying article on the birth of the Royal Canadian Navy was the winning essay in a contest conducted by Canadian Shipping and Marine Engineering News, Toronto, and first appeared in the March 1960 issue of that publication.*

*The author, Cdr. Robert Grosskurth, was born in Toronto on September 19, 1922, and entered the war-time RCNVR as a stoker, second class, on April 29, 1943.*

*Following duty on the Atlantic, he was promoted to sub-lieutenant in June 1945 and the next year transferred to the regular force. He subsequently completed an industrial course at the Canadian Westinghouse Company plant at Hamilton, and specialized in communications at Stadacona.*

*From December 1947 to January 1950 he served on the staff of the Electrical Engineer-in-Chief at Naval Headquarters. In February 1950 he was appointed electrical officer on board the Athabaskan and served in Korea.*

*He was appointed assistant command electrical officer on the staff of the Flag Officer Atlantic Coast in September 1952, then served on the staff of the communication school at Cornwallis from March 1953 to April 1954.*

*Cdr. Grosskurth was at that time appointed to the Pacific Coast and in May 1954 became deputy manager electrical engineering at Esquimalt. He was appointed to the Ontario in January 1956.*

*After several months' service on the staff of the Flag Officer Pacific Coast, Cdr. Grosskurth was appointed in February 1950 to the staff of the Chief of Naval Personnel at Naval Headquarters.*

*Following a Joint Services Staff Course in England this summer, he will become Staff Officer Electrical Engineering to the Naval Member of the Canadian Joint Staff in London.*

*He was promoted to the rank of Commander in July 1958.*



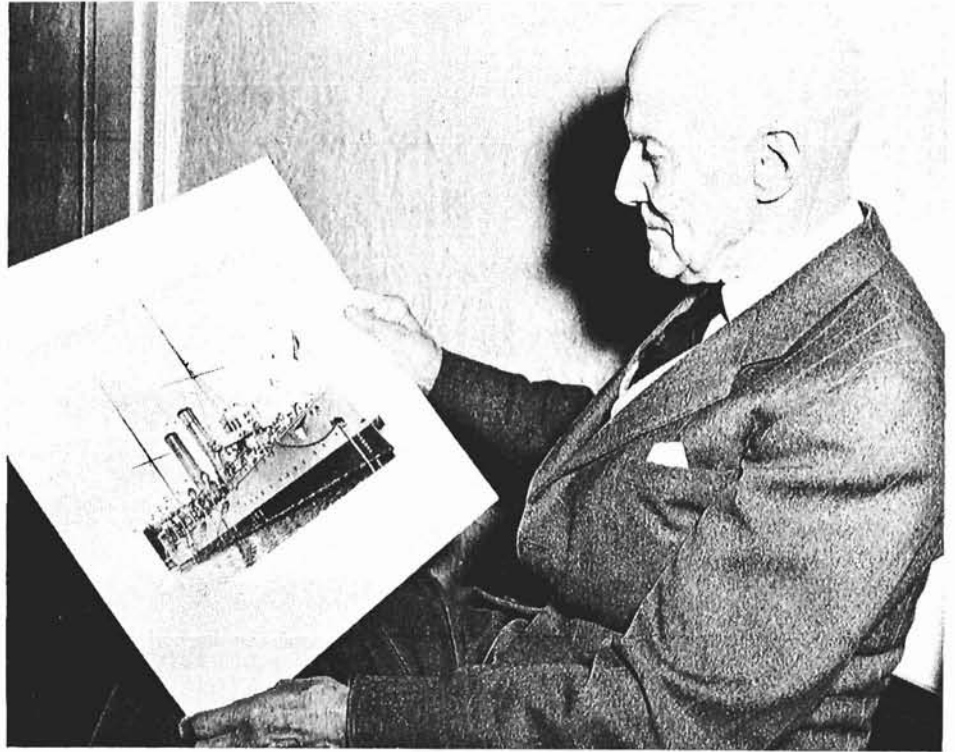
CDR. ROBERT A. GROSSKURTH



beginning of the twentieth century, the idea that the Dominion of Canada might undertake either to contribute towards the cost of the Royal Navy or establish a naval force of its own was never seriously entertained by her leaders.

The Boer War (1899-1902) introduced the new elements of imperialism and nationalism into Canadian party politics and changed the course of Canadian political life. These new elements were spawned by the debate on the extent of Canada's contribution to aid the "mother" country in what was considered by large segments of the population as England's private war. The imperialists, English-speaking Tories, mainly of United Empire Loyalist descent, were supporters of the policies of Joseph Chamberlain, the Colonial Secretary in the Third Salisbury Administration (1895-1902) of the United Kingdom; this group pressed strongly for greater Canadian participation in Imperial defence and for closer ties with the "mother" country by the establishment of an Imperial Federation. The nationalists, chiefly French-speaking patriots who had coalesced into a recognizable political group in reaction to English Canadian jingoism during the Boer War, were followers of the French-Canadian politician, orator and journalist, Henri Bourassa; this group sought greater Canadian national identification through isolation from imperialist ties with Great Britain. They strongly opposed any Canadian participation in the Boer War or any future war in which England might become involved.

On his return from the Colonial Conference of 1902, Sir Wilfrid Laurier, seeking a middle course by means of which he hoped to satisfy the imperialists on the one hand, and the great bulk of the Canadian voting population in between, announced his Government's intention to establish a local naval force which, in times of emergency, could be placed under the control of Admiralty. The public reaction to this announcement was mild but encouraging at the time and it appeared to Laurier that his compromise had achieved the desired result. However, because of Admiralty opposition to this policy, no legislation to implement it was introduced. In 1905, as the result of a redeployment of the Royal Navy, the naval bases at Halifax and Esquimalt were handed over to the Canadian government. A caretaker organization was set up to keep the property in repair but, beyond this, nothing was done to further Laurier's naval policy until the end of the first decade.



Rear-Admiral Walter Hose, who retired in 1934 as Chief of the Naval Staff, looks at a photograph of HMCS Rainbow, which he commanded before the First World War. The picture was taken May 4 during a visit to the Pacific Command, which was "home" to Admiral Hose nearly 50 years ago. (E-55260).

**F**EW CANADIANS either understood or were interested in the arms race that was developing between England and Germany in the early years of this century. This competition was stimulated when, in 1906, HMS *Dreadnought* was launched at Portsmouth. The first "all big gun" warship revolutionized the concepts of naval warfare and capital ship construction. It also provided a means whereby Germany, with her rapidly expanding coal-and-steel economy, could achieve naval equality with the dominant Royal Navy.

In various discussions between 1902 and 1908, the representatives of the British and Canadian governments had on every occasion reached a stalemate on naval policy. The British government supported the concept of a single imperial fleet towards which each component of the Empire would contribute money and manpower, while the policy of the Laurier Government was the establishment of a local naval force, purely Canadian in character, which could be placed under Admiralty direction in time of war.

During the debate on the Admiralty Estimates in the British House of Commons in March, 1909, it was announced by the government that Germany was speeding up her naval construction and

that by 1912 it was estimated she would achieve parity in numbers of battleships with Great Britain. The response throughout the Empire to this crisis was immediate and generous; New Zealand offered to provide the money to lay down two battleships of the most modern type and similar offers were received from Australia and the Federated Malay States.

In the Canadian House of Commons on the 29th of March of that year, the Honourable George Foster, a New Brunswick Conservative member of the United Empire Loyalist ancestry, proposed that steps be taken to establish the long-awaited Canadian Navy, and that an immediate emergency gift of the money required to build and equip a modern dreadnought be made to the United Kingdom. Sir Wilfrid Laurier countered this proposal with a more specific resolution which rejected any emergency contribution but called for "the speedy organization of a Canadian naval service in co-operation with and close relation to the imperial navy". Sir Robert Borden, the leader of the Conservative opposition, proposed an amendment to the Laurier resolution to include a cash contribution to the Royal Navy "in the case of immediate emergency"; the amended resolution passed the House unanimously.

When the details of the parliamentary debate were reported in the press, the unanimity of the House of Commons was not reflected in the Canadian public; the Navy issue quickly became the subject of one of the most bitter public debates in Canadian history. The Bourassa nationalists accused Sir Wilfrid of betraying his race and his country. The Tory imperialists heaped scorn on the very concept of a national navy; it was dubbed in advance "a tin pot navy" by Conservative Premier Duff Roblin of Manitoba. The French-language newspapers expressed fear and alarm that the Liberal Government might harbour a secret policy of imperialism and attacked Laurier for having "sold out to England." The English-language press denounced the Laurier resolution as inadequate in the face of the crisis facing Great Britain and urged that Canada should follow the example of the rest of the Empire by making an immediate and substantial cash contribution to the Royal Navy rather than contemplate starting a navy, the ships of which would be "mere children's toys."

AT THE IMPERIAL Defence Conference in London in July, 1909, the Right Honourable L.-P. Brodeur, Minister of Marine and Fisheries in the Laurier Administration and one of the Canadian delegates to the Conference, insisted on the principle of a separate navy in the face of British demands for financial contributions to a single imperial fleet. Brodeur was able to work out a compromise with the British delegates; he brought home plans from the Admiralty for the creation of a "distinct fleet unit" to be provided by Canada.

On the 12th of January, 1910, Sir Wilfrid Laurier introduced the Naval Service Bill into the Canadian House of Commons. The Bill provided for the creation of a permanent Canadian naval force supplemented by a reserve and by volunteers, and the establishment of a naval college for the training of officers. The force was to be entirely under Canadian control but, in case of war, it might be placed under imperial control by order-in-council subject to the approval of parliament within fifteen days. Five cruisers and six destroyers were to be built, in Canada, if at all possible, at an estimated cost of \$15,000,000; the annual budget required for the operation of the projected naval force was estimated at \$3,000,000. Laurier stressed that there was to be no liability for service in the Navy as there was in the Army under the Militia Act.

During the subsequent debate, the Honourable Frederick Monk, the leader

of the Quebec Conservatives in the House of Commons, led the opposition attack on the measure. He expressed the belief that Canada was unable to build and maintain a suitable navy and called for a national plebiscite on the desirability of such a force. Despite the vigorous opposition attack, the Bill passed its third reading in the House on the 20th of April by a vote of 111 to 70. After a rapid passage through the Senate, it was given Royal Assent on the 4th of May 1910. The Royal Canadian Navy had been born, but the birth struggle had just begun.

On the 20th of January 1910, shortly after the debate on the Naval Service Bill had begun in the House of Commons, Henri Bourassa attacked the measure at a public meeting in Montreal. He maintained that the initial cost of the proposed navy would be dwarfed by later expenses; he criticized the Bill for not specifically limiting the activity of the force to the defence of Canada. He minimized the German menace, particularly as it related to Canada, and concluded that Canada had no need at all for a navy. This being so, he went on, the proposed navy could only be viewed as Canada's contribution to British militarism and imperialism. He summed up the consequences of the enactment of such a Bill as "disastrous to Canada;" Canada would be drawn into all the wars of England; the United States might be provoked into fortifying her northern frontier in the face of such Canadian armament. Like Monk, he also called for a national plebiscite on whether Canada should have a navy. By this speech and by his subsequent leadership in the campaign against the measure, Bourassa captured the enthusiasm of French Canada.

The campaign against the Naval Service Act was continued vigorously and unabated outside of Parliament through 1910 by the strange coalition of French nationalists and English imperialists. The extent to which Henri Bourassa had won away Sir Wilfrid Laurier's following in the Province of Quebec was demonstrated dramatically in the by-election in the constituency of Drummond-Arthabaska, Laurier's own home riding, in November, 1910. The Liberal candidate attempting to hold the seat for his party was resoundingly defeated. The Conservatives were quick to see the implications in the result of this by-election and began to plan their strategy for the general election expected the following year.

The general election of September 1911 was fought on the twin issues of the Reciprocity Agreement and the

Naval Service Act. Reciprocity was a relatively minor issue in Quebec but the proposed Canadian Navy was the centre of a burning controversy. Quebec was the cornerstone of Laurier's support in the House of Commons and he had to retain a majority of the seats in that province to ensure the re-election of his Government. Henri Bourassa did not contest a seat in the election but, in the editorial page of *Le Devoir* and on the platforms of local candidates he spearheaded the attack against the Liberal régime. Sir Wilfrid Laurier found himself in an invidious position; in a speech at St. Jean during the latter stages of the campaign, he said:

"I am branded in Quebec as a traitor to the French and in Ontario as a traitor to the English. In Quebec I am branded as a Jingo, and in Ontario as a Separatist. In Quebec I am attacked as an Imperialist and in Ontario as an anti-Imperialist. I am neither. I am a Canadian".

Despite Laurier's protests of misrepresentation, Bourassa had effectively captured the enthusiasm and monopolized the leadership of French Canada.

In Ontario, Laurier was accused of betraying Canada to the United States through the Reciprocity Agreement. In addition, the violent Tory opposition to the Naval Service Act continued unabated but on diametrically opposed grounds from those on which the Act was being attacked in Quebec. However, both attacks were being financed from the same campaign chest. The campaign grew increasingly bitter as the weeks went by, and the combined forces of the nationalists and the imperialists, strange bedfellows though they were, proved too much for the Laurier Liberals. On the 21st of September, 1911, the Government went down to defeat before the united, or rather two-headed, attack of the nationalist-Conservative opposition. The Conservatives won 133 seats in the new House to the Liberals 88, an exact reversal of the standing in the previous Parliament. Sir Robert Borden was called upon to form a Government.

DURING the parliamentary debate the Naval Service Bill in 1910, Sir Robert Borden's position had been somewhat indistinct, and the main opposition attack had been carried by Frederick Monk. Borden had, in fact, appeared to favor the establishment of a Canadian Navy and generally opposed a policy of financial contribution to the Royal Navy except in the event of a serious emergency. On becoming Prime Minister after the Conservative election

victory of 1911, he caused the tenders for the building of the proposed cruisers and destroyers to be cancelled. However, he took no action to repeal the Naval Service Act, and the small organization to which the Act had given birth continued a precarious existence. Two cruisers, the *Niobe* and *Rainbow*, had been procured from the Royal Navy as training vessels, and a Naval College had been established in the old Naval Dockyard at Halifax. Borden did nothing further to implement the Liberal program and it soon became apparent that his naval policy was to be an instrument in achieving a satisfactory imperial relationship with Great Britain. Sir Robert Borden felt strongly that if Canada were to contribute directly to imperial defence, she should share in the formulation and direction of imperial foreign policy. He seemed ready to abandon the idea of a separate Canadian Navy should the United Kingdom consent to share its policy-making function with the Dominion.

In July 1912 Sir Robert was invited to England for discussions on imperial naval defence with Winston Churchill, then First Lord of the Admiralty in the Asquith Administration. Churchill provided him with a thorough briefing on the relative strengths of the Royal Navy and the Imperial German Navy, and strongly urged that Canada should make an immediate emergency cash contribution to allow the laying down of three new battleships. On the basis of secret intelligence received during this briefing, Borden was convinced that the world strategic situation was very critical, that an immediate contribution by Canada to strengthen imperial naval defences was necessary, and that this contribution could not be made conditional on his plans for the furtherance of Imperial Federation at this time.

On his return to Canada in September, he entered into negotiations with the British Government on the terms under which the contribution would be made. He received assurances that the Canadian names, *Acadia*, *Quebec* and *Ontario* could be given to the three ships, that special opportunity would be given for Canadian cadets and seamen to serve in these ships, and that the ships could be recalled later to form part of a Canadian fleet unit of the Royal Navy provided adequate notice were given to Admiralty to allow their replacement by new construction.

On the 5th of December 1912, Sir Robert Borden introduced the Naval Aid Bill into the House of Commons; the Bill provided for the immediate expenditure of \$35,000,000 for the con-

struction of three modern battleships to form part of the Royal Navy.

The introduction of the Naval Aid Bill touched off a long and bitter debate, both in Parliament and throughout the country; every shade of opinion on the relationship of Canada to Great Britain, the Empire and the world was vociferously expressed during its course. The Government, in support of the Bill, maintained that the supremacy of the Royal Navy was seriously threatened; that the contribution of money for the construction of new battleships was the most effective form of immediate support; that direct strengthening of the Royal Navy was the best form of defence for Canada; and that a separate Canadian Navy could not be developed in time to meet the threat.

The opponents of the Bill argued that the payment of money to Great Britain seemed too much like the payment of tribute that this form of support did not properly express the aspirations of the Canadian people; and that the pressure brought to bear by Great Britain in this matter was an infringement of Canadian autonomy. French nationalists maintained that Canada should do nothing whatsoever to involve herself in European power politics; Tory jingoists fervently supported the measure and pressed for the simultaneous development of an Imperial Federation along the lines supported by Joseph Chamberlain at the close of the nineteenth century; ardent Liberals opposed the Bill as detrimental to progress towards complete Canadian autonomy; and moderates of all camps differed in the degree of their concern for safeguarding responsible self-government in Canada.

While the debate was in progress, Winston Church was quoted in the press as saying that he doubted whether Canada could build and operate her own navy. These remarks stung national pride and helped to stiffen and consolidate Liberal opposition to the Naval Aid Bill. The Government was driven to invoking closure to cut off the debate

during the Third Reading of the legislation in May 1913 and the Government majority forced its passage through the House of Commons. Because of the long tenure of the Laurier Government (1896-1911), the Senate contained a Liberal majority at this time. On the 29th of May 1913 the Naval Aid Bill was defeated in the Senate by a vote of 51 to 27 and the long and acrimonious debate on Canadian naval policy was effectively brought to an end. The principle of a separate Canadian Navy had finally won over a policy of financial and manpower contributions to the Royal Navy.

By the time the great debate ended in mid-1913, Europe was already entering the period of turmoil that preceded the First World War. By the end of the following summer, war had broken out and all the arguments about involvement in England's wars and the maintenance of Canadian autonomy became lost in the larger issue of world survival. The Royal Canadian Navy, as a separate entity in the First World War, consisted mainly of armed trawlers and yachts, manned by volunteers and Merchant Service reserves. Many Canadian officers and men served gallantly in ships of the Royal Navy. When peace returned, Canada had achieved a sense of national identity and stature from her outstanding contribution to the Allied cause during the war. The animosities and arguments of the pre-war debate became more and more academic during the inter-war years. Although the Royal Canadian Navy was starved for money and ships in the years between the First and Second World Wars, it nevertheless continued to grow slowly and was ready for the tremendous task that was thrust upon it in 1939 when the world was once again plunged into war.

Thus, when the Golden Jubilee is being celebrated this year, these stormy beginnings of our Navy should be remembered. The Royal Canadian Navy has come a long way in 50 years but Canada, as a mature and unified nation, has come even further.





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# HERE AND THERE IN THE RCN

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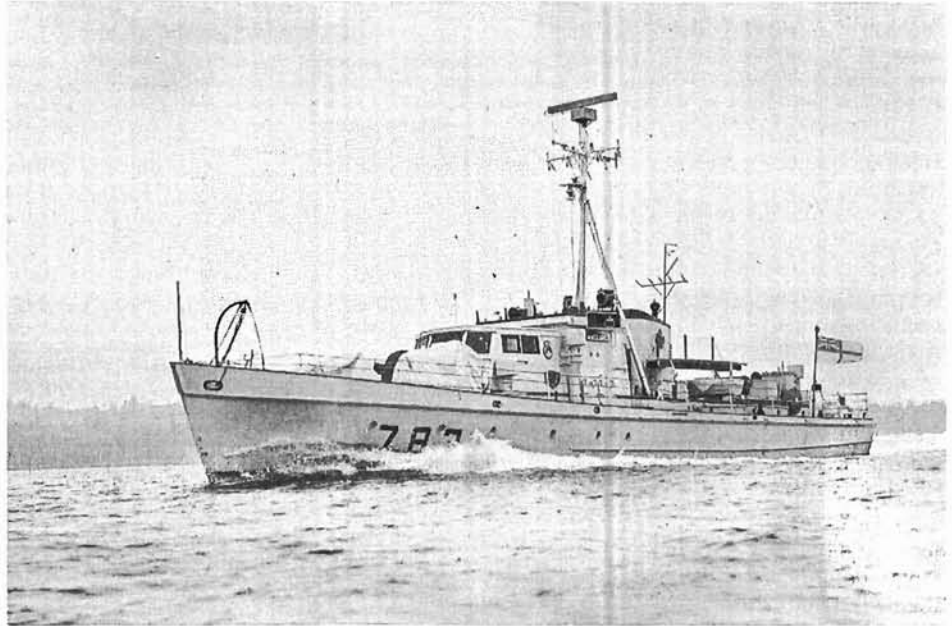
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Days of long ago were recalled recently when Chester A. Furman, 79, visited HMC Dockyard in Esquimalt and met Commodore John Deane, Commodore Superintendent Pacific Coast. Now a resident of Vancouver, Mr. Furman arrived in Victoria in 1890. Five years later at the age of 14, he started working in the Dockyard as a messenger and maintenance man. Later he transferred to the yard's blacksmith shop. Several of the buildings in which he worked are still being used. (E-55696)



Mrs. H. F. Pullen, wife of Rear-Admiral Pullen, and Mrs. R. E. S. Bidwell, wife of Rear-Admiral Bidwell, (Retired), receive World Refugee Year buttons from Mrs. James Kitchin, president of the Jill Tars Navy Wives club at a dinner at the Lord Nelson Hotel in Halifax. Left to right, Mrs. Kitchin, Mrs. Pullen, Mrs. Bidwell.



The smallest commissioned warships in the 44-ship RCN Atlantic Command Fleet are three Bird-Class patrol vessels used mainly for search and rescue duties. HMCS Mallard, above, is under the charge of CPO Carl Giles. Statistics of the Mallard and sister-ships Cormorant and Loon are: length, 92 feet; tonnage, 79, and crew, 18 or less. Each is commanded by a chief petty officer. (HS-61425)



CPO Carl Giles, a native of Bedford, Nova Scotia, who commands the Bird class patrol vessel Mallard, took Boy Scouts from Bedford to sea in his ship recently. Around the compass of the Mallard are, left to right, Buddie Ericks, CPO Giles, Terrance Hebb and Warren Tobey. (HS-61408)

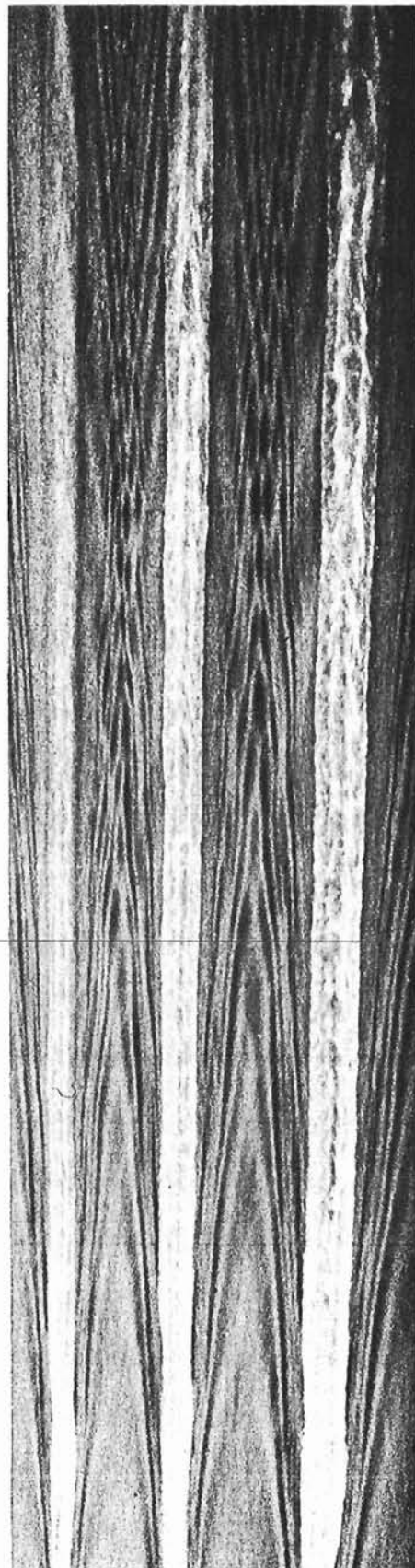
## What Is It?



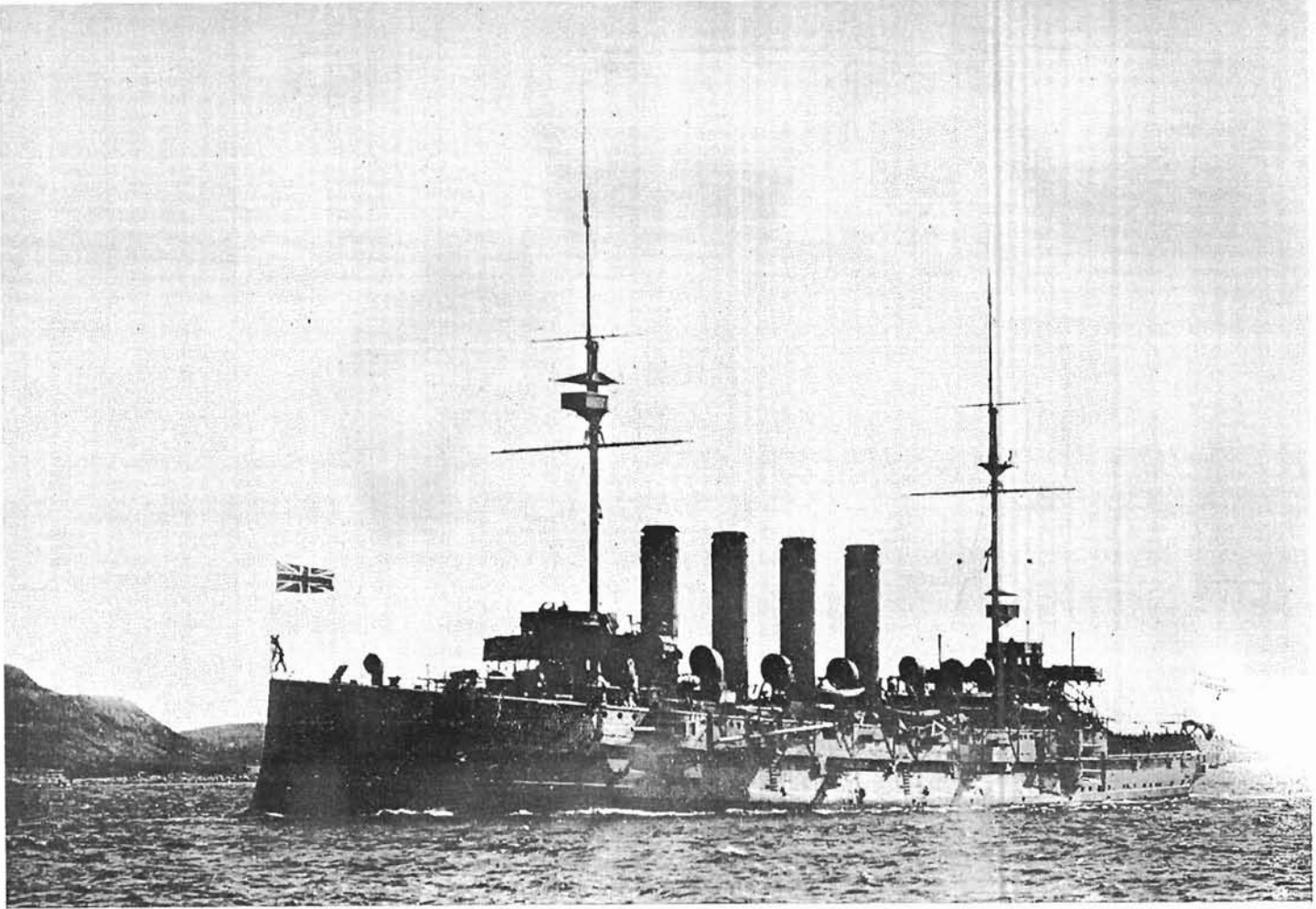
CPO William Hibbert (right) who has processed the applications of more than 500 naval recruits during the past five years, attended a swearing-in ceremony for the last time, in his official capacity of recruiter, in early May at the Calgary recruiting office. He proceeded on pension leave May 9. Reading the oath of allegiance to the recruits is Lt. F. C. Short, Area Recruiting Officer. The new ordinary seamen are (from left) Thomas Ross Saigeon, Warner Atwood, William Wright and Lawrence Griffith. (Photo by Ron Meigh, courtesy Calgary Herald)



Fifty-eight years of service in the Royal Canadian Navy are shared by the Tanner brothers and they wonder whether or not this is a family record for officers promoted from the lower deck. Lt. George W. Tanner (right), who recently proceeded on retirement leave, joined the RCN on February 10, 1930. Brother Jim (Lt.-Cdr. J. J. Tanner, engineer officer of the Fraser) joined as a stoker second class on September 1, 1933. Lt. Tanner has been serving as Equipment and Trials Officer (TAS) at HMC Dockyard, Esquimalt. (E-55960)



Stalks of barley? Descending ballistic missiles? For answer see page 36.



This is a Notman Studio photograph of the arrival of HMCS Niobe in Halifax harbour for the first time, October 21, 1910. When the picture was taken, the ceiling was so low the masthead ensigns (the Canadian Blue Ensign) were obscured in the mist. (HS-6530)

# THE ARRIVAL OF NIOBE

THE ROYAL Canadian Navy had two "first" ships, both with equally valid claims to the No. 1 spot. HMCS *Rainbow* was the first to be commissioned, the *Niobe* was the first to take up service in Canadian waters.

The long journey to Esquimalt around South America (the Panama Canal had not been completed in those days) robbed the *Rainbow* of the distinction of being welcomed as the first member of Canada's fleet.

On Trafalgar Day, October 21, 1910, the *Niobe* steamed into Halifax, there to be greeted by Hon. L. P. Brodeur, Minister of Marine and Fisheries, who welcomed her sailors as the first personnel of Canada's navy and the *Niobe* as Canada's first training ship. He had conveniently overlooked the unfortunate career of the steam corvette *Charyb-*

*dis*, which Canada had on its hands from July 1881 to August 1882.

However, since Canada had no navy at the time of the *Charybdis* affair, there was justification for his oversight. The intention was that the ship be used as a patrol ship and training vessel, but so much misfortune, mechanical and otherwise, attended her stay that she was never put to her intended uses.

When the *Niobe* reached the harbour entrance of Halifax she was met by the fishery protection vessel, CGS *Canada*, in which Canada's first midshipmen had trained. The *Canada* passed a message of welcome and then led the *Niobe* up the harbour. At 12.45 p.m., the *Niobe* dropped anchor off the dockyard and the Canadian navy became a fact.

After the *Niobe* had fired a salute of 21 guns and dressed ship, she was

visited by the Lieutenant Governor of Nova Scotia, Mr. Brodeur and other officials. Mr. Brodeur then gave the following address of welcome:

I HAVE much gratification in extending to you a most cordial welcome to our Canadian waters, and in greeting in you the first personnel of our Canadian Navy. We are very happy to see that this ship is under the command of a young and brilliant officer\*, born in our country, with other officers of Canadian birth and association. We are all grateful to you for accepting service in the *Niobe* our first training ship, thereby exhibiting your willingness to help toward the formation and organization of our local naval service.

\* Cdr. W. B. Macdonald, RN, native of British Columbia.



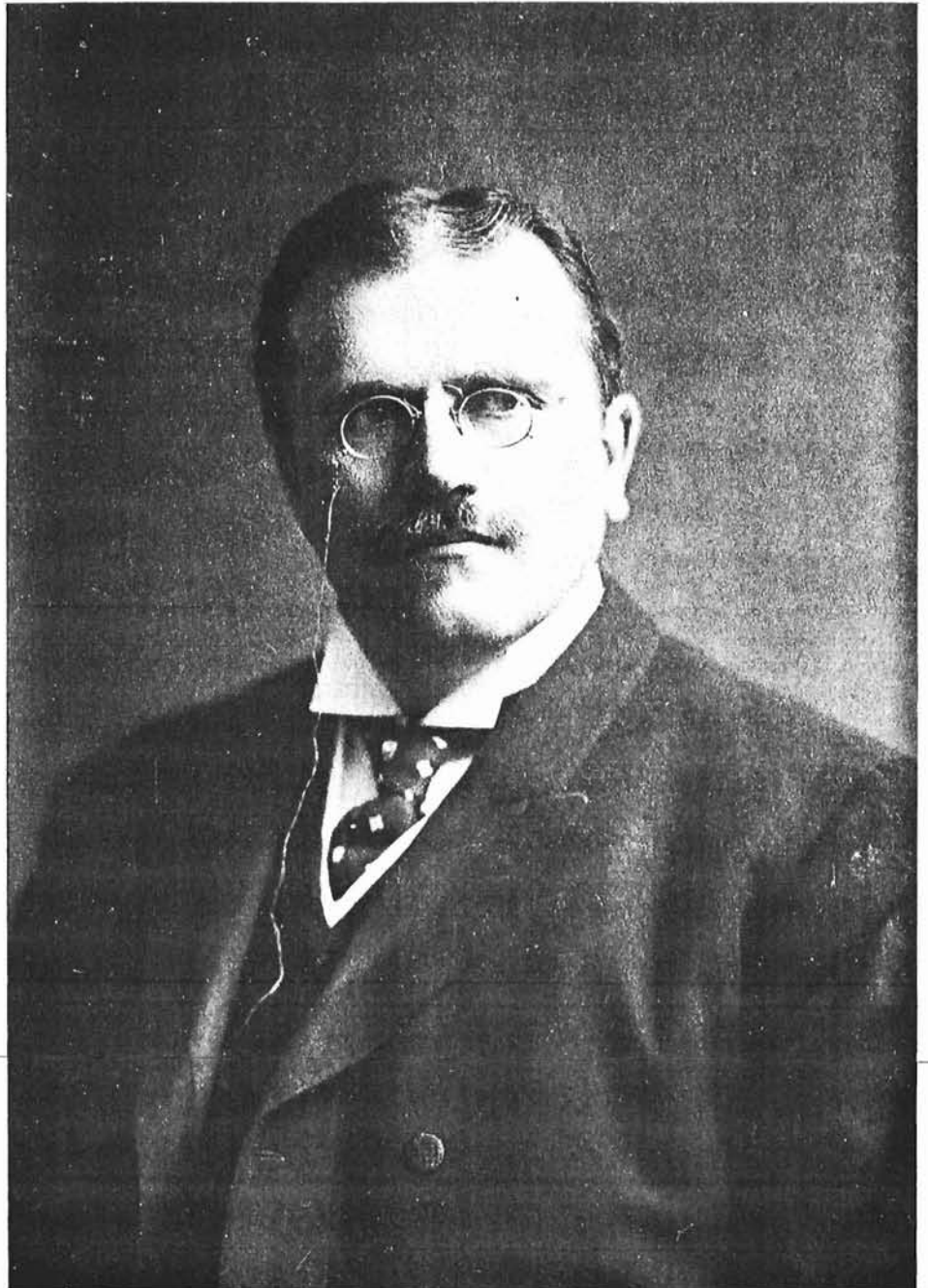
The arrival in Canada of this, the first Canadian cruiser, is an event of historical importance. To-day the first training ship of our navy ploughs Canadian waters. Occasions such as this are few in the story of any country, and especially of a young nation like Canada. They are like golden milestones set at intervals along the pathway of our progress and development. As we look back upon the way we have travelled since the days of Confederation we can count with pride these landmarks, and point to them as examples and models for the coming generations to imitate.

This event tells the story of a dawning epoch of self reliance. It proclaims to the whole British Empire that Canada is willing and proud to provide, as rapidly as circumstances will permit, for her local naval defence, and to safeguard her share in the commerce and trade of the Empire. We have a vast Dominion, and a vast future daily opens wider and wider before us.

This is a land of unmeasured proportion and resources, boundless liberties; the fringes of the Atlantic wash our Eastern slopes; the mirror waters of the Pacific reflect the shadows of our Western hills; from ocean to ocean our Ports and our Provinces are being bound together by the great lines of railway. All parts of Canada, interior as well as our seaboard, are interested in the safety of our commerce, in the free circulation of the life blood of our trade through the great arteries of our railways, canals, and mighty rivers. Consequently this event appeals to all classes, conditions, political hues and racial origins. The appearance of this splendid vessel in our ports betokens a mighty stride made by our young Dominion along the avenue of our future destiny.

In welcoming our first cruiser and training ship in the name of the Government and people of Canada, I must not omit to point out how important this initial step in our great project of self-defence is to the Empire of which we form such an important part, in the glory and security of which we see the future stability and strength of our own Dominion. To you, captain, officers and men, we look with confidence that your assistance will be given, in the lines and following the traditions of the great service under which you were trained, to insure the success of our venture. For this noble purpose I am giving my son,\*\* who will join you tomorrow. Great Britain has given us an absolute freedom of action as far as our internal

\*\* Rear-Admiral Victor G. Brodeur, who is retired and living in Vancouver.



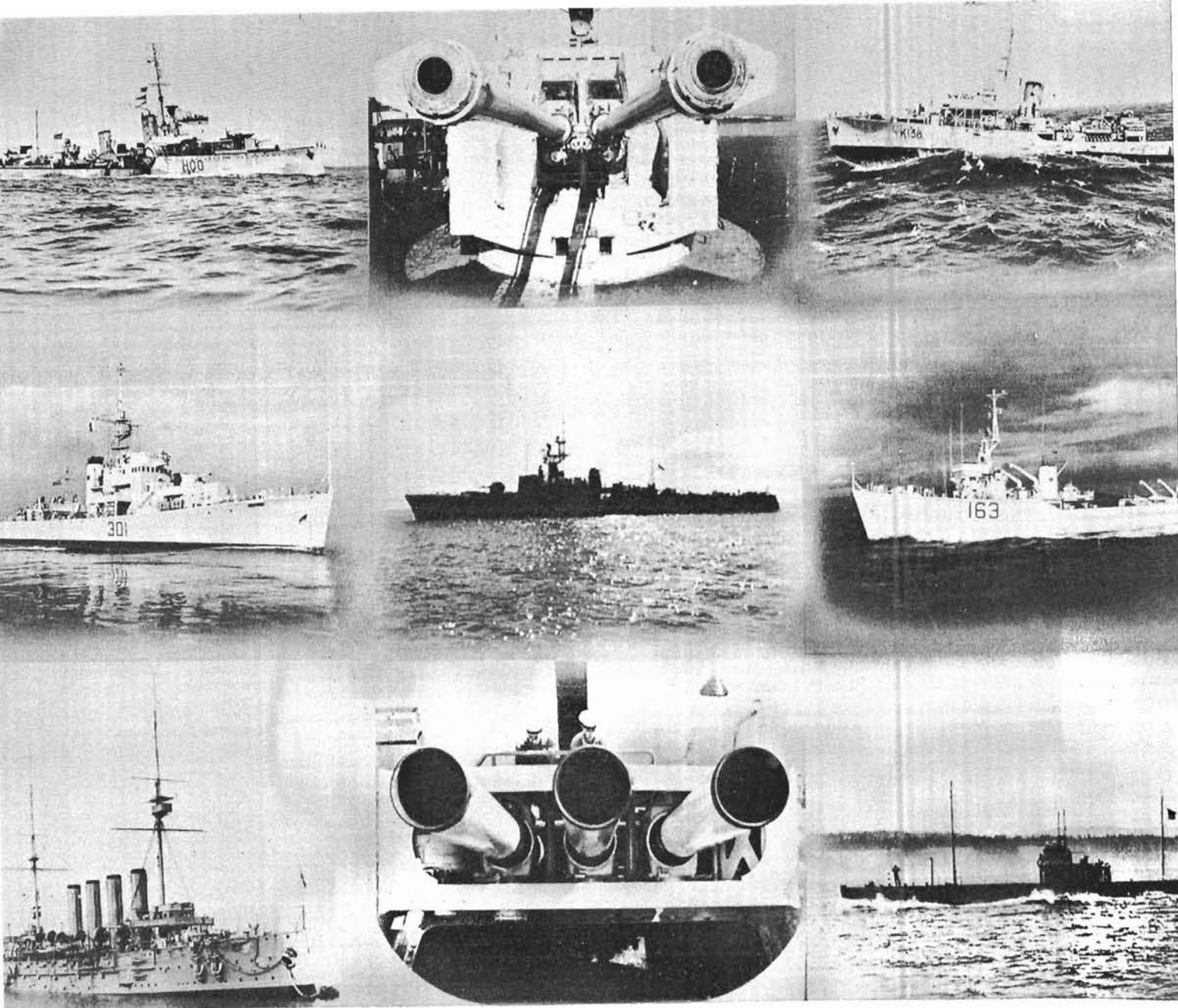
Hon. Louis Philippe Brodeur, Minister of Marine and Fisheries, welcomed HMCS Niobe to Canada on Trafalgar Day, October 21, 1910. (From a Topley photo in the Public Archives of Canada)

affairs are concerned and the management of them. Equally has the Mother Country consented to be guided by our desires in all international relations that affect our own country, and she has authorized us to negotiate our own commercial treaties. This is certainly the acme of political liberty, it is the finest example of national autonomy that the world can present to-day. But this freedom brings with it new powers for us to exercise, and these bring fresh responsibilities.

Without the powers necessary for the exercise of that autonomy it would be-

come a mere fiction; and powers, without responsibilities in accord with them, would be dangerous and, in many cases, useless weapons for a country to hold. We are prepared to shoulder the responsibilities, and the *Niobe* is today the most striking evidence that we are so disposed.

Then we must consider that our interests are so interwoven with those of Great Britain that her supremacy on the sea and her perpetual command of the great commerce of the world appeal to us and awaken a responsive echo in our country, an echo that springs from



Old and new ships and new weapons form this Golden Jubilee montage of the Royal Canadian Navy. The pictures are, top row, left to right: HMCS Restigouche, one of six destroyers in the RCN at the beginning of the Second World War; staring barrels belong to a three-inch, 70-calibre anti-aircraft guns of a modern destroyer escort; and HMCS K138, war-time corvette, bounces on an Atlantic swell during convoy escort duties. Centre row: HMCS Antigonish, war-time frigate modernized for current training commitments; the new Restigouche, lead ship of the RCN's latest class of anti-submarine warships, and HMCS Miramichi, modern coastal minesweeper. Bottom row: HMCS Niobe, first warship to arrive in Canada for service in the RCN; gaping muzzles belong to anti-submarine mortar of modern destroyer escort, and "CC2", one of two submarines purchased by the B.C. Government for the RCN for service in the First World War. (HS-61119)

gratitude as well as from self-interest. Her rule has been a blessing to civilization and freedom the world over. Her flag has been the protection of the oppressed, has led in the vanguard of civilization, and has shielded millions from the fate which barbarism and ignorance twine around the less fortunate people. If then we can assist, even in a small way, but in proportion to our strength and resources, in the solidifying of her power, the maintenance of her influence, and the safeguarding of her supremacy, it becomes our duty to do so. And in this establishment of a Canadian Navy for the

protection of our commerce and the defence of our coasts, we are displaying to the world our readiness to do our fair share in the upbuilding of the Empire to which we are proud to belong.

Let us rise to the height that the event demands, and give our hearts and souls to the celebration of the arrival of the

first vessel that is to begin the work that we have before us. Like the advent of the discoverer's ship in a new land, the *Niobe* comes to plant the standard of progress and true Canadian national greatness upon the verdant slopes of a glorious future that unrolls its splendid proportions before our vision to-day. Welcome, then, and a thousand welcomes, in the name of the Canadian Government, in that of every loyal and truly patriotic citizen of Canada, in that of the rising generation and finally in that of the Empire in whose world girdling belt Canada is the bright and precious buckle.





# Memories of the Naval College

Dear Sir:

I would like to express my delight upon receiving the January issue of *The Crow'snest* in which you printed an article by Commodore A. M. Hope, RCN, with photographs, about life in the old Royal Naval College of Canada.

This article brought back memories of five of the happiest years of my life while serving under the White Ensign.

However, in the column over the initials "E.C.R." on page five, the last paragraph but one states that very little is known as far as official records are concerned, regarding life in the old RNC of C — nothing about study methods, etc.

Perhaps I can fill in some of the vacant spots, as it were, regarding life at the old College, especially from 1911 to early 1916 . . .

The College was opened in January 1911 with 20 cadets registered, and they were grouped into two classes of 10 each, under their own cadet captain. The College was under, as you know, the command of Cdr. E. A. E. Nixon, who, at the time of opening, was a two-and-a-half ringer, known to the staff as the 'First Lieutenant'. The rank of lieutenant-commander was not used, being adopted sometime later.

The Director of Naval Studies was the late Captain B. S. Hartley, who, I believe, came from the Royal Naval College, Dartmouth, England. The Engineer Officer was a Mr. Bartlett, a two-and-a-half ringer, or later Engineer Lieutenant-Commander; the Paymaster was Commander Bissenden. The teaching staff included Mr. L. N. Richardson, mathematics; Mr. A. G. Matcher, science and physics; Mr. Penny, languages, and Lt. Allen, navigation (Capt. Hartley also instructed in navigation). The engineering shops were under the control of a Mr. Kelly, Chief ERA; Mr. Brooker was boatswain, having charge of boats, etc. Mr. George Kinch was physical training instructor, retiring from the RCN as warrant officer. There were three chief petty officers, one of whom was my father, serving under the Director of Naval Studies. The other two chiefs were responsible to the commanding officer and looked after the welfare of the cadets.

When the college was about to be opened in January, Captain Hartley heard that my father was a member of the crew of the *Niobe*, and having been

shipmates with my father in the Royal Navy at Dartmouth, (my father served on two occasions on board the old training ship *Britannia*) he arranged for his transfer to the college to serve with him, and have charge of the laboratories, study rooms and stationery supplies.

My family came to Canada from England, and I received my appointment to the staff in May 1911, first as laboratory boy assistant to the Master of Science, Mr. Hatcher. I was 14 years of age and my duties covered several subjects.

Before the commencement of a term, Captain Hartley would draw up a rough time-table and syllabus of studies, he would then call me to his study, and explain it to me so that I would fully understand it before attempting to put it through the typewriter.

The syllabus covered all periods of study, commencing at 9 a.m. until 4 p.m. with a dinner break at 12 noon, also a prep period each evening from 8 p.m. until 9 p.m., when at the sound of a gong rung by the hall porter, there would be a mad rush for the dormi-



The 50th anniversary of the RCN, May 4, was marked in Newfoundland by a ceremony in which Cdr. William Bremner, Canadian Naval Commander Newfoundland, presented two gangway plates from the cruiser HMS Newfoundland to the government of Canada's newest province. The presentation was made on behalf of the British Admiralty and the gift was accepted by Premier Joseph Smallwood, shown at centre. (NFD-5079)

**T**WO GANGWAY plates from the cruiser HMS Newfoundland were presented to the Newfoundland government May 4 by the Canadian Naval Commander Newfoundland, Cdr. William Bremner, on behalf of the British Admiralty. He was accompanied by Lt.-Cdr. W. V. A. Lesslie, commanding officer of the frigate HMCS *Lanark*.

The plates had been removed from the British cruiser before she was sold with a view to displaying them in the former colony after which the ship had been named. The people had contributed toward the cruiser's cost during the Second World War.

The presentation ceremony, in the main lobby of the new Confederation Building, was attended by Premier Joseph Smallwood, members of the provincial cabinet and executives. The event took place on the 50th Anniver-

sary of the Royal Canadian Navy, a fact which the premier recalled in his thanks. He stated that the plates would be placed in the Observation Room above the House of Assembly, where the public could view them.

The plates are about four feet long and three feet wide and are solid brass. For the ceremony they were placed on two tables and covered with the Union Jack.

On board the *Newfoundland* the plates were sunk into the deck at positions generally used for gangways.

The *Newfoundland*, of the same class as the RCN's former cruiser *Quebec* (ex-*Uganda*), was completed in 1942. She won the battle honours "Mediterranean 1943" and "Sicily 1943", the latter being an area battle honour for service during the invasion of Sicily in which British, U.S. and Canadian forces participated.



tories, everything being done at the double. It was an amusing thing to watch the cadets in the morning just before the 9 o'clock gong. They would be gathered at the foot of the main staircase, brushing each other's uniforms for the last speck of dust, with one eye on the clock and the moment the gong rang there was a thunder of feet up the stairs to the dormitory for inspection by the commanding officer.

For a few minutes there would be a silence, then a sharp command, a stamp of feet, and another thunderous rush of bodies down the stairs and to the study rooms, or perhaps to the engineering shops located at the south end of the dockyard.

During the science studies or instruction in the laboratory my job was to sit in class with the cadets and take notes (these notes were periodically inspected by the science master) and when class was not in session, I would assist the master in setting up and working on experiments, for further instruction to the cadets, such as chemistry, elementary magnetism and electricity and kindred subjects. During the term, test papers would have to be prepared, each master or instructor would make a rough copy of his test paper and give it to me, and after I was satisfied that I understood their writing, I would type a stencil very carefully, then proof-read it and give to my father, who would set it up on duplicating machine and we would print off sufficient copies for the teaching staff, keeping one copy which was pasted into a large blank book for a record. I might add that Mr. Hatcher made arrangements to have special keys with Greek letters installed on the typewriter for use when making up science papers.

During the time I was on the staff, the engineer officer, Mr. Bartlett, left the College and his place was taken by Eng. Lt. Curry, who in later years retired with the rank of engineer captain.

Two languages were taught, French and German.

Upon joining the College the cadets were issued with the necessary textbooks and all stationery requirements were supplied from the stores under my Father's care. I assisted him in this duty. Practical seamanship was given on board the *Diana* and the *Venture*. If I remember rightly the *Diana* was under the command of an elderly lieutenant by the name of Jones, and on several occasions my Dad acted as coxswain, taking the vessel out on weekend trips. During the winter terms, the study periods were divided, the afternoons devoted to recreation, boating, etc. until teatime, then the second period of study until supper, after which came the usual prep. study.

As Commodore Hope has given an outline of their activities there is no need for me to enlarge on his description.

After the term-end examinations were over, there was one job that I took particular interest and care in, and it was strictly confidential. Captain Hartley would call me to his study, and read over his rough copy of the marks and standing awarded to each cadet. I would then make a typewritten copy for him and, with his OK, a stencil would be cut and sufficient copies of this most important document would be printed for official use.

About two years after my appointment I was promoted to laboratory assistant, which I held until my release from the Naval Service in March 1916 for active service overseas.

There were two laboratories in the college. One, the chemical as we called it, was located on the main floor or deck, at the rear of the building, under the officers' wardroom, and a clear view of the harbour could be seen both north and south. From these windows I have seen many ships of the Royal Navy and foreign navies come

and go, especially during the first two years of the war of 1914. The other laboratory was in a separate building located on the waterfront near the college boathouse just north of Jetty 5. This building also held the seamanship room, after the original one was made over into the senior gunroom when the second group of cadets joined the college. This building was a very cold place to work in during the winter, despite the hot air furnace in the basement, especially when a north wind was blowing down from Bedford Basin. In the basement beside the furnace were two sets of carpenter tools, two six-volt generators driven by 110-volt induction motors. These generators were used for charging storage batteries in the laboratory. Also there was a room in which was kept the fumigating apparatus.

During the early years of the College, it had its own radio or wireless room, located at the north end of the top floor. To reach this room you passed through the engineering classroom.

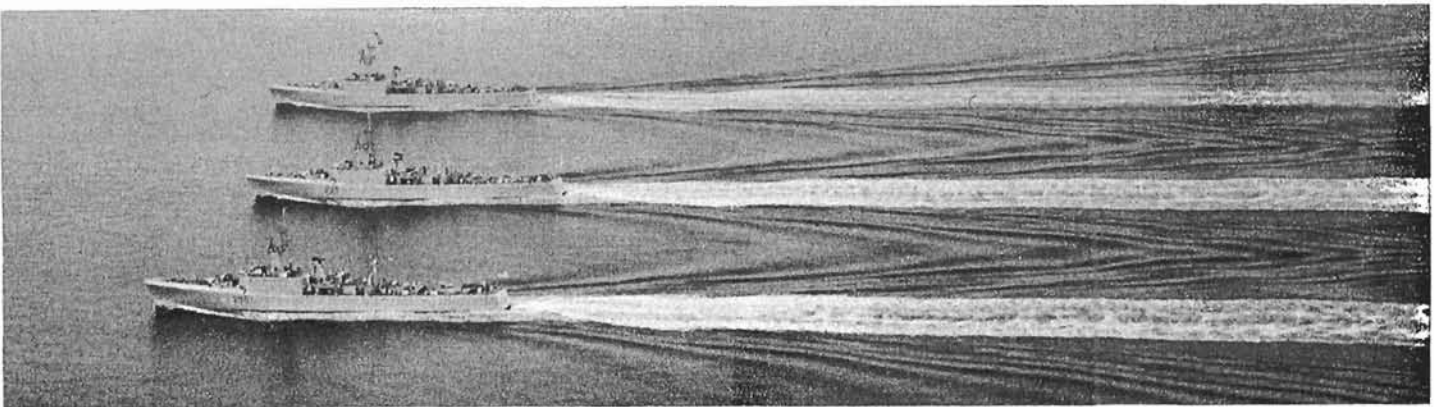
As the Navy became a debatable subject, many were the rumours among the lower deck staff. Would the Navy fold up? Would the College close? These were especially rife when the *Niobe* was placed in reserve and moored in, definitely at Jetty 5, leaving Jetty open for any RN ship coming in for coaling. She remained there until August 1914 when she was recommissioned for active service.

In closing may I wish you all the best during this anniversary year. It's hard to believe that 50 years have gone by since I put foot on board the *Niobe* in Devonport Dockyard, before she left for Halifax, N.S., as a boy visitor in 1910.

Yours sincerely,

FRANK HALL.

355 Arnot Ave.,  
Victoria, B.C.



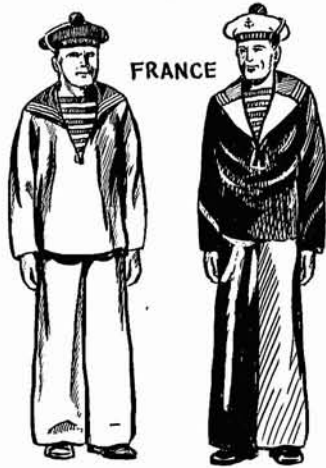
"Guided missiles" would be a reasonably good answer to the question asked on an earlier page of this issue. The wakes of three Pacific Command destroyer escorts, HMC Ships Margaree, Fraser and Skeena, weave an intricate pattern on the sea. (E-55159)

# Naval Lore Corner

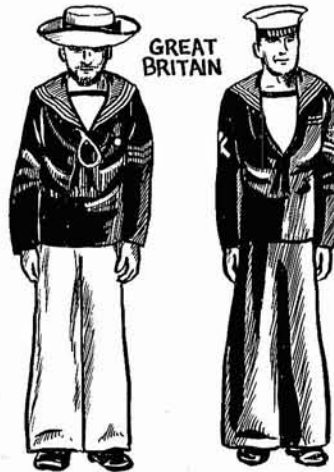
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NAVAL UNIFORMS, 1900-1960

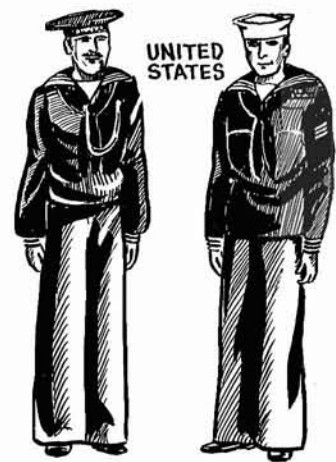
THE SETS OF SKETCHES BELOW DEPICT THE CHANGE IN NAVAL DRESS IN THE LAST SIXTY YEARS. THE FIGURES ON THE LEFT SHOW THE DRESS WORN AT THE TURN OF THE CENTURY, WHILE THOSE ON THE RIGHT ARE MODERN...



FRANCE



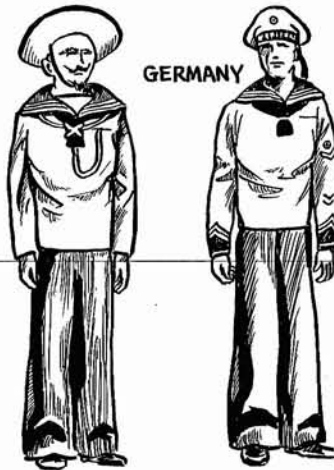
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UNITED  
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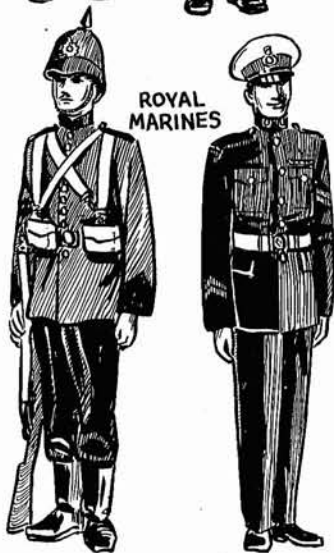
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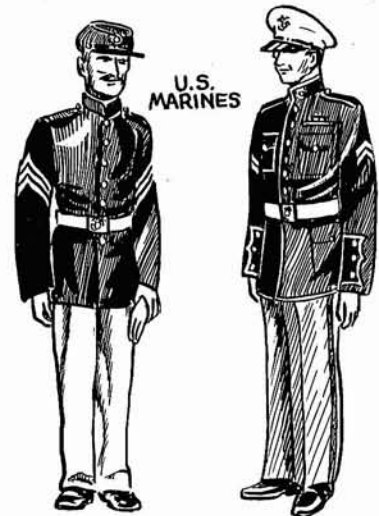
RUSSIA



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MARINES



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